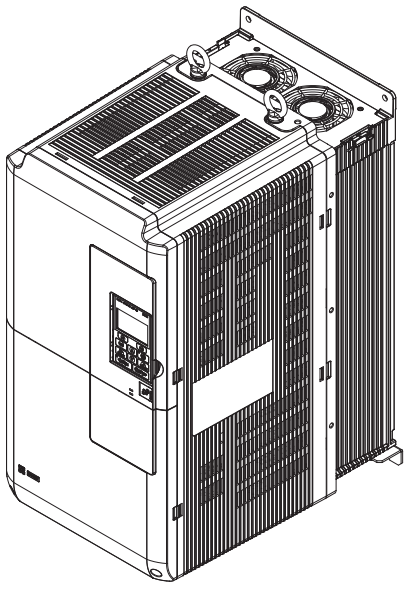
YASKAWA

Low Harmonics Regenerative Matrix Converter

YASKAWA U1000 Series

Technical Manual

Type: CIMR-UC□□□□
Rated Output Current: 200 V Class: 22 to 248 A
400 V Class: 9.6 to 930 A



Receiving 1
Mechanical Installation 2
Electrical Installation 3
Start-Up Programming & Operation 4
Parameter Details 5
Troubleshooting 6
Periodic Inspection & Maintenance 7
Peripheral Devices & Options 8
Specifications A
Parameter List B
MEMOBUS/Modbus Communications C
Standards Compliance D
Quick Reference Sheet E

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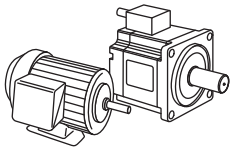
◆ Quick Reference

Easily Set Parameters for Specific Applications	
Preset parameter defaults are available for setting up applications. *Refer to Application Selection on page 135*.	

Run a Motor One-Frame Larger
This drive can operate a motor one frame size larger when running variable torque loads such as fans and pumps. *Refer to C6-01: Drive Duty Mode Selection on page 216*.

Drive a Synchronous PM Motor	
U1000 can operate synchronous PM motors. *Refer to Subchart A-3: Operation with Permanent Magnet Motors on page 132*.	

Perform Auto-Tuning
Automatic tuning sets motor parameters. *Refer to Auto-Tuning on page 141*.

Maintenance Check Using Drive Monitors
Use drive monitors to check the if fans, capacitors, and other components may require maintenance. *Refer to Performance Life Monitors Maintenance Monitors on page 389*.

Fault Display and Troubleshooting
Refer to Drive Alarms, Faults, and Errors on page 340 and *Refer to Troubleshooting without Fault Display on page 376*.

Standards Compliance	
Refer to European Standards on page 576. *Refer to UL Standards on page 596*.	CE c UL us LISTED

Table of Contents

Quick Reference 3

i. PREFACE & GENERAL SAFETY 15
i.1 Preface 16
Applicable Documentation 16
Symbols 16
Terms and Abbreviations 16
Trademarks 16
i.2 General Safety 17
Supplemental Safety Information 17
Safety Messages 18
Application Notes 20
Notes on Motor Operation 24
Applications with Specialized Motors 25
Drive Label Warnings 26
Warranty Information 26

1. RECEIVING 27
1.1 Section Safety 28
1.2 General Description 29
U1000 Model Selection 29
Control Mode Selection 30
1.3 Model Number and Nameplate Check 31
Nameplate 31
Model Number 32
1.4 Drive Models and Enclosure Types 34
CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930 34
Harmonic Filter Module 34
1.5 Component Names 35
IP00 Enclosure 35
IP20/UL Type 1 Enclosure 38
Harmonic Filter Module 41
Front Views 42

2. MECHANICAL INSTALLATION 45
2.1 Section Safety 46
2.2 Mechanical Installation 48
Installation Environment 48
Installation Orientation and Spacing 49
Instructions on Installation 50
Digital Operator Remote Usage 53

Exterior and Mounting Dimensions 56

3. ELECTRICAL INSTALLATION 63
3.1 Section Safety 64
3.2 Standard Connection Diagram 66
CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0590 67
CIMR-U□4□0720 to 4□0930 69
3.3 Main Circuit Connection Diagram 71
3.4 Terminal Block Configuration 72
3.5 Terminal Cover 76
2□0028 to 2□0130, 4□0011 to 4□0124 76
2□0154 to 2□0248, 4□0156 to 4□0930 77
3.6 Digital Operator and Front Cover 78
Removing/Reattaching the Digital Operator 78
Removing/Reattaching the Front Cover 78
3.7 Top Protective Cover 80
Attaching the Top Protective Cover 80
Removing the Top Protective Cover 80
3.8 Main Circuit Wiring 81
Main Circuit Terminal Functions 81
Protecting Main Circuit Terminals 82
Main Circuit Wire Gauges and Tightening Torque 83
Precautions on Reactive Current When Waiting to Run 88
Main Circuit Terminal and Motor Wiring 89
3.9 Control Circuit Wiring 91
Control Circuit Connection Diagram 91
Control Circuit Terminal Block Functions 91
Terminal Configuration 93
Wiring the Control Circuit Terminal 94
Module Communications Connector 96
3.10 Control I/O Connections 98
Switches and Jumpers on the Terminal Board 98
Sinking/Sourcing Mode for Digital Inputs 99
Sinking/Sourcing Mode Selection for Safe Disable Inputs 100
Terminal DM+ and DM- Output Signal Selection 100
Using the Pulse Train Output 101
Terminal A2 Input Signal Selection 102
Terminal A3 Analog/PTC Input Selection 102
Terminal AM/FM Signal Selection 102
3.11 Connect to a PC 103
3.12 MEMOBUS/Modbus Termination 104
3.13 Enable the Internal EMC Filter 105
Internal EMC Filter 105
3.14 24 V Control Power Supply Unit Wiring 109
24 V Control Power Supply Unit 109
Power Supply Terminal Block TB1 Wiring 111
24 V Control Power Supply Unit Specifications 112
3.15 External Interlock 113
Operation Ready 113
3.16 Wiring Checklist 114

4. START-UP PROGRAMMING & OPERATION 117
4.1 Section Safety 118
4.2 Using the Digital Operator 119
Keys and Displays 119
LCD Display 120
ALARM (ALM) LED Displays 121
LO/RE LED and RUN LED Indications 121
Menu Structure for Digital Operator 122
4.3 The Drive and Programming Modes 123
Navigating the Drive and Programming Modes 123
Changing Parameter Settings or Values 125
Verifying Parameter Changes : Verify Menu. 126
Simplified Setup Using the Setup Group 127
Switching Between LOCAL and REMOTE 128
4.4 Start-Up Flowcharts 129
Flowchart A: Basic Start-up and Motor Tuning 129
Subchart A-1: Simple Motor Setup Using V/f Control 130
Subchart A-2: High Performance Operation Using OLV or CLV 131
Subchart A-3: Operation with Permanent Magnet Motors 132
4.5 Powering Up the Drive 134
Powering Up the Drive and Operation Status Display 134
4.6 Application Selection 135
Setting 1: Water Supply Pump Application 135
Setting 2: Conveyor Application 136
Setting 3: Exhaust Fan Application 136
Setting 4: HVAC Fan Application 136
Setting 5: Air Compressor Application 137
Setting 6: Hoist Application 137
Notes on Controlling the Brake when Using the Hoist Application Preset 138
Setting 7: Traveling Application 140
4.7 Auto-Tuning 141
Types of Auto-Tuning 141
Before Auto-Tuning the Drive 144
Auto-Tuning Interruption and Fault Codes 146
Auto-Tuning Operation Example 146
Parameter Settings during Induction Motor Auto-Tuning: T1 148
Parameter Settings during PM Motor Auto-Tuning: T2 151
Parameter Settings during Inertia and Speed Control Loop Auto-Tuning: T3 154
4.8 No-Load Operation Test Run 155
No-Load Operation Test Run 155
4.9 Test Run with Load Connected 157
Test Run with the Load Connected 157
4.10 Verifying Parameter Settings and Backing Up Changes 158
Backing Up Parameter Values : o2-03 158
Parameter Access Level : A1-01 158
Password Settings: A1-04, A1-05 158
Copy Function 159
4.11 Test Run Checklist 160

5. PARAMETER DETAILS 163
5.1 A: Initialization 164
A1: Initialization 164
A2: User Parameters 169

5.2 b: Application. 170
b1: Operation Mode Selection 170
b2: DC Injection Braking 180
b3: Speed Search 181
b4: Timer Function 190
b5: PID Control 191
b6: Dwell Function 200
b7: Droop Control (CLV, CLV/PM) 201
b8: Energy Saving 202
b9: Zero Servo 204
5.3 C: Tuning 205
C1: Acceleration and Deceleration Times 205
C2: S-Curve Characteristics 207
C3: Slip Compensation 207
C4: Torque Compensation 210
C5: Automatic Speed Regulator (ASR) 211
C6: Carrier Frequency 216
C7: Voltage Adjustment 218
5.4 d: Reference Settings 220
d1: Frequency Reference 220
d2: Frequency Upper/Lower Limits 222
d3: Jump Frequency 222
d4: Frequency Reference Hold and Up/Down 2 Function 223
d5: Torque Control 228
d6: Field Weakening and Field Forcing 232
d7: Offset Frequency 233
5.5 E: Motor Parameters 234
E1: V/f Pattern for Motor 1 234
E2: Motor 1 Parameters 238
E3: V/f Pattern for Motor 2 241
E4: Motor 2 Parameters 242
E5: PM Motor Settings 244
5.6 F: Option Settings 247
F1: PG Speed Control Card Settings 247
F2: Analog Input Card Settings 250
F3: Digital Input Card Settings 251
F4: Analog Monitor Card Settings 251
F5: Digital Output Card Settings 253
F6 and F7: Communication Option Card 253
5.7 H: Terminal Functions. 256
H1: Multi-Function Digital Inputs 256
H2: Multi-Function Digital Outputs 266
H3: Multi-Function Analog Inputs 277
H4: Multi-Function Analog Outputs 282
H5: MEMOBUS/Modbus Serial Communication 284
H6: Pulse Train Input/Output 284
5.8 L: Protection Functions 287
L1: Motor Protection 287
L2: Momentary Power Loss Ride-Thru 292
L3: Stall Prevention 294
L4: Speed Detection 299
L5: Fault Restart 301
L6: Torque Detection 302
L7: Torque Limit 304
L8: Drive Protection 306

L9: Drive Protection 2 . . . 312
5.9 n: Special Adjustments . . . 313
n1: Hunting Prevention . . . 313
n2: Speed Feedback Detection Control (AFR) Tuning . . . 314
n3: Overexcitation Braking . . . 314
n5: Feed Forward Control . . . 315
n6: Online Tuning . . . 317
n8: PM Motor Control Tuning . . . 317
5.10 o: Operator Related Settings . . . 324
o1: Digital Operator Display Selection . . . 324
o2: Digital Operator Keypad Functions . . . 325
o3: Copy Function . . . 327
o4: Maintenance Monitor Settings . . . 328
q: DriveWorksEZ Parameters . . . 330
r: DriveWorksEZ Connection Parameters . . . 330
T: Motor Tuning . . . 330
5.11 U: Monitor Parameters . . . 331
U1: Operation Status Monitors . . . 331
U2: Fault Trace . . . 331
U3: Fault History . . . 331
U4: Maintenance Monitors . . . 331
U5: PID Monitors . . . 331
U6: Control Monitors . . . 332
U8: DriveWorksEZ Monitors . . . 332
U9: Power Monitors . . . 332

6. TROUBLESHOOTING . . . 333
6.1 Section Safety . . . 334
6.2 Motor Performance Fine-Tuning . . . 336
Fine-Tuning V/f Control and V/f Control with PG . . . 336
Fine-Tuning Open Loop Vector Control . . . 336
Fine-Tuning Closed Loop Vector Control . . . 337
Fine-Tuning Open Loop Vector Control for PM Motors . . . 337
Fine-Tuning Advanced Open Loop Vector Control for PM Motors . . . 338
Fine-Tuning Closed Loop Vector Control for PM Motors . . . 338
Parameters to Minimize Motor Hunting and Oscillation . . . 339
6.3 Drive Alarms, Faults, and Errors . . . 340
Types of Alarms, Faults, and Errors . . . 340
Alarm and Error Displays . . . 341
6.4 Fault Detection . . . 346
Fault Displays, Causes, and Possible Solutions . . . 346
6.5 Alarm Detection . . . 358
Alarm Codes, Causes, and Possible Solutions . . . 358
6.6 Operator Programming Errors. . . . 365
oPE Codes, Causes, and Possible Solutions . . . 365
6.7 Auto-Tuning Fault Detection . . . 368
Auto-Tuning Codes, Causes, and Possible Solutions . . . 368
6.8 Copy Function Related Displays . . . 372
Tasks, Errors, and Troubleshooting . . . 372
6.9 Diagnosing and Resetting Faults . . . 374
Fault Occurs Simultaneously with Power Loss . . . 374
If the Drive Still has Power After a Fault Occurs . . . 374
Viewing Fault Trace Data After Fault . . . 374
Fault Reset Methods . . . 375

6.10 Troubleshooting without Fault Display 376
Common Problems 376
Cannot Change Parameter Settings 376
Motor Does Not Rotate Properly after Pressing RUN Button or after Entering External Run Command 377
Motor is Too Hot 378
Drive Does Not Allow Selection the Desired Auto-Tuning Mode 378
oPE02 Error Occurs When Lowering the Motor Rated Current Setting 378
Motor Stalls during Acceleration or Acceleration Time is Too Long 378
Drive Frequency Reference Differs from the Controller Frequency Reference Command 379
Excessive Motor Oscillation and Erratic Rotation 379
Load Falls When Brake is Applied (Hoist-Type Applications) 379
Noise From Drive or Motor Cables When the Drive is Powered On 379
Equipment for Residual Current Monitoring/Detection (RCM/RCD) Trips During Run 380
Connected Machinery Vibrates When Motor Rotates 380
PID Output Fault 380
Insufficient Starting Torque 380
Motor Rotates After the Drive Output is Shut Off (Motor Rotates During DC Injection Braking) 380
Output Frequency is not as High as Frequency Reference 381
Buzzing Sound from Motor at 2 kHz 381
Unstable Motor Speed when Using PM 381
Motor Does Not Restart after Power Loss 381
The Safety Controller Does Not Recognize Safe Disable Monitor Output Signals (Terminals DM+ and DM-) 381
Troubleshooting if the PM Motor Speed is Unstable; when the Motor Starts after Momentary Power Loss Recovery; when Enabling External Speed Search Command 1 or 2; or when Speed Search Selection at Start is Enabled and Motor Starts 381

7. PERIODIC INSPECTION & MAINTENANCE 383
7.1 Section Safety 384
7.2 Inspection 386
Recommended Daily Inspection 386
Recommended Periodic Inspection 387
Storage Guidelines 388
7.3 Periodic Maintenance 389
Replacement Parts 389
7.4 Cooling Fan and Circulation Fan 391
Number of Fan 391
Cooling Fan Component Names 392
Cooling Fan Replacement 394
7.5 Drive Replacement 421
Serviceable Parts 421
Terminal Board 421
Replacing the Drive 422

8. Peripheral Devices & OPTIONS 425
8.1 Section Safety 426
8.2 Drive Options and Peripheral Devices 428
8.3 Connecting Peripheral Devices 429
CIMR-U□2□0028 to 2□0248, CIMR-U□4□0011 to 4□0590 429
CIMR-U□4□0720 to 4□0930 430

8.4 Option Card Installation 431
Prior to Installing the Option 431
Installing the Option 432
8.5 Installing Peripheral Devices 441
Installing a Molded Case Circuit Breaker (MCCB) and Equipment for Residual Current Monitoring/Detection (RCM/RCD) 441
Installing a Magnetic Contactor at the Power Supply Side 442
Connecting a Surge Absorber 442
Reducing Noise 442
Attachment for External Heatsink (IP00 Enclosure) 443
Internal EMC-Filter Model Installation 443
Installing a Motor Thermal Overload (oL) Relay on the Drive Output 443

A. SPECIFICATIONS 445
A.1 Heavy Duty and Normal Duty Ratings 446
A.2 Three-Phase 200 V Class Drives 447
A.3 Three-Phase 400 V Class Drives 448
A.4 Drive Specifications 449
A.5 Drive Watt Loss Data 451
CIMR-U□2□0028 to 2□0248 451
CIMR-U□4□0011 to 4□0930 451
Harmonic Filter Module 451
A.6 Drive Derating Data 452
Rated Current Depending on Carrier Frequency 452
Carrier Frequency Derating 453
Temperature Derating 453
Altitude Derating 453

B. PARAMETER LIST 455
B.1 Understanding the Parameter Table 456
Control Modes, Symbols, and Terms 456
B.2 Parameter Groups 457
B.3 Parameter Table 458
A: Initialization Parameters 458
b: Application 459
C: Tuning 466
d: Reference Settings 471
E: Motor Parameters 474
F: Option Settings 479
H: Multi-Function Terminals 486
L: Protection Function 498
n: Special Adjustments 504
o: Operator Related Settings 507
q: DriveWorksEZ Parameters 509
r: DriveWorksEZ Connection Parameters 509
T: Motor Tuning 510
U: Monitors 512
B.4 Control Mode Dependent Parameter Default Values 522
A1-02 (Motor 1 Control Mode) Dependent Parameters 522
E3-01 (Motor 2 Control Mode) Dependent Parameters 524
B.5 V/f Pattern Default Values 525
B.6 Defaults by Drive Model Selection (o2-04) and ND/HD (C6-01) 526
B.7 Parameters that Change with the Motor Code Selection (for PM Motors) 531
YASKAWA SMRA Series SPM Motor 531
YASKAWA SSR1 Series IPM Motor (For Derated Torque) 532

YASKAWA SST4 Series IPM Motor (For Constant Torque) 538

C. MEMOBUS/MODBUS COMMUNICATIONS 545
C.1 MEMOBUS/Modbus Configuration 546
C.2 Communication Specifications 547
C.3 Connecting to a Network 548
Network Cable Connection 548
Wiring Diagram for Multiple Connection 548
Network Termination 549
C.4 MEMOBUS/Modbus Setup Parameters 550
MEMOBUS/Modbus Serial Communication 550
C.5 Drive Operations by MEMOBUS/Modbus 553
Observing the Drive Operation 553
Controlling the Drive 553
C.6 Communications Timing 554
Command Messages from Master to Drive 554
Response Messages from Drive to Master 554
C.7 Message Format 555
Message Content 555
Slave Address 555
Function Code 555
Data 555
Error Check 556
C.8 Message Examples 557
Reading Drive MEMOBUS/Modbus Register Contents 557
Loopback Test 557
Writing to Multiple Registers 558
C.9 MEMOBUS/Modbus Data Table 559
Command Data 559
Monitor Data 560
Broadcast Messages 567
Fault Trace Contents 568
Alarm Register Contents 569
C.10 Enter Command 570
Enter Command Types 570
C.11 Communication Errors 571
MEMOBUS/Modbus Error Codes 571
Slave Not Responding 571
C.12 Self-Diagnostics 572

D. STANDARDS COMPLIANCE 573
D.1 Section Safety 574
D.2 European Standards 576
EU Declaration of Conformity 577
CE Low Voltage Directive Compliance 583
EMC Guidelines Compliance for CIMR-U□□E□□□□/□W□□□□ 586
D.3 UL Standards 596
UL Standards Compliance 596
Drive Motor Overload Protection 606
D.4 Safe Disable Input Function 608
Safety Standards 608
Specifications 608
Precautions 608
Using the Safe Disable Function 609

E. QUICK REFERENCE SHEET 613
E.1 Drive and Motor Specifications 614
Drive Specifications 614
Motor Specifications 614
E.2 Basic Parameter Settings 615
Basic Setup 615
V/f Pattern Setup 615
Motor Setup 615
Multi-Function Digital Inputs 615
Pulse Train Input/Analog Inputs 615
Multi-Function Digital Outputs 615
Monitor Outputs 615
E.3 User Setting Table 616

Index 622

Revision History 635

i

Preface & General Safety

This section provides safety messages pertinent to this product that, if not heeded, may result in fatality, personal injury, or equipment damage. Yaskawa is not responsible for the consequences of ignoring these instructions.

i.1 PREFACE 16
i.2 GENERAL SAFETY 17

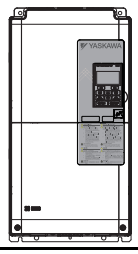
i.1 Preface

Yaskawa manufactures products used as components in a wide variety of industrial systems and equipment. The selection and application of Yaskawa products remain the responsibility of the equipment manufacturer or end user. Yaskawa accepts no responsibility for the way its products are incorporated into the final system design. In all cases, Yaskawa products should not be incorporated into a product or design as the exclusive or sole safety control function. Without exception, all controls should be designed to detect faults dynamically and fail safely under all circumstances. All systems or equipment designed to incorporate a product 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 Yaskawa 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.

This manual is designed to ensure correct and suitable application of U1000 Series Drives. Read this manual before attempting to install, operate, maintain, or inspect a drive and keep it in a safe, convenient location for future reference. Be sure you understand all precautions and safety information before attempting application.

◆ Applicable Documentation

The following manuals are available for U1000 series drives:

	YASKAWA U1000 Series Quick Start Guide
	This guide is packaged together with the product. It contains basic information on safety precautions, model list, and wiring. Use this manual for basic settings and trial operation.
	YASKAWA U1000 Series Technical Manual (this book)
	This manual contains information required to install and wire the drive, in addition to an overview of fault diagnostics, maintenance safety, and parameter settings. Contact Yaskawa or a Yaskawa representative to obtain the manual.

◆ Symbols

Note: Indicates a supplement or precaution that does not cause drive damage.

◆ Terms and Abbreviations

- **Harmonic Filter Module:** U1000 Standard Configuration Device Harmonic Filter Module
- **V/f:** V/f Control
- **V/f w/PG:** V/f Control with PG
- **OLV:** Open Loop Vector Control
- **CLV:** Closed Loop Vector Control
- **OLV/PM:** Open Loop Vector Control for PM
- **AOLV/PM:** Advanced Open Loop Vector Control for PM
- **CLV/PM:** Closed Loop Vector Control for PM
- **PM motor:** Permanent Magnet Synchronous motor (an abbreviation for IPM motor or SPM motor)
- **IPM motor:** Interior Permanent Magnet Motor (such as Yaskawa's SSR1 Series and SST4 Series motors)
- **SPM motor:** Surface mounted Permanent Magnet Motor (such as Yaskawa's SMRA Series motors)

◆ Trademarks

- CANopen is a trademark of CAN in Automation (CiA).
- CC-Link is a trademark of CC-Link Partner Association (CLPA).
- DeviceNet is a trademark of Open DeviceNet Vendor Association, Inc. (ODVA).
- PROFIBUS-DP is a trademark of PROFIBUS International (PI).
- MECHATROLINK-II and MECHATROLINK-III are a trademark of MECHATROLINK Members Association (MMA).
- LONWORKS is a trademark of ECHELON USA.
- Modbus TCP/IP is a trademark of Modbus-IDA.
- EtherNet/IP is a trademark of the ODVA.
- Other companies and product names mentioned in this manual are trademarks of those companies.

i.2 General Safety

◆ Supplemental Safety Information

General Precautions
• The diagrams in this manual may be indicated without covers or safety shields to show details. Restore covers or shields before operating the drive and run the drive according to the instructions described in this manual. • Any illustrations, photographs, or examples used in this manual are provided as examples only and may not apply to all products to which this manual is applicable. • The products and specifications described in this manual or the content and presentation of the manual may be changed without notice to improve the product and/or the manual. • When ordering a new copy of the manual due to damage or loss, contact Yaskawa or a Yaskawa representative and provide the manual number shown on the front cover. • If nameplate becomes worn or damaged, order a replacement from Yaskawa or a Yaskawa representative.

⚠ WARNING

Read and understand this manual before installing, operating or servicing this drive. The drive must be installed according to this manual and local codes.

The following conventions are used to indicate safety messages in this manual. Failure to heed these messages could result in serious or possibly even fatal injury or damage to the products or to related equipment and systems.

⚠ DANGER

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

⚠ WARNING

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

WARNING! *will also be indicated by a bold key word embedded in the text followed by an italicized safety message.*

⚠ CAUTION

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

CAUTION! *will also be indicated by a bold key word embedded in the text followed by an italicized safety message.*

NOTICE

Indicates a property damage message.

NOTICE: *will also be indicated by a bold key word embedded in the text followed by an italicized safety message.*

◆ Safety Messages

⚠ DANGER

Heed the safety messages in this manual.

Failure to comply will result in death or serious injury.

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

Electrical Shock Hazard

Do not connect or disconnect wiring while the power is on.

Failure to comply will result in death or serious injury.

Before servicing, disconnect all power to the equipment. The capacitor for the control power supply remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.

⚠ WARNING

Sudden Movement Hazard

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.

When using DriveWorksEZ to create custom programming, the drive I/O terminal functions change from factory settings and the drive will not perform as outlined in this manual.

Unpredictable equipment operation may result in death or serious injury.

Take special note of custom I/O programming in the drive before attempting to operate equipment.

Electrical Shock Hazard

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

Failure to comply could result in death or serious injury.

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

Do not allow unqualified personnel to use equipment.

Failure to comply could result in death or serious injury.

Installation, maintenance, inspection and servicing must be performed only by authorized personnel familiar with installation, adjustment and maintenance of AC drives.

Do not remove covers or touch circuit boards while the power is on.

Failure to comply could result in death or serious injury.

Do not turn on the power for the EMC Filter Module only.

Failure to comply will result in death or serious injury.

The output terminals remain charged even after the power supply is turned off. Always connect the EMC Filter Module as shown in the standard connection diagram and turn on the EMC Filter Module according to the diagram.

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

When an EMC filter is installed or with models CIMR-U☐4☐0302 and larger, the leakage current exceeds 3.5 mA. Therefore according to IEC/EN 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 mm^2 (Cu) or 16 mm^2 (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/EN 60755.

⚠ WARNING

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.

Do not use improper combustible materials for the drive and harmonic filter module.

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

Attach the drive and harmonic filter module to metal or other noncombustible material.

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

Do not use this drive in lifting applications without installing external safety circuitry to prevent accidental dropping of the load.

The drive does not possess built-in load drop protection for lifting applications.

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

Install electrical and/or mechanical safety circuit mechanisms independent of drive circuitry.

If using a crane or a lifter to transport the drive, make sure that only qualified personnel are allowed operating.

Incorrect operation may cause the drive to suddenly 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.

NOTICE

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.

Do not do a withstand voltage test or use a megohmmeter or megger insulation tester on the drive.

Failure to comply could result in damage to the sensitive devices within the drive.

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 Yaskawa or a Yaskawa representative if the cause cannot be identified after checking the above.

Do not restart the drive 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 Yaskawa or a Yaskawa representative before restarting the drive or the peripheral devices if the cause cannot be identified.

Install adequate branch circuit short circuit protection per applicable codes.

Failure to comply could result in damage to the drive.

The drive is suitable for circuits capable of delivering not more than 100,000 RMS symmetrical Amperes, 240 Vac maximum (200 V Class), 480 Vac maximum (400 V Class: CIMR-U☐4E☐☐☐☐, CIMR-U☐4W☐☐☐☐), and 500 Vac maximum (400 V Class: CIMR-U☐4A☐☐☐☐, CIMR-U☐4P☐☐☐☐).

Do not expose the drive to halogen group disinfectants.

Failure to comply may cause damage to the electrical components in the drive.

Do not pack the drive in wooden materials that have been fumigated or sterilized.

Do not sterilize the entire package after the product is packed.

◆ Application Notes

■ Selection

Drive Rated Output Current

Make sure that the motor rated current is less than the rated output current for the drive.

When running more than one motor in parallel from a single drive, the capacity of the drive should be larger than [motor rated current × 1.1]. Run only one motor from each drive when using vector control. It is not possible to run more than one motor from one drive with vector control.

When 2 Seconds is Required for Momentary Power Loss Ride-Thru Time

Use the units listed below when continuing drive operation after the power is restored even after a momentary loss of power of 2 seconds occurs:

- 200 V class Momentary Power Loss Ride-Thru unit: Model No. P0010
- 400 V class Momentary Power Loss Ride-Thru unit: Model No. P0020

Drive Start-Up Time

The drive requires 1.5 seconds to prepare for operation after the power is turned on. Be mindful of this delay when using an external reference input.

Note: 1.5 seconds is the required time when no optional devices are used with the drive. When using an optional communication device, the time required for the drive to be ready for operation will vary in accordance with the start up time of the communication card.

Selection of Power Supply Capacity

Use a power supply that is greater than the rated input capacity (kVA) of the drive. If the power supply is lower than the rated capacity of the drive, the device will be unable to run the application properly and will trigger a fault.

The rated input capacity of the drive, S_{CONV} (kVA), can be calculated by the following formula:

$S_{CONV} = \sqrt{3} \times I_{in} \times V_{in} / 1000$

(I_{in}: Rated input current [A], V_{in}: Applicable power supply voltage [V])

Connection to Power Supply

The total impedance of the power supply and wiring for the rated current of the drive is %Z = 10% or more. Power voltage distortion may occur when the impedance of the power supply is too large. When wiring over long distances, be sure to take preventative measures such as using thick cables or series wiring to lower the impedance of wiring. Also, tie the cables for three phases together at the power supply side (do not isolate the cable for each phase). If not, increased cable inductance will increase the voltage of the main circuit power supply input terminal. Contact Yaskawa or a Yaskawa representative for details.

Grounding the Power Supply

Yaskawa recommends using a dedicated ground for the power supply, as the drive is designed to run with a 1:1 ratio relative to the power supply. Ground other devices as directed in the specifications for those devices. Take particular care when connecting sensitive electronic devices. Separate ground lines and install a noise filter to prevent problems from noise.

When Using a Generator as a Power Supply

Select the generator capacity approximately twice as large as the drive input power supply capacity. Set the deceleration time or load so that the regenerative power from the motor will be 10% or less of the generator capacity. For further information, contact Yaskawa or a Yaskawa representative.

When a Phase Advance Capacitor or Thyristor Controller is Provided for the Power Supply

Do not install a phase advancing capacitor to the drive.
For the phase advance capacitor that has already been installed on the same power supply system as the drive, switch to a phase-advance capacitor with a series reactor to prevent oscillation with the drive.

Contact Yaskawa or a Yaskawa representative when a device generating voltage surge or voltage distortion such as DC motor drive thyristor controller or magnetic agitator is installed on the same power supply system.

Prevention against EMC or High Frequency Leakage Current

Use units with built-in EMC filters that have the CE marking.

Be sure to use a stand-alone EMC filter for models CIMR-U□4□0477 to 4□0930.

Use a zero-phase reactor as a noise filter when a device that will be affected by noise is near the drive.

Effects of Power Supply Distortion

Distortion of the power supply voltage increases the harmonics contents due to power supply harmonics entering the drive.

Starting Torque

The startup and acceleration characteristics of the motor are restricted to the drive's overload current rating (HD: 150% 60 s, ND: 120% 60 s).

The overload rating for the drive determines the starting and accelerating characteristics of the motor. Expect lower torque than when running from line power. To achieve a higher starting torque, use a larger drive, or a drive and motor with larger capacity.

Output Short Circuit

In an elevator with a synchronous motor, the three-phase motor line can be short-circuited to generate a holding force for the motor while stopping, and to generate a large braking force during power loss or emergency stop. In this case, select the appropriate motors and perform an interlock. Failure to comply could cause damage the drive and motor or mechanical shock. Contact Yaskawa or a Yaskawa representative for details.

Emergency Stop

When the drive faults out, the output is shut off. This, however, does not stop the motor immediately. Some type of mechanical brake may be needed if it is necessary to halt the motor faster than the Fast Stop function is able to.

Repetitive Starting/Stopping

Cranes (hoists), elevators, punching presses, and other such applications with frequent starts and stops often exceed 150% of their rated output current values. Heat stress generated from repetitive high current can shorten the life span of the IGBTs. The expected lifetime of the IGBTs is about 8 million start and stop cycles with a 4 kHz carrier frequency (a 3 kHz carrier frequency for CIMR-U☐4☐0477 to 4☐0930) and a 150% peak current.

For crane-type applications using an inching function in which the motor is quickly started and stopped, Yaskawa recommends selecting a large enough drive so that peak current levels remain below 150% of the drive rated current.

Run only one motor from each drive when using vector control. It is not possible to run more than one motor from one drive with vector control.

■ Carrier Frequency Derating

When the carrier frequency of the drive is increased above the factory default setting, the rated output current of the drive should be reduced. *Refer to Carrier Frequency Derating on page 453* for details.

■ Installation

Enclosure Panels

Keep the drive in a clean environment by either selecting an area free of airborne dust, lint, and oil mist, or install the drive in an enclosure panel. Be sure to leave the required space between drives to provide for cooling, and that proper measures are taken so that the ambient temperature remains within allowable limits. Keep flammable materials away from the drive. If the drive must be used in an area where it is subjected to oil mist and excessive vibration, protective designs are available. Contact Yaskawa or a Yaskawa representative for details.

Installation Direction

The drive should be installed upright as specified in the manual. For more information on installation, *refer to Mechanical Installation on page 48*.

■ Settings

Upper Limits

The drive is capable of running the motor up to 400 Hz. Due to the danger of accidentally of operating at high speed, be sure to set the upper limit for the frequency. The default setting for the maximum output frequency is 50 Hz.

DC Injection Braking

Motor overheat can result if there is too much current used during DC Injection Braking, or if the time for DC Injection Braking is too long.

Acceleration/Deceleration Times

Acceleration and deceleration times are affected by how much torque the motor generates, the load torque, and the moment of inertia. Set a longer accel/decel time when Stall Prevention is enabled. The accel/decel times are lengthened for as long as the Stall Prevention function is operating. For faster acceleration and deceleration, use a larger drive and motor.

■ General Handling

Wiring Check

Be sure to perform a final check of all sequence wiring and other connections before turning the power on. Make sure there are no short circuits on the control terminals (+V, AC, etc.), as this could damage the drive.

Selecting a Circuit Breaker or Leakage Circuit Breaker

Yaskawa recommends installing equipment for residual current monitoring/detection (RCM/RCD) to the power supply side. The RCM/RCD should be designed for use with an AC drive (e.g. Type B according to IEC/EN 60755).

Select a MCCB (Molded Case Circuit Breaker) or RCM/RCD with a rated current that is 1.5 to 2 times higher than the rated current of the drive in order to avoid nuisance trips caused by harmonics in the drive input current. Also refer to *Installing a Molded Case Circuit Breaker (MCCB) and Equipment for Residual Current Monitoring/Detection (RCM/RCD) on page 441*.

Magnetic Contactor Installation

Use a magnetic contactor (MC) to ensure that power to the drive can be completely shut off when necessary. The MC should be wired so that it opens when a fault output terminal is triggered.

Avoid switching a magnetic contactor on the power supply side more frequently than once every 30 minutes. Frequent switching can cause damage to the drive.

Inspection and Maintenance

Capacitors for the control power supply take time to discharge even after the power has been shut off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.

The heatsink can become quite hot during operation, and proper precautions should be taken to prevent burns. When replacing the cooling fan, shut off the power and wait at least 15 minutes to be sure that the heatsink has cooled down.

Even when the power has been shut off for a drive running a PM motor, voltage continues to be generated at the motor terminals while the motor coasts to stop. Take the precautions described below to prevent shock and injury:

- In Applications where the machine can still rotate even though the drive has fully stopped a load switch for disconnecting motor and drive should be installed to the output side of the drive.
- Do not allow an external force to rotate the motor beyond the maximum allowable speed, also when the drive has been shut off.
- Wait for at least the time specified on the warning label after opening the load switch on the output side before inspecting the drive or performing any maintenance.
- Do not open and close the load switch while the motor is running, as this can damage the drive.
- If the motor is coasting, make sure the power to the drive is turned on and the drive output has completely stopped before closing the load switch.

Wiring

All wire ends should use ring terminals for UL/cUL compliance. Use only the tools recommended by the terminal manufacturer for crimping.

Transporting the Drive

Never steam clean the drive.

During transport, keep the drive from coming into contact with salts, fluorine, bromine, phthalate ester, and other such harmful chemicals.

◆ Notes on Motor Operation

■ Life of the Motor Bearing

In applications involving constant speed over long periods, such as fans, pumps, extruders, and textile machinery, the life of the motor bearing may be shortened. This is called bearing electrolytic corrosion. The installation of a zero-phase reactor between the drive and motor, and the utilization of a motor with insulated bearings are effective countermeasures.

Details can be found in the technical documentation. Contact Yaskawa or a Yaskawa representative for more information.

■ Using a Standard Motor

Low Speed Range

The cooling fan of a standard motor is usually designed to sufficiently cool the motor at the rated speed. As the self-cooling capability of such a motor decreases with the speed, applying full torque at low speed will possibly damage the motor. To prevent motor damage from overheat, reduce the load torque as the motor slows.

Insulation Tolerance

Consider voltage tolerance levels and insulation in applications with an input voltage of over 440 V or particularly long wiring distances. Contact Yaskawa or a Yaskawa representative for consultation.

High Speed Operation

Problems may occur with the motor bearings and dynamic balance of the machine when operating a motor beyond its rated speed. Contact the motor or machine manufacturer.

Torque Characteristics

Torque characteristics differ compared to operating the motor directly from line power. The user should have a full understanding of the load torque characteristics for the application.

Vibration and Shock

The U1000 lets the user choose between high carrier PWM control. Selecting Closed Loop Vector Control can help reduce motor oscillation.

- Take particular caution when using a variable speed drive for an application that is conventionally run from line power at a constant speed. If resonance occurs shock-absorbing rubber should be installed around the base of the motor and the Jump Frequency function should be enabled to prevent continuous operation in the resonant frequency range.
- Mechanical resonance can occur with long motor shafts and in applications such as turbines, blowers, and fans with high inertia loads.

Audible Noise

Noise created during run varies by the carrier frequency setting. When using a high carrier frequency, audible noise from the motor is comparable to the motor noise generated when running from line power. Operating above the rated speed can create unpleasant motor noise.

■ Using a Synchronous Motor

- Contact Yaskawa or a Yaskawa representative if you plan to use any other synchronous motor not endorsed by Yaskawa.
- A single drive is not capable of running multiple synchronous motors at the same time. Use a standard induction motor for such setups.
- At start, a synchronous motor may rotate slightly in the opposite direction of the Run command depending on parameter settings and rotor position.
- The amount of starting torque that can be generated differs by each control mode and by the type of motor being used. Set up the motor with the drive after verifying the starting torque, allowable load characteristics, impact load tolerance, and speed control range.
  Contact Yaskawa or a Yaskawa representative if you plan to use a motor that does not fall within these specifications.
- In Open Loop Vector Control for PM motors, the allowable load inertia is approximately 50 times higher than the motor inertia or less. Contact Yaskawa or a Yaskawa representative concerning applications with a larger inertia.
- When using a holding brake in Open Loop Vector Control for PM motors, release the brake prior to starting the motor. Failure to set the proper timing can result in speed loss. Not for use with conveyor, transport, or hoist type applications.
- Use the Speed Search function to restart a coasting motor rotating over 200 Hz while in V/f Control.

◆ Applications with Specialized Motors

■ Applications with Specialized Motors

Multi-Pole Motor

Because the rated current will differ from a standard motor, be sure to check the maximum current when selecting a drive. Always stop the motor before switching between the number of motor poles. If a regenerative overvoltage fault occurs or if overcurrent protection is triggered, the motor will coast to stop.

Submersible Motor

Because motor rated current is greater than a standard motor, select the drive accordingly. Be sure to use a large enough motor cable to avoid decreasing the maximum torque level on account of voltage drop caused by a long motor cable.

Explosion-Proof Motor

Both the motor and drive need to be tested together to be certified as explosion-proof. The drive is not designed for explosion proof areas.

Furthermore, if an encoder is attached to an explosion-proof motor make sure the encoder is explosion-proof too. Use an insulating signal converter for connecting the encoder signal lines to the drives speed feedback option card.

Geared Motor

To avoid gear damage when operating at low speeds or very high speeds, make sure that both the gear and lubricant are rated for the desired speed range. Consult with the manufacturer for applications that require operation outside the rated speed range of the motor or gear box.

Single-Phase Motor

Variable speed drives are not designed for operation with single phase motors. Using capacitors to start the motor causes excessive current to flow and can damage drive components. A split-phase start or a repulsion start can end up burning out the starter coils because the internal centrifugal switch is not activated. The U1000 is for use with three-phase motors only.

Motor with Brake

Caution should be taken when using a drive to operate a motor with a built-in holding brake. If the brake is connected to the output side of the drive, it may not release at start due to low voltage levels. A separate power supply should be installed for the motor brake. Motors with a built-in brake tend to generate a fair amount of noise when running at low speeds.

■ Notes on Power Transmission Parts (belts, chains, gear boxes, ...)

Installing a drive in a machine that was directly connected to the power supply allows to adjust the machine speed. Continuous operation above or below the rated speed can wear out lubrication material in gear boxes and other power transmission parts. In order to avoid machine damage make sure lubrication is sufficient within the whole speed range. Note that operation above the rated speed can increase the noise generated by the machine.

◆ Drive Label Warnings

Always heed the warning information listed in *Figure i.1* in the position shown in *Figure i.2*.

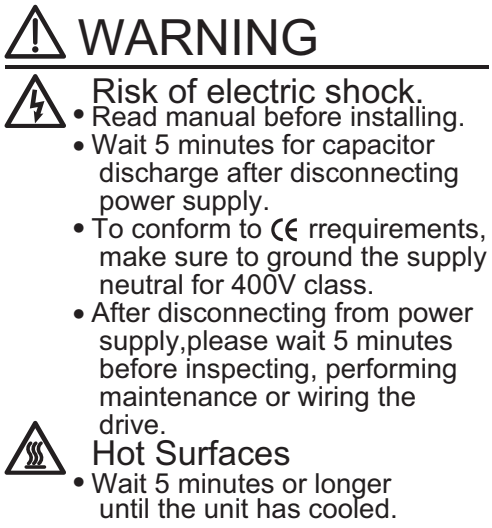


Figure i.1 Warning Information

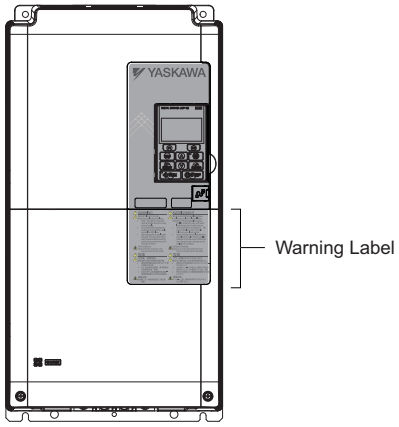


Figure i.2 Warning Information Position

◆ Warranty Information

■ Restrictions

U1000 was not designed or manufactured for use in devices or systems that may directly affect or threaten human lives or health.

Customers who intend to use the product described in this manual for devices or systems relating to transportation, health care, space aviation, atomic power, electric power, or in underwater applications must first contact Yaskawa or a Yaskawa representative.

This product has been manufactured under strict quality-control guidelines. However, if this product is to be installed in any location where failure of this product could involve or result in a life-and-death situation or loss of human life or in a facility where failure may cause a serious accident or physical injury, safety devices must be installed to minimize the likelihood of any accident.

1

Receiving

This chapter explains how to inspect the drive upon receipt, and gives and overview of the different enclosure types and components.

1.1 SECTION SAFETY 28
1.2 GENERAL DESCRIPTION 29
1.3 MODEL NUMBER AND NAMEPLATE CHECK 31
1.4 DRIVE MODELS AND ENCLOSURE TYPES 34
1.5 COMPONENT NAMES 35

1.1 Section Safety

⚠ CAUTION

Do not carry the drive by the front cover or the terminal cover.

Failure to comply may cause the main body of the drive to fall, resulting in minor or moderate injury.

NOTICE

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.

A motor connected to a U1000 may operate at a higher temperature than a utility-fed motor and the operating speed range may reduce motor cooling capacity.

Ensure that the motor is suitable for drive duty and/or the motor service factor is adequate to accommodate the additional heating with the intended operating conditions.

1.2 General Description

◆ U1000 Model Selection

Refer to *Table 1.1* for drive selection depending on Normal Duty (ND) or Heavy Duty (HD) rating.

Note: The models and capacities in shown here are based on standard settings and operation conditions. Higher carrier frequencies, higher ambient temperatures, operating temperatures, and altitudes require derating.

Table 1.1 U1000 Models

3-Phase 200 V Class			3-Phase 400 V Class		
Model CIMR-U☐	Heavy Duty Rating (HD)	Normal Duty Rating (ND)	Model CIMR-U☐	Heavy Duty Rating (HD)	Normal Duty Rating (ND)
	Rated Output Current (A)	Rated Output Current (A)		Rated Output Current (A)	Rated Output Current (A)
2☐0028	22	28	4☐0011	9.6	11
2☐0042	28	42	4☐0014	11	14
2☐0054	42	54	4☐0021	14	21
2☐0068	54	68	4☐0027	21	27
2☐0081	68	81	4☐0034	27	34
2☐0104	81	104	4☐0040	34	40
2☐0130	104	130	4☐0052	40	52
2☐0154	130	154	4☐0065	52	65
2☐0192	154	192	4☐0077	65	77
2☐0248	192	248	4☐0096	77	96
–	–	–	4☐0124	96	124
–	–	–	4☐0156	124	156
–	–	–	4☐0180	156	180
–	–	–	4☐0216	180	216
–	–	–	4☐0240	216	240
–	–	–	4☐0302	240	302
–	–	–	4☐0361	302	361
–	–	–	4☐0414	361	414
–	–	–	4☐0477	414	477
–	–	–	4☐0590	477	590
–	–	–	4☐0720	590	720
–	–	–	4☐0900	720	900
–	–	–	4☐0930	900	930

Note: Current derating is required when setting the carrier frequency higher. *Refer to Carrier Frequency Derating on page 453* for details.

◆ Control Mode Selection

Table 1.2 gives an overview of the U1000 control modes and their various features:

Table 1.2 Control Modes and their Features

Motor Type		Induction Motors				Permanent Magnet Motors			Comments
Control Mode		V/f	V/f w/PG	OLV	CLV	OLV/PM	AOLV/PM	CLV/PM	–
Parameter Setting		A1-02 = 0	A1-02 = 1	A1-02 = 2	A1-02 = 3	A1-02 = 5	A1-02 = 6	A1-02 = 7	Default Setting is Open Loop Vector Control.
Basic Description		V/f control	V/f control using motor speed feedback	Open Loop Vector control	Closed Loop Vector control	Open Loop Vector control for PM motors	Open Loop Vector control for IPM motors	Closed Loop Vector control for PM motors	–
Type of Applications	Motor Type	IM	IM	IM	IM	PM	IPM	PM	–
	Multi Motor	YES	N/A	N/A	N/A	N/A	N/A	N/A	–
	Motor data unknown	YES	N/A	N/A	N/A	N/A	N/A	N/A	–
	High Speed Accuracy	N/A	YES	YES	YES	YES	YES	YES	–
	High Speed Response	N/A	N/A	YES	YES	N/A	YES	YES	–
	Zero Speed Control	N/A	N/A	N/A	YES	N/A	YES	YES	–
	Torque Control Operation	N/A	N/A	N/A	YES	N/A	YES	YES	–
	Torque Limit Operation	N/A	N/A	YES	YES	N/A	N/A	YES	–
PG Option Card		N/A	PG-B3 or PG-X3	N/A	PG-B3 or PG-X3	N/A	N/A	PG-X3	–
Control Characteristics	Speed Control Range	1:40	1:40	1:200	1:1500	1:20	1:20 1:100 <1>	1:1500	May fluctuate with characteristics and motor temperature. Enabled for 1:100 when n8-57 = 1 (high frequency injection enabled).
	Speed Accuracy	±2 to 3%	±0.03%	±0.2%	±0.02%	±0.2%	±0.2%	±0.02%	Speed deviation rate between speed reference value and motor speed (100% = rated speed, motor temperature 25°C±10°C) when operating at normal status and when load is stable.
	Speed Response	3 Hz (approx.)	3 Hz (approx.)	10 Hz	100 Hz	10 Hz	10 Hz	100 Hz	Max. frequency of a speed reference signal that the drive can follow. May fluctuate with characteristics and motor temperature.
	Starting Torque	150% at 3 Hz	150% at 3 Hz	200% at 0.3 Hz <2>	200% at 0 min^{-1} <2>	100% at 5% speed	100% at 5% speed 200% at 0 min^{-1} <1> <2>	200% at 0 min^{-1} <2>	May fluctuate with characteristics and motor temperature. Performance may differ by capacity.
Application-Specific	Auto-Tuning	• Energy Saving Tuning • Line to line resistance	• Energy Saving Tuning • Line to line resistance	• Rotational • Stationary • Line to line resistance	• Rotational • Stationary • Line to line resistance • ASR • Inertia	• Stationary • Stator Resistance	• Stationary • Stator Resistance	• Rotational • Stationary • Stator Resistance • ASR • Inertia • Encoder Offset • Back EMF Constant	Automatically adjusts parameter settings that concern electrical characteristics of the motor.
	Torque Limit	N/A	N/A	YES	YES	N/A	YES	YES	Sets the maximum torque for the motor to protect the load and connected machinery.
	Torque Control	N/A	N/A	N/A	YES	N/A	N/A	YES	Allows direct control of motor torque for tension control and other such applications.
	Droop Function	N/A	N/A	N/A	YES	N/A	N/A	YES	Sets the slip for the load torque of the motor. Used for motor load distribution.
	Zero Servo Control	N/A	N/A	N/A	YES	N/A	N/A	YES	Locks the rotor position.
	Speed Search	YES	YES	YES	–	YES	YES	YES	Bi-directional speed detection of a coasting motor to restart it without stopping.
	Energy-Saving Control	YES	YES	YES	YES	N/A	YES (IPM motors only)	YES (IPM motors only)	Saves energy by always operating the motor at its maximum efficiency.
	Feed Forward Control	N/A	N/A	N/A	YES	N/A	N/A	YES	Improves speed accuracy when the load changes by compensating effects of the system inertia.
	Inertia Tuning, ASR Tuning	N/A	N/A	N/A	YES	N/A	N/A	YES	Provides automatic Speed Control and Feed Forward function tuning.
	Commercial Power Switching Selection	YES	N/A	N/A	N/A	N/A	N/A	N/A	When the output frequency matches the power supply frequency 50 Hz, the PWM switching operation stops and switches to operation with a direct commercial power supply connection.
	High Frequency Injection	N/A	N/A	N/A	N/A	N/A	YES (IPM motor)	N/A	Greatly increases the speed control range of an IPM motor.

<1> Use a larger drive or increase the drive capacity to achieve this value.
<2> Available when High Frequency Injection is enabled (n8-57 = 1).

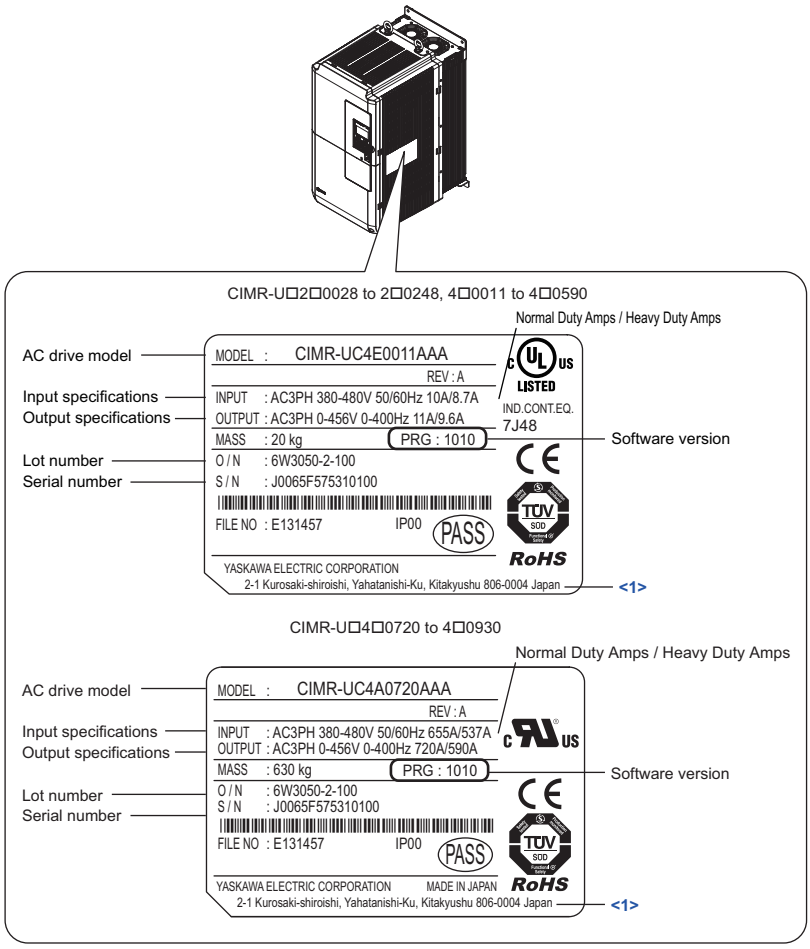
1.3 Model Number and Nameplate Check

Please perform the following tasks after receiving the drive:

- Inspect the drive for damage.
  If the drive appears damaged upon receipt, contact the shipper immediately.
- Verify receipt of the correct model by checking the information on the nameplate.
- If you have received the wrong model or the drive does not function properly, contact Yaskawa or a Yaskawa representative.

◆ Nameplate

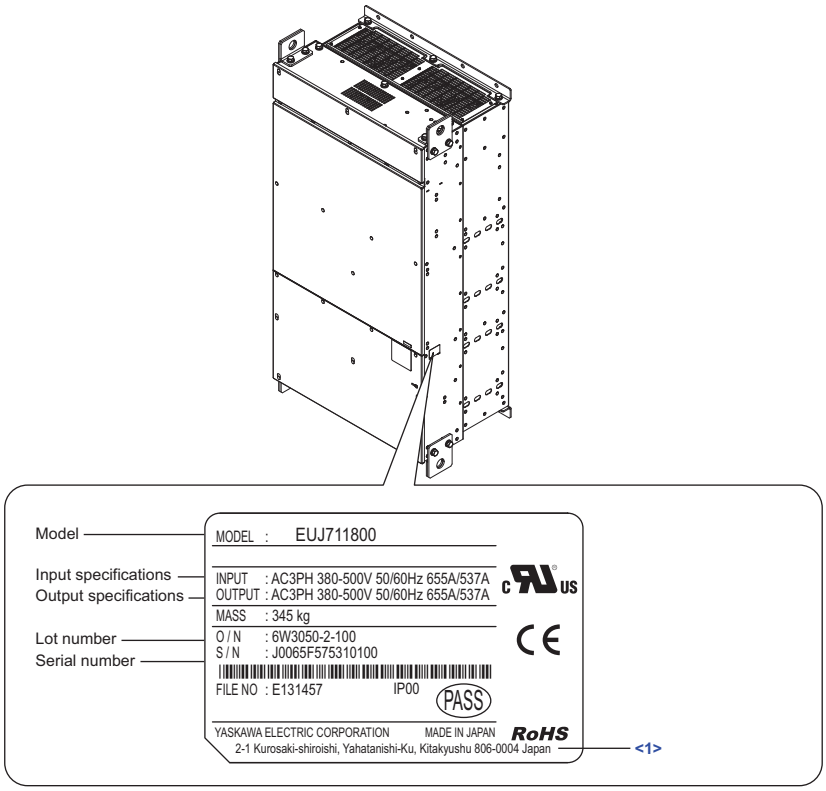
■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930



<1> The address of the head office of Yaskawa Electric Corporation (responsible for product liability) is shown on the nameplate.

Figure 1.1 Nameplate Information (CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930)

■ Harmonic Filter Module



<1> The address of the head office of Yaskawa Electric Corporation (responsible for product liability) is shown on the nameplate.

Figure 1.2 Nameplate Information (Harmonic Filter Module)

◆ Model Number

■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

CIMR – U C 2 A 0028 A A A

U1000 Series

No.	Region Code
C	Europe

No.	Customized Specifications
A	Standard model
E	EMC Noise Filter Built-in
P	24 V Power Supply Unit Built-in
W	EMC Noise Filter and 24 V Power Supply Unit Built-in

No.	Voltage Class
2	3-phase, 200-240 Vac
4	3-phase, 380-480 Vac

No.	Enclosure Type
A	IP00
F	IP20/UL Type 1

No.	Environmental Specification <1>
A	Standard
K	Gas-resistant
M	Humidity- and dust-resistant
N	Oil-resistant
S	Vibration-resistant

Design Revision Order

Refer to *Table 1.3* and *Table 1.4*.

<1> Drives with these specifications do not guarantee complete protection for the environmental conditions indicated.

■ Three-Phase 200 V

Table 1.3 Model Number and Specifications (200 V)

No.	Rated Output Current (A)	
	Heavy Duty (HD) [C6-01 = 0]	Normal Duty (ND) [C6-01 = 1]
0028	22	28
0042	28	42
0054	42	54
0068	54	68
0081	68	81
0104	81	104
0130	104	130
0154	130	154
0192	154	192
0248	192	248

■ Three-Phase 400 V

Table 1.4 Model Number and Specifications (400 V)

No.	Rated Output Current (A)	
	Heavy Duty (HD) [C6-01 = 0]	Normal Duty (ND) [C6-01 = 1]
0011	9.6	11
0014	11	14
0021	14	21
0027	21	27
0034	27	34
0040	34	40
0052	40	52
0065	52	65
0077	65	77
0096	77	98
0124	96	124
0156	124	156
0180	156	180
0216	180	216
0240	216	240
0302	240	302
0361	302	361
0414	361	414
0477	414	477
0590	477	590
0720	590	720
0900	720	900
0930	900	930

Note: **1.** Use parameter C6-01 to select between Normal duty and Heavy duty (default).
2. Refer to *Drive Models and Enclosure Types on page 34* for differences regarding enclosure protection types and component descriptions.

1.4 Drive Models and Enclosure Types

Two types of enclosures are offered for U1000 drives.

- IP00 enclosure models are designed for installation in an enclosure panel that serves to protect personnel from injury caused by accidentally touching live parts.
- IP20/UL Type 1 enclosure models mount to an indoor wall or in an enclosure panel.

◆ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

Table 1.5 describes drive enclosures and models.

Table 1.5 Drive Models and Enclosure Types (CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930)

Voltage Class	Enclosure Type	
	IP00 Enclosure CIMR-U□	IP20/UL Type 1 Enclosure CIMR-U□
Three-Phase 200 V Class	2□0028A	2□0028F <1>
	2□0042A	2□0042F <1>
	2□0054A	2□0054F <1>
	2□0068A	2□0068F <1>
	2□0081A	2□0081F <1>
	2□0104A	2□0104F <1>
	2□0130A	2□0130F <1>
	2□0154A	2□0154F <1>
	2□0192A	2□0192F <1>
	2□0248A	2□0248F <1>
Three-Phase 400 V Class	4□0011A	4□0011F <1>
	4□0014A	4□0014F <1>
	4□0021A	4□0021F <1>
	4□0027A	4□0027F <1>
	4□0034A	4□0034F <1>
	4□0040A	4□0040F <1>
	4□0052A	4□0052F <1>
	4□0065A	4□0065F <1>
	4□0077A	4□0077F <1>
	4□0096A	4□0096F <1>
	4□0124A	4□0124F <1>
	4□0156A	4□0156F <1>
	4□0180A	4□0180F <1>
	4□0216A	4□0216F <1>
	4□0240A	4□0240F <1>
	4□0302A	4□0302F <1>
	4□0361A	4□0361F <1>
	4□0414A	4□0414F <1>
	4□0477A	4□0477F <1>
	4□0590A	4□0590F <1>
	4□0720A	–
	4□0900A	–
	4□0930A	–

<1> Remove the top protective cover when installing an IP20/UL Type 1 enclosure drive in a cabinet. Removing the top protective cover from an IP20/UL Type 1 enclosure drive voids UL Type 1 protection while retaining IP20 conformity. Attaching a top protective cover and bottom cover to an IP00 enclosure drive will convert the drive to an IP20/UL Type 1 enclosure drive.

◆ Harmonic Filter Module

Table 1.6 Harmonic Filter Module Models and Enclosure Types for CIMR-U□4□0720 to 4□0930

Voltage Class	Enclosure Type	Applicable Drive
	IP00 Enclosure	CIMR-U□
Three-Phase 400 V Class	EUJ71183□.□	4□0720
	EUJ71184□.□	4□0900
	EUJ71185□.□	4□0930

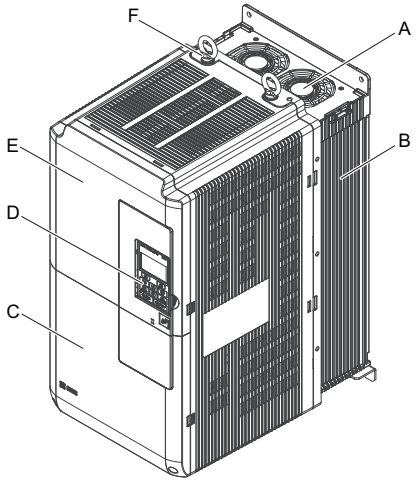
1.5 Component Names

This section gives an overview of the drive components and harmonic filter module components described in this manual.

Note: **1.** Refer to *Using the Digital Operator on page 119* for a description of the operator keypad.
2. The drive may have no cooling fans or only one cooling fan depending on the model.

◆ IP00 Enclosure

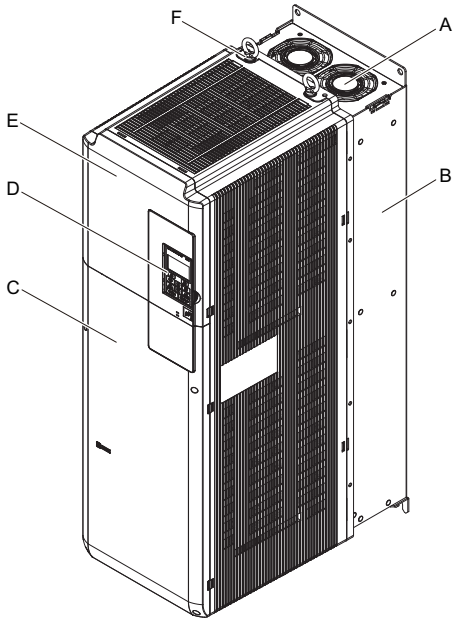
■ Three-Phase AC200 V CIMR-U□2□0028A to 2□0081A Three-Phase AC400 V CIMR-U□4□0011A to 4□0077A



A – Cooling fan **D – Digital operator**
B – Heatsink **E – Front cover**
C – Terminal cover **F – Eye bolt**

Figure 1.3 IP00 Enclosure Components (CIMR-U□2□0028A)

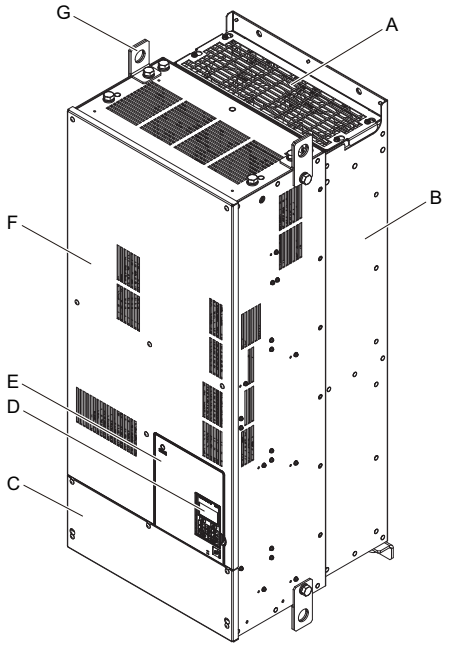
■ Three-Phase AC200 V CIMR-U□2□0104A, 2□0130A Three-Phase AC400 V CIMR-U□4□0096A, 4□0124A



A – Cooling fan **D – Digital operator**
B – Heatsink **E – Front cover**
C – Terminal cover **F – Eye bolt**

Figure 1.4 IP00 Enclosure Components (CIMR-U□2□0104A)

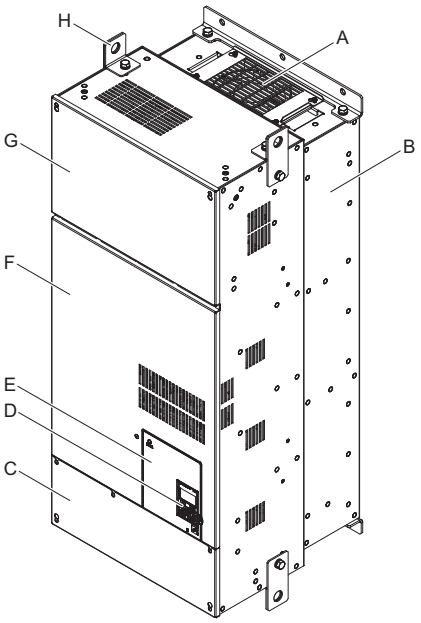
■ Three-Phase AC200 V CIMR-U□2□0154A, 2□0192A Three-Phase AC400 V CIMR-U□4□0156A, 4□0180A



A – Cooling fan
B – Heatsink
C – Terminal cover
D – Digital operator
E – Front cover
F – Drive cover
G – Hanging bracket

Figure 1.5 IP00 Enclosure Components (CIMR-U□2□0154A)

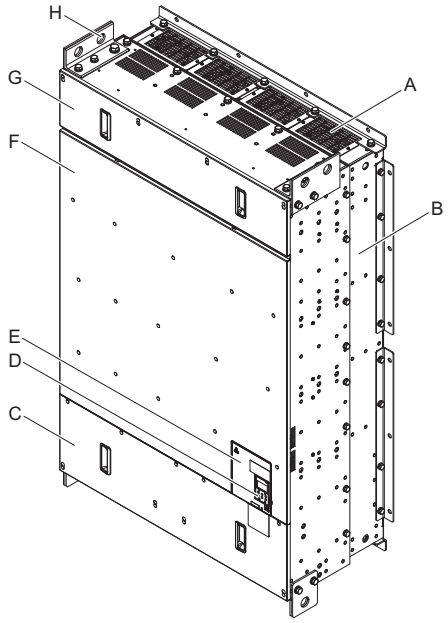
■ Three-Phase AC200 V CIMR-U□2□0248A Three-Phase AC400 V CIMR-U□4□0216A to 4□0414A



A – Cooling fan
B – Heatsink
C – Terminal cover
D – Digital operator
E – Front cover
F – Drive cover 2
G – Drive cover 1
H – Hanging bracket

Figure 1.6 IP00 Enclosure Components (CIMR-U□2□0248A)

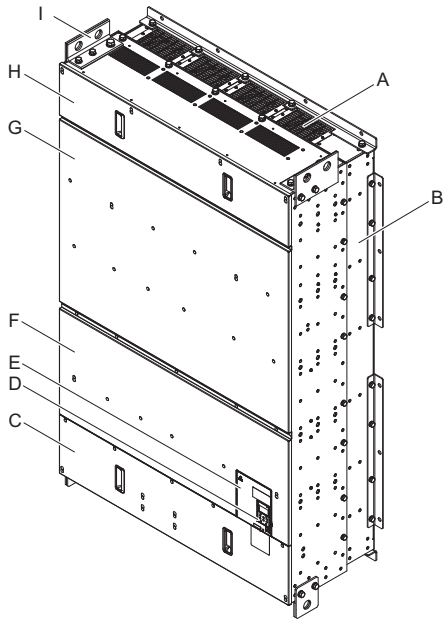
■ Three-Phase AC400 V CIMR-U□4□0477A, 4□0590A



A – Cooling fan
B – Heatsink
C – Terminal cover
D – Digital operator
E – Front cover
F – Drive cover 2
G – Drive cover 1
H – Hanging bracket

Figure 1.7 IP00 Enclosure Components (CIMR-U□4□0477A)

■ Three-Phase AC400 V CIMR-U□4□0720A to 4□0930A

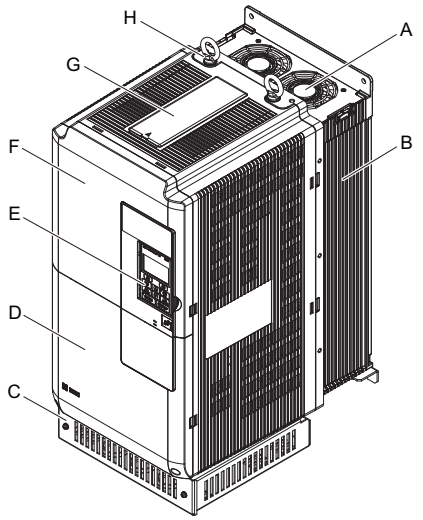


A – Cooling fan
B – Heatsink
C – Terminal cover
D – Digital operator
E – Front cover
F – Drive cover 2
G – Drive cover 3
H – Drive cover 1
I – Hanging bracket

Figure 1.8 IP00 Enclosure Components (CIMR-U□4□0720A)

◆ IP20/UL Type 1 Enclosure

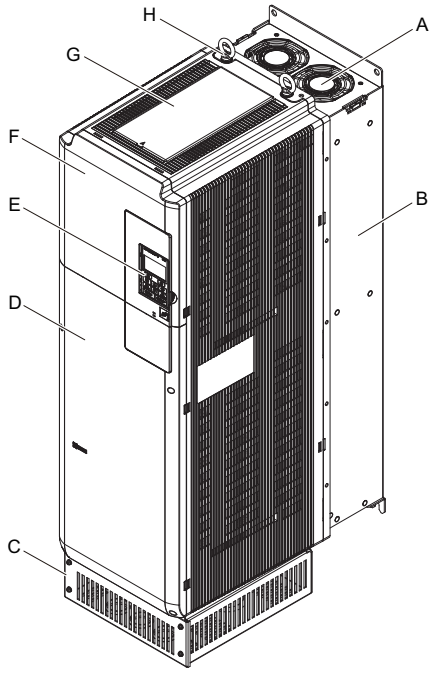
■ Three-Phase AC200 V CIMR-U□2□0028F to 2□0081F
Three-Phase AC400 V CIMR-U□4□0011F to 4□0077F



A – Cooling fan
B – Heatsink
C – Bottom cover
D – Terminal cover
E – Digital operator
F – Front cover
G – Top protective cover
H – Eye bolt

Figure 1.9 IP20/UL Type 1 Enclosure Components (CIMR-U□2□0028F)

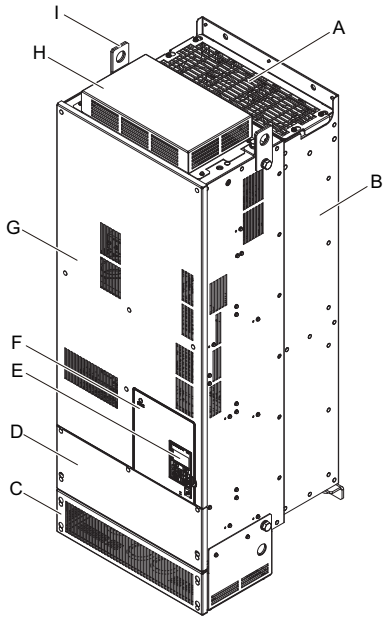
■ Three-Phase AC200 V CIMR-U□2□0104F, 2□0130F
Three-Phase AC400 V CIMR-U□4□0096F, 4□0124F



A – Cooling fan
B – Heatsink
C – Bottom cover
D – Terminal cover
E – Digital operator
F – Front cover
G – Top protective cover
H – Eye bolt

Figure 1.10 IP20/UL Type 1 Enclosure Components (CIMR-U□2□0104F)

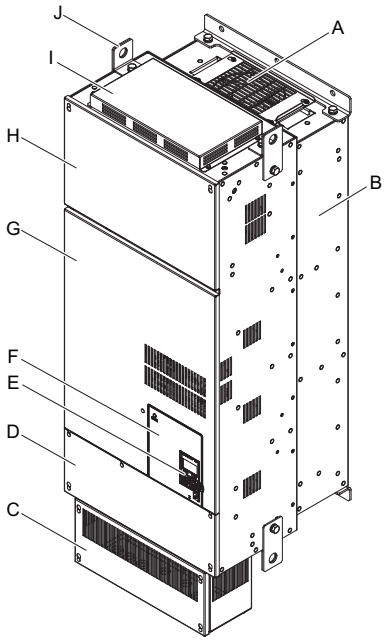
■ Three-Phase AC200 V CIMR-U□2□0154F, 2□0192F
Three-Phase AC400 V CIMR-U□4□0156F, 4□0180F



A – Cooling fan
B – Heatsink
C – Bottom cover
D – Terminal cover
E – Digital operator
F – Front cover
G – Drive cover
H – Top protective cover
I – Hanging bracket

Figure 1.11 IP20/UL Type 1 Enclosure Components (CIMR-U□2□0154F)

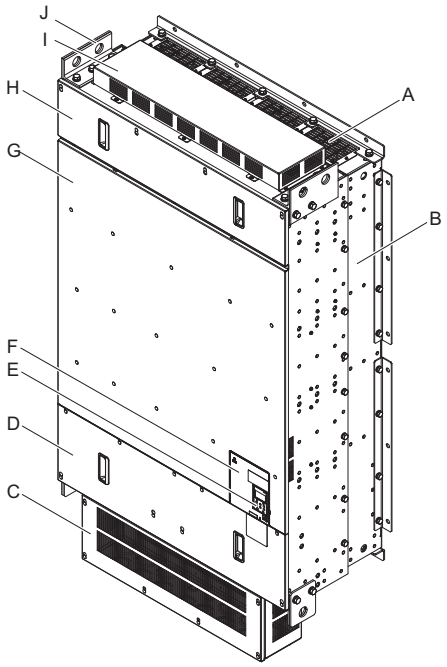
■ Three-Phase AC200 V CIMR-U□2□0248F
Three-Phase AC400 V CIMR-U□4□0216F to 4□0414F



A – Cooling fan
B – Heatsink
C – Bottom cover
D – Terminal cover
E – Digital operator
F – Front cover
G – Drive cover 2
H – Drive cover 1
I – Top protective cover
J – Hanging bracket

Figure 1.12 IP20/UL Type 1 Enclosure Components (CIMR-U□2□0248F)

■ Three-Phase AC400 V CIMR-U□4□0477F, 4□0590F



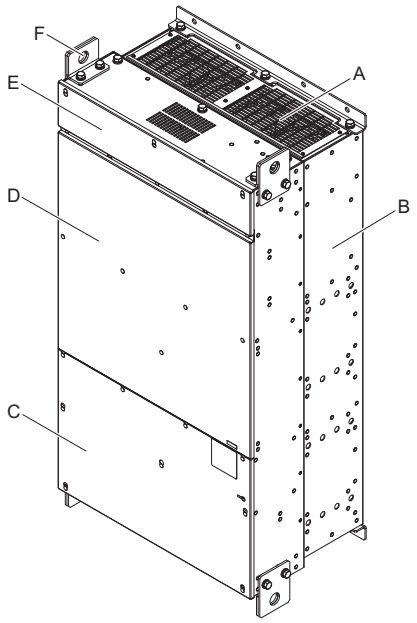
A – Cooling fan
B – Heatsink
C – Bottom cover
D – Terminal cover
E – Digital operator
F – Front cover
G – Drive cover 2
H – Drive cover 1
I – Top protective cover
J – Hanging bracket

Figure 1.13 IP20/UL Type 1 Enclosure Components (CIMR-U□4□0477F)

◆ Harmonic Filter Module

Models CIMR-U□4□0720F to 4□0930F need stand-alone-installation of input fuses, damping resistors, and AC reactors. The unit these components are stored are called harmonic filter module.

■ Three-Phase AC400 V EUJ7118□□.□

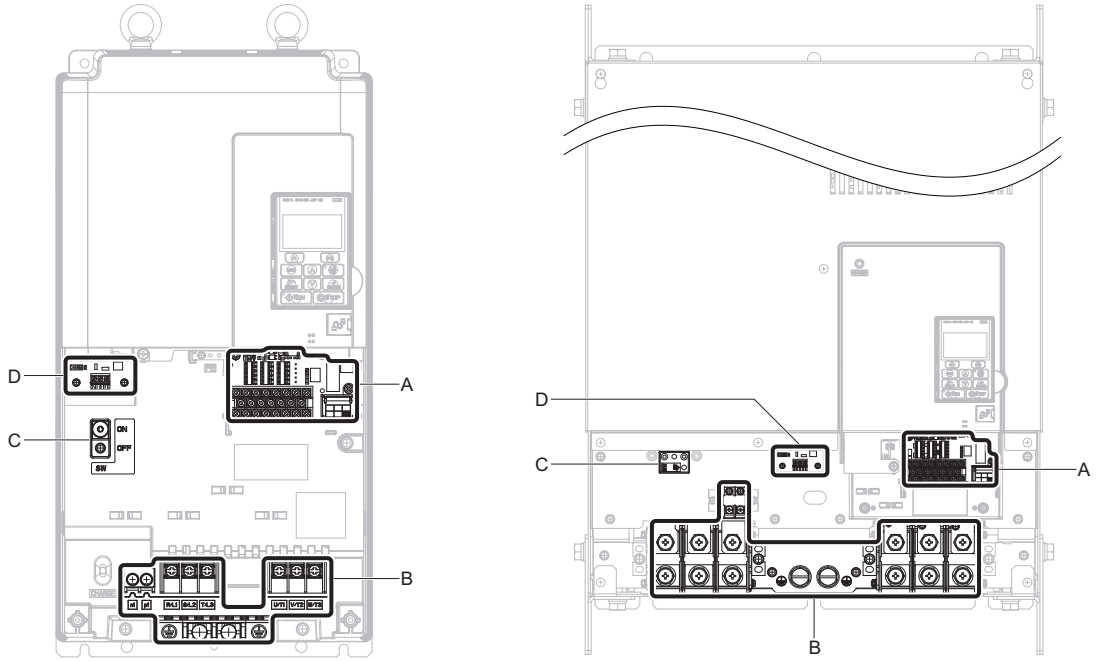


A – Cooling fan
B – Heatsink
C – Terminal cover
D – Harmonic filter module cover 2
E – Harmonic filter module cover 1
F – Hanging bracket

Figure 1.14 Harmonic Filter Module Components (EUJ7118□□.□)

◆ Front Views

■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930



A – Terminal board (*Refer to Control Circuit Terminal Block Functions on page 91* and *Terminal Board on page 421*)

B – Main circuit terminal (*Refer to Wiring the Main Circuit Terminal on page 90*)

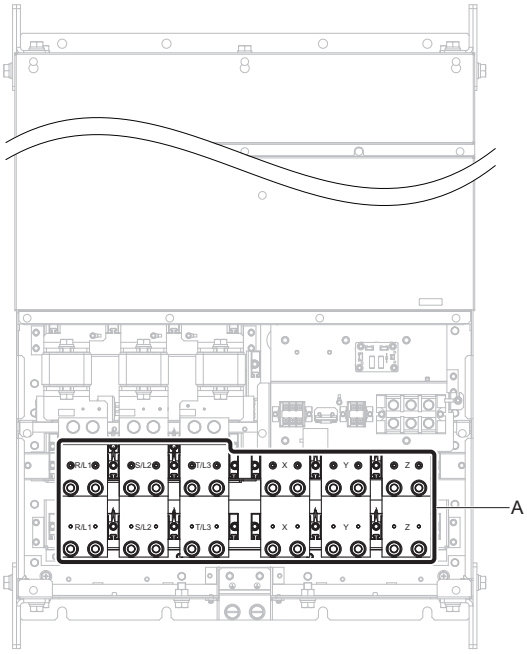
C – EMC filter switch (CIMR-U□2E□□□□/2W□□□□/ 4E□□□□/4W□□□□) <1>

D – 24 V control power supply unit (*Refer to 24 V Control Power Supply Unit Wiring on page 109*)

<1> Be sure to use a stand-alone EMC filter for models CIMR-U□4□0720 to 4□0930.

Figure 1.15 Front View of Drives

■ Harmonic Filter Module



A – Main circuit terminal
(*Refer to Main Circuit Terminal Functions (EUJ7118□□.□) on page 81*)

Figure 1.16 Front View of Harmonic Filter Module (EUJ7118□□.□)

2

Mechanical Installation

This chapter explains how to properly mount and install the drive.

2.1 SECTION SAFETY 46
2.2 MECHANICAL INSTALLATION 48

2.1 Section Safety

⚠ WARNING

Fire Hazard

Provide sufficient cooling when installing the drive inside an enclosed panel or cabinet.

Failure to comply could result in overheating and fire.

When multiple drives are placed inside the same enclosure panel, install proper cooling to ensure air entering the enclosure does not exceed 40°C.

Crush Hazard

Use a dedicated lifter when transporting the drive by a lifter.

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

Only use vertical suspension to temporarily lift the drive during installation to an enclosure panel. Do not use vertical suspension to transport the drive.

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

Use screws to securely affix the drive front cover, terminal blocks, and other drive components prior to vertical suspension.

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

Do not subject the drive to vibration or impact greater than 1.96 m/s^2 (0.2 G) while it is suspended by the cables.

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

Do not attempt to flip the drive over or leave the drive unattended while it is suspended by the wires.

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

NOTICE

Equipment Hazard

Prevent foreign matter such as metal shavings or wire clippings from falling into the drive during drive installation and project construction.

Failure to comply could result in damage to the drive.
Place a temporary cover over the top during installation. Be sure to remove the temporary cover before start-up, as the cover will reduce ventilation and cause the unit to overheat.

Observe proper electrostatic discharge (ESD) procedures when handling the drive.

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

Operating the motor in the low-speed range diminishes the cooling effects, increases motor temperature, and may lead to motor damage by overheating.

Reduce the motor torque in the low-speed range whenever using a standard blower cooled motor. If 100% torque is required continuously at low speed, consider using a special drive or vector-control motor. Select a motor that is compatible with the required load torque and operating speed range.

The speed range for continuous operation differs according to the lubrication method and motor manufacturer.

If the motor is to be operated at a speed higher than the rated speed, consult with the manufacturer.

Continuously operating an oil-lubricated motor in the low-speed range may result in burning.

When the input voltage is 440 V or higher or the wiring distance is greater than 100 meters, pay special attention to the motor insulation voltage or use a drive-rated motor with reinforced insulation.

Failure to comply could lead to motor winding failure.

Motor vibration may increase when operating a machine in variable-speed mode, if that machine previously operated at a constant speed.

Install vibration-proof rubber on the motor base or use the frequency jump function to skip a frequency resonating the machine.

The motor may require more acceleration torque with drive operation than with a commercial power supply.

Set a proper V/f pattern by checking the load torque characteristics of the machine to be used with the motor.

The rated input current of submersible motors is higher than the rated input current of standard motors.

Select an appropriate drive according to its rated output current. When the distance between the motor and drive is long, use a cable thick enough to connect the motor to the drive to prevent motor torque reduction.

The current rating differs for a motor with variable pole pitches differs from a standard motor.

Check the maximum current of the motor before selecting the drive capacity. Only switch motor poles when the motor is stopped. Switching between motor during run will trigger overcurrent protection circuitry or result in overvoltage from regeneration, and the motor will simply coast to stop.

When using an explosion-proof motor, it must be subject to an explosion-proof test in conjunction with the drive.

This is also applicable when an existing explosion-proof motor is to be operated with the drive. Since the drive itself is not explosion-proof, always install it in a safe place.

Never lift the drive up while the cover is removed.

This can damage the terminal board and other components.

2.2 Mechanical Installation

This section outlines specifications, procedures, and the environment for proper mechanical installation of the drive and harmonic filter module.

◆ Installation Environment

To help prolong the optimum performance life of the drive, install the drive in an environmental matching the specifications in *Table 2.1* and *Table 2.2*.

■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

Table 2.1 Installation Environment (CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930)

Environment	Conditions
Installation Area	Indoors
Ambient Temperature	-10 to 40°C (IP20/UL Type 1 enclosure) -10 to 50°C (IP00 enclosure) 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°C to +60°C
Surrounding Area	Install the drive in an area free from: • 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 *Altitude Derating on page 453*)
Vibration	10 to 20 Hz: 9.8 m/s² (4□0477 to 4□0930: 5.9 m/s²) 20 to 55 Hz: 5.9 m/s² (2□0104 to 2□0248, 4□0096 to 4□0930: 2.0 m/s²)
Orientation	Install the drive vertically to maintain maximum cooling effects.

NOTICE: *Avoid placing drive peripheral devices, transformers, or other electronics near the drive as the noise created can lead to erroneous operation. If such devices must be used in close proximity to the drive, take proper steps to shield the drive from noise.*

NOTICE: *Prevent foreign matter such as metal shavings and wire clippings from falling into the drive during installation. Failure to comply could result in damage to the drive. Place a temporary cover over the top of the drive during installation. Remove the temporary cover before startup, as the cover will reduce ventilation and cause the drive to overheat.*

■ Harmonic Filter Module

Table 2.2 Installation Environment (Harmonic Filter Module)

Environment	Conditions
Installation Area	Indoors
Ambient Temperature	IP00 enclosure: -10°C to +50°C Harmonic filter module reliability improves in environments without wide temperature fluctuations. When using the harmonic filter module 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 harmonic filter module.
Humidity	95% RH or less and free of condensation
Storage Temperature	-20°C to +60°C
Surrounding Area	Install the harmonic filter module in an area free from: • 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 *Altitude Derating on page 453*)
Vibration	10 to 20 Hz: 5.9 m/s² 20 to 55 Hz: 2.0 m/s²
Orientation	Install the harmonic filter module vertically to maintain maximum cooling effects.

NOTICE: *Avoid placing harmonic filter module peripheral devices, transformers, or other electronics near the harmonic filter module as the noise created can lead to erroneous operation. If such devices must be used in close proximity to the harmonic filter module, take proper steps to shield the harmonic filter module from noise.*

NOTICE: *Prevent foreign matter such as metal shavings and wire clippings from falling into the harmonic filter module during installation. Failure to comply could result in damage to the harmonic filter module. Place a temporary cover over the top of the*

harmonic filter module during installation. Remove the temporary cover before startup, as the cover will reduce ventilation and cause the harmonic filter module to overheat.

◆ Installation Orientation and Spacing

Install the drive upright as illustrated in *Figure 2.1* to maintain proper cooling.

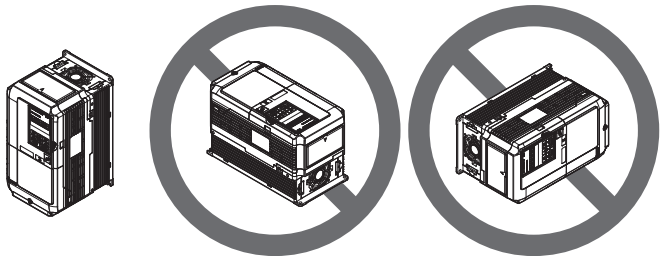
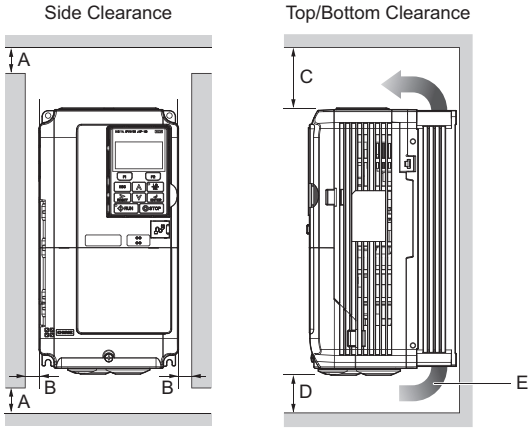


Figure 2.1 Correct Installation Orientation

■ Single Drive Installation

Figure 2.2 and *Figure 2.3* show the installation distance required to maintain sufficient space for airflow and wiring.

CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0590

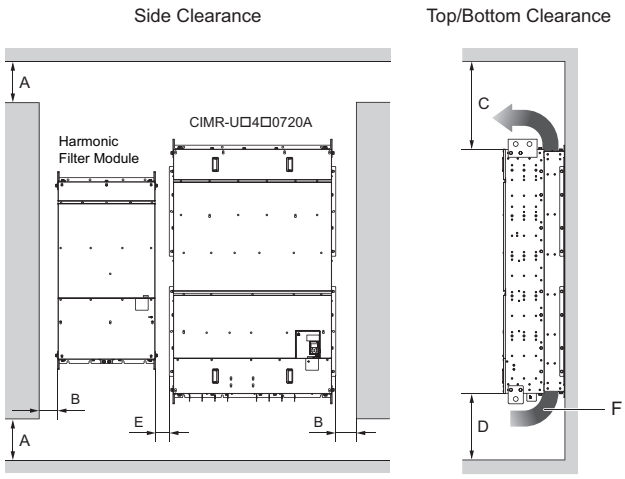


A – 50 mm minimum
B – 30 mm minimum
C – 200 mm minimum
D – 120 mm minimum
E – Airflow direction

Figure 2.2 Correct Installation Spacing

Note: IP20/UL Type 1 enclosure and IP00 enclosure models require the same amount of space above and below the drive for installation.

CIMR-U□4□0720 to 4□0930 and Harmonic Filter Module



A – 50 mm minimum
B – 30 mm minimum
C – 200 mm minimum
D – 120 mm minimum
E – 60 mm minimum
F – Airflow direction

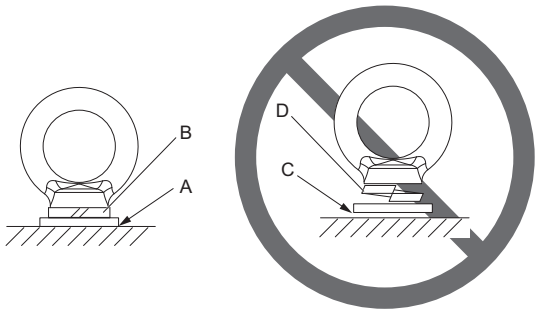
Figure 2.3 Correct Installation Spacing (CIMR-U□4□0720A and Harmonic Filter Module)

◆ Instructions on Installation

Eye bolts and hanging brackets are used to install the drive or to temporarily lift the drive when replacing it. Using the eye bolts and hanging brackets, the drive can be installed in an enclosure panel or on a wall. Do not leave the drive suspended by the wires in a horizontal or vertical position for long periods of time. Do not transport the drive over long distances. Read the following precautions and instructions before installing the drive.

WARNING! *Crush Hazard. Observe the following instructions and precautions. Failure to comply could result in serious injury or death from falling equipment.*

- *Only use vertical suspension to temporarily lift the drive during installation to an enclosure panel. Do not use vertical suspension to transport the drive.*
- *Confirm that the spring washer is completely closed prior to lifting to prevent damage to the drive.*
- *Use screws to securely affix the drive front cover, terminal blocks, and other drive components prior to vertical suspension.*
- *Do not subject the drive to vibration or impact greater than 1.96 m/s^2 (0.2 G) while it is suspended by the wires.*
- *Do not leave the drive unattended while it is suspended by the wires.*
- *Do not attempt to flip the drive over while it is suspended by the wires.*



A – No space between drive and washer
B – Spring washer fully closed
C – Space between drive and washer
D – Spring washer open

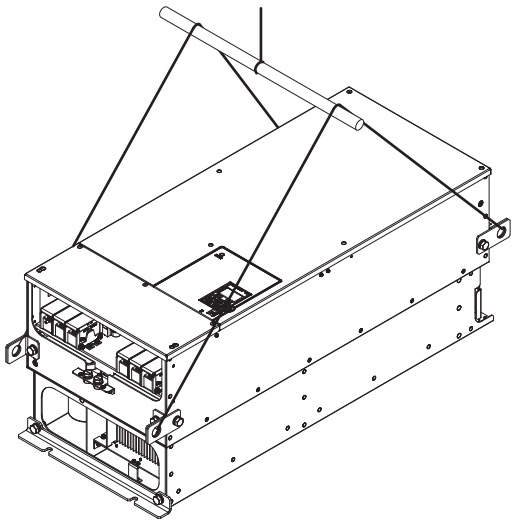
Figure 2.4 Spring Washer

■ Horizontal Suspension of the Drive Models 2□0154 to 2□0248 and 4□0156 to 4□0930, and Harmonic Filter Module

To make a wire hanger or frame for use when lifting the drive with a crane, lay the drive in a horizontal position and pass a wire through the hanging brackets.

Note: Use the hanging brackets on the top and hanging holes of the bottom cover when lifting models 2□0154F, 2□0192F, 4□0156F, 4□0180F.

2□0154A, 2□0192A, 2□0248,
4□0156A, 4□0180A, 4□0216 to 4□0590,
4□0720A to 4□0930A, Harmonic Filter Module



2□0154F, 2□0192F, 4□0156F, 4□0180F

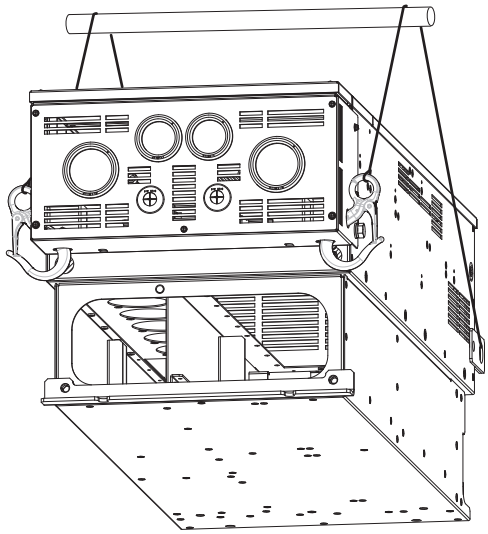


Figure 2.5 Horizontal Suspension (2□0154)

■ Vertical Suspension of the Drive

Follow the procedure described below when suspending the drive with eye bolts or hanging brackets.

Models 2□0028 to 2□0130 and 4□0011 to 4□0124

WARNING! *Crush Hazard. Use an adequate length of wire to ensure a 50° or wider suspension angle as illustrated in Figure 2.6. The maximum allowable load of the eye bolts cannot be guaranteed when the drive is suspended with the wires at angles less than 50°. Failure to comply may result in serious injury or death from falling equipment.*

1. Pass wire through the holes of the two eye bolts or two hanging brackets.

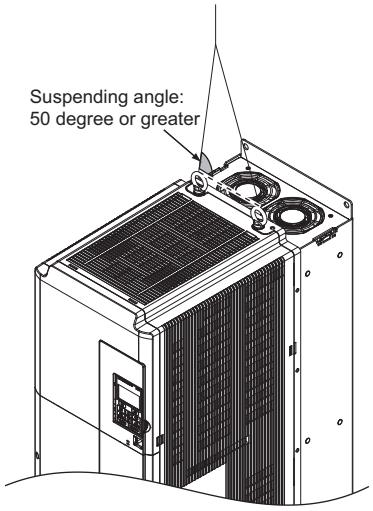


Figure 2.6 Drive Suspension Using Wires and Eye Bolts (2□0028)

2. Gradually take up the slack in the wires and hoist the drive after the wires are stretched tight.
3. Lower the drive when ready to install in the enclosure panel. Stop lowering the drive when it is near the floor then begin lowering the drive again very slowly until the drive is placed correctly.

2□0154 to 2□0248, 4□0156 to 4□0414

WARNING! *Crush Hazard. Use an adequate length of wire to ensure a 50° or wider suspension angle as illustrated in Figure 2.8. The maximum allowable load of the eye bolts cannot be guaranteed when the drive is suspended with the wires at angles less than 50°. Failure to comply may result in serious injury or death from falling equipment.*

1. Remove the two hanging brackets from the drive lower side panels and bolt them on the top panel.

Note: **1.** Tighten the hanging brackets with the specified tightening torque: M10: 18 to 23 N·m, M12: 32 to 40 N·m.
2. Four hanging brackets are attached to the top of IP20/UL Type 1 drives 2□0154F, 2□0192F, 4□0156F, and 4□0180F.

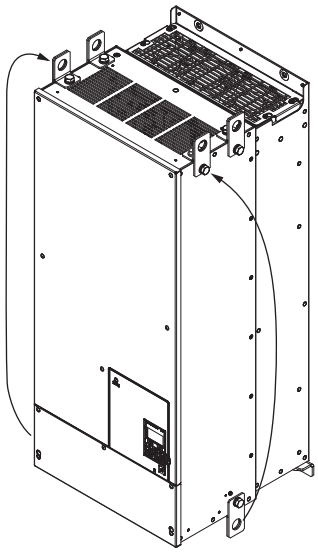


Figure 2.7 Location of Hanging Brackets (2□0154 to 2□0248, 4□0156 to 4□0414)

2. Pass wire through the holes of all four hanging brackets.

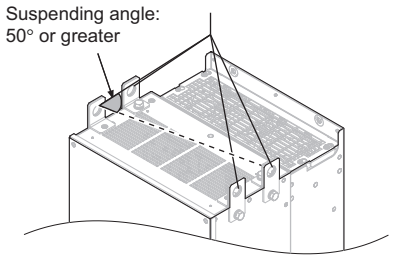


Figure 2.8 Drive Suspension Using Wires and Hanging Brackets (2□0154 to 2□0248, 4□0156 to 4□0414)

3. Gradually take up the slack in the wires and hoist the drive after the wires are stretched tight.
4. Lower the drive when ready to install in the enclosure panel. Stop lowering the drive when it is near the floor, then slowly begin lowering the drive again very slowly until the drive is placed correctly.

4□0477 to 4□0930

1. Pass wire through the holes of all four hanging brackets.

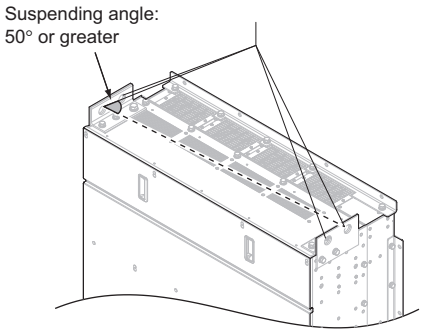


Figure 2.9 Drive Suspension Using Wires and Hanging Brackets (4□0477 to 4□0930)

2. Gradually take up the slack in the wires and hoist the drive after the wires are stretched tight.
3. Lower the drive when ready to install in the enclosure panel. Stop lowering the drive when it is near the floor, then slowly begin lowering the drive again very slowly until the drive is placed correctly.

Harmonic Filter Module

1. Pass wire through the holes of all four hanging brackets.

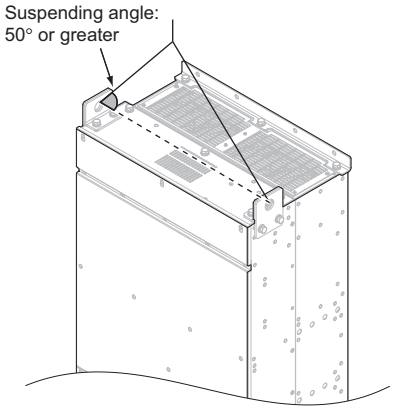


Figure 2.10 Harmonic Filter Module Suspension Using Wires and Hanging Brackets (EUJ7118□□.□)

2. Gradually take up the slack in the wires and hoist the harmonic filter module after the wires are stretched tight.
3. Lower the harmonic filter module when ready to install in the enclosure panel. Stop lowering the harmonic filter module when it is near the floor, then slowly begin lowering the harmonic filter module again very slowly until the harmonic filter module is placed correctly.

◆ Digital Operator Remote Usage

■ Remote Operation

The digital operator mounted on the drive can be removed and connected to the drive using a remote control extension cable up to 3 m long. This makes it easier to operate the drive when it is installed in a location where it can not be accessed easily.

The digital operator can also be permanently mounted in a remote location like a panel door. A remote control extension cable and an installation support set (depending on the installation type) will be required.

Note: *Refer to Drive Options and Peripheral Devices on page 428* for information on remote control extension cables and installation support sets.

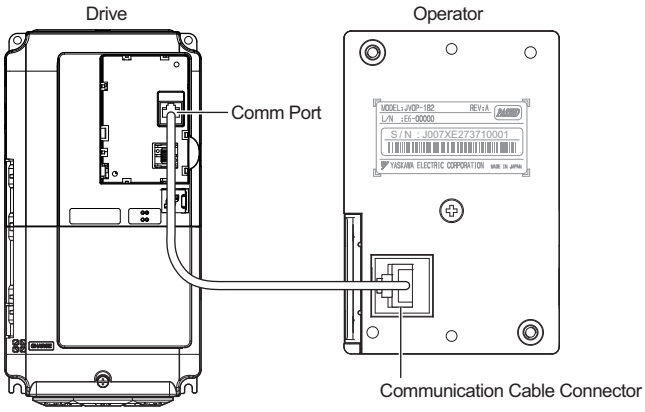


Figure 2.11 Communication Cable Connection

■ Digital Operator Remote Installation

Digital Operator Dimensions

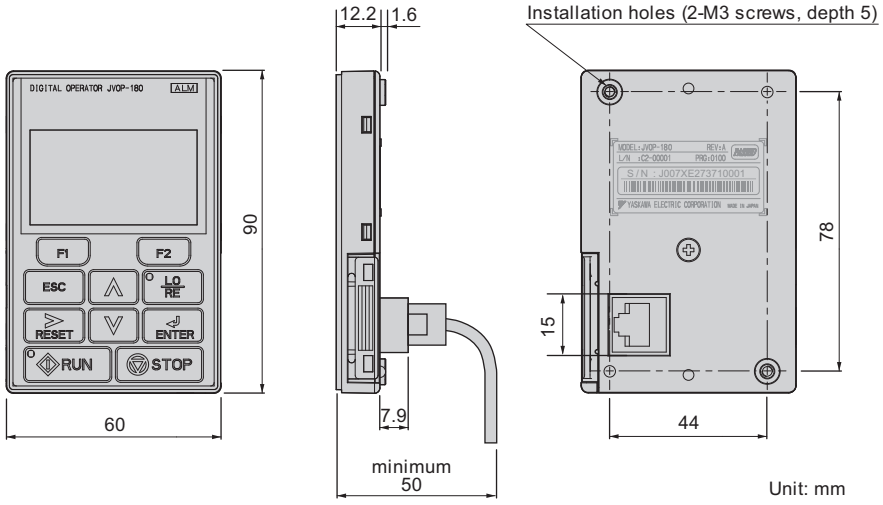


Figure 2.12 Digital Operator Dimensions

Installation Types and Required Materials

There are two ways the digital operator can be mounted to an enclosure:

1. External/face-mount installs the operator outside the enclosure panel
2. Internal/flush-mount installs the operator inside the enclosure panel

Table 2.3 Digital Operator Installation Methods and Required Tools

Installation Method	Description	Installation Support Sets	Model	Required Tools
External/Face-Mount	Simplified installation with the digital operator is mounted on the outside of the panel with two screws.	–	–	Phillips screwdriver (#1)
Internal/Flush-Mount	Encloses the digital operator in the panel. The digital operator is flush with the outside of the panel.	Installation Support Set A (for mounting with screws through holes in the panel)	EZZ020642A	Phillips screwdriver (#1, #2)
		Installation Support Set B (for use with threaded studs that are fixed to the panel)	EZZ020642B	Phillips screwdriver (#1) Wrench (7 mm)

NOTICE: *Prevent foreign matter such as metal shavings or wire clippings from falling into the drive during installation and project construction. Failure to comply could result in damage to the drive. Place a temporary cover over the top of the drive during installation. Remove the temporary cover before drive start-up, as the cover will reduce ventilation and cause the drive to overheat.*

External/Face-Mount

1. Cut an opening in the enclosure panel for the digital operator as shown in ***Figure 2.14***.
2. Position the digital operator so the display faces outwards, and mount it to the enclosure panel as shown in ***Figure 2.13***.

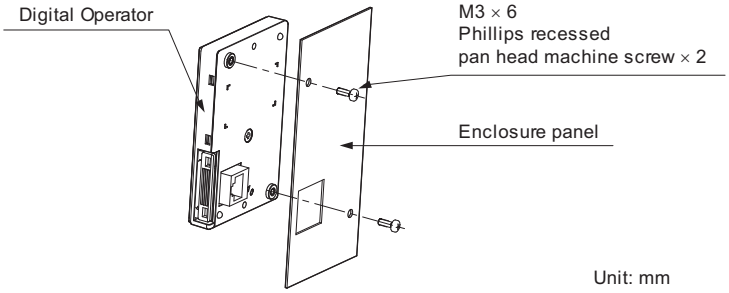


Figure 2.13 External/Face-Mount Installation

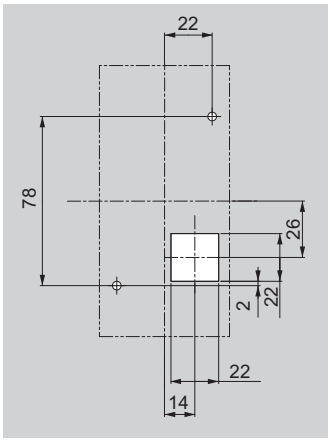


Figure 2.14 Panel Cut-Out Dimensions (External/Face-Mount Installation)

Internal/Flush-Mount

An internal flush-mount requires an installation support set that must be purchased separately. Contact Yaskawa or a Yaskawa representative to order an installation support set and mounting hardware. *Figure 2.15* illustrates how to attach the Installation Support Set A.

1. Cut an opening in the enclosure panel for the digital operator as shown in *Figure 2.16*.
2. Mount the digital operator to the installation support.
3. Mount the installation support set and digital operator to the enclosure panel.

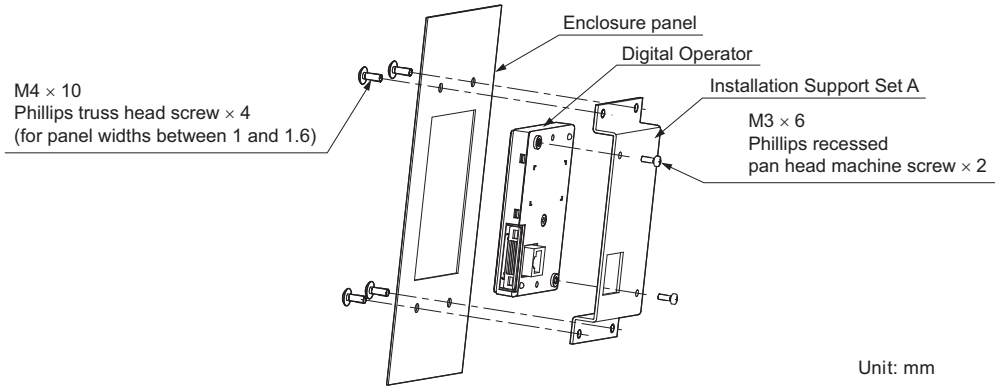


Figure 2.15 Internal/Flush Mount Installation

Note: Use a gasket between the enclosure panel and the digital operator in environments with a significant amount of dust or other airborne debris.

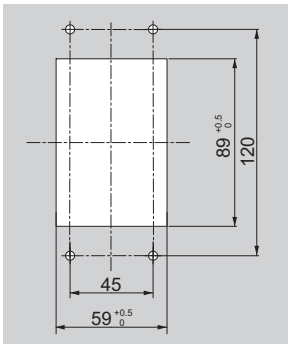


Figure 2.16 Panel Cut-Out Dimensions (Internal/Flush-Mount Installation)

◆ Exterior and Mounting Dimensions

■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

Table 2.4 Drive Models and Types

Protective Design	Drive Model CIMR-U□		Page
	Three-Phase 200 V Class	Three-Phase 400 V Class	
IP00 Enclosure	2□0028A 2□0042A 2□0054A 2□0068A 2□0081A 2□0104A 2□0130A 2□0154A 2□0192A 2□0248A	4□0011A 4□0014A 4□0021A 4□0027A 4□0034A 4□0040A 4□0052A 4□0065A 4□0077A 4□0096A 4□0124A 4□0156A 4□0180A 4□0216A 4□0240A 4□0302A 4□0361A 4□0414A 4□0477A 4□0590A 4□0720A 4□0900A 4□0930A	57
IP20/UL Type 1 Enclosure	2□0028F 2□0042F 2□0054F 2□0068F 2□0081F 2□0104F 2□0130F 2□0154F 2□0192F 2□0248F	4□0011F 4□0014F 4□0021F 4□0027F 4□0034F 4□0040F 4□0052F 4□0065F 4□0077F 4□0096F 4□0124F 4□0156F 4□0180F 4□0216F 4□0240F 4□0302F 4□0361F 4□0414F 4□0477F 4□0590F	60

IP00 Enclosure Drives

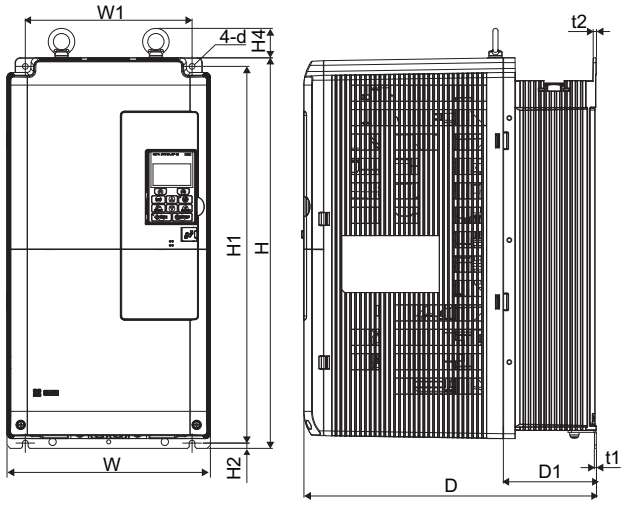


Figure 1

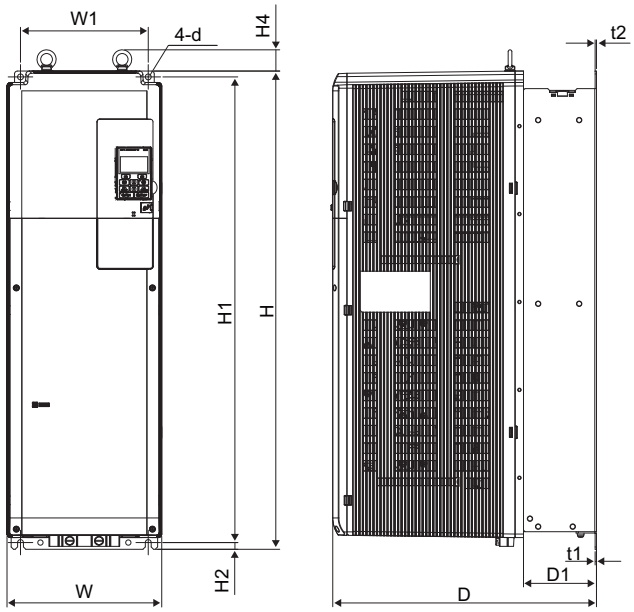


Figure 2

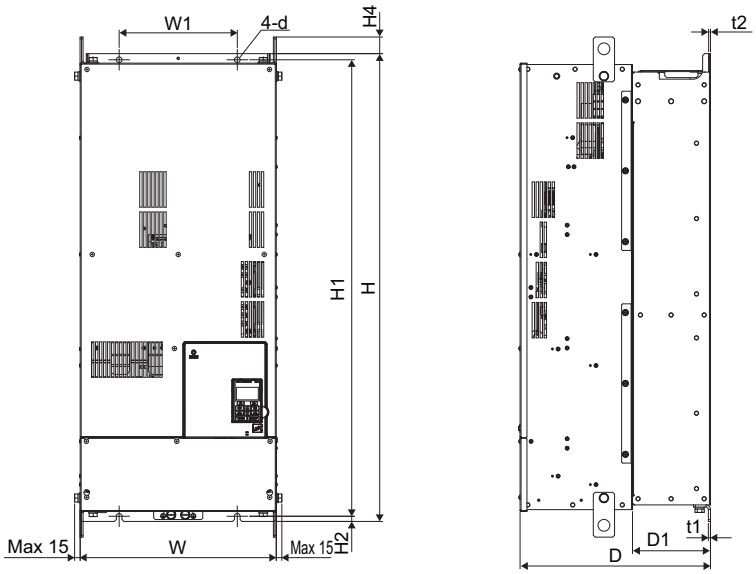


Figure 3

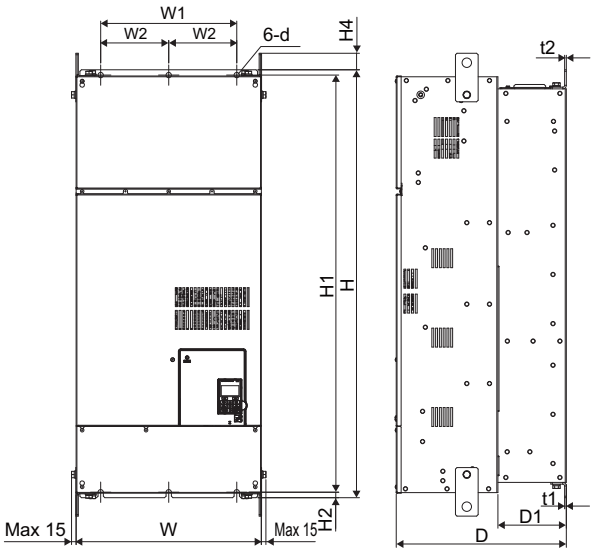


Figure 4

Table 2.5 Dimensions for IP00 Enclosure: 200 V Class

Model CIMR-U□	Figure	Dimensions (mm)												Weight (kg)	
		W	H	D	W1	W2	H1	H2	H4	D1	t1	t2	d	CIMR-U□ 2A□/2P□	CIMR-U□ 2E□/2W□
2□0028A	1	250	480	360	205	–	463	6.5	40	100	2.3	4	7	20	21
2□0042A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	32	33
2□0054A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	32	33
2□0068A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	35	36
2□0081A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	35	36
2□0104A	2	264	816	450	218	–	795	11.5	40	124.5	2.3	2.3	10	60	63
2□0130A	2	264	816	450	218	–	795	11.5	40	124.5	2.3	2.3	10	60	63
2□0154A	3	415	990	403	250	–	966	11	40	165	4.5	3.9	12	110	115
2□0192A	3	415	990	403	250	–	966	11	40	165	4.5	3.9	12	110	115
2□0248A	4	490	1132	450	360	180	1104	14.5	49	181	4.5	4.5	14	176	181

Table 2.6 Dimensions for IP00 Enclosure: 400 V Class

Model CIMR-U□	Figure	Dimensions (mm)												Weight (kg)	
		W	H	D	W1	W2	H1	H2	H4	D1	t1	t2	d	CIMR-U□ 4A□/4P□	CIMR-U□ 4E□/4W□
4□0011A	1	250	480	360	205	–	463	6.5	40	100	2.3	4	7	20	21
4□0014A	1	250	480	360	205	–	463	6.5	40	100	2.3	4	7	20	21
4□0021A	1	250	480	360	205	–	463	6.5	40	100	2.3	4	7	20	21
4□0027A	1	250	480	360	205	–	463	6.5	40	100	2.3	4	7	20	21
4□0034A	1	250	480	360	205	–	463	6.5	40	100	2.3	4	7	20	21
4□0040A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	32	33
4□0052A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	32	33
4□0065A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	35	36
4□0077A	1	264	650	420	218	–	629	11.5	40	115.5	2.3	4	10	35	36
4□0096A	2	264	816	450	218	–	795	11.5	40	124.5	2.3	2.3	10	60	63
4□0124A	2	264	816	450	218	–	795	11.5	40	124.5	2.3	2.3	10	60	63
4□0156A	3	415	990	403	250	–	966	11	40	165	4.5	3.9	12	110	115
4□0180A	3	415	990	403	250	–	966	11	40	165	4.5	3.9	12	110	115
4□0216A	4	490	1132	450	360	180	1104	14.5	49	181	4.5	4.5	14	176	181
4□0240A	4	490	1132	450	360	180	1104	14.5	49	181	4.5	4.5	14	176	181
4□0302A	4	695	1132	450	560	280	1102	14.5	65	178	4.5	4.5	14	259	267
4□0361A	4	695	1132	450	560	280	1102	14.5	65	178	4.5	4.5	14	259	267
4□0414A	4	695	1132	450	560	280	1102	14.5	65	178	4.5	4.5	14	259	267

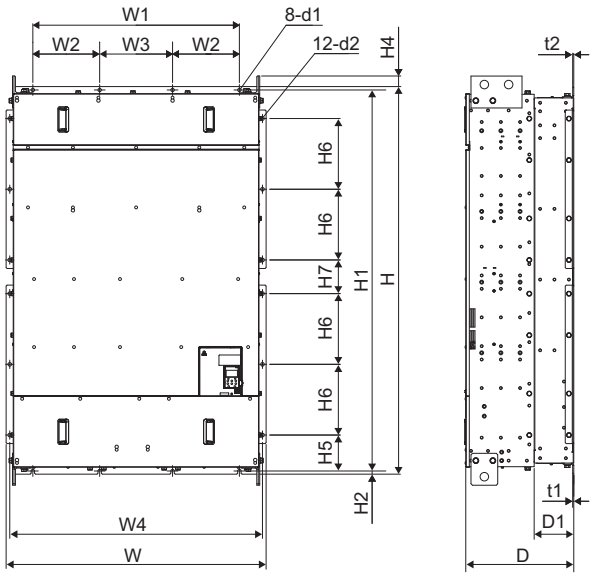


Figure 5

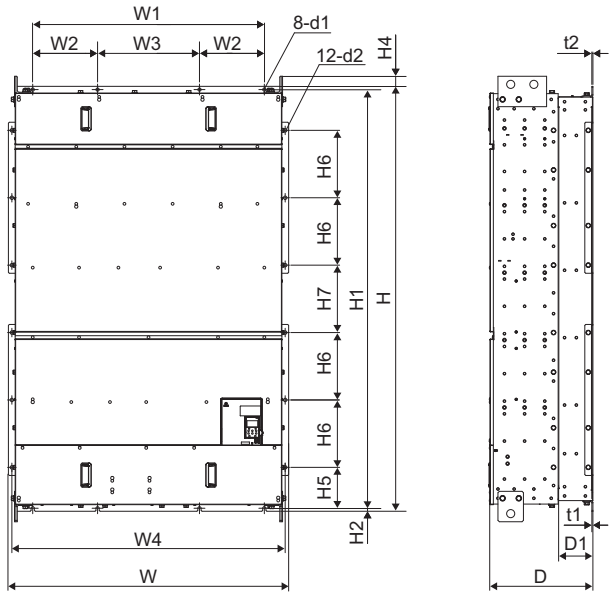


Figure 6

Table 2.7 Dimensions for IP00 Enclosure: 400 V Class

Model CIMR-U☐	Figure	Dimensions (mm)																		Weight (kg)
		W	H	D	W1	W2	W3	W4	H1	H2	H4	H5	H6	H7	D1	t1	t2	d1	d2	
4☐0477A	5	1070	1595	445	850	275	300	1040	1568	13	50	148	291	138.5	163	4.5	4.5	14	15	560
4☐0590A																				
4☐0720A	6	1210	1835	445	1000	280	440	1180	1808	13	50	176.5	291	291	150	4.5	4.5	14	15	630
4☐0900A																				
4☐0930A																				

IP20/UL Type 1 Enclosure Drives

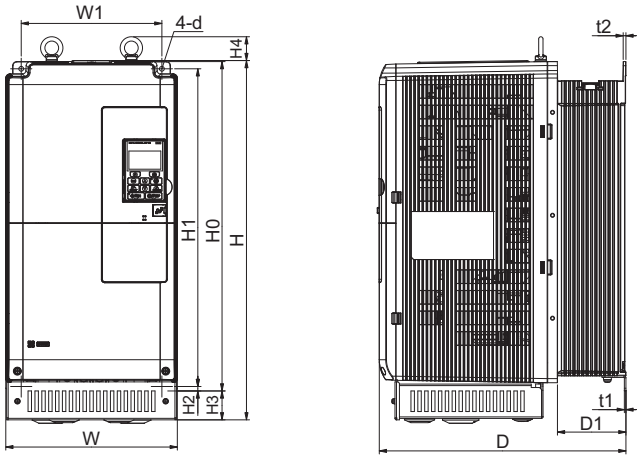


Figure 1

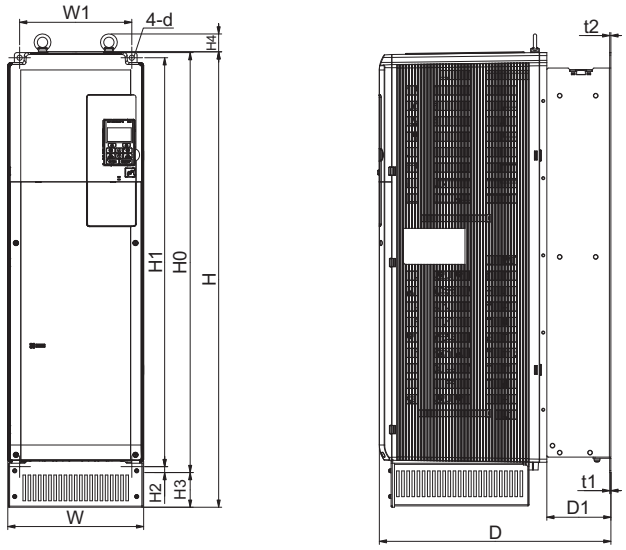


Figure 2

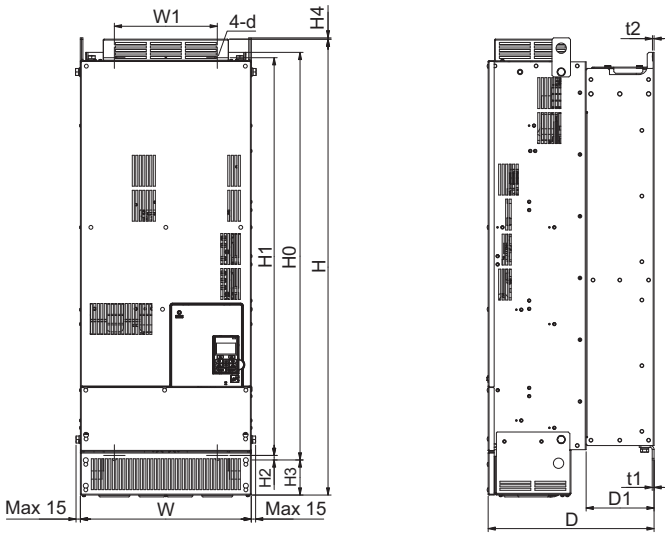


Figure 3

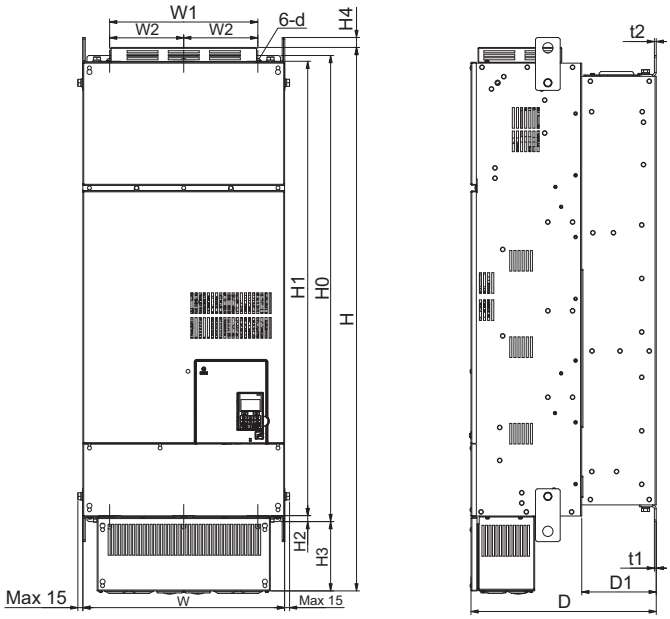


Figure 4

Table 2.8 Dimensions for IP20/UL Type 1 Enclosure: 200 V Class

Model CIMR-U□	Figure	Dimensions (mm)														Weight (kg)	
		W	H	D	W1	W2	H0	H1	H2	H3	H4	D1	t1	t2	d	CIMR-U□ 2A□/2P□	CIMR-U□ 2E□/2W□
2□0028F	1	250	524	360	205	–	480	463	6.5	42	40	100	2.3	4	7	21.5	22.5
2□0042F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	34	35
2□0054F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	34	35
2□0068F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	37	38
2□0081F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	37	38
2□0104F	2	264	885	450	218	–	816	795	11.5	68	40	124.5	2.3	2.3	10	62	65
2□0130F	2	264	885	450	218	–	816	795	11.5	68	40	124.5	2.3	2.3	10	62	65
2□0154F	3	415	1107	403	250	–	990	966	11	85	8	165	4.5	3.9	12	113	118
2□0192F	3	415	1107	403	250	–	990	966	11	85	8	165	4.5	3.9	12	113	118
2□0248F	4	490	1320	450	360	180	1132	1104	14.5	169	29	181	4.5	4.5	14	180	185

Table 2.9 Dimensions for IP20/UL Type 1 Enclosure: 400 V Class

Model CIMR-U□	Figure	Dimensions (mm)														Weight (kg)	
		W	H	D	W1	W2	H0	H1	H2	H3	H4	D1	t1	t2	d	CIMR-U□ 4A□/4P□	CIMR-U□ 4E□/4W□
4□0011F	1	250	524	360	205	–	480	463	6.5	42	40	100	2.3	4	7	21.5	22.5
4□0014F	1	250	524	360	205	–	480	463	6.5	42	40	100	2.3	4	7	21.5	22.5
4□0021F	1	250	524	360	205	–	480	463	6.5	42	40	100	2.3	4	7	21.5	22.5
4□0027F	1	250	524	360	205	–	480	463	6.5	42	40	100	2.3	4	7	21.5	22.5
4□0034F	1	250	524	360	205	–	480	463	6.5	42	40	100	2.3	4	7	21.5	22.5
4□0040F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	34	35
4□0052F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	34	35
4□0065F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	37	38
4□0077F	1	264	705	420	218	–	650	629	11.5	54	40	115.5	2.3	4	10	37	38
4□0096F	2	264	885	450	218	–	816	795	11.5	68	40	124.5	2.3	2.3	10	62	65
4□0124F	2	264	885	450	218	–	816	795	11.5	68	40	124.5	2.3	2.3	10	62	65
4□0156F	3	415	1107	403	250	–	990	966	11	85	8	165	4.5	3.9	12	113	118
4□0180F	3	415	1107	403	250	–	990	966	11	85	8	165	4.5	3.9	12	113	118
4□0216F	4	490	1320	450	360	180	1132	1104	14.5	169	29	181	4.5	4.5	14	180	185
4□0240F	4	490	1320	450	360	180	1132	1104	14.5	169	29	181	4.5	4.5	14	180	185
4□0302F	4	695	1460	450	560	280	1132	1102	14.5	300	29	178	4.5	4.5	14	270	278
4□0361F	4	695	1460	450	560	280	1132	1102	14.5	300	29	178	4.5	4.5	14	270	278
4□0414F	4	695	1460	450	560	280	1132	1102	14.5	300	29	178	4.5	4.5	14	270	278

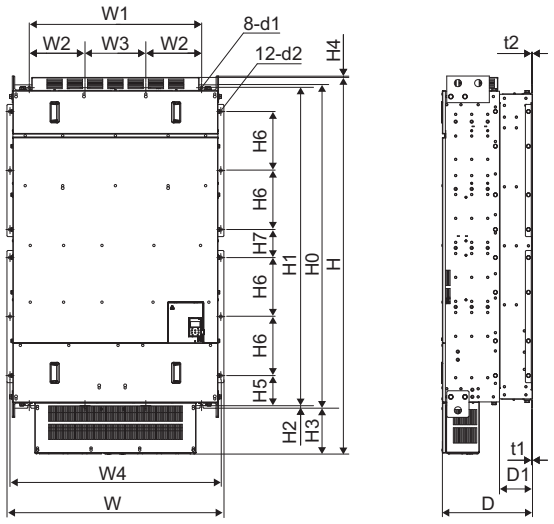


Figure 5

Table 2.10 Dimensions for IP20/UL Type 1 Enclosure: 400 V Class

Model CIMR-U□	Figure	Dimensions (mm)																				Weight (kg)
		W	H	D	W1	W2	W3	W4	H0	H1	H2	H3	H4	H5	H6	H7	D1	t1	t2	d1	d2	
4□0477F	5	1070	1853	445	850	275	300	1040	1595	1568	13	221	14	148	291	138.5	163	4.5	4.5	14	15	570
4□0590F																						

■ Harmonic Filter Module

Table 2.11 Harmonic Filter Module Models and Types for CIMR-U□4□0720 to 4□0930

Protective Design	Harmonic Filter Module Model
	Three-Phase 400 V Class
IP00 Enclosure	EUJ71183□.□ EUJ71184□.□ EUJ71185□.□

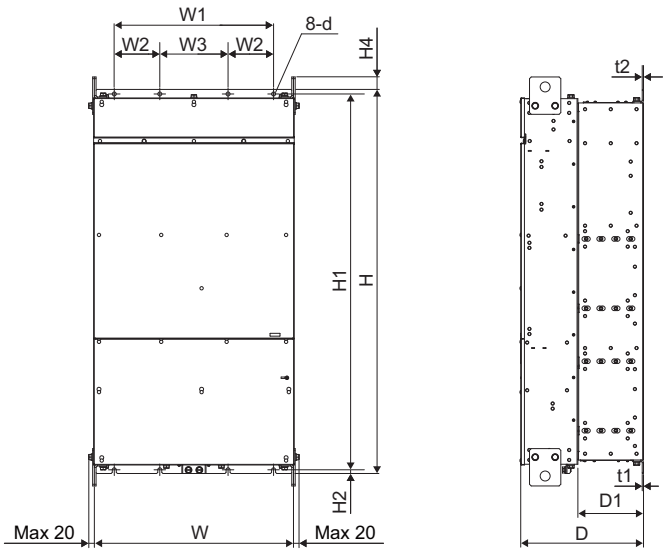


Table 2.12 Dimensions for IP00 Enclosure: Harmonic Filter Module for CIMR-U□4□0720 to 4□0930

Model	Dimensions (mm)													Weight (kg)
	W	H	D	W1	W2	W3	H1	H2	H4	D1	t1	t2	d	
EUJ71183□.□	700	1350	432	560	160	240	1321	13	50	231	4.5	4.5	14	345
EUJ71184□.□														
EUJ71185□.□														

3

Electrical Installation

This chapter explains proper procedures for wiring the control circuit terminals, motor, and power supply.

3.1 SECTION SAFETY 64
3.2 STANDARD CONNECTION DIAGRAM 66
3.3 MAIN CIRCUIT CONNECTION DIAGRAM 71
3.4 TERMINAL BLOCK CONFIGURATION 72
3.5 TERMINAL COVER 76
3.6 DIGITAL OPERATOR AND FRONT COVER 78
3.7 TOP PROTECTIVE COVER 80
3.8 MAIN CIRCUIT WIRING 81
3.9 CONTROL CIRCUIT WIRING 91
3.10 CONTROL I/O CONNECTIONS 98
3.11 CONNECT TO A PC 103
3.12 MEMOBUS/MODBUS TERMINATION 104
3.13 ENABLE THE INTERNAL EMC FILTER 105
3.14 24 V CONTROL POWER SUPPLY UNIT WIRING 109
3.15 EXTERNAL INTERLOCK 113
3.16 WIRING CHECKLIST 114

3.1 Section Safety

⚠ DANGER

Electrical Shock Hazard

Do not connect or disconnect wiring while the power is on.

Failure to comply will result in death or serious injury.

⚠ WARNING

Electrical Shock Hazard

Do not operate equipment with covers removed.

Failure to comply could result in death or serious injury.

The diagrams in this section may show drives without covers or safety shields to show details. Be sure to reinstall covers or shields before operating the drives and run the drives according to the instructions described in this manual.

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.

Do not remove covers or touch circuit boards while the power is on.

Failure to comply could result in death or serious injury.

Do not allow unqualified personnel to perform work on the drive.

Failure to comply could result in death or serious injury.

Installation, maintenance, inspection, and servicing must be performed only by authorized personnel familiar with installation, adjustment, and maintenance of AC drives.

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. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.

Fire Hazard

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.

Do not use improper combustible materials for the drive and harmonic filter module.

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

Attach the drive and harmonic filter module to metal or other noncombustible material.

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.

⚠ CAUTION

Do not carry the drive by the front cover or the terminal cover.

Failure to comply may cause the main body of the drive to fall, resulting in minor or moderate injury.

NOTICE

Be sure to perform a final check of all sequence wiring and other connections before turning the power on.

Failure to comply could cause erroneous operation or damage the drive.

Make sure there are no short circuits on the control terminals (+V, AC, etc.).

Failure to comply could damage the drive.

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 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.

Use ring terminals that comply with UL/cUL for all wire ends.

Failure to comply could result in damage to the drive.

Use only the tools recommended by the terminal manufacturer for crimping.

Failure to comply could result in damage to the drive.

Do not allow unqualified personnel to use the product.

Failure to comply could result in damage to the drive.

Carefully review instruction manual when connecting, wiring, or replacing 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 any 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 any other devices.

Failure to comply could result in damage to the drive.

Comply with proper wiring practices.

The motor may run in reverse if the phase order is backward.

Connect motor input terminals U, V and W to drive output terminals U/T1,V/T2, and W/T3. The phase order for the drive and motor should match.

3.2 Standard Connection Diagram

Connect the drive and peripheral devices as shown in ***Figure 3.1*** and ***Figure 3.2***. It is possible to set and run the drive via the digital operator without connecting digital I/O wiring. This section does not discuss drive operation; ***Refer to Start-Up Programming & Operation on page 117*** for instructions on operating the drive.

Models CIMR-U□4□0720 to 4□0930 need main circuit wiring and connecting with the module communications connector. Refer to ***Module Communications Connector on page 96*** for details.

WARNING! *Sudden Movement Hazard. Do not close the wiring for the control circuit unless the multifunction input terminal parameters are properly set. Improper sequencing of run/stop circuitry could result in death or serious injury from moving equipment.*

WARNING! *Sudden Movement Hazard. Ensure start/stop and safety circuits are wired properly and in the correct state before energizing the drive. Failure to comply could result in death or serious injury from moving equipment. When programmed for 3-Wire control, a momentary closure on terminal S1 may cause the drive to start.*

WARNING! *Sudden Movement Hazard. When using a 3-Wire sequence, set the drive to 3-Wire sequence prior to wiring the control terminals and set parameter b1-17 to 0 so the drive will not accept a Run command at power up (default). If the drive is wired for a 3-Wire sequence but set up for a 2-Wire sequence (default), and parameter b1-17 is set to 1 so the drive accepts a Run command at power up, the motor will rotate in reverse direction at drive power up and may cause injury.*

WARNING! *Sudden Movement Hazard. Confirm the drive I/O signals and external sequence before executing the application preset function. Executing the application preset function or setting A1-06 ≠ 0 will change the drive I/O terminal functions and may cause unexpected equipment operation. Failure to comply may cause death or serious injury.*

WARNING! *When using the automatic fault restart function with wiring designed to shut off the power supply upon drive fault, make sure the drive does not trigger a fault output during fault restart (L5-02 = 0, default). Failure to comply will prevent the automatic fault restart function from working properly.*

NOTICE: *Inadequate wiring could result in damage to the drive. Install adequate branch circuit protection per applicable codes. The drive is suitable for circuits capable of delivering not more than 100,000 RMS symmetrical amperes, 240 Vac maximum (200 V Class), 480 Vac maximum (400 V Class: CIMR-U□4E□□□□/4W□□□□), and 500 Vac maximum (400 V Class: CIMR-U□4A□□□□/4P□□□□).*

NOTICE: *When the input voltage is 440 V or higher or the wiring distance is greater than 100 meters, pay special attention to the motor insulation voltage or use a drive duty motor. Failure to comply could lead to motor insulation breakdown.*

NOTICE: *Do not connect AC control circuit ground to drive enclosure. Improper drive grounding can cause control circuit malfunction.*

NOTICE: *The minimum load for the relay outputs M1-M2, M3-M4, M5-M6, and MA-MB-MC is 10 mA.*

NOTICE: *Install the wire link between terminals SC-SP for Sink mode and SC-SN for Source mode. Leave it out for external power supply. Never short terminals SP and SN as doing so will damage the drive. Refer to* ***Control I/O Connections on page 98*** *for details.*

NOTICE: *Create a sequence to shut off power on the power supply side by using a fault relay output as shown in the standard connection diagram, or create a sequence that prevents the motor shaft from being turned by an external force. If you continue to input power from a power supply with a large distortion or if an external force causes the motor shaft to continue turning even after an SoH (Snubber Discharge Resistor Overheat) occurs, the snubber resistor may break.*

NOTICE: *Do not connect more than one multi-function input to one terminal. Improper wiring may result in drive malfunction. Use an external power supply when sharing a terminal with more than one input. Do not use the built-in +24 V power supply.*

NOTICE: *Install an interlock system to de-energize the drive when the drive experiences a fault in models 4□0477 to 4□0930.*

NOTICE: *When using an external power supply with the sequence inputs and not using the Safe Disable inputs, remove the wire jumpers connected to the HC terminal by default. The external power supply will be short-circuited if the wire jumpers are not removed. Refer to* ***Control I/O Connections on page 98*** *for details.*

◆ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0590

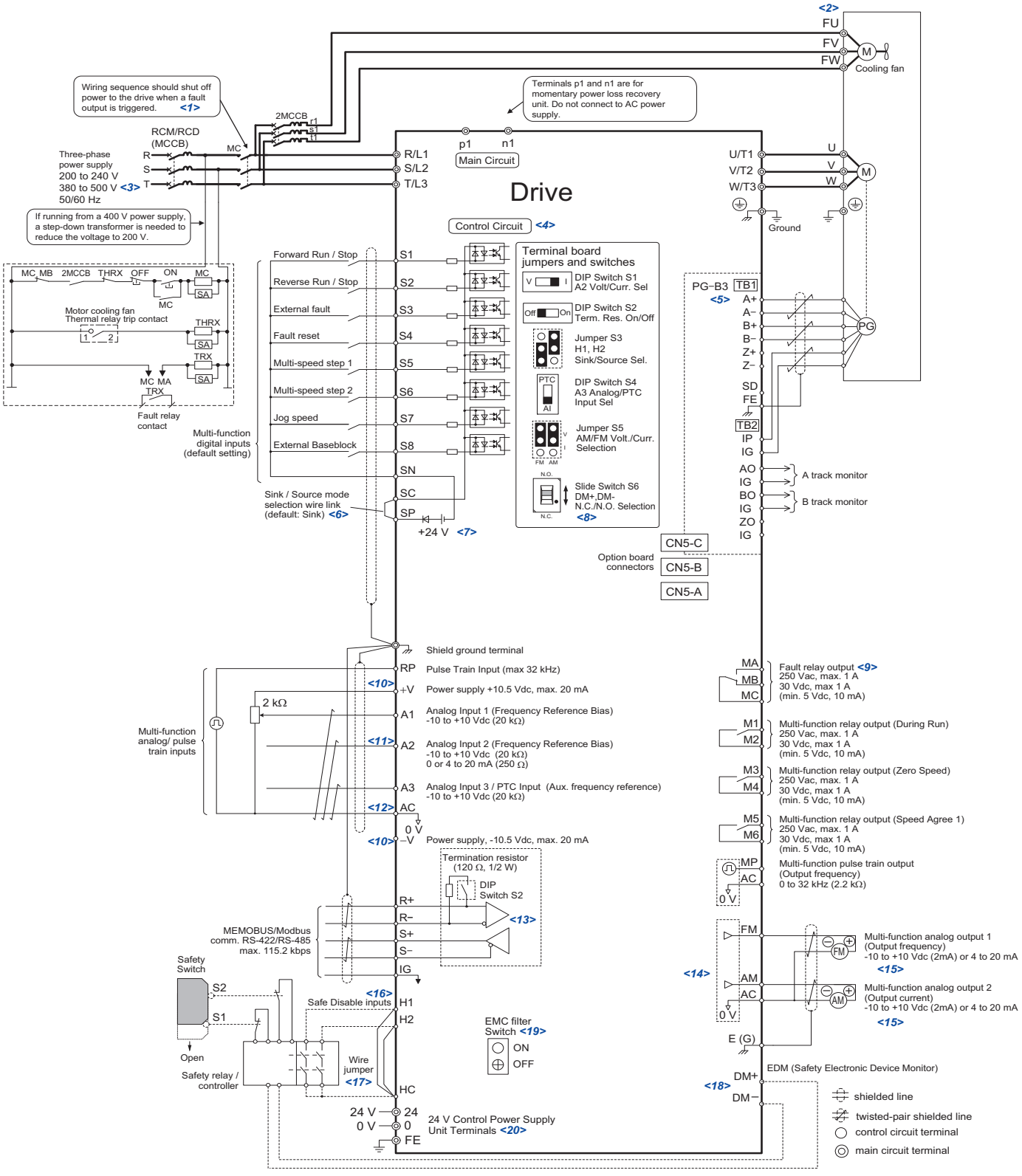
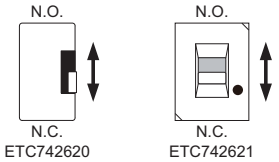


Figure 3.1 Drive Standard Connection Diagram (example: CIMR-U□2□0028)

<1> Note that if the drive is set to trigger a fault output whenever the fault restart function is activated (L5-02 = 1), then a sequence to interrupt power when a fault occurs will result in shutting off the power to the drive as the drive attempts to restart itself. The default setting for L5-02 is 0 (fault output not active during restart attempt).
<2> Self-cooling motors do not require wiring that would be necessary with motors using a cooling fan.
<3> Use a three-phase power supply with a voltage of 380 to 480 V for drive models 4□0011 to 4□0414 (built-in EMC filter) and 4□0477 to 4□0590 (with stand-alone EMC filter).
<4> Supplying power to the control circuit separately from the main circuit requires a 24 V power supply.
<5> For control modes that do not use a motor speed feedback signal, PG option card wiring is not necessary.

<6> This figure shows an example of a sequence input to S1 through S8 using a non-powered relay or an NPN transistor. Install the wire link between terminals SC-SP for Sink mode and SC-SN for Source mode. Leave it out for external power supply. Never short terminals SP and SN as doing so will damage the drive. Refer to *Control I/O Connections on page 98* for details.
<7> The maximum current supplied by this voltage source is 150 mA if no digital input option card DI-A3 is used.
<8> Available slide switch S6 is models ETC742620 and ETC742621.



<9> Wire the fault relay output separately from the main circuit power supply and other power lines.
<10> The maximum output current capacity for the +V and -V terminals on the control circuit is 20 mA. Never short terminals +V, -V, and AC, as this can cause erroneous operation or damage the drive.
<11> Set DIP switch S1 to select between a voltage or current input signal to terminal A2. The default setting is for current input.
<12> Set DIP switch S4 to select between analog or PTC input for terminal A3.
<13> Enable the termination resistor in the last drive in a MEMOBUS network by setting DIP switch S2 to the ON position.
<14> Use jumper S5 to selection between voltage or current output signals at terminal AM and FM. Set parameters H4-07 and H4-08 accordingly.
<15> Monitor outputs work with devices such as analog frequency meters, ammeters, voltmeters, and wattmeters. They are not intended for use as a feedback-type of signal.
<16> Use jumper S3 to select between Sink mode, Source mode or external power supply for the Safe Disable inputs.
<17> Disconnect the wire jumper between H1 - HC and H2 - HC when utilizing the Safe Disable input.
<18> Slide the switch S6 to select N.C. or N.O. as the state of the DM+ and DM- terminals for EDM output.
<19> Models CIMR-U□□E□□□□ and □W□□□□ have EMC filter switch. Models CIMR-U□4□0477 to 4□0590 with a stand-alone EMC filter do not have the EMC filter switch.
<20> Models UU□P□□□□ and UU□W□□□□ have terminals 24, 0, and FE to provide board-level component voltages for the drive from an external, customer-supplied 24 Vdc source and maintain drive control power and network communications when the main three-phase input power is removed.

◆ CIMR-U□4□0720 to 4□0930

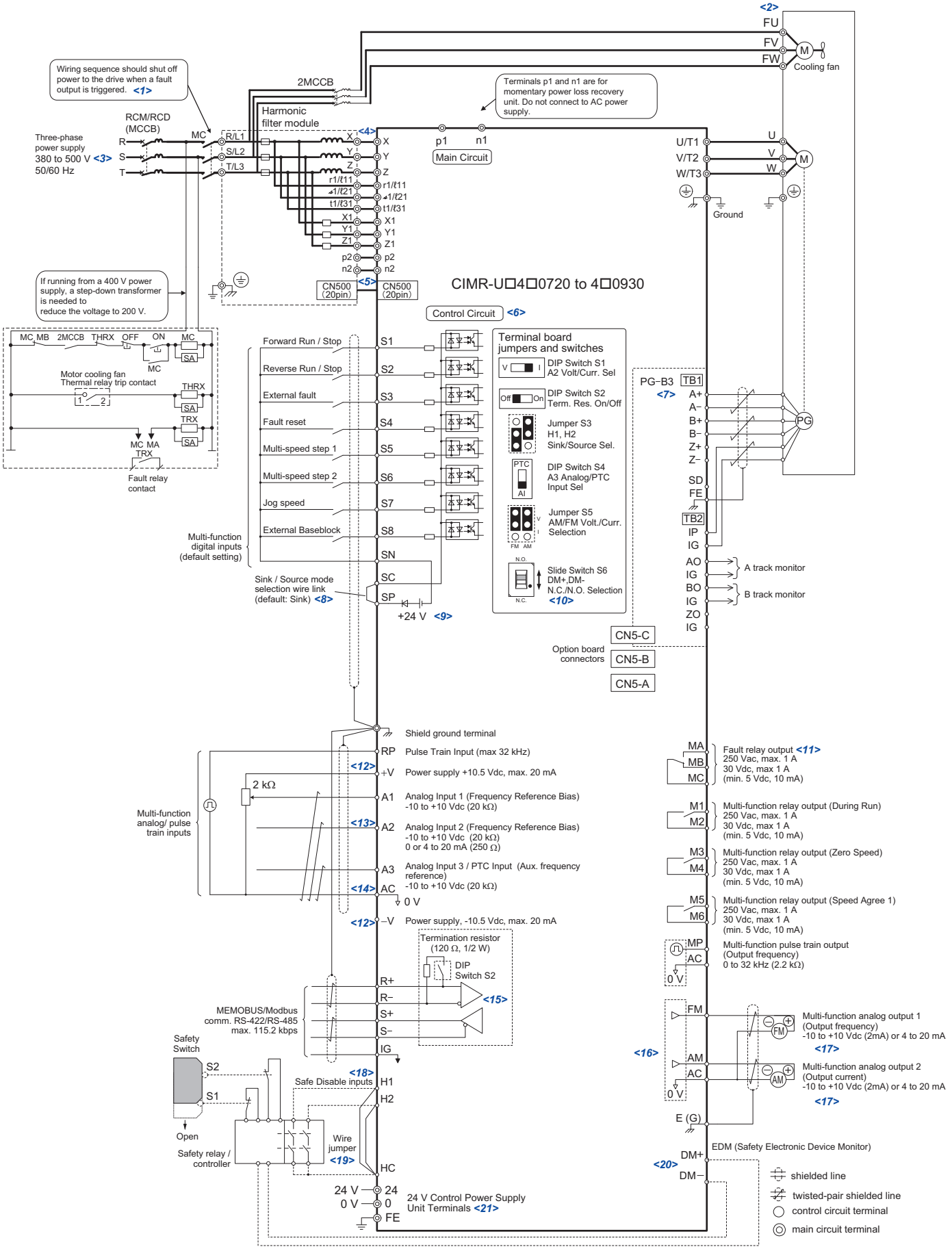
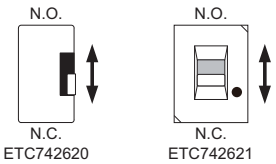


Figure 3.2 Drive Standard Connection Diagram (example: CIMR-U□4□0720)

<1> Note that if the drive is set to trigger a fault output whenever the fault restart function is activated (L5-02 = 1), then a sequence to interrupt power when a fault occurs will result in shutting off the power to the drive as the drive attempts to restart itself. The default setting for L5-02 is 0 (fault output not active during restart attempt).
<2> Self-cooling motors do not require wiring that would be necessary with motors using a cooling fan.
<3> Use a three-phase power supply with a voltage of 380 to 480 V for drive models 4□0720 to 4□0930 (with stand-alone EMC filter).
<4> The cable between CIMR-U□4□0720 to 4□0930 and harmonic filter module should not exceed 5 m.
<5> Be sure to wire module connector CN500 to connect the standard configuration device (harmonic filter module) and the models CIMR-U□4□0720 to 4□0930 before turning on or operating the models CIMR-U□4□0720 to 4□0930.
<6> Supplying power to the control circuit separately from the main circuit requires a 24 V power supply.
<7> For control modes that do not use a motor speed feedback signal, PG option card wiring is not necessary.
<8> This figure shows an example of a sequence input to S1 through S8 using a non-powered relay or an NPN transistor. Install the wire link between terminals SC-SP for Sink mode and SC-SN for Source mode. Leave it out for external power supply. Never short terminals SP and SN as doing so will damage the drive. Refer to *Control I/O Connections on page 98* for details.
<9> The maximum current supplied by this voltage source is 150 mA if no digital input option card DI-A3 is used.
<10> Available slide switch S6 is models ETC742620 and ETC742621.



<11> Wire the fault relay output separately from the main circuit power supply and other power lines.
<12> The maximum output current capacity for the +V and -V terminals on the control circuit is 20 mA. Never short terminals +V, -V, and AC, as this can cause erroneous operation or damage the drive.
<13> Set DIP switch S1 to select between a voltage or current input signal to terminal A2. The default setting is for current input.
<14> Set DIP switch S4 to select between analog or PTC input for terminal A3.
<15> Enable the termination resistor in the last drive in a MEMOBUS network by setting DIP switch S2 to the ON position.
<16> Use jumper S5 to selection between voltage or current output signals at terminal AM and FM. Set parameters H4-07 and H4-08 accordingly.
<17> Monitor outputs work with devices such as analog frequency meters, ammeters, voltmeters, and wattmeters. They are not intended for use as a feedback-type of signal.
<18> Use jumper S3 to select between Sink mode, Source mode or external power supply for the Safe Disable inputs.
<19> Disconnect the wire jumper between H1 - HC and H2 - HC when utilizing the Safe Disable input.
<20> Slide the switch S6 to select N.C. or N.O. as the state of the DM+ and DM- terminals for EDM output.
<21> Models CIMR-U□□P□□□□ and □W□□□□ have terminals 24, 0, and FE to provide board-level component voltages for the drive from an external, customer-supplied 24 Vdc source and maintain drive control power and network communications when the main three-phase input power is removed.

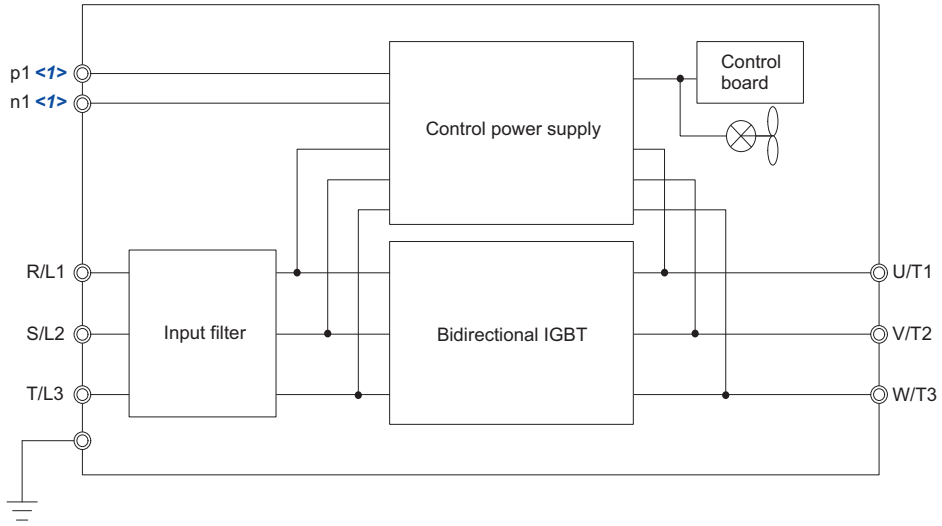
Note: Be sure to use a stand-alone EMC filter for models CIMR-U□4□0720 to 4□0930.

3.3 Main Circuit Connection Diagram

Refer to the *Figure 3.3* when wiring the main circuit of the drive.

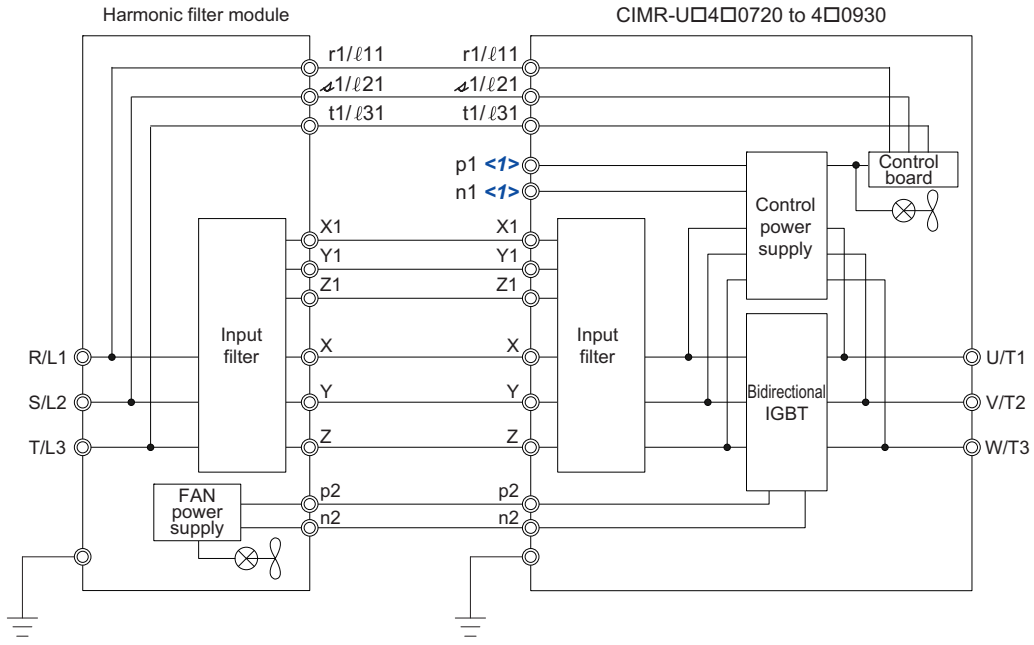
Figure 3.3 Drive Main Circuit Configurations

CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0590



<1> A Momentary Power Loss Recovery Unit can be connected as an option. Do not connect an AC power supply to these terminals.

CIMR-U□4□0720 to 4□0930, Harmonic Filter Module



<1> A Momentary Power Loss Recovery Unit can be connected as an option. Do not connect an AC power supply to these terminals.

3.4 Terminal Block Configuration

■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

Figure 3.3 to *Figure 3.11* show the different main circuit terminal arrangements for the drive capacities.

Table 3.1 Terminal Block Configuration

Model		Figure
200 V Class CIMR-U□	2□0028	*Figure 3.3*
	2□0042	*Figure 3.5*
	2□0054	
	2□0068	
	2□0081	
	2□0104	*Figure 3.6*
	2□0130	
	2□0154	*Figure 3.7*
	2□0192	
	2□0248	*Figure 3.8*
400 V Class CIMR-U□	4□0011	*Figure 3.3*
	4□0014	
	4□0021	
	4□0027	
	4□0034	
	4□0040	*Figure 3.5*
	4□0052	
	4□0065	
	4□0077	
	4□0096	*Figure 3.6*
	4□0124	
	4□0156	*Figure 3.7*
	4□0180	
	4□0216	*Figure 3.8*
	4□0240	
	4□0302	*Figure 3.9*
	4□0361	
	4□0414	
	4□0477	*Figure 3.10*
	4□0590	
	4□0720	*Figure 3.11*
	4□0900	
	4□0930	

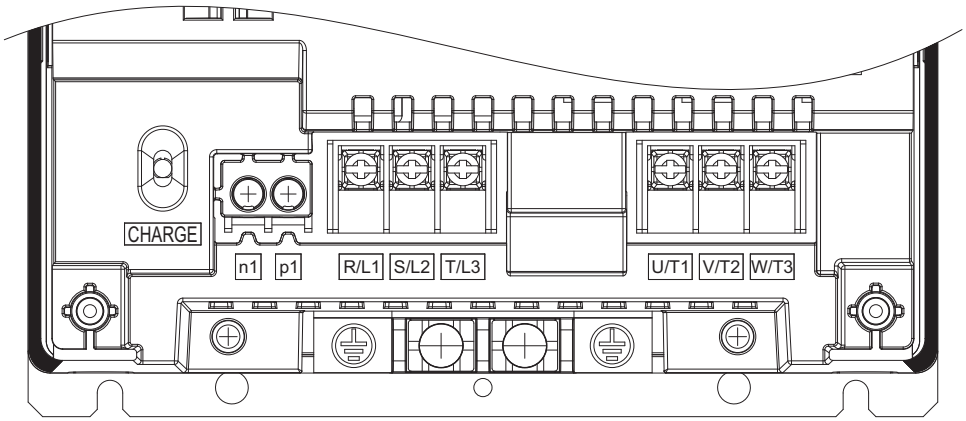


Figure 3.4 Main Circuit Terminal Arrangements (2□0028, 4□0011 to 4□0034)

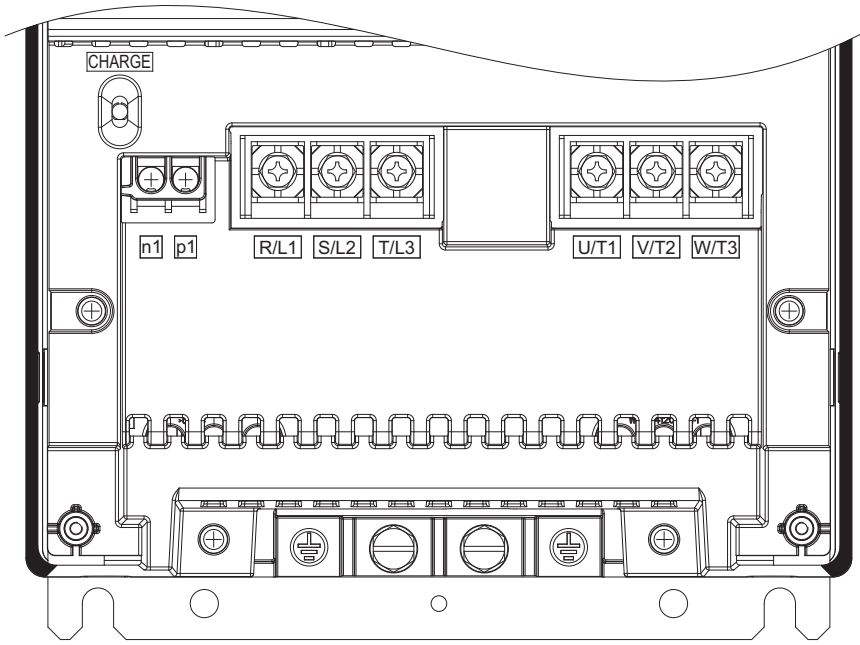


Figure 3.5 Main Circuit Terminal Arrangements (2□0042 to 2□0081, 4□0040 to 4□0077)

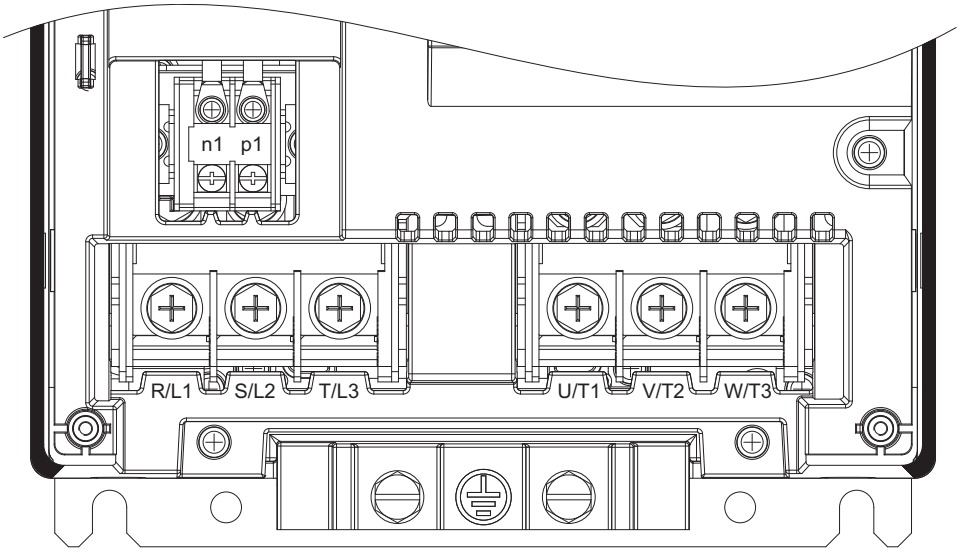


Figure 3.6 Main Circuit Terminal Arrangements (2□0104, 2□0130, 4□0096, 4□0124)

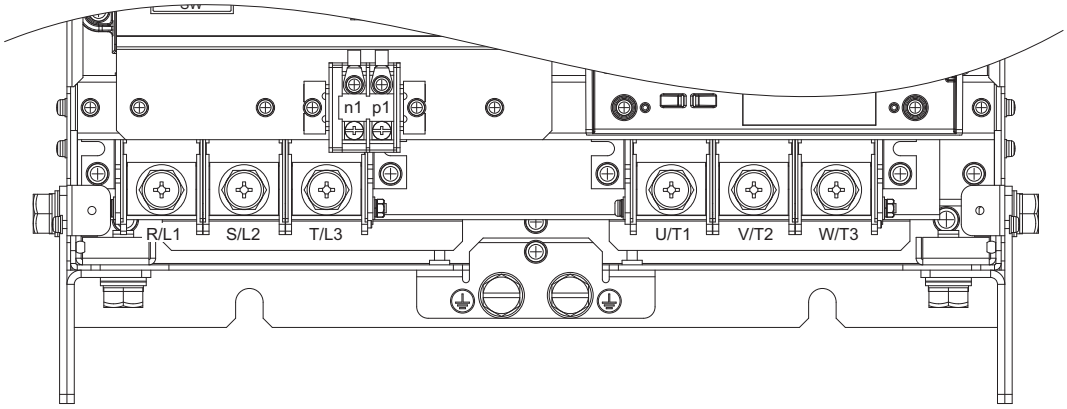


Figure 3.7 Main Circuit Terminal Arrangements (2□0154, 2□0192, 4□0156, 4□0180)

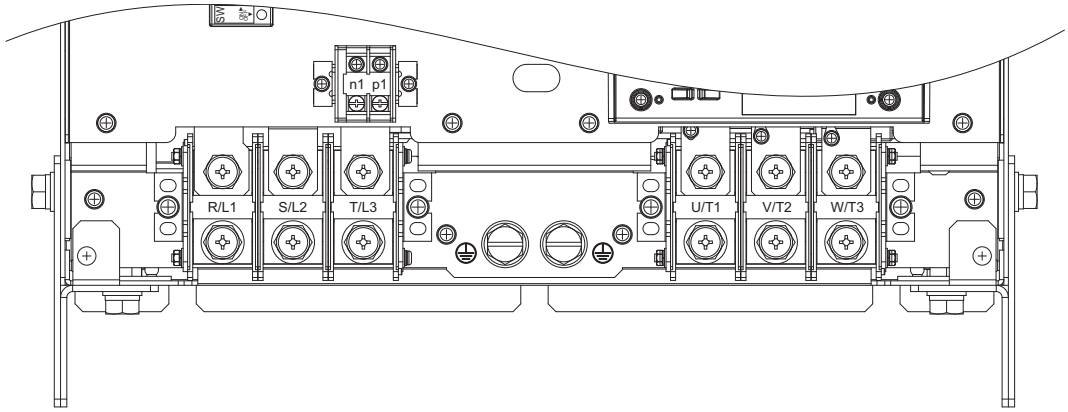


Figure 3.8 Main Circuit Terminal Arrangements (2□0248, 4□0216, 4□0240)

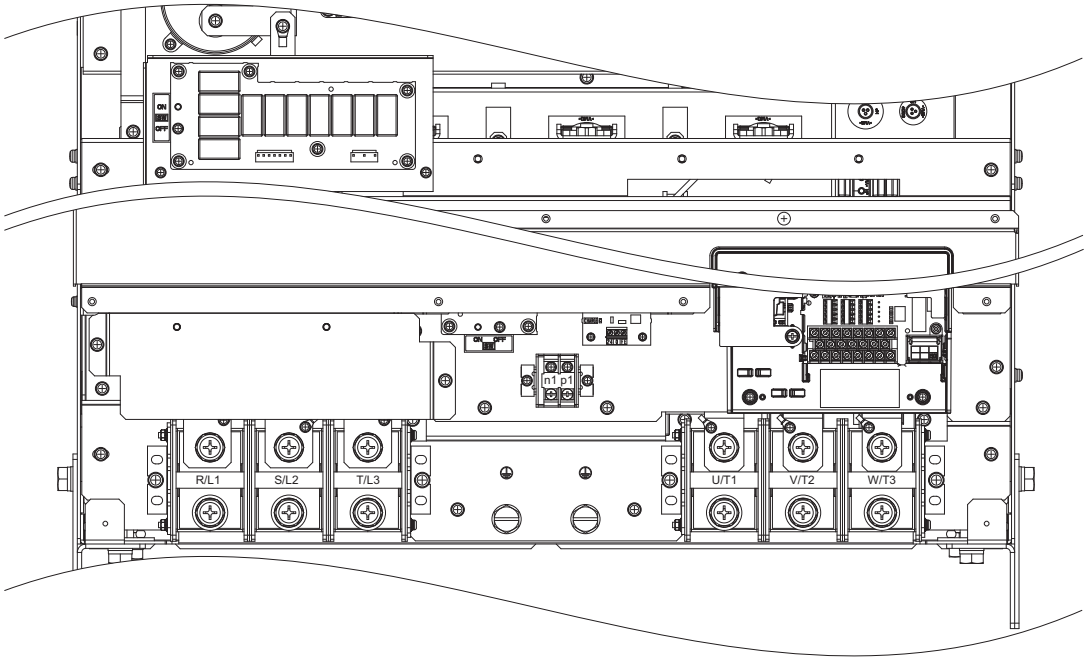


Figure 3.9 Main Circuit Terminal Arrangements (4□0302 to 4□0414)

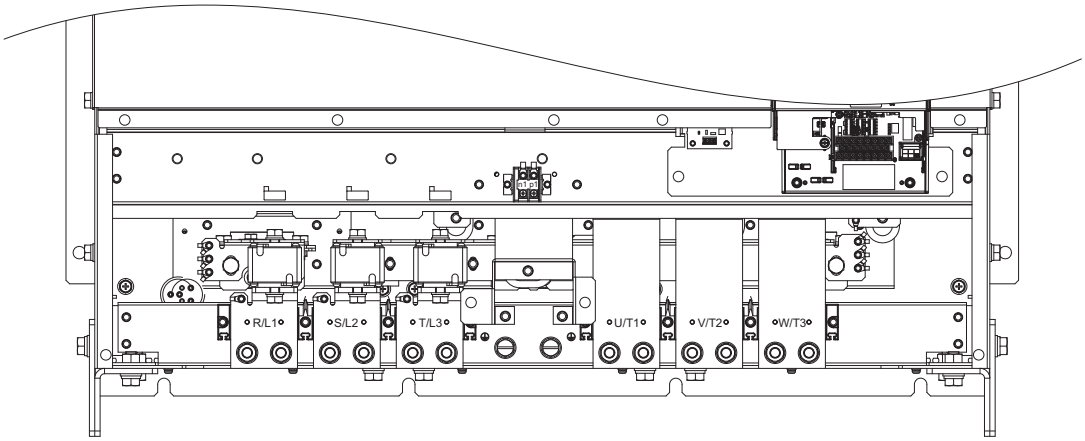


Figure 3.10 Main Circuit Terminal Arrangements (4□0477 to 4□0590)

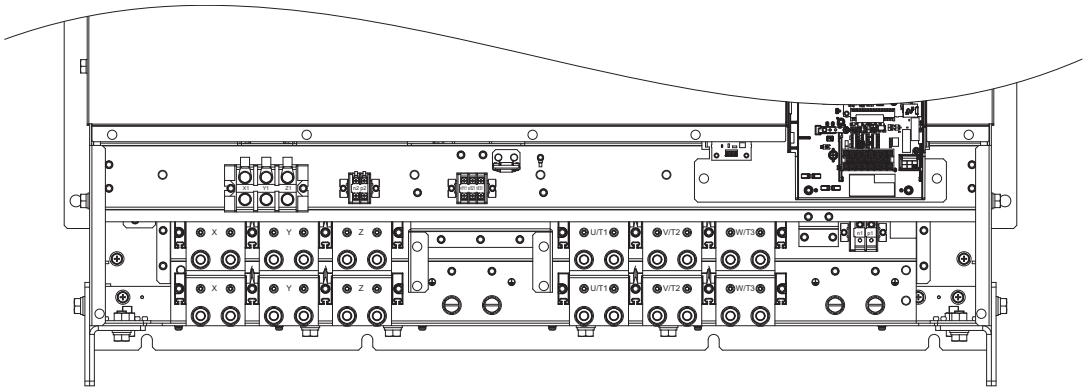


Figure 3.11 Main Circuit Terminal Arrangements (4□0720 to 4□0930)

■ Harmonic Filter Module

Figure 3.12 shows the main circuit terminal arrangements for the harmonic filter module.

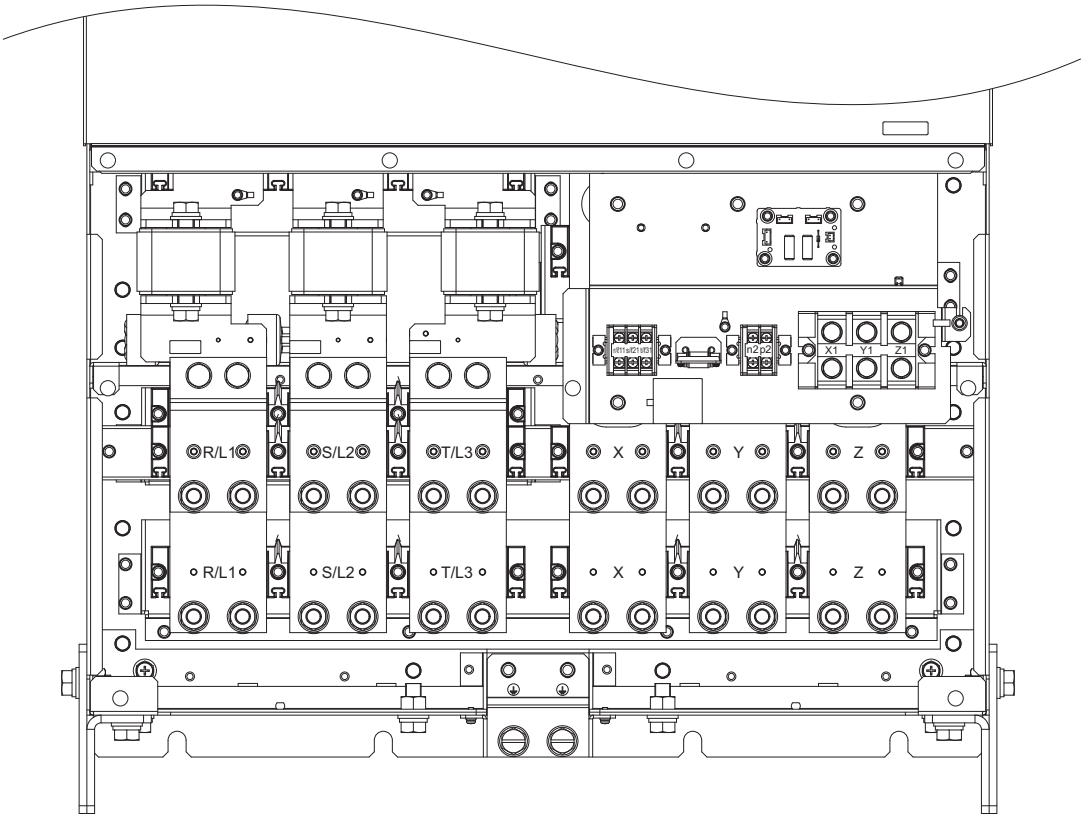


Figure 3.12 Main Circuit Terminal Arrangements (EUJ7118□□.□)

3.5 Terminal Cover

Follow the procedure below to remove the terminal cover for wiring and to reattach the terminal cover after wiring is complete.

◆ 2□0028 to 2□0130, 4□0011 to 4□0124

■ Removing the Terminal Cover

1. Loosen the terminal cover screw.

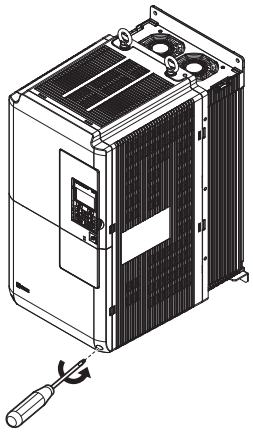


Figure 3.13 Removing the Terminal Cover

2. Push in on the hook located on the bottom of the terminal cover, and gently pull forward. This should remove the terminal cover.

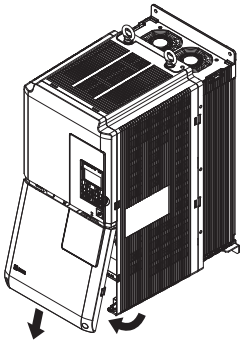


Figure 3.14 Removing the Terminal Cover

■ Reattaching the Terminal Cover

Power lines and signal wiring should pass through the opening provided. *Refer to Wiring the Main Circuit Terminal on page 90* and *Wiring the Control Circuit Terminal on page 94* for details on wiring.

Reattach the terminal cover after completing the wiring to the drive and other devices.

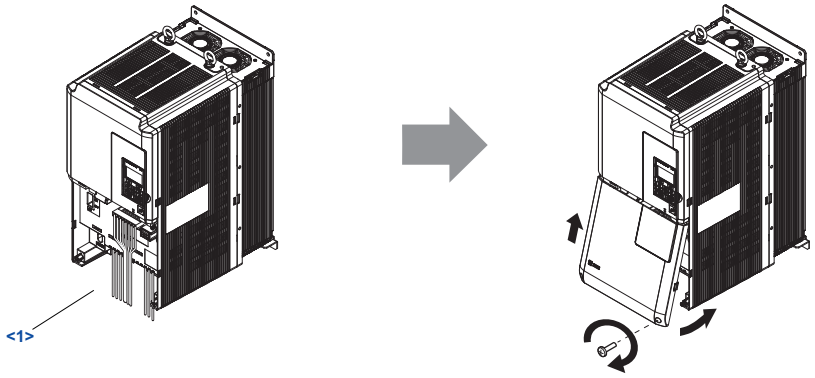


Figure 3.15 Reattaching the Terminal Cover

<1> Connect the ground wiring first, then the main circuit wiring, and finally the control circuit wiring.

◆ 2□0154 to 2□0248, 4□0156 to 4□0930

■ Removing the Terminal Cover

1. Loosen the screws on the terminal cover, then pull down on the cover.

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger drives.*

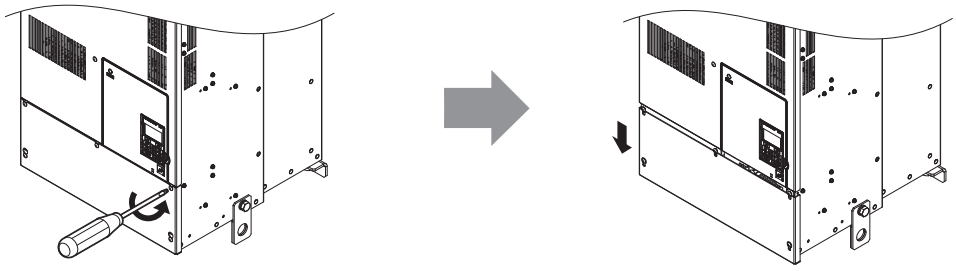


Figure 3.16 Removing the Terminal Cover

2. Pull forward on the terminal cover to free it from the drive.

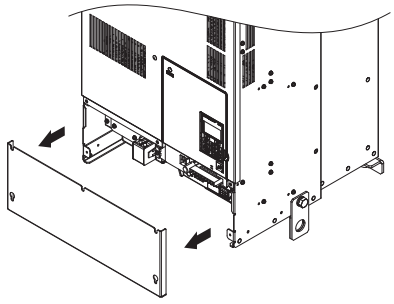


Figure 3.17 Removing the Terminal Cover

■ Reattaching the Terminal Cover

Once wiring to the terminal board and other devices is complete, double check all connections and finally reattach the terminal cover. *Refer to Wiring the Main Circuit Terminal on page 90* and *Wiring the Control Circuit Terminal on page 94* for details on wiring.

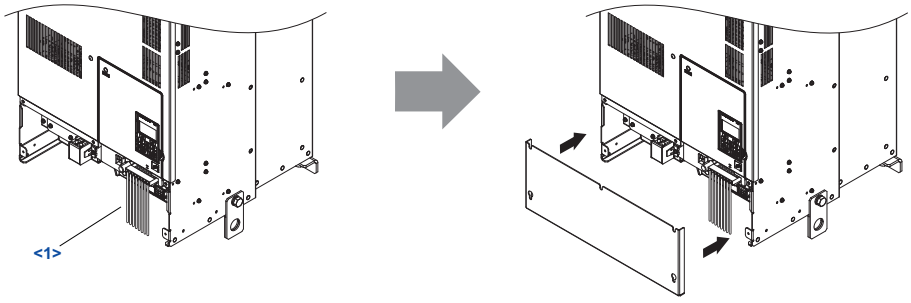


Figure 3.18 Reattaching the Terminal Cover

<1> Connect the ground wiring first, then the main circuit wiring, and finally the control circuit wiring.

3.6 Digital Operator and Front Cover

Detach the digital operator from the drive for remote operation or when opening the front cover to install an option card.

NOTICE: *Be sure to remove the digital operator prior to opening or reattaching the front cover. Leaving the digital operator plugged into the drive when removing the front cover can result in erroneous operation caused by a poor connection. Firmly fasten the front cover back into place before reattaching the digital operator.*

◆ Removing/Reattaching the Digital Operator

■ Removing the Digital Operator

While pressing on the tab located on the right side of the digital operator, pull the digital operator forward to remove it from the drive.

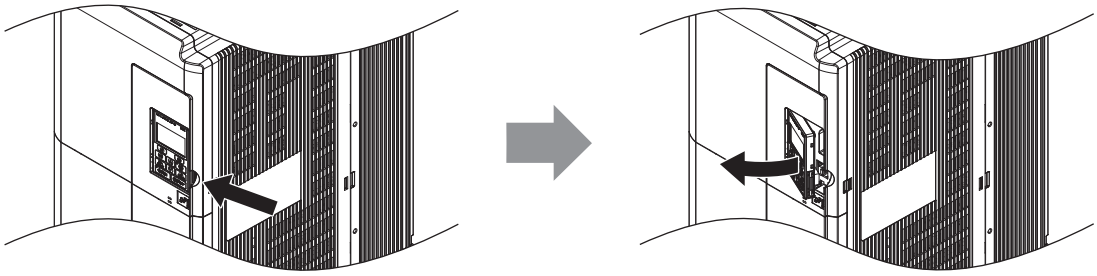


Figure 3.19 Removing the Digital Operator

■ Reattaching the Digital Operator

Insert the digital operator into the opening in the front cover while aligning it with the notches on the left side of the opening. Next, press gently on the right side of the operator until it clicks into place.

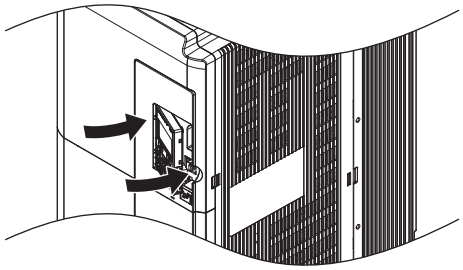


Figure 3.20 Reattaching the Digital Operator

◆ Removing/Reattaching the Front Cover

■ Removing the Front Cover

2□0028 to 2□0130, 4□0011 to 4□0124

After removing the terminal cover and the digital operator, loosen the screw that affixes the front cover. Pinch in on the tabs found on each side of the front cover, then pull forward to remove it from the drive.

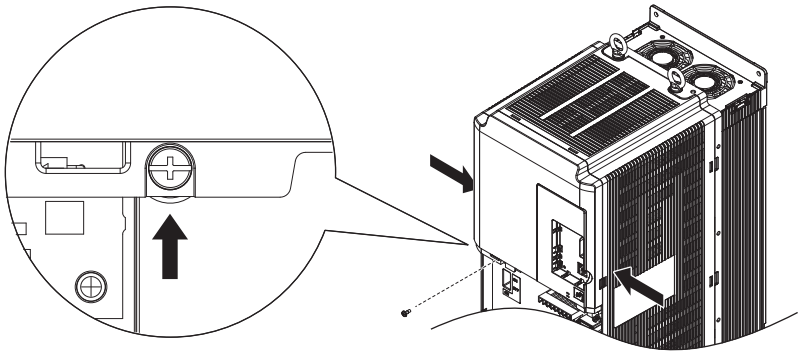


Figure 3.21 Remove the Front Cover (2□0028 to 2□0130, 4□0011 to 4□0124)

2□0154 to 2□0248, 4□0156 to 4□0930

1. Remove the terminal cover and the digital operator.
2. Loosen the installation screw on the front cover.
3. Use a straight-edge screwdriver to loosen the hooks on each side of the cover that hold it in place.

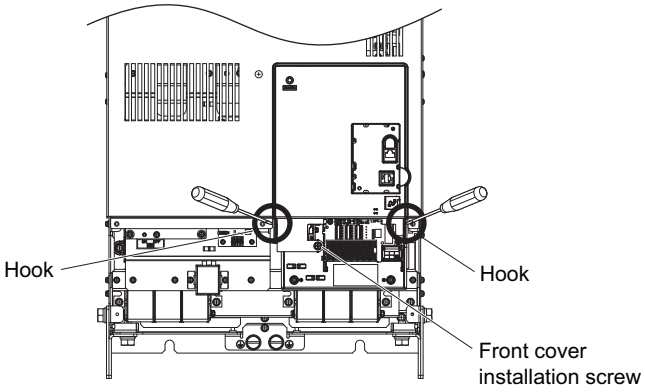


Figure 3.22 Remove the Front Cover (2□0154 to 2□0248, 4□0156 to 4□0930)

4. Unhook the left side of the front cover then swing the left side towards you as shown in the figure below until the cover comes off.

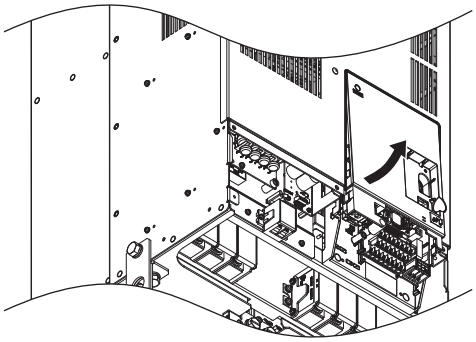


Figure 3.23 Remove the Front Cover (2□0154 to 2□0248, 4□0156 to 4□0930)

■ Reattaching the Front Cover

2□0028 to 2□0130, 4□0011 to 4□0124

Reverse the instructions given in *Remove the Front Cover (2□0028 to 2□0130, 4□0011 to 4□0124) on page 78* to reattach the front cover.Reverse the instructions given in *Removing the Front Cover on page 78* to reattach the front cover. Pinch inwards on the hooks found on each side of the front cover while guiding it back into the drive. Make sure it clicks firmly into place.

2□0154 to 2□0248, 4□0156 to 4□0930

1. Slide the front cover so that the hooks on the top connect to the drive.

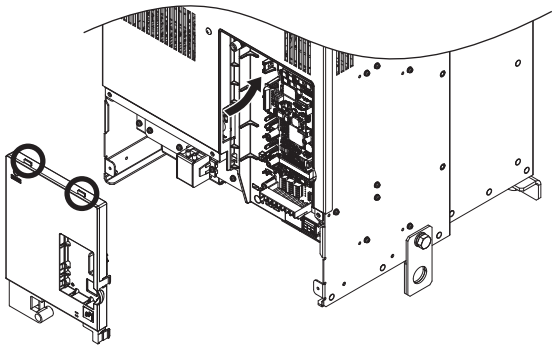


Figure 3.24 Reattach the Front Cover (2□0154 to 2□0248, 4□0156 to 4□0930)

2. Once the hooks have connected to the drive, press firmly on the cover to make sure it locks into place.

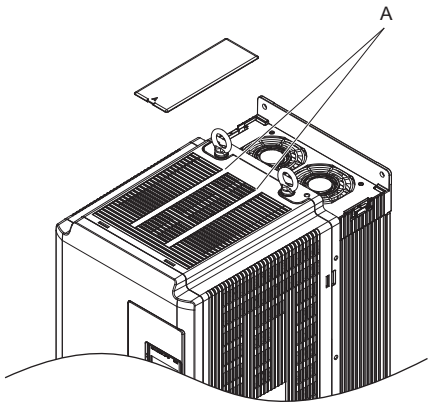
3.7 Top Protective Cover

Drive models with IP00 specifications become IP20/UL Type 1 after correctly installing a top protective cover. Do not attach the top protective cover when installing the drive in a control panel.

◆ Attaching the Top Protective Cover

Insert the small protruding hooks on the sides of the top protective cover into the provided mounting holes on the top of the drive. Pinch the hooks inward so that the they connect with the mounting holes and fasten the top protective cover back into place.

Note: Attaching the top protective cover and the bottom conduit bracket to an IP00 drive changes protection to IP20/UL Type 1.



A – Protective Cover Mounting Holes

Figure 3.25 Reattaching the Top Protective Cover

◆ Removing the Top Protective Cover

Insert the tip of a straight-edge screwdriver into the small opening located on the front edge of the top protective cover. Gently apply pressure as shown in the figure below to free the cover from the drive.

Note: Removing the top protective cover or the bottom conduit bracket from an IP20/UL Type 1 enclosure drive voids the IP20/UL Type 1 protection while maintaining IP20 conformity.

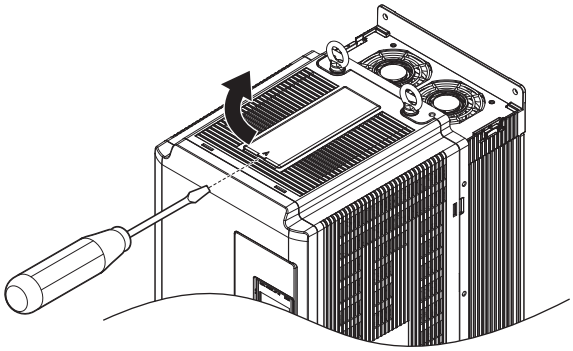


Figure 3.26 Removing the Top Protective Cover

3.8 Main Circuit Wiring

This section describes the functions, specifications, and procedures required to safely and properly wire the main circuit in the drive.

NOTICE: *Do not solder the ends of wire connections to the drive. Soldered wiring connections can loosen over time. Improper wiring practices could result in drive malfunction due to loose terminal connections.*

NOTICE: *Do not switch the drive input to start or stop the motor. Frequently switching the drive on and off shortens the life of drive components, and can cause premature drive failures. For the full performance life, refrain from switching the drive on and off more than once every 30 minutes.*

◆ Main Circuit Terminal Functions

■ CIMR-2□0028 to 2□0248, 4□0011 to 4□0590

Table 3.2 Main Circuit Terminal Functions (CIMR-2□0028 to 2□0248, 4□0011 to 4□0590)

Voltage Class	Three-Phase 200 V Class	Three-Phase 400 V Class	Function	Page
CIMR-U□	2□0028 to 2□0248	4□0011 to 4□0590		
Terminal	Type			
R/L1, S/L2, T/L3	Main circuit power supply input		Connects line power to the drive.	67
U/T1, V/T2, W/T3	Drive output		Connects to the motor.	67
p1, n1	Momentary power loss recovery unit input		These are the DC voltage terminals that connect to a momentary power loss recovery unit.	67
⏚	100 Ω or less	10 Ω or less	Grounding terminal	90

■ CIMR-4□0720 to 4□0930

Table 3.3 Main Circuit Terminal Functions (CIMR-4□0720 to 4□0930)

Voltage Class	Three-Phase 400 V Class	Function	Page
CIMR-U□	4□0720 to 4□0930		
Terminal	Type		
X, Y, Z	Main circuit power supply input 1	These are the power supply input terminals that connect to the harmonic filter module.	69
X1, Y1, Z1	Main circuit power supply input 2	These are the power supply input terminals that connect to the harmonic filter module.	
r1/ℓ11, s1/ℓ21, t1/ℓ31	Power Supply Voltage Detection Input	These terminals are to connect to the harmonic filter module and to detect the power supply voltage order and voltage levels.	
U/T1, V/T2, W/T3	Drive output	Connects to the motor.	
p1, n1	Momentary power loss recovery unit input	These are the DC voltage terminals that connect to a momentary power loss recovery unit.	
p2, n2	DC voltage output	These are the DC voltage terminals that connect to the harmonic filter module.	69
⏚	10 Ω or less	Grounding terminal	90

■ Harmonic Filter Module

Table 3.4 Main Circuit Terminal Functions (EUJ7118□□.□)

Terminal	Type	Function	Page
R/L1, S/L2, T/L3	Main circuit power supply input	Connects line power to the harmonic filter module.	69
r1/ℓ11, s1/ℓ21, t1/ℓ31	Power Supply Voltage Detection Input	These terminals are to connect to the drive models CIMR-U□4□0720 to 4□0930 and to detect the power supply voltage order and voltage levels.	
X, Y, Z	Filter module output 1	These are the harmonic filter module output terminals that connect to the drive models CIMR-U□4□0720 to 4□0930.	
X1, Y1, Z1	Filter module output 2	These are the harmonic filter module output terminals that connect to the drive models CIMR-U□4□0720 to 4□0930.	
p2, n2	DC voltage output	These are the DC voltage output terminals that connect to the drive models CIMR-U□4□0720 to 4□0930.	
⏚	10 Ω or less	Grounding terminal	90

◆ Protecting Main Circuit Terminals

■ Insulation Caps or Sleeves

Use insulation caps or sleeves when wiring the drive with crimp terminals. Take particular care to ensure that the wiring does not touch nearby terminals or the surrounding case.

■ Insulation Barrier

Insulation barriers are packaged with drive models CIMR-U□4□0477 through 4□0930 to provide added protection between terminals. Yaskawa recommends using the insulation barriers provided to ensure proper wiring. See *Figure 3.27* for instructions on where the insulation barriers should be placed.

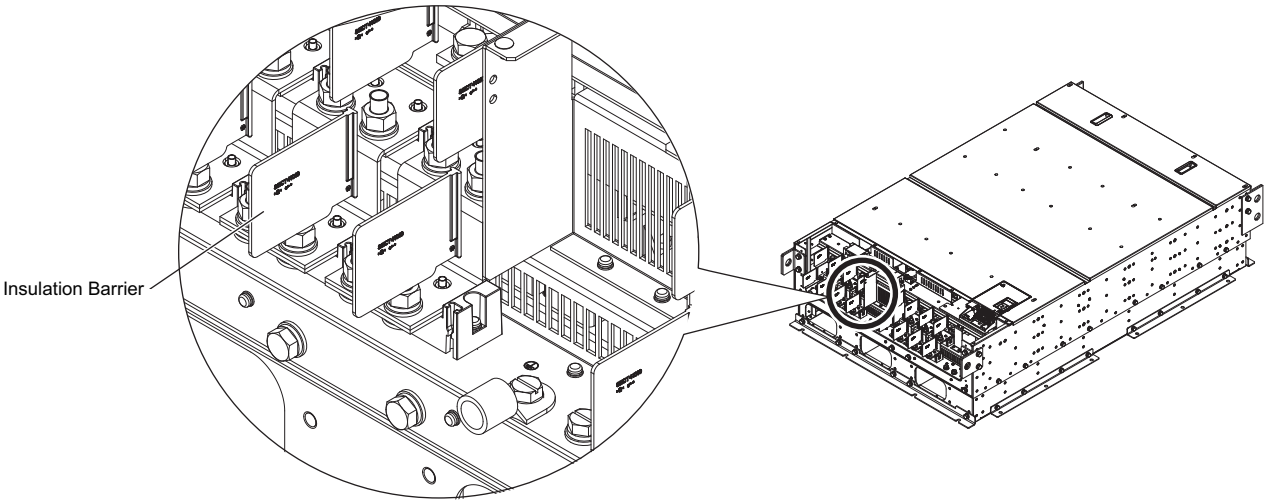


Figure 3.27 Installing Insulation Barriers

■ Main Circuit Protective Cover

Close the protective cover after wiring the main circuit terminals on 2□0028 to 2□0081, 4□0011 to 4□0077.

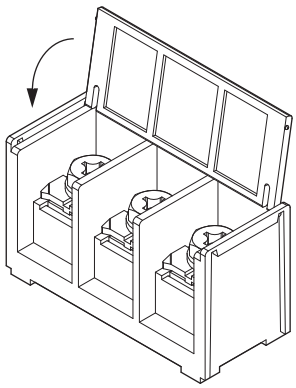


Figure 3.28 Main Circuit Protective Cover (2□0028 to 2□0081, 4□0011 to 4□0077)

Attach the protective covers after wiring the main circuit terminals, p1, and n1 terminals on models 2□0104 to 2□0248, 4□0096 to 4□0590, and the p1, n1, p2, n2, r1, ⏛1, and t1 terminals on models 4□0720 to 4□0930.

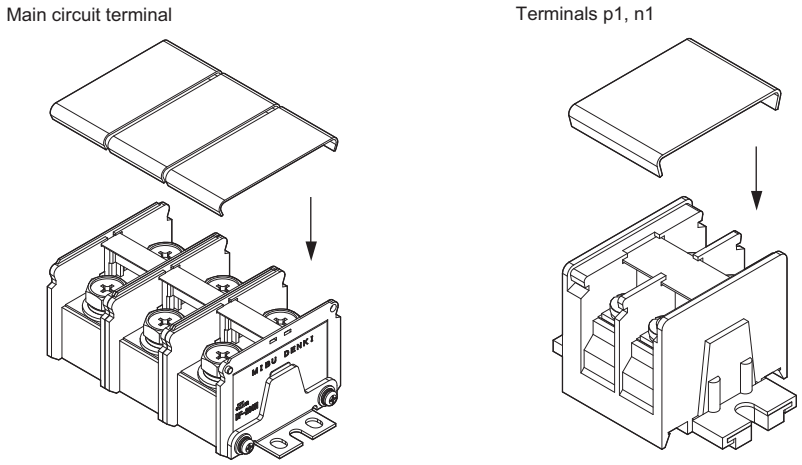


Figure 3.29 Protective Cover (2□0104)

◆ Main Circuit Wire Gauges and Tightening Torque

Select the appropriate wires and crimp terminals from *Table 3.5* through *Table 3.7*.

Note: The recommended wires for the main circuit are 600 V, Class 2 vinyl-insulated copper wires with a continuous maximum operating temperature of 75 °C (167 °F). Assume these conditions:
-Ambient temperature: 40 °C (104 °F) maximum
-Wiring distance: 100 m (328 ft) maximum
-Normal Duty rated current value

- Consider the amount of voltage drop when selecting wire gauges. Increase the wire gauge when the voltage drop is greater than 2% of motor rated voltage. Ensure the wire gauge is suitable for the terminal block. Use the following formula to calculate the amount of voltage drop:
  Line drop voltage (V) = $\sqrt{3}$ × wire resistance (Ω/km) × wire length (m) × motor rated current (A) × 10^{-3}
- *Refer to UL Standards Compliance on page 596* for information on UL compliance.

The wire gauges listed in the following tables are Yaskawa recommendations. Refer to local codes for proper wire gauge selections.

■ Three-Phase 200 V Class

Table 3.5 Wire Gauge and Torque Specifications (Three-Phase 200 V Class)

Model CIMR-U□	Terminal	For Asia <1>		For U.S.A. <2>		For Europe and China <3>		Screw Size	Tightening Torque N·m (lb.in.)
		Recomm. Gauge mm²	Applicable Gauge mm²	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Recomm. Gauge mm²	Applicable Gauge mm²		
2□0028	R/L1, S/L2, T/L3	5.5	3.5 to 8	8	10 to 8	4	2.5 to 10	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	5.5	3.5 to 8	8	10 to 8	4	2.5 to 10	M5	
	⏚	5.5	5.5 to 14	8	10 to 6	6	6 to 16	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
2□0042	R/L1, S/L2, T/L3	14	5.5 to 22	6	8 to 3	10	5.5 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	14	5.5 to 22	6	8 to 3	10	5.5 to 25	M6	
	⏚	5.5	5.5 to 22	8	10 to 3	10	6 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
2□0054	R/L1, S/L2, T/L3	14	14 to 22	4	6 to 3	16	10 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	14	14 to 22	4	6 to 3	16	10 to 25	M6	
	⏚	8	8 to 22	6	8 to 3	10	10 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
2□0068	R/L1, S/L2, T/L3	22	14 to 22	4	4 to 3	16	16 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	22	14 to 22	4	4 to 3	16	16 to 25	M6	
	⏚	14	14 to 22	6	6 to 3	16	16 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
2□0081	R/L1, S/L2, T/L3	8 × 2P	8 to 22 × 2P	6 × 2P	6 to 3 × 2P	25	16 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	8 × 2P	8 to 22 × 2P	6 × 2P	6 to 3 × 2P	25	16 to 25	M6	
	⏚	14	14 to 22	6	6 to 3	16	16 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
2□0104	R/L1, S/L2, T/L3	38	8 to 60 × 2P	1	6 to 1/0 × 2P	35	10 to 50 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	38	8 to 60 × 2P	1	6 to 1/0 × 2P	35	10 to 50 × 2P	M8	
	⏚	22	22 to 38	4	4 to 1	25	10 to 35	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
2□0130	R/L1, S/L2, T/L3	22 × 2P	14 to 60 × 2P	4 × 2P	6 to 1/0 × 2P	16 × 2P	10 to 50 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	22 × 2P	14 to 60 × 2P	4 × 2P	6 to 1/0 × 2P	16 × 2P	10 to 50 × 2P	M8	
	⏚	22	22 to 38	4	4 to 1	16	16 to 35	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
2□0154	R/L1, S/L2, T/L3	22 × 2P	22 to 100 × 2P	3 × 2P	4 to 4/0 × 2P	25 × 2P	16 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	22 × 2P	22 to 100 × 2P	3 × 2P	4 to 4/0 × 2P	25 × 2P	16 to 95 × 2P	M10	
	⏚	22	22 to 60	4	4 to 2/0	25	25 to 70	M10	17.7 to 22.6 (156 to 200)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
2□0192	R/L1, S/L2, T/L3	38 × 2P	22 to 100 × 2P	1 × 2P	3 to 4/0 × 2P	35 × 2P	25 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	38 × 2P	22 to 100 × 2P	1 × 2P	3 to 4/0 × 2P	35 × 2P	25 to 95 × 2P	M10	
	⏚	22	22 to 60	3	4 to 2/0	25	25 to 70	M10	17.7 to 22.6 (156 to 200)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
2□0248	R/L1, S/L2, T/L3	50 × 2P	38 to 100 × 2P	2/0 × 2P	1 to 4/0 × 2P	50 × 2P	35 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	50 × 2P	38 to 100 × 2P	2/0 × 2P	1 to 4/0 × 2P	50 × 2P	35 to 95 × 2P	M10	
	⏚	22	22 to 100	3	4 to 4/0	35	25 to 95	M12	31.4 to 39.2 (278 to 347)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)

<1> Gauges listed here are for use in Japan.
<2> Gauges listed here are for use in the United States.
<3> Gauges listed here are for use in Europe and China.

■ Three-Phase 400 V Class

Table 3.6 Wire Gauge and Torque Specifications (Three-Phase 400 V Class)

Model CIMR-U□	Terminal	For Asia <1>		For U.S.A. <2>		For Europe and China <3>		Screw Size	Tightening Torque N·m (lb.in.)
		Recomm. Gauge mm^2	Applicable Gauge mm^2	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Recomm. Gauge mm^2	Applicable Gauge mm^2		
4□0011	R/L1, S/L2, T/L3	2	2 to 8	14	14 to 8	2.5	2.5 to 10	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	2	2 to 8	14	14 to 8	2.5	2.5 to 10	M5	
	⏚	3.5	2 to 14	10	12 to 6	2.5	2.5 to 16	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0014	R/L1, S/L2, T/L3	2	2 to 8	12	14 to 8	2.5	2.5 to 10	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	2	2 to 8	12	14 to 8	2.5	2.5 to 10	M5	
	⏚	3.5	2 to 14	10	12 to 6	2.5	2.5 to 16	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0021	R/L1, S/L2, T/L3	3.5	2 to 8	10	12 to 8	2.5	2.5 to 10	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	3.5	2 to 8	10	12 to 8	2.5	2.5 to 10	M5	
	⏚	3.5	2 to 14	10	12 to 6	2.5	2.5 to 16	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0027	R/L1, S/L2, T/L3	5.5	3.5 to 8	8	10 to 8	4	2.5 to 10	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	5.5	3.5 to 8	8	10 to 8	4	2.5 to 10	M5	
	⏚	5.5	3.5 to 14	8	12 to 6	4	4 to 16	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0034	R/L1, S/L2, T/L3	8	5.5 to 8	8	8	6	4 to 10	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	8	5.5 to 8	8	8	6	4 to 10	M5	
	⏚	5.5	5.5 to 14	8	10 to 6	6	6 to 16	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0040	R/L1, S/L2, T/L3	14	8 to 22	8	8 to 3	10	6 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	14	8 to 22	8	8 to 3	10	6 to 25	M6	
	⏚	5.5	5.5 to 22	8	10 to 3	10	6 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0052	R/L1, S/L2, T/L3	14	14 to 22	6	8 to 3	10	10 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	14	14 to 22	6	8 to 3	10	10 to 25	M6	
	⏚	8	8 to 22	6	8 to 3	10	10 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0065	R/L1, S/L2, T/L3	22	14 to 22	4	6 to 3	16	10 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	22	14 to 22	4	6 to 3	16	10 to 25	M6	
	⏚	14	14 to 22	6	6 to 3	16	16 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0077	R/L1, S/L2, T/L3	22	22	3	4 to 3	25	16 to 25	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	22	22	3	4 to 3	25	16 to 25	M6	
	⏚	14	14 to 22	6	6 to 3	16	16 to 25	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1 to 1.4 (8.9 to 12.4)
4□0096	R/L1, S/L2, T/L3	38	8 to 60 × 2P	1	8 to 1/0 × 2P	35	10 to 50 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	38	8 to 60 × 2P	1	8 to 1/0 × 2P	35	10 to 50 × 2P	M8	
	⏚	22	22 to 38	4	4 to 1	25	10 to 35	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0124	R/L1, S/L2, T/L3	22 × 2P	14 to 60 × 2P	4 × 2P	6 to 1/0 × 2P	16 × 2P	10 to 50 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	22 × 2P	14 to 60 × 2P	4 × 2P	6 to 1/0 × 2P	16 × 2P	10 to 50 × 2P	M8	
	⏚	22	22 to 38	4	4 to 1	16	16 to 35	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)

Model CIMR-U□	Terminal	For Asia <1>		For U.S.A. <2>		For Europe and China <3>		Screw Size	Tightening Torque N·m (lb.in.)
		Recomm. Gauge mm²	Applicable Gauge mm²	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Recomm. Gauge mm²	Applicable Gauge mm²		
4□0156	R/L1, S/L2, T/L3	22 × 2P	22 to 100 × 2P	3 × 2P	4 to 4/0 × 2P	25 × 2P	16 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	22 × 2P	22 to 100 × 2P	3 × 2P	4 to 4/0 × 2P	25 × 2P	16 to 95 × 2P	M10	
	⏚	22	22 to 60	4	4 to 2/0	25	25 to 70	M10	17.7 to 22.6 (156 to 200)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0180	R/L1, S/L2, T/L3	30 × 2P	22 to 100 × 2P	2 × 2P	3 to 4/0 × 2P	25 × 2P	25 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	30 × 2P	22 to 100 × 2P	2 × 2P	3 to 4/0 × 2P	25 × 2P	25 to 95 × 2P	M10	
	⏚	22	22 to 60	3	4 to 2/0	25	25 to 70	M10	17.7 to 22.6 (156 to 200)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0216	R/L1, S/L2, T/L3	38 × 2P	30 to 100 × 2P	1/0 × 2P	2 to 4/0 × 2P	35 × 2P	25 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	38 × 2P	30 to 100 × 2P	1/0 × 2P	2 to 4/0 × 2P	35 × 2P	25 to 95 × 2P	M10	
	⏚	22	22 to 100	3	4 to 4/0	35	25 to 95	M12	31.4 to 39.2 (278 to 347)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0240	R/L1, S/L2, T/L3	50 × 2P	38 to 100 × 2P	1/0 × 2P	1/0 to 4/0 × 2P	50 × 2P	35 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	50 × 2P	38 to 100 × 2P	1/0 × 2P	1/0 to 4/0 × 2P	50 × 2P	35 to 95 × 2P	M10	
	⏚	38	30 to 100	2	2 to 4/0	50	35 to 95	M12	31.4 to 39.2 (278 to 347)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0302	R/L1, S/L2, T/L3	80 × 2P	50 to 100 × 2P	3/0 × 2P	1/0 to 4/0 × 2P	70 × 2P	50 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	80 × 2P	50 to 100 × 2P	3/0 × 2P	1/0 to 4/0 × 2P	70 × 2P	50 to 95 × 2P	M10	
	⏚	38	38 to 150	1	1 to 300	70	35 to 150	M12	31.4 to 39.2 (278 to 347)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0361	R/L1, S/L2, T/L3	100 × 2P	80 to 100 × 2P	4/0 × 2P	3/0 to 4/0 × 2P	95 × 2P	70 to 95 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	100 × 2P	80 to 100 × 2P	4/0 × 2P	3/0 to 4/0 × 2P	95 × 2P	70 to 95 × 2P	M10	
	⏚	60	60 to 150	1/0	1/0 to 300	95	70 to 150	M12	31.4 to 39.2 (278 to 347)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0414	R/L1, S/L2, T/L3	125 × 2P	100 to 150 × 2P	300 × 2P	4/0 to 300 × 2P	95 × 2P	95 to 150 × 2P	M12	25 to 35 (217 to 304)
	U/T1, V/T2, W/T3	125 × 2P	100 to 150 × 2P	300 × 2P	4/0 to 300 × 2P	95 × 2P	95 to 150 × 2P	M12	
	⏚	60	60 to 200	1/0	1/0 to 400	95	70 to 240	M12	31.4 to 39.2 (278 to 347)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0477	R/L1, S/L2, T/L3	150 × 2P	125 to 150 × 2P	3/0 × 4P	300 × 2P 2/0 to 300 × 4P	120 × 2P	95 to 150 × 2P	M12	31.4 to 39.2 (278 to 347)
	U/T1, V/T2, W/T3	150 × 2P	125 to 150 × 2P	3/0 × 4P	300 × 2P 2/0 to 300 × 4P	120 × 2P	95 to 150 × 2P	M12	31.4 to 39.2 (278 to 347)
	⏚	60	60 to 150	1/0	1/0 to 300	120	95 to 150	M12	31.4 to 39.2 (278 to 347)
	p1, n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0590	R/L1,S/L2,T/L3	80 × 4P	150 × 2P 60 to 150 × 4P	250 × 4P	3/0 to 300 × 4P	95 × 4P	120 to 150 × 2P 70 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	U/T1,V/T2,W/T3	80 × 4P	150 × 2P 60 to 150 × 4P	250 × 4P	3/0 to 300 × 4P	95 × 4P	120 to 150 × 2P 70 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	⏚	60	60 to 150	2/0	2/0 to 300	95 × 2P	120 to 150 95 to 150 × 2P	M12	31.4 to 39.2 (278 to 347)
	p1,n1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)

Model CIMR-U□	Terminal	For Asia <1>		For U.S.A. <2>		For Europe and China <3>		Screw Size	Tightening Torque N·m (lb.in.)
		Recomm. Gauge mm^2	Applicable Gauge mm^2	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Recomm. Gauge mm^2	Applicable Gauge mm^2		
4□0720	X, Y, Z	100 × 4P	80 to 150 × 4P	300 × 4P	250 to 300 × 4P	120 × 4P	95 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	38	38 to 60	1/0	1/0 to 2/0	35	35 to 50	M8	5.4 to 6.0 (47.8 to 53.0)
	U/T1, V/T2, W/T3	100 × 4P	80 to 150 × 4P	300 × 4P	250 to 300 × 4P	120 × 4P	95 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	⏚	38 × 2P	100 to 150 38 to 150 × 2P	3/0	3/0 to 300	120 × 2P	95 to 150 × 2P	M12	31.4 to 39.2 (278 to 347)
	r1, ⏿1, t1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
	p1, n1	2	2 to 14	14	14 to 6	2.5	2.5 to 16	M5	2.0 to 2.5 (17.4 to 21.7)
	p2, n2	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0900	X, Y, Z	150 × 4P	100 to 150 × 4P	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	150 × 4P	120 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	38	38 to 60	1/0	1/0 to 2/0	35	35 to 50	M8	5.4 to 6.0 (47.8 to 53.0)
	U/T1, V/T2, W/T3	150 × 4P	100 to 150 × 4P	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	150 × 4P	120 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	⏚	60 × 2P	60 to 150 × 2P	4/0	4/0 to 300	150 × 2P	120 to 150 × 2P	M12	31.4 to 39.2 (278 to 347)
	r1, ⏿1, t1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
	p1, n1	2	2 to 14	14	14 to 6	2.5	2.5 to 16	M5	2.0 to 2.5 (17.4 to 21.7)
	p2, n2	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
4□0930	X, Y, Z	150 × 4P	150 × 4P	4/0 × 8P	4/0 to 300 × 8P	150 × 4P	150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	38	38 to 60	1/0	1/0 to 2/0	35	35 to 50	M8	5.4 to 6.0 (47.8 to 53.0)
	U/T1, V/T2, W/T3	150 × 4P	150 × 4P	4/0 × 8P	4/0 to 300 × 8P	150 × 4P	150 × 4P	M12	31.4 to 39.2 (278 to 347)
	⏚	60 × 2P	60 to 150 × 2P	4/0	4/0 to 300	150 × 2P	150 × 2P	M12	31.4 to 39.2 (278 to 347)
	r1, ⏿1, t1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
	p1, n1	2	2 to 14	14	14 to 6	2.5	2.5 to 16	M5	2.0 to 2.5 (17.4 to 21.7)
	p2, n2	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)

<1> Gauges listed here are for use in Japan.
<2> Gauges listed here are for use in the United States.
<3> Gauges listed here are for use in Europe and China.

Harmonic Filter Module

Table 3.7 Harmonic Filter Module Wire Gauge and Torque Specifications for CIMR-U□4□0720 to 4□0930

Model	Terminal	For Asia <1>		For U.S.A. <2>		For Europe and China <3>		Screw Size	Tightening Torque N·m (lb.in.)
		Recomm. Gauge mm^2	Applicable Gauge mm^2	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Recomm. Gauge mm^2	Applicable Gauge mm^2		
EUJ71183□.□	R/L1, S/L2, T/L3	100 × 4P	80 to 150 × 4P	300 × 4P	250 to 300 × 4P	120 × 4P	95 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X, Y, Z	100 × 4P	80 to 150 × 4P	300 × 4P	250 to 300 × 4P	120 × 4P	95 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	38	38 to 60	1/0	1/0 to 2/0	35	35 to 50	M8	5.4 to 6.0 (47.8 to 53.0)
	⏚	38 × 2P	100 to 150 38 to 150 × 2P	3/0	3/0 to 300	120 × 2P	95 to 150 × 2P	M12	31.4 to 39.2 (278 to 347)
	r1, ⏅1, t1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
	p2, n2	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
EUJ71184□.□	R/L1, S/L2, T/L3	150 × 4P	100 to 150 × 4P	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	150 × 4P	120 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X, Y, Z	150 × 4P	100 to 150 × 4P	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	150 × 4P	120 to 150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	38	38 to 60	1/0	1/0 to 2/0	35	35 to 50	M8	5.4 to 6.0 (47.8 to 53.0)
	⏚	60 × 2P	60 to 150 × 2P	4/0	4/0 to 300	150 × 2P	120 to 150 × 2P	M12	31.4 to 39.2 (278 to 347)
	r1, ⏅1, t1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
	p2, n2	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
EUJ71185□.□	R/L1, S/L2, T/L3	150 × 4P	150 × 4P	4/0 × 8P	4/0 to 300 × 8P	150 × 4P	150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X, Y, Z	150 × 4P	150 × 4P	4/0 × 8P	4/0 to 300 × 8P	150 × 4P	150 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	38	38 to 60	1/0	1/0 to 2/0	35	35 to 50	M8	5.4 to 6.0 (47.8 to 53.0)
	⏚	60 × 2P	60 to 150 × 2P	4/0	4/0 to 300	150 × 2P	150 × 2P	M12	31.4 to 39.2 (278 to 347)
	r1, ⏅1, t1	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)
	p2, n2	2	2 to 3.5	14	14 to 12	2.5	2.5 to 4	M4	1.2 to 2.0 (10.4 to 17.4)

<1> Gauges listed here are for use in Japan.
<2> Gauges listed here are for use in the United States.
<3> Gauges listed here are for use in Europe and China.

◆ Precautions on Reactive Current When Waiting to Run

This product features a built-in harmonic filter and circulating current (reactive current) flows against the harmonic filter when waiting to run.

Select wiring, circuit breakers, and magnetic contactors that take into consideration the circulating current values given below in *Table 3.8* when temporarily turning ON the power supply, such as to set the parameters.

■ Circulating Current

The circulating current values shown in the following table are calculated with 240 V as 100% for 200 V class drives and 480 V as 100% for 400 V class drives. The circulating current values at other voltages vary as a proportion of the voltage.

For example, when the power supply voltage is 200 V, the circulating current value is 200 / 240 = 0.83-times.

Table 3.8 Circulating Current Values

3-Phase 200 V Class			3-Phase 400 V Class		
Model CIMR-U□	Circulating Current [A]		Model CIMR-U□	Circulating Current [A]	
	50 Hz	60 Hz		50 Hz	60 Hz
2□0028	1.3	1.6	4□0011	0.9	1.0
2□0042	2.2	2.6	4□0014	1.3	1.6
2□0054	3.1	3.7	4□0021	1.7	2.1
2□0068	3.1	3.7	4□0027	2.2	2.6

3-Phase 200 V Class			3-Phase 400 V Class		
Model CIMR-U☐	Circulating Current [A]		Model CIMR-U☐	Circulating Current [A]	
	50 Hz	60 Hz		50 Hz	60 Hz
2☐0081	3.1	3.7	4☐0034	2.6	3.1
2☐0104	3.9	4.7	4☐0040	4.4	5.2
2☐0130	3.9	4.7	4☐0052	6.1	7.3
2☐0154	6.1	7.3	4☐0065	6.1	7.3
2☐0192	6.1	7.3	4☐0077	6.1	7.3
2☐0248	9.2	11.0	4☐0096	7.8	9.4
–	–	–	4☐0124	7.8	9.4
–	–	–	4☐0156	12.2	14.7
–	–	–	4☐0180	12.2	14.7
–	–	–	4☐0216	18.3	22.0
–	–	–	4☐0240	18.3	22.0
–	–	–	4☐0302	47.1	56.6
–	–	–	4☐0361	47.1	56.6
–	–	–	4☐0414	47.1	56.6
–	–	–	4☐0477	70.8	85.1
–	–	–	4☐0590	70.7	85.0
–	–	–	4☐0720	115.4	138.7
–	–	–	4☐0900	115.3	138.6
–	–	–	4☐0930	115.3	138.6

■ Countermeasure for Reactive Current When Waiting to Run

When waiting to run, the power factor of power supply drops due to the circulating current. If it is necessary to prevent this drop in the power factor of the power supply when waiting to run, shut OFF the main circuit power supply when waiting as shown in *Figure 3.30*. In this case, select a model of 24 V Power Supply Unit Built-in (code: P) or a model of EMC Noise Filter and 24 V Power Supply Unit Built-in (code: W) as the customized specifications.

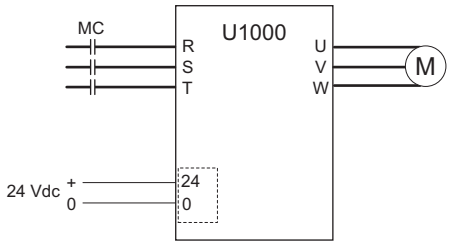


Figure 3.30 Recommended Circuit as Countermeasure for Circulating Current

◆ Main Circuit Terminal and Motor Wiring

This section outlines the various steps, precautions, and checkpoints for wiring the main circuit terminals and motor terminals.

NOTICE: *When connecting the motor to the drive output terminals U/T1, V/T2, and W/T3, the phase order for the drive and motor should match. Failure to comply with proper wiring practices may cause the motor to run in reverse if the phase order is backward.*

NOTICE: *Do not connect phase-advancing capacitors or LC/RC noise filters to the output circuits. Failure to comply could result in damage to the drive, phase-advancing capacitors, LC/RC noise filters or ground fault circuit interrupters.*

■ Cable Length Between Drive and Motor

Voltage drop along the motor cable may cause reduced motor torque when the wiring between the drive and the motor is too long, especially at low frequency output. This can also be a problem when motors are connected in parallel with a fairly long motor cable. Drive output current will increase as the leakage current from the cable increases. An increase in leakage current may trigger an overcurrent situation and weaken the accuracy of the current detection.

Adjust the drive carrier frequency according to *Table 3.9*. If the motor wiring distance exceeds 100 m because of the system configuration, reduce the ground currents. *Refer to C6-02: Carrier Frequency Selection on page 217*.

Table 3.9 Cable Length Between Drive and Motor

Cable Length	50 m or less	Greater than 50 m
Carrier Frequency	10 kHz or less	4 kHz or less

Note: 1. When setting carrier frequency for drives running multiple motors, calculate cable length as the total wiring distance to all connected motors.
2. The maximum cable length is 100 m when using OLV/PM (A1-02 = 5) or AOLV/PM (A1-02 = 6).

■ Ground Wiring

Follow the precautions to wire the ground for one drive or a series of drives.

WARNING! *Electrical Shock Hazard. Always use a ground wire that complies with technical standards on electrical equipment and minimize the length of the ground wire. Improper equipment grounding may cause dangerous electrical potentials on equipment chassis, which could result in death or serious injury.*

WARNING! *Electrical Shock Hazard. Be sure to ground the drive ground terminal. Improper equipment grounding could result in death or serious injury by contacting ungrounded electrical equipment.*

NOTICE: *Do not share the ground wire with other devices such as welding machines or large-current electrical equipment. Improper equipment grounding could result in drive or equipment malfunction due to electrical interference.*

NOTICE: *When using more than one drive, ground multiple drives according to instructions. Improper equipment grounding could result in abnormal operation of drive or equipment.*

Refer to ***Figure 3.31*** when using multiple drives or when using multiple models CIMR-U☐4☐0720 to 4☐0930 that are connected with harmonic filter module. Do not loop the ground wire.

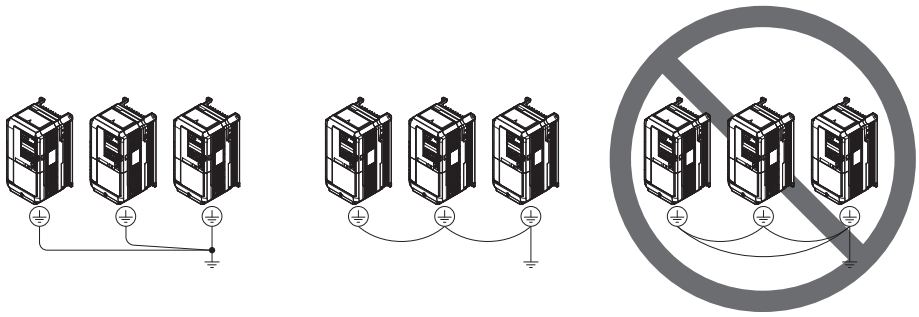


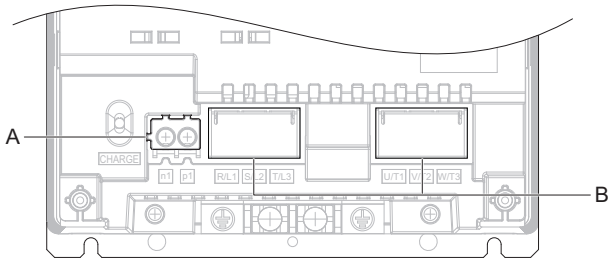
Figure 3.31 Multiple Drive Wiring

■ Wiring the Main Circuit Terminal

WARNING! *Electrical Shock Hazard. Shut off the power supply to the drive before wiring the main circuit terminals. Failure to comply may result in death or serious injury.*

Wire the main circuit terminals after the terminal board has been properly grounded.

Models 2☐0028 to 2☐0081 and 4☐0011 to 4☐0077 have a cover placed over terminals p1 and n1 prior to shipment to help prevent miswiring. Use wire cutters to cut away covers as needed for terminals.



A – Protective Covert for Terminal p1 and n1 **B – Main Circuit Protective Cover**

Figure 3.32 Protecting Cover to Prevent Miswiring

■ Main Circuit Connection Diagram

Refer to Main Circuit Connection Diagram on page 71 when wiring terminals on the main power circuit of the drive.

3.9 Control Circuit Wiring

◆ Control Circuit Connection Diagram

Refer to Standard Connection Diagram on page 66 when wiring terminals on the drive's control circuit.

◆ Control Circuit Terminal Block Functions

Drive parameters determine which functions apply to the multi-function digital inputs (S1 to S8), multi-function digital outputs (M1 to M6), multi-function analog inputs (A1 to A3), and multi-function analog monitor outputs (FM, AM). The default setting is listed next to each terminal in *Figure 3.1* and *Figure 3.2*.

WARNING! *Sudden Movement Hazard. Always check the operation and wiring of control circuits after being wired. Operating a drive with untested control circuits could result in death or serious injury.*

WARNING! *Sudden Movement Hazard. Confirm the drive I/O signals and external sequence before starting test run. Setting parameter A1-06 may change the I/O terminal function automatically from the factory setting.* *Refer to Application Selection on page 135*. *Failure to comply may result in death or serious injury.*

■ Input Terminals

Table 3.10 lists the input terminals on the drive. Text in parenthesis indicates the default setting for each multi-function input.

Table 3.10 Control Circuit Input Terminals

Type	No.	Terminal Name (Function)	Function (Signal Level) Default Setting	Page
Multi-Function Digital Inputs	S1	Multi-function input 1 (Closed: Forward run, Open: Stop)	Photocoupler 24 Vdc, 8 mA Set the wire jumper between SC and SN or SC and SP for selection of sinking/sourcing mode and power supply. Refer to *Sinking/Sourcing Mode for Digital Inputs on page 99*.	486
	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 (Baseblock command (N.O.))		
	SC	Multi-function input common	Multi-function input common	
	SP	Digital input power supply +24 Vdc	24 Vdc power supply for digital inputs, 150 mA max (only when not using digital input option DI-A3) **NOTICE:** *Do not jumper or short terminals SP and SN. Failure to comply will damage the drive.*	99
	SN	Digital input power supply 0 V		
Safe Disable Inputs	H1	Safe Disable input 1	24 Vdc, 8 mA One or both open: 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 as explained in *Sinking/Sourcing Mode Selection for Safe Disable Inputs on page 100*.	608
	H2	Safe Disable input 2		
	HC	Safe Disable function common	Safe disable function common	
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 kΩ	171 284
	+V	Power supply for analog inputs	10.5 Vdc (max allowable current 20 mA)	170
	-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 kΩ)	170 277
	A2	Multi-function analog input 2 (Frequency reference bias)	-10 to 10 Vdc, 0 to 10 Vdc (input impedance: 20 kΩ) 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	170 170 278
	A3	Multi-function analog input 3 (auxiliary frequency reference) / PTC Input	-10 to 10 Vdc, 0 to 10 Vdc (input impedance: 20 kΩ) Use DIP switch S4 on the terminal board to select between analog and PTC input.	170
	AC	Frequency reference common	0 V	170
	E (G)	Ground for shielded lines and option cards	–	–

■ Output Terminals

Table 3.11 lists the output terminals on the drive. Text in parenthesis indicates the default setting for each multi-function output.

Table 3.11 Control Circuit Output Terminals

Type	No.	Terminal Name (Function)	Function (Signal Level) Default Setting	Page
Fault Relay Output	MA	N.O. output (Fault)	30 Vdc, 10 mA to 1 A; 250 Vac, 10 mA to 1 A Minimum load: 5 Vdc, 10 mA	*490*
	MB	N.C. output (Fault)		
	MC	Fault output common		
Multi-Function Digital Output <1>	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	*266*
	M2			
	M3	Multi-function digital output (Zero Speed)		
	M4			
	M5	Multi-function digital output (Speed Agree 1)		
	M6			
Monitor Output	MP	Pulse train output (Output frequency)	32 kHz (max)	*497*
	FM	Analog monitor output 1 (Output frequency)	-10 to +10 Vdc, 0 to +10 Vdc, or 4-20 mA Use jumper S5 on the terminal board to select between voltage or current output signals. Resolution: 1/1000	*282*
	AM	Analog monitor output 2 (Output current)		
	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. Slide the switch S6 to select N.C. or N.O. as the state of the DM+ and DM- terminals for EDM output as explained on *608* page.	*610*
	DM-	Safety monitor output		

<1> Refrain from assigning functions to digital relay outputs that involve frequent switching, as doing so may shorten relay performance life. Switching life is estimated at 200,000 times (assumes 1 A, resistive load).

■ Serial Communication Terminals

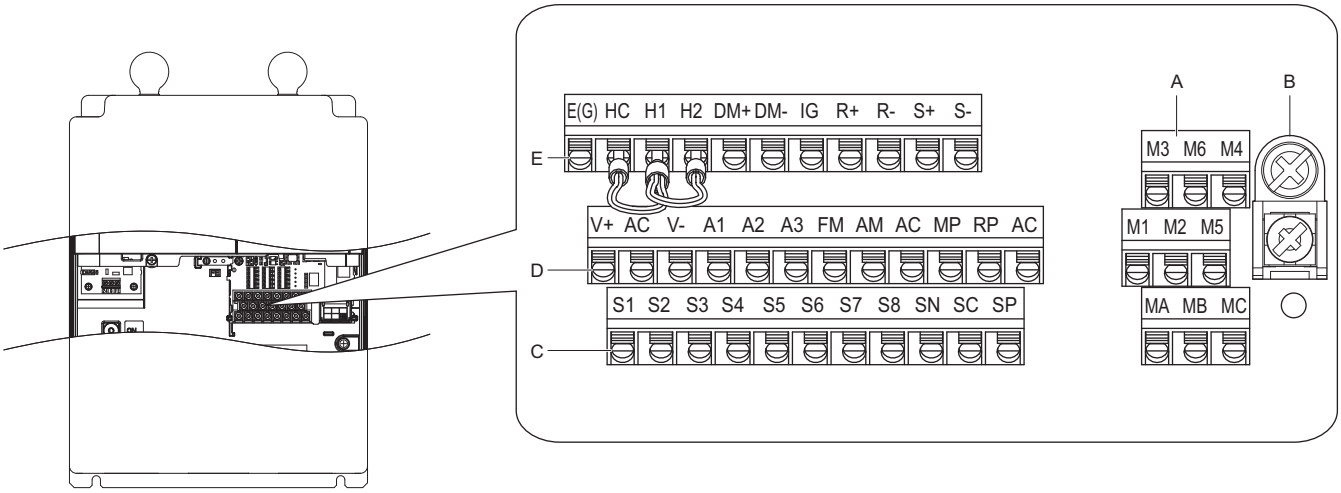
Table 3.12 Control Circuit Terminals: Serial Communications

Type	No.	Signal Name	Function (Signal Level)	
MEMOBUS/Modbus Communication <1>	R+	Communications input (+)	MEMOBUS/Modbus communication: Use a RS-485 or RS-422 cable to connect the drive.	RS-422/RS-485 MEMOBUS/Modbus communication protocol 115.2 kbps (max.)
	R-	Communications input (-)		
	S+	Communications output (+)		
	S-	Communications output (-)		
	IG	Shield ground	0 V	

<1> Enable the termination resistor in the last drive in a MEMOBUS/Modbus network by setting DIP switch S2 to the ON position. For more information on the termination resistor, see *Control I/O Connections on page 98*.

◆ Terminal Configuration

The control circuit terminals should be arranged as shown in *Figure 3.33*.



A – Terminal Block (TB 2)
B – Terminal Block (TB 5)
C – Terminal Block (TB 1)
D – Terminal Block (TB 3)
E – Terminal Block (TB 4)

Figure 3.33 Control Circuit Terminal Arrangement

■ Wire Size

Select appropriate wire type and gauges from *Table 3.13*. For simpler and more reliable wiring, use crimp ferrules on the wire ends. Refer to *Ferrule-Type Wire Terminals on page 94* for ferrule terminal types and sizes.

Table 3.13 Wire Gauges and Torque Specifications

Terminal Block	Terminal	Screw Size	Tightening Torque N·m (lb.in.)	Bare Wire Terminal		Ferrule-Type Terminal		Wire Type
				Recomm. Gauge mm² (AWG)	Applicable Gauge mm² (AWG)	Recomm. Gauge mm² (AWG)	Applicable Gauge mm² (AWG)	
TB1, TB2, TB3, TB4	S1-S8, SC, SP, SN, RP, +V, -V, A1, A2, A3, AC, M1-M6, MA, MB, MC, MP, AM, FM, AC, S+, S-, R+, R-, IG, HC, H1, H2, DM+, DM-	–	–	0.75 (18)	Stranded wire: 0.2 to 1.0 (24 to 17) Solid wire: 0.2 to 1.5 (24 to 16)	0.5 (20)	0.25 to 0.5 (24 to 20)	Shielded line, etc.
	E (G)			1.0 (16)				
TB5	E (G)	M3.5	0.5 to 1.0 (4.4 to 8.9)	1.25 (12)	0.5 to 2 (20 to 14)	–	–	

■ Ferrule-Type Wire Terminals

Yaskawa recommends using CRIMPFOX 6, a crimping tool manufactured by PHOENIX CONTACT, to prepare wire ends with insulated sleeves before connecting to the drive. Refer to *Table 3.14* for dimensions.

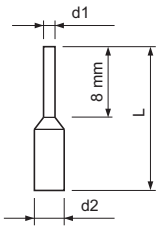


Figure 3.34 Ferrule Dimensions

Table 3.14 Ferrule Terminal Types and Sizes

Size mm² (AWG)	Type	L (mm)	d1 (mm)	d2 (mm)	Manufacturer
0.25 (24)	AI 0.25-8YE	12.5	0.8	2.0	PHOENIX CONTACT
0.34 (22)	AI 0.34-8TQ	12.5	0.8	2.0	
0.5 (20)	AI 0.5-8WH AI 0.5-8OG	14	1.1	2.5	

◆ Wiring the Control Circuit Terminal

This section describes the proper procedures and preparations for wiring the control terminals.

WARNING! *Electrical Shock Hazard. Do not remove covers or touch the circuit boards while the power is on. Failure to comply could result in death or serious injury.*

NOTICE: *Separate control circuit wiring from main circuit wiring and other high-power lines. Improper wiring practices could result in drive malfunction due to electrical interference.*
The main circuit terminals vary by the drive models.
•CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0414: R/L1, S/L2, T/L3, U/T1, V/T2, W/T3, p1, n1
•CIMR-U□4□0477 to 4□0930: X, Y, Z, X1, Y1, Z1, r1/ℓ11, ⊿1/ℓ21, t1/ℓ31, U/T1, V/T2, W/T3, p1, n1, p2, n2

NOTICE: *Separate wiring for output terminals MA, MB, MC, M1, and M2 to M6 from wiring to other control circuit lines. Improper wiring practices could result in drive or equipment malfunction or nuisance trips.*

NOTICE: *Use a class 2 power supply (UL standard) when connecting to the control terminals. Improper application of peripheral devices could result in drive performance degradation due to improper power supply.*

NOTICE: *Insulate shields with tape or shrink tubing to prevent contact with other signal lines and equipment. Improper wiring practices could result in drive or equipment malfunction due to short circuit.*

NOTICE: *Connect the shield of shielded cable to the appropriate ground terminal. Improper equipment grounding could result in drive or equipment malfunction or nuisance trips.*

Wire the control circuit only after terminals have been properly grounded and main circuit wiring is complete. Refer to *Figure 3.35* and *Figure 3.36* for details. Prepare the ends of the control circuit wiring as shown in *Figure 3.37*. Refer to *Wire Size on page 93*.

NOTICE: *Use shielded twisted-pair cables as indicated to prevent operating faults. Improper wiring practices could result in drive or equipment malfunction due to electrical interference.*

Connect control wires as shown in *Figure 3.35* and *Figure 3.36*.

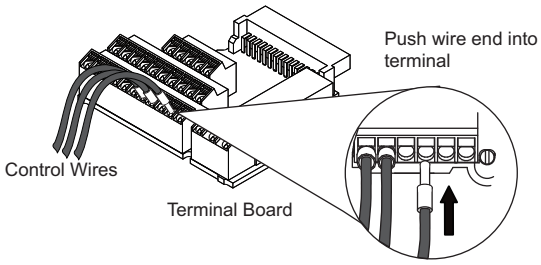


Figure 3.35 Terminal Board Wiring Guide

To disconnect control wires from the terminals use the procedure described in *Figure 3.36*. Grasp the wire where it enters the terminal with a pair of pliers, then use a straight-edge screw driver to release the terminal and pull the wire out. If it fits tightly, e.g. if ferrules are used, turn the wire for about 45° and then pull it gently out. Use this procedure to remove the wire jumper between terminals HC, H1 and H2 that is preinstalled at shipping.

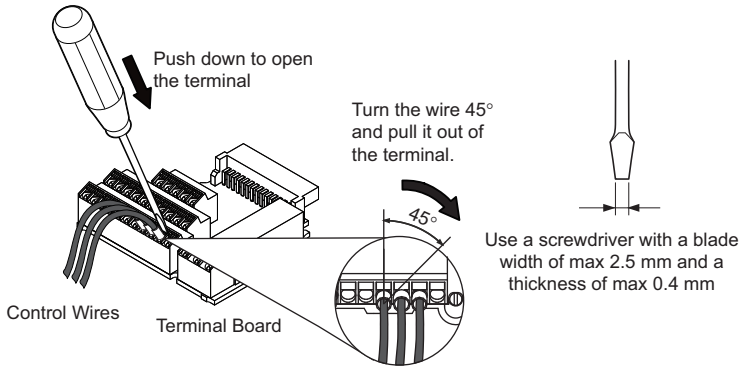
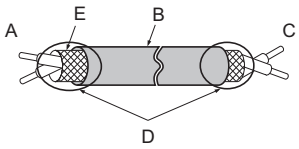


Figure 3.36 Removing Wires from the Terminal Board

When setting the frequency by analog reference from an external potentiometer, use shielded twisted-pair wires (preparing wire ends as shown in *Figure 3.37* and connect the shield to the ground terminal (E [G]) of the drive.



A – Drive side
B – Insulation
C – Control device side
D – Shield sheath (insulate with tape)
E – Shield

Figure 3.37 Preparing the Ends of Shielded Cables

NOTICE: *The analog signal wiring between the drive and the operator station or peripheral equipment should not exceed 50 meters when using an analog signal from a remote source to supply the frequency reference. Failure to comply could result in poor system performance.*

◆ Module Communications Connector

A connector to connect models CIMR-U□4□0720 to 4□0930 and the harmonic filter module is called module connector (CN500).

Be sure to connect the harmonic filter module before turning on or operating the models CIMR-U□4□0720 to 4□0930.

■ Module Communications Connector Functions

Table 3.15 Module Communications Connector (CN500) Functions

No.	Name	Function	Page
CN500	Module Communications Connector	Connector to communicate information for turning on or operating the models CIMR-U□4□0720 to 4□0930.	*69*

■ Module Communications Connector Location

CIMR-U□4□0720 to 4□0930

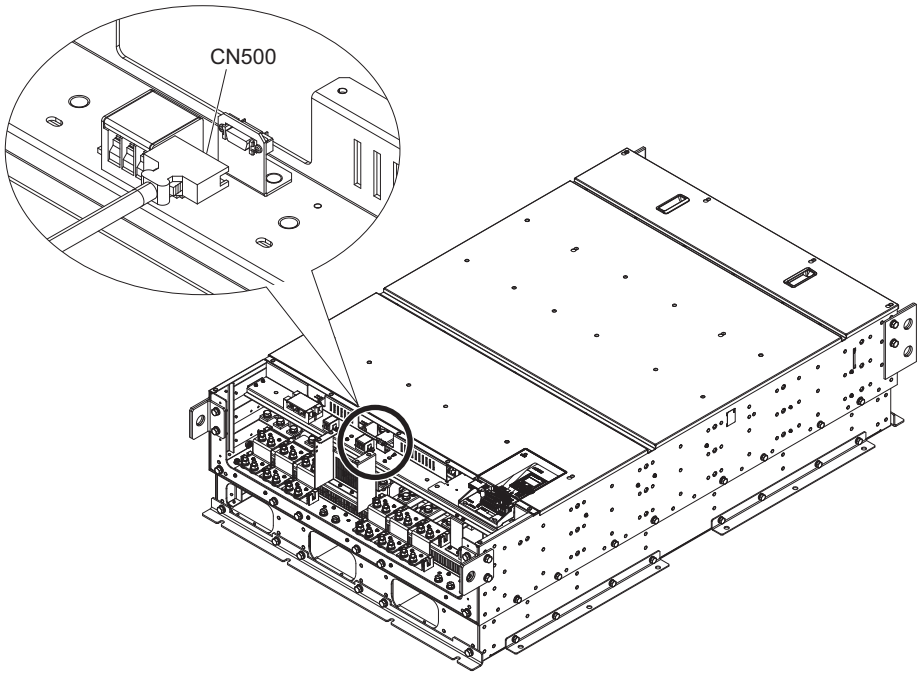


Figure 3.38 Module Communications Connector Location (CIMR-U□4□0720 to 4□0930)

Harmonic Filter Module

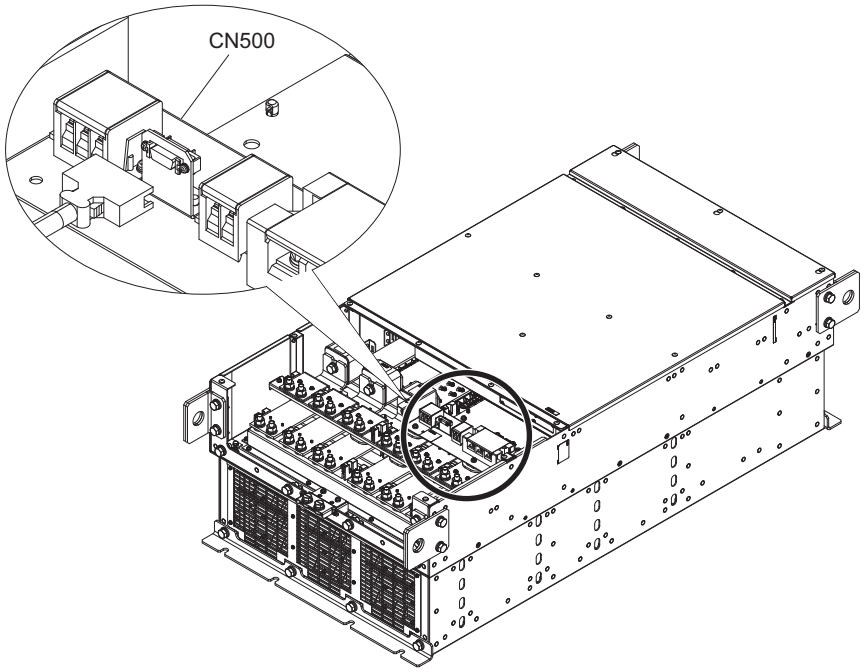
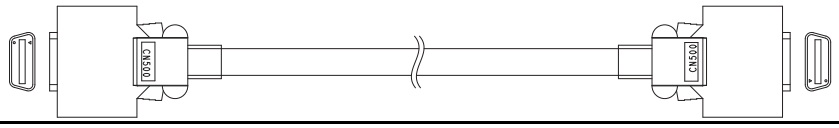


Figure 3.39 Module Communications Connector Location (Harmonic Filter Module)

■ Cable Specifications

Use a cable packaged with the harmonic filter module to connect with connector CN500.

Table 3.16 Module Communications Connector (CN500) Cable Specifications

Cable Length	Cable Connector Exterior	Dimensions
Approximately 5 m	Half pitch I/O connector (1.27 mm)	

■ Precautions when Wiring Module Communications Connector

After inserting the connector, pull the cable gently, and make sure that the connector is securely inserted.

3.10 Control I/O Connections

◆ Switches and Jumpers on the Terminal Board

The terminal board is equipped with several switches used to adapt the drive I/Os to the external control signals. *Figure 3.40* shows the location of these switches.

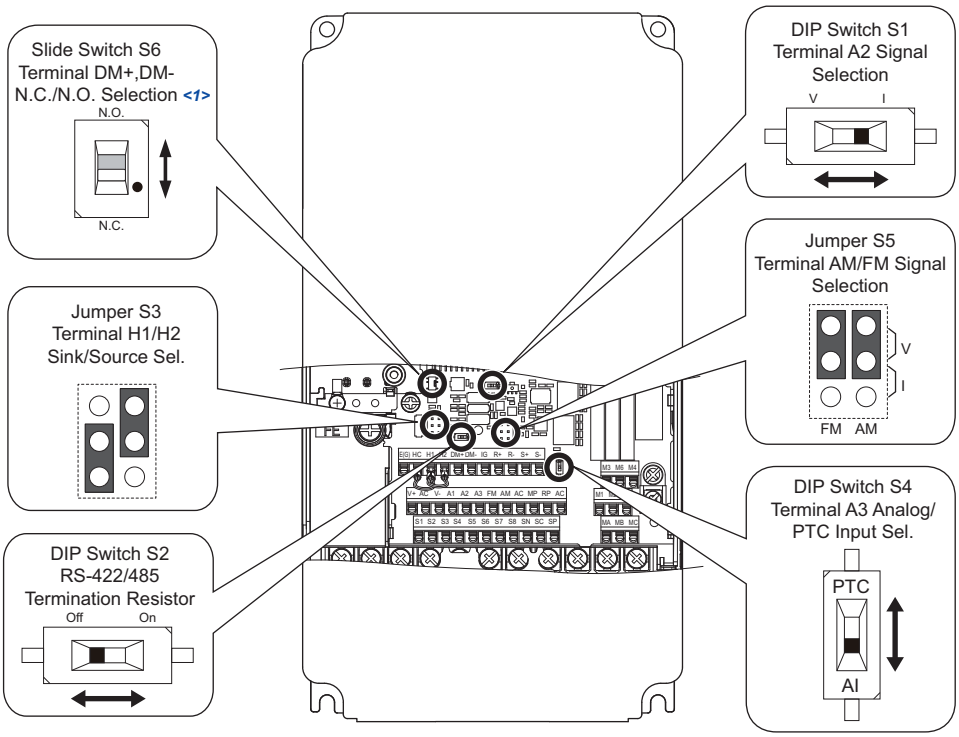
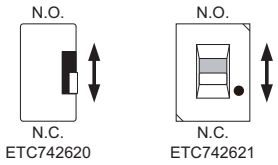


Figure 3.40 Locations of Jumpers and Switches on the Terminal Board

<1> Available slide switch S6 is models ETC742620 and ETC742621.

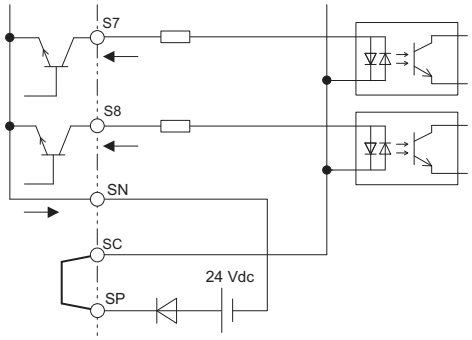
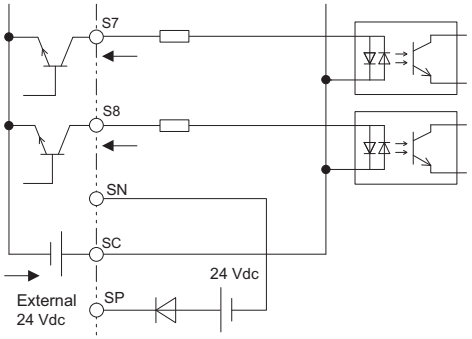
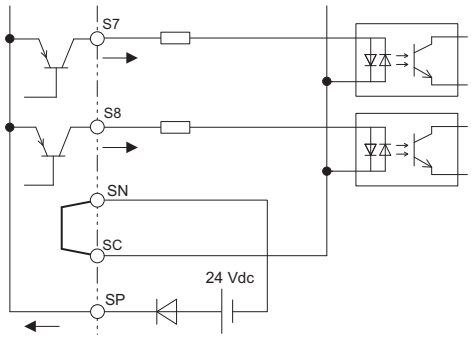
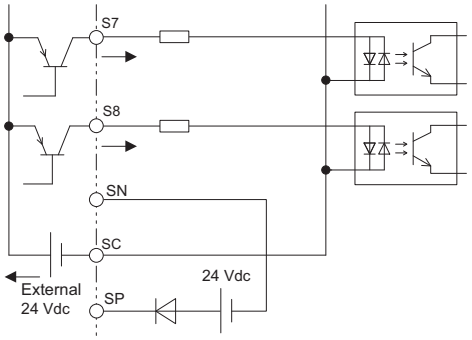


◆ Sinking/Sourcing Mode for Digital Inputs

Use the wire jumper between terminals SC and SP or SC and SN to select between Sink mode, Source mode or external power supply for the digital inputs S1 to S8 as shown in *Table 3.17* (Default: Sink mode, internal power supply).

Note: Never short terminals SP and SN as doing so will damage the drive.

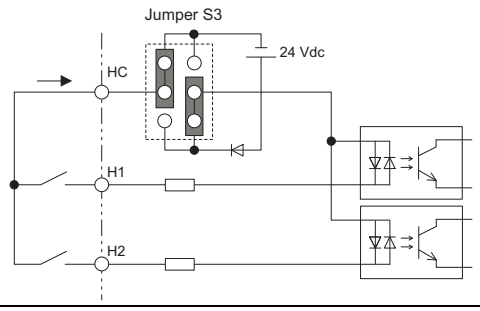
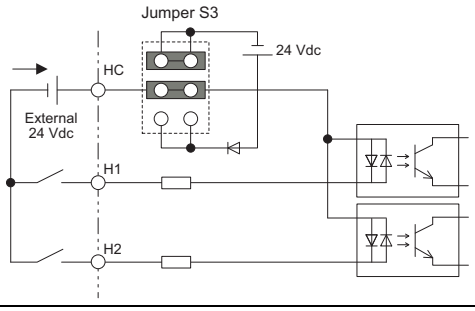
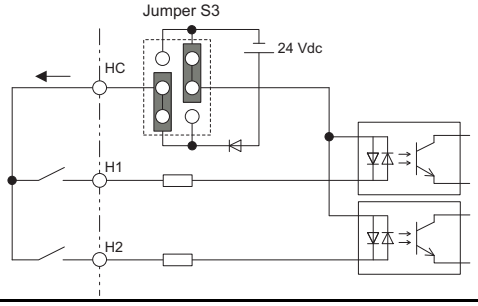
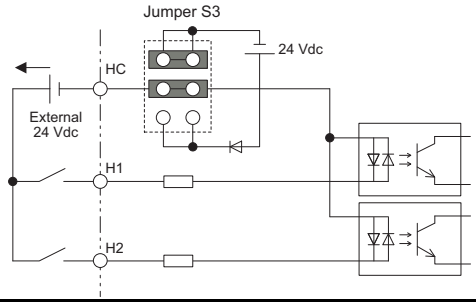
Table 3.17 Digital Input Sink / Source / External Power Supply Selection

	Drive Internal Power Supply (Terminal SN and SP)	External 24 Vdc Power Supply
Sinking Mode (NPN)		
Sourcing Mode (PNP)		

◆ Sinking/Sourcing Mode Selection for Safe Disable Inputs

Use jumper S3 on the terminal board to select between Sink mode, Source mode or external power supply for the Safe Disable inputs H1 and H2 as shown in *Table 3.17* (Default: Source mode, internal power supply.) Refer to *Switches and Jumpers on the Terminal Board on page 98* for locating jumper S3.

Table 3.18 Safe Disable Input Sink / Source / External Power Supply Selection

	Drive Internal Power Supply	External 24 Vdc Power Supply
Sinking Mode		
Sourcing Mode		

◆ Terminal DM+ and DM- Output Signal Selection

Slide the switch S6 to select N.C. or N.O. as the state of the DM+ and DM- terminals for EDM output. The switch is initially set to N.C.

Table 3.19 EDM Switch Settings

S6 Position	Description
N.O.	Normal Open
N.C.	Normal Close (default setting)

Note: Refer to *Safe Disable Input Function on page 608* for details on EDM.

◆ Using the Pulse Train Output

The pulse train output terminal MP can either supply power but can also be used with external power supply. Peripheral devices should be connected in accordance with the specifications listed below. Failure to do so can cause unexpected drive operation, and can damage the drive or connected circuits.

■ Using Power from the Pulse Output Terminal (Source Mode)

The high voltage level of the pulse output terminal depends on the load impedance.

Load Impedance R_L (kΩ)	Output Voltage V_{MP} (V) (insulated)
1.5 kΩ	5 V
4 kΩ	8 V
10 kΩ	10 V

Note: The load resistance needed in order to get a certain high level voltage V_{MP} can be calculated by: $R_L = V_{MP} \cdot 2 / (12 - V_{MP})$

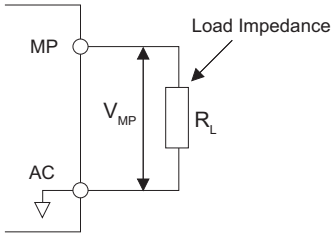


Figure 3.41 Pulse Output Connection Using Internal Voltage Supply

■ Using External Power Supply (Sink Mode)

The high voltage level of the pulse output signal depends on the external voltage applied. The voltage must be between 12 and 15 Vdc. The load resistance must be adjusted so that the current is lower than 16 mA.

External Power Supply (V)	Load Impedance (kΩ)
12 to 15 Vdc ±10%	1.0 kΩ or higher

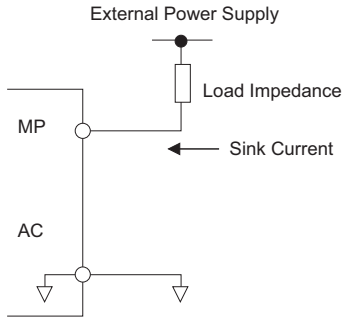


Figure 3.42 Pulse Output Connection Using External Voltage Supply

◆ Terminal A2 Input Signal Selection

Terminal A2 can be used to input either a voltage or a current signal. Select the signal type using switch S1 as explained in *Table 3.20*. Set parameter H3-09 accordingly as shown in *Table 3.21*. Refer to *Switches and Jumpers on the Terminal Board on page 98* for locating switch S1.

Note: If terminals A1 and A2 are both set for frequency bias (H3-02 = 0 and H3-10 = 0), both input values will be combined to create the frequency reference.

Table 3.20 DIP Switch S1 Settings

Setting	Description
V (left position)	Voltage input (-10 to +10 V)
I (right position) (default)	Current input (4 to 20 mA or 0 to 20 mA): default setting

Table 3.21 Parameter H3-09 Details

No.	Parameter Name	Description	Setting Range	Default Setting
H3-09	Terminal A2 signal level selection	Selects the signal level for terminal A2. 0: 0 to 10 Vdc 1: -10 to 10 Vdc 2: 4 to 20 mA 3: 0 to 20 mA	0 to 3	2

◆ Terminal A3 Analog/PTC Input Selection

Terminal A3 can be configured either as multi-function analog input or as PTC input for motor thermal overload protection. Use switch S4 to select the input function as described in *Table 3.22*. Refer to *Switches and Jumpers on the Terminal Board on page 98* for locating switch S4.

Table 3.22 DIP Switch S4 Settings

Setting	Description
AI (lower position) (default)	Analog input for the function selected in parameter H3-06
PTC (upper position)	PTC input. Parameter H3-06 must be set to E (PTC input)

◆ Terminal AM/FM Signal Selection

The signal type for terminals AM and FM can be set to either voltage or current output using jumper S5 on the terminal board as explained in *Table 3.23*. When changing the setting of jumper S5, parameters H4-07 and H4-08 must be set accordingly. The default selection is voltage output for both terminals. Refer to *Switches and Jumpers on the Terminal Board on page 98* for locating jumper S5.

Table 3.23 Jumper S5 Settings

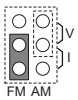
	Voltage Output	Current Output
Terminal AM		
Terminal FM		

Table 3.24 Parameter H4-07, H4-08 Details

No.	Parameter Name	Description	Setting Range	Default Setting
H4-07	Terminal AM signal level selection	0: 0 to 10 Vdc 1: -10 to 10 Vdc 2: 4 to 20 mA	0 to 2	0
H4-08	Terminal FM signal level selection			

3.11 Connect to a PC

This drive is equipped with a USB port (type-B).

The drive can connect to the USB port of a PC using a USB 2.0, AB type cable (sold separately). DriveWizard Plus can then be used to monitor drive performance and manage parameter settings. Contact Yaskawa or a Yaskawa representative for more information on DriveWizard Plus.

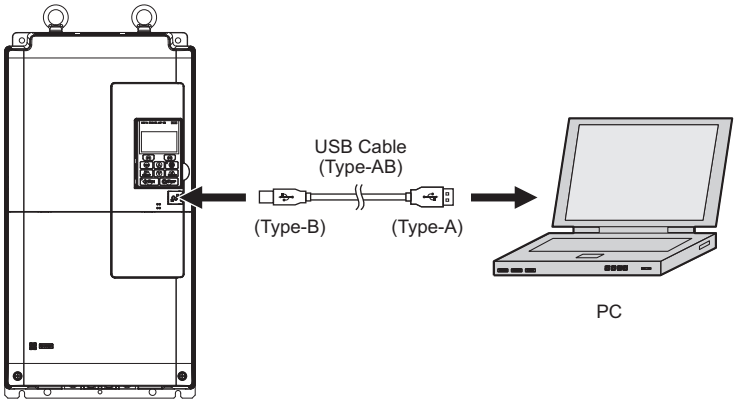


Figure 3.43 Connecting to a PC (USB)

3.12 MEMOBUS/Modbus Termination

This drive is equipped with a built in termination resistor for the RS-422/RS-485 communication port. DIP switch S2 enables or disabled the termination resistor as shown in *Table 3.25*. The OFF position is the default. The termination resistor should be placed to the ON position when the drive is the last in a series of slave drives. Refer to *Switches and Jumpers on the Terminal Board on page 98* for locating switch S2.

Table 3.25 MEMOBUS/Modbus Switch Settings

S2 Position	Description
ON	Internal termination resistor ON
OFF	Internal termination resistor OFF (default setting)

Note: Refer to *MEMOBUS/Modbus Communications on page 545* for details on MEMOBUS/Modbus.

3.13 Enable the Internal EMC Filter

◆ Internal EMC Filter

An EMC filter module is built in model CIMR-U□□E□□□□/U□□W□□□□. The EMC filter module can be switched between enabled (ON) or disabled (OFF). Change the placement of the EMC filter screw when switching the EMC filter between enabled (ON) or disabled (OFF).

DANGER! *Electrical Shock Hazard. Do not touch SW screw while power is applied to the drive. Failure to comply will result in death or serious injury.*

WARNING! *Electrical Shock Hazard. Connect the ground cable correctly. Failure to comply may result in death or serious injury.*

NOTICE: *When disabling the internal EMC filter, move the screws from ON to OFF and then tighten to the specified torque. Completely removing the screws or tightening the screws to an incorrect torque may cause drive failure.*

NOTICE: *Prevent Drive Damage. Install the two EMC filter screws in the same position (ON and ON, or OFF and OFF). Failure to comply may result in serious damage to the drive.*

NOTICE: *Prevent Drive Damage. Install the EMC filter screw in the OFF position. Installing the EMC filter screw disables the internal EMC filter if the network is grounded as follows. Failure to comply may result in serious damage to the drive.*
- *Floating network*
- *High impedance grounded network*
- *Asymmetrically grounded network*

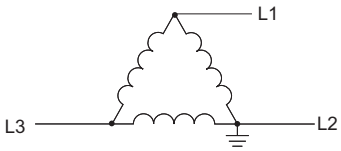
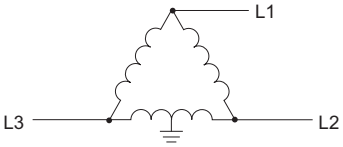
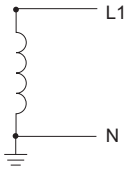
Note: **1.** Models CIMR-U□4□0477 to 4□0930 are not available. Be sure to use a stand-alone EMC filter for models CIMR-U□4□0477 to 4□0930.
2. Models CIMR-U□2E0248, 2W0248, 4E0216, 4E0240, 4W0216, 4W0240 have two EMC filter screws.
3. For floating, impedance grounded, or asymmetrically grounded networks, disconnect the internal EMC filter by moving the SW screw to the OFF position.

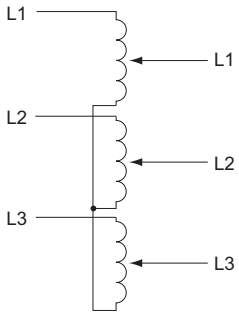
Use size M4 internal EMC filter screws with 1.0 to 1.3 N·m tightening torque.

■ Asymmetrical Grounded Network

Table 3.26 shows asymmetrical grounded networks. Asymmetrical networks require first moving the SW screw to disconnect the internal ground connection. (Drives are shipped with SW screw installed at the OFF position.)

Table 3.26 Asymmetrical Grounded Network

Grounded at the corner of the delta	
Grounded at the middle of the side	
Single-phase, grounded at the end point	

Three-phase variable transformer without solidly grounded neutral	

If EMC is a concern and the network is grounded symmetrically, install the SW screw to the ON position. Installing the SW screw enables the internal EMC filter (Drives are shipped with SW screw installed at the OFF position).

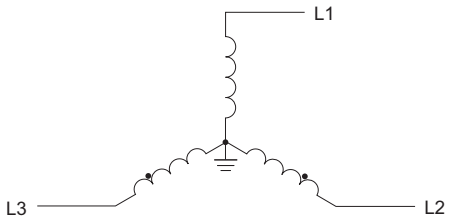
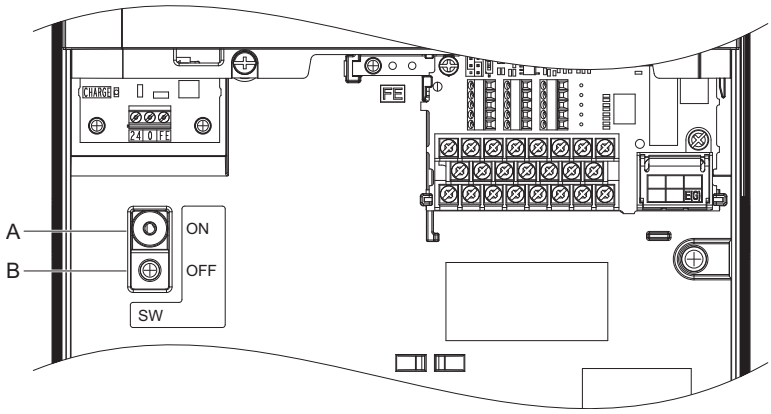


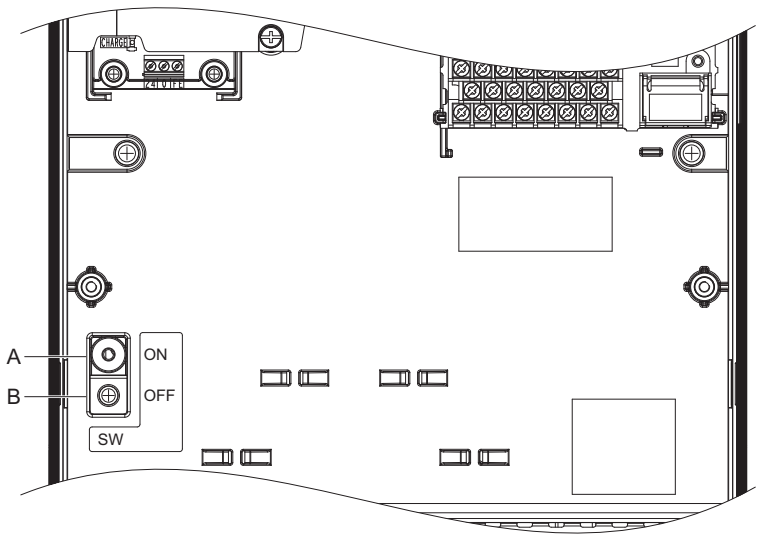
Figure 3.44 Symmetrical Grounded Network

■ EMC Filter Switch Location



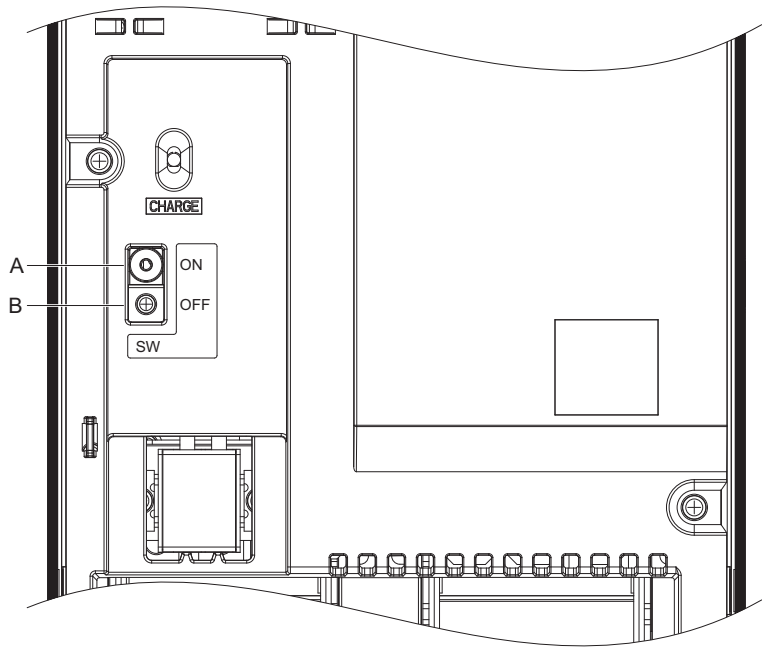
A – SW (ON) **B – Screw (OFF)**

Figure 3.45 EMC Filter Switch Location (2E0028, 2W0028, 4E0011 to 4E0034, 4W0011 to 4W0034)



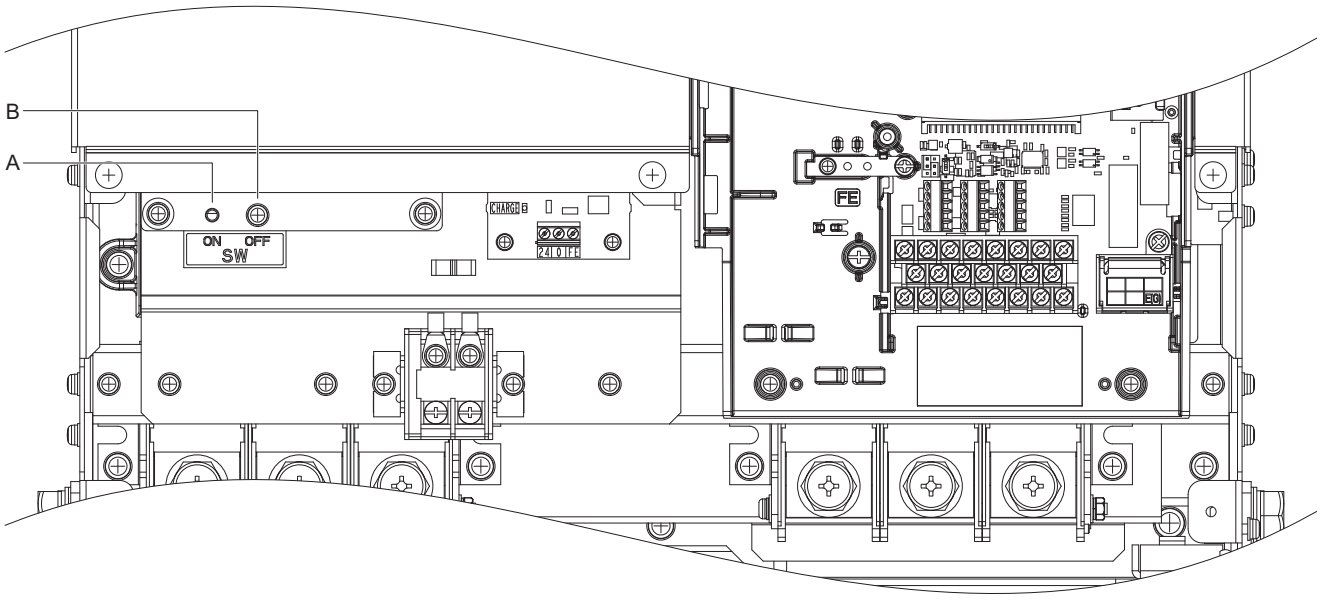
A – SW (ON) **B – Screw (OFF)**

Figure 3.46 EMC Filter Switch Location (2E0042, 2E0054, 2W0042, 2W0054, 4E0040 to 4E0077, 4W0040 to 4W0077)



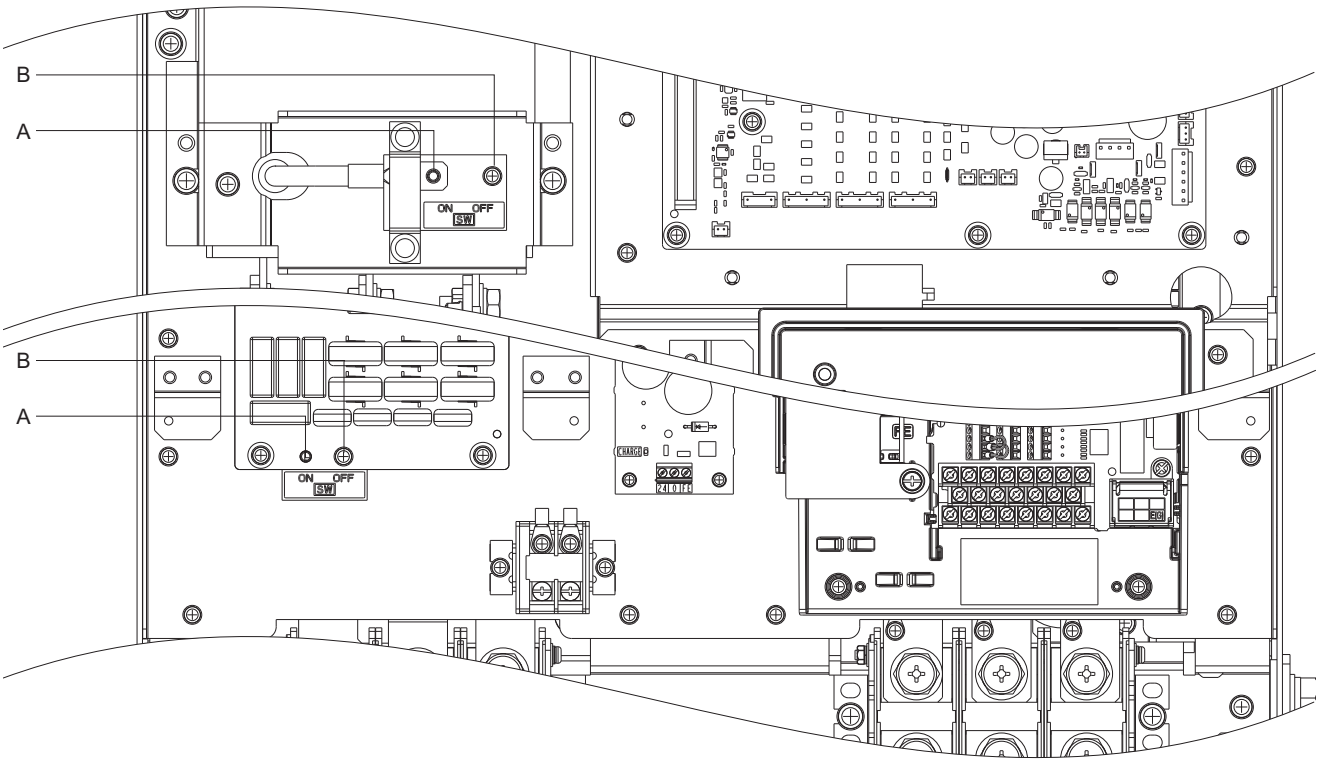
A – SW (ON) **B – Screw (OFF)**

Figure 3.47 EMC Filter Switch Location (2E0104, 2E0130, 2W0104, 2W0130, 4E0096, 4E0124, 4W0096, 4W0124)



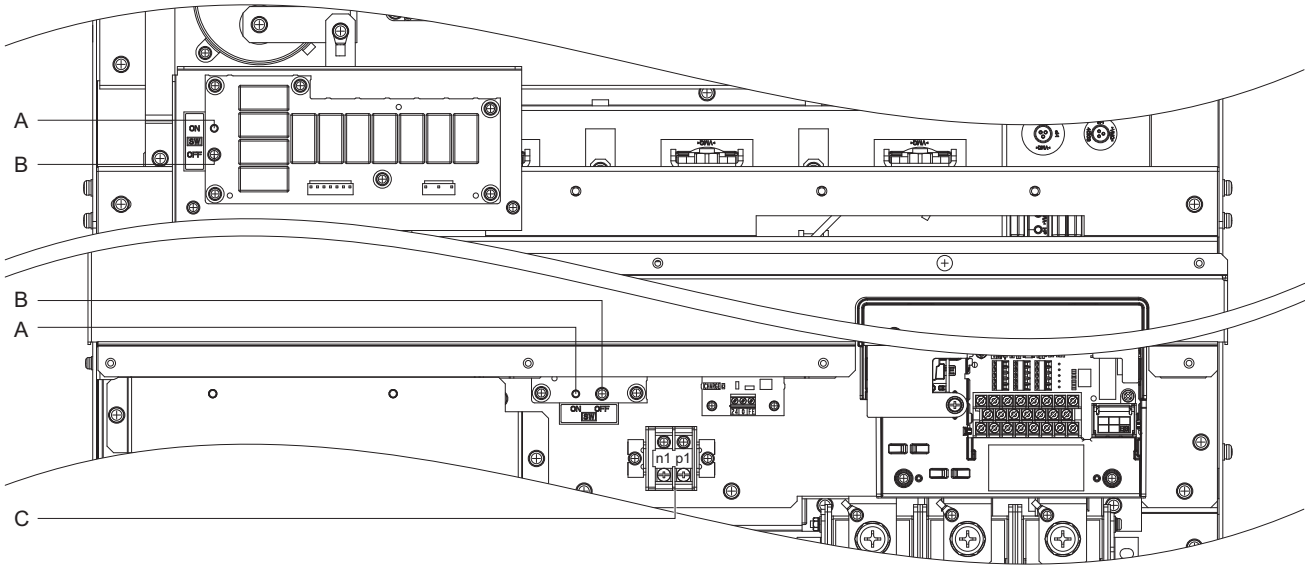
A – SW (ON) **B – Screw (OFF)**

Figure 3.48 EMC Filter Switch Location (2E0154, 2E0192, 2W0154, 2W0192, 4E0156, 4E0180, 4W0156, 4W0180)



A – SW (ON) **B – Screw (OFF)**

Figure 3.49 EMC Filter Switch Location (2E0248, 2W0248, 4E0216, 4E0240, 4W0216, 4W0240)



A – SW (ON) **C – Terminals p1 and n1**
B – Screw (OFF)

Figure 3.50 EMC Filter Switch Location (4E0302 to 4E0414, 4W0302 to 4W0414)

3.14 24 V Control Power Supply Unit Wiring

◆ 24 V Control Power Supply Unit

The 24 V Control Power Supply Unit maintains drive control circuit power in the event of a main power outage. As long as the control circuit has power, network communications and I/O data remain operational. The unit provides external power to the control circuit only, and does not provide power to the main circuit of the drive.

It is possible to read fault and parameter data in the drive via the operator or network communications when the drive switches to the unit as a back-up power supply.

Note: Parameter settings cannot be changed without drive main circuit power regardless of whether the control circuit has enough power to operate.Parameter settings cannot be changed without drive main circuit power regardless of whether the control circuit has enough power to operate.

■ 24 V Control Power Supply Unit Location

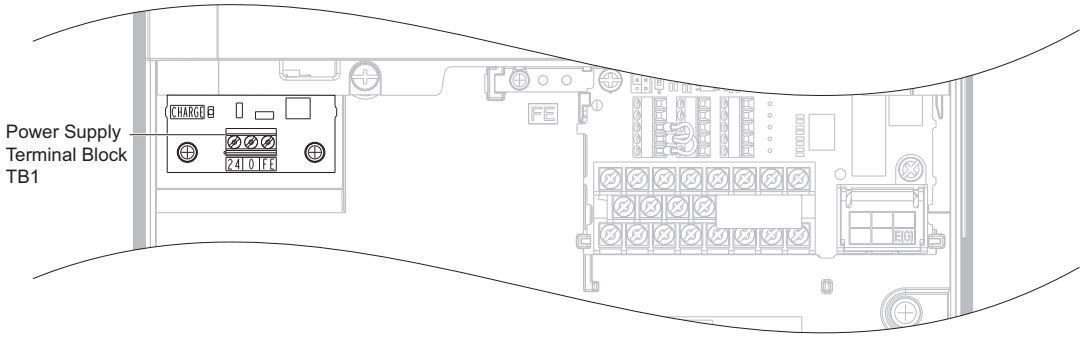


Figure 3.51 24 V Control Power Supply Unit Location
(Models 2P0028, 2W0028, 4P0011 to 4P0034, and 4W0011 to 4W0034)

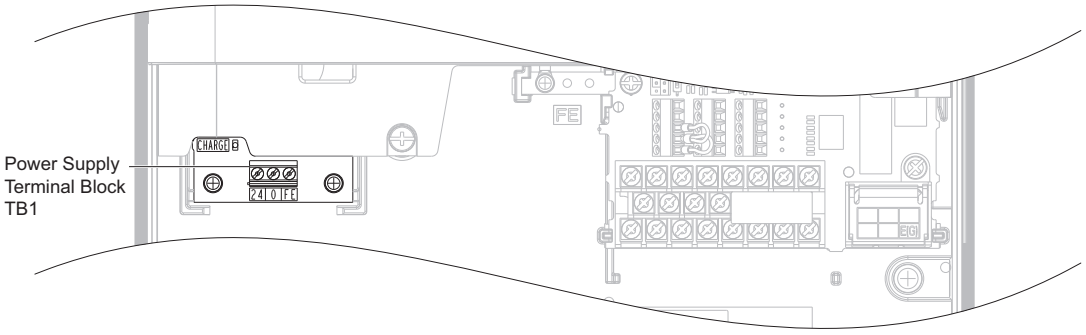


Figure 3.52 24 V Control Power Supply Unit Location
(Models 2P0042 to 2P0081, 2W0042 to 2W0081, 4P0040 to 4P0077, and 4W0040 to 4W0077)

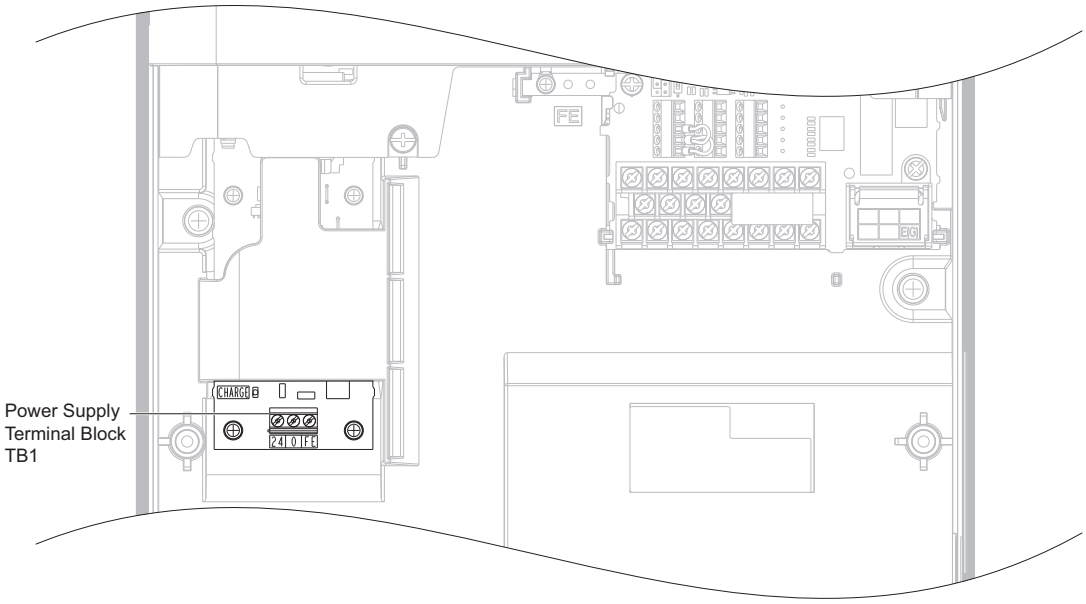


Figure 3.53 24 V Control Power Supply Unit Location
(Models 2P0104, 2W0104, 2P0130, 2W0130, 4P0096, 4W0096, 4P0124, and 4W0124)

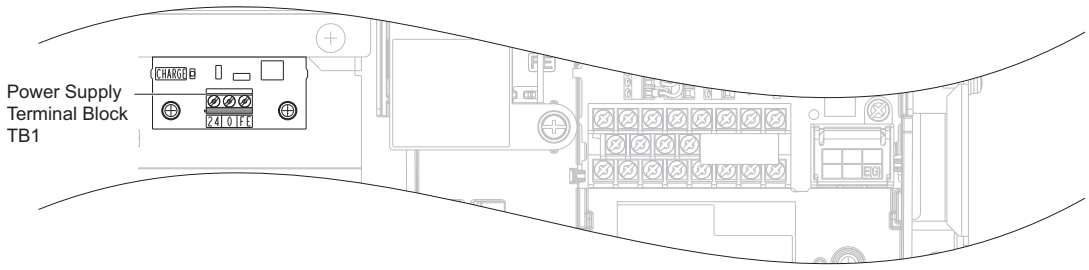


Figure 3.54 24 V Control Power Supply Unit Location
(Models 2P0154, 2W0154, 2P0192, 2W0192, 4P0156, 4W0156, 4P0180, and 4W0180)

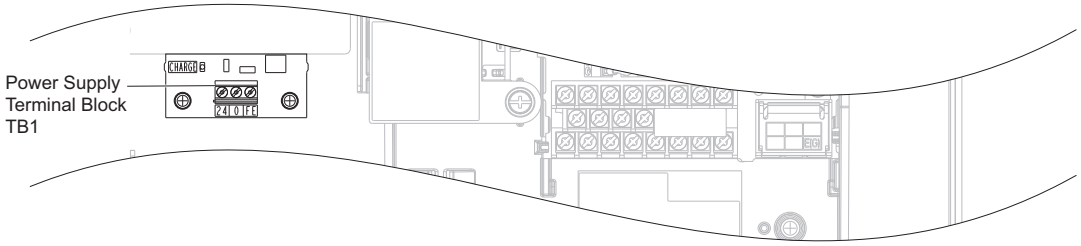


Figure 3.55 24 V Control Power Supply Unit Location
(Models 2P0248, 2W0248, 4P0216, 4W0216, 4P0240, and 4W0240)

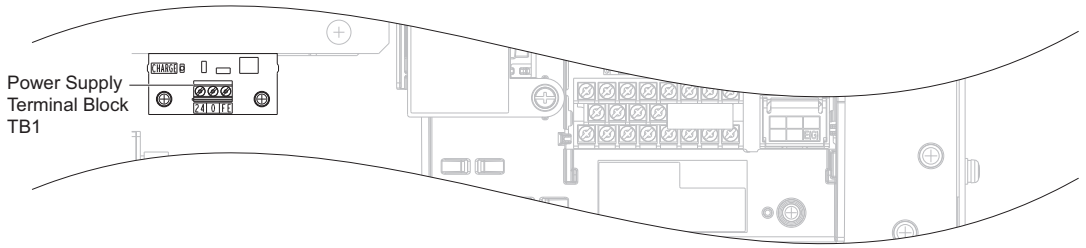


Figure 3.56 24 V Control Power Supply Unit Location
(Models 4P0302 to 4P0414 and 4W0302 to 4W0414)

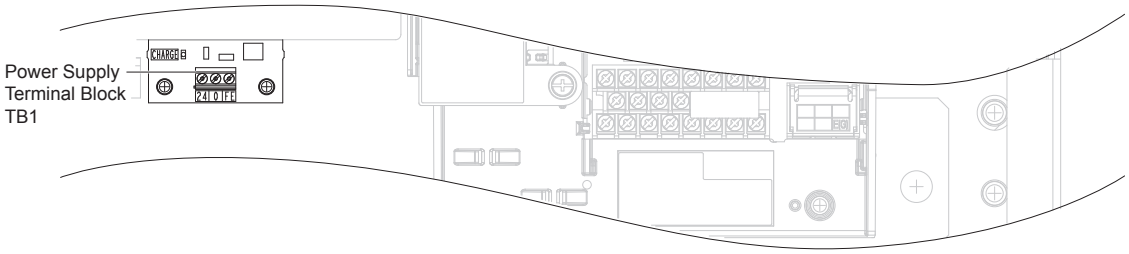


Figure 3.57 24 V Control Power Supply Unit Location

◆ Power Supply Terminal Block TB1 Wiring

■ Power Supply Terminal Block TB1 Wiring Procedure

1. Select an external power supply.
   When the 24 V Control Power Supply Unit is first switched on, two times the normal current will flow through the unit for approximately 0.5 seconds. The unit requires at least 3 A to function properly.

WARNING! *Electrical Shock Hazard. Use a battery or a double-reinforced UL Class 2 power supply to provide power to the 24 V Control Power Supply Unit. Using a different type of power supply may result in death or serious injury by electrical shock or fire.*

NOTICE: *Do not install multiple 24 V Control Power Supply Unit. Failure could cause erroneous operation or damage the drive.*

2. Use a flat-blade screwdriver to loosen the screws on the terminal block TB1, connect wiring to the 24, 0, and FE terminals as shown in ***Figure 3.58***, then tighten the terminal screws to hold wiring in place.
   Refer to ***Table 3.31*** to confirm that the proper tightening torque is applied to each terminal. Take particular precaution to ensure that each wire is properly connected and wire insulation is not accidentally pinched into electrical terminals.

NOTICE: *Be sure to properly connect an external 24 Vdc power source to the terminal block TB1. Refer to **Table 3.31** for details. Improper wiring practices could damage the 24 V Control Power Supply Unit due to incorrect terminal connections.*

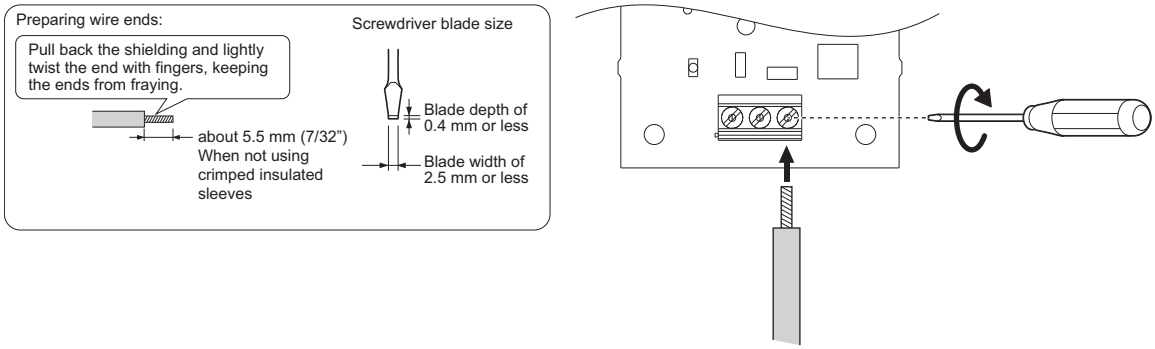


Figure 3.58 Wire the Option Plug

WARNING! *Fire Hazard. Tighten terminal screws to the specified tightening torque. Loose electrical connections could result in death or serious injury by fire due to overheating. Tightening screws beyond the specified tightening torque may cause erroneous operation, damage the terminal block, or cause a fire.*

NOTICE: *Heat shrink tubing or electrical tape may be required to ensure that cable shielding does not contact other wiring. Insufficient insulation may cause a short circuit and damage the drive.*

■ Tools Required for Installation

A straight-edge screwdriver (blade depth: 0.4 mm, width: 2.5 mm) is required to install the unit and wire the option terminal block.

Note: Tools required to prepare option cables for wiring are not listed in this manual.

■ Power Supply Terminal Block TB1 Functions

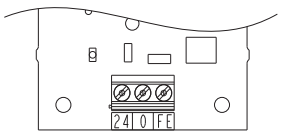


Figure 3.59 Power Supply Terminal Block TB1

Table 3.27 Power Supply Terminal Block TB1 Functions

Terminal	Function
24	+24 Vdc Input
0	0 V
FE	Ground

■ Wire Gauges and Tightening Torques

Table 3.28 Wire Gauges and Tightening Torques

Terminal Number	Screw Size	Tightening Torque N·m (in·lb)	Bare Cable		Crimp Terminals		Wire Type
			Recomm. Gauges mm² (AWG)	Applicable Gauges mm² (AWG)	Recomm. Gauges mm² (AWG)	Applicable Gauges mm² (AWG)	
24, 0, FE	M2	0.22 to 0.25 (1.95 to 2.21)	0.75 (18 AWG)	Standard wire: 0.25 to 1.0 (24 to 17 AWG) Single line: 0.25 to 1.5 (24 to 16 AWG)	0.5 (20 AWG)	0.25 to 0.5 (24 to 20 AWG)	Shielded cable, etc.

■ Ferrule-Type Wire Terminations

Crimp a ferrule to signal wiring to improve wiring simplicity and reliability. Use CRIMPFOX6, a crimping tool manufactured by PHOENIX CONTACT.

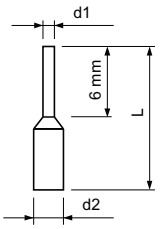


Figure 3.60 Ferrule Dimensions

Table 3.29 Ferrule Terminal Types and Sizes

Size mm² (AWG)	Type	L (mm)	d1 (mm)	d2 (mm)	Manufacturer
0.25 (24)	AI 0.25-6YE AI 0.25-6BU	10.5	0.8	2.0	PHOENIX CONTACT
0.34 (22)	AI 0.34-6TQ	10.5	0.8	2.0	
0.5 (20)	AI 0.5-6WH	12	1.1	2.5	

■ Power Supply and the Control Circuit

Table 3.30 outlines the various conditions under which the option provides power to the control circuit.

Table 3.30 Power Supply and Control Circuit

Drive Main Circuit Input Power Supply	Power from 24 V Control Power Supply Unit	Control Circuit Operation in Drive	Drive Operation
ON	ON	Operating	Possible
ON	OFF		Possible
OFF	ON		Not possible
OFF	OFF	Stopping	Not possible

■ UL and CE Compliance

External Power Supply

Use a Class 2 power supply as defined by UL standards for the customer-supplied power supply connection to the 24 V Control Power Supply Unit.

◆ 24 V Control Power Supply Unit Specifications

Table 3.31 24 V Control Power Supply Unit Specifications

Item	Specifications
Input Operating Voltage	24 Vdc ± 20% (19.2 V to 28.8 V)
Input Current	1.9 A
Consumption Power	38 W
Compliance	UL <1>, CE

<1> Use a Class 2 power supply with a capacity of 24 V to comply with UL standards.

3.15 External Interlock

Systems that may be affected during drive fault conditions should be interlocked with the drive fault output and ready signal.

NOTICE: *Systems should be interlocked to shut off power to the drive if the drive experiences a fault for models CIMR-U□4□0477 to 4□0930.*

◆ Operation Ready

When the "Operation Ready" signal has been set to one of the multi-function contact outputs, the output will close when the drive is ready to accept a Run command or is already running. Under the following conditions, the Operation Ready signal will switch off and remain off during a fault, even if a Run command is entered:

- when the power supply is shut off
- during a fault
- when there is problem with the control power supply
- when a parameter setting error renders the drive unable to run even when entering a Run command
- when a fault such as overvoltage or undervoltage is triggered as soon as the Run command is entered
- when the drive is in the Programming mode and will not accept a Run command even when entered

■ Interlock Circuit Example

Two drives running a single application might interlock with the controller using the Operation ready and Fault output signals as shown below. The figure illustrates how the application would not be able to run if either drive experiences a fault or is unable to supply an Operation ready signal.

Terminal	Output Signal	Parameter Setting
MA, MB, MC	Fault	–
M1-M2	Operation Ready	H2-01 = 06

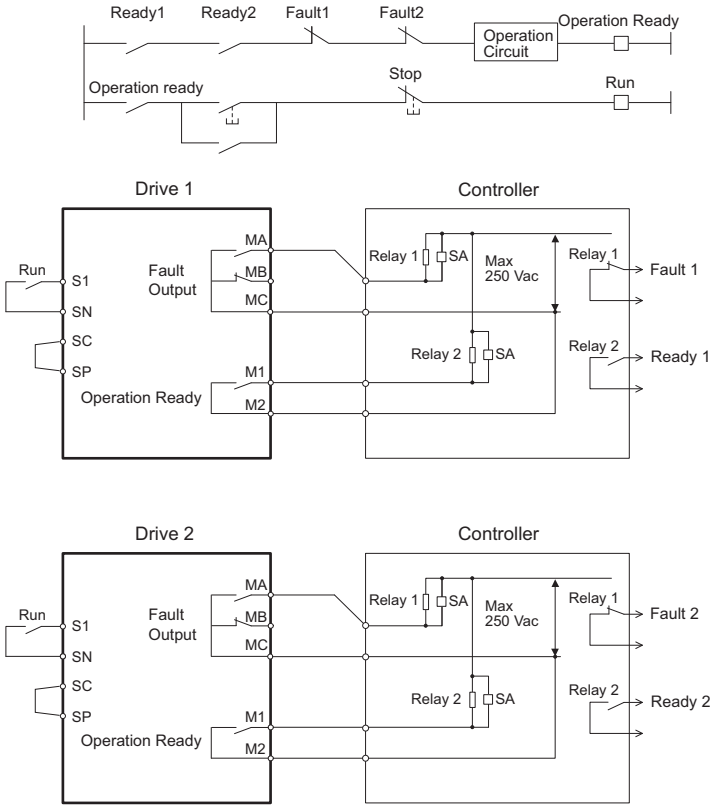
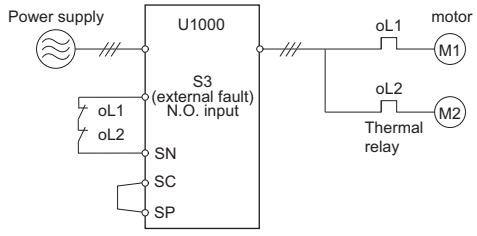


Figure 3.61 Interlock Circuit Example

3.16 Wiring Checklist

☑	No.	Item	Page
		Drive, peripherals, option cards	
☐	1	Check drive model number to ensure receipt of correct model.	*34*
☐	2	Make sure you have the correct peripheral devices.	*428*
☐	3	Check the option card model number.	*428*
		Installation area and physical setup	
☐	4	Ensure that the area surrounding the drive complies with specifications.	*48*
		Power supply voltage, output voltage	
☐	5	The voltage from the power supply should be within the input voltage specification range of the drive.	*447* *448*
☐	6	The voltage rating for the motor should match the drive output specifications.	*31*
☐	7	Verify that the drive is properly sized to run the motor.	*31*
☐	8	Power supply voltage of models CIMR-U☐4☐0477 to 4☐0930 should not exceed 480 V when connecting with recommended EMC filters.	*69* *449*
		Main circuit wiring	
☐	9	Confirm proper branch circuit protection as specified by national and local codes.	*66*
☐	10	Properly wire the power supply to drive terminals R/L1, S/L2, and T/L3.	*71*
☐	11	Properly wire the drive and motor together. The motor lines and drive output terminals U/T1, V/T2, and W/T3 should match in order to produce the desired phase order. If the phase order is incorrect, the drive will rotate in the opposite direction.	*89*
☐	12	Use 600 Vac vinyl-sheathed wire for the power supply and motor lines. Wire gauge recommendations based on using 75°C, 600 Vac vinyl-sheathed wire.	*83*
☐	13	Use the correct wire gauges for the main circuit. *Refer to Main Circuit Wire Gauges and Tightening Torque on page 83*. • When using comparatively long motor cable, calculate the amount of voltage drop. Motor rated voltage (V) × 0.02 ≥ $\sqrt{3}$ × wire resistance (Ω/km) × cable length (m) × motor rated current (A) × 10^{-3} • If the cable between the drive and motor exceeds 50 m, adjust the carrier frequency set to C6-02 accordingly.	*83* *83* *90*
☐	14	Properly ground the drive.	*90*
☐	15	Tightly fasten all terminal screws (control circuit terminals, grounding terminals). *Refer to Main Circuit Wire Gauges and Tightening Torque on page 83*.	*83*
☐	16	Set up overload protection circuits when running multiple motors from a single drive. 	–
☐	17	Verify that ground wiring for models 2E☐☐☐☐/2W☐☐☐☐/4E☐☐☐☐/4W☐☐☐☐ is correct before turning on the EMC filter switch.	*105*
☐	18	Verify phase advancing capacitors, input noise filters, or ground fault circuit interrupters are NOT installed on the output side of the drive.	–
☐	19	Properly wire the power lines to terminals X, Y, and Z of models CIMR-U☐4☐0720 to 4☐0930, and terminals X, Y, and Z of the harmonic filter module.	*81*
☐	20	Properly wire the power lines to terminals X1, Y1, and Z1 of models CIMR-U☐4☐0720 to 4☐0930, and terminals X1, Y1, and Z1 of the harmonic filter module.	
☐	21	Properly wire the power lines to terminals p2 and n2 of models CIMR-U☐4☐0720 to 4☐0930, and terminals p2 and n2 of the harmonic filter module.	
☐	22	The cable between CIMR-U☐4☐0720 to 4☐0930 and harmonic filter module should not exceed 5 m.	
☐	23	The resistance value between the terminals R/L1, S/L2, and T/L3 of the harmonic filter module should exceed 1000 Ω when connected to models CIMR-U☐4☐0720 to 4☐0930. If the resistance value does not exceed 1000 Ω, check for main circuit wiring mistakes between the harmonic filter module and models CIMR-U☐4☐0720 to 4☐0930.	
☐	24	Systems should be interlocked to shut off power to the drive if the drive experiences a fault for models CIMR-U☐4☐0477 to 4☐0930.	*113*
		Control circuit wiring	
☐	25	Use twisted-pair line for all drive control circuit wiring.	*91*
☐	26	Ground the shields of shielded wiring to the GND ⏚ terminal.	*94*
☐	27	If using a 3-wire sequence, properly set parameters for multi-function contact input terminals S1 through S8, and properly wire control circuits.	–

☑	No.	Item	Page
☐	28	Properly wire any option cards.	*93*
☐	29	Check for any other wiring mistakes. Only use a multimeter to check wiring.	–
☐	30	Properly fasten the control circuit terminal screws in the drive. *Refer to Main Circuit Wire Gauges and Tightening Torque on page 83*.	*83*
☐	31	Pick up all wire clippings.	–
☐	32	Ensure that no frayed wires on the terminal block are touching other terminals or connections.	–
☐	33	Properly separate control circuit wiring and main circuit wiring.	–
☐	34	Analog signal line wiring should not exceed 50 m.	–
☐	35	Safe Disable input wiring should not exceed 30 m.	–
☐	36	Verify the logic of Safety Monitor Output Signal (DM+, DM-).	*608*
☐	37	Disconnect the internal EMC filter by moving the SW screw to the OFF position for floating, impedance grounded, or asymmetrically grounded networks.	*105*
☐	38	Properly wire the control signal lines to terminal CN500 of models CIMR-U□4□0720 to 4□0930, and terminal CN500 of the harmonic filter module.	*69*
☐	39	The cable between CIMR-U□4□0720 to 4□0930 and harmonic filter module should not exceed 5 m.	*96*

4

Start-Up Programming & Operation

This chapter explains the functions of the digital operator and how to program the drive for initial operation.

4.1 SECTION SAFETY 118
4.2 USING THE DIGITAL OPERATOR 119
4.3 THE DRIVE AND PROGRAMMING MODES 123
4.4 START-UP FLOWCHARTS 129
4.5 POWERING UP THE DRIVE 134
4.6 APPLICATION SELECTION. 135
4.7 AUTO-TUNING 141
4.8 NO-LOAD OPERATION TEST RUN 155
4.9 TEST RUN WITH LOAD CONNECTED 157
4.10 VERIFYING PARAMETER SETTINGS AND BACKING UP CHANGES 158
4.11 TEST RUN CHECKLIST 160

4.1 Section Safety

⚠ DANGER

Electrical Shock Hazard

Do not connect or disconnect wiring while the power is on.

Failure to comply will result in death or serious injury.

⚠ WARNING

Electrical Shock Hazard

Do not operate equipment with covers removed.

Failure to comply could result in death or serious injury.

The diagrams in this section may include drives without covers or safety shields to illustrate details. Be sure to reinstall covers or shields before operating the drives and run the drives according to the instructions described in this manual.

Do not remove covers or touch circuit boards while the power is on.

Failure to comply could result in death or serious injury.

A separate holding brake should be prepared by the user.

The holding brake should be wired so that it is activated by an external sequence when a fault occurs, the power is shut off, or an emergency switch is triggered.

Failure to comply could result in death or serious injury.

Precautions should be taken on the machine side in crane and hoist applications to ensure that load does not fall or slip.

Failure to take proper safety precautions can result in serious injury.

4.2 Using the Digital Operator

Use the digital operator to enter run and stop commands, display data, edit parameters, as well as display fault and alarm information.

◆ Keys and Displays

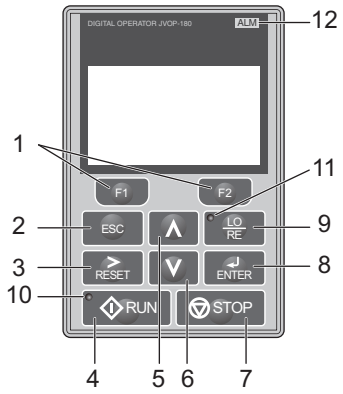


Figure 4.1 Keys and Displays on the Digital Operator

No.	Display	Name	Function
1	F1 F2	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.
2	ESC	ESC Key	• 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.
3	RESET	RESET Key	• Moves the cursor to the right. • Resets the drive to clear a fault situation.
4	RUN	RUN Key	Starts the drive in the LOCAL mode. The Run LED • 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.
5		Up Arrow Key	Scrolls up to display the next item, selects parameter numbers and increments setting values.
6		Down Arrow Key	Scrolls down to display the previous item, selects parameter numbers and decrements setting values.
7	STOP	STOP Key <1>	Stops drive operation.
8	ENTER	ENTER Key	• Enters parameter values and settings. • Selects a menu item to move between displays.
9	LO RE	LO/RE Selection Key <2>	Switches drive control between the operator and frequency setting (LOCAL) and the control circuit terminals and frequency setting (REMOTE). The LED is on when the drive is in the LOCAL mode (operation from keypad).
10	RUN	RUN Light	Lit while the drive is operating the motor. Refer to page *121* for details.
11	LO RE	LO/RE Light	Lit while the operator is selected to run the drive (LOCAL mode). Refer to page *121* for details.
12	ALM	ALM LED Light	*Refer to ALARM (ALM) LED Displays on page 121* for details.

<1> The STOP key has highest priority. Pressing the STOP key will always cause the drive to stop the motor, even if a Run command is active at any external Run command source. To disable the STOP key priority, set parameter o2-06 to 0.
<2> The LO/RE key can only switch between LOCAL and REMOTE when the drive is stopped. To disable the LO/RE key to prohibit switching between LOCAL and REMOTE, set parameter o2-01 to 0.

◆ LCD Display

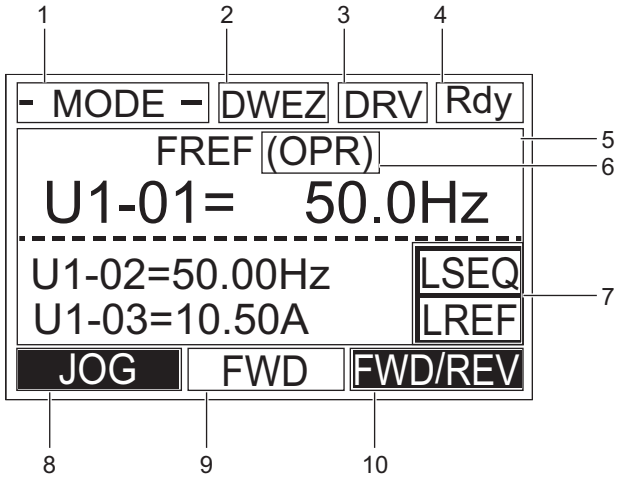


Figure 4.2 LCD Display

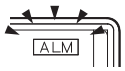
Table 4.1 Display and Contents

No.	Name	Display	Content
1	Operation Mode Menus	MODE	Displayed when in Mode Selection.
		MONITR	Displayed when in Monitor Mode.
		VERIFY	Indicates the Verify Menu.
		PRMSET	Displayed when in Parameter Setting Mode.
		A.TUNE	Displayed during Auto-Tuning.
		SETUP	Displayed when in Setup Mode.
2	DriveWorksEZ Function Selection	DWEZ	Displayed when DriveWorksEZ is being used.
3	Mode Display Area	DRV	Displayed when in Drive Mode.
		PRG	Displayed when in Programming Mode.
4	Ready	Rdy	Indicates the drive is ready to run.
5	Data Display	–	Displays specific data and operation data.
6	Frequency Reference Assignment <1>	OPR	Displayed when the frequency reference is assigned to the LCD Operator.
		AI	Displayed when the frequency reference is assigned to the drives Analog Input.
		COM	Displayed when the frequency reference is assigned to the drives MEMOBUS/Modbus Communication Inputs.
		OP	Displayed when the frequency reference is assigned to a drive Option Unit.
		RP	Displayed when the frequency reference is assigned to the drives Pulse Train Input.
7	LO/RE Display <2>	RSEQ	Displayed when the reference is supplied from a remote source.
		LSEQ	Displayed when the reference is supplied from the operator keypad.
		RREF	Displayed when the frequency reference is supplied from a remote source.
		LREF	Displayed when the frequency reference is supplied from the operator keypad.
8	Function Key 1 (F1)	JOG	Pressing F1 runs the motor at the Jog frequency.
		HELP	Pressing F1 displays the Help menu.
		←	Pressing F1 scrolls the cursor to the left.
		HOME	Pressing F1 returns to the top menu (Frequency Reference).
		ESC	Pressing F1 returns to the previous display.
9	FWD/REV	FWD	Indicates forward motor operation.
		REV	Indicates reverse motor operation.
10	Function Key 2 (F2)	FWD/REV	Pressing F2 switches between forward and reverse.
		DATA	Pressing F2 scrolls to the next display.
		→	Pressing F2 scrolls the cursor to the right.
		RESET	Pressing F2 resets the existing drive fault or error.

<1> Displayed when in Frequency Reference Mode.
<2> Displayed when in Frequency Reference Mode and Monitor Mode.

◆ ALARM (ALM) LED Displays

Table 4.2 ALARM (ALM) LED Status and Contents

State	Content	Display
Illuminated	When the drive detects a fault.	
Flashing	• When an alarm occurs. • When oPE is detected. • When a fault or error occurs during Auto-Tuning.	
Off	Normal operation (no fault or alarm).	

◆ LO/RE LED and RUN LED Indications

Table 4.3 LO/RE LED and RUN LED Indications

LED	Lit	Flashing	Flashing Quickly <1>	Off
	When source of the Run command is assigned to the digital operator (LOCAL)	–	–	Run command to be given from a device other than the digital operator (REMOTE)
	During run	• During deceleration to stop • When a Run command is input and frequency reference is 0 Hz	• While the drive is set for LOCAL, a Run command was entered to the input terminals after which the drive was then switched to REMOTE. • A Run command was entered via the input terminals while not in the Drive Mode. • During deceleration when a Fast Stop command was entered. • The drive output is shut off by the Safe Disable function. • While the drive was running in the REMOTE mode, the STOP key was pushed. • The drive was powered up with b1-17 = 0 (default) while the Run command is active.	During stop
Examples				

<1> Refer to *Figure 4.3* for the difference between "flashing" and "flashing quickly".

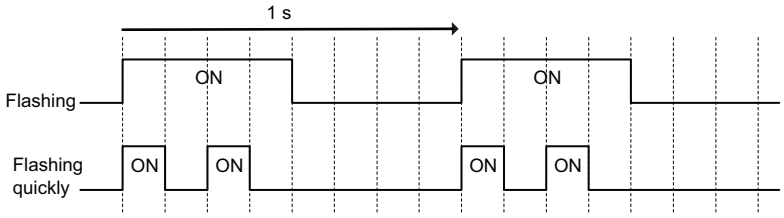


Figure 4.3 RUN LED Status and Meaning

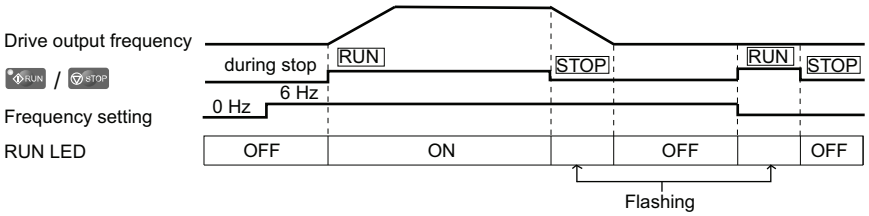


Figure 4.4 RUN LED and Drive Operation

◆ Menu Structure for Digital Operator

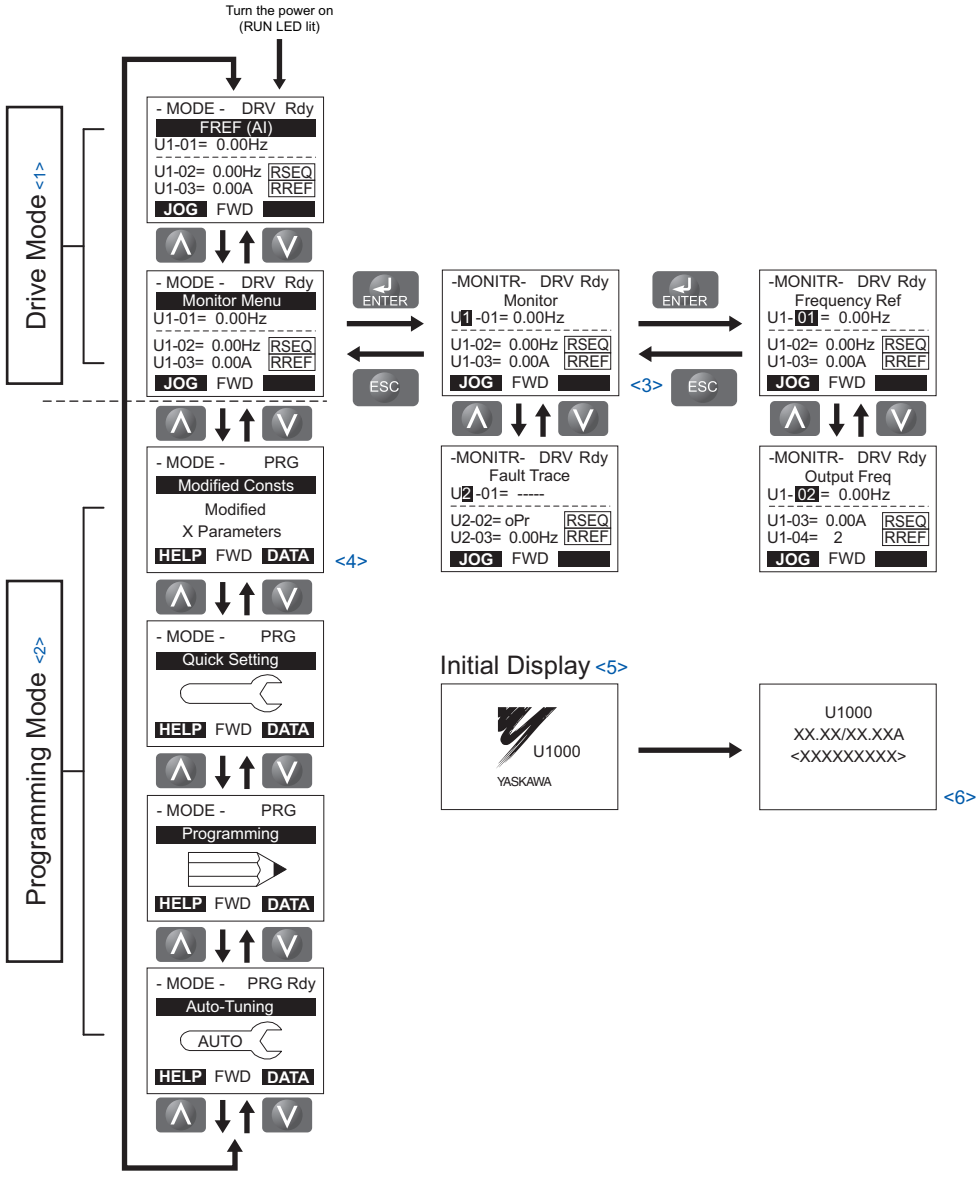


Figure 4.5 Digital Operator Menu and Screen Structure

<1> Pressing RUN will start the motor.

<2> Drive cannot operate the motor.

<3> Flashing characters are shown as 1.

<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.

4.3 The Drive and Programming Modes

The drive has a Programming Mode to program the drive for operation, and a Drive Mode used to actually run the motor.

Drive Mode: In the Drive Mode, the user can start the motor and observe operation status with the monitors that are available. Parameter settings cannot be edited or changed when in the Drive Mode.

Programming Mode: The Programming Mode allows access to edit, adjust, and verify parameters, as well as perform Auto-Tuning. Unless set to allow a Run command, the drive will not accept a Run command when the digital operator is in the Programming Mode.

Note: **1.** If parameter b1-08 is set to 0 the drive will accept a Run command only in the Drive Mode. When editing parameters, the user must first exit the Programming Mode and enter the Drive Mode before starting the motor.
2. To allow the drive to run the motor while in the Programming Mode, set b1-08 to 1.

◆ Navigating the Drive and Programming Modes

The drive is set to operate in Drive Mode when it is first powered up. Switch between display screens by using the ∧ and ∨ keys.

Mode	Contents	Operator Display	Description
Power Up	Frequency Reference (default)	- MODE - DRV Rdy FREF (AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD	This display screen allows the user to monitor and change the frequency reference while the drive is running. *Refer to The Drive and Programming Modes on page 123*. **Note:** The user can select the data displayed when the drive is first powered up with parameter o1-02.
Drive Mode		∧ ∨	
	Monitor Display	- MODE - DRV Rdy Monitor Menu U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD	Lists the monitor parameters (U□-□□ parameters) available in the drive. Press the Enter Key and then use the Up, Down, ESC, and Reset keys to navigate through the drive monitors.
Programming Mode		∧ ∨	
	Verify Menu	- MODE - PRG Modified Consts Modified X Parameters HELP FWD DATA	Lists all parameters that have been edited or changed from default settings. ➡ *Refer to Verifying Parameter Changes: Verify Menu on page 126*.
		∧ ∨	
	Setup Group	- MODE - PRG Quick Setting HELP FWD DATA	A select list of parameters necessary to get the drive operating quickly. ➡ *Refer to Using the Setup Group on page 127*. **Note:** Parameters listed in the Setup Group differ depending the Application Preset in parameter A1-06. *Refer to Application Selection on page 135*.
		∧ ∨	
	Parameter Setting Mode	- MODE - PRG Programming HELP FWD DATA	Allows the user to access and edit all parameter settings. ➡ *Refer to Parameter Table on page 458*.
		∧ ∨	
	Auto-Tuning Mode	- MODE - PRG Auto-Tuning AUTO HELP FWD DATA	Motor parameters are calculated and set automatically. ➡ *Refer to Auto-Tuning on page 141*.
		∧ ∨	

Mode	Contents	Operator Display	Description
Drive Mode	Frequency Reference	- MODE - DRV Rdy FREF (AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD	Returns to the frequency reference display screen.

■ Drive Mode Details

The following actions are possible in the Drive Mode:

- Run and stop the drive
- Monitor the operation status of the drive (frequency reference, output frequency, output current, output voltage, etc.)
- View information on an alarm
- View a history of alarms that have occurred

Figure 4.6 illustrates how to change the frequency reference from F 0.00 (0 Hz) to F 6.00 (6 Hz) while in the Drive Mode. This example assumes the drive is set to LOCAL.

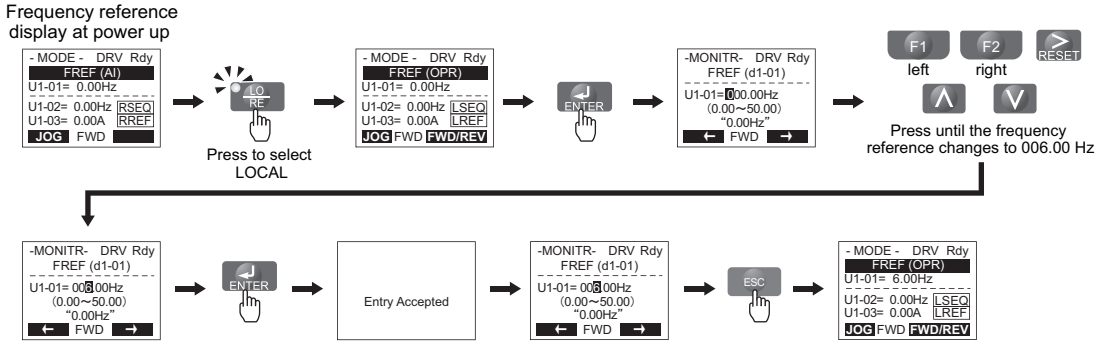


Figure 4.6 Setting the Frequency Reference while in the Drive Mode

Note: The drive will not accept a change to the frequency reference until the ENTER key is pressed after the frequency reference is entered. This feature prevents accidental setting of the frequency reference. To have the drive accept changes to the frequency reference as soon as changes are made without requiring the ENTER key, set o2-05 to 1.

■ Programming Mode Details

The following actions are possible in the Programming Mode:

- **Parameter Setting Mode:** Access and edit all parameter settings
- **Verify Menu:** Check a list of parameters that have been changed from their original default values
- **Setup Group:** Access a list of commonly used parameters to simplify setup (refer to *Simplified Setup Using the Setup Group on page 127*)
- **Auto-Tuning Mode:** Automatically calculates and sets motor parameters to optimize drive performance

◆ Changing Parameter Settings or Values

This example explains changing C1-02 (Deceleration Time 1) from 10.0 seconds (default) to 20.0 seconds.

Step			Display/Result
1.	Turn on the power to the drive. The initial display appears.	→	- MODE - DRV Rdy FREF (AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD
2.	Press the ∧ or ∨ key until the Parameter Setting Mode screen appears.	→	- MODE - PRG Programming HELP FWD DATA
3.	Press the ENTER key to enter the parameter menu tree.	→	-PRMSET- PRG Initialization A1-00= 0 Select Language ← FWD →
4.	Press ∧ or ∨ key to select the C parameter group.	→	-PRMSET- PRG Basic Setup C1-01= 10.0 sec Accel Time 1 ← FWD →
5.	Press ENTER two times.	→	-PRMSET- PRG Accel/Decel C1-01= 10.0 sec Accel Time 1 ← FWD → → -PRMSET- PRG Accel Time 1 C1-01= 10.0Sec (0.0~6000.0) "10.0 sec" ← FWD →
6.	Press ∧ or ∨ key to select the parameter C1-02.	→	-PRMSET- PRG Decel Time 1 C1-02= 10.0Sec (0.0~6000.0) "10.0 sec" ← FWD →
7.	Press ENTER to view the current setting value (10.0 s). Left digit flashes.	→	-PRMSET- PRG Decel Time 1 C1-02= 0010.0Sec (0.0~6000.0) "10.0 sec" ← FWD →
8.	Press F1, F2 or RESET until the desired number is selected. "1" flashes.	→	-PRMSET- PRG Decel Time 1 C1-02=0010.0Sec (0.0~6000.0) "10.0 sec" ← FWD →
9.	Press the ∧ key and enter 0020.0.	→	-PRMSET- PRG Decel Time 1 C1-02=0020.0Sec (0.0~6000.0) "10.0 sec" ← FWD →
10.	Press ENTER and the drive will confirm the change.	→	Entry Accepted
11.	The display automatically returns to the screen shown in Step 4.	→	-PRMSET- PRG Decel Time 1 C1-02= 20.0Sec (0.0~6000.0) "10.0 sec" ← FWD →
12.	Press the ESC key until back at the initial display.	→	- MODE - DRV Rdy FREF (AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD

◆ Verifying Parameter Changes: Verify Menu

The Verify Menu lists edited parameters from the Programming Mode or as a result of Auto-Tuning. It helps determine which settings have been changed, and is particularly useful when replacing a drive. If no settings have been changed, the Verify Menu will read “None”. The Verify Menu also allows users to quickly access and re-edit any parameters settings that have been changed.

Note: The Verify Menu will not display parameters from the A1 group (except for A1-02) and E5-01 even if those parameters have been changed from their default settings.

The following example is a continuation of the steps above. Here, parameter C1-02 is accessed using the Verify Menu, and is changed again from 10.0 s to 20.0 s.

To check the list of edited parameters:

Step			Display/Result
1.	Turn on the power to the drive. The initial display appears.	→	- MODE - DRV Rdy FREF (AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD
2.	Press ∧ or ∨ until the display shows the top of the Verify Menu.	→	- MODE - PRG Modified Consts Modified X Parameters HELP FWD DATA
3.	Press ENTER to enter the list of parameters that have been edited from their original default settings. If parameters other than C1-02 have been changed, use the ∧ or ∨ key to scroll until C1-02 appears.	→	- VERIFY - PRG Rdy Accel Time 1 C1-02 = 20.0sec (0.0~6000.0) “10.0sec” Home FWD DATA
4.	Press the ENTER key. Press F1, F2, RESET, ∧, and ∨ to change the setting value.	→	- VERIFY - PRG Rdy Accel Time 1 C1-01=0020.0sec (0.0~6000.0) “10.0sec” ← FWD →
5.	Press ENTER and the drive will confirm the change.	→	Entry Accepted

◆ Simplified Setup Using the Setup Group

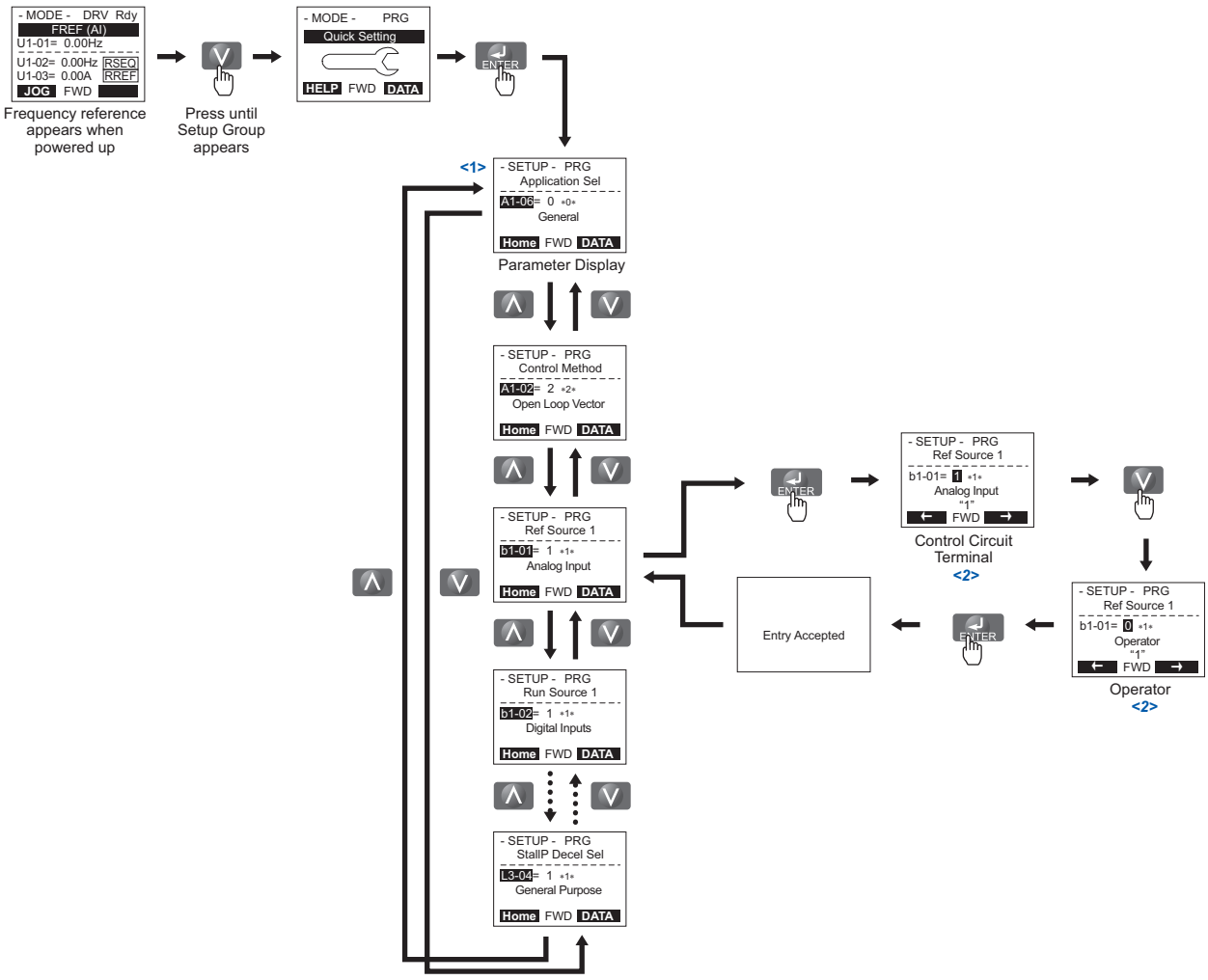
In the Setup Group, the drive lists the basic parameters needed to set up the drive for the application. It provides a simplified way to get the application running right away by showing only the most important parameters.

■ Using the Setup Group

Figure 4.7 illustrates how to enter and how to change parameters in the Setup Group.

The first display shown when entering the Setup Group is the Application Selection menu. Skipping this display will keep the current Setup Group parameter selection. The default setting for the Setup Group is a group of parameters most commonly use in general-purpose applications. Pressing the ENTER key from the Application Selection display and selecting an Application Preset will change the Setup Group to parameters optimal for the application selected. *Refer to Application Selection on page 135* and *Setup Group Parameters on page 128* for details.

In this example, the Setup Group is accessed to change b1-01 from 1 to 0. This changes the source of the frequency reference from the control circuit terminals to the digital operator.



<1> Use the up and down arrow keys to scroll through the Setup Group. Press the ENTER key to view or change parameter settings.
<2> To return to the previous menu without saving changes, press the ESC key.

Figure 4.7 Setup Group Example

■ Setup Group Parameters

Table 4.4 lists parameters available by default in the Setup Group. When an Application Preset has been selected in parameter A1-06 or the Application Selection display of the Setup Group, the parameters selected for the Setup Group will change automatically. Refer to *Application Selection on page 135*.

If the desired parameter is not listed in the Setup Group, go to the Programming Mode.

Table 4.4 Setup Group Parameters

Parameter	Name
A1-02	Control Method Selection
b1-01	Frequency Reference Selection 1
b1-02	Run Command Selection 1
b1-03	Stopping Method Selection
C1-01	Acceleration Time 1
C1-02	Deceleration Time 1
C6-01	Drive Duty Mode Selection
C6-02	Carrier Frequency Selection
d1-01	Frequency Reference 1
d1-02	Frequency Reference 2
d1-03	Frequency Reference 3
d1-04	Frequency Reference 4

Parameter	Name
d1-17	Jog Frequency Reference
E1-03	V/f Pattern Selection
E1-04	Maximum Output Frequency
E1-05	Maximum Voltage
E1-06	Base Frequency
E1-09	Minimum Output Frequency
E1-13	Base Voltage
E2-01	Motor Rated Current
E2-04	Number of Motor Poles
E2-11	Motor Rated Power
H4-02	Multi-Function Analog Output Terminal FM Gain
L1-01	Motor Overload Protection Function Selection

Note: **1.** Parameter availability depends on the control mode set in A1-02 that is used to run the drive and motor. Consequently, some of the parameters listed above may not be accessible in certain control modes.
2. Parameters in *Table 4.4* are set to the user parameters A2-01 to A2-32 from the upper-left corner in order.

◆ Switching Between LOCAL and REMOTE

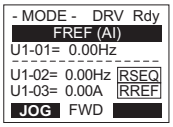
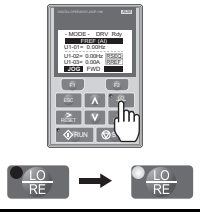
When the drive is set to accept the Run command from the digital operator RUN key, this is referred to as LOCAL mode. When the drive is set to accept the Run command from an external device (via the input terminals, serial communications, etc.) this is referred to as REMOTE mode.

WARNING! *Sudden Movement Hazard. The drive may start unexpectedly if the Run command is already applied when switching from LOCAL mode to REMOTE mode when b1-07 = 1, resulting in death or serious injury. Be sure all personnel are clear of rotating machinery.*

The operation can be switched between LOCAL and REMOTE either by using the LO/RE key on the digital operator or a digital input.

Note: **1.** After selecting LOCAL, the LO/RE light will remain lit.
2. The drive will not allow the user to switch between LOCAL and REMOTE during run.

■ Using the LO/RE Key on the Digital Operator

Step			Display/Result
1.	Turn on the power to the drive. The initial display appears.	→	
2.	Press LO/RE. The LO/RE light will light up. The drive is now in LOCAL. To set the drive for REMOTE operation, press the LO/RE key again.	→	

■ Using Input Terminals S1 through S8 to Switch between LO/RE

The user can also switch between LOCAL and REMOTE modes using one of the digital input terminals S1 through S8 (set the corresponding parameter H1-☐☐ to "1").

Note: Setting H1-☐☐ to 1 disables the LO/RE key on the digital operator. *Refer to H1: Multi-Function Digital Inputs on page 486* for details.

4.4 Start-Up Flowcharts

The flowcharts in this section summarize basic steps required to start the drive. Use the flowcharts to determine the most appropriate start-up method for a given application. The charts are intended as a quick reference to help familiarize the user with start-up procedures.

Flowchart	Subchart	Objective	Page
A	–	Basic startup procedure and motor tuning	*129*
–	A-1	Simple motor setup using V/f mode	*130*
	A-2	High-performance operation using Open Loop Vector (OLV) or Closed Loop Vector (CLV) motor control	*131*
	A-3	Setting up the drive to run a permanent magnet (PM) motor	*132*

◆ Flowchart A: Basic Start-up and Motor Tuning

Flowchart A describes a basic start-up sequence. This sequence varies slightly depending on the application. Use drive default parameter settings in simple applications that do not require high precision.

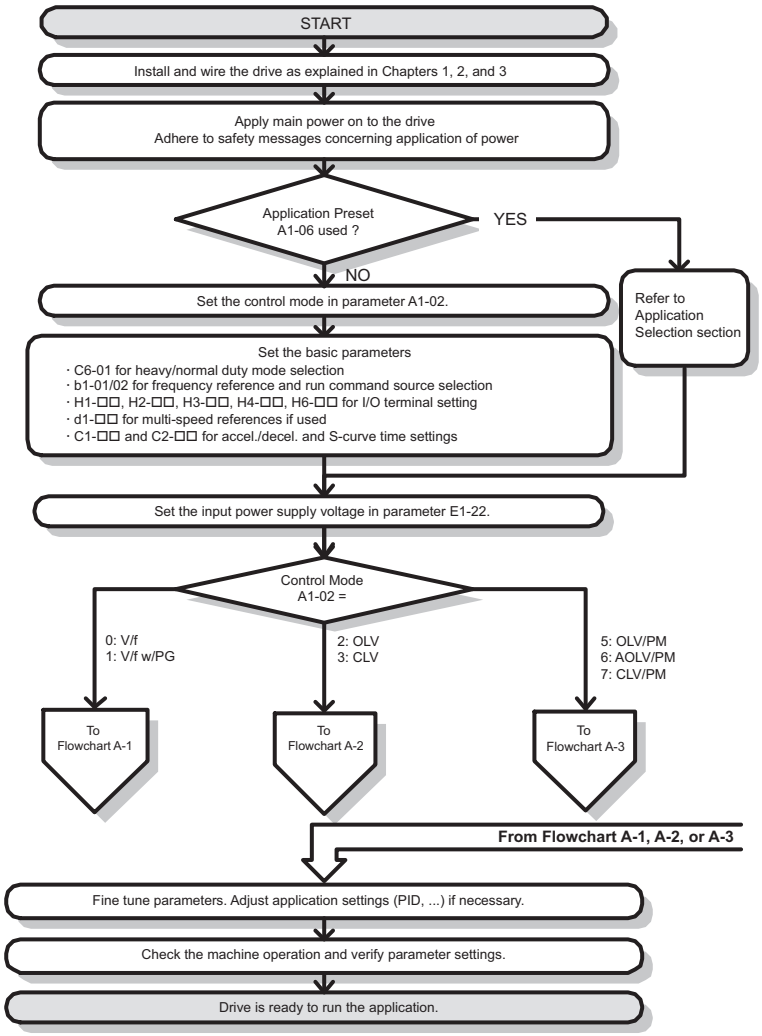


Figure 4.8 Basic Start-up

Note: When the motor cable length has changed for more than 50 m after Auto-Tuning has been performed (e.g., after the drive has been set up and then later installed in a different location), execute Stationary Auto-Tuning for resistance between motor lines once the drive is installed in its final installation location.

◆ Subchart A-1: Simple Motor Setup Using V/f Control

Flowchart A-1 in *Figure 4.9* describes simple motor setup for V/f Control, with or without PG feedback. V/f Control is suited for more basic applications such as fans and pumps. This procedure illustrates Energy Savings and Speed Estimation Speed Search.

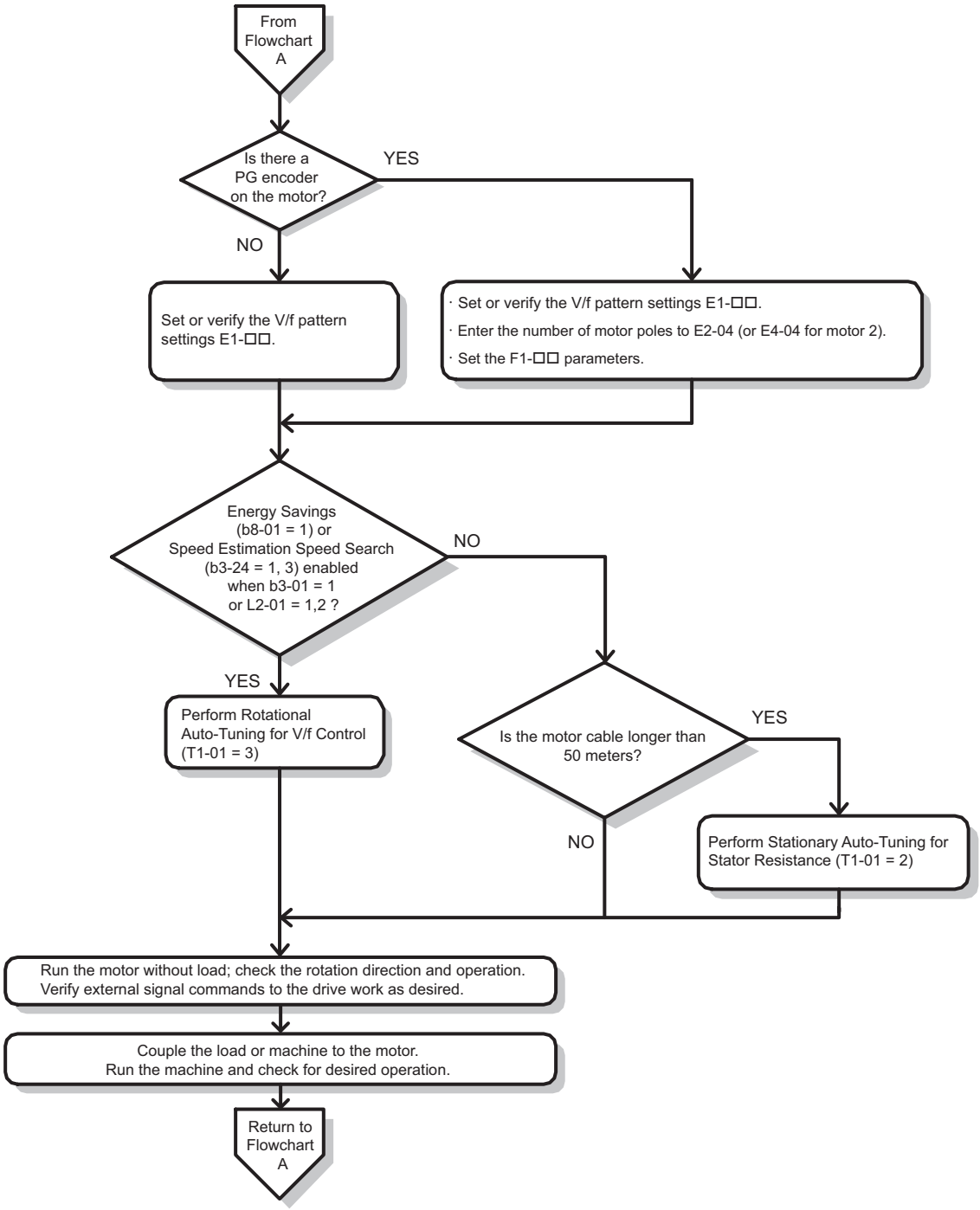
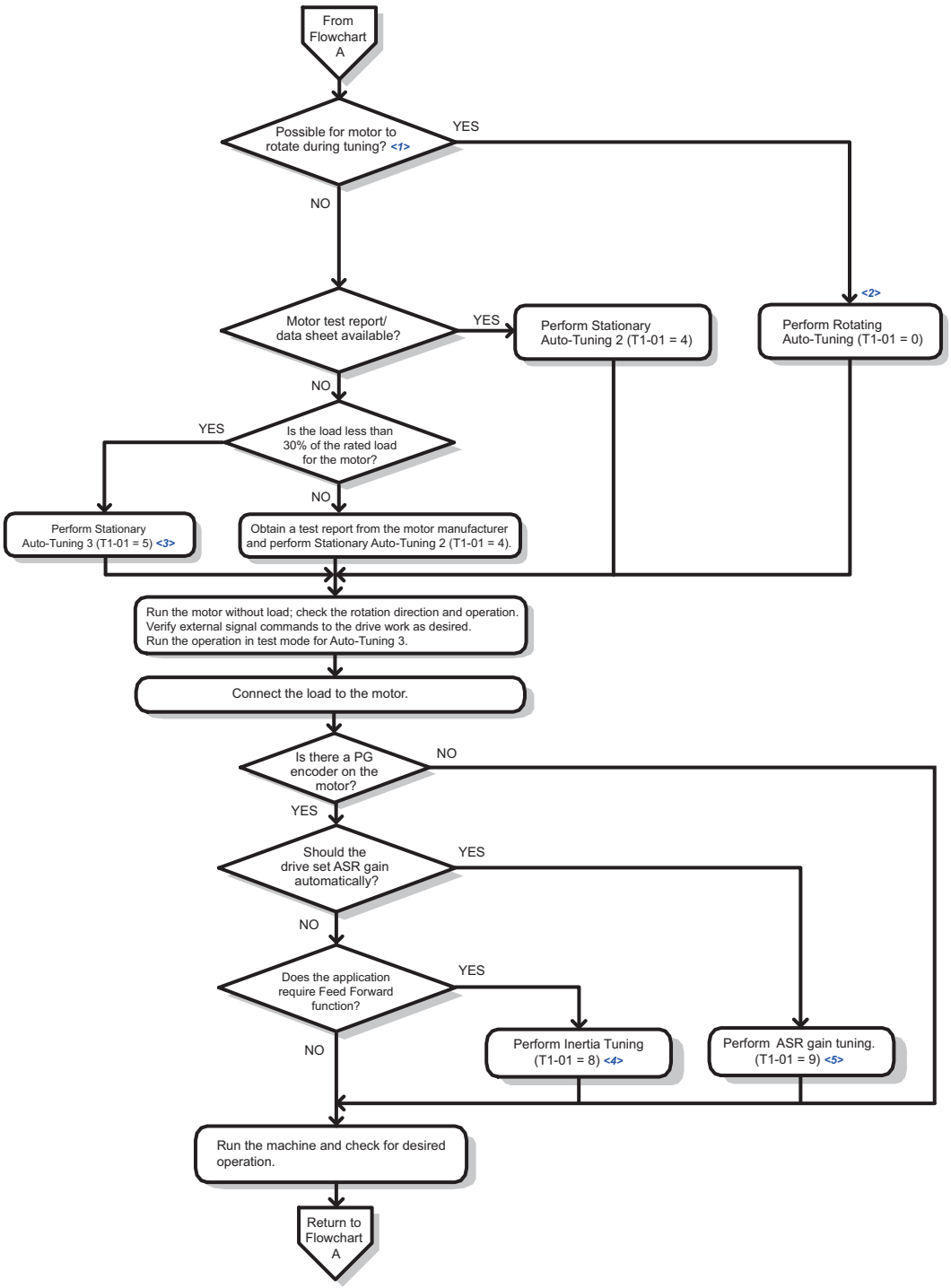


Figure 4.9 Simple Motor Setup with Energy Savings or Speed Search

◆ Subchart A-2: High Performance Operation Using OLV or CLV

Flowchart A-2 in *Figure 4.10* describes the setup procedure for high-performance with Open Loop Vector Control or Closed Loop Vector Control. Appropriate for applications requiring high starting torque and torque limits.

Note: Although the drive sets parameters for the PG encoder during Auto-Tuning, sometimes the direction of the motor and direction of the PG get reversed. Use parameter F1-05 to switch the direction of the PG so that it matches the motor direction.



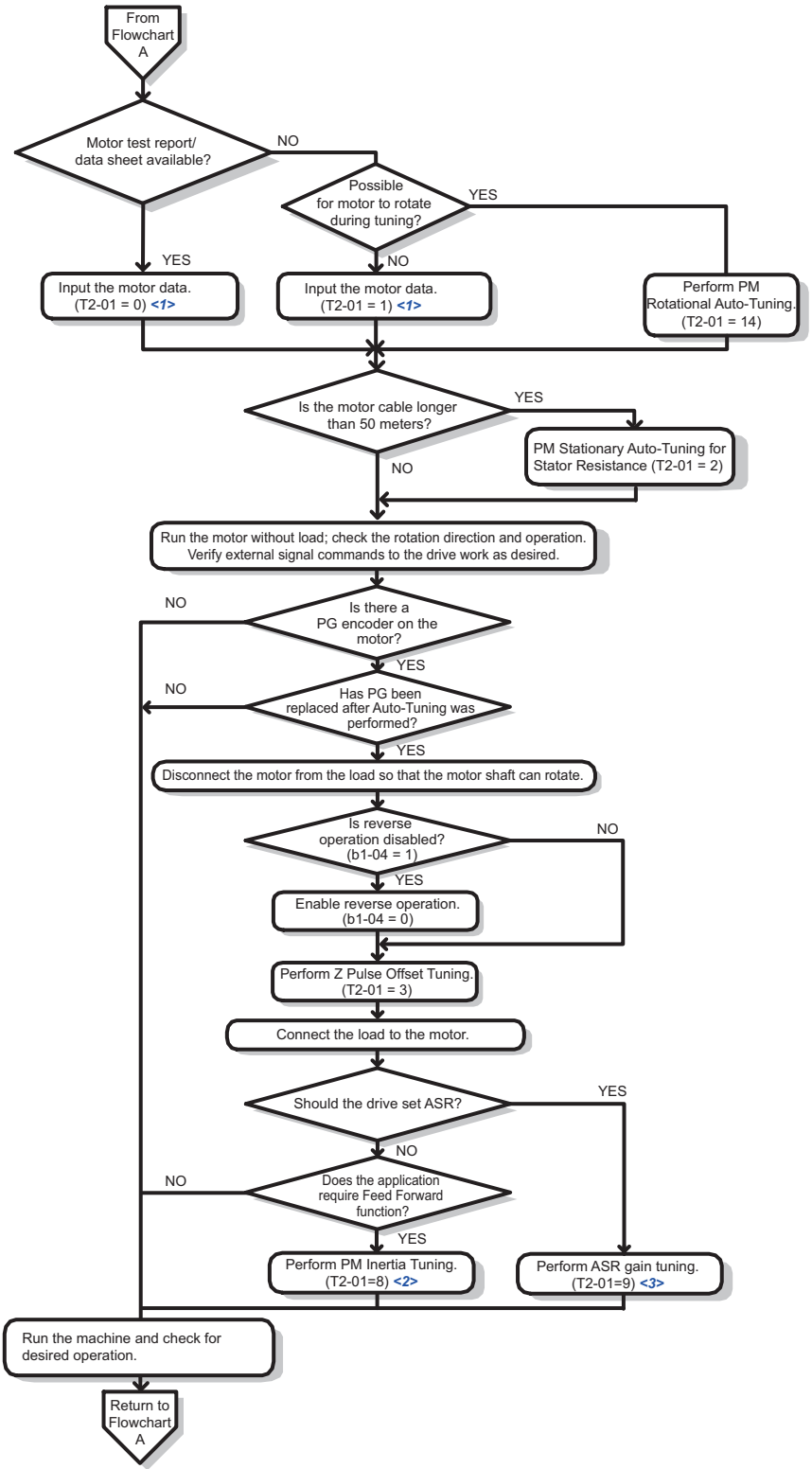
<1> The load must be decoupled from the motor to properly perform Rotational Auto-Tuning.
<2> Rotational Auto-Tuning can still be performed if the load is 30% or less, though Stationary Auto-Tuning will probably yield better control performance.
<3> Run the operation in test mode for Auto-Tuning 3. The drive will automatically set motor parameters automatically. For details, refer to *Stationary Auto-Tuning 3 on page 145*.
<4> Make sure the motor and load can run freely, i.e., if a brake is mounted, make sure it is released.
<5> ASR Gain Tuning automatically performs Inertia Tuning and sets parameters related to Feed Forward function.

Figure 4.10 Flowchart A2: High Performance Operation Using OLV or CLV

◆ Subchart A-3: Operation with Permanent Magnet Motors

Flowchart A-3 in *Figure 4.11* describes the set-up procedure for running a PM motor in Open Loop Vector Control. PM motors can be used for more energy-efficient operation in reduced or variable torque applications.

Note:
1. Although the drive sets parameters for the PG encoder during Auto-Tuning, sometimes the direction of the motor and direction of the PG get reversed. Use parameter F1-05 to switch the direction of the PG so that it matches the motor direction.
2. The Z pulse must be realigned if the PG encoder is replaced. Set T2-01 to 3 to recalibrate the drive for the new encoder.
3. When using High Frequency Injection, perform High Frequency Injection Parameter Tuning. *Refer to T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.



<1> A motor code can be entered as the parameter setting for E5-01 when using a Yaskawa PM motor (SMRA Series, SSR1 Series, and SST4 Series). If using a motor from another manufacturer, enter FFFF.
<2> Make sure the motor and load can run freely, i.e., if a brake is mounted, make sure it is released.
<3> ASR Gain Tuning automatically performs Inertia Tuning and sets parameters related to Feed Forward function.

Figure 4.11 Operation with Permanent Magnet Motors

4.5 Powering Up the Drive

◆ Powering Up the Drive and Operation Status Display

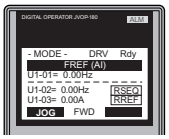
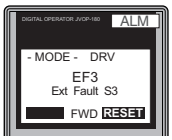
■ Powering Up the Drive

Review the following checklist before turning the power on.

Item to Check	Description
Power supply voltage	Ensure the power supply voltage is correct: 200 V class: 3-phase 200 to 240 Vac 50/60 Hz 400 V class: CIMR-U□4A□□□□, CIMR-U□4P□□□□: 3-phase 380 to 500 Vac 50/60 Hz 400 V class: CIMR-U□4E□□□□, CIMR-U□4W□□□□: 3-phase 380 to 480 Vac 50/60 Hz
	Properly wire the power supply input terminals (R/L1, S/L2, T/L3).
	Check for proper grounding of drive and motor. Use a power supply with a capacity that is equal to or greater than the unit capacity.
Drive output terminals and motor terminals	Properly wire drive output terminals U/T1, V/T2, and W/T3 with motor terminals U, V, and W.
Control circuit terminals	Check control circuit terminal connections.
Drive control terminal status	Open all control circuit terminals (off).
Status of the load and connected machinery	Decouple the motor from the load.

■ Status Display

When the power supply to the drive is turned on, the digital operator lights will appear as follows:

Status	Display	Description
Normal Operation		The data display area displays the frequency reference. Rdy is displayed.
Fault	 External fault (example)	Data displayed varies by the type of fault. Refer to *Fault Displays, Causes, and Possible Solutions on page 346* for more information and possible solution. ALM is displayed.

4.6 Application Selection

Several Application Presets are available to facilitate drive setup for commonly used applications. Selecting one of these Application Presets automatically assigns functions to the input and output terminals, and sets certain parameters to values appropriate for the application that was selected. In addition, the parameters most likely to be changed are assigned to the group of User Parameters, A2-01 through A2-16. User Parameters are part of the Setup Group, and provide quicker access to by eliminating the need to scroll through multiple menus.

An Application Preset can either be selected from the Application Selection display in the Setup Group (*Refer to Simplified Setup Using the Setup Group on page 127*) or in parameter A1-06. The following presets can be selected:

Note: **1.** An Application Preset can only be selected if all drive parameters are on at their original default settings. It may be necessary to initialize the drive by setting A1-03 to "2220" or "3330" prior to selecting an Application Preset.

2. Do not set any value outside the allowable range for A1-06 (Application Presets). If an out-of-range value is set, "APPL" will be displayed flashing in the Setup group and the up and down arrow keys cannot be used. If this happens, press the ESC key to return to the Setup group. It will then be possible to switch to another mode using the up and down arrow keys. Setting the values to A1-06 out of the setting range will not affect the operation of the drive.

3. The values set for A1-06 cannot be changed except by initializing the values by setting A1-03 = 2220, and then making new settings. If you will encounter a problem if all of the parameters are initialized, the setting of A1-06 does not need to be changed.

WARNING! *Confirm the drive I/O signals and external sequence before performing a test run. Setting parameter A1-06 may change the I/O terminal function automatically from the default setting. Failure to comply may result in death or serious injury.*

Table 4.5 Application Preset (A1-06)

No.	Parameter Name	Setting Range	Default
A1-06	Application Preset	0: General-purpose 1: Water supply pump 2: Conveyor 3: Exhaust fan 4: HVAC fan 5: Air compressor 6: Hoist 7: Crane (Traveling)	0

◆ Setting 1: Water Supply Pump Application

Table 4.6 Water Supply Pump: Parameter Settings

No.	Name	Default Setting
A1-02	Control Method Selection	0: V/f Control
b1-04	Reverse Operation Selection	1: Reverse Prohibited
C1-01	Acceleration Time 1	1.0 s
C1-02	Deceleration Time 1	1.0 s
C6-01	Drive Duty Mode Selection	1: Normal Duty (ND)
E1-03	V/f Pattern Selection	F: Custom V/f pattern
E1-07	Middle Output Frequency	30.0 Hz
E1-08	Middle Output Frequency Voltage	50.0 V <1>
L2-01	Momentary Power Loss Operation Selection	1: Enabled

<1> Values shown here are for 200 V class drives. Double values when using a 400 V class unit.

Table 4.7 Water Supply Pump: User Parameters (A2-01 to A2-16)

No.	Parameter Name	No.	Parameter Name
b1-01	Frequency Reference Selection 1	E1-08	Middle Output Frequency Voltage
b1-02	Run Command Selection 1	E2-01	Motor Rated Current
b1-04	Reverse Operation Selection	H1-05	Multi-Function Digital Input Terminal S5 Function Selection
C1-01	Acceleration Time 1	H1-06	Multi-Function Digital Input Terminal S6 Function Selection
C1-02	Deceleration Time 1	H1-07	Multi-Function Digital Input Terminal S7 Function Selection
E1-03	V/f Pattern Selection	L5-01	Number of Auto Restart Attempts
E1-07	Middle Output Frequency	–	–

◆ Setting 2: Conveyor Application

Table 4.8 Conveyor: Parameter Settings

No.	Parameter Name	Default Setting
A1-02	Control Method Selection	0: V/f Control
C1-01	Acceleration Time 1	3.0 s
C1-02	Deceleration Time 1	3.0 s
C6-01	Drive Duty Mode Selection	0: Heavy Duty (HD)

Table 4.9 Conveyor: User Parameters (A2-01 to A2-16)

No.	Parameter Name	No.	Parameter Name
A1-02	Control Method Selection	C1-01	Acceleration Time 1
b1-01	Frequency Reference Selection 1	C1-02	Deceleration Time 1
b1-02	Run Command Selection 1	E2-01	Motor Rated Current

◆ Setting 3: Exhaust Fan Application

Table 4.10 Exhaust Fan: Parameter Settings

No.	Parameter Name	Default Setting
A1-02	Control Method Selection	0: V/f Control
b1-04	Reverse Operation Selection	1: Reverse Prohibited
C6-01	Drive Duty Mode Selection	1: Normal Duty (ND)
E1-03	V/f Pattern Selection	F: Custom V/f pattern
E1-07	Middle Output Frequency	30.0 Hz
E1-08	Middle Output Frequency Voltage	50.0 V <1>
L2-01	Momentary Power Loss Operation Selection	1: Enabled

<1> Values shown here are for 200 V class drives. Double values when using a 400 V class unit.

Table 4.11 Exhaust Fan: User Parameters (A2-01 to A2-16)

No.	Parameter Name	No.	Parameter Name
b1-01	Frequency Reference Selection 1	E1-07	Middle Output Frequency
b1-02	Run Command Selection 1	E1-08	Middle Output Frequency Voltage
b1-04	Reverse Operation Selection	E2-01	Motor Rated Current
b3-01	Speed Search Selection at Start	H1-05	Multi-Function Digital Input Terminal S5 Function Selection
C1-01	Acceleration Time 1	H1-06	Multi-Function Digital Input Terminal S6 Function Selection
C1-02	Deceleration Time 1	H1-07	Multi-Function Digital Input Terminal S7 Function Selection
E1-03	V/f Pattern Selection	L5-01	Number of Auto Restart Attempts

◆ Setting 4: HVAC Fan Application

Table 4.12 HVAC Fan: Parameter Settings

No.	Parameter Name	Default Setting
A1-02	Control Method Selection	0: V/f Control
b1-04	Reverse Operation Selection	1: Reverse Prohibited
b1-17	Run Command at Power Up	1: Run command issued, motor operation start
C6-01	Drive Duty Model Selection	1: Normal Duty (ND)
C6-02	Carrier Frequency Selection	1: 4.0 Hz <1>
H2-03	Terminal M5-M6 Function Selection (Relay)	39: Watt Hour Pulse Output
L2-01	Momentary Power Loss Operation Selection	2: CPU Power Active - Drive will restart if power returns prior to control power supply shut down.
L8-03	Overheat Pre-Alarm Operation Selection	4: Operation at lower speed
L8-38	Carrier Frequency Reduction Selection	2: Enabled across entire frequency range.

<1> Max. setting value varies by the drive model selection (o2-04).

Table 4.13 HVAC Fan: User Parameters (A2-01 to A2-16)

No.	Parameter Name	No.	Parameter Name
b1-01	Frequency Reference Selection 1	d2-02	Frequency Reference Lower Limit
b1-02	Run Command Selection 1	E1-03	V/f Pattern Selection
b1-03	Stopping Method Selection	E1-04	Maximum Output Frequency
b1-04	Reverse Operation Selection	E2-01	Motor Rated Current
C1-01	Acceleration Time 1	H3-11	Terminal A2 Gain Setting
C1-02	Deceleration Time 1	H3-12	Terminal A2 Bias Setting
C6-02	Carrier Frequency Selection	L2-01	Momentary Power Loss Operation Selection
d2-01	Frequency Reference Upper Limit	o4-12	kWh Monitor Initialization

◆ Setting 5: Air Compressor Application

Table 4.14 Compressor: Parameter Settings

No.	Parameter Name	Default Setting
A1-02	Control Method Selection	0: V/f Control
b1-04	Reverse Operation Selection	1: Reverse Prohibited
C1-01	Acceleration Time 1	5.0 s
C1-02	Deceleration Time 1	5.0 s
C6-01	Drive Duty Model Selection	0: Heavy Duty (HD)
E1-03	V/f Pattern Selection	F: Custom V/f pattern
L2-01	Momentary Power Loss Operation Selection	1: Enabled

Table 4.15 Compressor: User Parameters (A2-01 to A2-16):

No.	Parameter Name	No.	Parameter Name
b1-01	Frequency Reference Selection 1	E1-03	V/f Pattern Selection
b1-02	Run Command Selection 1	E1-07	Middle Output Frequency
b1-04	Reverse Operation Selection	E1-08	Middle Output Frequency Voltage
C1-01	Acceleration Time 1	E2-01	Motor Rated Current
C1-02	Deceleration Time 1	–	–

◆ Setting 6: Hoist Application

Note: **1.** Read the instructions listed on page *138* when using Hoist Application Preset
2. Perform Auto-Tuning after selecting the Hoist Application Preset.

Table 4.16 Hoist: Parameters and Settings

No.	Parameter Name	Default Setting
A1-02	Control Method Selection	2: Open Loop Vector Control
b1-01	Frequency Reference Selection 1	0: Operator
b6-01	Dwell Reference at Start	3.0 Hz
b6-02	Dwell Time at Start	0.3 s
C1-01	Acceleration Time 1	3.0 s
C1-02	Deceleration Time 1	3.0 s
C6-01	Drive Duty Mode Selection	0: Heavy Duty (HD)
C6-02	Carrier Frequency Selection	2: 6.0 kHz <1>
d1-01	Frequency Reference 1	6.0 Hz
d1-02	Frequency Reference 2	30.0 Hz
d1-03	Frequency Reference 3	50. 0 Hz
E1-03	V/f Pattern Selection	F: Custom V/f pattern
H2-01	Terminals M1-M2 Function Selection	5: Frequency Detection 2
H2-02	Terminals M3-M4 Function Selection	37: During Frequency Output
H3-06	Terminal A3 Function Selection	1F: Through mode
L2-03	Momentary Power Loss Minimum Baseblock Time	0.3 s
L3-04	Momentary Power Loss Voltage Recovery Ramp Time	0: Disabled
L4-01	Speed Agreement Detection Level	2.0 Hz
L4-02	Speed Agreement Detection Width	0.0 Hz
L6-01	Torque Detection Selection 1	8: UL3, UL4 at speed agree (fault)
L6-02	Torque Detection Level 1	2%
L6-03	Torque Detection Time 1	0.5 s
L8-07	Output Phase Loss Protection Selection	1: Enabled
L8-38	Carrier Frequency Reduction Selection	1: Enabled below 6 Hz
L8-41	High Current Alarm Selection	1: Enabled (alarm is output)

<1> Max. setting value varies by the drive model selection (o2-04).

Table 4.17 Hoist: User Parameters (A2-01 to A2-16):

No.	Parameter Name	No.	Parameter Name
A1-02	Control Method Selection	d1-02	Frequency Reference 2
b1-01	Frequency Reference Selection 1	d1-03	Frequency Reference 3
b6-01	Dwell Reference at Start	E1-08	Middle Output Frequency Voltage
b6-02	Dwell Time at Start	H2-01	Terminals M1-M2 Function Selection
C1-01	Acceleration Time 1	L1-01	Motor Overload Protection Selection
C1-02	Deceleration Time 1	L4-01	Speed Agreement Detection Level
C6-02	Carrier Frequency Selection	L6-02	Torque Detection Level 1
d1-01	Frequency Reference 1	L6-03	Torque Detection Time 1

◆ Notes on Controlling the Brake when Using the Hoist Application Preset

■ Prevent accidental Brake Release during Baseblock

The hoist application selection uses the frequency detection function for controlling the brake.

Although the drive output will be shut off, the drive still maintains the frequency reference if the Run command remains active when an External Baseblock command is given (H1-□□ = 8 or 9). Disable the frequency detection during baseblock by setting parameter L4-07 = 0 to prevent the brake remaining open while the drive is in baseblock.

■ Controlling the Brake in Closed Loop Vector Control

For hoist applications using Closed Loop Vector Control, Yaskawa recommends setting the “During frequency output” signal to a digital output (H2-01 = 37 for terminal M1-M2) in order to control the brake. This way, the brake will always close during baseblock, and the setting of parameter L4-07 as described above will not affect brake control.

■ Brake Control During Safe Disable Input

If the Safe Disable input is triggered, the drive output will shut off and the frequency reference will reset to 0. The brake will also close, regardless if the Run command is active. The Run command must be cycled before the drive can restart.

■ Related Parameter Settings

Table 4.18 shows the parameter settings needed when using output terminals M1-M2 as brake control output.

Table 4.18 Parameter Settings for Brake Control Output (M1-M2)

Function	Parameter	Setting	Comment
Frequency Detection 2 Digital Output (for brake control)	H2-01	5	Use this setup for V/f control modes or Open Loop Vector control
Speed Agreement Detection Level (frequency for the brake to open)	L4-01	1.0 to 3.0 Hz <1>	
Speed Agreement Width (bandwidth for the brake to close)	L4-02	0.0 to 0.5 Hz <2>	
Frequency Detection during Baseblock	L4-07	0	
DC Injection Braking Start Frequency (frequency for the brake to close)	b2-01	0.1 to 0.5 Hz	Use this setup in Closed Loop Vector control for IM or PM motors
During Frequency Output	H2-01	37	

<1> This is the setting recommended when using Open Loop Vector Control. If using V/f Control, set the level as the motor rated slip frequency plus 0.5 Hz. Not enough motor torque will be created if this value is set too low, and the load may tend to slip. Make sure this value is greater than the minimum output frequency and greater than the value of L4-02, as shown in the diagram below. If set too high, however, there may be a jolt at start.

<2> Hysteresis for Frequency detection 2 can be adjusted by the Frequency detection width (L4-02) between 0.0 and 0.5 Hz. If the load slips during stop, make changes in steps of 0.1 Hz until the load no longer slips.

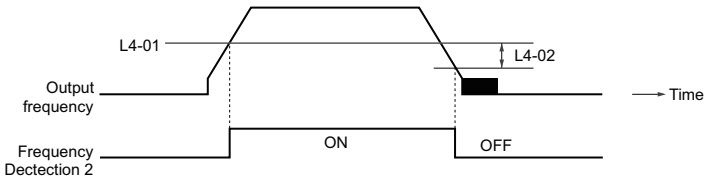


Figure 4.12 Frequency Detection 2

■ Sequence Circuit Configuration Example

The braking sequence should be designed as follows:

- A normally open signal (N.O.) should be used to control the brake so that it is released when terminal M1-M2 closes.
- When a fault signal is output, the brake should close.

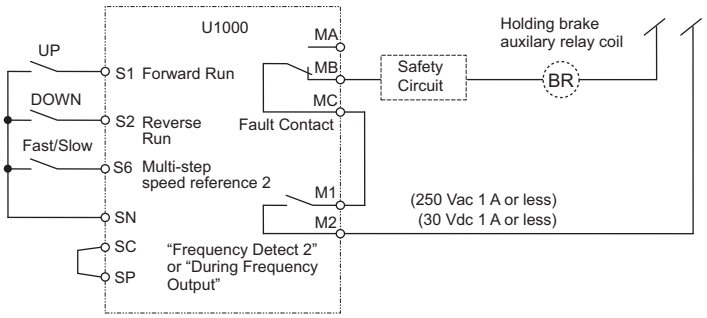
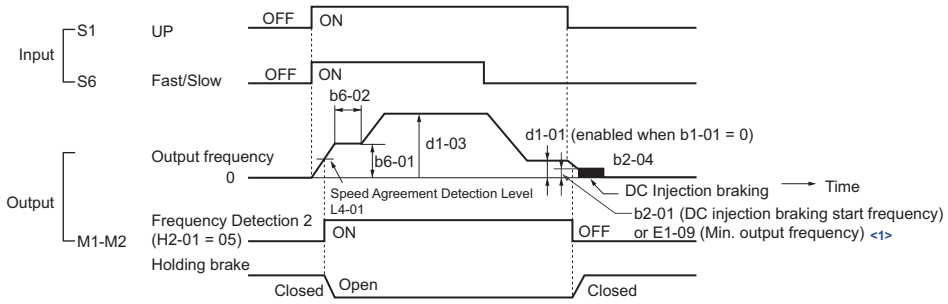


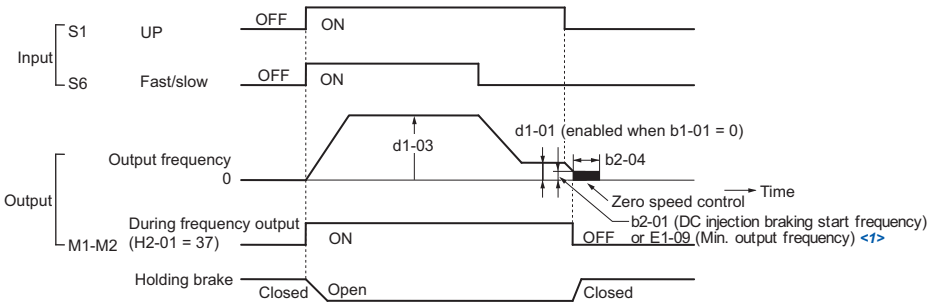
Figure 4.13 Sequence Circuit Configuration

- The brake should release just a bit after the Run command is issued, allowing the motor to build up torque. If using the V/f, V/f w PG or OLV control modes and the "Frequency detection 2" signal controls the brake, the motor can be given time to build up torque by setting the brake release level in parameter L4-01. Additionally, DC Injection Braking at start can be applied. If using CLV or CLV/PM and the "During frequency output" signal controls the brake, initial excitation should be enabled. Set the initial excitation time to parameter b2-03.
- The time chart below gives a an example sequence.



<1> The drive brakes at the frequency set to b2-01 or E1-09, whichever value is higher.

Figure 4.14 Holding Brake Time Chart (V/f, V/f w/PG, OLV)



<1> The drive brakes at the frequency set to b2-01 or E1-09, whichever value is higher.

Figure 4.15 Holding Brake Time Chart (CLV, CLV/PM)

◆ Setting 7: Traveling Application

Table 4.19 Traveling: Parameters and Settings

No.	Parameter Name	Default Setting
A1-02	Control Method Selection	0: V/f Control
b1-01	Frequency Reference Selection 1	0: Operator
C1-01	Acceleration Time 1	3.0 s
C1-02	Deceleration Time 1	3.0 s
C6-01	Drive Duty Mode Selection	0: Heavy Duty (HD)
C6-02	Carrier Frequency Selection	2: 6.0 kHz <1>
d1-01	Frequency Reference 1	6.0 Hz
d1-02	Frequency Reference 2	30.0 Hz
d1-03	Frequency Reference 3	50.0 Hz
H1-05	Multi-Function Digital Input Terminal S5 Function	3: Multi-Step Speed Reference 1
H1-06	Multi-Function Digital Input Terminal S6 Function	4: Multi-Step Speed Reference 2
H2-02	Terminals M3-M4 Function Selection	37: During frequency output
H3-06	Terminal A3 Function Selection	1F: Through mode
L3-04	Stall Prevention Selection during Deceleration	0: Disabled
L8-07	Output Phase Loss Protection Selection	1: Triggered when one output phase is lost
L8-38	Carrier Frequency Reduction Selection	1: Enabled below 6 Hz
L8-41	High Current Alarm Selection	1: Enabled (alarm output)

<1> Max. setting value varies by the drive model selection (o2-04).

Table 4.20 Traveling: User Parameters (A2-01 to A2-16)

No.	Parameter Name	No.	Parameter Name
b1-01	Frequency Reference Selection	d1-03	Frequency Reference 3
C1-01	Acceleration Time 1	E2-01	Motor Rated Current
C1-02	Deceleration Time 1	H1-05	Multi-Function Digital Input Terminal S5 Function
C6-02	Carrier Frequency Selection	H1-06	Multi-Function Digital Input Terminal S6 Function
d1-01	Frequency Reference 1	H2-01	Terminals M1-M2 Function Selection
d1-02	Frequency Reference 2	L1-01	Motor Overload Protection Selection

4.7 Auto-Tuning

◆ Types of Auto-Tuning

The drive offers different types of Auto-Tuning for induction motors and permanent magnet motors. The type of Auto-Tuning used differs further based on the control mode and other operating conditions. Refer to the tables below to select the type of Auto-Tuning that bests suits the application. Directions on how to execute Auto-Tuning are listed in *Start-Up Flowcharts on page 129*.

Note: The drive will only show Auto-Tuning parameters that are valid for the control mode that has been set to A1-02. If the control mode is for an induction motor, the Auto-Tuning parameters for PM motors will not be available. If the control mode is for a PM motor, the Auto-Tuning parameters for induction motors will not be available. Inertia Tuning and ASR Gain Tuning parameters and setting options will be visible only when the drive is set for operation with Closed Loop Vector or CLV/PM.

■ Auto-Tuning for Induction Motors

This feature automatically sets the V/f pattern and motor parameters E1-□□ and E2-□□ (E3-□□, E4-□□ for motor 2) for an induction motor. In Closed Loop Vector, some F1-□□ parameters for speed feedback detection are also set up.

Table 4.21 Types of Auto-Tuning for Induction Motors

Type	Setting	Application Conditions and Benefits	Control Mode			
			V/f	V/f w/PG	OLV	CLV
Rotational Auto-Tuning	T1-01 = 0	• 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 2	T1-01 = 4	• 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	• 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
Rotational Auto-Tuning for V/f Control	T1-01 = 3	• 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 performed. Increases accuracy for certain functions like torque compensation, slip compensation, Energy Saving, and Speed Search.	YES	YES	N/A	N/A
Stationary Auto-Tuning 3	T1-01 = 5	• A motor test report listing motor data is not available. • Motor can be driven with a normal duty mode after Auto-Tuning. A trial run is performed after Auto-Tuning to automatically calculate motor parameters needed for vector control.	N/A	N/A	YES	YES

Table 4.22 lists the data that must be entered for Auto-Tuning. Make sure this data is available before starting Auto-Tuning.

The information needed is usually listed on the motor nameplate or in the motor test report provided by the motor manufacturer. Also refer to *Subchart A-1: Simple Motor Setup Using V/f Control on page 130* and *Subchart A-2: High Performance Operation Using OLV or CLV on page 131* for details on Auto-Tuning process and selections.

Table 4.22 Auto-Tuning Input Data

Input Value	Input Parameter	Unit	Tuning Type (T1-01)				
			0 Standard	2 Line-to-Line Resistance	3 Rotational for V/f Control	4 Stationary 2	5 Stationary 3
Control Mode	**A1-02**	**–**	**2, 3**	**0, 1, 2, 3**	**0, 1**	**2, 3**	**2, 3**
Motor Rated Power	T1-02	kW	YES	YES	YES	YES	YES
Motor Rated Voltage	T1-03	Vac	YES	N/A	YES	YES	YES
Motor Rated Current	T1-04	A	YES	YES	YES	YES	YES
Motor Rated Frequency	T1-05	Hz	YES	N/A	YES	YES	YES
Number of Motor Poles	T1-06	–	YES	N/A	YES	YES	YES
Motor Rated Speed	T1-07	min^{-1}	YES	N/A	YES	YES	YES
PG Number of Pulses Per Revolution	T1-08	–	YES <1>	N/A	N/A	YES <1>	YES <1>
Motor No-load Current	T1-09	A	N/A	N/A	N/A	YES	YES
Motor Rated Slip	T1-10	Hz	N/A	N/A	N/A	YES	YES
Motor Iron Loss	T1-11	W	N/A	N/A	YES	N/A	YES

<1> Input data is needed for CLV/PM only.

■ Auto-Tuning for Permanent Magnet Motors

Automatically sets the V/f pattern and motor parameters E1-☐☐ and E5-☐☐ when a PM motor is used. In Closed Loop Vector Control, the Auto-Tuning process will also set some F1-☐☐ parameters for speed feedback detection.

Table 4.23 Types of Auto-Tuning for Permanent Magnet Motors

Type	Setting	Application Conditions and Benefits	Control Mode		
			OLV/PM	AOLV/PM	CLV/PM
PM Motor Parameter Settings	T2-01 = 0	• Motor does not rotate during Auto-Tuning • Motor data like listed in *Table 4.24* are available from test report or motor nameplate.	YES	YES	YES
PM Stationary Auto-Tuning	T2-01 = 1	• A motor test report listing motor data is not available. Drive automatically calculates and sets motor parameters.	YES	YES	YES
PM Stationary Auto-Tuning for Stator Resistance	T2-01 = 2	• Useful to tune the drive when the motor data were set up manually or by motor code and the cable is longer than 50 m. Should also be performed if the cable has changed after earlier tuning.	YES	YES	YES
Z Pulse Offset Tuning	T2-01 = 3	• PG encoder has been replaced. Calculates the Z pulse offset. • Requires the motor to rotate with no or very low load.	N/A	N/A	YES
Back EMF Constant Tuning	T2-01 = 11	• Use if a motor test is not available. • Tunes the motor induction voltage only. • Should be performed after motor data are set and the encoder offset is adjusted. • The motor must be uncoupled from the mechanical system (remove loads).	N/A	N/A	YES
High Frequency Injection Parameter Tuning	T2-01 = 13	• Perform High Frequency Injection Parameter Tuning after setting motor parameters. *Refer to T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details. • The motor rotated in reverse or STo fault (Motor Step-Out) occurred at startup in OLV/PM • Low speed, and insufficient or no torque after activating the high frequency injection control (n8-57 = 1) in AOLV/PM. • Faults, such as the motor rotating in reverse, occurred when the power was turned on during initial startup in CLV/PM. **Note:** High Frequency Injection cannot be used with an SPM motor.	N/A	YES	YES
PM Rotational Auto-Tuning	T2-01 = 14	• A motor test report listing motor data is not available. • Motor can be decoupled from the load and rotate freely while Auto-Tuning is performed. Drive automatically calculates and sets motor parameters. • PM Rotational Auto-Tuning gives more accurate results than Stationary Auto-Tuning.	YES	YES	YES

Table 4.24 lists the data that must be entered for Auto-Tuning. Make sure the data is available before starting Auto-Tuning.

The information needed is usually listed on the motor nameplate or in the motor test report provided by the motor manufacturer. Also refer to *Subchart A-3: Operation with Permanent Magnet Motors on page 132* for details on the tuning mode selection and the tuning process.

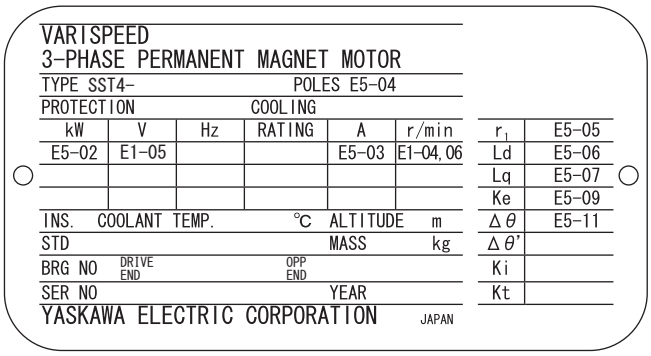


Figure 4.16 Example of Motor Nameplate

Table 4.24 Auto-Tuning Input Data

Input Value	Input Parameter	Unit	Tuning Type (T2-01)											
			0 Motor Parameter Settings			1 Stationary		2 Stationary Stator Resistance	3 Z-Pulse Offset	11 Back EMF Constant	13 High Frequency Injection	14 Rotational		
Control Mode	**A1-02**	**–**	**5, 6, 7**	**5**	**6, 7**	**5**	**6, 7**	**5, 6, 7**	**7**	**7**	**6, 7**	**5**	**6**	**7**
Motor Code	**T2-02**	**–**	**<1>**	**FFFF**	**FFFF**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Motor Type	T2-03	–	N/A	N/A	N/A	YES	YES	N/A	N/A	N/A	N/A	YES	YES	YES
Motor Rated Power	T2-04	kW	N/A	YES	YES	YES	YES	N/A	N/A	N/A	N/A	YES	YES	YES
Motor Rated Voltage	T2-05	Vac	N/A	YES	YES	YES	YES	N/A	N/A	N/A	N/A	YES	YES	YES
Motor Rated Current	T2-06	A	N/A	YES	YES	YES	YES	YES	N/A	N/A	N/A	YES	YES	YES
Motor Rated Frequency	T2-07	Hz	N/A	YES	N/A	YES	N/A	N/A	N/A	N/A	N/A	YES	N/A	N/A
Number of Motor Poles	T2-08	–	N/A	YES	YES	YES	YES	N/A	N/A	N/A	N/A	YES	YES	YES
Motor Rated Speed	T2-09	min^{-1}	N/A	N/A	YES	N/A	YES	N/A	N/A	N/A	N/A	N/A	YES	YES
Stator 1 Phase Resistance	T2-10	Ω	YES	YES	YES	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
d-Axis Inductance	T2-11	mH	YES	YES	YES	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
q-Axis Inductance	T2-12	mH	YES	YES	YES	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Induced Voltage Constant Unit Selection	T2-13	–	YES	YES	YES	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Voltage Constant	T2-14	<3>	YES	YES	YES	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tuning Pull-in Current	T2-15	%	N/A	N/A	N/A	YES	YES	N/A	N/A	N/A	N/A	YES	YES	YES
PG Number of Pulses Per Revolution	T2-16	ppr	YES <2>	N/A	YES <2>	N/A	YES <2>	N/A	N/A	N/A	N/A	N/A	N/A	YES
Z Pulse Offset	T2-17	deg (mech.)	YES <2>	N/A	YES <2>	N/A	YES <2>	N/A	N/A	N/A	N/A	N/A	N/A	N/A

<1> Input the motor code when using the YASKAWA motor. Select FFFF when using the motor by other manufacturers.
<2> Input data is needed for CLV/PM only.
<3> Depends on T2-13 setting.

■ Inertia Tuning and Speed Control Loop Auto-Tuning

Inertia Tuning can be performed when the drive is using Closed Loop Vector control for either IM or PM motors. Inertia Tuning automatically calculates load and motor inertia, and optimizes settings related to the Feed Forward control.

ASR Gain Auto-Tuning performs the same operation as Inertia Tuning, but also optimizes speed control loop settings.

Table 4.25 Inertia and Speed Control Loop Tuning

Type	Setting		Control Mode	Application Conditions and Benefits
Inertia Tuning	IM Motor	T1-01 = 8	CLV	Lets the motor rotate at a certain speed and applies a test signal. The response to the test signals are analyzed, and adjustments are made to parameters controlling the Feed Forward function.
	PM Motor	T2-01 = 8	CLV/PM	
ASR Gain Auto-Tuning	IM Motor	T1-01 = 9	CLV	Performs the same operation as Inertia Tuning, but also adjusts the ASR gain according to the response to the test signal.
	PM Motor	T2-01 = 9	CLV/PM	

Note: Inertia Tuning and ASR Gain Auto-Tuning might not be available if gears are between the machine and the motor shaft.

Table 4.26 explains that data that must be entered in order to perform the Inertia Tuning and ASR Gain Auto-Tuning.

Refer to *Auto-Tuning for Permanent Magnet Motors on page 142* for details.

Table 4.26 Auto-Tuning Input Data

Input Value	Input Parameter	Unit	Tuning Type (T1-01 or T2-01)	
			8 Inertia Tuning	9 ASR Gain Tuning
Control mode	A1-02	–	3, 7	3, 7
Test signal frequency	T3-01	Hz	YES	YES
Test signal amplitude	T3-02	rad	YES	YES
Motor inertia	T3-03	kgm^2	YES	YES
System response frequency	T3-04	Hz	N/A	YES

◆ Before Auto-Tuning the Drive

Check the items below before Auto-Tuning the drive.

■ Basic Auto-Tuning Preparations

- Auto-Tuning requires the user to input data from the motor nameplate or motor test report. Make sure this data is available before Auto-Tuning the drive.
- For best performance, the drive input supply voltage must be greater than the motor rated voltage.

  Note: Better performance is possible when using a motor with a base voltage that is 20 V (200 V class models) or 40 V (400 V class models) lower than the input supply voltage. This is particularly important when operating the motor above 90% of base speed, where high torque precision is required.
- To cancel Auto-Tuning, press the STOP key on the digital operator.
- When using a motor contactor, make sure it is closed throughout the Auto-Tuning process.
- When using Auto-Tuning for motor 2, make sure motor 2 is connected to the drive output when performing the tuning.
- *Table 4.27* describes digital input and output terminal operation while Auto-Tuning is performed.

Table 4.27 Digital Input and Output Operation During Auto-Tuning

Motor Type	Auto-Tuning Type	Digital Input	Digital Output
IM Motor	Rotational Auto-Tuning	Digital input functions are disabled.	Functions the same as during normal operation
	Stationary Auto-Tuning 2		Maintains the status at the start of Auto-Tuning
	Stationary Auto-Tuning for Line-to-Line Resistance		
	Rotational Auto-Tuning for V/f Control		Functions the same as during normal operation
	Stationary Auto-Tuning 3		Maintains the status at the start of Auto-Tuning
PM Motor	PM Motor Parameter Settings		Digital output functions are disabled.
	PM Stationary Auto-Tuning		Maintains the status at the start of Auto-Tuning
	PM Stationary Auto-Tuning for Stator Resistance		
	Z Pulse Offset Tuning		
	Back EMF Constant Tuning		Functions the same as during normal operation
	High Frequency Injection Parameter Tuning		Digital output functions are disabled.
	PM Rotational Auto-Tuning		Functions the same as during normal operation
IM and PM Motors	Inertia Tuning		Functions the same as during normal operation
	ASR Gain Auto-Tuning		

■ Notes on Rotational Auto-Tuning

- To achieve optimal performance from Rotational Auto-Tuning, the load should be decoupled from the motor. Rotational Auto-Tuning is best suited for applications requiring high performance over a wide speed range.
- If motor and load can not be decoupled, reduce the load so that it is no greater than 30% of the rated load. Performing Rotational Auto-Tuning with a higher load will set motor parameters incorrectly, and can cause irregular motor rotation.
- Ensure the motor-mounted brake is fully released if installed.
- Connected machinery should be allowed to rotate the motor.

NOTICE: *Make sure that the motor and the load are not connected when performing Auto-Tuning. Failure to comply may cause damage to equipment or injury to personnel.*

NOTICE: *Electrical Shock Hazard. When executing Auto-Tuning, voltage is applied to the motor even before it rotates. Do not touch the motor until Auto-Tuning is completed. Failure to comply may result in injury from electrical shock. If Rotational Auto-Tuning is performed, the motor will remain stopped for approximately one minute with power applied and then the motor will rotate for one minute.*

■ Notes on Stationary Auto-Tuning

Stationary Auto-Tuning modes analyze motor characteristics by injecting current into the motor for about one minute.

WARNING! *Electrical Shock Hazard. When executing Stationary Auto-Tuning, voltage is applied to the motor even before it rotates. Do not touch the motor until Auto-Tuning is completed. Failure to comply may result in injury from electrical shock.*

WARNING! *Sudden Movement Hazard. If installed, do not release the mechanical brake during stationary Auto-Tuning. Inadvertent brake release may cause damage to equipment or injury to personnel. Ensure that the mechanical brake release circuit is not controlled by the drive multi-function digital outputs.*

Stationary Auto-Tuning 2

- Perform these tuning methods when using a vector control mode but Rotational Auto-Tuning cannot be performed.
- Check the area around the motor to ensure that nothing will accidentally cause the motor to rotate during the Auto-Tuning process.
- Perform Stationary Auto-Tuning 3 when the motor test report is not available. If the motor test report is available, perform Stationary Auto-Tuning 2 instead.

Stationary Auto-Tuning 3

NOTICE: *Electrical Shock Hazard. When executing Stationary Auto-Tuning 3, voltage is applied to the motor even before it rotates. Do not touch the motor until Auto-Tuning is completed. Failure to comply may result in injury from electrical shock.*

NOTICE: *When performing Stationary Auto-Tuning 3 for a motor while it is connected to the machine, such as a conveyor, do not release the holding brake during Auto-Tuning.*

Stationary Auto-Tuning 3 can be used in either Open Loop Vector control or Closed Loop Vector control. Set T1-01 to 5 and enter the input data from the motor nameplate. If the RUN key is pressed, the motor will remain stopped for approximately one minute to automatically calculate the motor parameters that are needed. When the motor is used for the first time in Drive Mode after Auto-Tuning has been performed, the motor parameters (E2-02 and E2-03) are set automatically.

After Stationary Auto-Tuning 3 has been performed, make sure the following conditions are met and use the following procedures to perform the operation in test mode.

1. Check the values of E2-02 and E2-03 in Verify Menu or Parameter Setting Mode.
2. Operate the motor once in Drive Mode with the following conditions.
   - Do not disconnect the wiring between the motor and drive.
   - Do not lock the motor shaft with a mechanical brake or other device.
   - The maximum motor load should be 30% of the rated load.
   - Maintain a constant speed of 30% of E1-06 (base frequency, default value = maximum frequency) or higher for one second or longer.
3. After the motor is stopped, recheck the values of E2-02 and E2-03 in Verify Mode or Parameter Setting Mode.
4. Confirm that the input data is correct.

Note:
1. If the aforementioned conditions are not met when using the motor for the very first use, there will be large discrepancies between the values set for the motor rated slip (E2-02) and the motor no-load current (E2-03), and the motor test report and the data given in *Parameter Table on page 458*. This could result in motor vibration, hunting, insufficient torque, or overcurrent. For hoist applications, this could result in the cage falling or serious injury. Either perform Stationary Auto-Tuning 3 again and then perform operation with the above procedure and conditions, or perform Stationary Auto-Tuning 2, or rotational Auto-Tuning.
2. If midway initialization is performed, restart the entire procedure from the beginning.
3. Use the following guidelines for a general-purpose motor: Motor rated slip (E2-02): 0.5 Hz to 3 Hz, Motor no-load current (E2-03): 30% to 65% of the rated current. Generally speaking, for larger motor capacities the rated slip is smaller and the no-load current as a percentage of the rated current is smaller. Refer to *Parameter Table on page 458* for details.

Stationary Auto-Tuning for Line-to-Line Resistance and PM Motor Stator Resistance

- Perform when entering motor data manually while using motor cables longer than 50 m.
- If the motor cables have been replaced with line over 50 m long after Auto-Tuning as already been performed, then execute Stationary Auto-Tuning for line-to-line resistance.

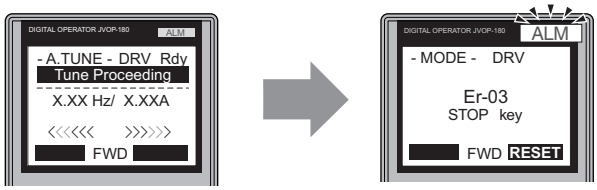
■ Notes on Inertia Tuning and ASR Gain Auto-Tuning

WARNING! *Electrical Shock Hazard. When executing Inertia Tuning or ASR Gain Auto-Tuning, voltage is applied to the motor even before it rotates. Do not touch the motor until Auto-Tuning is completed. Failure to comply may result in injury from electrical shock.*

- Both tuning methods must be performed with the machine connected to the motor but without load applied.
- The motor will rotate during the Auto-Tuning process. Make sure the areas around the motor and connected machinery are clear.
- The drive will let the system rotate at a certain speed while superimposing a sine wave test signal. Make sure this tuning process does not cause any problem or malfunction in the machine before using it.
- Ensure the motor-mounted brake is fully released if installed.
- Connected machinery should be allowed to rotate the motor.

◆ Auto-Tuning Interruption and Fault Codes

If tuning results are abnormal or the STOP key is pressed before completion, Auto-Tuning will be interrupted and a fault code will appear on the digital operator.



A – During Auto-Tuning **B – Auto-Tuning Aborted**

Figure 4.17 Auto-Tuning Aborted Display

◆ Auto-Tuning Operation Example

The following example demonstrates Rotational Auto-Tuning when using OLV (A1-02 = 2) and CLV (A1-02 = 3).

■ Selecting the Type of Auto-Tuning

Step			Display/Result
1.	Turn on the power to the drive. The initial display appears.	→	- MODE - DRV Rdy FREF (AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD
2.	Press the ∧ or ∨ key until the Auto-Tuning display appears.	→	- MODE - PRG Auto-Tuning AUTO HELP FWD DATA
3.	Press ENTER. T1-01 and the current setting 0 (Rotational Auto-Tuning) are displayed.	→	- A.TUNE - PRG Tuning Mode Sel T1-01= 0 *0* Standard Tuning ESC FWD DATA
4.	Press ENTER. The setting of T1-01 flashes and can be changed. <1>	→	- A.TUNE - PRG Tuning Mode Sel T1-01= 0 *0* Standard Tuning "0" ← FWD →
5.	The setting is already 0 (Rotational Auto-Tuning). Do not change the setting and press ENTER.	→	Entry Accepted
6.	The display automatically returns to the display shown in Step 3.	→	- A.TUNE - PRG Tuning Mode Sel T1-01= 0 *0* Standard Tuning ESC FWD DATA

<1> T1-00 will appear on the display when one of the multi-function inputs has been set to switch between motor 1 and motor 2 (H1-□□ = 16).

■ Enter Data from the Motor Nameplate

After selecting the type of Auto-Tuning, enter the data required from the motor nameplate.

Note: These instructions continue from Step 6 in “Selecting the Type of Auto-Tuning.”

Step			Display/Result
1.	Press [∧] to access the motor output power parameter T1-02. The value set for E2-11 prior to turning on the power is displayed for T1-02.	→	- A.TUNE - PRG Mtr Rated Power T1-02= 0.75kW (0.00 ~ 650.00) “0.75kW” ESC FWD DATA
2.	The setting value of T1-02 flashes when [ENTER] is pressed. The setting can be changed.	→	- A.TUNE - PRG Mtr Rated Power T1-02= 00.75kW (0.00 ~ 650.00) “0.75kW” ← FWD →
3.	Press [F1], [F2], [RESET], [∧] and [∨] to enter the motor power nameplate data in kW.	→	- A.TUNE - PRG Mtr Rated Power T1-02= 000.40kW (0.00 ~ 650.00) “0.75kW” ← FWD →
4.	Press [ENTER] to save the setting.	→	Entry Accepted
5.	The display automatically returns to the display in Step 1.	→	- A.TUNE - PRG Mtr Rated Power T1-02= 0.40kW (0.00 ~ 650.00) “0.75kW” ESC FWD DATA
6.	Repeat Steps 1 through 5 to set the following parameters: • T1-03, Motor Rated Voltage • T1-04, Motor Rated Current • T1-05, Motor Base Frequency • T1-06, Number of Motor Poles • T1-07, Motor Base Frequency • T1-09, Motor No-Load Current (Stationary Auto-Tuning 2 only) • T1-10, Motor Rated Slip (Stationary Auto-Tuning 2 only)	→	- A.TUNE - PRG Rated Voltage T1-03= 200.0VAC (0.0 ~ 255.0) “200.0VAC” ESC FWD DATA ⋮ - A.TUNE - PRG Mtr Rated Slip T1-10= X.XX Hz (0.00 ~ 20.00) “X.XX Hz” ESC FWD DATA

Note: **1.** For details on each setting, refer to *Parameter Settings during Induction Motor Auto-Tuning: T1 on page 148*.
2. To execute Stationary Auto-Tuning for line-to-line resistance only, set parameters T1-02 and T1-04.

■ Starting Auto-Tuning

WARNING! *Sudden Movement Hazard. The drive and motor may start unexpectedly during Auto-Tuning, which could result in death or serious injury. Ensure the area surrounding the drive motor and load are clear before proceeding with Auto-Tuning.*

WARNING! *Electrical Shock Hazard. High voltage will be supplied to the motor when Stationary Auto-Tuning is performed even with the motor stopped, which could result in death or serious injury. Do not touch the motor until Auto-Tuning has been completed.*

NOTICE: *Rotational Auto-Tuning will not function properly if a holding brake is engaged on the load. Failure to comply could result in improper operation of the drive. Ensure the motor can freely spin before beginning Auto-Tuning.*

Enter the required information from the motor nameplate. Press to proceed to the Auto-Tuning start display.

Note: These instructions continue from Step 6 in “Enter Data from the Motor Nameplate”.

Step			Display/Result
1.	After entering the data listed on the motor nameplate, press to confirm.	→	- A.TUNE - DRV Rdy Auto-Tuning 0.00 Hz/ 0.00A Tuning Ready ? Press RUN key ESC FWD
2.	Press to activate Auto-Tuning. The drive begins by injecting current into the motor for about 1 min, and then starts to rotate the motor.	→	- A.TUNE - DRV Rdy Tune Proceeding X.XX Hz/ X.XXA FWD
3.	Auto-Tuning finishes in approximately one to two minutes.	→	- MODE - DRV End Tune Successful FWD RESET

◆ Parameter Settings during Induction Motor Auto-Tuning: T1

The T1-☐☐ parameters are used to set the Auto-Tuning input data for induction motor tuning.

Note: For motors that are to be operated in the field weakening range, first perform the Auto-Tuning with the base data. After Auto-Tuning is complete, change the maximum frequency E1-04 to the desired value.

■ T1-00: Motor 1/Motor 2 Selection

Selects the motor to be tuned when motor 1/2 switching is enabled, i.e., a digital input is set for function H1-☐☐ = 16. This parameter is not displayed if motor 1/2 switching is disabled.

No.	Name	Setting Range	Default
T1-00	Motor 1/Motor 2 Selection	1 or 2	1

Setting 1: Motor 1

Auto-Tuning automatically sets parameters E1-☐☐ and E2-☐☐ for motor 1.

Setting 2: Motor 2

Auto-Tuning automatically sets parameters E3-☐☐ and E4-☐☐ for motor 2. Make sure that motor 2 is connected to the drive for Auto-Tuning.

■ T1-01: Auto-Tuning Mode Selection

Sets the type of Auto-Tuning to be used. *Refer to Auto-Tuning for Induction Motors on page 141* for details on the different types of Auto-Tuning.

No.	Name	Setting Range	Default
T1-01	Auto-Tuning Mode Selection	V/f: 2, 3 V/f w/PG: 2, 3 OLV: 0, 2, 4, 5 CLV: 0, 2, 4, 5, 8, 9	2 (V/f, V/f w/PG) 0 (OLV, CLV)

Setting 0: Rotational Auto-Tuning

Setting 2: Stationary Auto-Tuning for Line-to-Line Resistance

Setting 3: Rotational Auto-Tuning for V/f Control

Setting 4: Stationary Auto-Tuning 2

Setting 5: Stationary Auto-Tuning 3

Setting 8: Inertia Tuning

Setting 9: ASR Gain Auto-Tuning

Note: Inertia Tuning and ASR Gain Auto-Tuning might not be available if gears are between the machine and the motor shaft.

■ T1-02: Motor Rated Power

Sets the motor rated power according to the motor nameplate value.

No.	Name	Setting Range	Default
T1-02	Motor Rated Power	0.00 to 650.00 kW	Determined by o2-04 and C6-01

■ T1-03: Motor Rated Voltage (T1-01 = 0, 3, 4, 5)

Sets the motor rated voltage according to the motor nameplate value. If the motor to be operated above its base speed, enter the voltage at base speed here.

For better control precision around rated speed when using a vector control mode, it can be helpful to enter the no-load voltage for the motor here. The motor's "no-load voltage" refers to the voltage needed to operate the motor under no-load conditions at rated speed. The no-load voltage can usually be found in the motor test report available from the manufacturer. If the motor test report is not available, enter approximately 85% of the rated voltage printed on the motor nameplate. This may increase the output current and reduce the overload margin.

No.	Name	Setting Range	Default
T1-03 <1>	Motor Rated Voltage	0.0 to 255.5 V	200.0 V

<1> Values shown here are for 200 V class drives. Double values when using a 400 V class unit.

■ T1-04: Motor Rated Current

Sets the motor rated current according to the motor nameplate value. For optimal performance in OLV or CLV, the motor rated current should be between 50 and 100% of the drive rated current. Enter the current at the motor base speed.

No.	Name	Setting Range	Default
T1-04	Motor Rated Current	10 to 150% of drive rated current	o2-04

■ T1-05: Motor Base Frequency (T1-01 = 0, 2, 4, 5)

Sets the motor rated frequency according to the motor nameplate value. If a motor with an extended speed range is used or the motor is used in the field weakening area, enter the maximum frequency to E1-04 (E3-04 for motor 2) after Auto-Tuning is complete.

No.	Name	Setting Range	Default
T1-05	Motor Base Frequency	0.0 to 400.0 Hz	50.0 Hz

■ T1-06: Number of Motor Poles (T1-01 = 0, 3, 4, 5)

Sets the number of motor poles according to the motor nameplate value.

No.	Name	Setting Range	Default
T1-06	Number of Motor Poles	2 to 48	4

■ T1-07: Motor Base Speed (T1-01 = 0, 3, 4, 5)

Used to set the motor rated speed according to the motor nameplate value. If a motor with an extended speed range is used or the motor is used in the field weakening area, enter the speed at base frequency here.

No.	Name	Setting Range	Default
T1-07	Motor Base Speed	0 to 24000 min^{-1}	1450 min^{-1}

■ T1-08: PG Number of Pulses Per Revolution (T1-01 = 0, 4, 5)

Sets the number of pulses from the PG encoder. Set the actual number of pulses for one full motor rotation.

No.	Name	Setting Range	Default
T1-08	PG Number of Pulses Per Revolution	0 to 60000 ppr	1024 ppr

Note: T1-08 will only be displayed in CLV.

■ T1-09: Motor No-Load Current (T1-01 = 4, 5)

Sets the no-load current for the motor.

The default setting displayed is no-load current that was automatically calculated from the rated power set in T1-02 and the motor rated current set to T1-04. Enter the data listed on the motor test report. Leave this data at the default setting if the motor test report is not available.

No.	Name	Setting Range	Default
T1-09 <1>	Motor No-Load Current	0 A to [T1-04] (Max: 0 to 2999.9)	–

<1> Display is in the following units:
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 A units

■ T1-10: Motor Rated Slip (T1-01 = 4, 5)

Sets the rated slip for the motor.

The default setting displayed is the motor rated slip for a Yaskawa motor calculated from the rated power set in T1-02. Enter the data listed on the motor test report.

No.	Name	Setting Range	Default
T1-10	Motor Rated Slip	0.00 to 20.00 Hz	–

■ T1-11: Motor Iron Loss (T1-01 = 3, 5)

Provides iron loss information for determining the Energy Saving coefficient. T1-11 will first display a value for the motor iron loss that was automatically calculated when motor capacity was entered to T1-02. If the motor test report is available, enter the motor iron loss value listed there.

No.	Name	Setting Range	Default
T1-11	Motor Iron Loss	0 to 65535 W	E2-11 (E4-11)

◆ Parameter Settings during PM Motor Auto-Tuning: T2

The T2-☐☐ parameters are used to set the Auto-Tuning input data for PM motor tuning.

■ T2-01: PM Motor Auto-Tuning Mode Selection

Selects the type of Auto-Tuning to be performed. *Refer to Auto-Tuning for Permanent Magnet Motors on page 142* for details on different types of Auto-Tuning.

No.	Name	Setting Range	Default
T2-01	PM Motor Auto-Tuning Mode Selection	OLV/PM: 0, 1, 2, 14 AOLV/PM: 0, 1, 2, 13, 14 CLV/PM: 0, 1, 2, 3, 8, 9, 11, 13, 14	0

Setting 0: PM Motor Parameter Settings
Setting 1: PM Stationary Auto-Tuning
Setting 2: PM Stationary Auto-Tuning for Stator Resistance
Setting 3: Z-Pulse Offset Tuning
Setting 8: Inertia Tuning
Setting 9: ASR Gain Auto-Tuning
Setting 11: Back EMF Constant Tuning
Setting 13: High Frequency Injection Parameter Tuning
Setting 14: PM Rotational Auto-Tuning

Note:
1. Inertia Tuning and ASR Gain Auto-Tuning might not be available if gears are between the machine and the motor shaft.
2. For special-purpose motors, Yaskawa recommends Back EMF Constant Tuning after Stationary Auto-Tuning has been performed. Back EMF Constant Tuning rotates the motor to measure the actual induction voltage constants, and therefore allows for more accurate control than Stationary Auto-Tuning alone.
3. For special-purpose motors, Yaskawa recommends Back EMF Constant Tuning after Stationary Auto-Tuning has been performed. Back EMF Constant Tuning rotates the motor to measure the actual induction voltage constants, and therefore allows for more accurate control than Stationary Auto-Tuning alone.
4. When using High Frequency Injection, perform High Frequency Injection Parameter Tuning after setting motor parameters. High Frequency Injection cannot be used with an SPM motor. When performing High Frequency Injection Parameter Tuning (T2-01 = 13), n8-36, n8-37, and n8-39 will be set automatically. Before performing High Frequency Injection Parameter Turning, perform PM Stationary/Rotational Auto-Tuning or set the nameplate value of the motor.

■ T2-02: PM Motor Code Selection

If the drive is operating a Yaskawa PM motor from the SMRA, SSR1, or SST4 series, enter the motor code for the motor in parameter T2-02. This will automatically set parameters T2-03 through T2-14. If using a specialized motor or one designed by a manufacturer other than Yaskawa, set T2-02 to FFFF. Data from the motor nameplate or the motor test report will then need to be entered as prompted.

Only the designated PM motor codes may be entered. The PM motor codes accepted by the drive will differ by the control mode that has been selected. Refer to *E5: PM Motor Settings on page 244* for motor codes.

No.	Name	Setting Range	Default
T2-02	PM Motor Code Selection	0000 to FFFF	Depending on A1-02 and o2-04

■ T2-03: PM Motor Type

Selects the type of PM motor the drive will operate.

No.	Name	Setting Range	Default
T2-03	PM Motor Type	0, 1	1

Setting 0: IPM motor
Setting 1: SPM motor

■ T2-04: PM Motor Rated Power

Specifies the motor rated power in kilowatts.

No.	Name	Setting Range	Default
T2-04	PM Motor Rated Power	0.00 to 650.00 kW	Depending on o2-04 and C6-01

■ T2-05: PM Motor Rated Voltage

Sets the motor rated voltage.

No.	Name	Setting Range	Default
T2-05 <1>	PM Motor Rated Voltage	0.0 to 255.0 V	200.0 V

<1> The setting range and default value shown here is for a 200 V class drive. These values double when using a 400 V class unit.

■ T2-06: PM Motor Rated Current

Enter the motor rated current in amps.

No.	Name	Setting Range	Default
T2-06 <1>	PM Motor Rated Current	10% to 150% of the drive rated current.	Depending on o2-04

<1> Display is in the following units:
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 A units

■ T2-07: PM Motor Base Frequency

Enter the motor base frequency in Hz.

Note: T2-07 will be displayed when in OLV/PM.

No.	Name	Setting Range	Default
T2-07	PM Motor Base Frequency	0.0 to 400.0 Hz	87.5 Hz

■ T2-08: Number of PM Motor Poles

Enter the number of motor poles.

No.	Name	Setting Range	Default
T2-08	Number of PM Motor Poles	2 to 48	6

■ T2-09: PM Motor Base Speed

Enter the motor rated speed in min^{-1}.

Note: T2-09 will be displayed when in AOLV/PM and CLV/PM.

No.	Name	Setting Range	Default
T2-09	PM Motor Base Speed	0 to 24000 min^{-1}	1750 min^{-1}

■ T2-10: PM Motor Stator Resistance

Enter the motor stator resistance per motor phase.

No.	Name	Setting Range	Default
T2-10	PM Motor Stator Resistance	0.000 to 65.000 Ω	Depending on T2-02

■ T2-11: PM Motor d-Axis Inductance

Enter the d axis inductance per motor phase.

No.	Name	Setting Range	Default
T2-11	PM Motor d-Axis Inductance	0.00 to 600.00 mH	Depending on T2-02

■ T2-12: PM Motor q-Axis Inductance

Enter the q axis inductance per motor phase.

No.	Name	Setting Range	Default
T2-12	PM Motor q-Axis Inductance	0.00 to 600.00 mH	Depending on T2-02

■ T2-13: Induced Voltage Constant Unit Selection

Selects the units used for setting the induced voltage coefficient.

No.	Name	Setting Range	Default
T2-13	Induced Voltage Constant Unit Selection	0, 1	1

Setting 0: mV (min^{-1})
Setting 1: mV (rad/s)

Note: If T2-13 is set to 0, then the drive will use E5-24 (Motor Induction Voltage Constant 2 (for PM Motors)), and will automatically set E5-09 (Motor Induction Voltage Constant 1 (Ke) (for PM Motors)) to 0.0. If T2-13 is set to 1, then the drive will use E5-09 and will automatically set E5-25 to 0.0.

■ T2-14: PM Motor Induced Voltage Constant (Ke)

Enter the motor induced voltage constant (Ke).

No.	Name	Setting Range	Default
T2-14	PM Motor Induced Voltage Constant (Ke)	0.0 to 2000.0	Depending on T2-02

■ T2-15: Pull-In Current Level for PM Motor Tuning

Sets the amount of pull-in current used to tune the d-axis and q-axis inductance. Set as a percentage of the motor rated current.

No.	Name	Setting Range	Default
T2-15	Pull-In Current Level for PM Motor Tuning	0 to 120%	30%

■ T2-16: PG Number of Pulses Per Revolution for PM Motor Tuning

Enter the number of pulses from the PG encoder per motor rotation. Set the actual number of pulses for one full motor rotation.

No.	Name	Setting Range	Default
T2-16	PG Number of Pulses Per Revolution for PM Motor Tuning	1 to 15000 ppr	1024 ppr

■ T2-17: Encoder Z-Pulse Offset (Δθ)

Sets the amount of compensation or offset in 0.1 degree units in order to fine-tune the home position. If the amount of offset needed for the Z pulse is unknown or if the PG encoder is replaced, perform Z pulse tuning.

No.	Name	Setting Range	Default
T2-17	Encoder Z-Pulse Offset (Δθ)	-180.0 to 180.0 deg	0.0 deg

◆ Parameter Settings during Inertia and Speed Control Loop Auto-Tuning: T3

These tuning methods apply a sine wave test signal to the system. By the measuring the response the drive estimates the system inertia. It automatically sets parameters listed in *Table 4.28*.

Table 4.28 Parameters Adjusted by Inertia and Speed Loop Auto-Tuning

Parameter	Description	T1-01 or T2-01	
		8 Inertia Tuning	9 Speed Control Loop (ASR) Tuning
C5-01	ASR Proportional Gain 1	N/A	YES
C5-17 (C5-37)	Motor Inertia	YES	YES
C5-18 (C5-38)	Motor Inertia Ratio	YES	YES
n5-02	Motor Acceleration Time	YES	YES
n5-03	Feed Forward Control Ratio Gain	YES	YES

■ T3-01: Inertia Tuning Frequency Reference

There is normally no need to change this parameter from the default value.

Sets the frequency of the test signal applied to the motor during Inertia Tuning. Increasing the value may be beneficial when working with high inertia loads.

No.	Name	Setting Range	Default
T3-01	Inertia Tuning Frequency Reference	0.1 to 20.0 Hz	3.0 Hz

■ T3-02: Inertia Tuning Reference Amplitude

There is normally no need to change this parameter from the default value.

Enter the amplitude of the test signal applied to the motor during Inertia Tuning. If the load inertia is too large and causes problems during Inertia Tuning, try decreasing the value. If a fault occurs when T3-01 is set to low value, the situation may be remedied by adjusting T3-02.

No.	Name	Setting Range	Default
T3-02	Inertia Tuning Reference Amplitude	0.1 to 10.0 rad	0.5 rad

■ T3-03: Motor Inertia

Enter the inertia of the motor. This value is used to determine the load inertia using the test signal response. The default setting is for a Yaskawa standard motor as listed in the motor inertia table.

No.	Name	Setting Range	Default
T3-03	Motor Inertia	0.0001 to 600.00 kgm^2	Depending on o2-04, C6-01, E5-01

Note: Display is in the following units.
- CIMR-U☐4☐0011 to 4☐0014: 0.0001 kgm^2 units
- CIMR-U☐2☐0028 to 2☐0192, 4☐0021 to 4☐0124: 0.001 kgm^2
- CIMR-U☐2☐0248, 4☐0156 to 4☐0930: 0.01 kgm^2 unit units

■ T3-04: ASR Response Frequency

Sets the response frequency (reciprocal of the step response time constant) of the system or the connected machine. The drive uses this value and the load inertia to fine-tune the speed control loop gain (C5-01, ASR Gain 1). Oscillation may result if the value input here is higher than the actual response frequency of the system.

No.	Name	Setting Range	Default
T3-04	ASR Response Frequency	0.1 to 50.0 Hz	10.0 Hz

4.8 No-Load Operation Test Run

◆ No-Load Operation Test Run

This section explains how to operate the drive with the motor decoupled from the load during a test run.

■ Before Starting the Motor

Check the following items before operation:

- Ensure the area around the motor is safe.
- Ensure external emergency stop circuitry is working properly and other safety precautions have been taken.

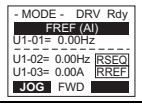
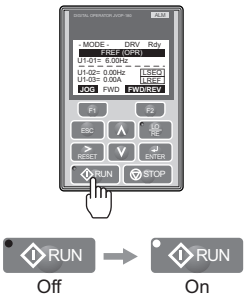
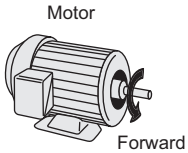
■ During Operation

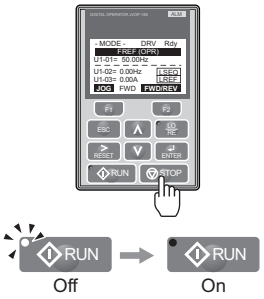
Check the following items during operation:

- The motor should rotate smoothly (i.e., no abnormal noise or oscillation).
- The motor should accelerate and decelerate smoothly.

■ No-Load Operation Instructions

The following example illustrates a test run procedure using the digital operator.

Step			Display/Result
1.	Turn on the power to the drive. The initial display appears.	→	
2.	Press the LO/RE key to select LOCAL. The LO/RE light will turn on.	→	
3.	Set the frequency reference to 6 Hz. Refer to *Figure 4.6* (page *124*) for the setting procedure.	–	–
4.	Press RUN to give the drive a Run command. RUN will light and the motor will rotate at 6 Hz.	→	
5.	Ensure the motor is rotating in the correct direction and that no faults or alarms occur.	→	
6.	If there is no error in step 4, increase the frequency reference. Refer to *Figure 4.6* (page *124*) for the procedure to change the frequency reference. Increase the frequency in increments of 10 Hz, verifying smooth operation at all speeds. For each frequency, check the drive output current using monitor U1-03. The current should be well below the motor rated current.	–	–

Step			Display/Result
7.	The drive should operate normally. Press STOP to stop the motor. RUN flashes during deceleration to stop until the motor comes to a complete stop.	➡	

4.9 Test Run with Load Connected

◆ Test Run with the Load Connected

After performing a no-load test run, connect the motor and proceed to run the motor and load together.

■ Notes on Connected Machinery

- Clear the area around the motor.
- The motor should come to a complete stop without problems.
- Connect the load and machinery to the motor.
- Fasten all installation screws properly. Check that the motor and connected machinery are held in place.
- Confirm that the Fast Stop circuit or mechanical safety measures operate correctly.
- Be ready to press the STOP button in case of emergency.

■ Checklist Before Operation

- The motor should rotate in the proper direction.
- The motor should accelerate and decelerate smoothly.

■ Operating the Motor under Loaded Conditions

Test run the application similarly to the no-load test procedure when connecting the machinery to the motor.

- Watch monitor parameter U1-03 during operation to ensure there is no overcurrent.
- If the application permits running the load in the reverse direction, try changing motor direction and the frequency reference while watching for abnormal motor oscillation or vibration.
- Correct any problems that occur with hunting, oscillation, or other control-related issues. Refer to *Motor Performance Fine-Tuning on page 336* for details.

4.10 Verifying Parameter Settings and Backing Up Changes

Use the Verify Menu to check all changes to parameter settings. *Refer to Verifying Parameter Changes: Verify Menu on page 126*.

It is convenient to check all changes to parameters, and then save the verified parameters as User parameters. Change the access level or set a password to the drive to prevent accidental modification of parameter settings.

◆ Backing Up Parameter Values: o2-03

The following procedure saves all parameters settings to drive memory where they can later be recalled. Set o2-03 to "1" to save parameter changes. This saves all parameter settings, and then returns o2-03 to 0. The drive can now "recall" the saved parameters by performing a User Initialization (A1-03 = 1110).

No.	Parameter Name	Description	Setting Range	Default Setting
o2-03	User Parameter Default Value	Lets the user create a set of default settings for a User Initialization. 0: Saved/Not set 1: Set Defaults - Saves current parameter settings as the default values for a User Initialization. 2: Clear All - Clears the currently saved user settings. After saving the user parameter set value, the items of 1110 (User Parameter Initialize) are displayed in A1-03 (User Parameter Default Value).	0 to 2	0
A1-03	Initialize Parameters	Selects a method to initialize the parameters. 0: No Initialize 1110: User Initialization (The user must first program and store desired settings using parameter o2-03) 2220: 2-Wire Initialization (parameter initialized prior to shipment) 3330: 3-Wire Initialization 5550: oPE04 Fault reset	0 to 5550	0

◆ Parameter Access Level: A1-01

Setting the Access Level for "Operation only" (A1-01 = 0) allows the user to access parameters A1-□□ and U□-□□ only. Other parameters are not displayed.

Setting the Access Level for "User Parameters" (A1-01 = 1) allows the user to access only the parameters that have been previously saved as User Parameters. This is helpful when displaying only the relevant parameters for a specific application.

No.	Parameter Name	Description	Setting Range	Default
A1-01	Access Level Selection	Selects which parameters are accessible via the digital operator. 0: Operation only. A1-01, A1-04, and A1-06 can be set and monitored, U□-□□ parameters can also be viewed. 1: User Parameters. Only parameters A1-00, A1-01, and A1-04, and A2-01 to A2-32 in Setup Mode can be set and monitored. 2: Advanced Access Level. All parameters can be set and monitored.	0 to 2	2
A2-01 to A2-32	User Parameters 1 to 32 <1>	Parameters selected by the user are saved as User Parameters. This includes changed parameters or parameters specifically selected for quick access. If parameter A2-33 is set to 1, changed parameters will be listed between A2-17 and A2-32. Parameters A2-01 through A2-16 must be manually selected by the user. If A2-33 is set to 0, then recently viewed parameters will not be saved to the group of User Parameters. A2-□□ parameters are now available for manual programming.	A1-00 to o4-19	–
A2-33	User Parameter Automatic Selection <1>	0: Parameters A2-01 through A2-32 are reserved for the user to create a list of User Parameters. 1: Save history of recently viewed parameters. Recently edited parameters will be saved to A2-17 through A2-32 for quick access. The most recently changed parameter is saved to A2-17. The second most recently changed parameter is saved to A2-18.	0, 1	1

<1> When user parameters are set to parameters A2-17 and later, all parameters after the last listed parameter will be listed.
Example: When user parameters are listed from A2-01 to A2-20, the next parameter A2-21 and later will be listed.

◆ Password Settings: A1-04, A1-05

The user can set a password to the drive to restrict access. The password is selected via parameter A1-05. The password must be entered to A1-04 to unlock parameter access (i.e., parameter setting A1-04 must match the value programmed into A1-05). The following parameters cannot be viewed or edited until the value entered to A1-04 correctly matches the value set to A1-05: A1-01, A1-03, A1-06, and A2-01 through A2-32.

Note: Parameter A1-05 is hidden from view. To display A1-05, access parameter A1-04 and simultaneously press the STOP key and the ∧ key.

◆ Copy Function

Parameter settings can be copied to another drive to simplify parameter restoration or multiple drive setup. The drive supports the following copy options:

- **LCD Operator (standard in all models)**
  The LCD operator used to operate the drive also supports copying, importing, and verifying parameter settings. *Refer to o3: Copy Function on page 327* for details.
- **LED Operator**
  The optional LED operator also supports copying, importing, and verifying parameter settings. Refer to the manual supplied with the LED operator for instructions.
- **USB Copy Unit and CopyUnitManager**
  The copy unit is an external option connected to the drive to copy parameter settings from one drive and save those settings to another drive. Refer to the manual supplied with the USB Copy Unit for instructions.
  The CopyUnitManager is a PC software tool. It allows the user to load parameter settings from the Copy Unit onto a PC, or from the PC onto a Copy Unit. This is useful when managing parameters for various drives or applications. Refer to the manual supplied with the CopyUnitManager for instructions.
- **DriveWizard Plus**
  DriveWizard is a PC software tool for parameter management, monitoring, and diagnosis. DriveWizard can load, store, and copy drive parameter settings. For details, refer to Help in the DriveWizard software.

4.11 Test Run Checklist

Review the checklist before performing a test run. Check each item that applies.

☑	No.	Checklist	Page
☐	1	Thoroughly read the manual before performing a test run.	–
☐	2	Turn the power on.	*134*

Check the items that correspond to the control mode being used.

WARNING! *Ensure start/stop and safety circuits are wired properly and in the correct state before energizing the drive. Failure to comply could result in death or serious injury from moving equipment. When programmed for 3-Wire control, a momentary closure on terminal S1 may cause the drive to start.*

☑	No.	Checklist	Page
V/f Control (A1-02 = 0) and V/f Control with PG (A1-02 = 1)			
☐	3	Select the best V/f pattern according to the application and motor characteristics. Example: Set E1-03 to 0 when using a motor with a rated frequency of 50.0 Hz.	–
☐	4	Perform Rotational Auto-Tuning for V/f Control if using Energy Saving functions.	*141*
V/f Control with PG (A1-02 = 1)			
☐	5	Setup the PG feedback parameters correctly and make sure the encoder pulse counting direction is correct.	*247*
☐	6	Set the proportional gain for ASR speed control to C5-01 and the integral time to C5-02.	*213*
Open Loop Vector Control (A1-02 = 2) or Closed Loop Vector Control (A1-02 = 3)			
☐	7	Decouple motor shafts and machines when performing Rotational Auto-Tuning.	*141*
☐	8	Set Auto-Tuning mode to T1-01 (set to 0 for Rotational Auto-Tuning).	*141*
☐	9	Enter the following data according to the information listed on the motor nameplate. • Motor rated power to T1-02 (kW) • Motor rated voltage to T1-03 (V) • Motor rated current to T1-04 (A) • Motor base frequency to T1-05 (Hz) • Number of motor poles to T1-06 • Motor base speed to T1-07 (min^{-1})	*147*
Closed Loop Vector Control (A1-02 = 3)			
☐	10	Set F1-01 and F1-05.	*247*, *248*
☐	11	Set the proportional gain for ASR speed control to C5-01 and the integral time to C5-02. Perform ASR Tuning if possible.	*213*
Open Loop Vector Control for PM (A1-02 = 5)			
☐	12	Perform Auto-Tuning as described.	*151*
Advanced Open Loop Vector Control for PM (A1-02 = 6)			
☐	13	Perform Auto-Tuning as described.	*151*
☐	14	Set the proportional gain for ASR speed control to C5-01 and the integral time to C5-02.	*213*
Closed Loop Vector Control for PM (A1-02 = 7)			
☐	15	Set PM motor data using E5-□□ parameters.	*151*
☐	16	Set the proportional gain for ASR speed control to C5-01 and the integral time to C5-02. Perform ASR Tuning if possible.	*213*
☐	17	Set F1-01 and F1-05.	*247*, *248*
☐	18	Set the offset between the rotor magnetic axis and the Z-pulse of the encoder connected to E5-11.	*246*

Proceed to the following checklist after checking items 3 through 18.

☑	No.	Checklist	Page
☐	19	The DRV should be displayed on the LCD operator after giving a Run command.	–
☐	20	To give a Run command and frequency reference from the digital operator, press LO/RE to set to LOCAL. The LO/RE key will light.	*119*, *128*
☐	21	If the motor rotates in the opposite direction during the test run, switch two of the drive output terminals (U/T1, V/T2, W/T3) or change parameter b1-14.	*377*
☐	22	In accordance with load condition, set Heavy Duty or Normal Duty mode using C6-01. Heavy Duty is the default setting.	*216*
☐	23	Set the correct values for the motor rated current (E2-01, E4-01, E5-03) and motor protection (L1-01) to ensure motor thermal protection.	*238*, *287*

☑	No.	Checklist	Page
☐	24	If the Run command and frequency reference are provided via the control circuit terminals, set the drive for REMOTE and be sure the LO/RE light is out.	*128*
☐	25	If the control circuit terminals should supply the frequency reference, select the correct voltage input signal level (0 to 10 V or -10 to +10 V) or the correct current input signal level (4 to 20 mA or 0 to 20 mA).	*170*
☐	26	Apply the proper signal level (-10 to +10 V or 0 to 10 V) to terminal A1, A2, or A3.	*170*
☐	27	Apply the proper signal level (-10 to +10 V, 4 to 20 mA or 0 to 20 mA) to terminal A2.	*170*
☐	28	Set the level for current signal to H3-09 (set to 2 for 4 to 20 mA, or 3 for 0 to 20 mA). Set terminal A2 function to H3-10 (set to 0 for Frequency Bias).	*170*
☐	29	Set DIP switch S1 on the drive to “I” when using terminal A2 as current input. Set DIP switch S1 on the drive to “V” when using terminal A2 as voltage input.	*102*
☐	30	If the frequency reference is supplied via one of the analog inputs, make sure the analog input produces the desired frequency reference. Make the following adjustments if the drive does not operate as expected: • Gain adjustment: Set the maximum voltage/current signal and adjust the analog input gain (H3-03 for input A1, H3-11 for input A2, H3-07 for analog input A3) until the frequency reference value reaches the desired value. • Bias adjustment: Set the minimum voltage/current signal and adjust the analog input bias (H3-04 for input A1, H3-12 for input A2, H3-08 for analog input A3) until the frequency reference value reaches the desired minimum value.	*277*, *279*

5

Parameter Details

5.1 A: INITIALIZATION 164
5.2 B: APPLICATION 170
5.3 C: TUNING 205
5.4 D: REFERENCE SETTINGS 220
5.5 E: MOTOR PARAMETERS 234
5.6 F: OPTION SETTINGS 247
5.7 H: TERMINAL FUNCTIONS 256
5.8 L: PROTECTION FUNCTIONS 287
5.9 N: SPECIAL ADJUSTMENTS 313
5.10 O: OPERATOR RELATED SETTINGS 324
5.11 U: MONITOR PARAMETERS 331

5.1 A: Initialization

The initialization group contains parameters associated with initial setup of the drive. Parameters involving the display language, access levels, initialization, and password are located in this group.

◆ A1: Initialization

■ A1-00: Language Selection

Selects the display language for the digital operator.

Note: This parameter is not reset when the drive is initialized using parameter A1-03.

No.	Parameter Name	Setting Range	Default
A1-00	Language Selection	0 to 7	0

Setting 0: English
Setting 1: Japanese
Setting 2: German
Setting 3: French
Setting 4: Italian
Setting 5: Spanish
Setting 6: Portuguese
Setting 7: Chinese

■ A1-01: Access Level Selection

Allows or restricts access to drive parameters.

No.	Parameter Name	Setting Range	Default
A1-01	Access Level Selection	0 to 2	2

Setting 0: Operation only

A1-01, A1-04, and Drive Mode can be accessed and set. All U monitor parameters can be accessed. Verify Mode, Setup Mode, and Auto-Tuning Mode cannot be accessed.

Setting 1: User Parameters

A1-00, A1-01, A1-04, and Drive Mode can be accessed and set. All U monitor parameters can be accessed. Parameters that are set in A2-01 through A2-32 can be accessed in Setup Mode. Verify Mode and Auto-Tuning Mode cannot be accessed.

Setting 2: Advanced Access Level (A) and Setup Access Level (S)

All parameters can be viewed and edited.

Notes on Parameter Access

- If the drive parameters are password protected by A1-04 and A1-05, parameters A1-01 through A1-03, A1-06, A1-07, and A2-01 through A2-32 cannot be modified.
- If a digital input terminal programmed for “Program lockout” (H1-□□ = 1B) is enabled, parameter values cannot be modified, even if A1-01 is set to 1 or 2.
- If parameters are changed via serial communication, then it will not be possible to edit or change parameters settings with the drive’s digital operator until an Enter command is issued to the drive from the serial communication.

■ A1-02: Control Method Selection

Selects the Control Method (also referred to as the “control mode”) the drive uses to operate the motor. If the drive is set up to run two motors, then A1-02 determines the control mode for motor 1.

Note: When changing control modes, all parameter settings depending upon the setting of A1-02 will be reset to the default.

No.	Parameter Name	Setting Range	Default
A1-02	Control Method Selection	0, 1, 2, 3, 5, 6, 7	0

Control Modes for Induction Motors (IM)

Setting 0: V/f Control for Induction Motors

V/f Control is for simple speed control and multiple motor applications with low demands to dynamic response or speed accuracy. This control mode should be used when the motor parameters are unknown and Auto-Tuning cannot be performed. The speed control range is 1:40.

Setting 1: V/f Control with PG Speed Feedback

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. The speed control range is 1:40.

Setting 2: Open Loop Vector Control

For general, variable-speed applications with a speed control range of 1:120 that require precise speed control, quick torque response, and high torque at low speed without using a speed feedback signal from the motor.

Setting 3: Closed Loop Vector Control

For general, variable-speed applications that required precise speed control down to zero speed, fast torque response, or precise torque control. A speed feedback signal from the motor is required. The speed control range is up to 1:1500.

Control Modes for Permanent Magnet Motors (SPM or IPM)

Setting 5: Open Loop Vector Control for PM

For general, variable-speed applications with low demands to dynamic response or speed accuracy. The drive can control an SPM or IPM motor with a speed range of 1:20.

Setting 6: Advanced Open Loop Vector Control for PM

For general, variable-speed applications that require precise speed control and torque limit. The drive can control an IPM motor with a speed range of 1:20. Set High Frequency Injection parameter n8-57 to 1 to achieve a speed control range as high as 1:100. In this case, perform High Frequency Injection Parameter Tuning after setting the motor parameters. High Frequency Injection cannot be used with an SPM motor. *Refer to T2-01: PM Motor Auto-Tuning Mode Selection on page 151* and *Control Mode Selection on page 30* for details.

Setting 7: Closed Loop Vector Control for PM

This mode can be used for high precision control of a PM motor in constant torque or variable torque applications. The speed control range reaches 1:1500. A speed feedback signal is required.

■ A1-03: Initialize Parameters

Resets parameters back to the original default values. After initialization, the setting for A1-03 automatically returns to 0.

No.	Parameter Name	Setting Range	Default
A1-03	Initialize Parameters	0, 1110, 2220, 3330, 5550	0

Setting 1110: User Initialize

Drive parameters are reset to values selected by the user as User Settings. User Settings are stored when parameter o2-03 is set to “1: Set defaults”.

Note: A “user-initialization” resets all parameters to a user-defined set of default values that were previously saved to the drive. To clear the user-defined default values, set parameter o2-03 to 2.

Setting 2220: 2-Wire Initialization

Resets parameters except parameters in *Table 5.1* back to their original default settings with digital inputs S1 and S2 configured as Forward run and Reverse run, respectively. For more on digital input functions, refer to *Setting 40, 41: Forward run, Reverse run command for 2-wire sequence on page 263*.

Setting 3330: 3-Wire Initialization

The drive parameters are returned to factory default values with digital inputs S1, S2, and S5 configured as Run, Stop, and Forward/Reverse respectively. Also refer to digital input functions, *Setting 0: 3-Wire Sequence on page 256*.

Setting 5550: oPE04 Reset

If parameters on a certain drive have been edited and then a different terminal block is installed with different settings saved in its built-in memory, an oPE04 error will appear on the display. To use the parameter settings saved to the terminal block memory, set A1-03 to 5550.

Notes on Parameter Initialization

The parameters shown in *Table 5.1* will not be reset when the drive is initialized by setting A1-03 = 2220 or 3330. Although the control mode in A1-02 is not reset when A1-03 is set to 2220 or 3330, it may change when an application preset is selected.

Table 5.1 Parameters not Changed by Drive Initialization

No.	Parameter Name
A1-00	Language Selection
A1-02	Control Method Selection
E1-03	V/f Pattern Selection
E5-01	Motor Code Selection (for PM motors)
E5-02	Motor Rated Power (for PM Motor)
E5-03	Motor Rated Current (for PM Motor)
E5-04	Number of Motor Poles (for PM Motor)
E5-05	Motor Stator Resistance (r1) (for PM Motor)
E5-06	Motor d-Axis Inductance (Ld) (for PM Motor)
E5-07	Motor q-Axis Inductance (Lq) (for PM Motor)
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motor)
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motor)
F6-□□/F7-□□	Communication parameters (initialized when F6-08 = 1)
L8-35	Installation Method Selection
o2-04	Drive Model Selection

■ A1-04, A1-05: Password and Password Setting

A1-04 is for entering the password when the drive is locked. A1-05 is a hidden parameter used to set the password.

No.	Parameter Name	Setting Range	Default
A1-04	Password	0000 to 9999	0000
A1-05	Password Setting		

How to use the Password

The user can set a password for the drive to restrict access. The password is set to A1-05 and must be entered to A1-04 to unlock parameter access. Until the correct password is entered, the following parameters cannot be viewed or edited: A1-01, A1-02, A1-03, A1-06, A1-07, and A2-01 through A2-32.

The instructions below demonstrate how to set a new password. Here, the password set is “1234”. An explanation follows on how to enter the password to unlock the parameters.

Table 5.2 Setting the Password for Parameter Lock

Step			Display/Result
1.	Turn on the power to the drive. The initial display appears.	→	- MODE - DRV Rdy FREF (AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD
2.	Press the V key until the Parameter Setting Mode screen appears.	→	- MODE - PRG Programming HELP FWD DATA

	Step		Display/Result
3.	Press the ENTER key to enter the parameter menu tree.	→	-PRMSET- PRG Initialization A1-00= 0 Select Language ← FWD →
4.	Select the flashing digits by pressing RESET.	→	-PRMSET- PRG Select Language A1-00= 0 *0* English ← FWD →
5.	Select A1-04 by pressing ∧.	→	-PRMSET- PRG Enter Password A1-04 = 0 (0~9999) "0" ← FWD →
6.	Press the ∧ key while holding down STOP at the same time. A1-05 will appear. **Note:** Because A1-05 is hidden, it will not be displayed by simply pressing the ∧ key.	→	-PRMSET- PRG Select Password A1-05 = 0 (0~9999) "0" ← FWD →
7.	Press the ENTER key.	→	-PRMSET- PRG Select Password A1- 05 = 0000 (0~9999) "0" ← FWD →
8.	Use F1, F2, RESET, ∨ and ∧ to enter the password.	→	-PRMSET- PRG Select Password A1-05= 1234 (0~9999) "0" ← FWD →
9.	Press ENTER to save what was entered.	→	Entry Accepted
10.	The display automatically returns to the display shown in step 5.	→	-PRMSET- PRG Select Password A1-05 = 1234 (0~9999) "0" ← FWD →

Table 5.3 Check to see if A1-02 is locked (continuing from step 10 above)

	Step		Display/Result
1.	Press ∨ to display A1-02.	→	-PRMSET- PRG Control Method A1-02= 2 *2* Open Loop Vector ← FWD →
2.	Press ENTER to make sure that the setting values cannot be selected.	–	–
3.	Press ESC to return to the first display.	→	- MODE - PRG Programming HELP FWD DATA

Table 5.4 Enter the Password to Unlock Parameters (continuing from step 3 above)

	Step		Display/Result
1.	Press ENTER to enter the parameter setup display.	→	-PRMSET- PRG Initialization A1-00= 0 Select Language ← FWD →
2.	Press RESET to select the flashing digits as shown.	→	-PRMSET- PRG Select Language A1-00= 0 *0* English ← FWD →

Step			Display/Result
3.	Press ∧ to scroll to A1-04.	→	-PRMSET- PRG Enter Password A1- 04 = 0 (0~9999) "0" ← FWD →
4.	Press the ENTER key. Use F1 (left), F2 (right), RESET, ∨ and ∧ to enter the password.	→	-PRMSET- PRG Enter Password A1- 04 = 1234 (0~9999) "0" ← FWD →
5.	Press ENTER to save the new password.	→	Entry Accepted
6.	Drive returns to the parameter display.	→	-PRMSET- PRG Enter Password A1- 04 = 0 (0~9999) "0" ← FWD →
7.	Press ∨ and scroll to A1-02.	→	-PRMSET- PRG Control Method A1-02= 2 *2* Open Loop Vector "2" ← FWD →
8.	Press ENTER to display the value set to A1-02.	→	-PRMSET- PRG Control Method A1-02= 2 *2* Open Loop Vector ← FWD →
9.	Use ∧ or ∨ to change the value if desired (though changing the control mode at this point is not typically done).	→	-PRMSET- PRG Control Method A1-02= 0 *2* V/F Control "2" ← FWD →
10.	Press ENTER to save the setting, or press ESC to return to the previous display without saving changes.	→	Entry Accepted
11.	The display automatically returns to the parameter display.	→	-PRMSET- PRG Control Method A1-02= 0 *0* V/F Control ← FWD →

Note: Parameter settings can be edited after entering the correct password. Performing a 2-wire or 3-wire initialization resets the password to "0000". Reset the password to use it again. To change a password that has already been set, rewrite the setting value of A1-05. The rewritten value is set as the new password. Enter a setting other than the password (e.g., 0000) in A1-04 to use the set password to release the lock and restore the lock with the same password after changing parameter settings.

■ A1-06: Application Preset

Several Application Presets are available to facilitate drive setup for commonly used applications. Selecting one of these Application Presets automatically programs certain parameters to a new set default values and selects the functions for the I/O terminals that best suit the application. All parameters changed when selecting an Application Preset are also assigned to the list of User Parameters, A2-01 through A2-16. These can be edited more easily in the Setup Mode and provide quicker access by eliminating the need to scroll through multiple menus.

Refer to Application Selection on page 135 for details on parameter A1-06.

■ A1-07: DriveWorksEZ Function Selection

DriveWorksEZ is a software package that can be used to customize the drive functionality or add PLC functionality by the interconnection and configuration of basic software function blocks. The drive performs programs created by the user in 1 ms cycles.

Parameter A1-07 can be used to enable or disable the DriveWorksEZ program inside the drive.

Note: **1.** If DriveWorksEZ has assigned functions to any multi-function output terminals, those functions will remain set to those terminals even after disabling DriveWorksEZ.
2. For more information on DriveWorksEZ, contact Yaskawa or a Yaskawa representative.

No.	Parameter Name	Setting Range	Default
A1-07	DriveWorksEZ Function Selection	0 to 2	0

Setting 0: DWEZ disabled
Setting 1: DWEZ enabled
Setting 2: Digital input

If a digital input is programmed for DWEZ enable/disable (H1-☐☐ = 9F), DWEZ will be enabled when the input is opened.

◆ A2: User Parameters

■ A2-01 to A2-32: User Parameters 1 to 32

The user can select 32 parameters and assign them to A2-01 through A2-32. This saves time later scrolling through the parameter menu. The list of User Parameters can also track the most recently edited settings and save those parameters to this list.

No.	Parameter Name	Setting Range	Default
A2-01 to A2-32	User Parameters 1 to 32	A1-00 to o4-19	<1> <2>

<1> This setting is the default setting of the Setup Mode parameters. See *Table 4.4* for details.
<2> A1-06 determines how the setting of user parameters A2-01 through A2-32 are changed. Refer to *Application Selection on page 135* for details.

Saving User Parameters

To save specific parameters to A2-01 to A2-32, first set the access level to allow access to all parameters (A1-02 = 2). Next assign the parameter number to the User Parameters list by entering it into one of the A2-☐☐ parameters. If A1-01 is then set to 1 and changed to Setup Mode, the access level can be restricted so that users can only set and refer to the specific parameters saved as User Parameters.

■ A2-33: User Parameter Automatic Selection

A2-33 determines whether or not parameters that have been edited are saved to the User Parameters (A2-17 to A2-32) for quick, easy access.

No.	Parameter Name	Setting Range	Default
A2-33	User Parameter Automatic Selection	0 or 1	Determined by A1-06

Setting 0: Do not save list of recently viewed parameters.

To manually select the parameters listed in the User Parameter group, set A2-33 to 0.

Setting 1: Save history of recently viewed parameters.

By setting A2-33 to 1, all parameters that were recently edited will be automatically saved to A2-17 through A2-32. A total of 16 parameters are saved with the most recently edited parameter set to A2-17, the second most recently to A2-18, and so on. User Parameters can be accessed using the Setup Mode of the digital operator.

Note: User parameter is listed from A2-27 as A2-01 to A2-26 are already listed as default setting when in Setup Mode.

5.2 b: Application

◆ b1: Operation Mode Selection

■ b1-01: Frequency Reference Selection 1

Use parameter b1-01 to select the frequency reference source 1 for the REMOTE mode.

Note: **1.** If a Run command is input to the drive but the frequency reference entered is 0 or below the minimum frequency, the RUN indicator LED on the digital operator will light. However, the RUN indicator LED will light in zero speed control when A1-02 is set to 3, 5, or 6.

2. Press the LO/RE key to set the drive to LOCAL and use the operator keypad to enter the frequency reference.

No.	Parameter Name	Setting Range	Default
b1-01	Frequency Reference Selection 1	0 to 4	1

Setting 0: Operator keypad

Using this setting, the frequency reference can be input by using the operator keypad.

Setting 1: Terminals (analog input terminals)

Using this setting, an analog frequency reference can be entered as a voltage or current signal from terminals A1, A2, or A3.

Voltage Input

Voltage input can be used at any of the three analog input terminals. Make the settings as described in *Table 5.5* for the input used.

Table 5.5 Analog Input Settings for Frequency Reference Using Voltage Signals

Terminal	Signal Level	Parameter Settings				Notes
		Signal Level Selection	Function Selection	Gain	Bias	
A1	0 to 10 Vdc	H3-01 = 0	H3-02 = 0 (Frequency Reference Bias)	H3-03	H3-04	–
	-10 to +10 Vdc	H3-01 = 1				
A2	0 to 10 Vdc	H3-09 = 0	H3-10 = 0 (Frequency Reference Bias)	H3-11	H3-12	Make sure to set DIP switch S1 on the terminal board to “V” for voltage input.
	-10 to +10 Vdc	H3-09 = 1				
A3	0 to 10 Vdc	H3-05 = 0	H3-06 = 0 (Frequency Reference Bias)	H3-07	H3-08	Make sure to set DIP switch S4 on the terminal board to “AI”.
	-10 to +10 Vdc	H3-05 = 1				

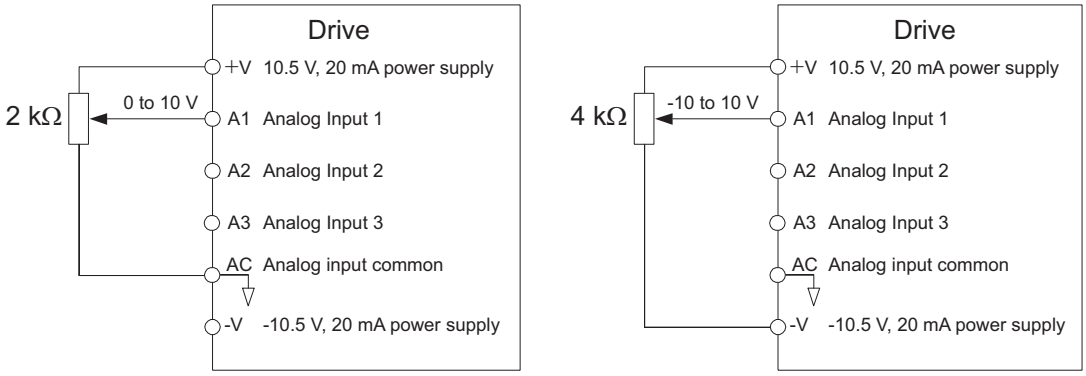


Figure 5.1 Setting the Frequency Reference as a Voltage Signal at Terminal A1

Use the wiring example shown in *Figure 5.1* for any other analog input terminals. When using input A2 make sure DIP switch S1 is set for voltage input.

Current Input

Input terminal A2 can accept a current input signal. Refer to *Table 5.6* to set terminal A2 for current input.

Table 5.6 Analog Input Settings for Frequency Reference Using a Current Signal

Terminal	Signal Level	Parameter Settings				Notes
		Signal Level Selection	Function Selection	Gain	Bias	
A2	4 to 20 mA	H3-09 = 2	H3-10 = 0 (Frequency Bias)	H3-11	H3-12	Make sure to set DIP switch S1 on the terminal board to “I” for current input.
	0 to 20 mA	H3-09 = 3				

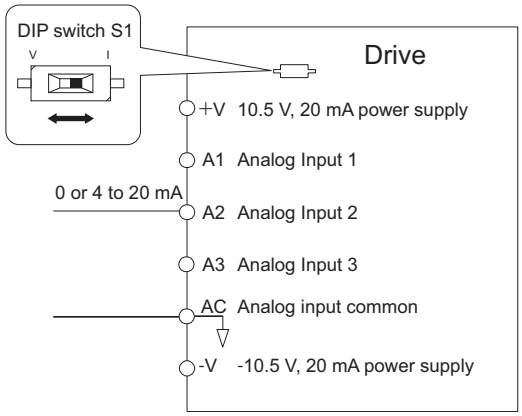


Figure 5.2 Setting the Frequency Reference as a Current Signal to Terminal A2

DIP switch S1 must first be set for current input.

Switching between Main/Auxiliary Frequency References

The frequency reference input can be switched between the analog terminals A1, A2, and A3 using multi-speed inputs. Refer to *Multi-Step Speed Selection on page 220* for details on using this function.

Setting 2: MEMOBUS/Modbus Communications

This setting requires entering the frequency reference via the RS-485/422 serial communications port (control terminals R+, R-, S+, and S-). Refer to *MEMOBUS/Modbus Communications on page 545* for instructions.

Setting 3: Option card

This setting requires entering the frequency reference via an option board plugged into connector CN5-A on the drive control board. Consult the option board manual for instructions on integrating the drive with the communication system.

Note: If the frequency reference source is set for an option PCB (b1-01 = 3), but an option board is not installed, an oPE05 operation error will be displayed on the digital operator and the drive will not run.

Setting 4: Pulse Train Input

When b1-01 is set to 4, the frequency reference must be provided by a pulse train signal to terminal RP. Follow the directions below to make sure the pulse train signal is working properly.

Verifying Pulse Train is Working Properly

- Make sure that b1-01 is set to 4 and H6-01 is set to 0.
- Set the pulse input scaling H6-02 to the pulse train frequency value that equals 100% of the frequency reference.
- Enter a pulse train signal to terminal RP and check if the correct frequency reference is displayed.

■ b1-02: Run Command Selection 1

Parameter b1-02 determines the Run command source 1 in the REMOTE mode.

No.	Parameter Name	Setting Range	Default
b1-02	Run Command Selection 1	0 to 3	1

Setting 0: Operator

This setting requires entering the Run command via the digital operator RUN key and also illuminates the LO/RE indicator on the digital operator.

Setting 1: Control Circuit Terminal

This setting requires that the Run and Stop commands are entered from the digital input terminals. The following sequences can be used:

- 2-wire sequence 1:
  Setting A1-03 to 2220 initializes the drive and presets terminals S1 and S2 to FWD/Stop and REV/Stop. These are the default settings of the drive. Refer to *Setting 40, 41: Forward run, Reverse run command for 2-wire sequence on page 263*.
- 2-wire sequence 2:
  Two inputs (Start/Stop-FWD/REV). Also refer to *Setting 42, 43: Run and direction command for 2-wire sequence 2 on page 264*.

• 3-wire sequence:
Setting A1-03 to 3330 initializes the drive and presets terminals S1, S2, and S5 to Start, Stop, and FWD/REV. Refer to *Setting 0: 3-Wire Sequence on page 256*.

Setting 2: MEMOBUS/Modbus Communications

To issue a Run command via serial communications, set b1-02 to 2 and connect the RS-485/RS-422 serial communication cable to control terminals R+, R-, S+, and S- on the removable terminal block. *Refer to MEMOBUS/Modbus Communications on page 545* for instructions.

Setting 3: Option Card

To issue the Run command via the communication option board, set b1-02 to 3 and plug a communication option board into the CN5-A port on the control PCB. Refer to the manual supplied with the option board for instructions on integrating the drive into the communication system.

Note: If b1-02 is set to 3, but an option board is not installed in CN5-A, an oPE05 operation error will be displayed on the digital operator and the drive will not run.

■ b1-03: Stopping Method Selection

Select how the drive stops the motor when the Run command is removed or when a Stop command is entered.

No.	Parameter Name	Setting Range	Default
b1-03	Stopping Method Selection	0 to 3, 9 <1>	0

<1> The setting range is 0, 1, or 3 in CLV, OLV/PM, AOLV/PM, or CLV/PM.

Setting 0: Ramp to stop

When the Run command is removed, the drive will decelerate the motor to stop. The deceleration rate is determined by the active deceleration time. The default deceleration time is set to parameter C1-02.

When the output frequency falls below the level set in parameter b2-01, the drive will start DC injection or Zero Speed Control depending on the selected control mode.

V/f, V/f w/PG and OLV (A1-02 = 0, 1, 2)

For these control modes, parameter b2-01 sets the starting frequency for DC Injection Braking at stop. Once the output frequency falls below the setting of b2-01, DC Injection Braking is enabled for the time set in parameter b2-04.

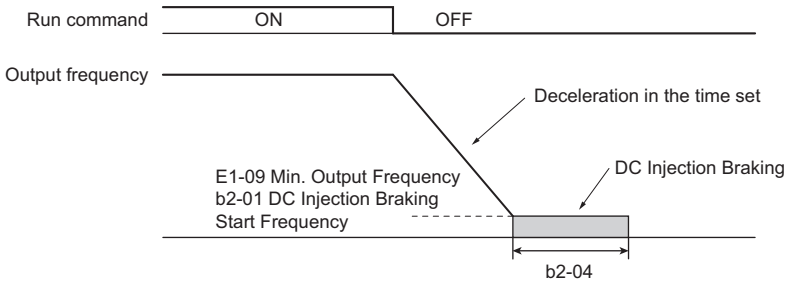


Figure 5.3 DC Injection Braking at Stop for V/f, V/f w/PG and OLV

Note: If b2-01 is set to a smaller value than parameter E1-09 (minimum output frequency), then DC Injection Braking will begin as soon as the frequency falls to the value set to E1-09.

OLV/PM and AOLV/PM (A1-02 = 5, 6)

When the output frequency falls below the setting of b2-01, drive output is shut down, and DC Injection Braking is performed for the time set in b2-04.

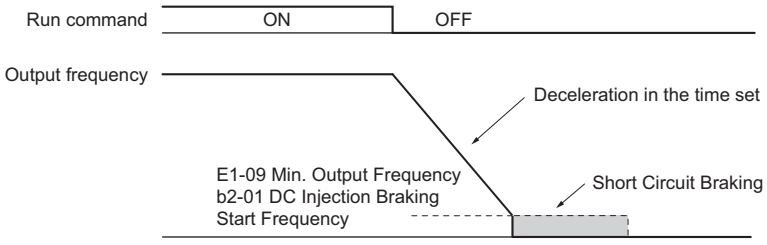


Figure 5.4 Coast to Stop (OLV/PM. AOLV/PM)

Note: If b2-01 is set to a smaller value than parameter E1-09 (minimum output frequency), then DC Injection Braking will begin as soon as the frequency falls to the value set to E1-09.
The drive will not perform short-circuit braking when b2-01 = E1-09 = 0 Hz.

CLV and CLV/PM (A1-02 = 3, 7)

For these control modes, parameter b2-01 sets the starting frequency for Zero Speed Control (not position lock) at stop. Once the output frequency falls below the setting of b2-01, Zero Speed Control is enabled for the time set in parameter b2-04.

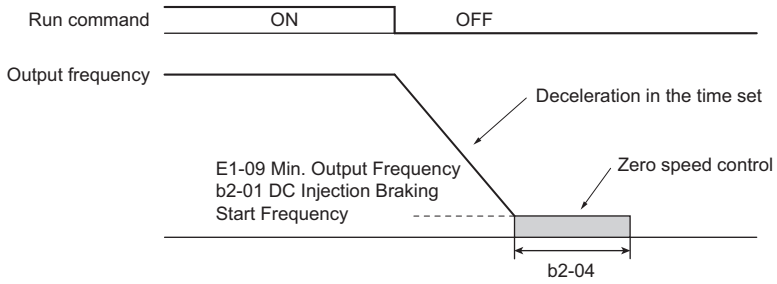


Figure 5.5 Zero Speed Control at Stop in CLV and CLV/PM

Note: If b2-01 is set to lower than the minimum output frequency (E1-09), then Zero Speed Control begins at the frequency set to E1-09.

Setting 1: Coast to stop

When the Run command is removed, the drive will shut off its output and the motor will coast (uncontrolled deceleration) to stop. The stopping time is determined by the inertia and the friction in the driven system.

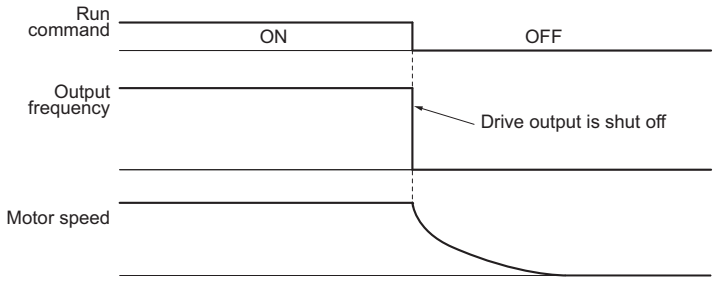


Figure 5.6 Coast to Stop

Note: After a stop is initiated, any subsequent Run command entered will be ignored until the momentary power loss minimum baseblock time (L2-03) has expired. Do not enter Run command until it has come to a complete stop. To start the motor back up before it has stopped completely, use DC Injection at start (refer to *b2-03: DC Injection Braking Time at Start on page 181*) or Speed Search (refer to *b3: Speed Search on page 181*).

Setting 2: DC Injection Braking to stop

When the Run command is removed, the drive will enter baseblock (turn off its output) for the momentary power loss minimum baseblock time (L2-03). Once the minimum baseblock time has expired, the drive will brake the motor by injecting DC current into the motor windings. The stopping time is significantly faster than when compared with simply coasting to stop. The level of current used for DC Injection Braking is set by parameter b2-02 (default = 50%).

Note: This function is not available in Closed Loop Vector Control (A1-02 = 3) and the control modes for PM motors (A1-02 = 5, 6, 7).

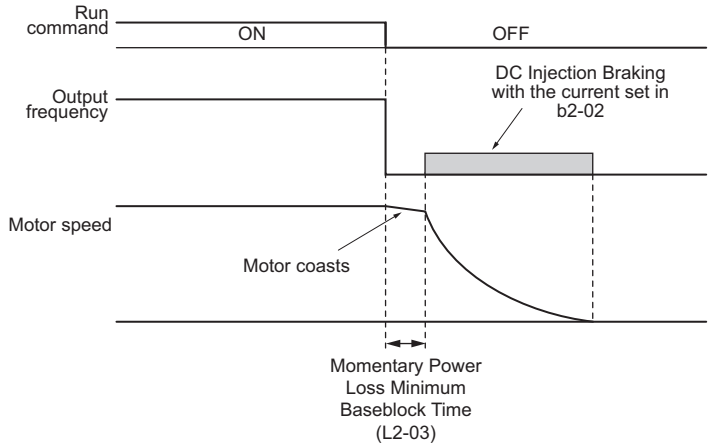


Figure 5.7 DC Injection Braking to Stop

The time for DC Injection Braking is determined by the value set to b2-04 and by the output frequency at the time the Run command is removed. It can be calculated by:

$$\text{DC Injection brake time} = \frac{(\text{b2-04}) \times 10 \times \text{Output frequency}}{\text{Max. output frequency (E1-04)}}$$

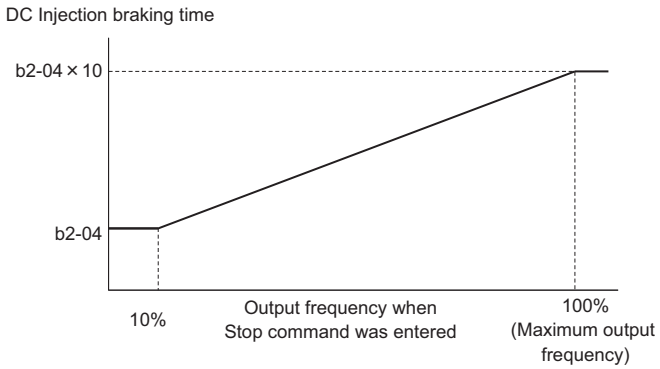


Figure 5.8 DC Injection Braking Time Depending on Output Frequency

Note: If an overcurrent (oC) fault occurs during DC Injection Braking to stop, lengthen the momentary power loss minimum baseblock time (L2-03) until the fault no longer occurs.

Setting 3: Coast to Stop with Timer

When the Run command is removed, the drive will turn off its output and the motor will coast to stop. If a Run command is input before the time t (value of C1-02) has expired, the drive will not start. A Run command activated during time t must be cycled after t has expired in order to start the drive.

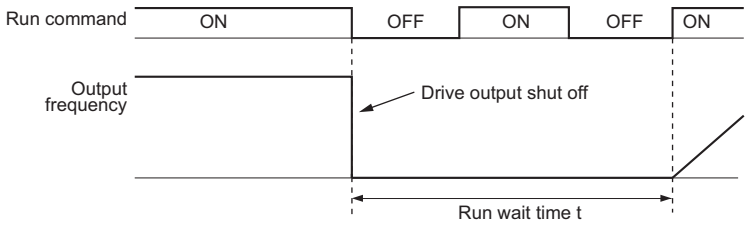


Figure 5.9 Coast to Stop with Timer

The wait time t is determined by the output frequency when the Run command is removed and by the active deceleration time.

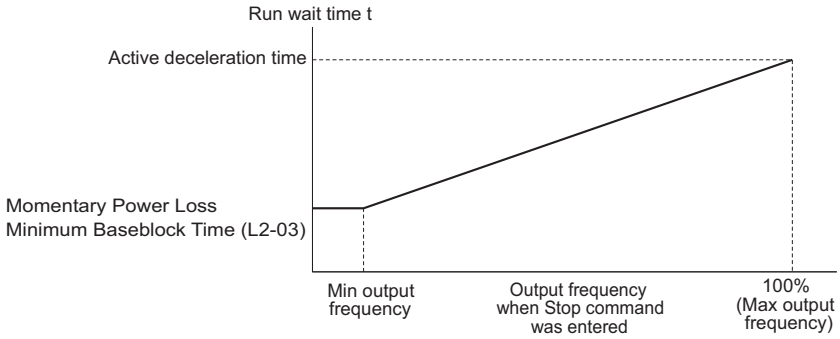


Figure 5.10 Run Wait Time Depending on Output Frequency

Setting 9: Simple Positioning Stop

This method of stopping the motor always decelerates the same distance to stop as shown in *Figure 5.11*. The stopping distance S1 is calculated using the maximum output frequency setting E1-04 and the selected deceleration time. If the drive is stopped from a frequency lower than the maximum speed it keeps the current speed. When the distance traveled becomes equal to S1 - S2, the drive decelerates to stop using the current deceleration time. The stopping accuracy can be adjusted using the positioning gain set in parameter d4-12.

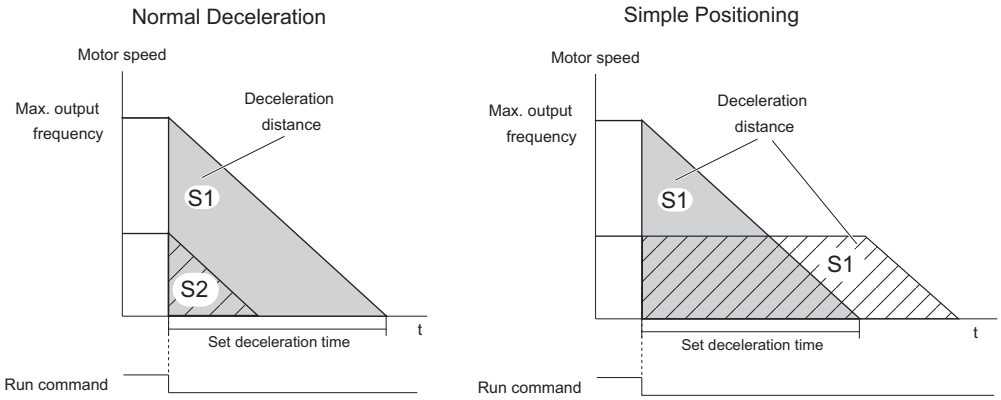


Figure 5.11 Simple Positioning Deceleration

Precautions when using Simple Positioning:

- Changing the deceleration time during the deceleration will result in inaccurate positioning as the calculation considers the deceleration time that was active only when the Run command was removed.
- The Dwell function must be deactivated (b6-03 and b6-04 = 0).
- Stall Prevention during stop must be deactivated (L3-04 = 0). For regenerative loads a braking option might be necessary.
- High Slip Braking must be deactivated (H1-☐☐ must be different from 68).
- The S-curves at deceleration start and deceleration end must be inactive (C2-03/C2-04 = 0).

■ b1-04: Reverse Operation Selection

For some applications, reverse motor rotation is not appropriate and may cause problems (e.g., air handling units, pumps, etc.).

Note: Setting parameter b1-04 to 1 instructs the drive to ignore any Reverse run commands.

No.	Parameter Name	Setting Range	Default
b1-04	Reverse Operation Selection	0 or 1	0

Setting 0: Reverse operation enabled

Possible to operate the motor in both forward and reverse directions.

Setting 1: Reverse operation disabled

Drive disregards a Reverse run command or a negative frequency reference.

■ b1-05: Action Selection below Minimum Output Frequency (CLV and CLV/PM)

Parameter b1-05 sets the operation when the frequency reference is lower than the minimum output frequency set in parameter E1-09.

No.	Parameter Name	Setting Range	Default
b1-05	Action Selection below Minimum Output Frequency	0 to 3	0

Setting 0: Follow the Frequency Reference

The drive adjusts the motor speed following the speed reference, even if the frequency reference is below the setting of parameter E1-09. When the Run command is removed and the motor speed is smaller than the setting of b2-01, Zero Speed Control (not position lock) is performed for the time set in parameter b2-04 before the drive output shuts off.

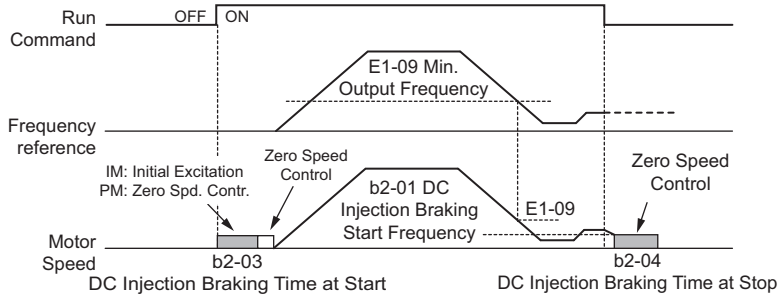


Figure 5.12 Run at the Frequency Reference

Setting 1: Coast to Stop

The motor is started first when the frequency reference is the setting of parameter E1-09 or more. Once the motor is running and the frequency reference falls below E1-09 the drive output is shut off and the motor coasts. When the motor speed falls below the zero speed level set in parameter b2-01, Zero Speed Control is activated for the time set in b2-04.

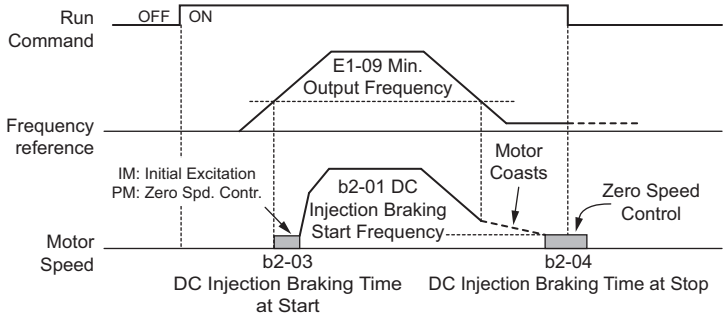


Figure 5.13 Coast to Stop

Setting 2: Run at the minimum frequency

Whenever a Run command is active and the frequency reference is smaller than the value of parameter E1-09, the drive runs the motor at the speed set in E1-09. When the Run command is removed, the drive decelerates the motor. As soon as the motor speed reaches the zero speed level set in b2-01, Zero Speed Control is activated for the time set in b2-04.

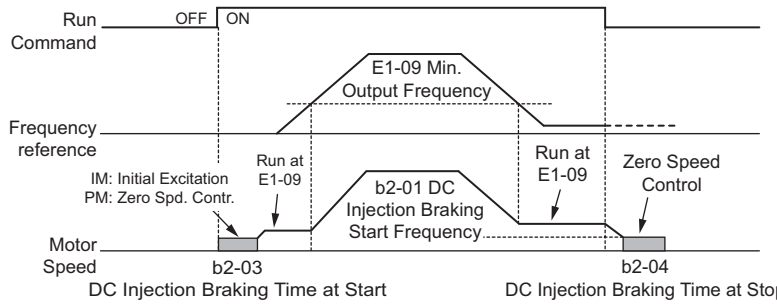


Figure 5.14 Run at the Minimum Frequency

Setting 3: Zero Speed Control

The drive applies Zero Speed Control whenever the frequency reference setting is below the value of parameter E1-09. When the drive is operating in the frequency set to E1-09 or more and the Run command is removed, Zero Speed Control is activated for the time set in b2-04, even if it was already active before.

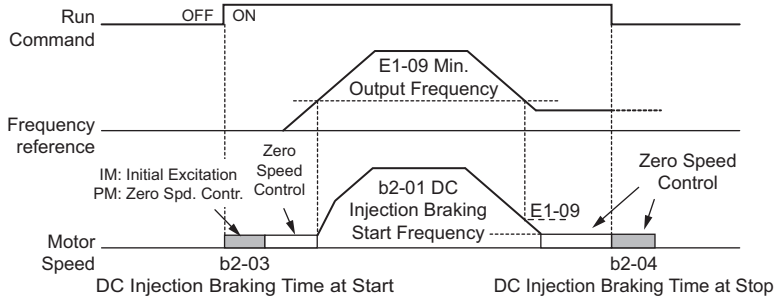


Figure 5.15 Zero Speed Control

■ b1-06: Digital Input Reading

This parameter defines how the digital inputs are read. Depending on this setting, the drive will take either 1 ms or 2 ms to act upon a signal received over the digital inputs.

No.	Name	Setting Range	Default
b1-06	Digital Input Reading	0 or 1	1

Setting 0: Read once (1 ms scan)

The state of a digital input is read once. If the state has changed, the input command is immediately processed. With this setting the drive responds more quickly to digital inputs, but a noisy signal could cause erroneous operation.

Setting 1: Read twice (2 ms scan)

The state of a digital input is read twice. Only if the state does not change during the double reading, the input command is processed. This reading process is slower but more resistant against noisy signals.

■ b1-07: LOCAL/REMOTE Run Selection

The drive has three separate control sources that can be switched using digital inputs (H1-☐☐ = 1 (LOCAL/REMOTE Selection) or 2 (External reference 1/2)) or the LO/RE key on the digital operator. *Refer to Setting 1: LOCAL/REMOTE selection on page 257*, *Setting 2: External reference 1/2 selection on page 257* and *o2-01: LO/RE (LOCAL/REMOTE) Key Function Selection on page 325* for details.

- LOCAL: Digital operator. The digital operator is used to set the frequency reference and Run command.
- REMOTE: External reference 1. The frequency reference and Run command source are set by b1-01 and b1-02.
- REMOTE: External reference 2. The frequency reference and Run command source are set by b1-15 and b1-16.

When switching from LOCAL to REMOTE, or between External reference 1 and External reference 2, the Run command may already be present at the location the source was switched to. Parameter b1-07 can be used to determine how the Run command is treated in this case.

No.	Parameter Name	Setting Range	Default
b1-07	LOCAL/REMOTE Run Selection	0 or 1	0

Setting 0: Run command must be cycled

When the Run command source is different in the old and new source (e.g., the old source was the terminals and the new source is serial communication), and the Run command is active at the new source as the switch over occurs, the drive will not start or will stop operation if it was running before. The Run command has to be cycled at the new source in order to start the drive again.

Setting 1: Accept Run command at the new source

When the Run command is active at the new source, the drive starts or continues operation if it was running before.

WARNING! *The drive may start unexpectedly if switching control sources when b1-07 = 1. Clear all personnel away from rotating machinery and electrical connections prior to switching control sources. Failure to comply may cause death or serious injury.*

■ b1-08: Run Command Selection while in Programming Mode

As a safety precaution, the drive will not normally respond to a Run command input when the digital operator is being used to adjust parameters in the Programming Mode (Verify Menu, Setup Mode, Parameter Settings Mode, and Auto-Tuning Mode). If required by the application, set b1-08 to allow the drive to run while in the Programming Mode.

No.	Parameter Name	Setting Range	Default
b1-08	Run Command Selection while in Programming Mode	0 to 2	0

Setting 0: Disabled

A Run command is not accepted while the digital operator is in the Programming Mode.

Setting 1: Enabled

A Run command is accepted in any digital operator mode.

Setting 2: Prohibit programming during run

It is not possible to enter the Programming Mode as long as the drive output is active. The Programming Mode cannot be displayed during Run.

■ b1-14: Phase Order Selection

Sets the phase order for drive output terminals U/T1, V/T2, and W/T3.

Switching motor phases will reverse the direction of the motor.

No.	Parameter Name	Setting Range	Default
b1-14	Phase Order Selection	0 or 1	0

Setting 0: Standard phase order

Setting 1: Switched phase order (A1-02 = 0, 1, 2, 3, 5, 6)

■ b1-15: Frequency Reference Selection 2

This parameter is used to set the source for the secondary frequency reference. b1-15 is enabled when H1-☐☐ = 2 and the terminal is closed. *Refer to Setting 2: External reference 1/2 selection on page 257*, and *b1-02: Run Command Selection 1 on page 171* for details.

No.	Parameter Name	Setting Range	Default
b1-15	Frequency Reference Selection 2	0 to 4	0

■ b1-16: Run Command Selection 2

This parameter is used to set the source for the secondary run command. b1-16 is enabled when H1-☐☐ = 2 and the terminal is closed. *Refer to Setting 2: External reference 1/2 selection on page 257*, and *b1-01: Frequency Reference Selection 1 on page 170* for details.

No.	Parameter Name	Setting Range	Default
b1-16	Run Command Selection 2	0 to 3	0

■ b1-17: Run Command at Power Up

This parameter is used to determine whether an external Run command that is active during power up will start the drive or not.

No.	Parameter Name	Setting Range	Default
b1-17	Run Command at Power Up	0 or 1	0

Setting 0: Run command at power up is not accepted

The Run command has to be cycled to start the drive.

Note: For safety reasons, the drive is initially programmed not to accept a Run command at power up (b1-17 = 0). If a Run command is issued at power up, the RUN indicator LED will flash quickly.

Setting 1: Run command at power up is accepted

If an external Run command is active when the drive is powered up, then the drive will start to operate the motor as soon as it gets ready for operation (i.e., once the internal start up process is complete).

WARNING! *Sudden Movement Hazard. If b1-17 is set to 1 and an external Run command is active during power up, the motor will begin rotating as soon as the power is switched on. Proper precautions must be taken to ensure that the area around the motor is safe prior to powering up the drive. Failure to comply may cause serious injury.*

■ b1-21: Start Condition Selection at Closed Loop Vector Control

There is normally no need to change this parameter from the default value.
Selects a condition to start Closed Loop Vector Control.

No.	Name	Setting Range	Default
b1-21	Start Condition Selection at Closed Loop Vector Control	0 or 1	0

Setting 0: Run command is not accepted when b2-01 ≤ motor speed < E1-09.
Setting 1: Run command is accepted when b2-01 ≤ motor speed < E1-09.

■ b1-24: Commercial Power Switching Selection

When the output frequency matches the power supply frequency (50 Hz), the PWM switching operation stops and switches to operation with a direct commercial power supply connection.

Note: **1.** Commercial power switching can be enabled when an induction motor is being driven in V/f control mode (A1-02 = 0).
2. Input and output current value may change when a switch is made.
3. Verify that the induction motor can be driven with the commercial power supply (e.g., the rated voltage and rated speed) prior to enabling the commercial power switching selection.

No.	Name	Setting Range	Default
b1-24	Commercial Power Switching Selection	0, 1	0

0: Disabled

A voltage will be output with PWM switching operation regardless of the output frequency.

1: Enabled

When the deviation between the output frequency and the power supply frequency is less than or equal to the commercial power switching output frequency coincidence level (b1-26), the PWM switching operation stops and switches to operation with a direct commercial power supply connection.

Operation with a direct commercial power supply continues until the deviation between the output frequency and the power supply frequency is greater than or equal to the commercial power switching output frequency coincidence/non-coincidence level (b1-25 + b1-26).

■ b1-25/b1-26 Commercial Power Supply Cancellation Level/Switching Level

These parameters set the value in 0.1 Hz increments at which commercial power supply switching selection is enabled and disabled.

When the deviation between the output frequency and the power supply frequency becomes equal to or less than the setting values of b1-26, an output frequency coincidence condition exists.

The drive will operate in commercial power switching mode.

If the drive will not switch to commercial power supply switching mode, set b1-26.

When the deviation between the output frequency and the power supply frequency becomes equal to or greater than the setting value of b1-25 + b1-26, the drive will operate in PWM switching mode.
If commercial power switching mode and PWM switching mode are repeated frequently, increase the setting value of b1-25.

Note: The drive will not switch to commercial power switching mode when L3-06, Stall Prevention Level during Run, is exceeded and L3-05, Stall Prevention Selection during Run, is enabled.

No.	Name	Setting Range	Default
b1-25	Commercial Power Supply Cancellation Level	0.4 to 6.0 Hz	1.0 Hz
b1-26	Commercial Power Supply Switching Level	0.0 to 3.0 Hz	0.2 Hz

■ b1-36 Auto-Tuning Error Detection

Sets whether Er-04 (Line-to-Line Resistance Error) and Er-13 (Leakage Inductance Error) are detected during Auto-Tuning of the induction motor.

If Er-04 and Er-13 are detected during Auto-Tuning, set b1-36 = 1. Make sure to set the motor test report value manually to E2-05 (Motor Line-to-Line Resistance) and E2-06 (Motor Leakage Inductance), and then perform Auto-Tuning again.

Even if detection conditions are established for Er-04 and Er-13 when setting b1-36 = 1, Auto-Tuning continues to be performed with the set values for E2-05 (Motor Line-to-Line Resistance) and E2-06 (Motor Leakage Inductance).

Note: This parameter is only displayed in models CIMR-U☐4☐0477 to 4☐0930.

No.	Name	Setting Range	Default
b1-36	Auto-Tuning Error Detection	0, 1	0

0: Er-04 and Er-13 are detected

When setting b1-36 = 0, Er-04 and Er-14 are detected when Auto-Tuning is performed for the induction motor.

1: Er-04 and Er-13 are not detected

When setting b1-36 = 1, Er-04 and Er-13 are not detected when Auto-Tuning is performed for the induction motor.

◆ b2: DC Injection Braking

b2 parameters determine operation of the DC injection braking and Zero speed control features.

■ b2-01: DC Injection Braking Start Frequency

b2 parameters determine operation of the DC Injection Braking and Zero Speed Control features.

No.	Name	Setting Range	Default
b2-01	DC Injection Braking Start Frequency	0.0 to 10.0 Hz	Determined by A1-02

The function triggered by parameter b2-01 depends on the control mode that has been selected.

OLV/PM, AOLV/PM, V/f, V/f w/PG and OLV (A1-02 = 0, 1, 2, 5, 6)

For these control modes, parameter b2-01 sets the starting frequency for DC Injection Braking at stop. Once the output frequency falls below the setting of b2-01, DC Injection Braking is enabled for the time set in parameter b2-04.

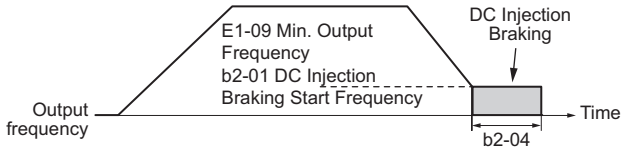


Figure 5.16 DC Injection Braking at Stop for V/f, V/f w/PG and OLV

Note: If b2-01 is set to a smaller value than parameter E1-09 (minimum output frequency), then DC Injection Braking will begin as soon as the frequency falls to the value set to E1-09.

CLV and CLV/PM (A1-02 = 3, 7)

For these control modes, parameter b2-01 sets the starting frequency for Zero Speed Control (not position lock) at stop. Once the output frequency falls below the setting of b2-01, Zero Speed Control is enabled for the time set in parameter b2-04.

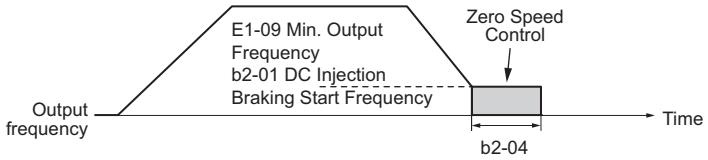


Figure 5.17 Zero Speed Control at Stop in CLV and CLV/PM

Note: If b2-01 is set to lower than the minimum output frequency (E1-09), then Zero Speed Control begins at the frequency set to E1-09.

■ b2-02: DC Injection Braking Current

Sets the DC Injection Braking current as a percentage of the drive rated current. If set larger than 50%, the carrier frequency is automatically reduced to 4 kHz.

No.	Name	Setting Range	Default
b2-02	DC Injection Braking Current	0 to 100%	50%

The level of DC Injection Braking current affects the strength of the magnetic field attempting to lock the motor shaft. Increasing the current level will increase the amount of heat generated by the motor windings. This parameter should only be increased to the level necessary to hold the motor shaft.

■ b2-03: DC Injection Braking Time at Start

Sets the time of DC Injection Braking (Zero Speed Control when in CLV and CLV/PM) at start. Used to stop a coasting motor before restarting it or to apply braking torque at start. Disabled when set to 0.00 s.

No.	Name	Setting Range	Default
b2-03	DC Injection Braking Time at Start	0.00 to 10.00 s	0.00 s

Note: Before starting an uncontrolled rotating motor (e.g., a fan motor driven by windmill effect), DC Injection or Speed Search should be used to either stop the motor or detect its speed before starting it. Otherwise motor stalling and other faults can occur.

■ b2-04: DC Injection Braking Time at Stop

Sets the time of DC Injection Braking (Zero Speed Control when in CLV and CLV/PM) at stop. Used to completely stop a motor with high inertia load after ramp down. Increase the value if the motor still coasts by inertia after it should have stopped. Disabled when set to 0.00 s.

No.	Name	Setting Range	Default
b2-04	DC Injection Braking Time at Stop	0.00 to 10.00 s	Determined by A1-02

■ b2-08: Magnetic Flux Compensation Value

Sets the magnetic flux compensation at start as a percentage of the no-load current value (E2-03). This function allows better more flux to develop, making it easier to start machines that require high starting torque or motors with a large rotor time constant.

No.	Name	Setting Range	Default
b2-08	Magnetic Flux Compensation Value	0 to 1000%	0%

When a Run command is issued, the DC current level injected into the motor changes linearly from the level set to b2-08 to E2-03 within the time set to b2-03.

If b2-08 is set to a value other than 0%, the current will flow at the time that is set to b2-03 (DC Injection Braking Time at Start) when DC Injection Braking starts. The current will change linearly from the setting in b2-08 to the setting in E2-03. Note that the level of the DC current injected to the motor is limited to 80% of the drive rated current or to the motor rated current, whichever value is smaller.

Note:
1. If b2-08 is set below 100%, it can take a relatively long time for flux to develop.
2. If b2-08 is set to 0%, the DC current level will be the DC Injection current set to b2-02.
3. As DC Injection can generate a fair amount of noise, b2-08 may need to be adjusted to keep noise levels acceptable.

◆ b3: Speed Search

The Speed Search function allows the drive to detect the speed of a rotating motor shaft that is driven by external forces and start the motor operation directly from the detected speed without first stopping the machine.

Example: When a momentary loss of power occurs, the drive output shuts off and the motor coasts. When power returns, the drive can find the speed of the coasting motor and restart it directly.

Enabling Speed Search for PM motors only requires setting parameter b3-01 to 1. The drive offers current detection and speed estimation Speed Search for induction motors. Parameter b3-24 selects the speed search method for induction motors. Both methods and relevant parameters are explained below.

Speed Search start timing differs depending on whether operation is after a momentary power loss (L2-01 = 1 or 2) or after the Speed Search at start (b3-01 = 1).

The operation timing of the Speed Search after a momentary power loss is shown in *Figure 5.18*. The operation timing after the Speed Search at start is shown in *Figure 5.19*.

After restoring power, the Speed Search operation remains in baseblock status for at least the time set in b3-05.

However, Speed Search will not start if the time set in L2-03, Minimum Baseblock Time, has not expired after the power stops.

When induced voltage remains in the motor, the Speed Search operation starts after the time set in b3-05 without waiting for the time set in L2-03.

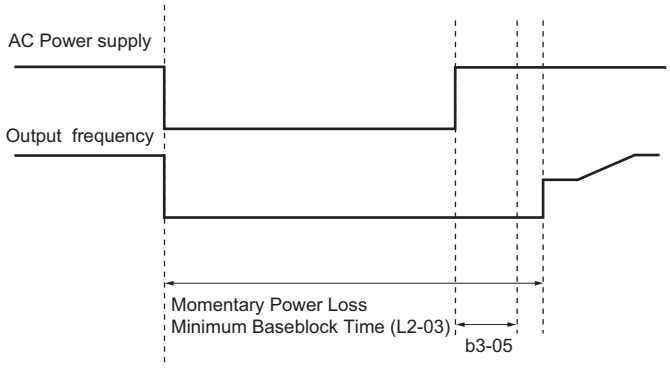


Figure 5.18 Time Chart for Speed Search after Recovery from Momentary Power Loss

When performing a speed search operation at start, the speed search operation will start after waiting for the longer of the times set in b3-05 and L2-03 after the Run command input is received.

When induced voltage remains in the motor, the Speed Search operation starts after the time set in b3-05 without waiting for the time set in L2-03.

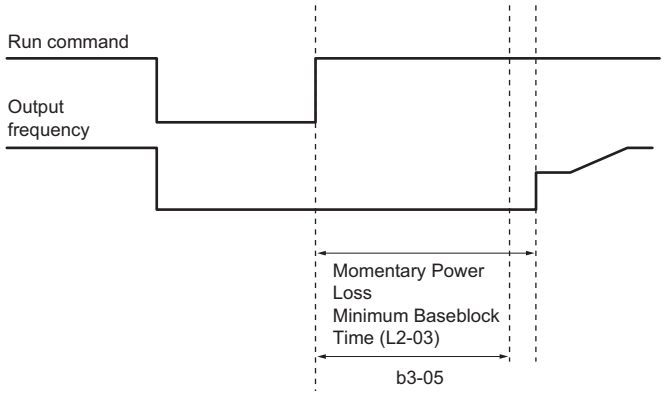


Figure 5.19 Time Chart for Speed Search at Start

For induction motors, the drive offers two types of Speed Search that can be selected by parameter b3-24 (Speed Estimation and Current Detection). Both methods are explained below, then followed by a description of all relevant parameters.

■ Current Detection Speed Search

Current Detection Speed Search 2 (b3-24 = 2)

Current Detection Speed Search 2 is for use with IM motors.

The current set in b3-31 is applied and the speed is detected based on the current flow to the motor. After Speed Search is completed, the speed is accelerated or decelerated to the frequency reference.

If the output current during the Speed Search operation is larger than the setting value of b3-32, reduce the frequency for the deceleration time set in b3-03. After motor speed estimation is completed, the speed is accelerated or decelerated to the frequency reference.

Current Detection Speed Search 3 (b3-24 = 4)

The current set in b3-31 is applied and the speed is detected based on the current flow to the motor. After Speed Search is completed, the speed is accelerated or decelerated to the frequency reference.

If the output current during the Speed Search operation is larger than the setting value of b3-32, reduce the frequency for the deceleration time set in b3-03. After motor speed estimation is completed, the speed is accelerated or decelerated to the frequency reference.

b3-14 sets how the drive determines the motor rotation direction when performing the Speed Search as follows:

- The drive uses the frequency reference to determine the direction of motor rotation in order to restart the motor.

• The drive detects the motor rotation direction in order to restart the motor.

Notes on Using Current Detection Type Speed Search

• Shorten the Speed Search deceleration time set to b3-03 if an oL1 fault occurs while performing Current Detection Speed Search.
• Current Detection Speed Search is not available when using Open Loop Vector Control for PM motors.
• Increase the minimum baseblock time set to L2-03 if an overcurrent or overvoltage fault occurs when performing Speed Search after power is restored following a momentary power loss.

■ Speed Estimation Speed Search

Speed Estimation Speed Search (b3-24 = 1)

Speed Estimation Speed Search estimates the motor speed while the motor is coasting and then restarts operation. After the Speed Search is completed, the speed is accelerated or decelerated to the frequency reference.

This method can be used for a single induction motor connected to a drive. Do not use this method if the motor is one or more frame size smaller than the drive, at motor speeds above 200 Hz, or when using a single drive to operate more than one motor.

Speed Estimation Speed Search 2 (b3-24 = 3)

Speed Estimation Speed Search 2 is used in V/f w/PG control mode.

The Speed Search estimates the motor rotation direction while the motor is coasting and then restarts operation. The drive controls motor speed by using PG feedback. After the Speed Search is completed, the speed is accelerated or decelerated to the frequency reference.

b3-14 sets how the drive determines the motor rotation direction when performing the Speed Search as follows:

• The drive uses the frequency reference to determine the direction of motor rotation in order to restart the motor.
• The drive detects the motor rotation direction in order to restart the motor.

Notes on Using Speed Estimation Speed Search

• Rotational Auto-Tuning for V/f Control (T1-01 = 3) needs to be first performed if you plan to use Speed Estimation in V/f Control. Perform Stationary Auto-Tuning for Line-to-Line Resistance (T1-01 = 2) again if the there is a change in the cable length between the drive and motor.
• Use Current Detection Speed Search 2 to search for speeds beyond 200 Hz, if the application is running multiple motors from the same drive, or if the motor is considerably smaller than the capacity of the drive.
• Speed Estimation may have trouble finding the actual speed if the motor cable is very long. Current Detection Speed Search 2 should be used in such situations.
• Use Current Detection Speed Search 2 instead of Speed Estimation when operating motors smaller than 1.5 kW. Speed Estimation can end up stopping smaller motors, as it might not be able to detect the speed or rotation direction of such small motors.

■ Speed Search Activation

Speed Search can be activated as described below. Select the Speed Search type in parameter b3-24 independent of the activation method.

1. Automatically activate Speed Search with every Run command. Set b3-01, Speed Search Selection at Start, to 1 (Enabled). External Speed Search commands are ignored.
2. Activate Speed Search using the digital input terminals.
   The following input functions for H1-□□ can be used.

Table 5.7 Speed Search Activation by Digital Inputs

Setting	Description	b3-24 = 1, 3	b3-24 = 2, 4
61	External Search Command 1	Activate Speed Estimation Speed Search	Closed: Activate Current Detection Speed Search from the maximum output frequency (E1-04).
62	External Search Command 2		Closed: Activate Current Detection Speed Search from the frequency reference.

   To activate Speed Search by a digital input, the input must always be set together with the Run command, or the Run command must be entered after the Speed Search command is given.
3. After automatic fault restart
   When the number of maximum fault restarts in parameter L5-01 is set higher than 0, the drive will automatically perform Speed Search as specified by b3-24 following a fault.

4. After momentary power loss
   This mode requires that the Power Loss Ride-Thru function be enabled always or at least enabled during CPU operation (L2-01 = 1 or 2). *Refer to L2-01: Momentary Power Loss Operation Selection on page 292*
5. After external baseblock is released
   The drive will resume the operation starting with Speed Search if the Run command is present and the output frequency is above the minimum frequency when the Baseblock command is released.

■ Rotation Direction Detection Conditions for Backspin

Backspin occurs when the motor rotates in the opposite direction from the rotation direction command.

Specify the speed search direction when power is recovered after a momentary power loss in applications in which backspin can occur, such as for an oil pump when backspin may occur due to the weight of the oil after a momentary power loss. The search starts from the rotation direction specified in the direction command when the momentary power loss time is short.

The search starts from the opposite direction of the direction specified in the direction command when the momentary power loss time is long. The rotation for the Speed Search is determined as follows:

[t] is the time from the momentary power loss to recovery.

- $0 \leq t < b3\text{-}50$: The search is started in the direction specified by the frequency reference.
- $b3\text{-}50 \geq t < b3\text{-}51$: The motor is not restarted and the baseblock continues.
  The search starts from the opposite direction of the direction command when the momentary power loss time exceeds the setting value of b3-51.
- $b3\text{-}51 \leq t$: The search is started in the direction opposite to the frequency reference.

Refer to *b3-50/b3-51 Backspin Search Direction Judgment Time 1/2 on page 188* for details on the backspin direction judgment time.

Note: **1.** Set b3-50 to a value higher than 0.0 s to enable rotation direction detection for backspin.
2. When setting b3-50, be sure to also set the following parameters to the values specified. Setting these parameters to any other values will trigger an oPE08 fault.
b3-50 ≤ b3-51
b3-14 = 0
b3-24 = 2
3. Backspin detection is not necessary with a PM motor and in Closed Loop Vector Control mode.

■ b3-01: Speed Search Selection at Start

Determines if Speed Search is automatically performed when a Run command is issued or not.

No.	Parameter Name	Setting Range	Default
b3-01	Speed Search Selection at Start	0 or 1	Determined by A1-02

Setting 0: Disabled

When the Run command is entered, the drive starts operating at the minimum output frequency. If external Speed Search 1 or 2 is already enabled by a digital input, the drive will start operating with Speed Search.

Setting 1: Enabled

Speed Search is performed whenever the Run command is entered. The drive begins running the motor once Speed Search is complete.

■ b3-03: Speed Search Deceleration Time

Parameter b3-03 sets the output frequency reduction ramp. The time entered into b3-03 will be the time to decelerate from maximum frequency (E1-04) to minimum output frequency (E1-09).

In Current Detection Type 2 Speed Search, the time set in this parameter is used as the acceleration or deceleration time for the output frequency while searching.

No.	Name	Setting Range	Default
b3-03	Speed Search Deceleration Time	0.1 to 10.0 s	2.0 s

■ b3-04: V/f Gain during Speed Search (Speed Estimation Type, Speed Estimation 2 Type, Current Detection 2 Type)

During Speed Search, the output voltage calculated from the V/f pattern is multiplied with this value. Changing this parameter can help reduce the output current during Speed Search.

No.	Name	Setting Range	Default
b3-04	V/f Gain during Speed Search (Speed Estimation Type)	10 to 100%	Determined by C6-01 and o2-04

■ b3-05: Speed Search Delay Time

In cases where an output contactor is used between the drive and the motor, the contactor must be closed before Speed Search can be performed. This parameter can be used to delay the Speed Search operation, giving the contactor enough time to close completely.

No.	Name	Setting Range	Default
b3-05	Speed Search Delay Time	0.0 to 100.0 s	0.2 s

■ b3-06: Output Current 1 during Speed Search (Speed Estimation Type)

Sets the current injected to the motor at the beginning of Speed Estimation Speed Search as a factor of the motor rated current set in E2-01 (E4-01 for motor 2). If the motor speed is relatively slow when the drive starts to perform Speed Search after a long period of baseblock, it may be helpful to increase the setting value. The output current during Speed Search is automatically limited by the drive rated current.

No.	Name	Setting Range	Default
b3-06	Output Current 1 during Speed Search (Speed Estimation Type)	0.0 to 2.0	Determined by o2-04

Note: If Speed Estimation is not working correctly even after adjusting b3-06, try using Current Detection Speed Search 2 instead.

■ b3-08: Current Control Gain during Speed Search (Speed Estimation Type)

There is normally no need to change this parameter from the default value.
Sets the proportional gain for the current controller during Speed Search.

No.	Name	Setting Range	Default
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	0.00 to 6.00	A1-02 = 0 to 3: Determined by o2-04 A1-02 = 5 or 6: 0.30

■ b3-09: Current Control Integral Time during Speed Search (Speed Estimation Type)

Usually it is not necessary to change this setting.

Sets the integral time for the current regulator during Speed Estimation Speed Search. Adjusts the responsiveness during the Speed Search.

No.	Name	Setting Range	Default
b3-09	Current Control Integral Time during Speed Search (Speed Estimation Type)	0.0 to 1000.0 ms	Determined by A1-02

■ b3-10: Speed Search Detection Compensation Gain (Speed Estimation Type)

This parameter sets the gain for the detected motor speed of the Speed Estimation Speed Search. There is normally no need to change this parameter from the default value. If acceleration occurs when restarting, set the parameter as close to 1.00 as possible.

No.	Name	Setting Range	Default
b3-10	Speed Search Detection Compensation Gain (Speed Estimation Type)	1.00 to 1.20	1.05

■ b3-14: Bi-Directional Speed Search Selection (Speed Estimation Type, Speed Estimation 2 Type, Current Detection 3 Type)

Sets how the drive determines the motor rotation direction when performing Speed Estimation Speed Search, Speed Estimation Speed Search 2, or Current Detection Speed Search 3.

Disable this parameter when b3-50 is 0.1 or longer.

No.	Parameter Name	Setting Range	Default
b3-14	Bi-Directional Speed Search Selection (Speed Estimation Type, Speed Estimation 2 Type, Current Detection 3 Type)	0 or 1	Determined by A1-02

Setting 0: Disabled

The drive uses the frequency reference to determine the direction of motor rotation in order to restart the motor.

Setting 1: Enabled

The drive detects the motor rotation direction in order to restart the motor.

■ b3-17: Speed Search Restart Current Level (Speed Estimation Type)

A large current can flow into the drive if there is a fairly large difference between the estimated frequency and the actual motor speed when performing Speed Estimation. This parameter sets the current level at which Speed Estimation is restarted, thus avoiding overcurrent and overvoltage problems. Set as a percentage of the drive rated current.

No.	Name	Setting Range	Default
b3-17	Speed Search Restart Current Level (Speed Estimation Type)	0 to 200%	150%

■ b3-18: Speed Search Restart Detection Time (Speed Estimation Type)

Sets the time that the current must be greater than the level set in b3-17 before Speed Search can be restarted.

No.	Name	Setting Range	Default
b3-18	Speed Search Restart Detection Time (Speed Estimation Type)	0.00 to 1.00 s	0.10 s

■ b3-19: Number of Speed Search Restarts (Speed Estimation Type)

Sets the number of times the drive should attempt to find the speed and restart the motor. If the number of restart attempts exceeds the value set to b3-19, the SEr fault will occur and the drive will stop.

No.	Name	Setting Range	Default
b3-19	Number of Speed Search Restarts (Speed Estimation Type)	0 to 10	3

■ b3-24: Speed Search Method Selection

Sets the Speed Search method used.

In V/f, V/f w/PG, or OLV control modes, set this parameter to 2 (Current Detection Type Speed Search 2) when b3-50 is 0.1 or longer.

No.	Parameter Name	Setting Range	Default
b3-24	Speed Search Method Selection	1 to 4 <1>	Determined by A1-02 and o2-04

<1> Setting range is dependent on the control mode (A1-02) and the drive model (o2-04).

1: Speed Estimation
2: Current Detection 2
3: Speed Estimation 2
4: Current Detection 3

Note: **1.** Enable or disable Speed Search at start with b3-01 and Speed Search after momentary power loss with L2-01.
2. Refer to *Current Detection Speed Search 2 (b3-24 = 2) on page 180*, *Current Detection Speed Search 3 (b3-24 = 4) on page 182*, *Speed Estimation Speed Search (b3-24 = 1) on page 183*, and *Speed Estimation Speed Search 2 (b3-24 = 3) on page 181* for details on the Speed Search direction.
3. Settings 3 and 4 are available in the drive software versions PRG:1017 and later.
4. Setting range is determined by the drive model (o2-04).
2□0028 to 2□0248 (o2-04 = 6A to 75), 4□0011 to 4□0414 (o2-04 = 95 to AA): 1
4□0477 to 4□0930 (o2-04 = AC to B0): 2 to 4

■ b3-25: Speed Search Wait Time (Speed Estimation Type)

Sets the wait time between Speed Search restarts. Increase the wait time if problems occur with overcurrent or if the SEr fault occurs.

No.	Name	Setting Range	Default
b3-25	Speed Search Wait Time (Speed Estimation Type)	0.0 to 30.0 s	0.5 s

■ b3-27: Start Speed Search Select

Selects a condition to activate Speed Search Selection at Start (b3-01). Set this parameter to 1 when using a sequence in which operation starts when the frequency reference exceeds the minimum output frequency while the Run command is active.

No.	Name	Setting Range	Default
b3-27	Start Speed Search Select	0, 1	0

Setting 0: Triggered when a Run command is issued (normal).
Setting 1: Triggered when an external baseblock is released.

■ b3-29: Speed Search Induced Voltage Level

There is normally no need to change this parameter from the default value.

Lower this value in small increments if changes are necessary. However, setting this value too low will prevent the drive from performing Speed Search.

No.	Name	Setting Range	Default
b3-29	Speed Search Induced Voltage Level	0 to 10%	10%

■ b3-31 Speed Search Operation Current Level 1 (Current Detection 2)

Sets the current level used to limit the output current during Current Detection Type Speed Search 2 as a ratio to E2-03, Motor No-Load Current. The current level is determined for a no-load current that is 30% of the rated motor current when the setting value of E2-03 is less than or equal to 30% of the rated motor current.

Note: If the setting value is too large, a stopped inductive motor may accelerate too quickly. In such cases, set this parameter to a value that is smaller than the rated motor current

No.	Name	Setting Range	Default
b3-31	Speed Search Operation Current Level 1 (Current Detection 2)	1.50 to 3.50	1.50

■ b3-32 Speed Search Operation Current Level 2 (Current Detection 2)

Sets the current level at which to end the Speed Search for Current Detection Type Speed Search 2 as a ratio to E2-03, Motor No-Load Current.

The current level is determined for a no-load current that is 30% of the rated motor current when the setting value of E2-03 is less than or equal to 30% of the rated motor current.

No.	Name	Setting Range	Default
b3-32	Speed Search Operation Current Level 2 (Current Detection 2)	0.00 to 1.49	1.20

■ b3-33: Speed Search Selection when Run Command is Input in Uv

Activates or deactivates the speed search at start in accordance with whether or not a Run command was issued during an undervoltage (Uv) if operation during a momentary power loss (L2-01 = 1 or 2), speed search at start (b3-01 = 1), and coasting to a stop (b1-03 = 1) are enabled.

Note: **1.** Use a sequence that will hold the Run command even during momentary power losses when the Momentary Power Loss Operation Selection is enabled (L2-01 = 1 or 2).
2. Disable this parameter for a machine in which the motor will stop during a momentary power loss.

No.	Name	Setting Range	Default
b3-33	Speed Search Selection when Run Command is Input in Uv	0 or 1	0

Setting 0: Speed Search disabled
Setting 1: Speed Search enabled

■ b3-50/b3-51 Backspin Search Direction Judgment Time 1/2

The direction of the Speed Search is adjusted to allow for backspin.

When momentary power loss time t is shorter than the time set in b3-50, the search operates according to the direction command.

When momentary power loss time t is equal to or longer than the time set in b3-51, the search operates from the opposite direction of the direction command. When momentary power loss time t is equal to or longer than the time set in b3-50 and shorter than b3-15, baseblock continues until momentary power loss time t exceeds the time set in b3-51. The search then operates from the opposite direction of the direction command.

Note: **1.** Use these parameters only in applications in which backspin can occur.
2. Be sure to set b3-50 < b3-51.

No.	Name	Setting Range	Default
b3-50	Backspin Search Direction Judgment Time 1	0.0 to 10.0	0.0 s
b3-51	Backspin Search Direction Judgment Time 2	0.0 to 10.0	0.0

Speed Search from the Direction Command (0.0 ≤ Momentary Power Loss Time t < b3-50)

When time t from the momentary power loss to recovery is shorter than the setting value of b3-50, Speed Search is performed in the direction specified by the direction command. The deceleration time set in b3-52 is used for the search frequency and the setting value of the frequency reference is used as the starting search frequency.

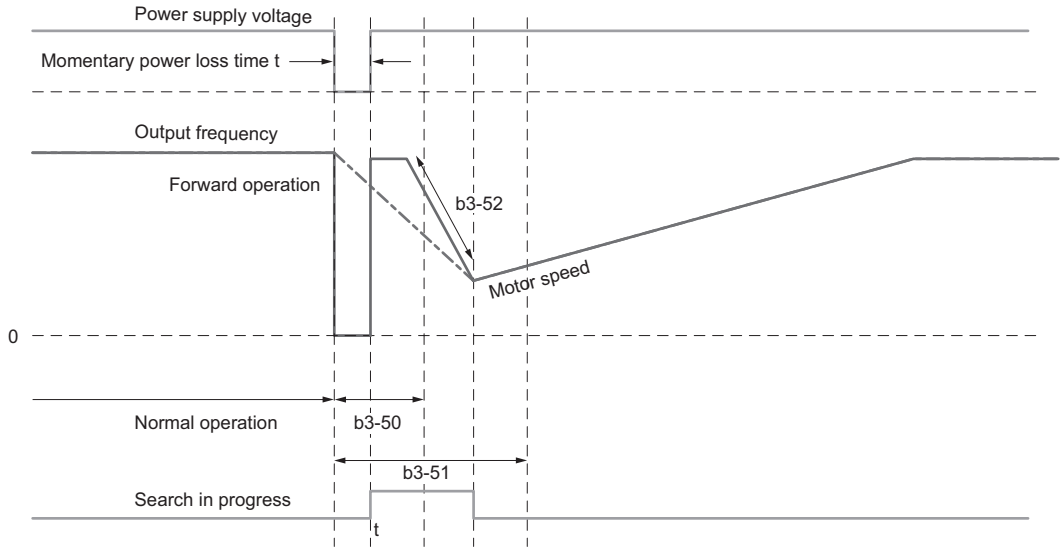


Figure 5.20 Speed Search from Forward Run Command (0 ≤ t < b3-50)

Continuous Baseblock (b3-50 ≤ t < b3-51)

When time t from the momentary power loss to recovery is between the times set for b3-50 and b3-51, operation will not be restarted and the baseblock will continue. The drive will stay in baseblock for the time set in b3-51 even after restoring power. After the time set in b3-51 passes, Speed Search starts in the opposite direction of the direction command. The deceleration time in b3-53 is used for the search frequency and the setting value of the frequency reference is used as the starting search frequency.

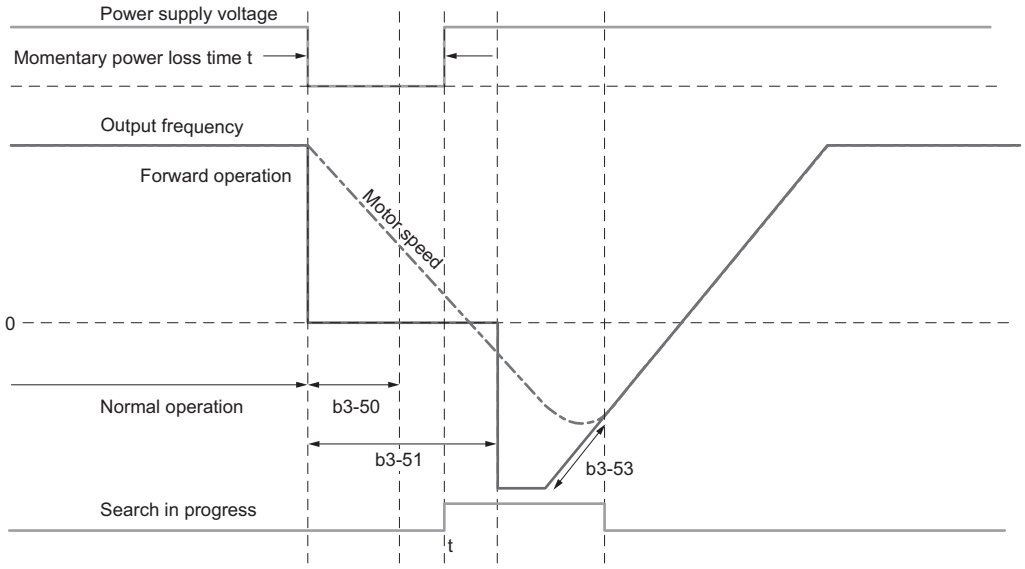


Figure 5.21 Continuing Baseblock (b3-50 ≤ t < b3-51)

Speed Search in Direction Opposite to Direction Command (b3-51 ≤ t)

When time t from the momentary power loss to recovery exceeds the setting value of b3-51, Speed Search is performed in the opposite direction of the direction command. The deceleration time in b3-53 is used for the search frequency and the setting value of the frequency reference is used as the starting search frequency.

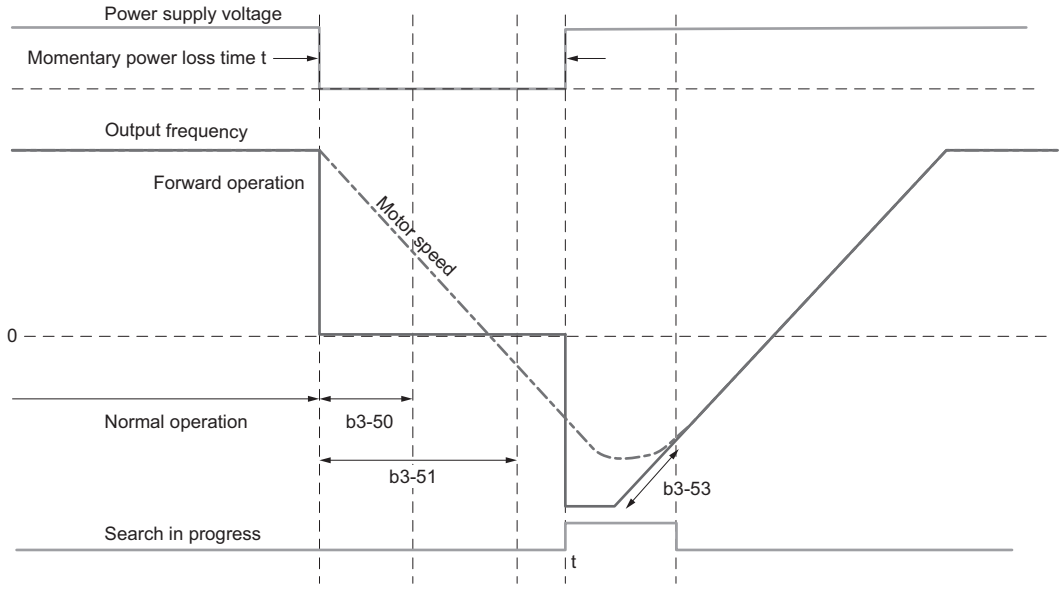


Figure 5.22 Speed Search in Direction Opposite to Direction Command (b3-51 ≤ t)

■ b3-52 Backspin Search Deceleration Time 1

Sets the search frequency deceleration rate when searching from the direction command when momentary power loss time t is shorter than the time set in b3-50. Set the value lower than the motor deceleration rate during coasting.

No.	Name	Setting Range	Default
b3-52	Backspin Search Deceleration Time 1	0.1 to 10.0 s	2.0 s

■ b3-53 Backspin Search Deceleration Time 2

Sets the search frequency deceleration rate for a Speed Search from the opposite direction of the direction command when momentary power loss time t is equal to or longer than the time set in b3-51.

No.	Name	Setting Range	Default
b3-53	Backspin Search Deceleration Time 2	0.1 to 10.0 s	2.0 s

■ b3-59: PM Speed Search DC Injection Braking Time at Low Speed

Sets the DC Injection Braking time at low speed PM motor Speed Search. It is the time in which DC Injection Braking is performed to initiate stopping the motor fully when the PM motor is coasting at approximately 5% speed or less. If the moment of inertia of the machine is large and the motor will not stop, increase the setting value.

The DC Injection Braking current at low speed PM motor Speed Search will be b3-02 (Speed Search Deactivation Current).

No.	Name	Setting Range	Default
b3-59	PM Speed Search DC Injection Braking Time at Low Speed	0.50 to 10.00 s	1.00 s

◆ b4: Timer Function

The timer function is independent of drive operation and can be used to delay the switching of a digital output triggered by a digital input signal. An on-delay and off-delay can be separately set. The delay timer can help to get rid of chattering switch noise from sensors.

To enable the timer function, a multi-function input must be set to “Timer function input” (H1-☐☐ = 18) and a multi-function output must be set to “Timer output” (H2-☐☐ = 12). Only one timer can be used.

■ b4-01/b4-02: Timer Function On-Delay, Off-Delay Time

b4-01 sets the on-delay time for switching the timer output. b4-02 sets the off-delay time for switching the timer output.

No.	Name	Setting Range	Default
b4-01	Timer Function On-Delay Time	0.0 to 3000.0 s	0.0 s
b4-02	Timer Function Off-Delay Time	0.0 to 3000.0 s	0.0 s

■ Timer Function Operation

When the timer function input closes for longer than the value set in b4-01, the timer output switches on. When the timer function input is open for longer than the value set in b4-02, the timer output function switches off. *Figure 5.23* demonstrates the timer function operation.

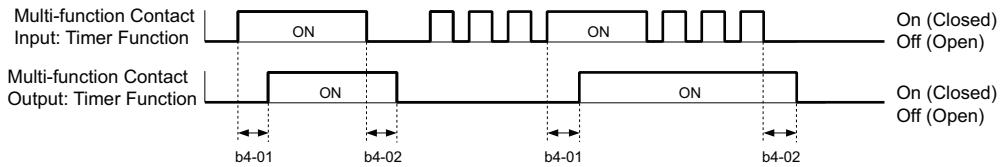
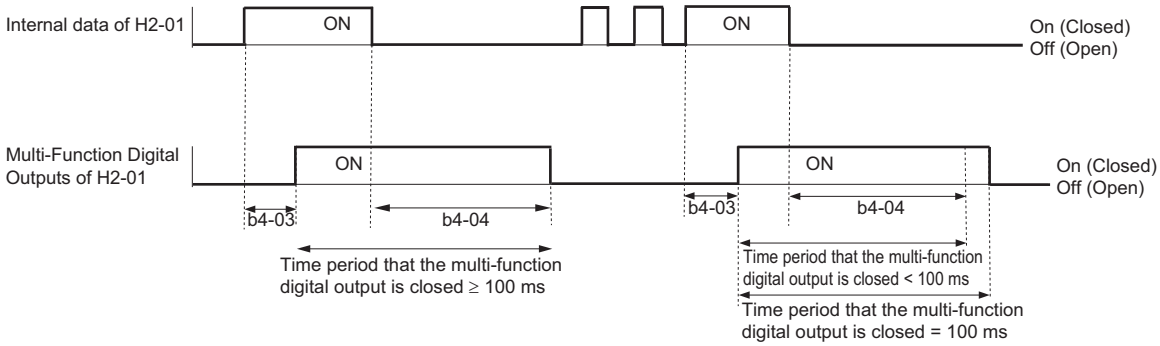


Figure 5.23 Timer Operation

■ b4-03 to b4-08: H2-☐☐ ON-Delay and OFF-Delay Time

Sets the length of the delay time for contact outputs to open or close for the related functions set in H2-☐☐.

No.	Name	Setting Range	Default
b4-03	H2-01 ON Delay Time	0 to 65000 ms	0 ms
b4-04	H2-01 OFF Delay Time	0 to 65000 ms	0 ms
b4-05	H2-02 ON Delay Time	0 to 65000 ms	0 ms
b4-06	H2-02 OFF Delay Time	0 to 65000 ms	0 ms
b4-07	H2-03 ON Delay Time	0 to 65000 ms	0 ms
b4-08	H2-03 OFF Delay Time	0 to 65000 ms	0 ms



Note: Even if the length of the off-delay time and on-delay time for multi-function digital outputs are each less than 100 ms, the multi-function digital output closes for at least 100 ms.

◆ b5: PID Control

The drive has a built in PID (Proportional + Integral + Derivative) controller that can be used for closed loop control of system variables such as pressure, temperature, and so on. The difference between the target and the feedback value (deviation) is fed into the PID controller. The PID controller adjusts the drive output frequency in order to minimize the deviation, providing accurate control of system variables.

■ P Control

The output of P control is the product of the deviation and the P gain so that it follows the deviation directly and linearly. With P control, only an offset between the target and feedback remains.

■ I Control

The output of I control is the integral of the deviation. It minimizes the offset between target and feedback value that typically remains when pure P control is used. The integral time (I time) constant determines how fast the offset is eliminated.

■ D Control

D control predicts the deviation signal by multiplying its derivative (slope of the deviation) with a time constant, then adds this value to the PID input. This way the D portion of a PID controller provides a braking action to the controller response and can reduce the tendency to oscillate and overshoot.

Be aware that D control tends to amplify noise on the deviation signal, which can result in control instability. D control should therefore only be used when necessary.

■ PID Operation

To better demonstrate how PID works, *Figure 5.24* shows the PID output when the PID input (deviation) is at a constant level.

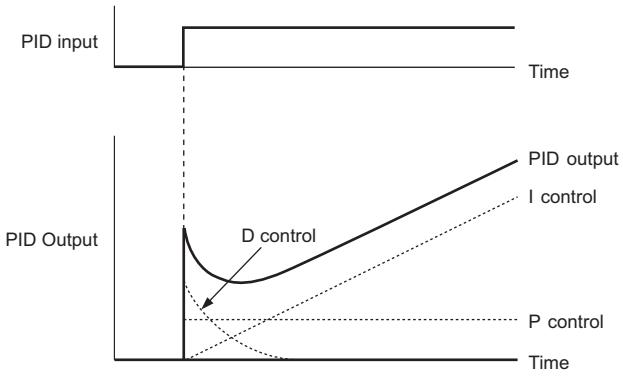


Figure 5.24 PID Operation

■ Using PID Control

Applications for PID control are listed in *Table 5.8*.

Table 5.8 Using PID Control

Application	Description	Sensors Used
Speed Control	Machinery speed is fed back and adjusted to meet the target value. Synchronous control is performed using speed data from other machinery as the target value	Tachometer
Pressure	Maintains constant pressure using pressure feedback.	Pressure sensor
Fluid Control	Keeps flow at a constant level by feeding back flow data.	Flow rate sensor
Temperature Control	Maintains a constant temperature by controlling a fan with a thermostat.	Thermocoupler, Thermistor

■ PID Setpoint Input Methods

The PID setpoint input can be input from one of the sources listed in *Table 5.9*.

If neither of the sources listed in *Table 5.9* is used, the reference source in b1-01 (or b1-15) or one of the inputs listed in *Table 5.9* becomes the PID setpoint.

Table 5.9 PID Setpoint Sources

PID Setpoint Source	Settings
Analog Input A1	Set H3-02 = C
Analog Input A2	Set H3-10 = C
Analog Input A3	Set H3-06 = C
MEMOBUS/Modbus Register 0006H	Set bit 1 in register 000FH to 1 and input the setpoint to register 0006H
Pulse Input RP	Set H6-01 = 2
Parameter b5-19	Set parameter b5-18 = 1 and input the PID setpoint to b5-19

Note: A duplicate allocation of the PID setpoint input will result in an oPE07 alarm.

■ PID Feedback Input Methods

Either one feedback signal can be input for normal PID control, or two feedback signals can be input for controlling a differential process value.

Normal PID Feedback

The PID feedback signal can be input from one of the sources listed in *Table 5.10*.

Table 5.10 PID Feedback Sources

PID Feedback Source	Settings
Analog Input A1	Set H3-02 = B
Analog Input A2	Set H3-10 = B
Analog Input A3	Set H3-06 = B
Pulse Input RP	Set H6-01 = 1

Note: A duplicate allocation of the PID feedback input will result in an oPE07 alarm.

Differential Feedback

The second PID feedback signal for differential feedback can come from the sources listed in *Table 5.11*. The differential feedback function is automatically enabled when a differential feedback input is assigned.

Table 5.11 PID Differential Feedback Sources

PID Differential Feedback Source	Settings
Analog Input A1	Set H3-02 = 16
Analog Input A2	Set H3-10 = 16
Analog Input A3	Set H3-06 = 16

Note: A duplicate allocation of the PID differential feedback input will result in an oPE alarm.

■ PID Block Diagram

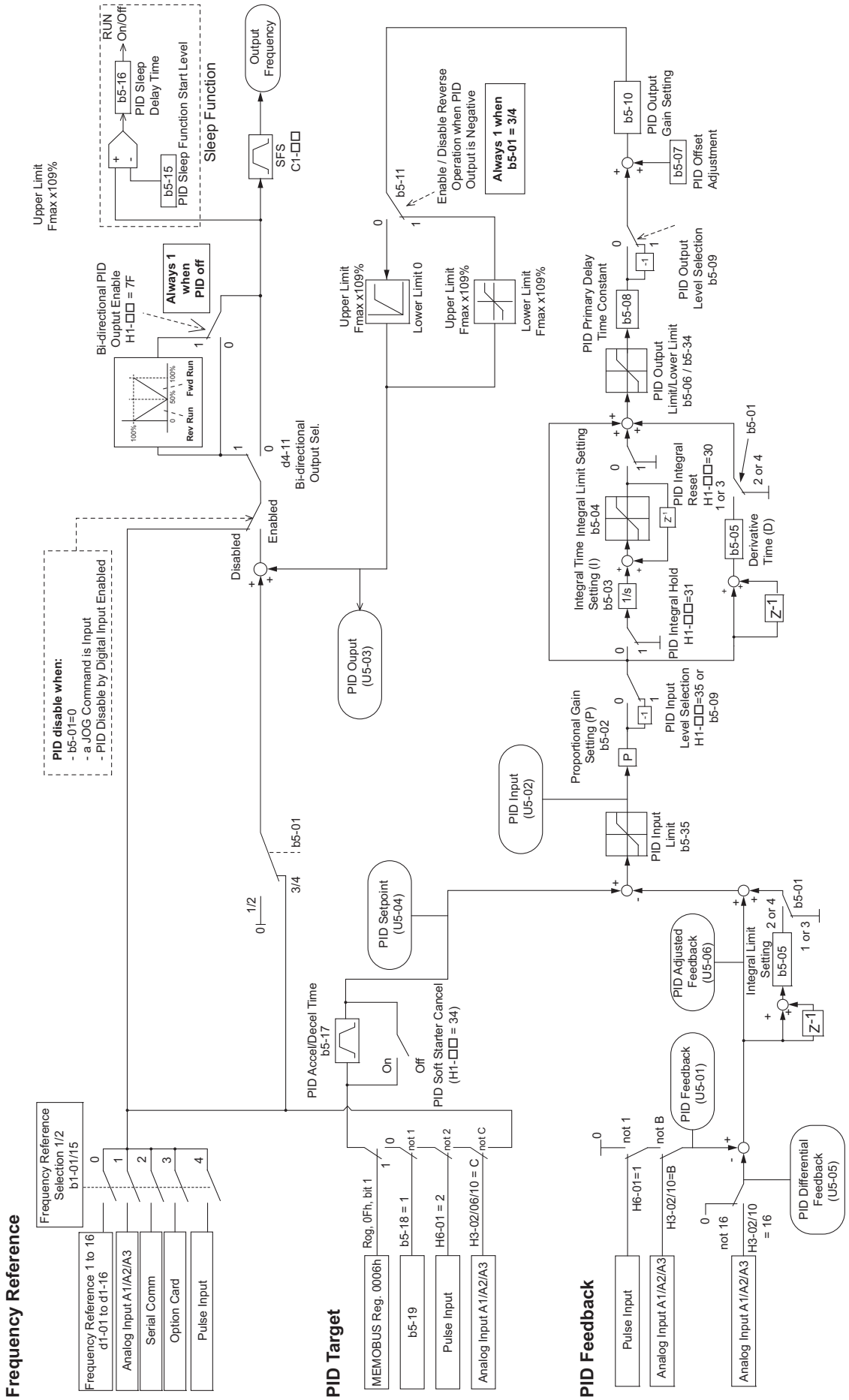


Figure 5.25 PID Block Diagram

■ b5-01: PID Function Setting

Enables or disables the PID operation and selects the PID operation mode.

No.	Parameter Name	Setting Range	Default
b5-01	PID Function Setting	0 to 8	0

Setting 0: PID disabled

Setting 1: Output frequency = PID output 1

The PID controller is enabled and the PID output builds the frequency reference. The PID input is D controlled.

Setting 2: Output frequency = PID output 2

The PID controller is enabled and the PID output builds the frequency reference. The PID feedback is D controlled.

Setting 3: Output frequency = frequency reference + PID output 1

The PID controller is enabled and the PID output is added to the frequency reference. The PID input is D controlled.

Setting 4: Output frequency = frequency reference + PID output 2

The PID controller is enabled and the PID output is added to the frequency reference. The PID feedback is D controlled.

Setting 5: Mode compatible with setting 1 of similar products from a previous product line
Setting 6: Mode compatible with setting 2 of similar products from a previous product line
Setting 7: Mode compatible with setting 3 of similar products from a previous product line
Setting 8: Mode compatible with setting 4 of similar products from a previous product line

Note: Set the values 5 to 8 instead of 1 to 4 when upgrading the drive from previous Yaskawa drive models such as Varispeed F7.

■ b5-02: Proportional Gain Setting (P)

Sets the P gain that is applied to the PID input. A large value will tend to reduce the error, but may cause instability (oscillations) if set too high. A low value may allow too much offset between the setpoint and feedback.

No.	Name	Setting Range	Default
b5-02	Proportional Gain Setting (P)	0.00 to 25.00	1.00

■ b5-03: Integral Time Setting (I)

Sets the time constant that is used to calculate the integral of the PID input. The smaller the integral time set to b5-03, the faster the offset will be eliminated. If set too short, it can cause overshoot or oscillation. To turn off the integral time, set b5-03 = 0.00.

No.	Name	Setting Range	Default
b5-03	Integral Time Setting (I)	0.0 to 360.0 s	1.0 s

■ b5-04: Integral Limit Setting

Sets the maximum output possible from the integral block. Set as a percentage of the maximum frequency (E1-04).

No.	Name	Setting Range	Default
b5-04	Integral Limit Setting	0.0 to 100.0%	100.0%

Note: On some applications, especially those with rapidly varying loads, the output of the PID function may show a fair amount of oscillation. To suppress this oscillation, a limit can be applied to the integral output by programming b5-04.

■ b5-05: Derivative Time (D)

Sets the time the drive predicts the PID input/PID feedback signal. Longer time settings will improve the response but can cause vibrations. Shorter settings will reduce the overshoot but also reduce the controller responsiveness. D control is disabled by setting b5-05 to zero seconds.

No.	Name	Setting Range	Default
b5-05	Derivative Time (D)	0.00 to 10.00 s	0.00 s

■ b5-06: PID Output Limit

Sets the maximum output possible from the entire PID controller. Set as a percentage of the maximum frequency (E1-04).

No.	Name	Setting Range	Default
b5-06	PID Output Limit	0.0 to 100.0%	100.0%

■ b5-07: PID Offset Adjustment

Sets the offset added to the PID controller output. Set as a percentage of the maximum frequency.

No.	Name	Setting Range	Default
b5-07	PID Offset Adjustment	-100.0 to 100.0%	0.0%

■ b5-08: PID Primary Delay Time Constant

Sets the time constant for the filter applied to the output of the PID controller. Normally, change is not required.

No.	Name	Setting Range	Default
b5-08	PID Primary Delay Time Constant	0.00 to 10.00 s	0.00 s

Note: Useful when there is a fair amount of oscillation or when rigidity is low. Set to a value larger than the cycle of the resonant frequency. Increasing this time constant may reduce the responsiveness of the drive.

■ b5-09: PID Output Level Selection

Normally a positive PID input (feedback smaller than setpoint) leads to positive PID output. Parameter b5-09 can be used to reverse the sign of the PID controller output signal.

No.	Parameter Name	Setting Range	Default
b5-09	PID Output Level Selection	0 or 1	0

Setting 0: Normal Output

A negative PID input causes a decrease in the PID output (direct acting).

Setting 1: Reverse Output

A negative PID input causes an increase in the PID output (reverse acting).

■ b5-10: PID Output Gain Setting

Applies a gain to the PID output and can be helpful when the PID function is used to trim the frequency reference (b5-01 = 3 or 4).

No.	Name	Setting Range	Default
b5-10	PID Output Gain Setting	0.00 to 25.00	1.00

■ b5-11: PID Output Reverse Selection

Determines whether a negative PID output reverses the direction of drive operation or not. When the PID function is used to trim the frequency reference (b5-01 = 3 or 4), this parameter has no effect and the PID output will not be limited (same as b5-11 = 1).

No.	Parameter Name	Setting Range	Default
b5-11	PID Output Reverse Selection	0 or 1	0

Setting 0: Reverse Disabled

Negative PID output will be limited to 0 and the drive output will be stopped.

Setting 1: Reverse Enabled

Negative PID output will cause the drive to run in the opposite direction.

■ PID Feedback Loss Detection

The PID feedback loss detection function can detect broken sensors or broken sensor wiring. It should be used whenever PID control is enabled to prevent critical machine conditions (e.g., acceleration to max. frequency) caused by a feedback loss.

Feedback loss can be detected in two ways:

- **Feedback Low Detection**
  Detected when the feedback falls below a certain level for longer than the specified time. This function is set up using parameters b5-12 to b5-14.
- **Feedback High Detection**
  Detected when the feedback rises beyond a certain level for longer than the specified time. This function is set up using parameters b5-12, b5-36, and b5-37.

The following figure explains the working principle of feedback loss detection when the feedback signal is too low. Feedback high detection works in the same way.

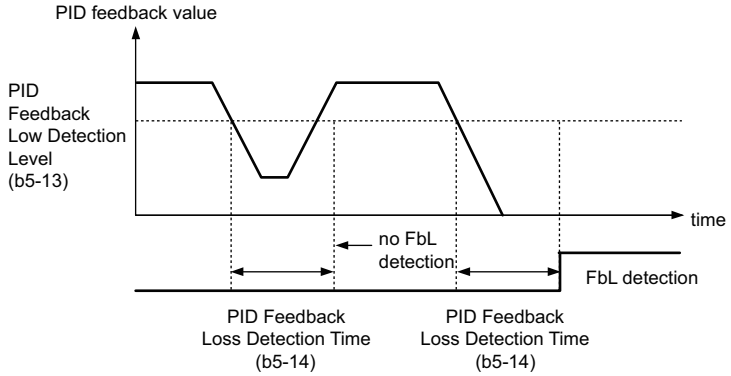


Figure 5.26 PID Feedback Loss Detection

■ b5-12: PID Feedback Loss Detection Selection

Enables or disables the feedback loss detection and sets the operation when a feedback loss is detected.

No.	Parameter Name	Setting Range	Default
b5-12	PID Feedback Loss Detection Selection	0 to 5	0

Setting 0: Digital Output Only

A digital output set for “PID feedback low” (H2-☐☐ = 3E) will be triggered if the PID feedback value is below the detection level set to b5-13 for the time set to b5-14 or longer. A digital output set for “PID feedback high” (H2-☐☐ = 3F) will be triggered if the PID feedback value is beyond the detection level set to b5-36 for longer than the time set to b5-37. Neither a fault nor an alarm is displayed on the digital operator. The drive will continue operation. When the feedback value leaves the loss detection range, the output is reset.

Setting 1: Feedback Loss Alarm

If the PID feedback value falls below the level set to b5-13 for longer than the time set to b5-14, an “FbL - PID Feedback Loss” alarm will be displayed and a digital output set for “PID feedback low” (H2-☐☐ = 3E) will be triggered. If the PID feedback value exceeds the level set to b5-36 for longer than the time set to b5-37, an “FBH - Feedback High” alarm will be displayed and a digital output set for “PID feedback high” (H2-☐☐ = 3F) will be triggered. Both events trigger an alarm output (H2-☐☐ = 10). The drive will continue operation. When the feedback value leaves the loss detection range, the alarm and outputs are reset.

Setting 2: Feedback Loss Fault

If the PID feedback value falls below the level set to b5-13 for longer than the time set to b5-14, an “FbL - PID Feedback Loss” fault will be displayed. If the PID feedback value exceeds the level set to b5-36 for longer than the time set to b5-37, an “FbH - Feedback High” fault will be displayed. Both events trigger a fault output (H2-☐☐ = E) and cause the drive to stop the motor.

Setting 3: Digital output only, even if PID is disabled by digital input

Same as b5-12 = 0. Detection is still active even if PID is disabled by a digital input (H1-☐☐ = 19).

Setting 4: Feedback loss alarm, even if PID is disabled by digital input

Same as b5-12 = 1. Detection is still active even if PID is disabled by a digital input (H1-☐☐ = 19).

Setting 5: Feedback loss fault, even if PID is disabled by digital input

Same as b5-12 = 2. Detection is still active even if PID is disabled by a digital input (H1-☐☐ = 19).

■ b5-13: PID Feedback Low Detection Level

Sets the feedback level used for PID feedback low detection. The PID feedback has to fall below this level for longer than the time b5-14 before feedback loss is detected.

No.	Name	Setting Range	Default
b5-13	PID Feedback Low Detection Level	0 to 100%	0%

■ b5-14: PID Feedback Low Detection Time

Sets the time that the PID feedback has to fall below b5-13 before feedback loss is detected.

No.	Name	Setting Range	Default
b5-14	PID Feedback Low Detection Time	0.0 to 25.5 s	1.0 s

■ b5-36: PID Feedback High Detection Level

Sets the feedback level used for PID feedback high detection. The PID feedback has to exceed this level for longer than the time b5-37 before feedback loss is detected.

No.	Name	Setting Range	Default
b5-36	PID Feedback High Detection Level	0 to 100%	100%

■ b5-37: PID Feedback High Detection Time

Sets the time for that the PID feedback has to exceed b5-36 before feedback loss is detected.

No.	Name	Setting Range	Default
b5-37	PID Feedback High Detection Time	0.0 to 25.5 s	1.0 s

■ PID Sleep

The PID Sleep function stops the drive when the PID output or the frequency reference falls below the PID Sleep operation level for a certain time. The drive will resume operating once the PID output or frequency reference rises above the PID Sleep operation level for the specified time. An example of PID Sleep operation appears in the figure below.

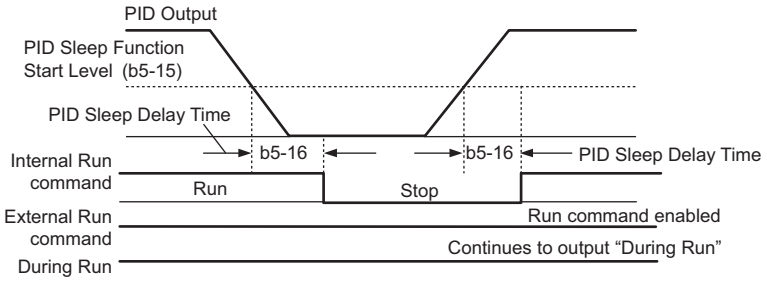


Figure 5.27 PID Sleep Operation

Notes on using the PID Sleep function

- The PID Sleep function is always active, even if PID control is disabled.
- The PID Sleep function stops the motor according to the stopping method in b1-03.

The parameters that control the PID Sleep function are explained below.

■ b5-15: PID Sleep Function Start Level

Sets the level that triggers PID Sleep.

The drive goes into Sleep mode if the PID output or frequency reference is smaller than b5-15 for longer than the time set in b5-16. It resumes operation when the PID output or frequency reference is above b5-15 for longer than the time set in b5-16.

No.	Name	Setting Range	Default
b5-15	PID Sleep Function Start Level	0.0 to 400.0 Hz <1>	0.0 Hz <1>

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 100.0%) instead of in Hz.

■ b5-16: PID Sleep Delay Time

Sets the delay time to activate or deactivate the PID Sleep function.

No.	Name	Setting Range	Default
b5-16	PID Sleep Delay Time	0.0 to 25.5 s	0.0 s

■ b5-17: PID Accel/Decel Time

The PID acceleration/deceleration time is applied on the PID setpoint value.

As the normal acceleration times C1-☐☐ are applied after the PID output, they reduce the responsiveness of the system and can cause hunting or overshoot and undershoot when the setpoint changes quickly. Using the PID acceleration/deceleration time instead helps to avoid such problems.

The PID acceleration/deceleration time can be canceled using a digital input programmed for “PID soft starter cancel” (H1-☐☐ = 34).

No.	Name	Setting Range	Default
b5-17	PID Accel/Decel Time	0.0 to 6000.0 s	0.0 s

■ b5-18: PID Setpoint Selection

Enables or disables parameter b5-19 for PID setpoint.

No.	Parameter Name	Setting Range	Default
b5-18	PID Setpoint Selection	0 or 1	0

Setting 0: Disabled

Parameter b5-19 is not used as the PID setpoint.

Setting 1: Enabled

Parameter b5-19 is used as PID setpoint.

■ b5-19: PID Setpoint Value

Used as the PID setpoint if parameter b5-18 = 1.

No.	Name	Setting Range	Default
b5-19	PID Setpoint Value	0.00 to 100.00%	0.00%

■ b5-20: PID Setpoint Scaling

Determines the units that the PID setpoint value (b5-19) is set in and displayed. Also determines the units for monitors U5-01 and U5-04. The units for setting/display can be changed with b5-20.

No.	Parameter Name	Setting Range	Default
b5-20	PID Setpoint Scaling	0 to 3	1

Setting 0: 0.01 Hz

The setpoint and PID monitors are displayed in Hz with a resolution of 0.01 Hz.

Setting 1: 0.01% (100.00%: Maximum Frequency)

The setpoint and PID monitors are displayed as a percentage with a resolution of 0.01%.

Setting 2: min^{-1} (set the motor poles)

The setpoint and PID monitors are displayed in min^{-1} with a resolution of 1 min^{-1}.

Setting 3: User Defined (determined by b5-38 and b5-39)

Parameters b5-38 and b5-39 determine the units and resolution used to display the values the setpoint in b5-19, and PID monitors U1-01 and U1-04.

■ b5-34: PID Output Lower Limit

Sets the minimum possible PID controller output as a percentage of the maximum output frequency (E1-04). The lower limit is disabled when set to 0.00%.

No.	Name	Setting Range	Default
b5-34	PID Output Lower Limit	-100.0 to 100.0%	0.00%

■ b5-35: PID Input Limit

Sets the maximum allowed PID input as a percentage of the maximum output frequency (E1-04). Parameter b5-35 acts as a bipolar limit.

No.	Name	Setting Range	Default
b5-35	PID Input Limit	0.0 to 1000.0%	1000.0%

■ b5-38, b5-39: PID Setpoint User Display, PID Setpoint Display Digits

When parameter b5-20 is set to 3, the parameters b5-38 and b5-39 can be used to set a user defined display for the PID setpoint value (b5-19) and PID feedback monitors (U5-01, U5-04).

Parameter b5-38 determines the display value when the maximum frequency is output. Parameter b5-39 determines the number of digits. The setting value is equal to the number of decimal places.

No.	Name	Setting Range	Default
b5-38	PID Setpoint User Display	1 to 60000	Determined by b5-20
b5-39	PID Setpoint Display Digits	0 to 3	Determined by b5-20

■ b5-40: Frequency Reference Monitor Content During PID

Sets the content of the frequency reference monitor display (U1-01) when PID control is active.

No.	Name	Setting Range	Default
b5-40	Frequency Reference Monitor Content During PID	0 or 1	0

Setting 0: Frequency Reference after PID

Monitor U1-01 displays the frequency reference including the output of the PID controller.

Setting 1: Frequency Reference

Monitor U1-01 displays the frequency reference value.

■ b5-47: PID Output Reverse Selection 2

Determines whether a negative PID output reverses the direction of drive operation. When the PID function is used to trim the frequency reference (b5-01 = 3 or 4), this parameter has no effect and the PID output will not be limited (same as b5-11 = 1).

No.	Name	Setting Range	Default
b5-47	PID Output Reverse Selection 2	0, 1	1

Setting 0: Reverse Disabled

Negative PID output will be limited to 0 and the drive output will be stopped.

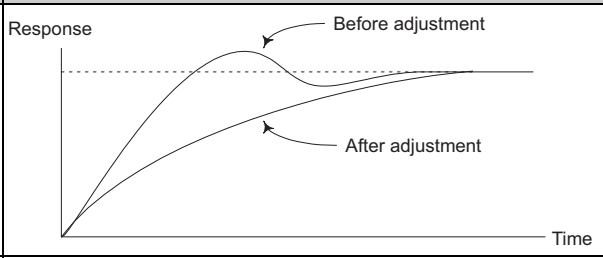
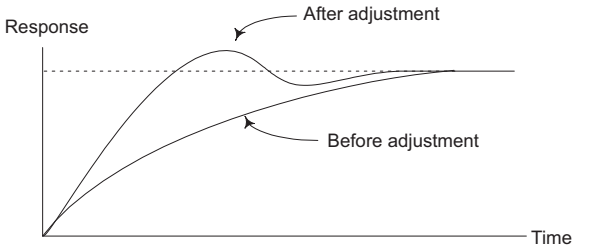
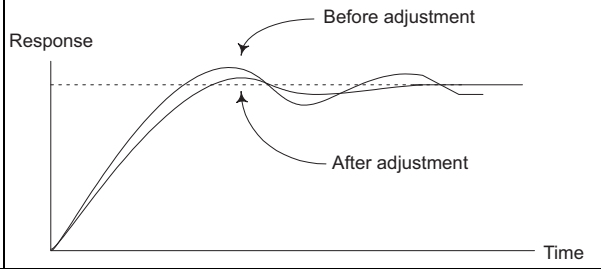
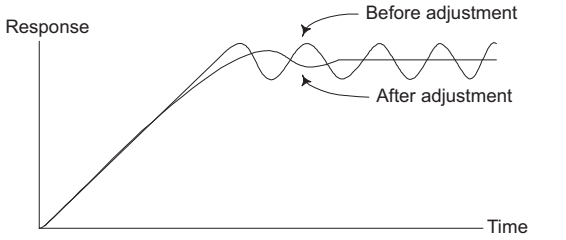
Setting 1: Reverse Enabled

Negative PID output will cause the drive to run in the opposite direction.

■ Fine-Tuning PID

Once PID control parameters have been set, fine-tuning may be required. Follow the directions below.

Table 5.12 PID Fine Tuning

Goal	Tuning Procedure	Result
Overshoot must be suppressed	• Reduce the derivative time (b5-05) • Increase the integral time (b5-03)	
Quickly achieve stability, and some overshoot is permissible	• Decrease the integral time (b5-03) • Increase the derivative time (b5-05)	
Suppress long cycle oscillations (longer than the integral time setting)	Increase the integral time (b5-03)	
Suppress short cycle oscillations	• If oscillation cycle time is close to the derivative time, the derivative part is likely having too much influence. Reduce the derivative time (b5-05). • If the derivative time is set to 0.00 s and oscillations are still a problem, try reducing the proportional gain (b5-02) or try increasing the PID primary delay time (b5-08)	

◆ b6: Dwell Function

The Dwell function is used to temporarily hold the frequency reference at a predefined value for a set time, then continue accelerating or decelerating.

If used with induction motors, the Dwell function can help prevent speed loss when starting and stopping a heavy load. If running a PM motor in V/f control, the pause in acceleration allows the PM motor rotor to align with the stator field of the motor, thus reducing the starting current.

Figure 5.28 shows how the Dwell function works.

Note: Using the Dwell function requires that the stopping method for the drive be set to “Ramp to stop” (b1-03 = 0).

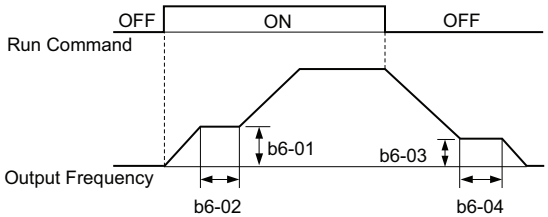


Figure 5.28 Dwell Function at Start and Stop

■ b6-01, b6-02: Dwell Reference, Dwell Time at Start

Parameter b6-01 determines the frequency that is held for the time set in b6-02 during acceleration.

No.	Name	Setting Range	Default
b6-01	Dwell Reference at Start	0.0 to 400.0 Hz <1>	0.0 Hz <1>
b6-02	Dwell Time at Start	0.0 to 10.0 s	0.0 s

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 100.0%) instead of in Hz.

■ b6-03, b6-04: Dwell Reference, Dwell Time at Stop

Parameter b6-03 determines the frequency that is held for the time set in b6-04 during deceleration.

No.	Name	Setting Range	Default
b6-03	Dwell Reference at Stop	0.0 to 400.0 Hz <1>	0.0 Hz <1>
b6-04	Dwell Time at Stop	0.0 to 10.0 s	0.0 s

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 100.0%) instead of in Hz.

◆ b7: Droop Control (CLV, CLV/PM)

Droop control is a function for setting the motor rated slip as required. Droop control can automatically balance the load level between two motors that drive the same load, such as the traverse axis in cranes. It must be activated in one of the two drives that control these motors. The drive in which Droop control is activated will automatically reduce the speed if the torque reference rises, and increase the speed if the torque reference falls again, thereby shifting the load from one motor to the other.

Note: Disable Feed Forward (n5-01 = 0) whenever using Droop control.

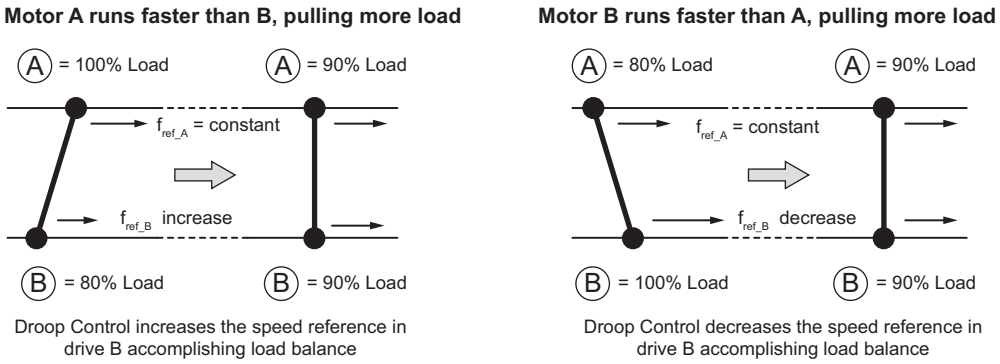


Figure 5.29 Droop Control in a Traverse Application

■ b7-01: Droop Control Gain

Sets the amount of speed reduction when the torque reference is 100%. The gain is set as a percentage of the maximum output frequency. A setting of 0.0% disables the Droop control function.

No.	Parameter Name	Setting Range	Default
b7-01	Droop Control Gain	0.0 to 100.0%	0.0%

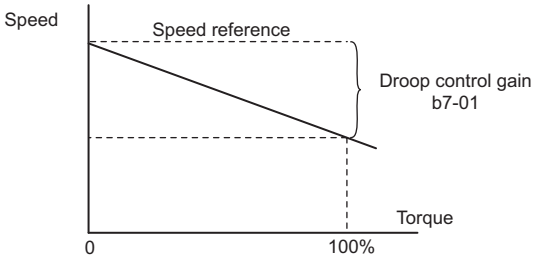


Figure 5.30 Droop Control Gain

■ b7-02: Droop Control Delay Time

The setting in b7-02 adjusts the responsiveness of Droop control. Reduce the setting if the reaction time is too long, and increase it if hunting occurs.

No.	Parameter Name	Setting Range	Default
b7-02	Droop Control Delay Time	0.03 to 2.00 s	0.05 s

■ b7-03: Droop Control Limit Selection

Enables or disables the droop control limit.

No.	Parameter Name	Setting Range	Default
b7-03	Droop Control Limit Selection	0, 1	1

Setting 0: Disabled
Setting 1: Enabled

◆ b8: Energy Saving

The Energy Saving feature improves overall system efficiency by operating the motor at its most efficient level.

Note: **1.** Energy Saving is not designed for applications that experience instantaneous heavy loads or applications that rarely operate with light load conditions.
2. As the performance of the Energy Saving function strongly depends on the accuracy of the motor data, always perform Auto-Tuning and make sure the motor data has been entered correctly before using this function.

■ b8-01: Energy Saving Control Selection

Enables or disables the Energy Saving function.

Note: Enabling the Energy Saving function when using a PM motor may adversely affect motor efficiency depending on the type of PM motor. Disable the Energy Saving function in such cases.

No.	Parameter Name	Setting Range	Default
b8-01	Energy Saving Control Selection	0 or 1	Determined by A1-02

Setting 0: Disabled
Setting 1: Enabled

■ b8-02: Energy Saving Gain (OLV, CLV)

Sets the gain level for Energy Saving. A higher value results in lower magnetization of the motor and thereby less energy consumption. However, if b8-02 is too high, the motor may stall.

No.	Name	Setting Range	Default
b8-02	Energy Saving Gain	0.0 to 10.0	Determined by A1-02

■ b8-03: Energy Saving Control Filter Time Constant (OLV, CLV)

Parameter b8-03 sets the response time for Energy Saving. Although lowering this value allows for a quicker response, instability may result if it is too low.

No.	Name	Setting Range	Default
b8-03	Energy Saving Control Filter Time Constant	0.00 to 10.00 s	Determined by A1-02, C6-01, and o2-04

■ b8-04: Energy Saving Coefficient Value (V/f, V/f w/PG)

Parameter b8-04 is used to fine-tune Energy Saving control. The default setting depends on the capacity of the drive. This default setting is for a standard Yaskawa motor. If using a motor other than a standard one, adjust the default setting of b8-04 in increments of around 5% until the output power monitor U1-08 is at the minimum value, while running the drive with a light load.

A low setting results in less output voltage and less energy consumption, but too small a value will cause the motor to stall.

No.	Name	Setting Range	Default
b8-04	Energy Saving Coefficient Value	0.00 to 655.00	Determined by C6-01, E2-11, and o2-04

Note: This default value changes if the motor rated capacity set to E2-11 is changed. The Energy Saving coefficient is set automatically when Auto-Tuning for Energy Saving is performed (*Refer to Auto-Tuning on page 141*).

■ b8-05: Power Detection Filter Time (V/f, V/f w/PG)

The Energy Saving function continuously searches out the lowest output voltage in order to achieve minimum output power. Parameter b8-05 determines how often the output power is measured in ms.

Reducing this setting will increase the response time. If the filter time is too short, the motor may become unstable with a lighter load.

No.	Name	Setting Range	Default
b8-05	Power Detection Filter Time	0 to 2000 ms	20 ms

■ b8-06: Search Operation Voltage Limit (V/f, V/f w/PG)

Sets the voltage limit for the optimal output voltage detection of Speed Search as a percentage of the maximum output voltage. During the search operation, the drive will keep the output voltage above this level to prevent motor stalling.

Note: If set too low, the motor may stall with a sudden increase to the load. Disabled when b8-06 = 0. Setting this value to 0 does not disable Energy Saving.

No.	Name	Setting Range	Default
b8-06	Search Operation Voltage Limit	0 to 100%	0%

■ b8-16: Energy Saving Parameter (Ki) for PM Motors

Coefficient to adjust torque linearity.

There is normally no need to change this parameter from the default value.

When E5-01 (Motor Code Selection (for PM Motors)) is set to 1□□□ or 2□□□, the automatically calculated value will be set. This set value cannot be changed. If oscillation occurs when Energy Saving is enabled (b8-01 = 1), then check the value displayed in monitor U5-21. If the value displayed differs from the Ki value written on the motor nameplate, then set b8-16 accordingly.

No.	Name	Setting Range	Default
b8-16	Energy Saving Parameter (Ki) for PM Motors	0.00 to 3.00	1.00

■ b8-17: Energy Saving Parameter (Kt) for PM Motors

Coefficient to adjust torque linearity.

There is normally no need to change this parameter from the default value.

When E5-01 (Motor Code Selection (for PM Motors)) is set to 1□□□ or 2□□□, the automatically calculated value will be set. This set value cannot be changed. If oscillation occurs when Energy Saving is enabled (b8-01 = 1), then check the value displayed in monitor U5-22. If the value displayed differs from the Kt value written on the motor nameplate, then set b8-17 accordingly.

No.	Name	Setting Range	Default
b8-17	Energy Saving Parameter (Kt) for PM Motors	0.00 to 3.00	1.00

■ b8-27: q-Axis Current Compensation Method when Output Voltage is Limited

There is normally no need to change this parameter from the default value. Sets a compensation method for the q-axis current when output voltage is limited.

No.	Name	Setting Range	Default
b8-27	q-Axis Current Compensation Method when Output Voltage is Limited	0, 1	0

Setting 0: Output Voltage Limit Priority
Setting 1: q-Axis Current Priority

◆ b9: Zero Servo

The Zero Servo function is a position loop that can be used to lock the motor at a certain position against external power to the motor.

It must be activated using a digital input set for H1-□□ = 72. Once this input is closed and the motor speed falls below the level set in parameter b2-01, the drive will enter Zero Servo mode and maintain the current position. Even if the motor speed exceeds the level set in parameter b2-01 in Zero Servo mode, the drive will continue to maintain the current position. When the input assigned to trigger the Zero Servo function is released and the Run command is still present, the drive reaccelerates according to the speed reference.

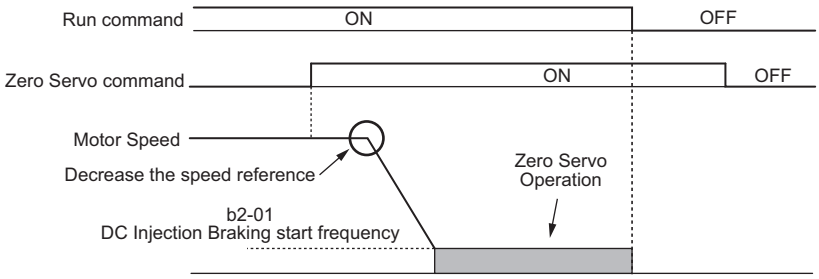


Figure 5.31 Zero Servo Operation

When Zero Servo is active, the deviation between the rotor position and the zero position is displayed in monitor U6-22 (monitor value must be divided by 4 to get the deviation in actual encoder pulses).

A digital output programmed for "Zero Servo complete" (H2-□□ = 33) is turned on when the rotor position is within the zero position, plus or minus the Zero Servo completion width set in parameter b9-02.

Note:
1. The Run command must remain on when using the Zero Servo function. If the Run command is switched off, then Zero Servo will no longer be able to hold the load in place.
2. When the Zero Servo command has shut off, the Zero Servo Completion digital output also shuts off.
3. Avoid using Zero Servo to lock 100% load for long periods, as this can trigger a fault. If such loads need to be held in place for long periods, either make sure the current is less than 50% of the drive rated current during Zero Servo, or use a larger capacity drive.
4. If the load rotates the motor when using CLV/PM, a dv4 fault may occur. To prevent this, either increase the Zero Servo gain (b9-01) or increase the number of pulses set to F1-19 that are required to trigger dv4.

■ b9-01: Zero Servo Gain

Parameter b9-01 adjusts the responsiveness of the Zero Servo position loop. Increase the value if the response is too slow and the deviation from the zero position rises too high when load is applied. Decrease the value if vibrations occur during Zero Servo operation.

Note: Before adjusting the Zero Servo gain, make sure the ASR parameters (C5-□□) are set up properly and vibration or hunting does not occur when running with a zero speed reference.

No.	Name	Setting Range	Default
b9-01	Zero Servo Gain	0 to 100	5

■ b9-02: Zero Servo Completion Width

Sets the output range of the Zero Servo completion signal. Enter the amount of deviation allowable from the desired position to trigger Zero Servo. An output terminal set for Zero Servo Complete (H2-□□ = 33) will be triggered when the motor reaches the position Zero Servo position plus or minus b9-02.

No.	Name	Setting Range	Default
b9-02	Zero Servo Completion Width	0 to 16383	10

5.3 C: Tuning

C parameters are used to set the acceleration and deceleration characteristics, as well as S-curves. Other parameters in this group cover settings for slip compensation, torque compensation, and carrier frequency.

◆ C1: Acceleration and Deceleration Times

■ C1-01 to C1-08: Accel, Decel Times 1 to 4

Four different sets of acceleration and deceleration times can be set in the drive. They can be selected by digital inputs, by the motor selection, or can be switched automatically. Acceleration time parameters always set the time to accelerate from 0 Hz to the maximum output frequency (E1-04). Deceleration time parameters always set the time to decelerate from maximum output frequency to 0 Hz. C1-01 and C1-02 are the default active accel/decel settings.

No.	Parameter Name	Setting Range	Default
C1-01	Acceleration Time 1	0.0 to 6000.0 s <1>	10.0 s
C1-02	Deceleration Time 1		
C1-03	Acceleration Time 2		
C1-04	Deceleration Time 2		
C1-05	Acceleration Time 3 (Motor 2 Accel Time 1)		
C1-06	Deceleration Time 3 (Motor 2 Decel Time 1)		
C1-07	Acceleration Time 4 (Motor 2 Accel Time 2)		
C1-08	Deceleration Time 4 (Motor 2 Decel Time 2)		

<1> The setting range for the acceleration and deceleration times is determined by the accel/decel time setting units in C1-10. For example, if the time is set in units of 0.01 s (C1-10 = 0), the setting range becomes 0.00 to 600.00 s.

Switching Acceleration Times by Digital Input

Accel/decel times 1 are active by default if no input is set. The accel/decel times 2, 3, and 4 can be activated by digital inputs (H1-☐☐ = 7 and 1A) as explained in *Table 5.13*.

Table 5.13 Accel/Decel Time Selection by Digital Input

Accel/Decel Time Sel. 1 H1-☐☐ = 7	Accel/Decel Time Sel. 2 H1-☐☐ = 1A	Active Times	
		Acceleration	Deceleration
0	0	C1-01	C1-02
1	0	C1-03	C1-04
0	1	C1-05	C1-06
1	1	C1-07	C1-08

Figure 5.32 shows an operation example for changing accel/decel. times. The example below requires that the stopping method be set for “Ramp to stop” (b1-03 = 0).

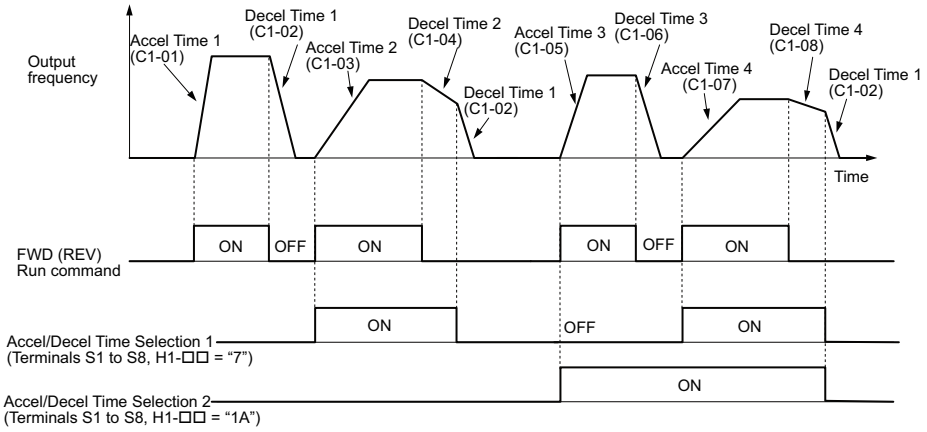


Figure 5.32 Timing Diagram of Accel/Decel Time Change

Switching Acceleration and Deceleration Times by Motor Selection

When switching between motor 1 and 2 using a digital input (H1-☐☐ = 16), parameters C1-01 to C1-04 become accel/decel time 1 and 2 for motor 1, while C1-05 to C1-08 become accel/decel time 1 and 2 for motor 2. Accel/decel times 1 and 2 can be switched for each motor using a digital inputs set to H1-☐☐ = 7 like shown in *Table 5.14*.

Note: 1. The motor 2 selection function cannot be used when PM motor is used.
2. The digital input setting "Accel/Decel time 2 selection" (H1-☐☐ = 1A) cannot be used together with motor 1/2 switching. Trying to do so triggers an oPE03 error, indicating a contradictory multifunction input settings.

Table 5.14 Motor Switching and Accel/Decel Time Combinations

Accel/Decel Time 1 (H1-☐☐ = 7)	Motor 1 Selected (Terminal set to H1-☐☐ = 16 OFF)		Motor 2 Selected (Terminal set to H1-☐☐ = 16 ON)	
	Accel	Decel	Accel	Decel
Open	C1-01	C1-02	C1-05	C1-06
Closed	C1-03	C1-04	C1-07	C1-08

Switching Accel/Decel Times by a Frequency Level

The drive can switch between different acceleration and deceleration times automatically. The drive will switch from accel/decel time 4 in C1-07 and C1-08 to the default accel/decel time in C1-01 and C1-02 (C1-05 and C1-06 for motor 2) when the output frequency exceeds the frequency level set in parameter C1-11. When it falls below this level, the accel/decel times are switched back. *Figure 5.33* shows an operation example.

Note: Acceleration and deceleration times selected by digital inputs have priority over the automatic switching by the frequency level set to C1-11. For example, if accel/decel time 2 is selected, the drive will use this time only and not switch from accel/decel time 4 to the selected one.

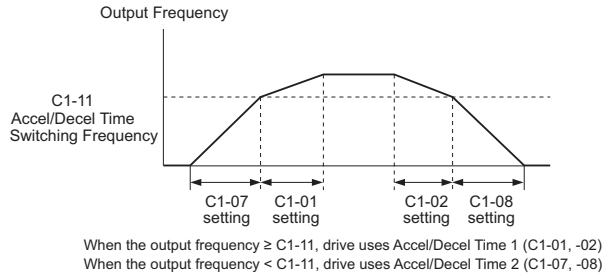


Figure 5.33 Accel/Decel Time Switching Frequency

■ C1-09: Fast Stop Time

Parameter C1-09 will set a special deceleration that is used when certain faults occur or that can be operated by closing a digital input configured as H1-☐☐ = 15 (N.O. input) or 17 (N.C. input). The input does not have to be closed continuously, even a momentary closure will trigger the Fast Stop operation. Unlike standard deceleration, once the Fast Stop operation is initiated, the drive cannot be restarted until the deceleration is complete, the Fast Stop input is cleared, and the Run command is cycled.

A digital output programmed for "During Fast Stop" (H2-☐☐ = 4C) will be closed as long as Fast Stop is active.

A Fast Stop can be selected as the action the drive should take when certain faults occur, such as L8-03 (Overheat Pre-Alarm Operation Selection).

No.	Parameter Name	Setting Range	Default
C1-09	Fast Stop Time	0.0 to 6000.0 s <1>	10.0 s

<1> The setting range for the acceleration and deceleration times is determined by the accel/decel time setting units in C1-10. For example, if the time is set in units of 0.01 s (C1-10 = 0), the setting range becomes 0.00 to 600.00 s

■ C1-10: Accel/Decel Time Setting Units

Determines the units for the acceleration and deceleration times set to C1-01 through C1-09.

No.	Parameter Name	Setting Range	Default
C1-10	Accel/Decel Time Setting Units	0 or 1	1

Setting 0: 0.01 s units

The accel/decel times are set in 0.01 s units. The setting range is 0.00 to 600.00 s.

C1-10 cannot be set to 0 if any of the parameters C1-01 to C1-09 is set to 600.1 s or longer.

Setting 1: 0.1 s units

The accel/decel times are set in 0.1 s units. The setting range is 0.0 to 6000.0 s.

■ C1-11: Accel/Decel Time Switching Frequency

Sets the frequency at which the drive switches between accel/decel time settings. *Refer to Switching Accel/Decel Times by a Frequency Level on page 206*.

No.	Parameter Name	Setting Range	Default
C1-11	Accel/Decel Time Switching Frequency	0.0 to 400.0 Hz <1>	Determined by A1-02 <1>

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed in percent (0.0 to 100.0%) instead of in Hz.

Note: Setting C1-11 to 0.0 Hz (0.0%) disables this function.

◆ C2: S-Curve Characteristics

Use S-curve characteristics to smooth acceleration and deceleration and to minimize abrupt shock to the load. Set S-curve characteristic time during acceleration/deceleration at start and acceleration/deceleration at stop. If the STo fault (Pull-Out Detection) occurs when starting a PM motor, try increasing the value set to C2-01.

■ C2-01 to C2-04: S-Curve Characteristics

C2-01 through C2-04 set separate S-curves for each section of the acceleration or deceleration.

No.	Parameter Name	Setting Range	Default
C2-01	S-Curve Characteristic at Accel Start	0.00 to 10.00 s	Determined by A1-02
C2-02	S-Curve Characteristic at Accel End		0.20 s
C2-03	S-Curve Characteristic at Decel Start		0.20 s
C2-04	S-Curve Characteristic at Decel End		0.00 s

Figure 5.34 explains how S-curves are applied.

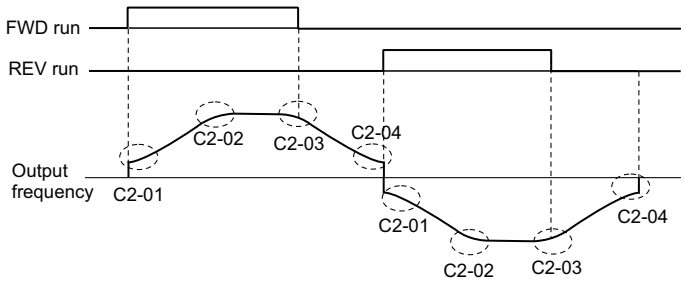


Figure 5.34 S-Curve Timing Diagram - FWD/REV Operation

Setting the S-curve will increase the acceleration and deceleration times.

Actual accel time = accel time setting + (C2-01 + C2-02) / 2

Actual decel time = decel time setting + (C2-03 + C2-04) / 2

◆ C3: Slip Compensation

The Slip Compensation function improves the speed accuracy of an induction motor. By adjusting the output frequency in accordance with the motor load, it compensates the slip and makes the motor speed equal to the frequency reference.

Note: Perform Auto-Tuning and make sure that the motor rated current (E2-01), the motor rated slip (E2-02), and the motor no-load current (E2-03) have all been set properly before making any adjustments to slip compensation parameters.

■ C3-01: Slip Compensation Gain

This parameter sets the gain for the motor slip compensation function. Although this parameter rarely needs to be changed, adjustments might be needed under the following circumstances:

- If the motor at constant speed is slower than the frequency reference, increase C3-01.
- If the motor at constant speed is faster than the frequency reference, decrease C3-01.

No.	Parameter Name	Setting Range	Default
C3-01	Slip Compensation Gain	0.0 to 2.5	Determined by A1-02

Note: Default setting is 0.0 in V/f Control (A1-02 = 0), and 1.0 in Open Loop Vector Control (A1-02 = 2). In Closed Loop Vector Control, slip compensation is used to correct inaccuracies that can result from temperature fluctuation in the rotor.

■ C3-02: Slip Compensation Primary Delay Time

Adjusts the filter on the output side of the slip compensation function. Although this parameter rarely needs to be changed, adjustment may help in the following situations:

- Decrease the setting when the slip compensation response is too slow.
- Increase this setting when speed is unstable.

No.	Parameter Name	Setting Range	Default
C3-02	Slip Compensation Primary Delay Time	0 to 10000 ms	Determined by A1-02

Note: Default for V/f Control (A1-02 = 0) is 2000 ms. Default for Open Loop Vector Control (A1-02 = 2) is 200 ms.

■ C3-03: Slip Compensation Limit

Sets the upper limit for the slip compensation function as a percentage of the motor rated slip (E2-02).

No.	Parameter Name	Setting Range	Default
C3-03	Slip Compensation Limit	0 to 250%	200%

The slip compensation limit is constant throughout the constant torque range (frequency reference ≤ E1-06). In the constant power range (frequency reference ≥ E1-06), it is increased based on C3-03 and the output frequency as shown in *Figure 5.35*.

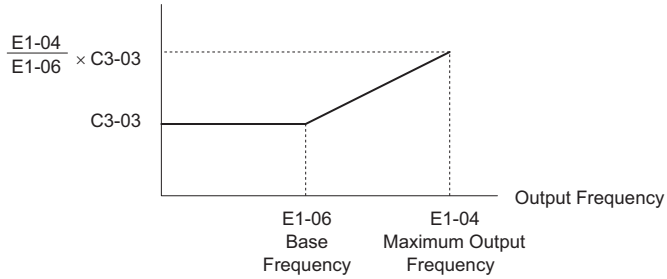


Figure 5.35 Slip Compensation Limit

■ C3-04: Slip Compensation Selection during Regeneration

Enables or disables slip compensation during regenerative operation.

Even if enabled, this function does not operate when the output frequency is too low.

No.	Parameter Name	Setting Range	Default
C3-04	Slip Compensation Selection during Regeneration	0 to 2	0

Setting 0: Disabled

Slip compensation is not provided. Depending on the load and mode of operation, the actual motor speed will be lower or higher than the frequency reference.

Setting 1: Enabled (6 Hz and above)

Slip compensation is enabled during regenerative operation. It will not be active at output frequencies below 6 Hz.

Setting 2: Enabled (compensation provided wherever possible)

Slip compensation is enabled during regenerative operation, and at frequencies as low as 2 Hz. The drive uses the motor rated slip set in E2-02 to automatically calculate the frequency range where compensation will be disabled.

■ C3-05: Output Voltage Limit Operation Selection

Determines if the motor flux reference is automatically reduced when output voltage reaches the saturation range.

If the input power supply voltage is low or the motor has a high voltage rating, this function can help improve the speed precision when moving heavy loads at high speeds. When this function is enabled, the reduction in flux causes a slightly higher current at high speed. Keep this in mind when selecting the drive.

No.	Parameter Name	Setting Range	Default
C3-05	Output Voltage Limit Operation Selection	0 or 1	0

Setting 0: Disabled
Setting 1: Enabled

■ C3-21: Motor 2 Slip Compensation Gain

Used to improve speed accuracy for motor 2. Functions in the same way that C3-01 functions for motor 1.

Adjust this parameter only after the motor 2 rated current (E4-01), motor 2 rated slip (E4-02), and the motor 2 no-load current (E4-03) have all been set.

Refer to *C3-01: Slip Compensation Gain on page 207* for details on adjusting this parameter.

No.	Parameter Name	Setting Range	Default
C3-21	Motor 2 Slip Compensation Gain	0.0 to 2.5	Determined by E3-01

Note: Default setting is 0.0 in V/f Control (E3-01 = 0). Default setting is 1.0 in Open Loop Vector Control (E3-01 = 2) and Closed Loop Vector Control (E3-01 = 3). In Closed Loop Vector Control, slip compensation gain acts as an adaptable gain.

■ C3-22: Motor 2 Slip Compensation Primary Delay Time

Functions for motor 2 in the same way that C3-02 functions for motor 1.

Refer to *C3-02: Slip Compensation Primary Delay Time on page 208* for instructions on how to adjust this parameter.

No.	Parameter Name	Setting Range	Default
C3-22	Motor 2 Slip Compensation Primary Delay Time	0 to 10000 ms	Determined by E3-01

Note: The default for V/f Control (E3-01 = 0) is 2000 ms. The default for Open Loop Vector Control (E3-01 = 2) is 200 ms.

■ C3-23: Motor 2 Slip Compensation Limit

Sets the upper limit for the slip compensation function as a percentage of the motor rated slip (E4-02).

No.	Parameter Name	Setting Range	Default
C3-23	Motor 2 Slip Compensation Limit	0 to 250%	200%

The slip compensation limit is constant throughout the constant torque range (frequency reference ≤ E3-06). In the constant power range (frequency reference > E3-06), it is increased based on C3-23 and the output frequency as shown in *Figure 5.36*.

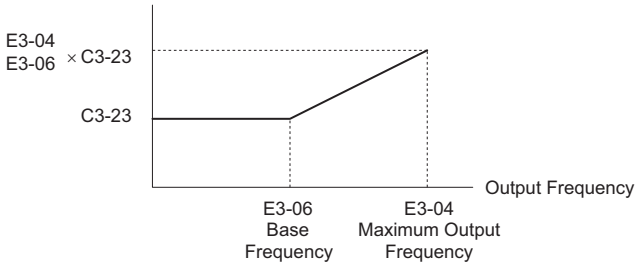


Figure 5.36 Slip Compensation Limit

■ C3-24: Motor 2 Slip Compensation Selection during Regeneration

Functions for motor 2 in the same way that C3-04 functions for motor 1.

No.	Parameter Name	Setting Range	Default
C3-24	Motor 2 Slip Compensation Selection during Regeneration	0 to 2	0

Setting 0: Disabled
Setting 1: Enabled (6 Hz and above)
Setting 2: Enabled (compensation provided wherever possible)

◆ C4: Torque Compensation

The torque compensation function compensates for insufficient torque production at start-up or when a load is applied.

Note: Make sure the motor parameters and V/f pattern are set properly before setting torque compensation parameters.

■ C4-01: Torque Compensation Gain

Sets the gain for the torque compensation function.

No.	Parameter Name	Setting Range	Default
C4-01	Torque Compensation Gain	0.00 to 2.50	Determined by A1-02

Torque Compensation in V/f, V/f w/PG, and OLV/PM:

The drive calculates the motor primary voltage loss using the output current and the termination resistor value (E2-05 for IM, E5-05 for PM motors) and then adjusts the output voltage to compensate for insufficient torque at start or when load is applied. The effects of this voltage compensation can be increased or decreased using parameter C4-01.

Torque Compensation in OLV:

The drive controls the motor excitation current (d-axis current) and torque producing current (q-axis current) separately. Torque compensation affects the torque producing current only. C4-01 works as a factor of the torque reference value that builds the torque producing current reference.

Adjustment

Although this parameter rarely needs to be adjusted, changing the torque compensation gain in small steps of 0.05 may help in the following situations:

- Increase this setting when using a long motor cable.
- Decrease this setting when motor oscillation occurs.

Adjust C4-01 so that the output current does not exceed the drive rated current.

Note: **1.** Refrain from adjusting torque compensation in Open Loop Vector Control, as it can have a negative effect on torque accuracy.
2. Refrain from adjusting this parameter in OLV/PM. Too high a value can cause overcompensation, resulting in motor oscillation.

■ C4-02: Torque Compensation Primary Delay Time

Sets the delay time used for applying torque compensation.

No.	Parameter Name	Setting Range	Default
C4-02	Torque Compensation Primary Delay Time	0 to 60000 ms	Determined by A1-02

Adjustment

Although C4-02 rarely needs to be changed, adjustments may help in the following situations:

- If the motor vibrates, increase C4-02.
- If the motor responds too slowly to changes in the load, decrease C4-02.

■ C4-03: Torque Compensation at Forward Start (OLV)

Sets the amount of torque at start in the forward direction in order to improve motor performance during start with a heavy load. Compensation is applied using the time constant set in parameter C4-05. Enable this function when the load pulls the motor in reverse when starting with a Forward run command. Setting of 0.0% disables this feature.

No.	Parameter Name	Setting Range	Default
C4-03	Torque Compensation at Forward Start	0.0 to 200.0%	0.0%

■ C4-04: Torque Compensation at Reverse Start (OLV)

Sets the amount of torque reference at start in the reverse direction in order to improve motor performance during start with heavy load. Compensation is applied using the Torque Compensation Time set in parameter C4-05. Enable this function if the load pulls the motor in the forward direction when starting with a Reverse run command. Setting 0.0% disables this feature.

No.	Parameter Name	Setting Range	Default
C4-04	Torque Compensation at Reverse Start	-200.0 to 0.0%	0.0%

■ C4-05: Torque Compensation Time Constant (OLV)

This parameter is the time constant for applying the torque compensation at start that is set to C4-03 and C4-04.

No.	Parameter Name	Setting Range	Default
C4-05	Torque Compensation Time Constant	0 to 200 ms	10 ms

■ C4-07: Motor 2 Torque Compensation Gain

Functions for motor 2 in the same way that C4-01 functions for motor 1.

Refer to *C3-01: Slip Compensation Gain on page 207* for details on adjusting this parameter.

No.	Parameter Name	Setting Range	Default
C4-07	Motor 2 Torque Compensation Gain	0.00 to 2.50	1.00

◆ C5: Automatic Speed Regulator (ASR)

The ASR is used for controlling the motor speed in V/f w/PG, CLV, AOLV/PM, and CLV/PM control modes. It adjusts the output frequency (V/f w/PG) or torque reference (CLV, AOLV/PM, CLV/PM) in order to minimize the difference between frequency reference and actual motor speed.

Figure 5.37 and *Figure 5.38* illustrate how ASR works.

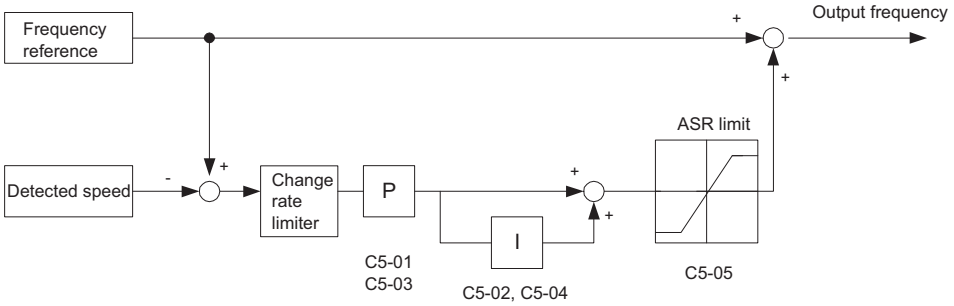
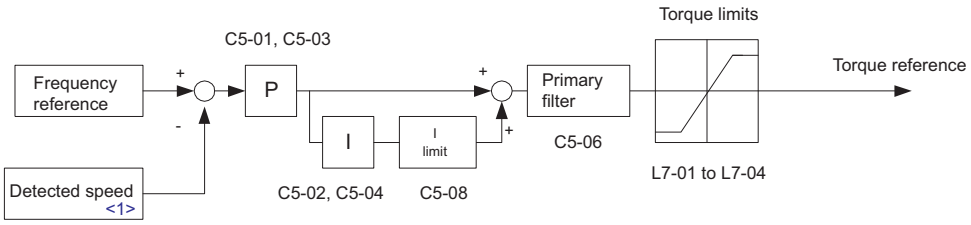


Figure 5.37 Speed Control Block Diagram for V/f Control with PG



<1> Advanced Open Loop Vector Control for PM motors estimates the speed using the motor model and does not require an encoder feedback signal.

Figure 5.38 Speed Control Block Diagram for CLV, AOLV/PM and CLV/PM

■ Adjusting the ASR Parameters

Before adjusting ASR parameters make sure all motor data have been set up correctly or Auto-Tuning has been performed.

Analog output signals should be used to monitor the frequency reference after soft starter (U1-16) and the motor speed (U1-05) when adjusting the ASR. Refer to *H4: Multi-Function Analog Outputs on page 282* for details on setting up analog output functions.

Generally when tuning the ASR, first optimize the ASR gain, then adjust the integral time settings. Always make adjustments with the load connected to the motor.

Adjusting the ASR Parameters in V/f Control with PG

In V/f Control with PG, the ASR settings change between two sets of parameters depending on the motor speed as described in *C5-01, C5-03/C5-02, C5-04: ASR Proportional Gain 1, 2 / ASR Integral Time 1, 2 on page 213*.

Perform the following steps for adjusting ASR parameters:

1. Run the motor at minimum speed and increase ASR proportional gain 2 (C5-03) as much as possible without oscillation.
2. Run the motor at minimum speed and decrease ASR integral time 2 (C5-04) as much as possible without oscillation.
3. Check the output current monitor to make sure that the output current is less than 50% of the drive rated current. If the value is higher than 50%, decrease C5-03 and increase C5-04.
4. Run the motor at maximum speed and increase ASR proportional gain 1 (C5-01) as much as possible without oscillations.
5. Run the motor at maximum speed and decrease ASR integral time 1 (C5-02) as much as possible without oscillations.
6. If higher speed precision and faster response during acceleration or deceleration is required, enable integral control during accel/decel by setting parameter C5-12 to 1. Change the speed and make sure no over/undershoot occurs.

Adjusting the ASR Parameters in CLV, AOLV/PM, and CLV/PM

In CLV, AOLV/PM, and CLV/PM the drive is pre-set to use ASR settings C5-01/02 over the whole speed range. If required by the application, a second set of ASR parameters (C5-03/04) can be automatically activated depending on the motor speed or by using a digital input. Also refer to *C5-01, C5-03/C5-02, C5-04: ASR Proportional Gain 1, 2 / ASR Integral Time 1, 2 on page 213*.

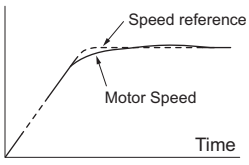
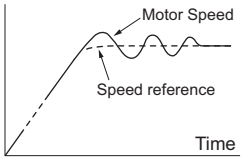
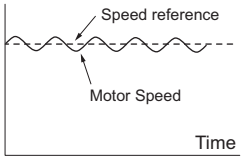
Perform the following steps for adjusting ASR parameters:

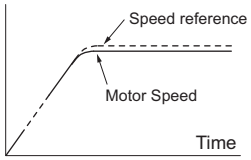
1. Run the motor at zero speed and increase the ASR proportional gain 1 (C5-01) as much as possible without oscillation.
2. Run the motor at zero speed and decrease the ASR integral time 1 (C5-02) as much as possible without oscillation.
3. Run at the normal operating speed. Check for over/undershoot when changing speed and for any oscillation.
4. Should problems occur in step 3, increase the integral time and reduce the gain.
   Alternatively, use different ASR settings for high and low speed. Set the values from step 1 and 2 to parameters C5-03 and C5-04, then set an ASR switching frequency in parameter C5-07. Run the motor at a speed higher than C5-07 and repeat step 3 while adjusting C5-01 and C5-02.

Solving Problems During ASR Setup

Use *Table 5.15* when making adjustments to ASR. Though the parameters listed below are for motor 1, the same changes can be made to the corresponding motor 2 parameters when running a second motor.

Table 5.15 ASR Setup Problems and Corrective Actions

Problem		Possible Solutions
Slow response to speed changes or speed deviation lasts for too long		• Increase the ASR proportional gain. • Decrease the integral time.
Overshoot or undershoot at the end of acceleration or deceleration		• Decrease the ASR proportional gain. • Increase the integral time.
Vibration and oscillation occur at constant speed		• Decrease the ASR proportional gain. • Increase the integral time. • Increase the ASR primary delay time constant (C5-06).

Problem		Possible Solutions
The motor slip is not fully compensated when running in V/f Control with PG		• Check the pulse number set to F1-01 and the gear ratio in F1-12 and F1-13. • Make sure the pulse signal from the encoder is set up properly. • Check monitor U6-04 and check if the ASR is working at its output limit (setting of C5-05). If so, increase C5-05.
Integral operation is enabled in V/f Control with PG (C5-15 = 1) and over/undershoot occurs when changing speed.	–	• Decrease the ASR proportional gain. • Increase the integral time. • If the problem persists, reduce the ASR output limit set in C5-05.
Oscillation at low speed and response is too slow at high speed (or vice versa)	–	• V/f control: Use C5-01/02 and C5-03/04 to set up different ASR settings at minimum and maximum speed. • CLV, AOLV/PM, CLV/PM: Use C5-01, C5-02 and C5-03, C5-04 to define optimal ASR settings for high and low speed. Use C5-07 to define a switching frequency.

■ C5-01, C5-03/C5-02, C5-04: ASR Proportional Gain 1, 2 / ASR Integral Time 1, 2

These parameters can be used to adjust the responsiveness of the ASR.

Note: C5-01 is automatically set when ASR Tuning is performed (T1-01 = 9 or T2-01 = 9).

No.	Parameter Name	Setting Range	Default
C5-01	ASR Proportional Gain 1	0.00 to 300.00	Determined by A1-02
C5-02	ASR Integral Time 1	0.000 to 10.000 s	Determined by A1-02
C5-03	ASR Proportional Gain 2	0.00 to 300.00	Determined by A1-02
C5-04	ASR Integral Time 2	0.000 to 10.000 s	Determined by A1-02

These parameter settings will function differently depending on the control mode.

V/f Control with PG

Parameters C5-01 and C5-02 determine the ASR characteristics at maximum speed, whereas C5-03 and C5-04 determine the characteristics at minimum speed.

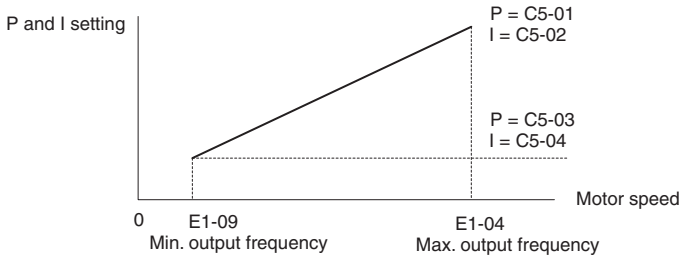


Figure 5.39 ASR Gain and Integral Time in V/fw/PG

CLV, AOLV/PM, and CLV/PM

In these control modes, parameters C5-03 and C5-04 define the ASR gain an integral time at zero speed. The settings in C5-01 and C5-02 are used at speeds above the setting in C5-07. C5-07 is set to 0 as the default so that C5-01 and C5-02 are used over the entire speed range. Also refer to *C5-07: ASR Gain Switching Frequency on page 214*.

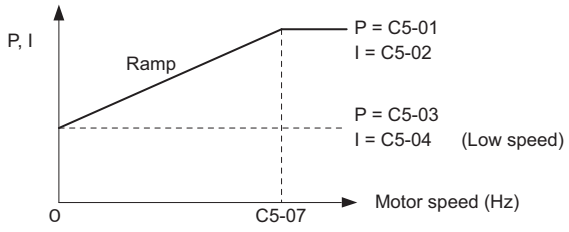


Figure 5.40 Low-speed and High-speed Gain Settings

The gain set in C5-03 can also be activated with a digital input programmed to "ASR gain switch" (H1-□□ = 77). When the terminal is open, the drive uses the ASR gain level set by the pattern in the figure above. When the terminal closes, C5-03 is used. The integral time set to C5-02 is used to change linearly between these settings.

The ASR gain switch command from a multi-function input terminal overrides the switching frequency set to C5-07.

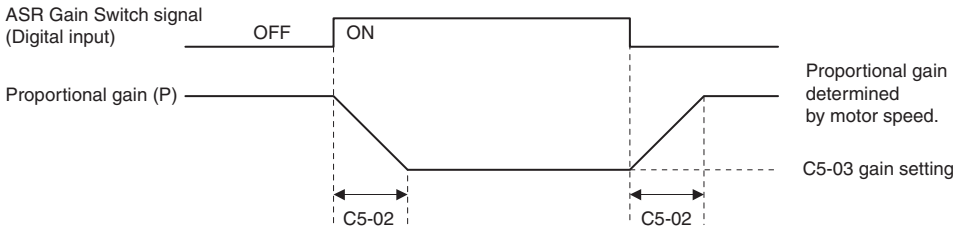


Figure 5.41 ASR Proportional Gain Switch

ASR Gain Tuning (C5-01, C5-03)

The higher this setting, the faster is the speed response. Too high of a setting can lead to oscillation. In general, this setting should be increased with larger loads in order to minimize the speed deviation.

ASR Integral Time Tuning (C5-02, C5-04)

Determines how fast a continuous speed deviation problem is eliminated. Too long of an integral time makes the speed control less responsive, while a too short of an integral time can cause oscillation.

■ C5-05: ASR Limit

Sets the ASR output limit as a percentage of the maximum output frequency (E1-04). If the motor rated slip is high, the setting might need to be increased to provide proper motor speed control. Use the ASR output monitor U6-04 to determine if ASR is working at the limit set in C5-05. If so, make sure the PG 1 pulses per revolution (F1-01), PG 1 gear teeth 1 and 2 (F1-12, F1-13), and the PG signal are set correctly before making further changes to C5-05.

No.	Parameter Name	Setting Range	Default
C5-05	ASR Limit	0.0 to 20.0%	5.0%

■ C5-06: ASR Primary Delay Time Constant

This parameter rarely requires adjustment. This parameter sets the filter time constant for the time from the speed loop to the torque command output.

Increase this setting gradually in increments of 0.01 for loads with low rigidity, or when oscillation is a problem.

No.	Parameter Name	Setting Range	Default
C5-06	ASR Primary Delay Time Constant	0.000 to 0.500 s	Determined by A1-02

■ C5-07: ASR Gain Switching Frequency

Sets the frequency where the drive should switch between ASR proportional gain 1 and 2 (C5-01, C5-03) as well as between integral time 1 and 2 (C5-02, C5-04).

No.	Parameter Name	Setting Range	Default
C5-07	ASR Gain Switching Frequency	0.0 to 400.0 Hz <1>	Determined by A1-02 <1>

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 100.0%) instead of in Hz.

Note: A multi-function input set for the ASR gain switch (H1-☐☐ = 77) takes priority over the ASR gain switching frequency.

Switching the proportional gain and integral time in the low or high speed range can help stabilize operation and avoid resonance problems. A good switching point is about 80% of the frequency where oscillation occurs, or at 80% of the target speed. Refer to *C5-01, C5-03/C5-02, C5-04: ASR Proportional Gain 1, 2 / ASR Integral Time 1, 2 on page 213*.

■ C5-08: ASR Integral Limit

Sets the upper limit for ASR as a percentage of the rated load.

No.	Parameter Name	Setting Range	Default
C5-08	ASR Integral Limit	0 to 400%	400%

■ C5-12: Integral Operation during Accel/Decel (V/f w/PG)

Enables integral operation during acceleration and deceleration. Integral operation should be used when driving a heavy load or a high inertia load, but can cause problems with overshoot at the end of acceleration and deceleration. Refer to *ASR Setup Problems and Corrective Actions on page 212* to solve such problems.

No.	Parameter Name	Setting Range	Default
C5-12	Integral Operation during Accel/Decel	0, 1	0

Setting 0: Disabled

Integral operation occurs only during constant speed and not during acceleration or deceleration.

Setting 1: Enabled

Integral operation is always enabled.

■ C5-17, C5-18: Motor Inertia, Load Inertia Ratio

C5-17 and C5-18 determine the ratio of the machine inertia to the inertia of the motor being used.

Example: Setting C5-18 to 2.0 reflects a load inertia that is twice the motor inertia.

These parameters are set automatically when Inertia Tuning and ASR Tuning are performed in CLV and CLV/PM control modes. *Refer to Auto-Tuning on page 141* for details on Auto-Tuning or enter the data manually.

No.	Parameter Name	Setting Range	Default
C5-17	Motor Inertia	0.0001 to 600.00 kgm^2	Determined by C6-01, E5-01 and o2-04
C5-18	Load Inertia Ratio	0.0 to 6000.0	1.0

Note: C5-17 is displayed in the following units.
- CIMR-U☐4☐0011 to 4☐0014: 0.0001 kgm^2 units
- CIMR-U☐2☐0028 to 2☐0192, 4☐0021 to 4☐0124: 0.001 kgm^2 units
- CIMR-U☐2☐0248, 4☐0156 to 4☐0930: 0.01 kgm^2 units

■ C5-21, C5-23 / C5-22, C5-24: Motor 2 ASR Proportional Gain 1, 2 / Integral Time 1, 2

These parameters function for motor 2 in the same way that C5-01 through C5-04 function for motor 1. For more details, see *C5-01, C5-03/C5-02, C5-04: ASR Proportional Gain 1, 2 / ASR Integral Time 1, 2 on page 213*.

No.	Parameter Name	Setting Range	Default
C5-21	Motor 2 ASR Proportional Gain 1	0.00 to 300.00	Determined by E3-01
C5-22	Motor 2 ASR Integral Time 1	0.000 to 10.000 s	Determined by E3-01
C5-23	Motor 2 ASR Proportional Gain 2	0.00 to 300.00	Determined by E3-01
C5-24	Motor 2 ASR Integral Time 2	0.000 to 10.000 s	Determined by E3-01

■ C5-25: Motor 2 ASR Limit

Functions for motor 2 in the same way that C5-05 functions for motor 1. Sets the ASR output limit for motor 2 as a percentage of the maximum output frequency (E1-04). For more details, see *C5-05: ASR Limit on page 214*.

No.	Parameter Name	Setting Range	Default
C5-25	Motor 2 ASR Limit	0.0 to 20.0%	5.0%

■ C5-26: Motor 2 ASR Primary Delay Time Constant

This parameter rarely requires adjustment. Functions for motor 2 in the same way that C5-06 functions for motor 1.

Sets the filter time constant for the time from the speed loop to the torque command output. For more details, see *C5-06: ASR Primary Delay Time Constant on page 214*.

No.	Parameter Name	Setting Range	Default
C5-26	Motor 2 ASR Primary Delay Time Constant	0.000 to 0.500 s	Determined by E3-01

■ C5-27: Motor 2 ASR Gain Switching Frequency

Functions for motor 2 in the same way that C5-07 functions for motor 1.

Sets the frequency for motor 2 to change motor 2 ASR proportional gain 1 and 2 (C5-21, C5-23) as well as the motor 2 ASR integral time 1 and 2 (C5-22, C5-24). For more details, see *C5-01, C5-03/C5-02, C5-04: ASR Proportional Gain 1, 2 / ASR Integral Time 1, 2 on page 213*.

No.	Parameter Name	Setting Range	Default
C5-27	Motor 2 ASR Gain Switching Frequency	0.0 to 400.0 Hz	0.0 Hz

Note: A multi-function input set for the ASR gain switch (H1-☐☐ = 77) takes priority over the ASR gain switching frequency.

■ C5-28: Motor 2 ASR Integral Limit

Functions for motor 2 in the same way that C5-08 functions for motor 1.

Sets the upper limit for ASR as a percentage of the rated load.

No.	Parameter Name	Setting Range	Default
C5-28	Motor 2 ASR Integral Limit	0 to 400%	400%

■ C5-32: Integral Operation during Accel/Decel for Motor 2

Functions for motor 2 in the same way that C5-12 functions for motor 1.

Enables integral operation during acceleration and deceleration. Refer to *C5-12: Integral Operation during Accel/Decel (V/f w/PG) on page 215* for more details.

No.	Parameter Name	Setting Range	Default
C5-32	Integral Operation during Accel/Decel for Motor 2	0, 1	0

Setting 0: Disabled

Integral operation occurs only during constant speed and not during acceleration or deceleration.

Setting 1: Enabled

Integral operation is always enabled.

■ C5-37, C5-38: Motor 2 Inertia, Motor 2 Load Inertia Ratio

These parameters function for motor 2 in the same way that C5-17 and C5-18 function for motor 1.

These parameters are set automatically when Inertia Tuning and ASR Tuning are performed for motor 2 in CLV and CLV/PM control modes. *Refer to Auto-Tuning on page 141* for details on Auto-Tuning or enter the data manually.

No.	Parameter Name	Setting Range	Default
C5-37	Motor 2 Inertia	0.0001 to 600.00 kgm^2	Determined by C6-01 and o2-04
C5-38	Motor 2 Load Inertia Ratio	0.0 to 6000.0	1.0

Note: C5-37 is displayed in the following units.
- CIMR-U☐4☐0011 to 4☐0014: 0.0001 kgm^2 units
- CIMR-U☐2☐0028 to 2☐0192, 4☐0021 to 4☐0124: 0.001 kgm^2 units
- CIMR-U☐2☐0248, 4☐0156 to 4☐0930: 0.01 kgm^2 units

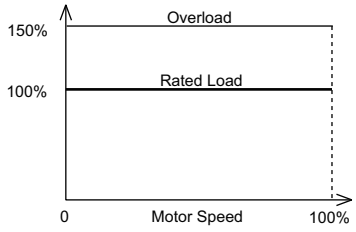
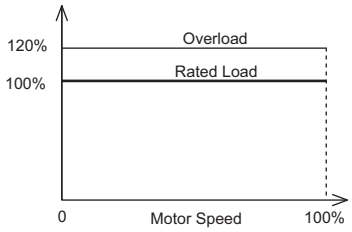
◆ C6: Carrier Frequency

■ C6-01: Drive Duty Mode Selection

The drive has two different “duty modes” to select from based on the load characteristics. The drive rated current, overload capacity, and maximum output frequency will change depending upon the duty mode selection. Use parameter C6-01 to select Heavy Duty (HD) or Normal Duty (ND) for the application. The default setting is ND. Refer to *Heavy Duty and Normal Duty Ratings on page 446* for details about the rated current.

No.	Parameter Name	Setting Range	Default
C6-01	Drive Duty Mode Selection	0 or 1	1 (ND)

Table 5.16 Differences between Heavy and Normal Duty

Characteristics	Heavy Duty Rating (HD)	Normal Duty Rating (ND)
C6-01	0	1
Performance		
Application	Use Heavy Duty Rating for applications requiring a high overload tolerance with constant load torque. Such applications include extruders and conveyors.	Use Normal Duty Rating for applications in which the torque requirements drop along with the speed. Examples include fans and pumps where a high overload tolerance is not required.
Overload capability (oL2)	150% of drive rated Heavy Duty current for 60 s	120% of drive rated Normal Duty current for 60 s
Stall Prevention during Acceleration (L3-02)	150%	120%
Stall Prevention during Run (L3-06)	150%	120%
Default Carrier Frequency	4 kHz <1>	4 kHz <1>

<1> The carrier frequency is 3 kHz for models CIMR-U☐4☐0477 to 4☐0930.

Note: By changing the Duty Mode selection, the E2-☐☐ parameters are automatically set to appropriate values (E4-☐☐ for motor 2). Parameter settings determined by motor capacity are recalculated automatically when the Duty Mode selection is changed. This includes b8-04, L2-03, n5-02, C5-17, and C5-37.

■ C6-02: Carrier Frequency Selection

Parameter C6-02 sets the switching frequency of the drive's output transistors. Changes to the switching frequency can help lower audible noise and also reduce leakage current.

Note: **1.** The upper limit of the carrier frequency depends on the model. *Refer to Rated Current Depending on Carrier Frequency on page 452*.

2. Increasing the carrier frequency above the default value automatically lowers the drive's current rating. *Refer to Rated Current Depending on Carrier Frequency on page 452*.

No.	Parameter Name	Setting Range	Default
C6-02	Carrier Frequency Selection	0 to 4, F <1> <2>	Determined by A1-02, o2-04. Reset when C6-01 is changed.

<1> Setting F is not available in AOLV/PM control mode (A1-02 = 6).
<2> Setting range is determined by the drive model.
2☐0028 to 2☐0248, 4☐0011 to 4☐0077: 1 to 4, F
2☐0104 to 2☐0130, 4☐0096 to 4☐0124: 1 to 3, F
2☐0154 to 2☐0192, 4☐0156 to 4☐0180: 1, 2, F
2☐0248, 4☐0216 to 4☐0414: 1, F
4☐0477 to 4☐0930: 0, F

0: 3.0 kHz
1: 4.0 kHz
2: 6.0 kHz
3: 8.0 kHz
4: 10.0 kHz
F: User defined (C6-03 to C6-05)

Guidelines for Carrier Frequency Parameter Setup

Symptom	Remedy
Speed and torque are unstable at low speeds	Lower the carrier frequency.
Noise from the drive affects peripheral devices	
Excessive leakage current from the drive	
Wiring between the drive and motor is too long <1>	
Audible motor noise is too loud	Increase the carrier frequency or use Swing PWM.

<1> The carrier frequency may need to be lowered if the motor cable is too long. Refer to *Table 5.17*.

Table 5.17 Wiring Distance and Carrier Frequency

Wiring Distance	Up to 50 m	Greater than 50 m
Recommended setting value for C6-02	1 to 4 (up to 10 kHz)	1 (up to 4 kHz)

Note: **1.** The maximum cable length is 100 m when using OLV/PM (A1-02 = 5) or AOLV/PM (A1-02 = 6).
2. Always set C6-02 to 0 (3 kHz) for models CIMR-U☐4☐0477 to 4☐0930 regardless of the wiring distance.

■ C6-03, C6-04, C6-05: Carrier Frequency Upper Limit, Lower Limit, Proportional Gain

Use these parameters to set a user defined or a variable carrier frequency. To set the upper and lower limits and the carrier frequency proportional gain, first set C6-02 to F.

No.	Parameter Name	Setting Range	Default
C6-03	Carrier Frequency Upper Limit	3.0 to 10.0 kHz <1> <2>	Determined by C6-02, o2-04
C6-04	Carrier Frequency Lower Limit (V/f Control only)	3.0 to 10.0 kHz <1> <2>	
C6-05	Carrier Frequency Proportional Gain (V/f Control only)	0 to 99 <1> <2>	

<1> Available only when C6-02 is set to F.
<2> Setting range is 4.0 to 10.0 kHz for models CIMR-U☐2☐0028 to 2☐0248, 4☐0011 to 4☐0414.
Setting value is only 3 kHz for models CIMR-U☐4☐0477 to 4☐0930.

Setting a Fixed User Defined Carrier Frequency

A carrier frequency between the fixed selectable values can be entered in parameter C6-03 when C6-02 is set to F. In V/f Control, parameter C6-04 must also be adjusted to the same value as C6-03.

Setting a Variable Carrier Frequency (V/f Control)

In V/f Control, the carrier frequency can be set up to change linearly with the output frequency. To do this, set the upper and lower limits for the carrier frequency and the carrier frequency proportional gain (C6-03, C6-04, C6-05).

■ C6-09: Carrier Frequency during Rotational Auto-Tuning

C6-09 determines what the carrier frequency should be while Rotational Auto-Tuning is performed.

This parameter rarely requires adjustment, but can be helpful solving problems with overcurrent when Auto-Tuning a high frequency motor or a low impedance motor. In such cases, first set C6-03 to high value, then set C6-09 = 1.

No.	Parameter Name	Setting Range	Default
C6-09	Carrier Frequency during Rotational Auto-Tuning	0, 1	0

Setting 0: Carrier Frequency = 4 kHz

Note: The carrier frequency is 3 kHz for models CIMR-U☐4☐0477 to U☐4☐0930.

Setting 1: Same value set to C6-03

◆ C7: Voltage Adjustment

■ C7-43: Input Voltage Offset Adjustment

This parameter rarely requires adjustment. Enables adjustment of the offset for the input voltage circuit when the control board is replaced.

Changing the value of o2-04 will trigger an oPE30 error. The input voltage offset must be adjusted when the error occurs.

If the combination of the control board and drive does not change, set this parameter to 0002 (offset adjustment not required).

Contact Yaskawa or a Yaskawa representative if it becomes necessary to replace the control board.

Note: Adjustment is completed at the factory. Do not change the setting of this parameter.

No.	Parameter Name	Setting Range	Default
C7-43	Input Voltage Offset Adjustment	0000 to 9999	0000

Setting 0000: Standard
Setting 0002: Offset adjustment not required.

■ C7-56: Power Factor Control Selection

Power factor control improves the input power supply power factor according to the operating conditions. This parameter rarely requires adjustment, but may be enabled to improve the power factor in the low output region.

Power factor control is not suitable for applications with frequent load fluctuations. This function is disabled in High Output Voltage Mode (C7-60 = 1).

No.	Parameter Name	Setting Range	Default
C7-56	Power Factor Control Selection	0, 1	0

0: Power Factor Control Disabled
1: Power Factor Control Enabled

■ C7-60: Output Voltage Limit Mode Selection

Sets the mode to limit the output voltage.

Set this parameter to 0 (Harmonic suppression priority mode) to give priority to harmonic suppression. The maximum output voltage is automatically limited to suppress harmonics.

Set this parameter to 1 (High output voltage mode) to give priority to the output voltage over harmonic suppression. The effectiveness of harmonic suppression will be reduced because the maximum output voltage will be used.

Note: For drives with software versions PRG: 1021 or later, the default setting is 0 (Harmonic Suppression Priority Mode) when in Advanced Open Loop Vector Control for PM (A1-02 = 6).

No.	Parameter Name	Setting Range	Default
C7-60	Output Voltage Limit Mode Selection	0, 1	Determined by A1-02

Setting 0: Harmonic Suppression Priority Mode

Setting 1: High Output Voltage Mode

5.4 d: Reference Settings

The figure below gives an overview of the reference input, selections, and priorities.

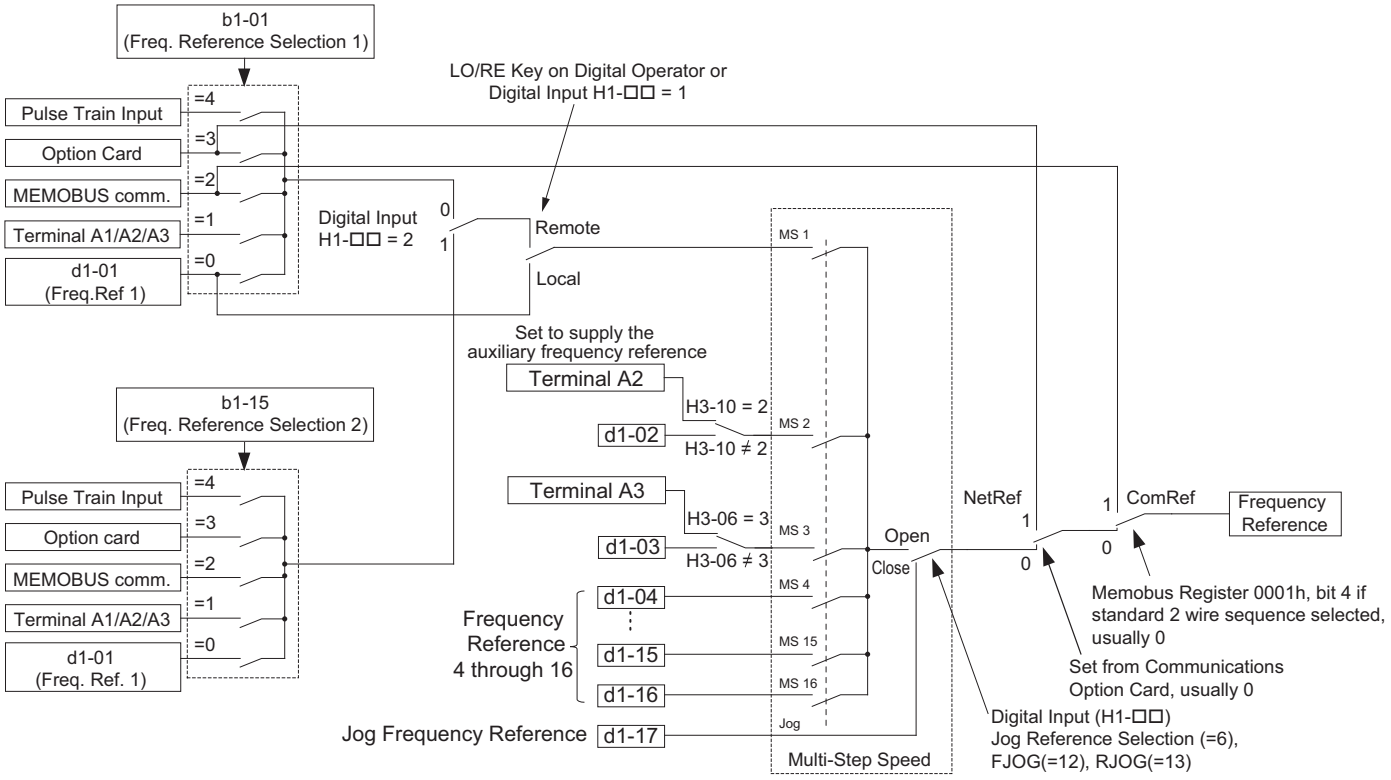


Figure 5.42 Frequency Reference Setting Hierarchy

◆ d1: Frequency Reference

■ d1-01 to d1-17: Frequency Reference 1 to 16 and Jog Frequency Reference

Up to 17 preset frequency references (including the Jog reference) can be programmed in the drive. The drive lets the user switch between these frequency references during run by using the digital input terminals. The drive uses the acceleration and deceleration times that have been selected when switching between each frequency reference.

The Jog frequency must be selected by a separate digital input and overrides all other frequency references.

The multi-speed references 1, 2, and 3 can be provided by analog inputs.

No.	Parameter Name	Setting Range	Default
d1-01 to d1-16	Frequency Reference 1 to 16	0.00 to 400.00 Hz <1> <2>	0.00 Hz <2>
d1-17	Jog Frequency Reference	0.00 to 400.00 Hz <1> <2>	6.00 Hz <2>

<1> The upper limit is determined by the maximum output frequency (E1-04) and upper limit for the frequency reference (d2-01).
<2> Setting units are determined by parameter o1-03. The default is “Hz” (o1-03 = 0) in V/f, V/f w/PG, OLV, CLV, and OLV/PM control modes. The default for AOLV/PM and CLV/PM control modes expresses the frequency reference as a percentage (o1-03 = 1).

Multi-Step Speed Selection

To use several speed references for a multi-step speed sequence, set the H1-□□ parameters to 3, 4, 5, and 32. To assign the Jog reference to a digital input, set H1-□□ to 6.

Notes on using analog inputs as Multi-Step Speed 1, 2, and 3:

- **Multi-Step Speed 1**
  When setting terminal A1’s analog input to Multi-Step Speed 1, set b1-01 to 1, and when setting d1-01 (Frequency Reference 1) to Multi-Step Speed 1, set b1-01 to 0.

- **Multi-Step Speed 2**
  When setting terminal A3's analog input to Multi-Step Speed 2, set H3-06 (Terminal A3 Function Selection) to 2 (Auxiliary frequency reference 1). When setting d1-02 (Frequency Reference 2) to Multi-Step Speed 2, set H3-06 to F (Through mode).
- **Multi-Step Speed 3**
  When setting terminal A2's analog input to Multi-Step Speed 3, set H3-10 (Terminal A2 Function Selection) to 3 (Auxiliary frequency reference 2).
  When inputting 0 to 10 V to terminal A2's analog input, set H3-09 to 0, and DIP switch S1 on the control circuit terminal board to V (voltage).

The different speed references can be selected as shown in *Table 5.18*. *Figure 5.43* illustrates the multi-step speed selection.

Table 5.18 Multi-Step Speed Reference and Terminal Switch Combinations

Reference	Multi-Step Speed Reference 1 H1-□□ = 3	Multi-Step Speed Reference 2 H1-□□ = 4	Multi-Step Speed Reference 3 H1-□□ = 5	Multi-Step Speed Reference 4 H1-□□ = 32	Jog Reference Selection H1-□□ = 6
Frequency Reference 1 (set in b1-01)	OFF	OFF	OFF	OFF	OFF
Frequency Reference 2 (d1-02 or input terminal A1, A2, A3)	ON	OFF	OFF	OFF	OFF
Frequency Reference 3 (d1-03 or input terminal A1, A2, A3)	OFF	ON	OFF	OFF	OFF
Frequency Reference 4 (d1-04)	ON	ON	OFF	OFF	OFF
Frequency Reference 5 (d1-05)	OFF	OFF	ON	OFF	OFF
Frequency Reference 6 (d1-06)	ON	OFF	ON	OFF	OFF
Frequency Reference 7 (d1-07)	OFF	ON	ON	OFF	OFF
Frequency Reference 8 (d1-08)	ON	ON	ON	OFF	OFF
Frequency Reference 9 (d1-09)	OFF	OFF	OFF	ON	OFF
Frequency Reference 10 (d1-10)	ON	OFF	OFF	ON	OFF
Frequency Reference 11 (d1-11)	OFF	ON	OFF	ON	OFF
Frequency Reference 12 (d1-12)	ON	ON	OFF	ON	OFF
Frequency Reference 13 (d1-13)	OFF	OFF	ON	ON	OFF
Frequency Reference 14 (d1-14)	ON	OFF	ON	ON	OFF
Frequency Reference 15 (d1-15)	OFF	ON	ON	ON	OFF
Frequency Reference 16 (d1-16)	ON	ON	ON	ON	OFF
Jog Frequency Reference (d1-17) <1>	–	–	–	–	ON

<1> The Jog frequency overrides whatever frequency reference is being used.

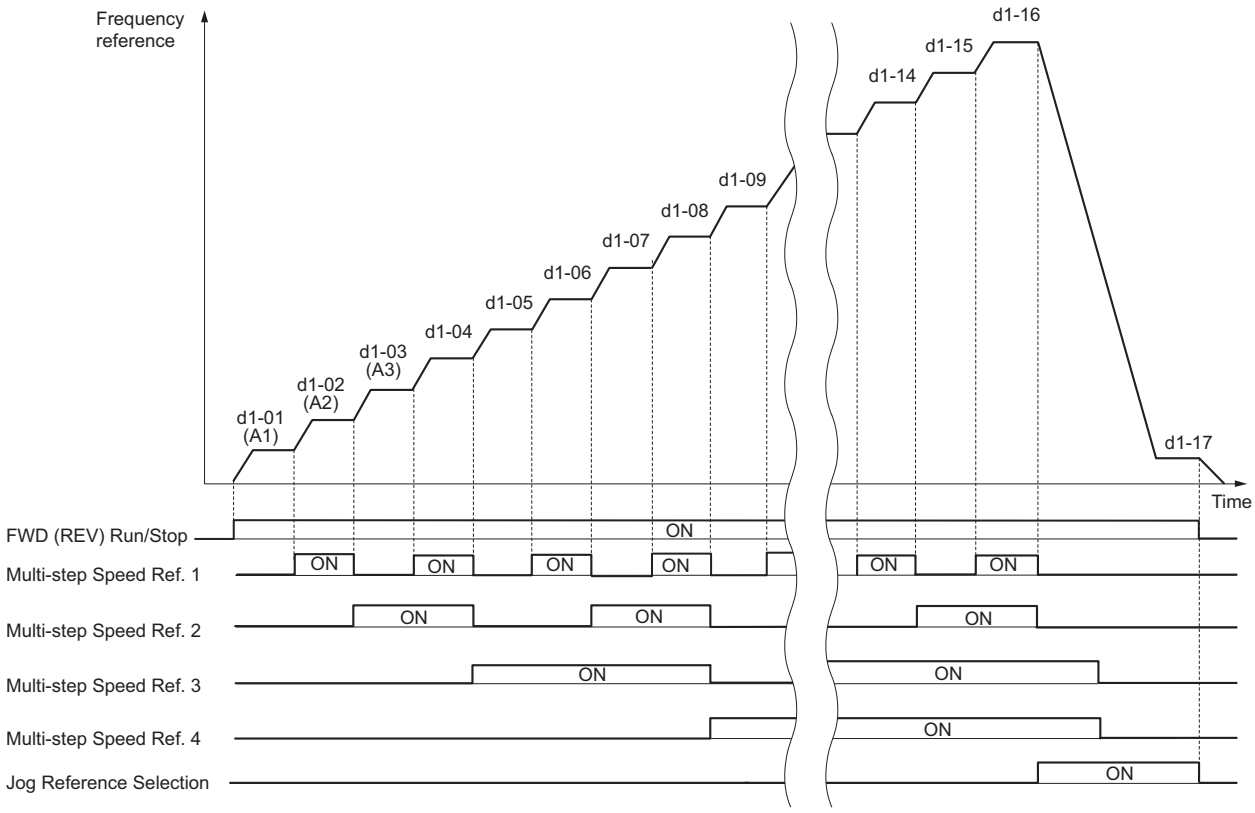


Figure 5.43 Preset Reference Timing Diagram

◆ d2: Frequency Upper/Lower Limits

By entering upper or lower frequency limits, the user can keep motor speed from going above or below levels that may cause resonance or equipment damage.

■ d2-01: Frequency Reference Upper Limit

Sets the maximum frequency reference as a percentage of the maximum output frequency. This limit applies to all frequency references.

Even if the frequency reference is set to a higher value, the drive internal frequency reference will not exceed this value.

No.	Parameter Name	Setting Range	Default
d2-01	Frequency Reference Upper Limit	0.0 to 110.0%	100.0%

■ d2-02: Frequency Reference Lower Limit

Sets the minimum frequency reference as a percentage of the maximum output frequency. This limit applies to all frequency references.

If a lower reference than this value is entered, the drive will run at the limit set to d2-02. If the drive is started with a lower reference than d2-02, it will accelerate up to d2-02.

No.	Parameter Name	Setting Range	Default
d2-02	Frequency Reference Lower Limit	0.0 to 110.0%	0.0%

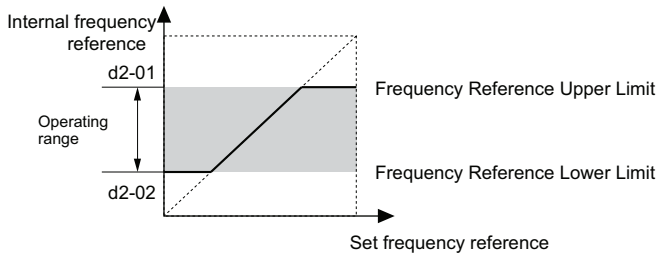


Figure 5.44 Frequency Reference: Upper and Lower Limits

■ d2-03: Master Speed Reference Lower Limit

Unlike frequency reference lower limit (d2-02) that affects all the frequency references wherever they are sourced from (i.e., analog input, preset speed, Jog speed, etc.), the master speed lower limit (d2-03) sets a lower limit that will only affect a frequency reference entered from the analog input terminals (A1, A2, or A3).

Set as a percentage of the maximum output frequency.

Note: When lower limits are set to both parameters d2-02 and d2-03, the drive uses the greater of those two values as the lower limit.

No.	Parameter Name	Setting Range	Default
d2-03	Master Speed Reference Lower Limit	0.0 to 110.0%	0.0%

◆ d3: Jump Frequency

■ d3-01 to d3-04: Jump Frequencies 1, 2, 3 and Jump Frequency Width

To avoid operating at a speed that causes resonance in driven machinery, the drive can be programmed with three separate Jump frequencies. The Jump frequencies are frequency ranges that the drive will not operate at. If the speed reference falls within a Jump Frequency dead band, the drive will clamp the frequency reference just below the dead band and only accelerate past it when the frequency reference rises above the upper end of the dead band.

Setting parameters d3-01 through d3-03 to 0.0 Hz disables the Jump Frequency function.

No.	Parameter Name	Setting Range	Default
d3-01	Jump Frequency 1	0.0 to 400.0 Hz <I>	0.0 Hz <I>
d3-02	Jump Frequency 2	0.0 to 400.0 Hz <I>	0.0 Hz <I>
d3-03	Jump Frequency 3	0.0 to 400.0 Hz <I>	0.0 Hz <I>

No.	Parameter Name	Setting Range	Default
d3-04	Jump Frequency Width	0.0 to 20.0 Hz <2>	1.0 Hz <2>

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 100.0%) instead of in Hz.
<2> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent instead of in Hz. The Setting range is 0.0 to 40.0% and the default is 1.0%.

Figure 5.45 shows the relationship between the Jump Frequency and the frequency reference.

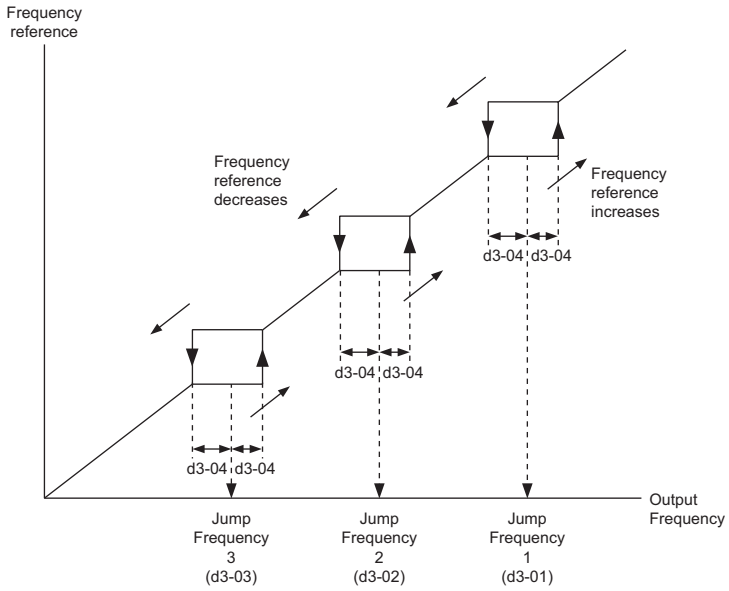


Figure 5.45 Jump Frequency Operation

Note: **1.** The drive will use the active accel/decel time to pass through the specified dead band range, but will not allow continuous operation in that range.
2. When setting more than one Jump Frequency, make sure that the parameters do not overlap.

◆ d4: Frequency Reference Hold and Up/Down 2 Function

■ d4-01: Frequency Reference Hold Function Selection

This parameter is effective when either of the digital input functions listed below is used.

- Accel/decel ramp hold function (H1-☐☐ = A)
- Up/Down command (H1-☐☐ = 10 and 11)
- Up/Down 2 command (H1-☐☐ = 75 and 76)

Parameter d4-01 determines whether the frequency reference or the frequency bias (Up/Down 2) value is saved when the Stop command is entered or the power supply is shut down.

No.	Parameter Name	Setting Range	Default
d4-01	Frequency Reference Hold Function Selection	0 or 1	0

The operation depends on the function used with parameter d4-01.

Setting 0: Disabled

- Acceleration hold

  The hold value will be reset to 0 Hz when the Stop command is entered or the drive power is switched off. The active frequency reference will be the value the drive uses when it restarts.
- Up/Down

  The frequency reference value will be reset to 0 Hz when the Stop command is entered or the drive power is switched off. The drive will start from 0 Hz when it is turned back on again.
- Up/Down 2

  The frequency bias is not saved when the Stop command is entered, or 5 s after the Up/Down 2 command has been released. The Up/Down 2 function will start with a bias of 0% when the drive is restarted.

Setting 1: Enabled

- Acceleration hold

  The last hold value will be saved when the Run command or the drive power is switched off. The drive will use the

value that was saved as the frequency reference when it restarts. The multi-function input terminal set for “Accel/decel ramp hold” (H1-☐☐ = A) must be enabled the entire time, or else the hold value will be cleared when the power is switched on.

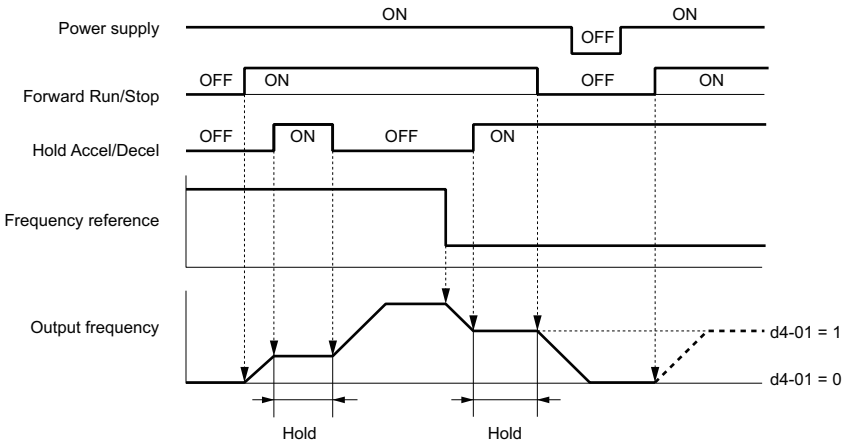


Figure 5.46 Frequency Reference Hold with Accel/Decel Hold Function

- Up/Down
  The frequency reference value will be saved when the Run command or the drive power is switched off. The drive will use the frequency reference that was saved when it restarts.
- Up/Down 2 with frequency reference from digital operator
  When a Run command is active and the Up/Down 2 command is released for longer than 5 s, the Up/Down 2 bias value is added to the frequency reference and then reset to 0. This new frequency reference is saved and will also be used to restart the drive after the power is cycled.

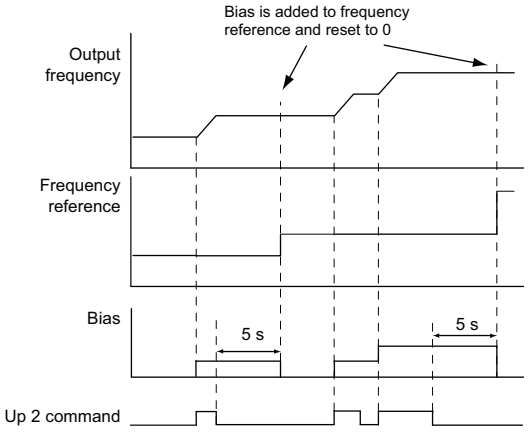


Figure 5.47 Up/Down 2 Example with Reference from Digital Operator and d4-01 = 1

- Up/Down 2 with frequency reference from input sources other than the digital operator
  When a Run command is active and the Up/Down 2 command is released for longer than 5 s, the bias value will be saved in parameter d4-06. When restarting after the power is switched off, the drive will add the value saved in d4-06 as a bias to the frequency reference.

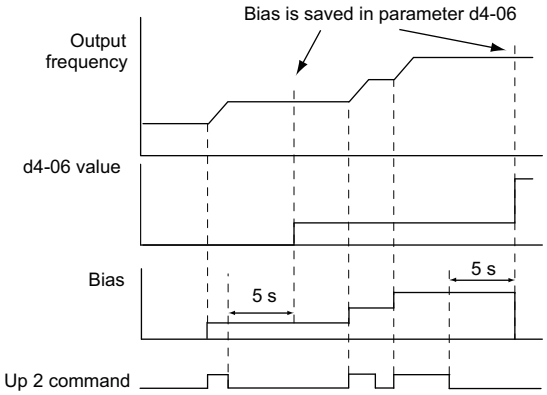


Figure 5.48 Up/Down 2 Example with Other Reference than Digital Operator and d4-01 = 1

Note: Make sure to set the limits for Up/Down 2 properly when using d4-01 = 1 in combination with the Up/Down 2 function. *Refer to d4-08: Frequency Reference Bias Upper Limit (Up/Down 2) on page 226* and *Refer to d4-09: Frequency Reference Bias Lower Limit (Up/Down 2) on page 227* for details on the limit settings.

Clearing the Value that was Saved

Depending on which function is used, the frequency reference value that was saved can be cleared by:

- Releasing the input programmed for Acceleration hold.
- Setting an Up or Down command while no Run command is active.
- Parameter d4-06 is reset to zero. Refer to *d4-06: Frequency Reference Bias (Up/Down 2) on page 226* for details.

■ d4-03: Frequency Reference Bias Step (Up/Down 2)

Sets the bias that is added to or subtracted from the frequency reference by the Up/Down 2 function.

No.	Parameter Name	Setting Range	Default
d4-03	Frequency Reference Bias Step (Up/Down 2)	0.00 to 99.99 Hz	0.00 Hz

The operation depends on the set value:

Setting d4-03 = 0.00 Hz

While the Up 2 or Down 2 command is enabled, the bias value is increased or decreased using the accel/decel time determined by parameter d4-04.

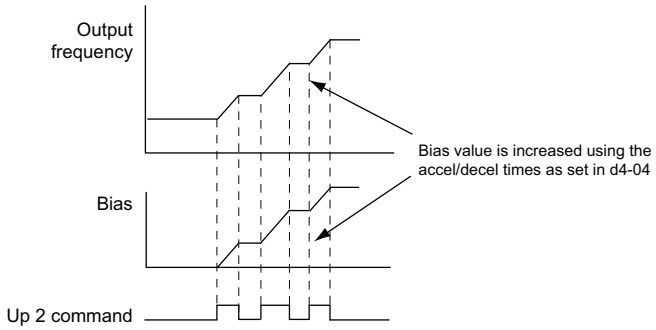


Figure 5.49 Up/Down 2 Bias when d4-03 = 0.0 Hz

Setting d4-03 ≠ 0.00 Hz

When an Up 2 or Down 2 command is enabled, the bias is increased or decreased in steps for the value set in d4-03. The frequency reference changes with the accel/decel times determined by parameter d4-04.

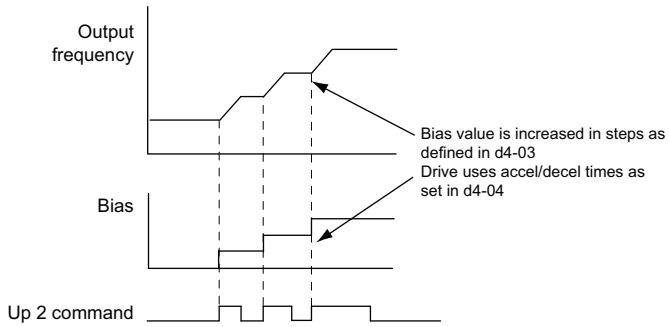


Figure 5.50 Up/Down 2 Bias when d4-03 > 0.0 Hz

■ d4-04: Frequency Reference Bias Accel/Decel (Up/Down 2)

Parameter d4-04 determines the accel/decel times that are used for increasing/decreasing the frequency reference or bias when the Up/Down 2 function is used.

No.	Parameter Name	Setting Range	Default
d4-04	Frequency Reference Bias Accel/Decel (Up/Down 2)	0 or 1	0

Setting 0: Current Accel/Decel Time

The drive uses the currently active accel/decel time.

Setting 1: Accel/Decel Time 4

The drive uses accel/decel time 4 set to parameters C1-07 and C1-08.

■ d4-05: Frequency Reference Bias Operation Mode Selection (Up/Down 2)

Determines if the bias value is held or not when the Up/Down 2 inputs are both released or both enabled. The parameter is effective only when parameter d4-03 is set to 0.00.

No.	Parameter Name	Setting Range	Default
d4-05	Frequency Reference Bias Operation Mode Selection (Up/Down 2)	0 or 1	0

Setting 0: Hold Bias Value

The bias value will be held if no input Up 2 or Down 2 is active.

Setting 1: Reset Bias Value

The bias is reset to 0% when both inputs Up 2 and Down 2 are either on or off. The drive will use the accel/decel time as selected in d4-04 to accelerate or decelerate to the frequency reference value.

■ d4-06: Frequency Reference Bias (Up/Down 2)

This parameter is used to save the frequency reference bias value set by the Up/Down 2 function. It is set as a percentage of the maximum output frequency. The function of d4-06 depends on how the Up/Down 2 function is configured.

- This parameter is normally not used when the frequency reference is set by the digital operator. The user can set d4-06 to a certain value that will be applied during run, but this value will be reset when the frequency reference changes (including multi-step references) or will be disabled when d4-01 = 0 and the Run command is removed.
- When d4-01 = 0 and the frequency reference is set by a source other than the digital operator, the value set in d4-06 is generally added to or subtracted from the frequency reference.
- When d4-01 = 1 and the frequency reference is set by a source other than the digital operator, the bias value adjusted with the Up/Down 2 inputs is stored in d4-06 once 5 s have passed after the Up 2 or Down 2 command is released. The frequency reference will then return to what it was without the Up/Down 2 command.

No.	Parameter Name	Setting Range	Default
d4-06	Frequency Reference Bias (Up/Down 2)	-99.9 to 100.0%	0.0%

Conditions that Generally Reset or Disable Parameter d4-06

- When the Up/Down 2 function has not been assigned to the multi-function terminals
- When the frequency reference source has been changed (including LOCAL/REMOTE or External reference 1/2 switch over by digital inputs)
- If d4-03 = 0 Hz, d4-05 = 1 and the Up/Down 2 commands are both open or both closed
- Any changes to the maximum frequency set to E1-04

■ d4-07: Analog Frequency Reference Fluctuation Limit (Up/Down 2)

This parameter is for handling changes in the frequency reference while the terminal set for Up 2 or Down 2 is enabled. If the frequency reference changes for more than the level set to d4-07, then the bias value will be held, and the drive will accelerate or decelerate following the frequency reference. When the frequency reference is reached, the bias hold is released and the bias follows the Up/Down 2 input commands.

Parameter d4-07 is applicable only if the frequency reference is set by an analog or pulse input.

No.	Parameter Name	Setting Range	Default
d4-07	Analog Frequency Reference Fluctuation Limit (Up/Down 2)	0.1 to 100.0%	1.0%

■ d4-08: Frequency Reference Bias Upper Limit (Up/Down 2)

Parameter d4-08 sets the upper limit of the Up/Down 2 bias (monitor U6-20) and the value that can be saved in parameter d4-06. Set this parameter to an appropriate value before using the Up/Down 2 function.

Note: When the frequency reference is set by the digital operator (b1-01 = 0) and d4-01 = 1, the bias value will be added to the frequency reference if no Up/Down 2 command is received for 5 s, and will be reset to 0 afterwards. From that point, the bias can be increased up to the limit set in d4-08 again.

No.	Parameter Name	Setting Range	Default
d4-08	Frequency Reference Bias Upper Limit (Up/Down 2)	0.0 to 100.0%	100.0%

■ d4-09: Frequency Reference Bias Lower Limit (Up/Down 2)

Parameter d4-09 sets the lower limit of the Up/Down 2 bias (monitor U6-20) and the value that can be saved in parameter d4-06. Set this parameter to an appropriate value before using the Up/Down 2 function.

Note: When the frequency reference is set by the digital operator (b1-01 = 0) and d4-01 = 1, the bias value will be added to the frequency reference if no Up/Down 2 command is received for 5 s, and will be reset to 0 afterwards. If the bias is increased using the Up 2 command, it cannot be reduced with a Down 2 command when the limit set in d4-09 is 0. To allow speed reduction in this situation, set a negative lower limit in d4-09.

No.	Parameter Name	Setting Range	Default
d4-09	Frequency Reference Bias Lower Limit (Up/Down 2)	-99.9 to 0.0%	0.0%

■ d4-10: Up/Down Frequency Reference Limit Selection

Selects how the lower frequency limit is set when the Up/Down function is used. Refer to *Setting 10, 11: Up, Down command on page 259* for details on the Up/Down function in combination with frequency reference limits.

No.	Parameter Name	Setting Range	Default
d4-10	Up/Down Frequency Reference Limit Selection	0 or 1	0

Setting 0: Lower Limit is Determined by d2-02 or Analog Input

The lower frequency reference limit is determined by the higher value of either parameter d2-02 or an analog input (A1, A2, A3) that is programmed for “Frequency bias”.

Note: For example, if the command to switch the external reference (H1-☐☐ = 2) is used to switch between the Up/Down function and an analog input as the reference source, then the analog value would become the lower reference limit when the Up/Down command is active. Change d4-10 to 1 to make the Up/Down function independent of the analog input value.

Setting 1: Lower Limit is Determined by Parameter d2-02

Only parameter d2-02 sets the lower frequency reference limit.

■ d4-11: Bi-Directional Output Selection

Selects if the frequency reference or PID output value is converted into bi-directional internal frequency reference. Refer also to the PID block diagram in *Figure 5.25* to see how bi-directional output works.

Note: When used in combination with PID control, the bi-directional output function can be enabled or disabled using a digital input (H1-☐☐ = 7F)

No.	Parameter Name	Setting Range	Default
d4-11	Bi-Directional Output Selection	0 or 1	0

Setting 0: No Conversion

The frequency reference or PID output value is used as it is without being converted. The drive will operate in the direction selected from 0 to 100% of the maximum output frequency.

Setting 1: Bi-Directional Output Conversion

When the frequency reference or PID output is below 50%, the drive reverses the selected direction. When it is above 50% the drive works in the selected direction.

■ d4-12: Stop Position Gain

Sets the gain for adjusting the stopping accuracy when simple positioning is selected as the stopping method (b1-03 = 9).

No.	Parameter Name	Setting Range	Default
d4-12	Stop Position Gain	0.50 to 2.55	1.00

Increase the value if the motor stops before the desired stop position is reached. Decrease it if the motor stops too late. Also refer to *b1-03: Stopping Method Selection on page 172* for details on simple positioning.

◆ d5: Torque Control

Torque Control is available for CLV and CLV/PM (A1-02 = 3, 7). It allows to define a setpoint for the torque produced by the motor.

■ Torque Control Operation

Torque control can be enabled either by setting parameter d5-01 to 1 or by a digital input (H1-☐☐ = 71). *Figure 5.51* illustrates the working principle.

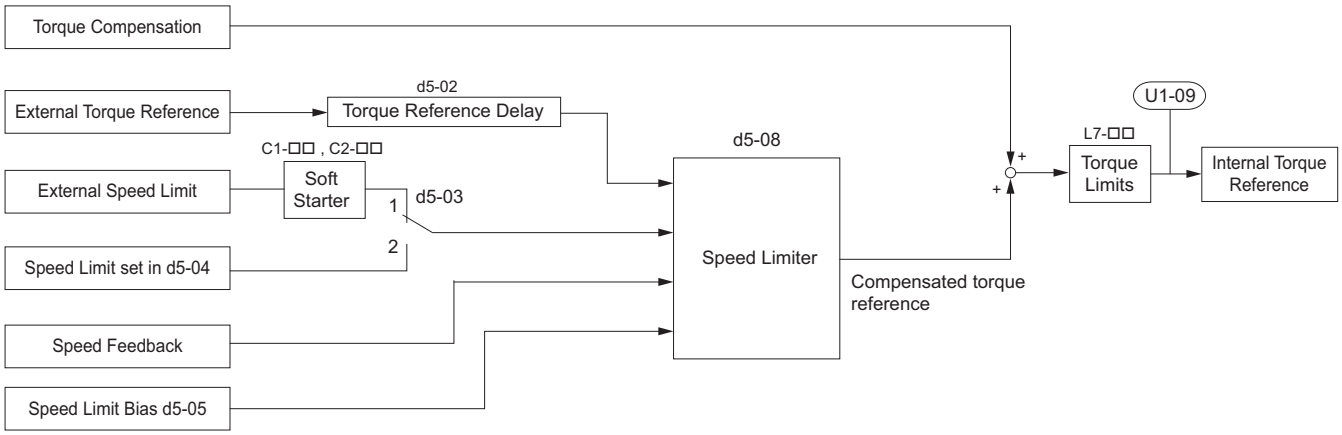


Figure 5.51 Torque Control Block Diagram

The externally input torque reference is used as the target value for the motor output torque. If the motor torque reference and the load torque are not in balance when in Torque Control, the motor accelerates or decelerates. An operation beyond the speed limit is prevented by compensating the external torque reference value if the motor speed reaches the limit. The compensation value is calculated using the speed limit, speed feedback, and the speed limit bias.

If an external torque compensation value is input, it is added to the speed limit compensated torque reference value. The value calculated is limited by the L7-☐☐ settings, and is then used as the internal torque reference, which can be monitored in U1-09. The L7-☐☐ settings have highest priority, i.e., the motor cannot be operated with a higher torque than the L7-☐☐ settings, even if the external torque reference value is increased.

■ Setting the Torque Reference, Speed Limit, and Torque Compensation Values

Torque Control Reference Sources

Input values for Torque Control can be set like explained in *Table 5.19*.

Table 5.19 Torque Control Input Value Selection

Input Value	Signal Source	Settings	Remarks
Torque Reference	Analog inputs A1/A2/A3	H3-02, H3-10, or H3-06 = 13 <1>	Make sure the signal level settings for the input terminal selected match the signal used. Refer to *H3: Multi-Function Analog Inputs on page 277* for details on adjusting analog input signals.
	Analog Option Card	• F2-01 = 0 • H3-02, H3-10, or H3-06 = 13 <1>	The H3-☐☐ settings become effective for the option board input terminals. Make sure the signal level settings for the input terminal selected match the signal used. Refer to *H3: Multi-Function Analog Inputs on page 277* for details on adjusting analog input signals.
	MEMOBUS Register 0004H	• b1-01 = 2 • Set Register 000FH, Bit 2 = 1 to enable Torque reference from register 0004H.	–
	Communication Option Card	• b1-01 = 3 • F6-06 = 1 Refer to the option card manual for details about setting the torque reference.	–
Speed Limit	Signal selected as frequency reference source	d5-03 = 1 The speed limit is taken from the input selected as frequency reference source in parameter b1-01 or b1-15. <1>	The settings in C1-☐☐ for accel/decel times and in C2-☐☐ for S-curves are applied to the speed limit value.
	Parameter d5-04	d5-03 = 2	–

Input Value	Signal Source	Settings	Remarks
Torque Compensation	Analog inputs A1/A2/A3	H3-02, H3-10, or H3-06 = 14 <1>	Make sure the signal level settings for the input terminal selected match the signal used. Refer to *H3: Multi-Function Analog Inputs on page 277* for details on adjusting analog input signals.
	Analog Option Card	• F2-01 = 0 • H3-02, H3-10, or H3-06 = 14 <1>	The H3-☐☐ settings become effective for the option card input terminals. Make sure the signal level settings for the input terminal selected match the signal used.
	MEMOBUS Register 0005H	• b1-01 = 2 • Set Register 000FH, bit 3 = 1 to enable the torque compensation setting by register 0005H.	–
	Communication Option Card	• b1-01 = 3 • Refer to the option card manual for details about setting the torque compensation value.	–

<1> Sets analog input terminals A1, A2, and A3 to supply the speed limit, torque reference, or torque compensation. An oPE07 error (Multi-Function Analog Input Selection Error) will occur if two analog inputs are set for the same function.

Input Value Polarity

The direction of the input values described above depends on the polarity of the Run command and the input value.

- With a Forward run command and a positive torque reference signal the internal torque reference will be positive, i.e., in the forward direction. However, if a Reverse Run command is input, the torque command will be for reverse rotation.
- With a Forward run command and a negative torque reference signal the internal torque reference will be negative, i.e., in the reverse direction. However, if a Reverse Run command is input, the torque command will be for forward rotation.

When analog inputs are used, negative input values can be generated by

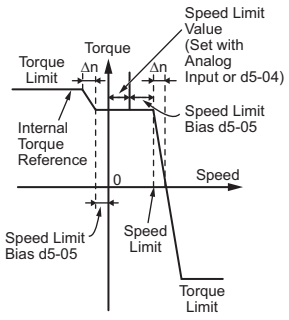
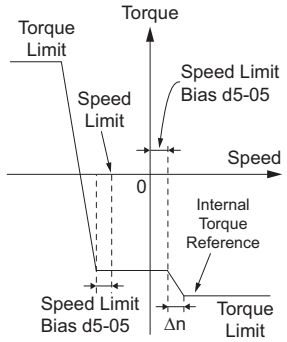
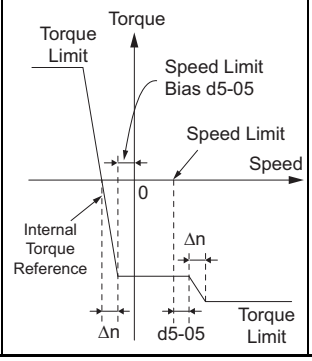
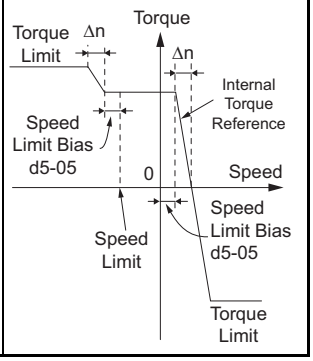
- applying negative voltage input signals.
- using positive analog input signals but setting the analog input bias to negative values so that the input value can be negative.
- applying positive voltage input signals and using a digital input that is programmed for H1-☐☐ = 78.

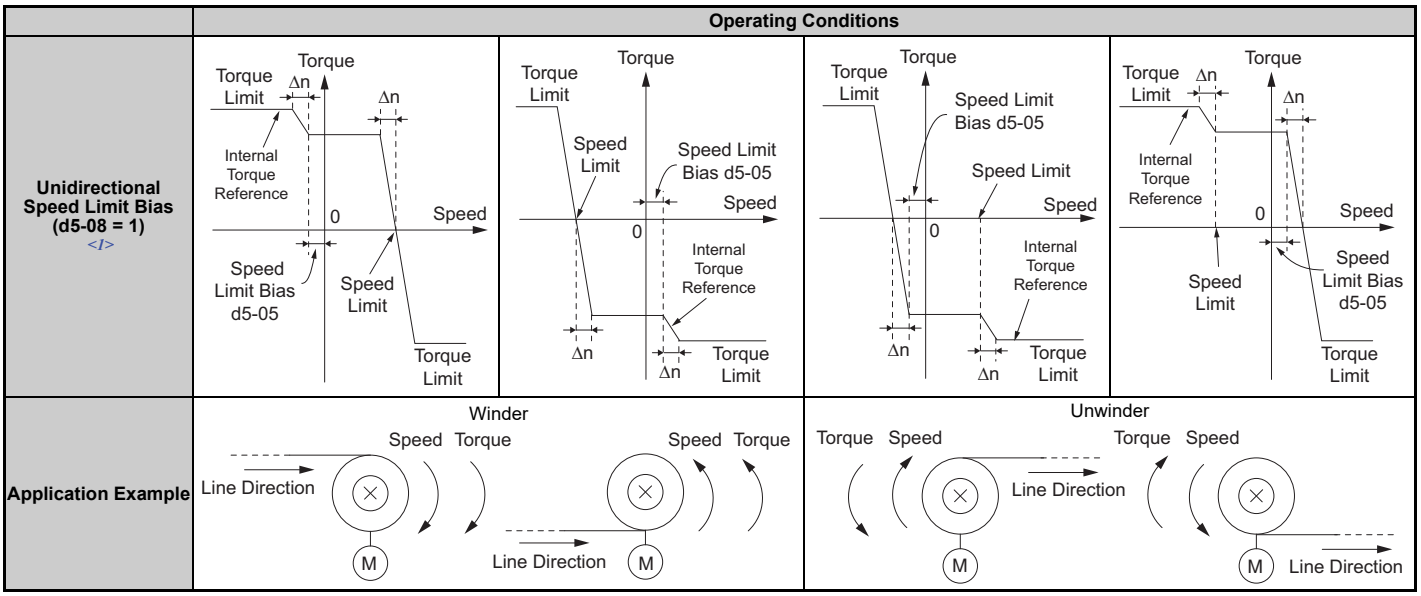
When MEMOBUS/Modbus communication or a communication option card is used, only positive input values can be set.

■ Speed Limitation and Speed Limit Bias

The speed limit setting is read from the input selected in parameter d5-03. A bias can be added to this speed limit using parameter d5-05 while parameter d5-08 determines how the speed limit bias is applied. *Table 5.20* explains the relation between these settings.

Table 5.20 Speed Limit, Speed Bias and Speed Limit Priority Selection

	Operating Conditions							
Run Command	Forward	Reverse	Forward	Reverse	Forward	Reverse	Forward	Reverse
Torque Reference Direction	Positive (Forward)	Positive (Forward)	Negative (Reverse)	Negative (Reverse)	Negative (Reverse)	Negative (Reverse)	Positive (Forward)	Positive (Forward)
Speed Limit Direction	Positive (Forward)	Negative (Reverse)	Negative (Reverse)	Positive (Forward)	Positive (Forward)	Negative (Reverse)	Negative (Reverse)	Positive (Forward)
Rotation Direction	Forward		Reverse		Forward		Reverse	
Bidirectional Speed Limit Bias (d5-08 = 0) <1>								



<1> The value of delta n in the drawings depends on the ASR setting in parameters C5-☐☐.

■ Indicating Operation at the Speed Limit

A digital output can be programmed to close when the drives is operating at or beyond the speed limit (H2-☐☐ = 32). Use this output to notify a PLC or some other control device of abnormal operating conditions.

■ Switching Between Torque and Speed Control

A digital input can be used to switch Torque Control and Speed Control (H1-☐☐ = 71). When switching from Speed Control to Torque Control, the torque limit becomes the torque reference and the speed reference becomes the speed limit. This change is reversed when switching back to Speed Control.

If required by the application, a delay time can be set up using parameter d5-06. The reference values (torque reference/speed limit in Torque Control or speed reference/torque limit in Speed Control) are held during this switch delay time. Be sure to change the reference values from the controller within this delay time.

Note: **1.** The speed/torque control switchover time d5-06 is not applied when the Stop command is entered. Here the operation switches immediately to speed control and the drive decelerates to stop at the torque limit.

2. Set d5-01 to 0 when switching between Torque Control and Speed Control. An oPE15 alarm will be triggered if parameter d5-01 is set to 1 while H1-☐☐ is set to 71 at the same time.

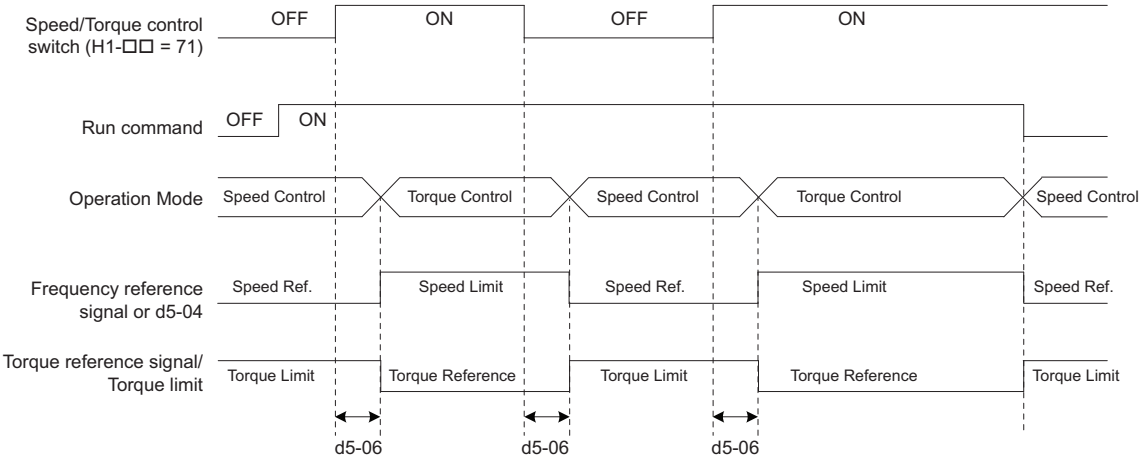


Figure 5.52 Speed/Torque Control Switching Time

■ d5-01: Torque Control Selection

No.	Parameter Name	Setting Range	Default
d5-01	Torque Control Selection	0 or 1	0

Setting 0: Disabled

Speed Control will be active. Also use this setting when H1-☐☐ = 71 (Speed/Torque Control Switch).

Setting 1: Enabled

Torque Control is always enabled.

■ d5-02: Torque Reference Delay Time

A filter with the time constant set in parameter d5-02 can be applied to the torque reference signal in order to eliminate oscillation that results from an unstable torque reference signal. A higher filter time will stabilize control, but also reduce the responsiveness.

No.	Parameter Name	Setting Range	Default
d5-02	Torque Reference Delay Time	0 to 1000 ms	Determined by A1-02

■ d5-03: Speed Limit Selection

Parameter d5-03 determines how the speed limit is set.

No.	Parameter Name	Setting Range	Default
d5-03	Speed Limit Selection	1 or 2	1

Setting 1: Frequency Reference Input

The frequency reference value at the active reference source (digital operator, External reference 1 or External reference 2) will be used as speed limit. Note that in this case all settings for accel/decel times (C1-01 to C1-08) and S-curves (C2-01 to C2-04) will apply for the speed limit.

Setting 2: Parameter d5-04

The speed limit is set by parameter d5-04.

■ d5-04: Speed Limit

Sets the speed limit during torque control if parameter d5-03 is set to 2. Refer to *Speed Limitation and Speed Limit Bias on page 229*.

No.	Parameter Name	Setting Range	Default
d5-04	Speed Limit	-120 to 120%	0%

■ d5-05: Speed Limit Bias

Using d5-05 a bias can be applied to the speed limit value. The bias is set as a percentage of the maximum output frequency. Refer to *Speed Limitation and Speed Limit Bias on page 229*.

No.	Parameter Name	Setting Range	Default
d5-05	Speed Limit Bias	0 to 120%	10%

■ d5-06: Speed/Torque Control Switchover Time

Sets the delay time for switching from Speed Control to Torque Control and vice versa.

No.	Parameter Name	Setting Range	Default
d5-06	Speed/Torque Control Switchover Time	0 to 1000 ms	0 ms

■ d5-08: Unidirectional Speed Limit Bias

Parameter d5-08 selects how the speed limit bias is applied.

No.	Parameter Name	Setting Range	Default
d5-08	Unidirectional Speed Limit Bias	0 or 1	1

Setting 0: Disabled

The speed limit bias is applied in both directions, the speed limit and the opposite direction.

Setting 1: Enabled

The speed limit bias is applied in the opposite direction of the speed limit only.

◆ d6: Field Weakening and Field Forcing

Field Weakening

The Field Weakening function reduces the output voltage to a pre-defined level in order to reduce the energy consumption of the motor. It can be activated using a digital input programmed for H1-☐☐ = 63. Field Weakening should only be used with a known and unchanging light load condition. Use the Energy Saving function (b8-☐☐ parameters) when Energy Saving for various different load conditions is required.

Field Forcing

The Field Forcing function compensates the delaying influence of the motor time constant when changing the excitation current reference. Field Forcing can improve the motor responsiveness. It is ineffective during DC Injection Braking.

■ d6-01: Field Weakening Level

Sets the level to what the output voltage is reduced when Field Weakening is activated. Set as percentage of the drive maximum output voltage.

No.	Parameter Name	Setting Range	Default
d6-01	Field Weakening Level	0 to 100%	80%

■ d6-02: Field Weakening Frequency Limit

Sets the minimum output frequency for that field weakening can be activated. For frequencies below d6-02, Field Weakening cannot be activated.

No.	Parameter Name	Setting Range	Default
d6-02	Field Weakening Frequency Limit	0 to 400.0 Hz	0.0 Hz

■ d6-03: Field Forcing Selection

Enables or disables the Field Forcing function.

No.	Parameter Name	Setting Range	Default
d6-03	Field Forcing Selection	0 or 1	0

Setting 0: Disabled
Setting 1: Enabled

■ d6-06: Field Forcing Limit

This parameter rarely requires adjustment. Sets the maximum level to what the Field Forcing function can boost the excitation current reference. The value is set as a percentage of the motor no load current.

No.	Parameter Name	Setting Range	Default
d6-06	Field Forcing Limit	100 to 400%	400%

◆ d7: Offset Frequency

■ d7-01 to d7-03: Offset Frequency 1 to 3

Three different offset values can be added to the frequency reference. They can be selected using digital inputs programmed for Offset frequency 1, 2, and 3 (H1-☐☐ = 44, 45, 46). The selected offset values are added together if multiple inputs are closed at the same time. The value is set as a percentage of the Maximum Output Frequency.

Note: This function can be used to replace the "Trim Control" function (H1-☐☐ = 1C, 1D) of earlier Yaskawa drives.

No.	Parameter Name	Setting Range	Default
d7-01	Offset Frequency 1	-100.0 to 100.0%	0%
d7-02	Offset Frequency 2	-100.0 to 100.0%	0%
d7-03	Offset Frequency 3	-100.0 to 100.0%	0%

Figure 5.53 illustrates the Offset frequency function.

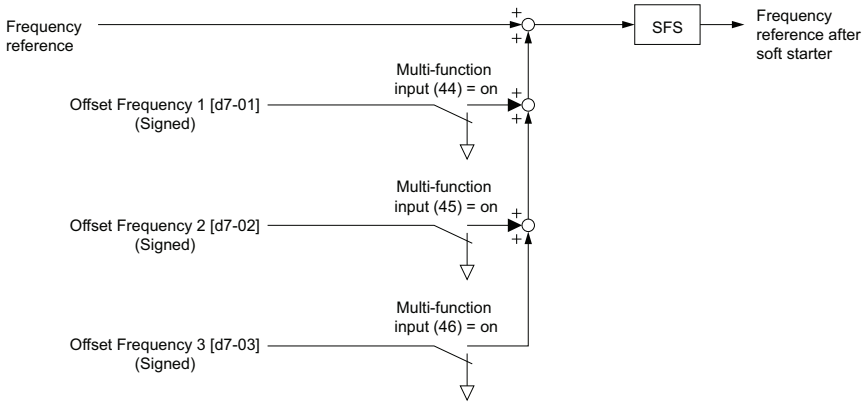


Figure 5.53 Offset Frequency Operation

5.5 E: Motor Parameters

E parameters cover V/f pattern and motor data settings.

◆ E1: V/f Pattern for Motor 1

■ V/f Pattern Settings (E1-03)

The drive uses the V/f pattern that has been set to adjust the output voltage relative to the frequency reference. There are 15 different preset V/f patterns (setting 0 to E) to select from, each with varying voltage profiles, saturation levels (frequency at which maximum voltage is reached), and maximum frequencies. Additionally, one custom V/f pattern is available (setting F). The custom V/f pattern requires the user to create the pattern using parameters E1-04 through E1-10.

■ E1-03: V/f Pattern Selection

The user can select the V/f pattern for the drive and motor from 15 predefined patterns, or create a custom V/f pattern.

No.	Parameter Name	Setting Range	Default
E1-03	V/f Pattern Selection	0 to F <1>	F <2>

<1> Parameter setting value is not reset to the default value during drive initialization (A1-03).
<2> Settings 0 through E are not available when using any of the vector control modes.

Setting a Predefined V/f Pattern (Setting 0 to E)

Choose the V/f pattern that best meets the application demands from *Table 5.21*. These settings are available only in V/f Control modes. Set the correct value to E1-03. Parameters E1-04 to E1-13 can only be monitored, not changed.

Note: **1.** Setting an improper V/f pattern may result in low motor torque or increased current due to overexcitation.
2. Parameter E1-03 is not reset when the drive is initialized.

Table 5.21 Predefined V/f Patterns

Setting	Specification	Characteristic	Application
0	50 Hz	Constant torque	For general purpose applications. Torque remains constant regardless of changes to speed.
1	60 Hz		
2	60 Hz (with 50 Hz base)		
3	72 Hz (with 60 Hz base)		
4	50 Hz, Heavy Duty 2	Derated torque	For fans, pumps, and other applications where the required torque changes as a function of the speed.
5	50 Hz, Heavy Duty 1		
6	60 Hz, Heavy Duty 1		
7	60 Hz, Heavy Duty 2		
8	60 Hz, mid starting torque	High starting torque	Select high starting torque when: • Wiring between the drive and motor exceeds 150 m • A large amount of starting torque is required
9	60 Hz, high starting torque		
A	60 Hz, mid starting torque		
B	60 Hz, high starting torque		
C	90 Hz (with 60 Hz base)	Constant output	Output voltage is constant when operating at greater than 60 Hz.
D	120 Hz (with 60 Hz base)		
E	180 Hz (with 60 Hz base)		
F <1>	60 Hz	Constant torque	For general purpose applications. Torque remains constant regardless of changes to speed.

<1> Setting F enables a custom V/f pattern by changing parameters E1-04 to E1-13. When the drive is shipped, the default values for parameters E1-04 to E1-13 are the same as those of setting 1.

The following tables show details on predefined V/f patterns.

Predefined V/f Patterns for models CIMR-U□4□0011, CIMR-U□4□0014

Table 5.22 Constant Torque Characteristics, Settings 0 to 3

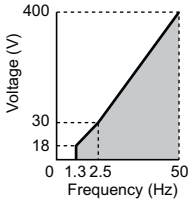
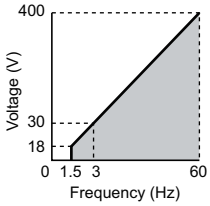
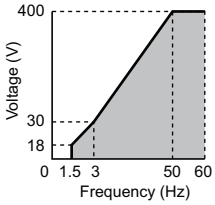
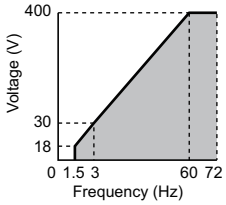
Setting = 0	50 Hz	Setting = 1	60 Hz	Setting = 2	60 Hz	Setting = 3	72 Hz
							

Table 5.23 Derated Torque Characteristics, Settings 4 to 7

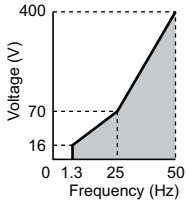
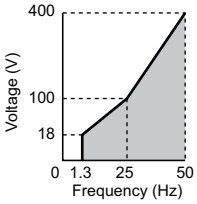
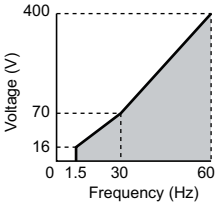
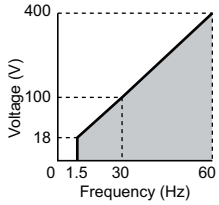
Setting = 4	50 Hz	Setting = 5	50 Hz	Setting = 6	60 Hz	Setting = 7	60 Hz
							

Table 5.24 High Starting Torque, Settings 8 to B

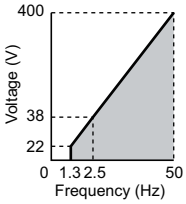
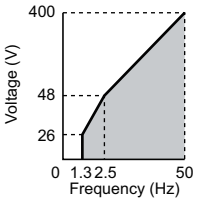
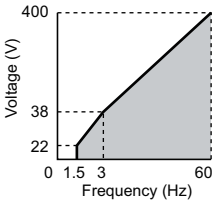
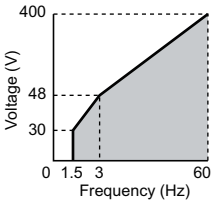
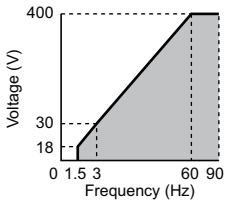
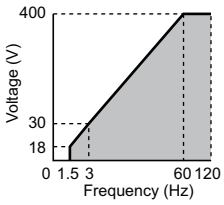
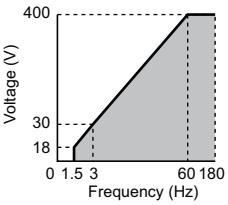
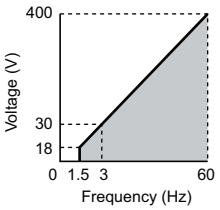
Setting = 8	50 Hz	Setting = 9	50 Hz	Setting = A	60 Hz	Setting = B	60 Hz
							

Table 5.25 Rated Output Operation, Settings C to F

Setting = C	90 Hz	Setting = D	120 Hz	Setting = E	180 Hz	Setting = F	60 Hz
							

Predefined V/f Patterns for Models CIMR-U□2□0028 to 2□0192 and CIMR-U□4□0021 to 4□0124

The following graphs are for 200 V class drives. Double values when using a 400 V class drive.

Table 5.26 Rated Torque Characteristics, Settings 0 to 3

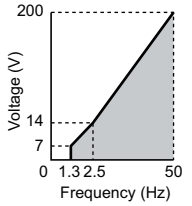
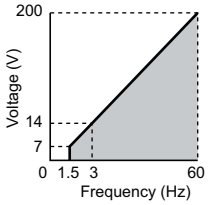
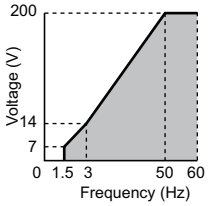
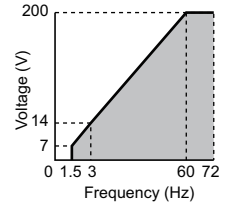
Setting = 0	50 Hz	Setting = 1	60 Hz	Setting = 2	60 Hz	Setting = 3	72 Hz
							

Table 5.27 Derated Torque Characteristics, Settings 4 to 7

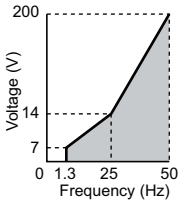
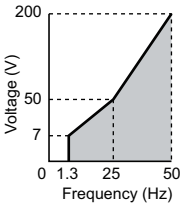
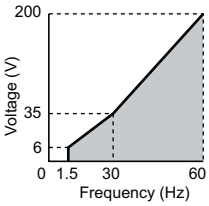
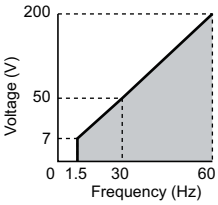
Setting = 4	50 Hz	Setting = 5	50 Hz	Setting = 6	60 Hz	Setting = 7	60 Hz
							

Table 5.28 High Starting Torque, Settings 8 to B

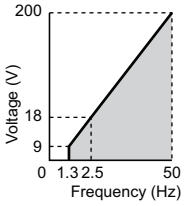
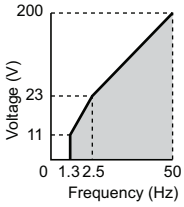
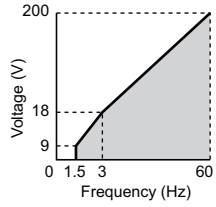
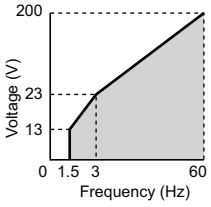
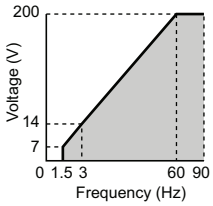
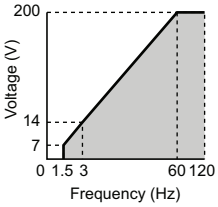
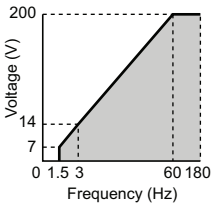
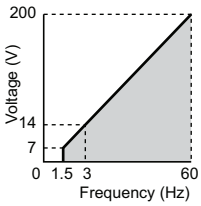
Setting = 8	50 Hz	Setting = 9	50 Hz	Setting = A	60 Hz	Setting = B	60 Hz
							

Table 5.29 Constant Output, Settings C to F

Setting = C	90 Hz	Setting = D	120 Hz	Setting = E	180 Hz	Setting = F	60 Hz
							

Predefined V/f Patterns for Models CIMR-U□2□0248 and CIMR-U□4□0156 to 4□0930

The following graphs are for 200 V class drives. Double values when using a 400 V class drive.

Table 5.30 Rated Torque Characteristics, Settings 0 to 3

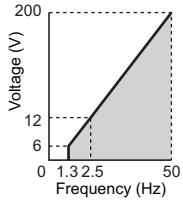
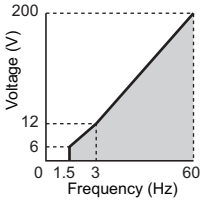
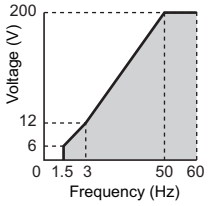
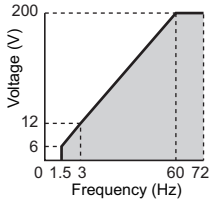
Setting = 0	50 Hz	Setting = 1	60 Hz	Setting = 2	60 Hz	Setting = 3	72 Hz
							

Table 5.31 Derated Torque Characteristics, Settings 4 to 7

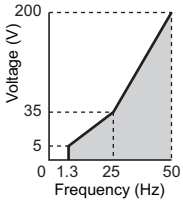
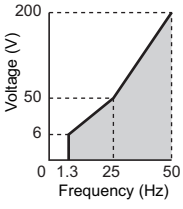
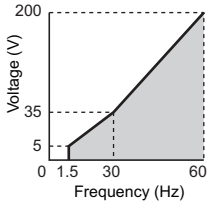
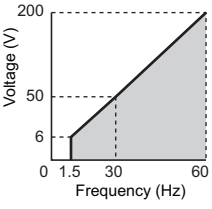
Setting = 4	50 Hz	Setting = 5	50 Hz	Setting = 6	60 Hz	Setting = 7	60 Hz
							

Table 5.32 High Starting Torque, Settings 8 to B

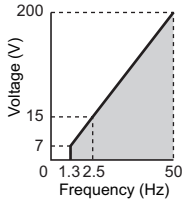
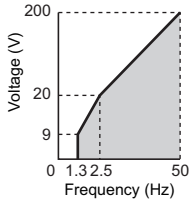
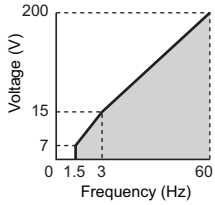
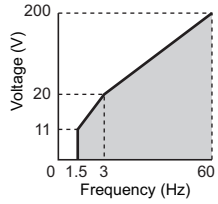
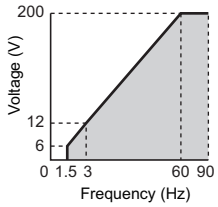
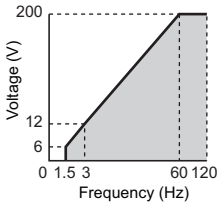
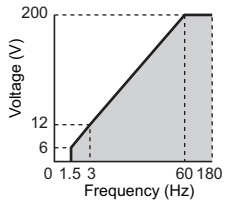
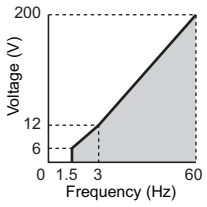
Setting = 8	50 Hz	Setting = 9	50 Hz	Setting = A	60 Hz	Setting = B	60 Hz
							

Table 5.33 Constant Output, Settings C to F

Setting = C	90 Hz	Setting = D	120 Hz	Setting = E	180 Hz	Setting = F	60 Hz
							

Setting a Custom V/f Pattern (Setting F: Default)

Setting parameter E1-03 to F allows to set up a custom V/f pattern by changing parameters E1-04 to E1-13.

When initialized, the default values for parameters E1-04 to E1-13 will be equal to V/f pattern 0 of the predefined patterns.

■ V/f Pattern Settings E1-04 to E1-13

If E1-03 is set to a preset V/f pattern (i.e., set to any value besides F), then the user can refer to parameters E1-04 through E1-13 to monitor the V/f pattern. To create a new V/f pattern, set E1-03 to F. Refer to *Figure 5.54* for an example custom V/f pattern.

Note: Certain E1-☐☐ parameters might not be visible depending on the selected control mode. *Refer to Parameter Table on page 458* for details.

No.	Parameter Name	Setting Range	Default
E1-04	Maximum Output Frequency	40.0 to 400.0 Hz <1>	<2> <3>
E1-05	Maximum Voltage	0.0 to 255.0 V <4>	<2> <4>
E1-06	Base Frequency	0.0 to [E1-04] <1>	<2> <3>
E1-07	Middle Output Frequency	0.0 to [E1-04]	<2>
E1-08	Middle Output Frequency Voltage	0.0 to 255.0 V <4>	<2> <4>
E1-09	Minimum Output Frequency	0.0 to [E1-04] <1>	<2> <3>
E1-10	Minimum Output Frequency Voltage	0.0 to 255.0 V <4>	<2> <4>
E1-11	Middle Output Frequency 2	0.0 to [E1-04]	0.0 Hz <6>
E1-12	Middle Output Frequency Voltage 2	0.0 to 255.0 V <4>	0.0 V <4> <5> <6>
E1-13	Base Voltage	0.0 to 255.0 V <4>	0.0 V <4> <5> <7>

<1> Default setting is determined by E5-01 in OLV/PM. The setting range is 0.0 to 400.0 Hz when E5-01 = FFFFH.
<2> Default setting is determined by the control mode.
<3> When using PM motors, the default setting is determined by the motor code set to E5-01.
<4> Values shown here are for 200 V class drives. Double values when using a 400 V class drive.
<5> The drive changes these settings when Auto-Tuning is performed (Rotational Auto-Tuning, Stationary Auto-Tuning 2, 3).
<6> Parameter ignored when E1-11 and E1-12 are set to 0.0.
<7> When Auto-Tuning is performed, E1-13 and E1-05 will be set to the same value.

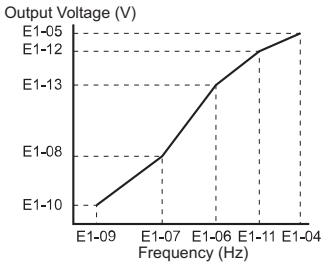


Figure 5.54 V/f Pattern

Note: **1.** The following condition must be true when setting up the V/f pattern: E1-09 ≤ E1-07 < E1-06 ≤ E1-11 ≤ E1-04
2. To make the V/f pattern a straight line below E1-06, set E1-09 = E1-07. In this case the E1-08 setting is disregarded.
3. E1-03 is unaffected when the parameters are initialized using parameter A1-03, but the settings for E1-04 through E1-13 are returned to their default values.
4. Parameters E1-11, E1-12, and E1-13 should only be used to fine-tune the V/f pattern in the constant output range. These parameters rarely need to be changed.

■ E1-22: Input Voltage Setting

Correctly set Input Voltage Setting (E1-22) to the input power supply voltage according to the voltage of the power supply that is input to the drive. This setting value serves as the baseline for the protective functions (Uv detection level). The input power supply voltage value can be checked in Drive Input Power Voltage Effective Value (U1-54).

NOTICE: *Make sure to set E1-22 to the voltage of the power supply input to this product so the protective functions work appropriately.*

The detection levels of Control Circuit Undervoltage Fault (Uv1 and Uv) change according to the setting value of the input voltage as shown in the following table.

Product	E1-22 Setting	Uv1 Detection Level and Uv Detection Level
200 V Class	Setting value ≤ 220 Vrms	190 V
	Setting value > 220 Vrms	225 V
400 V Class	Setting value ≤ 440 Vrms	380 V
	Setting value > 440 Vrms	450 V

◆ E2: Motor 1 Parameters

These parameters contain the motor data needed for motor 1. They are set automatically when Auto-Tuning is performed (this includes Rotational Auto-Tuning, Stationary Auto-Tuning 2 and 3, and Rotational Auto-Tuning for V/f Control). If Auto-Tuning cannot be performed, refer to *Auto-Tuning Fault Detection on page 368* for detail.

Note: As the motor parameters for a PM motor are set up in the E5-□□ parameters, parameters for induction motors (E2-□□) are hidden when a PM motor control mode is selected for motor 1 (i.e., parameter A1-02 is set to 5, 6, or 7).

■ E2-01: Motor Rated Current

Provides motor control, protects the motor, and calculates torque limits. Set E2-01 to the full load amps (FLA) stamped on the motor nameplate. If Auto-Tuning completes successfully, the value entered to T1-04 will automatically be saved to E2-01.

No.	Parameter Name	Setting Range	Default
E2-01	Motor Rated Current	10% to 150% of the drive rated current.	Determined by C6-01 and o2-04

Note: **1.** Display is in the following units.
• CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
• CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 A units
2. If the motor rated current in E2-01 is set equal to or less than the motor no-load current in E2-03, a parameter setting error will occur (oPE02). E2-03 must be set correctly to prevent this error.

■ E2-02: Motor Rated Slip

Sets the motor rated slip in Hz to provide motor control, protect the motor and calculate torque limits. This value is automatically set during Auto-Tuning (Rotational Auto-Tuning, Stationary Auto-Tuning 2 and 3).

No.	Parameter Name	Setting Range	Default
E2-02	Motor Rated Slip	0.00 to 20.00 Hz	Determined by C6-01 and o2-04

If Auto-Tuning cannot be performed, calculate the motor rated slip using the information written on the motor nameplate and the formula below:

$E2\text{-}02 = f - (n \times p)/120$

(f: rated frequency (Hz), n: rated motor speed (min^{-1}), p: number of motor poles)

■ E2-03: Motor No-Load Current

Set the no-load current for the motor in amperes when operating at the rated frequency and the no-load voltage. The drive sets E2-03 during the Auto-Tuning process (Rotational Auto-Tuning and Stationary Auto-Tuning 2 and 3). The motor no-load current listed in the motor test report can also be entered to E2-03 manually. Contact the motor manufacturer to receive a copy of the motor test report.

No.	Parameter Name	Setting Range	Default
E2-03	Motor No-Load Current	0.00 A to [E2-01] (unit: 0.01 A)	Determined by C6-01 and o2-04

Note: Display is in the following units.
- CIMR-U☐2☐0028, 2☐0042, and 4☐0011 to 4☐0027: 0.01 A units
- CIMR-U☐2☐0054 to 2☐0248, and 4☐0034 to 4☐0930: 0.1 A units

■ E2-04: Number of Motor Poles

Set the number of motor poles to E2-04. If Auto-Tuning completes successfully, the value entered to T1-06 will automatically be saved to E2-04.

No.	Parameter Name	Setting Range	Default
E2-04	Number of Motor Poles	2 to 48	4

■ E2-05: Motor Line-to-Line Resistance

Sets the line-to-line resistance of the motor stator winding. If Auto-Tuning completes successfully, this value is automatically calculated. Remember that this value must be entered as line-to-line and not for each motor phase.

If Auto-Tuning is not possible, then contact the motor manufacturer to find out the line-to-line resistance or measure it manually. When using the manufacturer motor test report, calculate E2-05 by the formulas below.

- E-type insulation: Multiply 0.822 times the resistance value (Ω) listed on the test report at 75°C
- B-type insulation: Multiply 0.822 times the resistance value (Ω) listed on the test report at 75°C.
- F-type insulation: Multiply 0.728 times the resistance value (Ω) listed on the test report at 115°C.

No.	Parameter Name	Setting Range	Default
E2-05	Motor Line-to-Line Resistance	0.000 to 65.000 Ω <1>	Determined by C6-01 and o2-04

<1> The units are expressed in mΩ for models CIMR-U☐4☐0900, CIMR-U☐4☐0930.

■ E2-06: Motor Leakage Inductance

Sets the voltage drop due to motor leakage inductance as a percentage of motor rated voltage. This value is automatically set during Auto-Tuning (Rotational Auto-Tuning, Stationary Auto-Tuning 2 and 3).

No.	Parameter Name	Setting Range	Default
E2-06	Motor Leakage Inductance	0.0 to 40.0%	Determined by C6-01 and o2-04

■ E2-07: Motor Iron-Core Saturation Coefficient 1

Sets the motor iron saturation coefficient at 50% of the magnetic flux. If Rotational Auto-Tuning completes successfully, then this value is automatically calculated and set to E2-07. This coefficient is used when operating with constant output.

No.	Parameter Name	Setting Range	Default
E2-07	Motor Iron-Core Saturation Coefficient 1	0.00 to 0.50	0.50

■ E2-08: Motor Iron-Core Saturation Coefficient 2

Sets the motor iron saturation coefficient at 75% of the magnetic flux. If Rotational Auto-Tuning completes successfully, then this value is automatically and set to E2-08. This coefficient is used when operating with constant output.

No.	Parameter Name	Setting Range	Default
E2-08	Motor Iron-Core Saturation Coefficient 2	E2-07 to 0.75	0.75

■ E2-09: Motor Mechanical Loss

There is normally no need to change this parameter from the default value.

This parameter sets to the motor mechanical loss as a percentage of motor rated power (kW) capacity. Adjust this setting in the following circumstances:

- When there is a large amount of torque loss due to motor bearing friction.
- When there is a large amount of torque loss in a fan or pump application.

The setting for the mechanical loss is added to the torque.

No.	Parameter Name	Setting Range	Default
E2-09	Motor Mechanical Loss	0.0 to 10.0%	0.0%

■ E2-10: Motor Iron Loss for Torque Compensation

This parameter sets the motor iron loss in watts.

No.	Parameter Name	Setting Range	Default
E2-10	Motor Iron Loss for Torque Compensation	0 to 65535 W	Determined by C6-01 and o2-04

■ E2-11: Motor Rated Power

This parameter sets the motor rated power in kW. If Auto-Tuning completes successfully, the value entered to T1-02 will automatically be saved to E2-11.

No.	Parameter Name	Setting Range	Default
E2-11	Motor Rated Power	0.00 to 650.00 kW	Determined by C6-01 and o2-04

■ Setting Motor Parameters Manually

Follow the instructions below when setting motor-related parameters manually instead of using the Auto-Tuning feature. Refer to the motor test report included with the motor to make sure the correct data is entered into the drive.

Setting the Motor Rated Current

Enter the motor rated current listed on the nameplate of the motor to E2-01.

Setting the Motor Rated Slip

Use the base speed listed on the motor nameplate to calculate the rated slip. Refer to the formula below, then enter that value to E2-02.

Motor rated slip = rated frequency [Hz] – base speed [min^{-1}] × (no. of motor poles) / 120

Setting the No-Load Current

Enter the no-load current at rated frequency and rated voltage to E2-03. The no-load current is not usually listed on the nameplate. Contact the motor manufacturer if the data cannot be found.

The default setting of the no-load current is for performance with a 4-pole Yaskawa motor.

Setting the Number of Motor Poles

Only required when A1-02 is set to 0, 1, 2, 3 (Control Modes for Induction Motors). Enter the number of motor poles as indicated on motor nameplate.

Setting the Line-to-Line Resistance

E2-05 is normally set during Auto-Tuning. If Auto-Tuning cannot be performed, contact the manufacturer of the motor to find out what the correct resistance is between motor lines. The motor test report can also be used to calculate this value:

- E-type insulation: Multiply 0.822 times the resistance value (Ω) listed on the test report at 75°C.
- B-type insulation: Multiply 0.822 times the resistance value (Ω) listed on the test report at 75°C.
- F-type insulation: Multiply 0.728 times the resistance value (Ω) listed on the test report at 115°C.

Setting the Motor Leakage Inductance

The motor leakage inductance set to E2-06 determines the amount of voltage drop relative to the motor rated voltage. This value should be entered particularly for motors with a low degree of inductance, such as high-speed motors. As this information is not listed on the motor nameplate, contact the motor manufacturer to find out the correct value for the motor leakage inductance.

Setting the Motor Iron-Core Saturation Coefficient 1, 2

E2-07 and E2-08 are set when Auto-Tuning is performed.

Setting the Motor Mechanical Loss

The drive only requires this information when using Closed Loop Vector Control. The drive compensates for the degree of mechanical loss with torque compensation. Although E2-09 rarely needs to be changed, adjustment may benefit the following circumstances:

- When there is a large amount of torque loss due to motor bearing friction.
- When there is a large amount of torque loss in a fan or pump application.

Setting the Motor Iron Loss for Torque Compensation

This value only needs to be set when using V/f Control. Enter this value in watts to E2-10. The drive uses this setting to improve the precision of torque compensation.

◆ E3: V/f Pattern for Motor 2

These parameters set the V/f pattern used for motor 2. *Refer to Setting 16: Motor 2 selection on page 261* for details on switching motors.

Note: As the function for switching between two motors cannot be used with a PM motor, the E3-☐☐ parameters will be hidden when a PM motor control mode is selected (A1-02 = 5, 6, or 7).

■ E3-01: Motor 2 Control Mode Selection

Selects the control mode for motor 2. A control mode for PM motors cannot be selected for motor 2.

Note: **1.** E3-01 dependent parameters are reset to the default settings when E3-01 is changed.
2. Protection from motor overload (oL1) is determined by L1-01, just as it is for motor 1.

No.	Parameter Name	Setting Range	Default
E3-01	Motor 2 Control Mode Selection	0 to 3	0

Setting 0: V/f Control
Setting 1: V/f Control with PG
Setting 2: Open Loop Vector Control
Setting 3: Closed Loop Vector Control

■ E3-04 to E3-13

Parameters E3-04 through E3-13 set up the V/f pattern used for motor 2 as shown in *Figure 5.55*.

Note: Certain E3-☐☐ parameters might not be visible depending on the control mode. *Refer to Parameter Table on page 458*.

No.	Parameter Name	Setting Range	Default
E3-04	Motor 2 Max Output Frequency	40.0 to 400.0 Hz	<2>
E3-05	Motor 2 Max Voltage	0.0 to 255.0 <1>	<1> <2>
E3-06	Motor 2 Base Frequency	0.0 to [E3-04]	<2>
E3-07	Motor 2 Mid Output Frequency	0.0 to [E3-04]	<2>
E3-08	Motor 2 Mid Output Frequency Voltage	0.0 to 255.0 <1>	<1> <2>
E3-09	Motor 2 Minimum Output Frequency	0.0 to [E3-04]	<2>
E3-10	Motor 2 Minimum Output Frequency Voltage	0.0 to 255.0 <1>	<1> <2>
E3-11	Motor 2 Mid Output Frequency 2	0.0 to [E3-04]	0.0 Hz <4>
E3-12	Motor 2 Mid Output Frequency Voltage 2	0.0 to 255.0 <1>	0.0 V <1> <3> <4>
E3-13	Motor 2 Base Voltage	0.0 to 255.0 <1>	0.0 V <1> <3>

<1> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<2> Default setting is determined by the control mode selected for motor 2 (E3-01).
<3> The drive sets this value when Auto-Tuning is performed (Rotational Auto-Tuning and Stationary Auto-Tuning 2).
<4> Parameter ignored when E3-11 and E3-12 are set to 0.0.

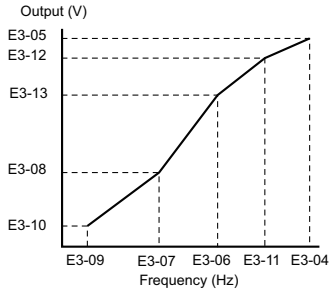


Figure 5.55 V/f Pattern for Motor 2

Note: **1.** The following conditions must be true when setting up the V/f pattern: E3-09 ≤ E3-07 < E3-06 ≤ E3-11 ≤ E3-04
2. To make the V/f pattern a straight line at a frequency lower than E3-06, set E3-09 = E3-07. With this setting, E3-08 is disregarded.
3. Parameters E3-04 through E3-13 are reset to their default values when the drive is initialized.
4. E3-11, E3-12, and E3-13 rarely need to be changed, and should only be used to fine-tune the V/f pattern in the constant output range.

◆ E4: Motor 2 Parameters

E4 parameters contain the motor data for motor 2. These parameters are usually set automatically during the Auto-Tuning process (Rotational Auto-Tuning, Stationary Auto-Tuning 2 and 3). If Auto-Tuning cannot be performed, refer to *Auto-Tuning Fault Detection on page 368* for detail.

Note: As the function for switching between two motors cannot be used with a PM motor, the E5-☐☐ parameters will be hidden when a PM motor control mode is selected (A1-02 = 5, 6, or 7).

■ E4-01: Motor 2 Rated Current

Set E4-01 to the full load amps (FLA) stamped on the nameplate of motor 2. This value is used for motor protection and to calculate torque limits. If Auto-Tuning completes successfully, the value entered to T1-04 will automatically be saved to E4-01.

No.	Parameter Name	Setting Range	Default
E4-01	Motor 2 Rated Current	10 to 150% of the drive rated current.	Determined by C6-01 and o2-04

Note: **1.** Display is in the following units.
• CIMR-U☐2☐0028, 2☐0042, and 4☐0011 to 4☐0027: 0.01 A units
• CIMR-U☐2☐0054 to 2☐0248, and 4☐0034 to 4☐0930: 0.1 A units
2. If the motor rated current in E4-01 is set lower than the motor no-load current in E4-03, then a parameter setting error will occur (oPE02). E4-03 must be set correctly to prevent this error.

■ E4-02: Motor 2 Rated Slip

This parameter sets the motor 2 rated slip frequency. Slip compensation is based on this value. The drive calculates this value automatically during Auto-Tuning (Rotational Auto-Tuning and Stationary Auto-Tuning 2 and 3).

For information on calculating the motor rated slip, refer to *E2-02: Motor Rated Slip on page 238*.

No.	Parameter Name	Setting Range	Default
E4-02	Motor 2 Rated Slip	0.00 to 20.00 Hz	Determined by C6-01 and o2-04

■ E4-03: Motor 2 No-Load Current

Set the no-load current for motor 2 in amperes when operating at the rated frequency and the no-load voltage. The drive sets E2-03 during the Auto-Tuning process (Rotational Auto-Tuning and Stationary Auto-Tuning 2 and 3). The motor no-load current listed in the motor test report can also be entered to E2-03 manually. Contact the motor manufacturer to receive a copy of the motor test report.

No.	Parameter Name	Setting Range	Default
E4-03	Motor 2 No-Load Current	0 to [E4-01]	Determined by C6-01 and o2-04

Note: Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 A units

■ E4-04: Motor 2 Motor Poles

Set the pole number of motor 2 to E4-04. If Auto-Tuning completes successfully, the entered value to T1-06 will be automatically saved to E4-04.

No.	Parameter Name	Setting Range	Default
E4-04	Motor 2 Motor Poles	2 to 48	4

■ E4-05: Motor 2 Line-to-Line Resistance

Sets the line-to-line resistance for the motor 2 stator winding. If Auto-Tuning completes successfully, this value is automatically calculated. Remember this value must be entered as line-to-line and not for each motor phase. *Refer to E2-05: Motor Line-to-Line Resistance on page 239* to manually enter this parameter setting.

No.	Parameter Name	Setting Range	Default
E4-05	Motor 2 Line-to-Line Resistance	0.000 to 65.000 Ω <1>	Determined by C6-01 and o2-04

<1> The units are expressed in mΩ for models CIMR-U□4□0900, CIMR-U□4□0930.

■ E4-06: Motor 2 Leakage Inductance

Sets the voltage drop due to motor leakage inductance as a percentage of rated voltage of motor 2. This value is automatically set during Auto-Tuning (Rotational Auto-Tuning and Stationary Auto-Tuning 2 and 3).

No.	Parameter Name	Setting Range	Default
E4-06	Motor 2 Leakage Inductance	0.0 to 40.0%	Determined by C6-01 and o2-04

■ E4-07: Motor 2 Motor Iron-Core Saturation Coefficient 1

Sets the motor 2 iron saturation coefficient at 50% of magnetic flux. This value is automatically set during Rotational Auto-Tuning. Adjust this parameter when operating in the constant output range.

No.	Parameter Name	Setting Range	Default
E4-07	Motor 2 Motor Iron-Core Saturation Coefficient 1	0.00 to 0.50	0.50

■ E4-08: Motor 2 Motor Iron-Core Saturation Coefficient 2

Sets the motor iron saturation coefficient at 75% of magnetic flux. This value is automatically set during Rotational Auto-Tuning. Adjust this parameter when operating in the constant output range.

No.	Parameter Name	Setting Range	Default
E4-08	Motor 2 Motor Iron-Core Saturation Coefficient 2	[E4-07] to 0.75	0.75

■ E4-09: Motor 2 Mechanical Loss

There is normally no need to change this parameter from the default value.

Sets the motor mechanical loss as a percentage of motor rated power (kW).

This parameter may need to be adjusted in the following circumstances:

- When there is a large amount of torque loss due to motor bearing friction.
- When there is a large amount of torque loss in a fan or pump application.

The setting for the mechanical loss is added to the torque.

No.	Parameter Name	Setting Range	Default
E4-09	Motor 2 Mechanical Loss	0.0 to 10.0%	0.0%

■ E4-10: Motor 2 Iron Loss

Sets the motor 2 iron loss in watts.

No.	Parameter Name	Setting Range	Default
E4-10	Motor 2 Iron Loss	0 to 65535 W	Determined by C6-01 and o2-04

■ E4-11: Motor 2 Rated Power

Sets the motor 2 rated power. If Auto-Tuning completes successfully, the value entered to T1-02 will automatically be saved to E4-11.

No.	Parameter Name	Setting Range	Default
E4-11	Motor 2 Rated Power	0.00 to 650.00 kW	Determined by o2-04

◆ E5: PM Motor Settings

These parameters set the motor data of a PM motor.

When Yaskawa motors are used, entering the motor code written on the motor nameplate will set up the E5-☐☐ parameters.

For all other PM motors, Auto-Tuning can be performed. If motor data is known, it can also be entered manually.

Note: **1.** E5-☐☐ parameters are visible only when a PM motor control mode is selected (A1-02 = 5, 6, or 7).
2. E5-☐☐ parameters are not reset when the drive is initialized using parameter A1-03.

■ E5-01: Motor Code Selection (for PM Motors)

When Yaskawa motors are used, set the motor code for the PM motor being used. Depending on the motor code entered, the drive automatically sets several parameters to appropriate values. *Refer to Parameters that Change with the Motor Code Selection (for PM Motors) on page 531* for details on the supported motor codes and their parameter settings.

Setting parameter E5-01 to FFFF will allow to set the motor data manually using the E5-☐☐ parameters.

No.	Parameter Name	Setting Range	Default
E5-01	Motor Code Selection (for PM Motors)	0000 to FFFF	Determined by A1-02, C6-01 and o2-04

Note:
1. E5-☐☐ parameters are not reset when the drive is initialized using parameter A1-03.
2. When E5-01 is set to a value other than FFFF, the drive will not initialize using parameter A1-03.
3. Changing E5-01 to FFFF from value other than FFFF will not change the values of parameters E5-02 through E5-24.
4. Set E5-01 to FFFF when using a motor other than a Yaskawa SMRA, SSR1, or SST4 series.
5. Default settings are:
   • OLV/PM, AOLV/PM: Yaskawa SSR1 Series (1750 min^{-1})
   • CLV/PM: Yaskawa SST4 Series (1750 min^{-1})
6. Selection may vary depending on the motor code entered to E5-01.
7. If an alarm or hunting occurs even though a motor code is used, enter the value indicated on the name plate. For details, refer to *Auto-Tuning for Permanent Magnet Motors on page 142*.

■ E5-02: Motor Rated Power (for PM Motors)

Sets the rated power of the motor. Determined by the value set to T2-04 during Stationary Auto-Tuning for PM motors or by entering the motor code to E5-01.

No.	Parameter Name	Setting Range	Default
E5-02	Motor Rated Power (for PM Motors)	0.10 to 650.00 kW	Determined by E5-01

■ E5-03: Motor Rated Current (for PM Motors)

Sets the motor rated current in amps. This parameter is automatically set when the value is entered to T2-06 during the Auto-Tuning process.

No.	Parameter Name	Setting Range	Default
E5-03	Motor Rated Current (for PM Motors)	10 to 150% of drive rated current	Determined by E5-01

Note: Display is in the following units.
• CIMR-U☐2☐0028, 2☐0042, and 4☐0011 to 4☐0027: 0.01 A units
• CIMR-U☐2☐0054 to 2☐0248, and 4☐0034 to 4☐0930: 0.1 A units

■ E5-04: Number of Motor Poles (for PM Motors)

Sets the number of motor poles. This parameter is automatically set when the value is entered to T2-08 during the Auto-Tuning process.

No.	Parameter Name	Setting Range	Default
E5-04	Number of Motor Poles (for PM Motors)	2 to 48	Determined by E5-01

■ E5-05: Motor Stator Resistance (r1) (for PM Motors)

Set the resistance for one motor phase. When measuring the resistance manually, make sure not to enter the line-to-line resistance into E5-05.

No.	Parameter Name	Setting Range	Default
E5-05	Motor Stator Resistance (r1) (for PM Motors)	0.000 to 65.000 Ω	Determined by E5-01

■ E5-06: Motor d-Axis Inductance (Ld) (for PM Motors)

Sets the d-axis inductance in 0.01 mH units. This parameter is set during the Auto-Tuning process.

No.	Parameter Name	Setting Range	Default
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	0.00 to 300.00 mH	Determined by E5-01

■ E5-07: Motor q-Axis Inductance (Lq) (for PM Motors)

Sets the q-axis inductance in 0.01 mH units. This parameter is set during the Auto-Tuning process.

No.	Parameter Name	Setting Range	Default
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	0.00 to 600.00 mH	Determined by E5-01

■ E5-09: Motor Induction Voltage Constant 1 (Ke) (for PM Motors)

Sets the induced peak voltage per phase in units of 0.1 mV/(rad/s) [electrical angle]. Set this parameter when using an IPM motor with derated torque (SSR1 series or equivalent) or an IPM motor with constant torque (SST4 series or equivalent).

Set the voltage constant with E5-09 or E5-24 when E5-01 is set to FFFF. This parameter is set during Auto-Tuning for Yaskawa SSR1 or SST4 series PM motors.

No.	Parameter Name	Setting Range	Default
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	0.0 to 2000.0 mV/(rad/s)	Determined by E5-01

Note: Ensure that E5-24 = 0 when setting parameter E5-09. An alarm will be triggered, however, if both E5-09 and E5-24 are set 0, or if neither parameter is set to 0. When E5-01 = FFFF, then E5-09 = 0.0.

■ E5-11: Encoder Z-Pulse Offset (Δθ) (for PM Motors)

Sets the offset between the rotor magnetic axis and the Z-pulse of the encoder connected. This parameter is set during Parameter Auto-Tuning for PM motors and during Z Pulse Tuning.

No.	Parameter Name	Setting Range	Default
E5-11	Encoder Z-Pulse Offset (Δθ) (for PM Motors)	-180.0 to 180.0 deg	0.0 deg

■ E5-24: Motor Induction Voltage Constant 2 (Ke) (for PM Motors)

Set the induced phase-to-phase rms voltage in units of 0.1 mV/(min^{-1}) [mechanical angle]. Set this parameter when using an SPM Motor (SMRA Series or equivalent).

When E5-01 is set to FFFF, use either E5-09 or E5-24 for setting the voltage constant. This parameter is set during Parameter Auto-Tuning for PM motors.

No.	Parameter Name	Setting Range	Default
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	0.0 to 6500.0 mV/(min^{-1})	Determined by E5-01

Note: Ensure that E5-09 = 0 when setting parameter E5-24. An alarm will be triggered, however, if both E5-09 and E5-24 are set 0, or if neither parameter is set to 0. When E5-01 = FFFF, then E5-09 = 0.0.

■ E5-25: Polarity Switch for Initial Polarity Estimation (for PM Motors)

There is normally no need to change this parameter from the default value.

Switches polarity for initial polarity estimation. If “Sd = 1” is listed on the nameplate or in a test report for a Yaskawa motor, E5-25 should be set to 1.

No.	Parameter Name	Setting Range	Default
E5-25	Polarity Switch for Initial Polarity Estimation (for PM Motors)	0, 1	0

Setting 0: “Sd = 1” is not listed

Setting 1: “Sd = 1” is listed

5.6 F: Option Settings

◆ F1: PG Speed Control Card Settings

Yaskawa offers a PG-X3, PG-B3, PG-RT3, and PG-F3 motor encoder PG option card. Use the CN5-C port when using only one PG option card and use the CN5-C and CN5-B ports when using two PG option cards. When programming one of the multi-function input terminals to act as a switch between two motors (H1-☐☐ = 16), use the card connected to port CN5-C for motor 1 and use the card connected to CN5-B for motor 2.

Table 5.34 lists the parameters that must be set for each option card port.

Table 5.34 Option Card Ports and Corresponding Parameters

Port	Parameters
CN5-C and CN5-B (common)	F1-02 to F1-04, F1-08 to F1-11, F1-14
CN5-C only	F1-01, F1-05, F1-06, F1-12, F1-13, F1-18 to F1-21
CN5-B only	F1-31 to F1-37

■ F1-01, F1-31: PG 1 and PG 2 Pulses Per Revolution

Sets the number encoder number of pulses per revolution.

No.	Parameter Name	Option Port	Setting Range	Default
F1-01	PG 1 Pulses Per Revolution	CN5-C	1 to 60000 ppr <1>	Determined by A1-02
F1-31	PG 2 Pulses Per Revolution	CN5-B	1 to 60000 ppr	1024 ppr

<1> The setting range is 0 to 15000 ppr in PM motor control modes.

■ F1-02, F1-14: PG Open Circuit (PGo) Operation Selection, Detection Time

A PGo fault is triggered if the drive receives no pulse signal for longer than the time set in F1-14. The stopping method when PGo occurs should be set to parameter F1-02.

Note: Depending on the motor speed and load conditions, an error such as oC may occur.

No.	Parameter Name	Option Port	Setting Range	Default
F1-02	Operation Selection at PG Open Circuit (PGo)	CN5-B, CN5-C	0 to 4	1
F1-14	PG Open-Circuit Detection Time	CN5-B, CN5-C	0.0 to 10.0 s	2.0 s

Parameter F1-02 Settings:
Setting 0: Ramp to stop (uses the deceleration time set to C1-02)
Setting 1: Coast to stop
Setting 2: Fast Stop (uses the Fast Stop time set to C1-09)
Setting 3: Alarm only
Setting 4: No alarm display

Note: Due to potential damage to motor and machinery, the “Alarm only” and “No alarm display” setting should be used only under special circumstances.

■ F1-03, F1-08, F1-09: Overspeed (oS) Operation Selection, Detection Level, Delay Time

An overspeed error (oS) is triggered when the speed feedback exceeds the value set in F1-08 for longer than the time set in F1-09. The stopping method when an overspeed fault occurs can be selected in parameter F1-03.

Note: In AOLV/PM, the motor will coast to a stop (F1-03 = 1). The setting for F1-03 cannot be changed to 0,2, or 3.

No.	Parameter Name	Option Port	Setting Range	Default
F1-03	Operation Selection at Overspeed (oS)	CN5-B, CN5-C	0 to 3	1
F1-08	Overspeed Detection Level	CN5-B, CN5-C	0 to 120%	115%
F1-09	Overspeed Detection Delay Time	CN5-B, CN5-C	0.0 to 2.0 s	Determined by A1-02

Parameter F1-03 Settings:
Setting 0: Ramp to stop (uses the deceleration time set to C1-02)
Setting 1: Coast to stop
Setting 2: Fast Stop (uses the Fast Stop time set to C1-09)
Setting 3: Alarm only

Note: Due to potential damage to motor and machinery, the “Alarm only” setting should be used only under special circumstances.

■ F1-04, F1-10, F1-11: Operation at Speed Deviation (dEv), Detection Level, Delay Time

A speed deviation error (dEv) is triggered when the difference between the frequency reference and the speed feedback exceeds the value set in F1-10 for longer than the time set in F1-1. The stopping method when a speed deviation fault occurs can be selected in parameter F1-04.

No.	Parameter Name	Option Port	Setting Range	Default
F1-04	Operation Selection at Speed Deviation (dEv)	CN5-B, CN5-C	0 to 3	3
F1-10	Excessive Speed Deviation Detection Level	CN5-B, CN5-C	0 to 50%	10%
F1-11	Excessive Speed Deviation Detection Delay Time	CN5-B, CN5-C	0.0 to 10.0 s	0.5 s

Settings for Parameter F1-04:
Setting 0: Ramp to stop (uses the deceleration time set to C1-02)
Setting 1: Coast to stop
Setting 2: Fast Stop (uses the Fast Stop time set to C1-09)
Setting 3: Alarm only (drive continues operating while "dEv" flashes on the screen)

■ F1-05, F1-32: PG 1, PG 2 Rotation Selection

Determines the direction indicated by the pulses from the PG feedback encoder for motor 1 and motor 2.

See PG option card instruction manual for details on how to set the direction for the PG encoder and the motor.

No.	Parameter Name	Option Port	Setting Range	Default
F1-05	PG 1 Rotation Selection	CN5-C	0, 1	Determined by A1-02 <1>
F1-32	PG 2 Rotation Selection	CN5-B	0, 1	0

<1> Determined by the control mode: 0 when A1-02 = 1 or 3, 1 when A1-02 = 7.

Setting 0: A pulse leads with Forward run command.
Setting 1: B pulse leads with Forward run command.

■ F1-06, F1-35: PG 1, PG 2 Division Rate for PG Pulse Monitor

Sets the ratio between the pulse input and the pulse output of a PG option card as a three digit number, where the first digit (n) sets the numerator and the second and third digit (m) set the denominator as shown below:

$$f_{Pulse\ Input} = f_{Pulse\ Output} \cdot \frac{(1 + n)}{m}$$

Example: To have a ratio of 1/32 between the PG card pulse input and output, set F1-06 = 032.

No.	Parameter Name	Option Port	Setting Range	Default
F1-06	PG 1 Division Rate for PG Pulse Monitor	CN5-C	001 to 032, 102 to 132 (1 to $\frac{1}{32}$)	1
F1-35	PG 2 Division Rate for PG Pulse Monitor	CN5-B	1 to 132 (1 to $\frac{1}{32}$)	1

■ F1-12, F1-13, F1-33, F1-34: PG 1, PG 2 Gear Teeth 1, 2 (V/f w/PG only)

Sets the gear ratio between the motor shaft and the PG encoder. F1-12 and F1-33 set the number of gear teeth on the motor side, while F1-13 and F-34 set the number of gear teeth for the load side. The drive uses the formula below to calculate the motor speed.

$$min^{-1} = \frac{\text{Input pulses frequency from PG} \times 60}{\text{Pulses per Rev (F1-01/31)}} \cdot \frac{\text{Load-side PG gear teeth (F1-12/33)}}{\text{Motor-side PG gear teeth (F1-13/34)}}$$

No.	Parameter Name	Option Port	Setting Range	Default
F1-12	PG 1 Gear Teeth 1	CN5-C	0 to 1000	0
F1-13	PG 1 Gear Teeth 2	CN5-C	0 to 1000	0
F1-33	PG 2 Gear Teeth 1	CN5-B	0 to 1000	0
F1-34	PG 2 Gear Teeth 2	CN5-B	0 to 1000	0

Note: A gear ratio of 1 will be used if any of these parameters is set to 0.

■ F1-18: dv3 Detection Selection (CLV/PM)

A dv3 situation is detected when the torque reference and speed reference are in opposite directions while the difference between the actual motor speed and the speed reference is greater than 30%. Parameter F1-18 sets the number of times such a situation must occur before a dv3 fault is triggered. Setting F1-18 to 0 disables dv3 detection.

No.	Parameter Name	Option Port	Setting Range	Default
F1-18	dv3 Detection Selection	CN5-B, CN5-C	0 to 10	10

Note: A common cause for a dv3 fault is the incorrect setting of E5-11. Make sure the correct Z pulse offset has been entered to E5-11.

■ F1-19: dv4 Detection Selection (CLV/PM)

A dv4 fault is triggered when there is a motor speed deviation opposite to the frequency reference and larger than the number of pulses set in F1-19. Setting F1-19 to 0 disables dv4 detection.

No.	Parameter Name	Option Port	Setting Range	Default
F1-19	dv4 Detection Selection	CN5-B, CN5-C	0 to 5000	128

Note: **1.** A common cause for a dv4 fault is the incorrect setting of E5-11. Make sure the correct Z pulse offset is set to E5-11.
2. Set F1-19 to 0 for applications where the direction of the load is the opposite of the speed reference.

■ F1-20, F1-36: PG Option Card Disconnect Detection 1, 2

Selects whether the drive detects a PG hardware fault (PGoH).

No.	Parameter Name	Option Port	Setting Range	Default
F1-20	PG Option Card Disconnect Detection 1	CN5-C	0, 1	1
F1-36	PG Option Card Disconnect Detection 2	CN5-B	0, 1	1

Setting 0: Disabled
Setting 1: Enabled

■ F1-21, F1-37: PG 1, PG 2 Signal Selection (V/f w/PG only)

Determines whether the signal to the PG option card is single track or two track.

No.	Parameter Name	Option Port	Setting Range	Default
F1-21	PG 1 Signal Selection	CN5-C	0, 1	0
F1-37	PG 2 Signal Selection	CN5-B	0, 1	0

Setting 0: Single track (A track only)
Setting 1: Two track (tracks A and B)

■ F1-30: PG Option Card Port for Motor 2 Selection

Specifies the drive port for the PG option card used for motor 2. This parameter should be set when switching between motor 1 and motor 2, where both motors supply a speed feedback signal to the drive. If the speed feedback signals from both motor 1 and motor 2 are selected externally and supplied to a single PG option card, set F1-30 = 0. If each motor has its own PG card connected to the drive, then set F1-30 to 1.

Note: The motor 2 selection function cannot be used when PM motor is used.

No.	Parameter Name	Setting Range	Default
F1-30	PG Option Card Port for Motor 2 Selection	0, 1	1

Setting 0: CN5-C
Setting 1: CN5-B

■ F1-50: Encoder Selection

Sets up the type of encoder connected to a PG-F3 option card.

To identify the PG-F3 software version refer to the PG-F3 labeling in the field designated “C/N” (S + four digit number).”

No.	Parameter Name	Setting Range	Default
F1-50	Encoder Selection	0 to 2	0

Setting 0: EnDat 2.1/01, 2.2/01 Serial Communications operation + Sin/Cos
Setting 1: EnDat 2.2/22 Serial Communications operation
Setting 2: Hiperface

■ F1-51: PGoH Detection Level

Sets the level for detecting PG Hardware Fault (PGoH).

Usually the relation between the sin and cos track is $\sqrt{\sin^2\theta + \cos^2\theta} = 1$. If the value of the square root falls below the level set in F1-51, a speed feedback hardware fault is detected. Available when F1-20 = 1.

No.	Parameter Name	Setting Range	Default
F1-51	PGoH Detection Level	1 to 100%	80%

■ F1-52: Communication Speed of Serial Encoder Selection

Selects the speed for serial communication between a PG-F3 option card and serial encoder.

No.	Parameter Name	Setting Range	Default
F1-52	Communication Speed of Serial Encoder Selection	0 to 3	0

Setting 0: 1M bps/9600 bps (EnDat 2.2/22 / Hiperface)
Setting 1: 500k bps/19200 bps (EnDat 2.2/22 / Hiperface)
Setting 2: 1M bps/38400 bps (EnDat 2.2/22 / Hiperface)
Setting 3: 1M bps/38400 bps (EnDat 2.2/22 / Hiperface)

◆ F2: Analog Input Card Settings

These parameters are used to setup the drive for operation with the analog input option card AI-A3. If the AI-A3 option card is not connected, the drive terminals A1 to A3 are enabled regardless of the setting of F2-01. This section describes parameters that govern operation with an input option card. Refer to the instruction manual packaged with the option card for specific details on installation, wiring, input signal level selection, and parameter setup.

■ F2-01: Analog Input Option Card Operation Selection

Determines how the input terminals on the AI-A3 option card are to be used.

No.	Parameter Name	Setting Range	Default
F2-01	Analog Input Option Card Operation Selection	0, 1	0

Setting 0: Separate functions for each terminal (V1, V2, V3 replace terminals A1, A2, A3)

Apply this setting to replace the drive terminals A1, A2, and A3 by the option board terminals V1, V2, and V3. Functions, gain, and bias levels for an analog reference supplied by AI-A3 are set using the H3-☐☐ parameters as described in *H3-03, H3-04: Terminal A1 Gain and Bias Settings on page 277*.

Note: Parameter setting error oPE05 will occur if option card terminals are set for separate input functions (F2-01 = 0) while b1-01 = 3.

Setting 1: Combine input terminal values to create frequency reference (V1, V2, V3 are combined)

With this setting, all three input signals on the AI-A3 option card are added together to create the frequency reference. When the option card is the source of the frequency reference for the drive, parameter b1-01 must be set to 3. Gain and bias settings for the frequency reference supplied from AI-A3 can be set using parameters F2-02 and F2-03.

■ F2-02, F2-03: Analog Input Option Card Gain, Bias

Parameter F2-02 sets the gain and parameter F2-03 sets the bias for the AI-A3 input signal when the card is used in the combined input signals mode (F2-01 = 1). Both gain and bias are set as a percentage of the maximum output frequency.

No.	Parameter Name	Setting Range	Default
F2-02	Analog Input Option Card Gain	-999.9 to 999.9%	100.0%
F2-03	Analog Input Option Card Bias	-999.9 to 999.9%	0.0%

Note: Enabled only when F2-01 = 1.

◆ F3: Digital Input Card Settings

These parameters set up the drive for operation with the option card DI-A3. This section describes parameters that govern operation with a digital input option card. Refer to the instruction manual packaged with the option card for specific details on installation, wiring, input signal level selection, and parameter setup.

■ F3-01: Digital Input Option Card Input Selection

Determines the type of input for digital option card DI-A3 when o1-03 is set to 0 or 1.

No.	Parameter Name	Setting Range	Default
F3-01	Digital Input Option Card Input Selection	0 to 7	0

Setting 0: BCD, 1% units
Setting 1: BCD, 0.1% units
Setting 2: BCD, 0.01% units
Setting 3: BCD, 1 Hz units
Setting 4: BCD, 0.1 Hz units
Setting 5: BCD, 0.01 Hz units
Setting 6: BCD, special setting (5 digit input), 0.02 Hz units
Setting 7: Binary

The unit and the setting range are determined by F3-03.
F3-03 = 0: 255/100% (-255 to +255)
F3-03 = 1: 4095/100% (-4095 to +4095)
F3-03 = 2: 30000/100% (-33000 to +33000)

Note: BCD input when o1-03 = 2 or 3. Units are determined by o1-03.

■ F3-03: Digital Input Option DI-A3 Data Length Selection

Determines the number of bits for the option card input that sets the frequency reference.

No.	Parameter Name	Setting Range	Default
F3-03	Digital Input Option DI-A3 Data Length Selection	0 to 2	2

Setting 0: 8 bit
Setting 1: 12 bit
Setting 2: 16 bit

◆ F4: Analog Monitor Card Settings

These parameters set up the drive for operation with the analog output option card AO-A3. This section describes parameters that govern operation with an analog output option card. Refer to the instruction manual packaged with the option card for specific details on installation, wiring, input signal level selection, and parameter setup.

■ F4-01, F4-03: Terminal V1, V2 Monitor Selection

Selects the data to output from analog terminal V1. Enter the final three digits of U□-□□ to determine which monitor data is output from the option card. Some monitors are only available in certain control modes.

No.	Parameter Name	Setting Range	Default
F4-01	Terminal V1 Monitor Selection	000 to 999	102
F4-03	Terminal V2 Monitor Selection	000 to 999	103

Note: Set “000” or “031” when using the terminal in the through mode. This setting can adjust the V1 and V2 terminal output from PLC via MEMOBUS/Modbus communications or communications option.

■ F4-02, F4-04, F4-05, F4-06: Terminal V1, V2 Monitor Gain and Bias

Parameters F4-02 and F4-04 determine the gain, while parameters F4-05 and F4-06 set the bias. These parameters are set as a percentage of the output signal from V1 and V2 where 100% equals 10 V output. The terminal output voltage is limited to 10 V.

No.	Parameter Name	Setting Range	Default
F4-02	Terminal V1 Monitor Gain	-999.9 to 999.9%	100.0%
F4-04	Terminal V2 Monitor Gain	-999.9 to 999.9%	50.0%
F4-05	Terminal V1 Monitor Bias	-999.9 to 999.9%	0.0%
F4-06	Terminal V2 Monitor Bias	-999.9 to 999.9%	0.0%

Using Gain and Bias to Adjust Output Signal Level

The output signal is adjustable while the drive is stopped.

Terminal V1

1. View the value set to F4-02 (Terminal V1 Monitor Gain) on the digital operator. A voltage equal to 100% of the parameter being set in F4-01 will be output from terminal V1.
2. Adjust F4-02 viewing the monitor connected to the terminal V1.
3. View the value set to F4-05 on the digital operator, terminal V1 will output a voltage equal to 0% of the parameter being set in F4-01.

Adjust F4-05 viewing the output signal on the terminal V1.

Terminal V2

1. View the value set to F4-02 (Terminal V2 Monitor Gain) on the digital operator. A voltage equal to 100% of the parameter being viewed in F4-03 will be output from terminal V2.
2. Adjust F4-04 viewing the monitor connected to the terminal V2.
3. View the value set to F4-06 on the digital operator, terminal V2 will output a voltage equal to 0% of the parameter being set in F4-03.
4. Adjust F4-06 viewing the output signal on the terminal V2.

■ F4-07, F4-08: Terminal V1, V2 Signal Level

Sets the output signal level for terminals V1 and V2.

No.	Parameter Name	Setting Range	Default
F4-07	Terminal V1 Signal Level	0, 1	0
F4-08	Terminal V2 Signal Level	0, 1	0

Setting 0: 0 to 10 V
Setting 1: -10 to 10 V

◆ F5: Digital Output Card Settings

These parameters set up the drive for operation with the digital output option card DO-A3. This section describes parameters that govern operation with a digital output option card. Refer to the instruction manual packaged with the option card for specific details on installation, wiring, input signal level selection, and parameter setup.

■ F5-01 through F5-08: Digital Output Option Card Terminal Function Selection

When F5-09 = 2, the parameters listed in the table below are used to assign functions to the output terminals on the option card.

No.	Name	Setting Range	Default
F5-01	Terminal P1-PC Output Selection	0 to 192	0: During run
F5-02	Terminal P2-PC Output Selection	0 to 192	1: Zero speed
F5-03	Terminal P3-PC Output Selection	0 to 192	2: Speed agree
F5-04	Terminal P4-PC Output Selection	0 to 192	4: Frequency detection 1
F5-05	Terminal P5-PC Output Selection	0 to 192	6: Drive ready
F5-06	Terminal P6-PC Output Selection	0 to 192	37: During frequency output
F5-07	Terminal M1-M2 Output Selection	0 to 192	F: Not used
F5-08	Terminal M3-M4 Output Selection	0 to 192	F: Not used

■ F5-09: DO-A3 Output Mode Selection

Determines how the DO-A3 option card is to work with the drive.

No.	Parameter Name	Setting Range	Default
F5-09	DO-A3 Output Mode Selection	0 to 2	0

Note: Refer to TOBP C730600 41 YASKAWA AC Drive-Option Card DO-A3 Installation Manual for more details on F5-09 settings.

Setting 0: Separate output functions for each of 8 terminals
Setting 1: Binary output
Setting 2: Output functions assigned by F5-01 through F5-08

◆ F6 and F7: Communication Option Card

These parameters are to configure communication option cards and communication fault detection methods.

Some parameters apply to all communication option cards, while some parameters are used only for certain network options.

Parameter	Communication Protocol								
	CC-Link	MECHATROLINK-II	MECHATROLINK-III	PROFIBUS-DP	CANopen	DeviceNet	LONWORKS	Modbus TCP/IP	EtherNet/IP
F6-01 to F6-03	○	○	○	○	○	○	○	○	○
F6-04	○	–	–	–	–	–	–	–	–
F6-06 to F6-08	○	○	○	○	○	○	○	○	○
F6-10 to F6-14	○	–	–	–	–	–	–	–	–
F6-20, F6-21	–	○	○	–	–	–	–	–	–
F6-22	–	○	–	–	–	–	–	–	–
F6-23 to F6-26	–	○	○	–	–	–	–	–	–
F6-30 to F6-32	–	–	–	○	–	–	–	–	–
F6-35 to F6-36	–	–	–	–	○	–	–	–	–
F6-50 to F6-63	–	–	–	–	–	○	–	–	–
F7-01 to F7-15	–	–	–	–	–	–	–	○	○
F7-16	–	–	–	–	–	–	–	○	–
F7-17 to F7-42	–	–	–	–	–	–	–	–	○

■ F6-01: Communications Error Operation Selection

Determines drive operation if a communication error occurs.

No.	Parameter Name	Setting Range	Default
F6-01	Communications Error Operation Selection	0 to 3	1

Setting 0: Ramp to stop (uses the deceleration time set to C1-02)
Setting 1: Coast to stop
Setting 2: Fast Stop (uses the Fast Stop time set to C1-09)
Setting 3: Alarm only (continue operation)

■ F6-02: External Fault from Comm. Option Detection Selection

Determines the detection method of an external fault initiated by a communication option (EF0).

No.	Parameter Name	Setting Range	Default
F6-02	External Fault from Comm. Option Detection Selection	0 or 1	0

Setting 0: Always detected
Setting 1: Detection during run only

■ F6-03: External Fault from Comm. Option Operation Selection

Determines the operation when an external fault is initiated by a communication option (EF0).

No.	Parameter Name	Setting Range	Default
F6-03	External Fault from Comm. Option Operation Selection	0 to 3	1

Setting 0: Ramp to stop
Setting 1: Coast to stop
Setting 2: Fast Stop
Setting 3: Alarm only (continue operation)

■ F6-06: Torque Reference/Torque Limit Selection from Comm. Option

Used to select if torque reference and torque limit values are assigned to the drive from the network.

No.	Parameter Name	Setting Range	Default
F6-06	Torque Reference/Torque Limit Selection from Comm. Option	0, 1	0

Setting 0: Disabled
Setting 1: Enabled

■ F6-07: Multi-Step Speed Enable/Disable when NetRef/ComRef is Selected

Selects how multi-step speed inputs are treated when the NetRef command is set.

No.	Parameter Name	Setting Range	Default
F6-07	Multi-Step Speed Enable/Disable when NetRef/ComRef is Selected	0, 1	0

Setting 0: Multi-step speed operation disabled

If the NetRef command is selected, multi-step speed input frequency references are disabled.

Setting 1: Multi-step speed operation enabled

Even if the NetRef command is selected, multi-step speed inputs are still active and can override the frequency reference from the communications option.

■ F6-08: Reset Communication Parameters

Determines whether communication-related parameters (F6-☐☐/F7-☐☐) are reset when the drive is initialized using parameter A1-03.

No.	Parameter Name	Setting Range	Default
F6-08	Reset Communication Parameters	0, 1	0

Setting 0: Do not reset parameters F6-☐☐/F7-☐☐ when the drive is initialized with A1-03
Setting 1: Reset F6-☐☐/F7-☐☐ when the drive is initialized with A1-03
Note: F6-08 is not reset when the drive is initialized.

■ CC-Link Parameters

Parameters F6-04, F6-10, F6-11, and F6-14 set up the drive to operate on a CC-Link network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option CC-Link Installation Manual and Technical Manual.

■ MECHATROLINK-II Parameters

Parameters F6-20 through F6-26 set up the drive to operate on a MECHATROLINK-II network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option MECHATROLINK-II Installation Manual and Technical Manual.

■ MECHATROLINK-III Parameters

Parameters F6-20, F6-21, F6-23 through F6-26 set up the drive to operate on a MECHATROLINK-III network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option MECHATROLINK-III Installation Manual and Technical Manual.

■ PROFIBUS-DP Parameters

Parameters F6-30 through F6-32 set up the drive to operate on a PROFIBUS-DP network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option PROFIBUS-DP Installation Manual and Technical Manual.

■ CANopen Parameters

Parameters F6-35 and F6-36 set up the drive to operate on a CANopen network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option CANopen Installation Manual and Technical Manual.

■ DeviceNet Parameters

Parameters F6-50 through F6-63 set up the drive to operate on a DeviceNet network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option DeviceNet Installation Manual and Technical Manual.

■ Modbus TCP/IP Parameters

Parameters F7-01 through F7-16, U6-80 through U6-93, U6-98, and U6-99 set up the drive to operate on a Modbus TCP/IP network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option Modbus TCP/IP Installation Manual and Technical Manual.

■ EtherNet/IP Parameters

Parameters F7-01 through F7-15, F7-17 through F7-42, U6-80 through U6-93,U6-98, and U6-99 set up the drive to operate on an EtherNet/IP network.

For details on parameter settings, refer to the YASKAWA AC Drive 1000-Series Option EtherNet/IP Installation Manual and Technical Manual.

5.7 H: Terminal Functions

H parameters are used to assign functions to the external terminals.

◆ H1: Multi-Function Digital Inputs

■ H1-01 to H1-08: Functions for Terminals S1 to S8

These parameters assign functions to the multi-function digital inputs.

No.	Parameter Name	Setting Range	Default
H1-01	Multi-Function Digital Input Terminal S1 Function Selection	1 to 9F	40 (F) <1>: Forward Run Command (2-wire sequence)
H1-02	Multi-Function Digital Input Terminal S2 Function Selection	1 to 9F	41 (F) <1>: Reverse Run Command (2-wire sequence)
H1-03	Multi-Function Digital Input Terminal S3 Function Selection	0 to 9F	24: External Fault (N.O., always detected, coast to stop)
H1-04	Multi-Function Digital Input Terminal S4 Function Selection	0 to 9F	14: Fault Reset
H1-05	Multi-Function Digital Input Terminal S5 Function Selection	0 to 9F	3 (0) <1>: Multi-Step Speed Reference 1
H1-06	Multi-Function Digital Input Terminal S6 Function Selection	0 to 9F	4 (3) <1>: Multi-Step Speed Reference 2
H1-07	Multi-Function Digital Input Terminal S7 Function Selection	0 to 9F	6 (4) <1>: Jog Reference Selection
H1-08	Multi-Function Digital Input Terminal S8 Function Selection	0 to 9F	8: External Baseblock Command

<1> Number appearing in parenthesis is the default value after performing a 3-Wire initialization (A1-03 = 3330).

Table 5.35 Multi-Function Digital Input Terminal Settings

Setting	Function	Page	Setting	Function	Page
0	3-wire sequence	256	34	PID soft starter cancel	263
1	Local/remote selection	257	35	PID input level selection	263
2	External reference 1/2 selection	257	40	Forward run command (2-wire sequence)	263
3	Multi-Step Speed Reference 1	257	41	Reverse run command (2-wire sequence)	
4	Multi-Step Speed Reference 2		42	Run command (2-wire sequence 2)	264
5	Multi-Step Speed Reference 3		43	FWD/REV command (2-wire sequence 2)	
6	Jog reference selection	258	44	Offset frequency 1	264
7	Accel/decel time selection 1	258	45	Offset frequency 2	
8	Baseblock command (N.O.)	258	46	Offset frequency 3	
9	Baseblock Command (N.C.)		47	Node setup	264
A	Accel/decel ramp hold	258	60	DC Injection Braking command	264
B	Drive overheat alarm (OH2)	258	30	PID integral reset	263
C	Analog terminal input selection	258	31	PID integral hold	263
D	PG encoder disable	259	32	Multi-step speed reference 4	263
E	ASR integral reset	259	61	External Speed Search command 1	264
F	Through mode	259	62	External Speed Search command 2	264
10	Up command	259	63	Field Weakening	264
11	Down command		67	Communications test mode	264
12	Forward jog	260	6A	Drive enabled	264
13	Reverse jog		71	Speed/Torque Control switch	265
14	Fault reset	260	72	Zero Servo	265
15	Fast Stop (N.O.)	260	75	Up 2 command	265
16	Motor 2 selection	261	76	Down 2 command	
17	Fast Stop (N.C.)	260	77	ASR gain switch	265
18	Timer function input	261	78	External torque reference polarity inversion	265
19	PID disable	262	7E	Forward/reverse detection (V/f control with simple PG)	265
1A	Accel/decel time selection 2	262	7F	Bi-directional PID output enable	266
1B	Program lockout	262	90 to 97	DriveWorksEZ Digital input 1 to 8	266
1E	Reference sample hold	262	9F	DriveWorksEZ disabled	266
20 to 2F	External fault	262	–	–	–

Setting 0: 3-Wire Sequence

When one of the digital inputs is programmed for 3-wire control, that input becomes a forward/reverse directional input, S1 becomes the Run command input, and S2 becomes the Stop command input.

The drive will start the motor when the input S1 set for the Run command is closed for longer than 2 ms. The drive will stop the operation when the Stop input S2 is released. Whenever the input programmed for 3 wire sequence is open, the drive will be set for forward direction. If the input is closed, the drive is set for reverse direction.

Note: When 3-wire sequence is selected, the Run and Stop commands must be input via S1 and S2.

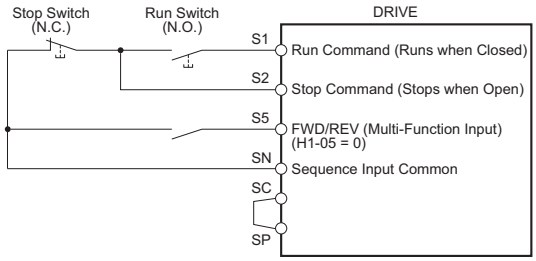


Figure 5.56 3-Wire Sequence Wiring Diagram

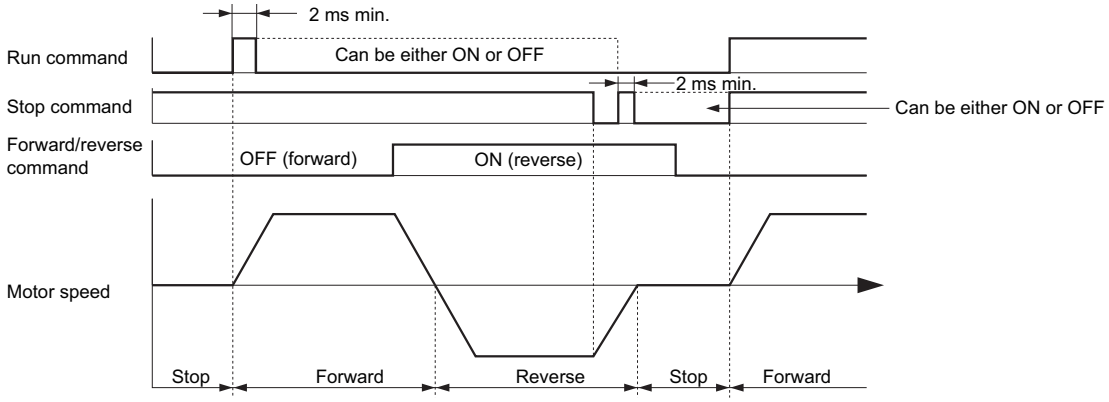


Figure 5.57 3-Wire Sequence

Note: **1.** The Run command must be closed for more than 2 ms.
2. If the Run command is active at power up and b1-17 = 0 (Run command at power up not accepted), the Run LED will flash to indicate that protective functions are operating. If required by the application, set b1-17 to 1 to have the Run command issued automatically as soon as the drive is powered up.

WARNING! *Sudden Movement Hazard. Ensure start/stop and safety circuits are wired properly and in the correct state before energizing the drive. Failure to comply could result in death or serious injury from moving equipment.*

WARNING! *The drive may start unexpectedly in reverse direction after power up if it is wired for 3-wire sequence but set up for 2-wire sequence (default). Make sure b1-17 is set to "0" (drive does not accept a Run command active at power up). When initializing the drive use 3-wire initialization. Failure to comply could result in death or serious injury from moving equipment.*

Setting 1: LOCAL/REMOTE selection

This setting allows the input terminal to determine if the drive will run in LOCAL mode or REMOTE mode.

Status	Description
Closed	LOCAL: Frequency reference and Run command are input from the digital operator.
Open	REMOTE: Frequency reference and Run command are input from the external reference that has been selected in accordance with settings of b1-01 and b1-02 or b1-15 and b1-16.

Note: **1.** If one of the multi-function input terminals is set to for LOCAL/REMOTE, then the LO/RE key on the operator will be disabled.
2. When the drive is set to LOCAL, the LO/RE LED will light.
3. The default setting of the drive is not to allow switching between LOCAL and REMOTE during run. To allow the drive to switch between LOCAL and REMOTE during run, *Refer to b1-07: LOCAL/REMOTE Run Selection on page 177*.

Setting 2: External reference 1/2 selection

This function can be used to switch the Run command and frequency reference source between External reference 1 and 2 if the drive is in the REMOTE mode.

Status	Description
Open	External reference 1 is used (defined by parameters b1-01 and b1-02).
Closed	External reference 2 is used (defined by parameters b1-15 and b1-16).

Note: With default settings the drive is not to allow switching between External reference 1 and 2 during run. *Refer to b1-07: LOCAL/REMOTE Run Selection on page 177* if this feature is required by the application.

Setting 3 to 5: Multi-Step Speed Reference 1 to 3

Used to switch multi-step speed frequency references d1-01 to d1-08 by digital inputs. Refer to *d1: Frequency Reference on page 220* for details.

Setting 6: Jog reference selection

The Jog frequency set in parameter d1-17 becomes the frequency reference when the input terminal closes. Refer to *d1: Frequency Reference on page 220* for details.

Setting 7: Accel/decel time selection 1

Used to switch between accel/decel times 1 (C1-01 and C1-02) and 2 (C1-03 and C1-04). *Refer to C1-01 to C1-08: Accel, Decel Times 1 to 4 on page 205* for details.

Setting 8, 9: Baseblock command (N.O., N.C.)

When the drive receives a Baseblock command, the output transistor stop switching and the motor coasts to stop. During this time, the alarm “bb” will flash on the digital operator to indicate baseblock. When baseblock ends and a Run command is active, the drive performs Speed Search to get the motor running again.

Digital Input Function	Drive Operation	
	Input Open	Input Closed
Setting 9 (N.C.)	Baseblock (Interrupt output)	Normal operation
Setting 8 (N.O.)	Normal operation	Baseblock (Interrupt output)

NOTICE: *If using baseblock in hoist applications, make sure the brake closes when the drive output is cut off by a Baseblock command triggered via one of the input terminals. Failure to do so will result in the motor suddenly coasting when the Baseblock command is entered, causing the load to slip.*

WARNING! *Incorrect Operation. Yaskawa recommends that you use H1-☐☐ = 9 (Baseblock Command (N.C.)). If a circuit error occurs in the MFDI, the drive cannot stop the output when the terminal set to H1-☐☐ = 8 (Baseblock Command (N.O.)) turns ON.*

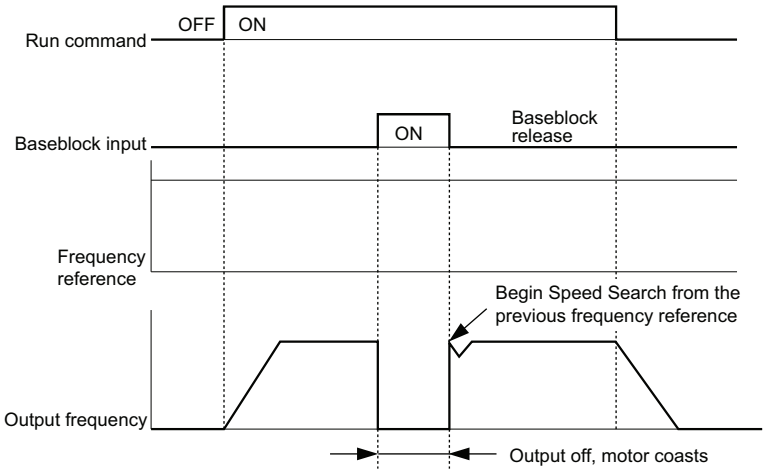


Figure 5.58 Baseblock Operation During Run

Setting A: Accel/decel ramp hold

When the digital input programmed for the Accel/decel ramp hold function closes, the drive will lock (“hold”) the output frequency. Acceleration or deceleration will resume once the input is opened again.

If the Accel/decel ramp hold function is enabled (d4-01 = 1), the drive will save the output frequency to memory whenever the Ramp Hold input is closed. When the drive is restarted after stop or after power supply interruption, the output frequency that was saved will become the frequency reference (provided that the Accel/decel ramp hold input is still closed). *Refer to d4-01: Frequency Reference Hold Function Selection on page 223* for details.

Setting B: Drive overheat alarm (oH2)

When closed, an external device has triggered an oH2 alarm. Sets Drive Overheat Pre-alarm Multi-Function Digital Output (H2-☐☐ = 20). Triggers an oH2 alarm when the contact closes. Because this is an alarm, drive operation is not affected.

Setting C: Analog terminal input selection (terminal A1, A2, A3)

When closed, the terminals specified in H3-14 are enabled. When open, the drive disregards the input signal to the analog terminals.

Setting D: PG encoder disable

When closed the drive disregards PG feedback from the motor when using V/f Control with PG. When the terminal is opened again, the drive resumes using PG feedback to control motor speed.

Setting E: ASR integral reset

Switches between PI control or simply P control by resetting the integral value. As long as the terminal is closed, integral operation is disabled and the drive uses P control. When the terminal opens, PI control resumes.

Setting F: Through mode

Select this setting when the terminal is not used or when using the terminal in the pass-through mode. When set to F, an input does not trigger any function in the drive. Setting F, however, still allows the input status to be read out by a PLC via a communication option or MEMOBUS/Modbus communications.

Setting 10, 11: Up, Down command

Using the Up/Down function allows the frequency reference to be set by two push buttons. One digital input must be programmed as the Up command (H1-☐☐ = 10) to increase the frequency reference, and the other one must be programmed as the Down command (H1-☐☐ = 11) to decrease the frequency reference.

The Up/Down function has priority over the frequency references from the digital operator, the analog inputs, and the pulse input (b1-01 = 0, 1, 4). If the Up/Down function is used, then references provided by these sources will be disregarded.

The inputs operate as shown in *Table 5.36*.

Table 5.36 Up, Down command

Status		Drive Operation
Up (10)	Down (11)	
Open	Open	Hold current frequency reference
Closed	Open	Increase frequency reference
Open	Closed	Decrease frequency reference
Closed	Closed	Hold current frequency reference

Note:
1. An oPE03 alarm will occur when only one of the functions Up/Down is programmed for a digital input.
2. An oPE03 alarm will occur if the Up/Down function is assigned to the terminals while another input is programmed for the Accel/decel ramp hold function. For more information on alarms, *Refer to oPE Codes, Causes, and Possible Solutions on page 365*.
3. The Up/Down function can only be used for parameter b1-01. Consider this when using parameter b1-15 switching command (H1-☐☐ = 2).

Using the Up/Down Function with Frequency Reference Hold (d4-01)

- When the frequency reference hold function is disabled (d4-01 = 0), the Up/Down frequency reference will be reset to 0 when the Run command is cleared or the power is cycled.
- When d4-01 = 1, the drive will save the frequency reference set by the Up/Down function. When the Run command or the power is cycled, the drive will restart with the reference value that was saved. The value that was saved can be reset by closing either the Up or Down input without having a Run command active. *Refer to d4-01: Frequency Reference Hold Function Selection on page 223*.

Using the Up/Down Function with Frequency Reference Limits

The upper frequency reference limit is determined by parameter d2-01.

The value for the lower frequency reference limit depends on the setting of parameter d4-10, and can be set by an analog input or parameter d2-02. *Refer to d4-10: Up/Down Frequency Reference Limit Selection on page 227* for details. When a Run command is applied, the lower limits work as follows:

- If the lower limit is set by d2-02 only, the drive will accelerate to this limit as soon as a Run command is entered.
- If the lower limit is determined by an analog input only (d2-02 = 0), the drive accelerates when both the Run command and an Up command are active and decelerates to the limit when a Down command is active. The drive will not start running if only the Run command is active.
- If the lower limit is set by both an analog input and d2-02, the drive accelerates to the d2-02 value when a Run command is input even if an Up or Down command is not entered. (The drive will not run with the default setting: d2-02 = 0). The drive accelerates if an Up command is active, and decelerates to the higher limit of the analog input and d2-02 if a Down command is active.

Figure 5.59 shows an Up/Down function example with a lower frequency reference limit set by d2-02, and the frequency reference hold function both enabled (d4-01 = 1) and disabled (d4-01 = 0).

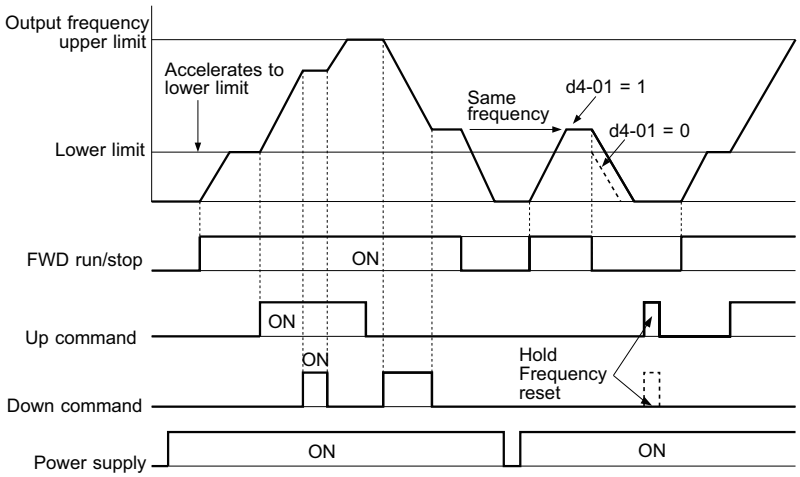


Figure 5.59 Up/Down Command Operation

Setting 12, 13: Forward Jog, Reverse Jog

Digital inputs programmed as Forward Jog (H1-☐☐ = 12) and Reverse Jog (H1-☐☐ = 13) will be Jog inputs that do not require a Run command. Closing the terminal set for Forward Jog input will cause the drive to ramp to the Jog frequency reference (d1-17) in the forward direction. The Reverse Jog will cause the same action in the reverse direction. The Forward Jog and Reverse Jog command can be set independently.

Note: The Forward Jog and Reverse Jog commands override all other frequency references. However, if the drive is set to prohibit reverse rotation (b1-04 = 1), then activating Reverse Jog will have no effect. If both the Forward Jog and Reverse Jog are input simultaneously for 500 ms or more, an alarm will occur and the drive will ramp to stop.

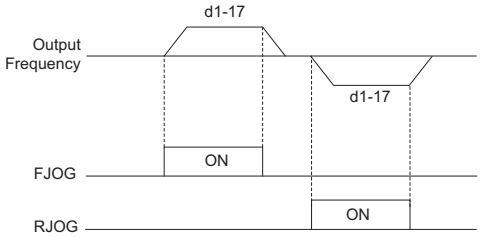


Figure 5.60 FJOG/RJOG Operation

Setting 14: Fault reset

Whenever the drive detects a fault condition, the fault output contact will close and the drive's output will shut off. The motor then coasts to stop (specific stopping methods can be selected for some faults such as L1-04 for motor overheat). Once the Run command is removed, the fault can be cleared by either the RESET key on the digital operator or by closing a digital input configured as a Fault Reset (H1-☐☐ = 14).

Note: Fault Reset commands are ignored as long as the Run command is present. To reset a fault, first remove the Run command.

Setting 15, 17: Fast Stop (N.O., N.C.)

The Fast Stop function operates much like an emergency stop input to the drive. If a Fast Stop command is input while the drive is running, the drive will decelerate to a stop by the deceleration time set to C1-09 (*Refer to C1-09: Fast Stop Time on page 206*). The drive can only be restarted after is has come to a complete stop, the Fast Stop input is off, and the Run command has been switched off.

- To trigger the Fast Stop function with a N.O. switch, set H1-☐☐ = 15.
- To trigger the Fast Stop function with a N.C. switch, set H1-☐☐ = 17.

Figure 5.61 shows an operation example of Fast Stop.

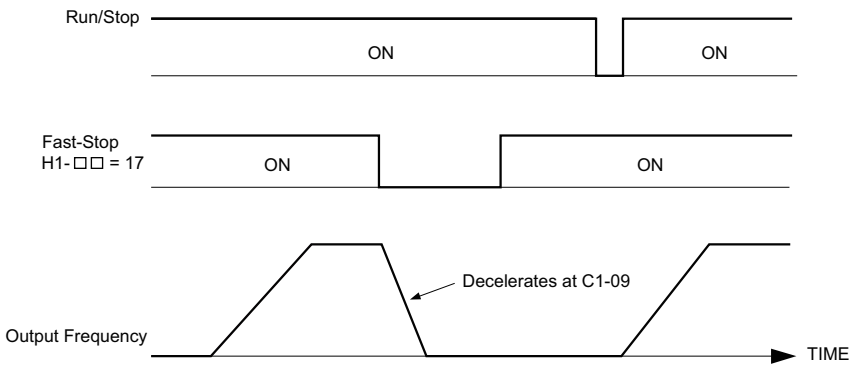


Figure 5.61 Fast Stop Sequence

NOTICE: *Rapid deceleration can trigger an overvoltage fault. When faulted, the drive output shuts off, and the motor coasts. To avoid this uncontrolled motor state and to ensure that the motor stops quickly and safely, set an appropriate Fast Stop time to C1-09.*

WARNING! *Incorrect Operation. Yaskawa recommends that you use H1-□□ = 17 (Fast Stop (N.C.)). If a circuit error occurs in the MFDI, the drive cannot stop the output when the terminal set to H1-□□ = 15 (Fast Stop (N.O.)) turns ON.*

Setting 16: Motor 2 selection

The drive has the capability to control two induction motors independently. A second motor may be selected using a multi-function digital input as shown in *Figure 5.62*.

Note: The motor 2 selection function cannot be used when PM motor is used.

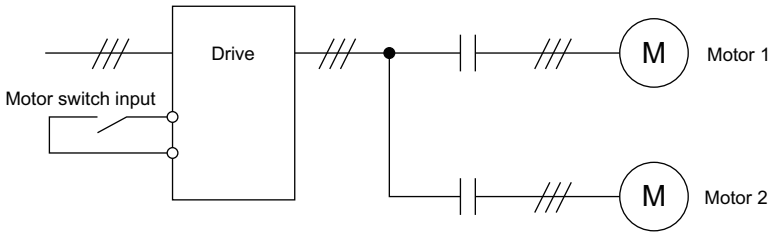


Figure 5.62 Motor Selection

When switching between motor 1 and motor 2, the parameters used to control those motors also change. Below, *Table 5.37* lists the parameters that correspond to each motor.

Table 5.37 Parameters for Switching Between Two Motors

No.	Setting 16 Open (Motor 1)	⇒	Setting 16 Closed (Motor 2)
C1-□□: Acceleration/Deceleration Time	C1-01 to C1-04	⇒	C1-05 to C1-08
C3-□□: Slip Compensation	C3-01 to C3-04	⇒	C3-21 to C3-24
C4-□□: Torque Compensation	C4-01	⇒	C4-07
C5-□□: Speed Control (ASR)	C5-01 to C5-08, C5-12, C5-17, C5-18	⇒	C5-21 to C5-28, C5-32, C5-37, C5-38
E1-□□, E3-□□: V/f Pattern E2-□□, E4-□□: Motor Parameters	E1-□□, E2-□□	⇒	E3-□□ to E4-□□
F1-□□ (PG Speed Control Card Settings)	F1-01 to F1-21	⇒	F1-02 to F1-04, F1-08 to F1-11, F1-14, F1-31 to F1-37

Note:
1. When using 2 motors, the motor overload protection selection (oL1) set to L1-01 applies to both motor 1 and motor 2.
2. It is not possible to switch between motor 1 and motor 2 during run. Doing so will trigger the "rUn" alarm.
3. There is a 500 ms delay when switching between motors equipped with a PG encoder for feedback.
4. The motor 2 selection function cannot be used when PM motor is used.

If a digital output is programmed for "Motor 2 selection" (H2-01, H2-02, or H2-03 = 1C), the output is closed when motor 2 is selected.

Setting 18: Timer function input

This setting configures a digital input terminal as the input for the timer function. Use this setting combination with the timer function output (H2-□□ = 12). *Refer to b4: Timer Function on page 190* for details.

Setting 19: PID disable

When the PID function has been enabled by parameter b5-01, it can be indefinitely disabled by closing a digital input. When the input is released, the drive resumes PID operation. Also refer to *PID Block Diagram on page 193*.

Setting 1A: Accel/decel time selection 2

Used to select accel/decel times 1 to 4 in combination with the Accel/decel time selection 1 command. *Refer to C1-01 to C1-08: Accel, Decel Times 1 to 4 on page 205* for details.

Setting 1B: Program lockout

When an input is programmed for Program Lockout, parameters values cannot be changed as long as this input is open (it is still possible to view and monitor parameter settings).

Setting 1E: Reference sample hold

This function allows the user to sample an analog frequency reference signal being input to terminal A1, A2, or A3 and hold the frequency reference at the sampled level. Once the Analog Frequency Reference Sample/Hold function is held for at least 100 ms, the drive reads the analog input and changes the frequency reference to the newly sampled speed as illustrated in *Figure 5.63*.

When the power is shut off and the sampled analog frequency reference is cleared, the frequency reference is reset to 0.

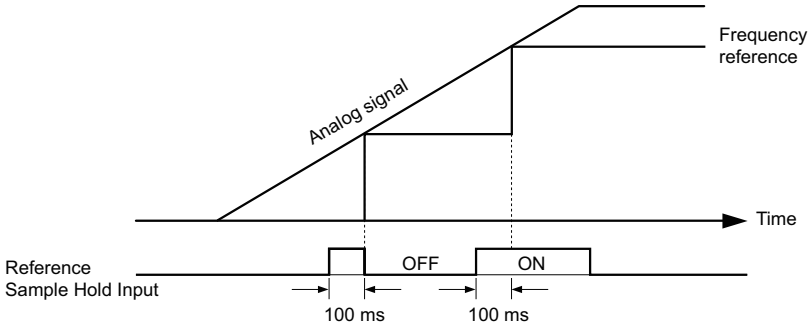


Figure 5.63 Analog Frequency Reference Sample/Hold

An oPE03 error will occur when one of the following functions is used simultaneously with the Analog frequency reference sample/hold command.

- Accel/decel ramp hold (setting: A)
- Up command, Down command (setting: 10, 11)
- Offset frequency (setting: 44 to 46)
- Up or Down 2 command (setting: 75, 76)

Setting 20 to 2F: External fault

By using the External fault command, the drive can be stopped when problems occur with external devices.

To use the External fault command, set one of the multi-function digital inputs to any value between 20 to 2F. The digital operator will display EF☐ where ☐ is the number of the terminal to which the external fault signal is assigned.

WARNING! *Incorrect Operation. Yaskawa recommends that you use H1-☐☐ = 21, 23, 25, 27, 29, 2B, 2D, 2F (External Fault (N.C.)). If a circuit error occurs in the MFDI, the drive cannot stop the output when the terminal set to H1-☐☐ = 20, 22, 24, 26, 28, 2A, 2C, 2E (External Fault (N.O.)) turns ON.*

For example, if an external fault signal is input to terminal S3, “EF3” will be displayed.

Select the value to be set in H1-☐☐ from a combination of any of the following three conditions:

- Signal input level from peripheral devices (N.O., N.C.)
- External fault detection method
- Operation after external fault detection

Table 5.38 shows the relationship between the conditions and the value set to H1-☐☐:

Table 5.38 Stopping Method for External Fault

Setting	Terminal Status <1>		Detection Conditions <2>		Stopping Method			
	N.O.	N.C.	Always Detected	Detected during Run only	Ramp to Stop (fault)	Coast to Stop (fault)	Fast Stop (fault)	Alarm Only (continue running)
20	○	–	○	–	○	–	–	–

Setting	Terminal Status <1>		Detection Conditions <2>		Stopping Method			
	N.O.	N.C.	Always Detected	Detected during Run only	Ramp to Stop (fault)	Coast to Stop (fault)	Fast Stop (fault)	Alarm Only (continue running)
21	–	O	O	–	O	–	–	–
22	O	–	–	O	O	–	–	–
23	–	O	–	O	O	–	–	–
24	O	–	O	–	–	O	–	–
25	–	O	O	–	–	O	–	–
26	O	–	–	O	–	O	–	–
27	–	O	–	O	–	O	–	–
28	O	–	O	–	–	–	O	–
29	–	O	O	–	–	–	O	–
2A	O	–	–	O	–	–	O	–
2B	–	O	–	O	–	–	O	–
2C	O	–	O	–	–	–	–	O
2D	–	O	O	–	–	–	–	O
2E	O	–	–	O	–	–	–	O
2F	–	O	–	O	–	–	–	O

<1> Determine the terminal status for each fault, i.e., whether the terminal is normally open or normally closed.
<2> Determine whether detection for each fault should be enabled only during run or always detected.

Setting 30: PID integral reset

By configuring one of the digital inputs for PID integral reset (H1-☐☐ = 30), the value of the integral component in PID control will be reset to 0 whenever the terminal is closed. *Refer to PID Block Diagram on page 193* for more details.

Setting 31: PID integral hold

By configuring a digital input for PID Integral Hold (H1-☐☐ = 31), the value of the integral component of the PID control is locked as long as the input is active. The PID controller resumes integral operation from the hold value as soon as the integral hold input is released. *Refer to PID Block Diagram on page 193* for more information on this function.

Setting 32: Multi-Step Speed Reference 4

Used to select the multi-step speeds d1-09 to d1-16 in combination with the input terminal set for Multi-Step Speed 1, 2 and 3. *Refer to d1-01 to d1-17: Frequency Reference 1 to 16 and Jog Frequency Reference on page 220*.

Setting 34: PID soft starter cancel

A digital input configured as a PID soft starter cancel input (H1-☐☐ = 34) can be used to enable or disable the PID soft starter and thereby canceling the PID accel/decel time (b5-17). *Refer to PID Block Diagram on page 193*.

Setting 35: PID input level selection

Allows and input terminal to switch the sign of the PID input. *Refer to PID Block Diagram on page 193* for details.

Setting 40, 41: Forward run, Reverse run command for 2-wire sequence

Configures the drive for a 2-wire sequence.

When an input terminal set to 40 closes, the drive operates in the forward direction. When an input set for 41 closes, the drive will operate in reverse. Closing both inputs at the same time will result in an external fault.

Note: **1.** This function cannot be used simultaneously with settings 42 and 43.
2. The same functions are assigned to terminals S1 and S2 when the drive is initialized for 2-wire sequence.

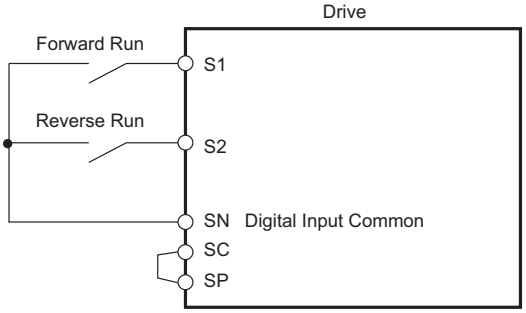


Figure 5.64 Example Wiring Diagram for 2-Wire Sequence (When Using Internal Power Supply)

Setting 42, 43: Run and direction command for 2-wire sequence 2

Sets the drive for 2-wire sequence 2.

When an input terminal programmed for 42 is closed, the drive will operate in the direction selected. When the input opens, the drive will stop. The input programmed for 43 selects the direction. If it is open, forward direction is selected. If it is closed, reverse direction is selected.

Note: This function cannot be used simultaneously with settings 40 and 41.

Setting 44, 45, 46: Offset frequency 1, 2, 3

These inputs can be used to add offset frequencies d7-01, d7-02, and d7-03 to the frequency reference. *Refer to d7-01 to d7-03: Offset Frequency 1 to 3 on page 233* for details.

Setting 47: Node setup

If the SI-S3 option card is connected, closing this terminal will set a node address for operation on a CANopen network.

Setting 60: DC Injection Braking command

When a DC Injection Braking command is input while the drive is stopped, DC Injection Braking operation is activated. When a Run command or a Jog command is input, DC Injection Braking is released. *Refer to b2: DC Injection Braking on page 180* for details on setting up the DC Injection Braking function.

The diagram below illustrates how the DC Injection Braking function works.

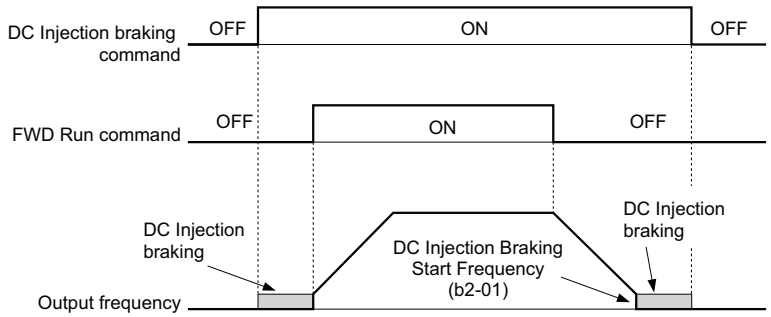


Figure 5.65 DC Injection Braking Input Timing Diagram

Setting 61, 62: External Speed Search command 1, 2

These input functions can be used to enable Speed Search even if parameter b3-01 = 0 (no Speed Search at start). *Refer to Speed Search Activation on page 183* for details on how to use the input signals. *Refer to b3: Speed Search on page 181* for more about Speed Search.

Note: Operator error oPE03 will result if both Speed Search 1 and Speed Search 2 are set to the input terminals at the same time.

Setting 63: Field Weakening

Enabled in V/f Control. When closed, Field Weakening is performed. For details, *Refer to d6: Field Weakening and Field Forcing on page 232*.

Setting 67: Communication test mode

The drive has a built-in function for self-diagnosing serial communications operation. The test involves wiring the send and receive terminals of the RS-485/422 port together. The drive transmits data and then confirms that the communications are received normally. *Refer to Self-Diagnostics on page 572* for details on how to use this function.

Setting 6A: Drive enable

A digital input configured as a “Drive enable” (H1-☐☐ = 6A) will prevent the drive from executing a Run command until the input is closed. When the input is open, the digital operator will display “dnE” to indicate that the drive is disabled.

If a Run command is enabled before the terminal set for “Drive enable” closes, then the drive will not run until the Run command is cycled (i.e., a new Run command is required). If the input is opened while the drive is running, the drive will stop according to the stop method set to b1-03 (*Refer to b1-03: Stopping Method Selection on page 172*).

Setting 71: Speed/Torque Control switch

Switches the drive between Torque Control and Speed Control. Torque Control is enabled when the terminal is closed, and Speed Control is enabled when the terminal is open. Note that parameter d5-01 must be set to 0 when using this function. Refer to *d5: Torque Control on page 228* and *Switching Between Torque and Speed Control on page 230*.

Setting 72: Zero Servo

Used to activate the Zero Servo function that can be used to lock the rotor at a certain position. Refer to *b9: Zero Servo on page 204* for details.

Setting 75, 76: Up 2, Down 2 command

The Up 2 and Down 2 function can be used to add a bias to the frequency reference. The input programmed for 75 will increase the bias and the input programmed for 76 will decrease it. *Table 5.39* explains how the Up/Down 2 function works depending on the frequency reference source and parameters d4-01, d4-03, and d4-05. *Refer to d4: Frequency Reference Hold and Up/Down 2 Function on page 223* for detailed explanations of these and other Up/Down 2 related parameters.

Note: **1.** The Up 2 and Down 2 functions must be set as a pair.
2. When using the Up 2 and Down 2, set appropriate bias limit values to parameters d4-08 and d4-09.

Table 5.39 Up/Down 2 Operations

Condition	Freq. Ref. Source	d4-03	d4-05	d4-01	Operation	Frequency Saved
1	Multi-Step Speed Reference	0	0	0	• Accelerates (increases the bias) while the Up 2 terminal is closed. • Decelerates (decreases the bias) while Down 2 is closed. • Holds output frequency (holds the bias) when no Up 2 or Down 2 command or both active. • Resets the bias when the reference changes. • Operates with the frequency reference in all other situations.	Not saved
2				1		If the bias and frequency reference are constant for 5 s, the bias is added to the active frequency reference and reset afterwards.
3			1	–	• Accelerates (increases the bias) while the Up 2 terminal is closed. • Decelerates (decreases the bias) while Down 2 is closed. • Otherwise operates at the frequency reference.	Not saved
4	Multi-Step Speed Reference	Value other than 0	–	0	• When the Up 2 is enabled, drive accelerates up to the frequency reference plus d4-03 (bias is increased for d4-03). • When Down 2 is enabled, drive decelerates down to the frequency reference minus d4-03 (bias is decreased for d4-03). • Holds output frequency (holds the bias) when no Up 2 or Down 2 input or both active. • Resets the bias when the reference changes. • Operates with the frequency reference in all other situations.	Not saved
5				1		If the bias and frequency reference are constant for 5 s, the bias is added to the active frequency reference and reset afterwards.
6	Other (analog comm., etc.)	0	0	0	• Accelerates (increases the bias) while the Up 2 terminal is closed. • Decelerates (decreases the bias) while Down 2 is closed. • Holds output frequency (holds the bias) when no Up 2 or Down 2 input or both active. • If the frequency reference changes for more than d4-07 during accel/decel, bias value is held until the output frequency meets the reference (speed agree).	Not saved
7				1		If the bias is constant for 5 s, it is saved to parameter d4-06. The frequency reference cannot be overwritten, so only the bias is saved.
8	Other (analog comm, etc.)	0	1	–	• Accelerates (increases the bias) while the Up 2 terminal is closed. • Decelerates (decreases the bias) while Down 2 is closed. • Otherwise operates at the frequency reference.	Not saved
9		Value other than 0	–	0	• When Up 2 is enabled, drive accelerates up to the frequency reference plus d4-03 (increases the bias for d4-03). • When Down 2 is enabled, drive decelerates down to the frequency reference minus d4-03 (decreases the bias for d4-03). • If the frequency reference changes for more then d4-07 during accel/decel, bias value is held until the output frequency meets the reference (speed agree).	Not saved
10				1		If the bias is constant for 5 s, it is saved to parameter d4-06. The frequency reference cannot be overwritten, so only the bias is saved.

Setting 77: ASR gain switch

Switches the ASR gain between the values set to C5-01 and C5-03. The gain set to C5-03 is enabled when the terminal is closed, and C5-01 is enabled when the terminal opens again. *Refer to C5-01, C5-03/C5-02, C5-04: ASR Proportional Gain 1, 2 / ASR Integral Time 1, 2 on page 213* for a more detailed description.

Setting 78: External torque reference polarity inversion

Reverses the direction of the torque reference when the terminal closes. Refer to *d5: Torque Control on page 228* and *Setting the Torque Reference, Speed Limit, and Torque Compensation Values on page 228* for details.

Setting 7E: Forward/reverse detection (for V/f Control with Simple PG Feedback)

When a digital input is programmed for this function, the input determines the motor rotation direction for V/f Control with Simple PG feedback (A1-02 = 0 and H6-01 = 3). If the input is open, the speed feedback signal is considered to be forward. If the input is closed, it is considered to be in reverse. *Refer to H6: Pulse Train Input/Output on page 284*.

Setting 7F: Bi-Directional PID Output Selection

If PID output to bi-directional output conversion is enabled in parameter d4-11, a digital input programmed for 7F can be used to switch between normal output or bi-directional output. If the digital input is open, the PID output builds the output frequency reference.

If the input is closed, the PID output is converted to bi-directional output frequency reference. Refer to *d4-11: Bi-Directional Output Selection on page 227*.

Setting 90 to 97: DriveWorksEZ Digital Input 1 to 8

These settings are for digital inputs functions used in DriveWorksEZ. Normally there is no need to change these settings.

Setting 9F: DriveWorksEZ Disable

This function is used to enable or disable a DriveWorksEZ program in the drive. An input programmed for this function is effective only if A1-07 = 2.

Status	Description
Open	DriveWorksEZ enabled
Closed	DriveWorksEZ disabled

◆ H2: Multi-Function Digital Outputs

■ H2-01 to H2-03: Terminal M1-M2, M3-M4, and M5-M6 Function Selection

The drive has three multi-function output terminals.

No.	Parameter Name	Setting Range	Default
H2-01	Terminal M1-M2 Function Selection	0 to 192	0: During run
H2-02	Terminal M3-M4 Function Selection	0 to 192	1: Zero Speed
H2-03	Terminal M5-M6 Function Selection	0 to 192	2: Speed agree 1

Table 5.40 Multi-Function Digital Output Terminal Settings

Setting	Function	Page	Setting	Function	Page
0	During run	*267*	1E	Restart enabled	*273*
1	Zero Speed	*267*	1F	Motor overload alarm (oL1)	*273*
2	Speed agree 1	*267*	20	Drive overheat pre-alarm (oH)	*273*
3	User-set speed agree 1	*268*	22	Mechanical Weakening detection	*273*
4	Frequency detection 1	*268*	2F	Maintenance period	*274*
5	Frequency detection 2	*269*	30	During torque limit	*274*
6	Drive ready	*269*	31	During speed limit	*274*
7	During Power Supply Voltage Fault	*269*	32	During speed limit in Torque Control	*274*
8	During baseblock (N.O.)	*269*	33	Zero Servo complete	*274*
9	Frequency reference source	*269*	37	During frequency output	*274*
A	Run command source	*270*	38	Drive enabled	*274*
B	Torque detection 1 (N.O.)	*270*	39	Power consumption pulse output	*274*
C	Frequency reference loss	*270*	3A	Regenerated power pulse output	*275*
E	Fault	*270*	3C	LOCAL/REMOTE Status	*275*
F	Through mode	*270*	3D	During Speed Search	*275*
10	Minor fault	*270*	3E	PID feedback low	*275*
11	Fault reset command active	*270*	3F	PID feedback high	*275*
12	Timer output	*270*	4C	During Fast Stop	*275*
13	Speed agree 2	*271*	4D	oH pre-alarm time limit	*275*
14	User-set speed agree 2	*271*	60	Internal cooling fan alarm	*275*
15	Frequency detection 3	*272*	61	Rotor Position Detection Complete	*275*
16	Frequency detection 4	*272*	62	Memobus Regs1 (It selects it with H2-07 and H2-08.)	*275*
17	Torque detection 1 (N.C.)	*270*	63	Memobus Regs2 (It selects it with H2-09 and H2-10.)	*276*
18	Torque detection 2 (N.O.)		64	During commercial power operation	*276*
19	Torque detection 2 (N.C.)	*270*	90	DriveWorksEZ digital output 1	*276*
1A	During reverse	*273*	91	DriveWorksEZ digital output 2	
1B	During baseblock (N.C.)	*273*	92	DriveWorksEZ digital output 3	
1C	Motor 2 selection	*273*	100 to 192	Functions 0 to 92 with inverse output	*276*
1D	During regeneration	*273*	–	–	–

Setting 0: During Run

Output terminal closes when the drive is outputting a voltage.

Status	Description
Open	Drive is stopped.
Closed	A Run command is input or the drive is during deceleration or during DC injection.

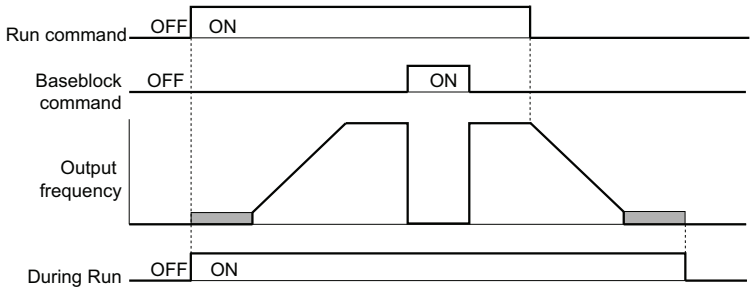


Figure 5.66 During Run Time Chart

Note: Do not use this for the condition to open and close the brake of a hoist. The load may tend to slip. Refer to *Notes on Controlling the Brake when Using the Hoist Application Preset on page 138* for notes on hoist applications.

Setting 1: Zero Speed

Output terminal closes whenever the output frequency or motor speed (CLV, CLV/PM) becomes less than the minimum output frequency set to E1-09 or b2-01.

Status	Description
Open	Output frequency is more than or equal to the minimum output frequency set to E1-09 or b2-01.
Closed	Output frequency becomes less than the minimum output frequency set to E1-09 or b2-01.

Note: When using CLV or CLV/PM control modes, the output terminal will close when the motor speed becomes less than the zero speed level set for b2-01. In all other control modes, the output terminal will close when the output frequency becomes less than to the minimum output frequency set for E1-09.

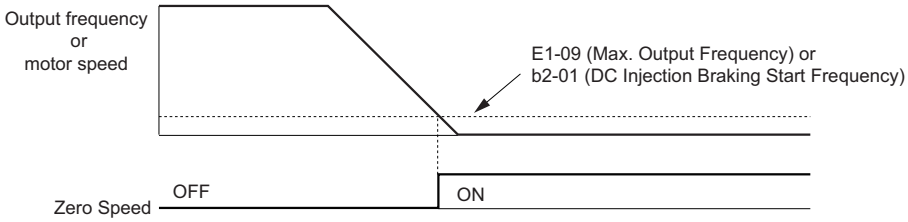


Figure 5.67 Zero-Speed Time Chart

Setting 2: Speed agree 1 (f_{ref}/f_{out} Agree 1)

Output terminal closes whenever the actual output frequency or motor speed (CLV, CLV/PM) is within the Speed Agree Width (L4-02) of the current frequency reference regardless of the direction.

Status	Description
Open	Output frequency or motor speed does not match the frequency reference while the drive is running.
Closed	Output frequency or motor speed is within the range of frequency reference ±L4-02.

Note: Detection works in both directions, forward and reverse.

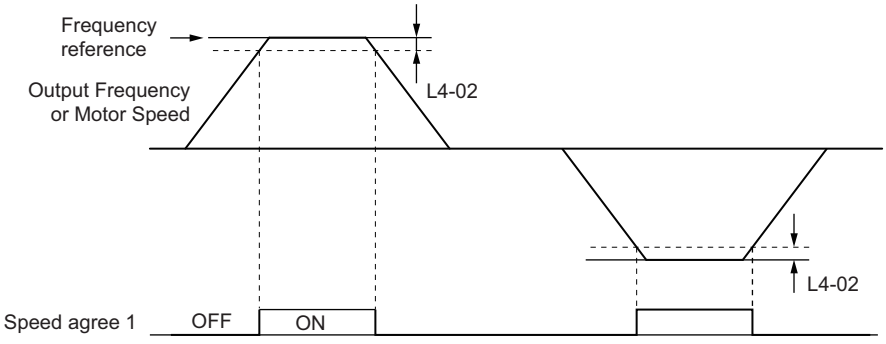


Figure 5.68 Speed Agree 1 Time Chart

Refer to L4-01, L4-02: Speed Agreement Detection Level and Detection Width on page 299 for more details.

Setting 3: User-set speed agree 1 (f_{ref}/f_{set} Agree 1)

Output terminal closes whenever the actual output frequency or motor speed (CLV, CLV/PM) and the frequency reference are within the speed agreement detection width (L4-02) of the speed agreement detection level (L4-01).

Status	Description
Open	Output frequency or motor speed and frequency reference are not both within the range of L4-01 ± L4-02.
Closed	Output frequency or motor speed and the frequency reference are both within the range of L4-01 ± L4-02.

Note: Frequency detection works in both forward and reverse. The value of L4-01 is used as the detection level for both directions.

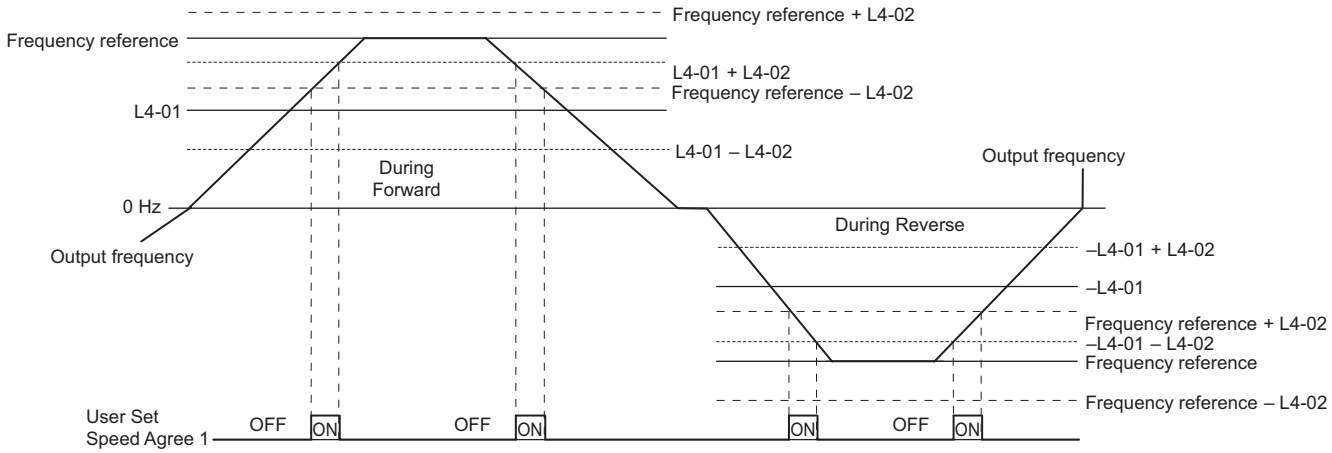


Figure 5.69 User Set Speed Agree 1 Time Chart

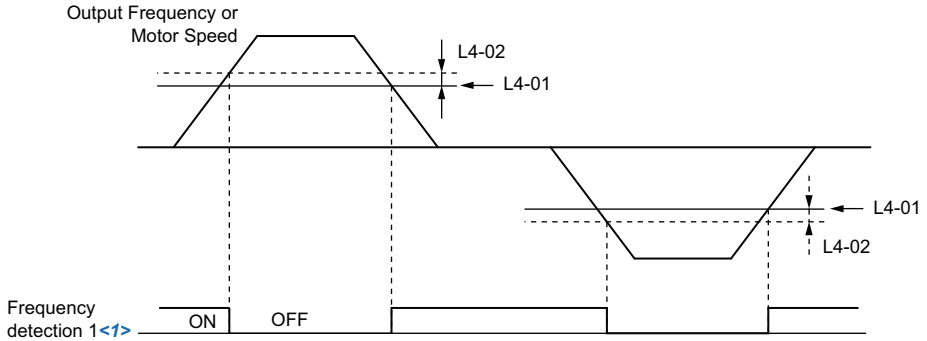
Refer to L4-01, L4-02: Speed Agreement Detection Level and Detection Width on page 299 for more instructions.

Setting 4: Frequency Detection 1

Output terminal opens when the output frequency or motor speed (CLV, CLV/PM) rises above the detection level set in L4-01 plus the detection width set in L4-02. The terminal remains open until the output frequency or motor speed falls below the level set in L4-01.

Status	Description
Open	Output frequency or motor speed exceeded L4-01 + L4-02.
Closed	Output frequency or motor speed is below L4-01 or has not exceeded L4-01 + L4-02.

Note: Frequency detection works in both forward and reverse. The value of L4-01 is used as the detection level for both directions.



<1> This is the time chart when L4-07 (Speed Agree Detection Selection) is set to 1 (detection always enabled). The default setting for L4-07 is 0 (no detection during baseblock). When L4-07 = 0, the terminal opens during baseblock.

Figure 5.70 Frequency Detection 1 Time Chart

Refer to L4-01, L4-02: Speed Agreement Detection Level and Detection Width on page 299 for more details.

Setting 5: Frequency Detection 2

Output terminal closes whenever the output frequency or motor speed (CLV, CLV/PM) is above the detection level set in L4-01. The terminal remains closed until the output frequency or motor speed falls below L4-01 minus the setting of L4-02.

Status	Description
Open	Output frequency or motor speed is below L4-01 minus L4-02 or has not exceeded L4-01.
Closed	Output frequency or motor speed exceeded L4-01.

Note: Frequency detection works in both forward and reverse. The value of L4-01 is used as the detection level for both directions.

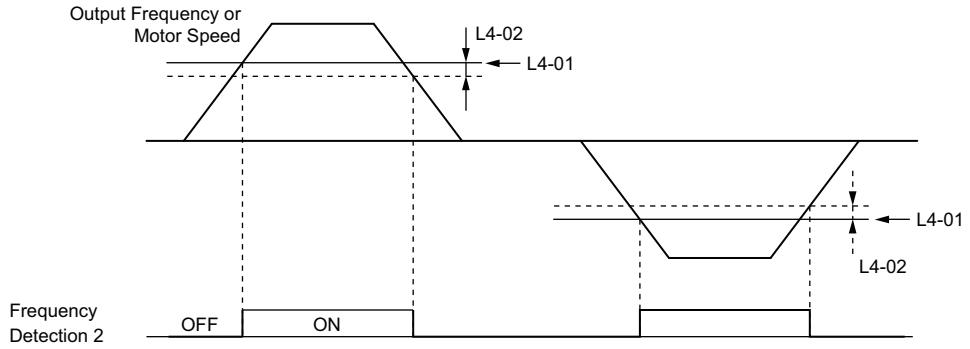


Figure 5.71 Frequency Detection 2 Time Chart

Refer to L4-01, L4-02: Speed Agreement Detection Level and Detection Width on page 299 for more details.

Setting 6: Drive ready

Output terminal closes whenever the drive is ready to operate the motor. The terminal will not close under the conditions listed below, and any Run commands will be disregarded.

- When the power is shut off
- During a fault
- When the drive's internal power supply has malfunctioned
- When a parameter setting error makes it impossible to run
- Although stopped, an undervoltage situation occurs
- While editing a parameter in the Programming Mode (when b1-08 = 0)

Setting 7: During Power Supply Voltage Fault

Output terminal closes when the power supply voltage or the control circuit voltage falls below the drive operating voltage or when the power supply frequency is incorrect.

Status	Description
Open	Normal
Closed	One of the following faults will occur: AUv (Power Supply Undervoltage), Uv (Undervoltage), or Fdv (Power Supply Frequency Fault).

Setting 8: During baseblock (N.O.)

Output terminal closes to indicate that the drive is in a baseblock state. While in baseblock, output transistors do not switch and no main circuit voltage is output.

Status	Description
Open	Drive is not in a baseblock state.
Closed	Baseblock is being executed.

Setting 9: Frequency reference source

A digital output programmed for this function shows the frequency reference source that is currently selected.

Status	Description
Open	Frequency reference is provided from External reference 1 (b1-01) or External reference 2 (b1-15)
Closed	Frequency reference is being sourced from the digital operator.

Setting A: Run command source

A digital output programmed for this function shows the Run command source that is currently selected.

Status	Description
Open	Run command is provided from External reference 1 (b1-02) or 2 (b1-16).
Closed	Run command is being sourced from the digital operator.

Setting B, 17, 18, 19: Torque detection 1 (N.O., N.C.), Torque detection 2 (N.O., N.C.)

These digital output functions can be used to signal an overtorque or undertorque situation to an external device.

Set up the torque detection levels and select the output function from the table below. *Refer to L6: Torque Detection on page 302* for details.

Setting	Status	Description
B	Closed	Torque detection 1 (N.O.): Output current/torque exceeds (overtorque detection) or is below (undertorque detection) the torque value set in parameter L6-02 for longer than the time specified in parameter L6-03.
17	Open	Torque detection 1 (N.C.): Output current/torque exceeds (overtorque detection) or is below (undertorque detection) the torque value set in parameter L6-02 for longer than the time specified in parameter L6-03.
18	Closed	Torque detection 2 (N.O.): Output current/torque exceeds (overtorque detection) or is below (undertorque detection) the torque value set in parameter L6-05 for longer than the time specified in parameter L6-06.
19	Open	Torque detection 2 (N.C.): Output current/torque exceeds (overtorque detection) or is below (undertorque detection) the torque value set in parameter L6-05 for longer than the time specified in parameter L6-06.

Setting C: Frequency reference loss

Output terminal set for this function will be closed if frequency reference loss is detected. *Refer to L4-05: Frequency Reference Loss Detection Selection on page 300* for details.

Setting E: Fault

The digital output will close whenever the drive experiences a fault (this excludes faults CPF00 and CPF01).

Setting F: Through mode

Select this setting when using the terminal in a pass-through mode. When set to F, an output does not trigger any function in the drive. Setting F, however, still allows the output status to be read by a PLC via a communication option or MEMOBUS/Modbus communications.

Setting 10: Minor fault

Output terminal closes when a minor fault condition is present.

Setting 11: Fault reset command active

Output terminal closes whenever there is an attempt to reset a fault situation from the control circuit terminals, via serial communications, or using a communications option card.

Setting 12: Timer output

This setting configures a digital output terminal as output for the timer function. *Refer to b4: Timer Function on page 190* for details.

Setting 13: Speed agree 2 (f_{ref} /f_{out} agree 2)

Output terminal closes whenever the actual output frequency or motor speed (CLV, CLV/PM) is within the speed agreement detection width (L4-04) of the current frequency reference, regardless of the direction.

Status	Description
Open	Output frequency or motor speed is outside the range of frequency reference ±L4-04.
Closed	Output frequency or motor speed is within the range of frequency reference ±L4-04.

Note: Detection works in both forward and reverse.

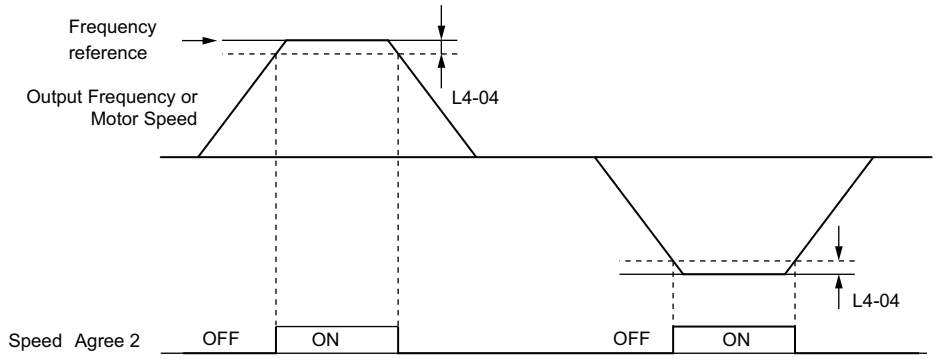


Figure 5.72 Speed Agree 2 Time Chart

Refer to L4-03, L4-04: Speed Agreement Detection Level and Detection Width (+/-) on page 299 for more details.

Setting 14: User-set speed agree 2 (f_{ref} /f_{set} agree 2)

Output terminal closes whenever the actual output frequency or motor speed (CLV, CLV/PM) and the frequency reference are within the speed agreement detection width (L4-04) of the speed agreement detection level (L4-03). As the detection level L4-03 is a signed value, detection works in the specified direction only.

Status	Description
Open	Output frequency or motor speed and frequency reference are both outside the range of L4-03 ±L4-04
Closed	Output frequency or motor speed and the frequency reference are both with in the range of L4-03 ±L4-04

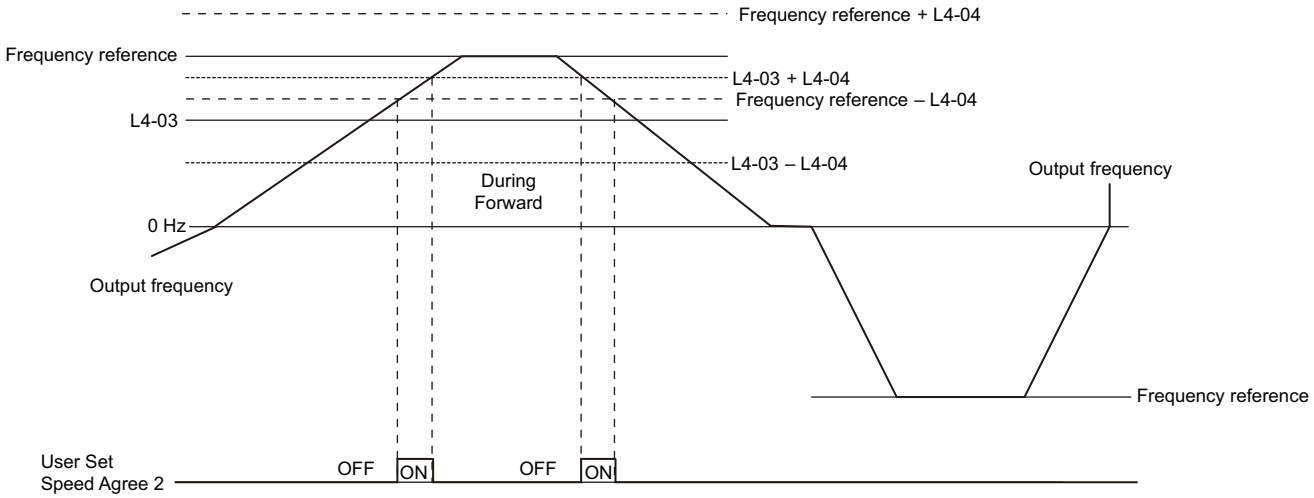


Figure 5.73 User Set Speed Agree 2 Example with a Positive L3-04 Value

Refer to L4-03, L4-04: Speed Agreement Detection Level and Detection Width (+/-) on page 299 for more details.

Setting 15: Frequency detection 3

Output terminal opens when the output frequency or motor speed (CLV, CLV/PM) rises above the detection level set in L4-03 plus the detection with set in L4-04. The terminal remains open until the output frequency or motor speed falls below the level set in L4-03. As the detection level L4-03 is a signed value, the detection works in the specified direction only.

Status	Description
Open	Output frequency or motor speed exceeded L4-03 plus L4-04.
Closed	Output frequency or motor speed is below L4-03 or has not exceeded L4-03 plus L4-04 yet.

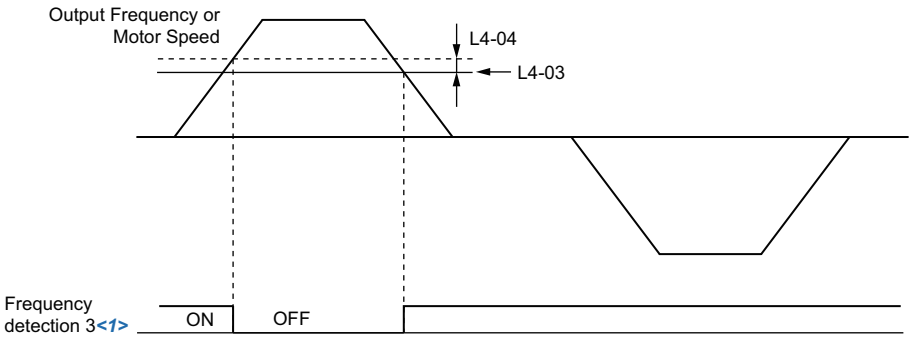


Figure 5.74 Frequency Detection 3 Example with a Positive L3-04 Value

<1> This is the time chart when L4-07 (Speed Agree Detection Selection) is set to 1 (detection always enabled). The default setting for L4-07 is 0 (no detection during baseblock). When L4-07 = 0, the terminal opens during baseblock.

Refer to L4-03, L4-04: Speed Agreement Detection Level and Detection Width (+/-) on page 299 for more details.

Setting 16: Frequency detection 4

Output terminal closes whenever the output frequency or motor speed (CLV, CLV/PM) is above the detection level set in L4-03. The terminal remains closed until the output frequency or motor speed falls below L4-03 minus the setting of L4-04. As the detection level L4-03 is a signed value, frequency detection works in the specified direction only.

Status	Description
Open	Output frequency or motor speed is below L4-03 minus L4-04 or has not exceeded L4-03 yet.
Closed	Output frequency or motor speed exceeded L4-03.

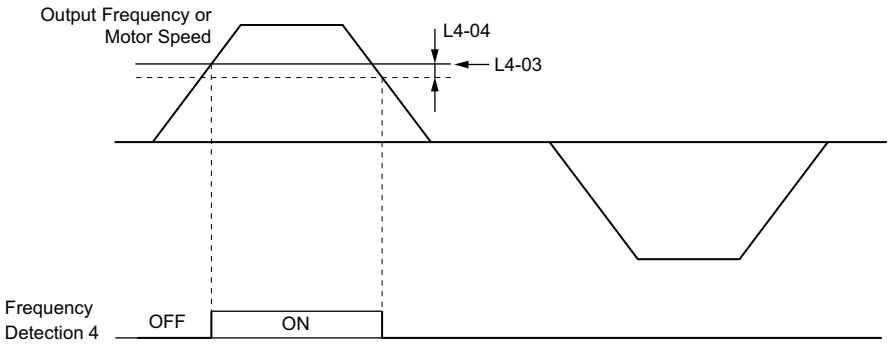


Figure 5.75 Frequency Detection 4 Example with Positive L3-04 Value

Refer to L4-03, L4-04: Speed Agreement Detection Level and Detection Width (+/-) on page 299 for more details.

Setting 1A: During reverse

A digital output set for “During reverse” will close whenever the drive is running the motor in the reverse direction.

Status	Description
Open	Motor is being driven in the forward direction or stopped.
Closed	Motor is being driven in reverse.

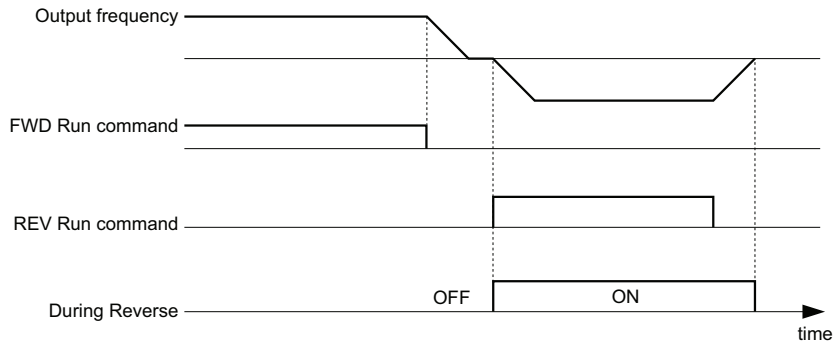


Figure 5.76 Reverse Direction Output Example Time Chart

Setting 1B: During baseblock (N.C.)

Output terminal opens to indicate that the drive is in a baseblock state. While Baseblock is executed, output transistors do not switch and no main circuit voltage is output.

Status	Description
Open	Baseblock is being executed.
Closed	Drive is not in a baseblock state.

Setting 1C: Motor 2 selection

Indicates which motor is selected when another output terminal is set up to switch drive operation between two motors (H1-☐☐ = 16). *Refer to Setting 16: Motor 2 selection on page 261* for details on switching motors.

Status	Description
Open	Motor 1 is selected.
Closed	Motor 2 is selected.

Setting 1D: During regeneration

Output terminal closes when the motor is driven in the regenerative mode.

Setting 1E: Restart enabled

Output terminal set for “Restart enabled” closes once the drive begins attempting to restart after a fault has occurred.

The fault restart function allows the drive to automatically clear a fault. The terminal set to 1E will close after the fault is cleared and the drive has begun attempting to restart. If the drive cannot successfully restart within the number of attempts permitted by L5-01, then a fault will be triggered and the terminal set to 1E will open. *Refer to L5: Fault Restart on page 301* for details on automatic restart.

Setting 1F: Motor overload alarm (oL1)

Output terminal programmed for this function will close when the motor overload level estimated by the oL1 fault detection exceeds 90% of the oL1 detection level. *Refer to L1-01: Motor Overload Protection Selection on page 287*.

Setting 20: Drive overheat pre-alarm (oH)

Output terminal closes when the heatsink temperature exceeds the L8-02 level (while L8-03 = 3, 4), or an external device has triggered an oH2 alarm via multi-function input H1-☐☐ = B. *Refer to L8-02: Overheat Alarm Level on page 306* for details on drive overheat detection.

Setting 22: Mechanical weakening detection

Output terminal closes when a mechanical weakening situation is detected. *Refer to Mechanical Weakening Detection on page 303* for details.

Setting 2F: Maintenance period

Output terminal closes when the cooling fan, DC bus capacitors, or DC bus pre-charge relay may require maintenance as determined by the estimated performance life span of those components. *Refer to Periodic Maintenance on page 389*.

Setting 30: During torque limit

Output terminal closes when the motor is operating at the torque limit specified by the L7-☐☐ parameters or an analog input. This setting can only be used in OLV, CLV, AOLV/PM and CLV/PM control modes. *Refer to L7-01 to L7-04: Torque Limits on page 306* for details.

Setting 31: During speed limit

Output terminal closes when the speed limit has been reached. This function can be used in CLV and CLV/PM control modes.

Status	Description
Open	The conditions described below are not present.
Closed	1. The frequency reference has reached the upper limit set in d2-01. 2. The frequency reference has fallen to the lower limit set in d2-02 or d2-03. 3. Parameter b1-05 is set to 1, 2, or 3, and the frequency reference has fallen below the minimum output frequency (E1-09).

Setting 32: During speed limit in Torque Control

The motor torque and load torque are not in balance, causing the motor to accelerate. An output terminal set to 32 closes when the motor reaches the speed limit. Refer to *d5: Torque Control on page 228* and *Indicating Operation at the Speed Limit on page 230* for details.

Setting 33: Zero Servo complete

Output terminal closes when Zero Servo is enabled and the load is locked into position within the zero servo completion width (b9-02). For how Zero Servo operates, refer to *b9: Zero Servo on page 204*.

Setting 37: During frequency output

Output terminal closes when the drive is outputting a frequency.

Status	Description
Open	The drive is not outputting a frequency (one of the following functions is being performed: stop, baseblock, DC Injection Braking (during initial excitation), short circuit braking, or rotor position detection).
Closed	Drive is outputting frequency.

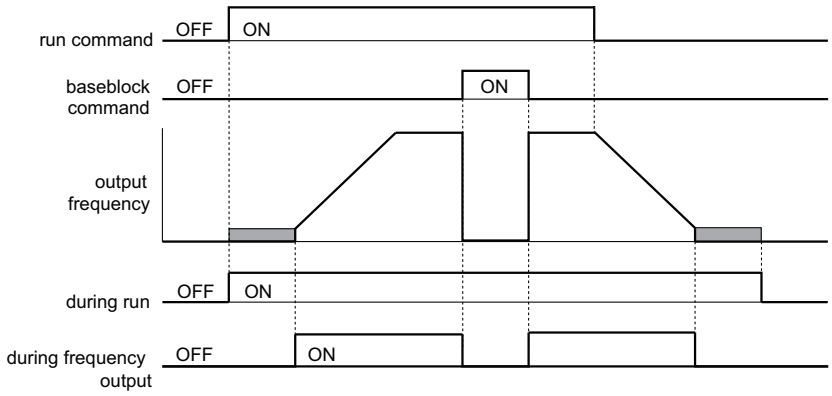


Figure 5.77 During Frequency Output Time Chart

Note: Refer to *Notes on Controlling the Brake when Using the Hoist Application Preset on page 138* for notes on hoist applications.

Setting 38: Drive enable

A digital output set for “Drive enable” will reflect the status of a digital input configured as a “Drive enable” input (H1-☐☐ = 6A). If that digital input closes, then the digital output set for “Drive enable” will also close.

Setting 39: Power consumption pulse output

Outputs a pulse to indicate the power consumption. *Refer to H2-06: Power Consumption Output Unit Selection on page 276* for details.

Setting 3A: Regenerated power pulse output

Outputs a pulse to indicate the regenerated power. *Refer to H2-06: Power Consumption Output Unit Selection on page 276* for details.

Setting 3C: LOCAL/REMOTE status

Output terminal closes while the drive is set for LOCAL and opens when in REMOTE.

Status	Description
Open	REMOTE: The external reference that has been selected (either b1-01 and b1-02 or b1-15 and b1-16) is used as frequency reference and Run command source
Closed	LOCAL: The digital operator is used as frequency reference and Run command source

Setting 3D: During Speed Search

Output terminal closes while Speed Search is being performed. *Refer to b3: Speed Search on page 181* for details.

Setting 3E: PID feedback low

Output terminal closes when a PID feedback loss (FbL) is detected. The feedback is considered to be lost if it falls below the level set to b5-13 for longer than the time set to b5-14. *Refer to PID Feedback Loss Detection on page 196* for details.

Setting 3F: PID feedback high

Output terminal closes when an excessive PID feedback (FbH) is detected. The feedback is considered to be lost if it rises beyond the level set to b5-36 for longer than the time set to b5-37. *Refer to PID Feedback Loss Detection on page 196* for details.

Setting 4C: During Fast Stop

Output terminal closes when a Fast Stop is being executed. *Setting 15, 17: Fast Stop (N.O., N.C.) on page 260*.

Setting 4D: oH pre-alarm time limit

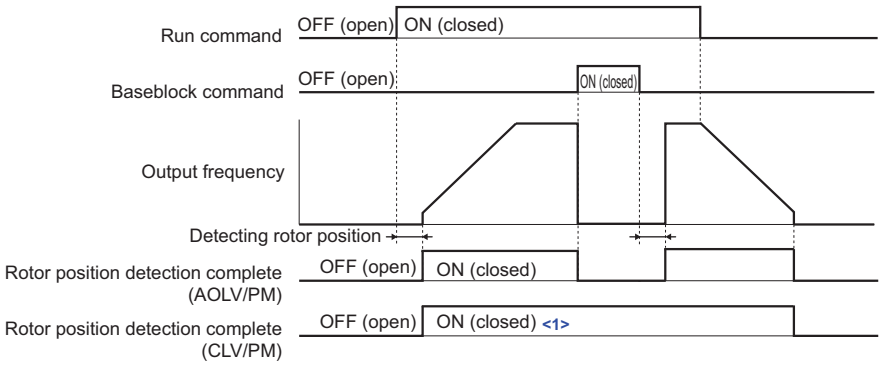
Output terminal closes when the drive is reducing the speed due to a drive overheat alarm (L8-03 = 4) and the overheat alarm has not disappeared after ten frequency reduction operation cycles. *Refer to L8-03: Overheat Pre-Alarm Operation Selection on page 307* for a more detailed description.

Setting 60: Internal cooling fan alarm

Output terminal closes when the drive's internal cooling fan has failed.

Setting 61: Rotor position detection complete

After the Run command is given, the output terminal signals that the drive has detected the rotor position (PM motors).



<1> When you set A1-02 = 7 [Control Method Selection = CLV/PM], initial detection operates once only after the drive is energized.

Figure 5.78 Rotor Position Detection Complete Operation

Setting 62: Memobus Regs1 (It selects it with H2-07 and H2-08.)

The contact output is closed if any of the bits that are specified by H2-08 for the MEMOBUS/Modbus register address that is set in H2-07 turns on.

Setting 63: Memobus Regs2 (It selects it with H2-09 and H2-10.)

The contact output is closed if any of the bits that are specified by H2-10 for the MEMOBUS/Modbus register address that is set in H2-09 turns on.

Setting 64: During commercial power operation

Output terminal closes when operating on commercial power when commercial power switching is selected (b1-24 = 1).

Setting 90 to 92: DriveWorksEZ digital output 1 to 3

These settings are for output functions used in DriveWorksEZ. Normally there is no need to change these settings.

Setting 100 to 192: Functions 0 to 92 with inverse output

These settings have the same function as settings 0 to 92 but with inverse output. Set as 1☐☐, where the "1" indicates inverse output and the last two digits specify the setting number of the function.

Examples: For inverse output of "8: During baseblock", set 108.

■ H2-06: Power Consumption Output Unit Selection

Sets the units for the output signal when one of the multi-function terminals is set to power consumption pulse output (H2-01, H2-02, or H2-03 = 39) or regenerated power pulse output (H2-01, H2-02, or H2-03 = 3A).

This output function provides a watt hour meter or a PLC input by a 200 ms pulse signal. H2-06 determines the frequency that pulses are issued to keep track of the kWh for the drive.

No.	Parameter Name	Setting Range <1>	Default
H2-06	Power Consumption Output Unit Selection	0: 0.1 kWh units 1: 1 kWh units 2: 10 kWh units 3: 100 kWh units 4: 1000 kWh units	1

<1> The setting range is 1 to 4 in the drive software versions PRG:1014 and earlier.

Note: **1.** A regenerated power pulse output does not subtract from the total watt hours during powering. A power consumption output does not subtract from the total watt hours during regeneration.

2. The drive keeps track of the watt hours as long as the control circuit has power. The value is reset when the power supply is shut off.

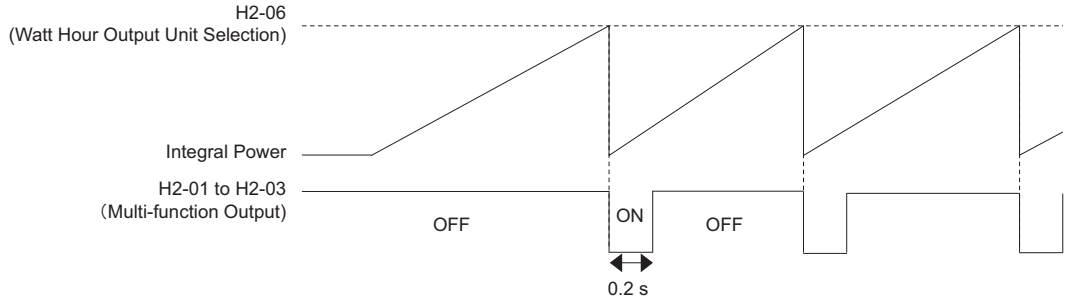


Figure 5.79 Watt Hour Output Example

■ H2-07 to H2-10: Memobus Regs

These parameters specify the MEMOBUS/Modbus registers and bits from which data will be sent to the multi-function contact outputs.

No.	Name	Setting Range	Default
H2-07	Memobus Regs1 Address Select	1 to 1FFFH	1
H2-08	Memobus Regs1 Bit Select	0 to FFFFH	0
H2-09	Memobus Regs2 Address Select	1 to 1FFFH	1
H2-10	Memobus Regs2 Bit Select	0 to FFFFH	0

The MEMOBUS/Modbus register addresses for sending data to multi-function digital outputs 62 and 63 are specified in H2-07 and H2-09, and the bits for the MEMOBUS/Modbus registers are specified in H2-08 and H2-10.

◆ H3: Multi-Function Analog Inputs

The drive is equipped with three multi-function analog input terminals: A1, A2, and A3. Refer to *Table 5.41* for a listing of the functions that can be set to these terminals.

■ H3-01: Terminal A1 Signal Level Selection

Selects the input signal level for analog input A1.

No.	Name	Setting Range	Default
H3-01	Terminal A1 Signal Level Selection	0, 1	0

Setting 0: 0 to 10 Vdc

The input level is 0 to 10 Vdc. The minimum input level is limited to 0%, so that a negative input signal due to gain and bias settings will be simply read as 0%.

Setting 1: -10 to 10 Vdc

The input level is -10 to 10 Vdc. If the resulting voltage is negative after being adjusted by gain and bias settings, then the motor will rotate in reverse.

■ H3-02: Terminal A1 Function Selection

Determines the function assigned to analog input terminal A1. *Refer to Multi-Function Analog Input Terminal Settings on page 280* for instructions on how to adjust the signal level.

No.	Name	Setting Range	Default
H3-02	Terminal A1 Function Selection	0 to 32	0

■ H3-03, H3-04: Terminal A1 Gain and Bias Settings

Parameter H3-03 sets the level of the selected input value that is equal to 10 Vdc input at terminal A1 (gain).

Parameter H3-04 sets the level of the selected input value that is equal to 0 V input at terminal A1 (bias).

Both can be used to adjust the characteristics of the analog input signal to terminal A1.

No.	Name	Setting Range	Default
H3-03	Terminal A1 Gain Setting	-999.9 to 999.9%	100.0%
H3-04	Terminal A1 Bias Setting	-999.9 to 999.9%	0.0%

Setting Examples

- Gain H3-03 = 200%, bias H3-04 = 0, terminal A1 as frequency reference input (H3-02 = 0):
  An input 10 Vdc will be equivalent to a 200% frequency reference and 5 Vdc will be equivalent to a 100% frequency reference. Since the drive output is limited by the maximum frequency parameter (E1-04), the frequency reference will be equal to E1-04 above 5 Vdc.

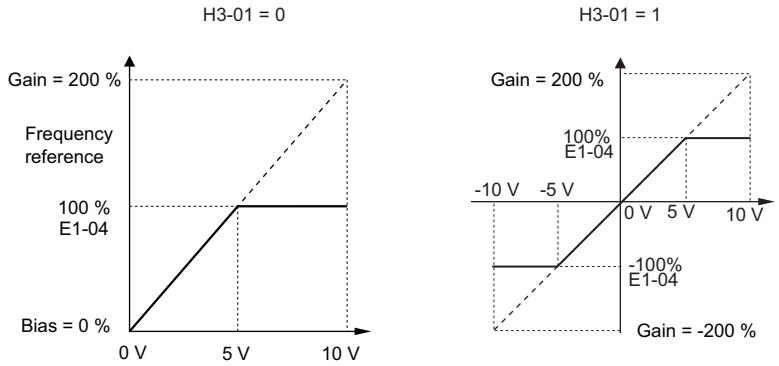


Figure 5.80 Frequency Reference Setting by Analog Input with Increased Gain

• Gain H3-03 = 100%, bias H3-04 = -25%, terminal A1 as frequency reference input:
An input of 0 Vdc will be equivalent to a -25% frequency reference.
When parameter H3-01 = 0, the frequency reference is 0% between 0 and 2 Vdc input.
When parameter H3-01 = 1, the motor will rotate in reverse between -10 and 2 Vdc input.

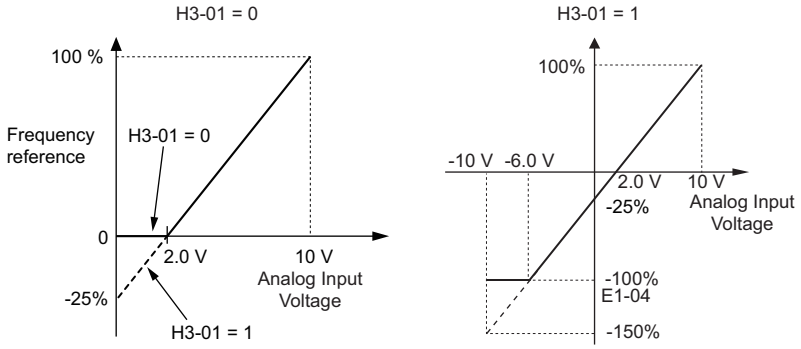


Figure 5.81 Frequency Reference Setting by Analog Input with Negative Bias

■ H3-05: Terminal A3 Signal Level Selection

Selects the input signal level for analog input A3. *Refer to Multi-Function Analog Input Terminal Settings on page 280* for a list of functions and descriptions.

Be sure to set DIP switch S4 on the terminal board accordingly for multi-function analog input or PTC input. Also refer to *Terminal A3 Analog/PTC Input Selection on page 102*.

No.	Name	Setting Range	Default
H3-05	Terminal A3 Signal Level Selection	0, 1	0

Setting 0: 0 to 10 Vdc

The input level is 0 to 10 Vdc. See the explanation provided for H3-01. *Refer to Setting 0: 0 to 10 Vdc on page 277*.

Setting 1: -10 V to 10 Vdc

The input level is -10 to 10 Vdc. See the explanation provided for H3-01. *Refer to Setting 1: -10 to 10 Vdc on page 277*.

■ H3-06: Terminal A3 Function Selection

Determines the function assigned to analog input terminal A3. *Refer to Multi-Function Analog Input Terminal Settings on page 280* for a list of functions and descriptions.

When analog input A3 is used as PTC input set H3-06 = E and make sure switch S4 on the terminal board is set for PTC input. Also refer to *Terminal A3 Analog/PTC Input Selection on page 102*.

No.	Name	Setting Range	Default
H3-06	Terminal A3 Function Selection	0 to 32	2

■ H3-07, H3-08: Terminal A3 Gain and Bias Setting

Parameter H3-07 sets the level of the selected input value that is equal to 10 Vdc input at terminal A3 (gain).

Parameter H3-08 sets the level of the selected input value that is equal to 0 V input at terminal A3 (bias).

No.	Name	Setting Range	Default
H3-07	Terminal A3 Gain Setting	-999.9 to 999.9%	100.0%
H3-08	Terminal A3 Bias Setting	-999.9 to 999.9%	0.0%

■ H3-09: Terminal A2 Signal Level Selection

Selects the input signal level for analog input A2. Be sure to also set DIP switch S1 on the terminal board accordingly for a voltage input or current input.

No.	Name	Setting Range	Default
H3-09	Terminal A2 Signal Level Selection	0 to 3	2

Setting 0: 0 to 10 Vdc

The input level is 0 to 10 Vdc. *Refer to Setting 0: 0 to 10 Vdc on page 277*

Setting 1: -10 to 10 Vdc

The input level is -10 to 10 Vdc. *Refer to Setting 1: -10 to 10 Vdc on page 277*.

Setting 2: 4 to 20 mA

The input level is 4 to 20 mA. Negative input values by negative bias or gain settings will be limited to 0%.

Setting 3: 0 to 20 mA

The input level is 0 to 20 mA. Negative input values by negative bias or gain settings will be limited to 0%.

■ H3-10: Terminal A2 Function Selection

Determines the function assigned to analog input terminal A2. *Refer to Multi-Function Analog Input Terminal Settings on page 280* for a list of functions and descriptions.

No.	Name	Setting Range	Default
H3-10	Terminal A2 Function Selection	0 to 32	0

■ H3-11, H3-12: Terminal A2 Gain and Bias Setting

Parameter H3-11 sets the level of the input value selected that is equal to 10 Vdc input or 20 mA input to terminal A2.

Parameter H3-12 sets the level of the input value selected that is equal to 0 V, 4 mA or 0 mA input at terminal A2.

Both can be used to adjust the characteristics of the analog input signal to terminal A2. The setting works in the same way as parameters H3-03 and H3-04 for analog input A1.

No.	Name	Setting Range	Default
H3-11	Terminal A2 Gain Setting	-999.9 to 999.9%	100.0%
H3-12	Terminal A2 Bias Setting	-999.9 to 999.9%	0.0%

■ H3-13: Analog Input Filter Time Constant

Parameter H3-13 sets the time constant for a first order filter that will be applied to the analog inputs.

An analog input filter can be used to prevent erratic drive control when a “noisy” analog reference is used. The drive operation becomes more stable the longer the time programmed, but it becomes less responsive to rapidly changing analog signals.

No.	Name	Setting Range	Default
H3-13	Analog Input Filter Time Constant	0.00 to 2.00 s	0.03 s

■ H3-14: Analog Input Terminal Enable Selection

When one of the multi-function digital input parameters is set for "Analog terminal input selection" (H1-☐☐ = C), the value set to H3-14 determines which of the analog input terminals will be enabled or disabled when the input is closed. All analog input terminals will be enabled all of the time if H1-☐☐ is not set to C. The terminals other than the one set as the target are not influenced by input signals.

No.	Name	Setting Range	Default
H3-14	Analog Input Terminal Enable Selection	1 to 7	7

Setting 1: A1 only enabled
Setting 2: A2 only enabled
Setting 3: A1 and A2 only enabled
Setting 4: A3 only enabled
Setting 5: A1 and A3 only enabled
Setting 6: A2 and A3 only enabled
Setting 7: All analog input terminals enabled

■ H3-16 to H3-18 Terminal A1/A2/A3 Offset

Parameters H3-16 to H3-18 set the offset level of the selected input value to terminal A1, A2 or A3 that is equal to 0 Vdc input. These parameters rarely need adjustment.

No.	Name	Setting Range	Default
H3-16	Terminal A1 Offset	-500 to 500	0
H3-17	Terminal A2 Offset	-500 to 500	0
H3-18	Terminal A3 Offset	-500 to 500	0

■ Multi-Function Analog Input Terminal Settings

See *Table 5.41* for information on how H3-02, H3-10, and H3-06 determine functions for terminals A1, A2, and A3.

Note: The scaling of all input functions depends on the gain and bias settings for the analog inputs. Set these to appropriate values when selecting and adjusting analog input functions.

Table 5.41 Multi-Function Analog Input Terminal Settings

Setting	Function	Page	Setting	Function	Page
0	Frequency bias	*280*	E	Motor temperature (PTC input)	*282*
1	Frequency gain	*280*	F	Through mode	*282*
2	Auxiliary frequency reference 1	*281*	10	Forward torque limit	*282*
3	Auxiliary frequency reference 2	*281*	11	Reverse Torque Limit	
4	Output voltage bias	*281*	12	Regenerative torque limit	
5	Accel/decel time gain	*281*	13	Torque limit using torque reference/speed control	*282*
6	DC Injection Braking current	*281*	14	Torque compensation	*282*
7	Overtorque/Undertorque detection level	*281*	15	General torque limit	*282*
8	Stall Prevention level during run	*281*	16	Differential PID feedback	*282*
9	Output frequency lower limit level	*282*	1F	Through mode	*282*
B	PID feedback	*282*	30	DriveWorksEZ analog input 1	*282*
C	PID setpoint	*282*	31	DriveWorksEZ analog input 2	
D	Frequency bias	*282*	32	DriveWorksEZ analog input 3	

Setting 0: Frequency bias

The input value of an analog input set to this function will be added to the analog frequency reference value. When the frequency reference is supplied by a different source other than the analog inputs, this function will have no effect. Use this setting also when only one of the analog inputs is used to supply the frequency reference.

By default, analog inputs A1 and A2 are set for this function. Using A1 and A2 at the same time increases the frequency reference by the total of all inputs.

Example: If the analog frequency reference from analog input terminal A1 is 50% and a bias of 20% is applied by analog input terminal A2, the resulting frequency reference will be 70% of the maximum output frequency.

Setting 1: Frequency gain

The input value of an analog input set to this function will be multiplied with the analog frequency reference value.

Example: If the analog frequency reference from analog input terminal A1 is 80% and a gain of 50% is applied from analog input terminal A2, the resulting frequency reference will be 40% of the maximum output frequency.

Setting 2: Auxiliary reference 1

Sets the auxiliary frequency reference 1 when multi-step speed operation is selected. *Refer to Multi-Step Speed Selection on page 220* for details.

Setting 3: Auxiliary reference 2

Sets the auxiliary frequency reference 2 when multi-step speed operation is selected. *Refer to Multi-Step Speed Selection on page 220* for details.

Setting 4: Output voltage bias

Voltage bias boosts the output voltage of the V/f curve as a percentage of the maximum output voltage (E1-05). Available only when using V/f Control.

Setting 5: Accel/decel time gain

Adjusts the gain level for the acceleration and deceleration times set to parameters C1-01 through C1-08.

The acceleration time used by the drive is calculated by multiplying the this gain level to C1-☐☐ as follows:

C1-☐☐ × Accel/decel time gain = Drive accel/decel time

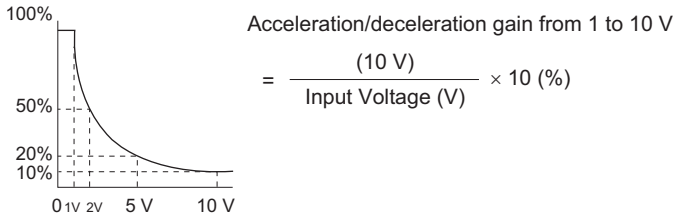


Figure 5.82 Accel/Decel Time Gain with Analog Input Terminal

Setting 6: DC Injection Braking current

The current level used for DC Injection Braking. Set as a percentage of the maximum output current using.

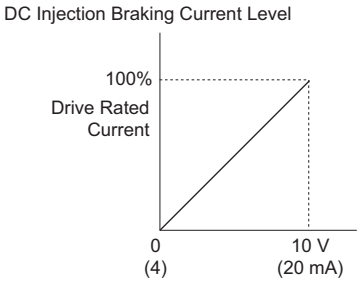


Figure 5.83 DC Injection Braking Current Using an Analog Input Terminal

Setting 7: Overtorque/Undertorque Detection level

Using this setting, the overtorque/undertorque detection level for torque detection 1 (L6-01) can be set by an analog input. The analog input will replace the level set to L6-02. An analog input of 100% (10 V or 20 mA) will set a torque detection level equal to 100% drive rated current/motor rated torque. Adjust the analog input gain if higher detection level settings are required. *Refer to L6: Torque Detection on page 302* for details on torque detection.

Setting 8: Stall Prevention level

This setting allows an analog input signal to adjust the Stall Prevention level. *Figure 5.84* shows the setting characteristics. The drive will use either the Stall Prevention level set to L3-06 or the level coming from the analog input terminal that has been selected, whichever value is lower.

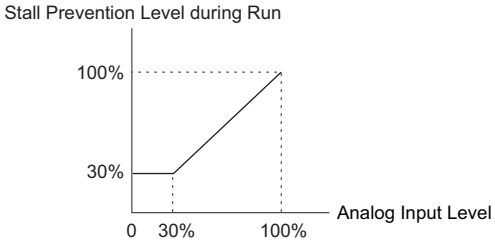


Figure 5.84 Stall Prevention During Run Using an Analog Input Terminal

Setting 9: Output frequency lower limit level

The user can adjust the lower limit of the output frequency using an analog input signal.

Setting B: PID feedback

An input set for this function supplies the PID feedback value. This setting requires PID operation to be enabled in b5-01. *Refer to PID Feedback Input Methods on page 192*.

Setting C: PID setpoint

An input set for this function supplies the PID setpoint value, and the frequency reference selected in parameter b1-01 is no longer the PID setpoint. PID operation to be enabled in b5-01 to use this setting. *Refer to PID Setpoint Input Methods on page 192*.

Setting D: Frequency bias

The input value of an analog input set to this function will be added to the frequency reference. This function can be used with any frequency reference source.

Setting E: Motor temperature

In addition to motor overload fault detection oL1, it is possible to use a PTC (Positive Temperature Coefficient) thermistor for motor insulation protection. Connect the PTC to analog input terminal A3, and set switch S4 on the terminal board to PTC. Refer to *Terminal A3 Analog/PTC Input Selection on page 102* for details on setting S4. Refer to *Motor Protection Using a Positive Temperature Coefficient (PTC) on page 290* for further explanation.

Setting F, 1F: Through mode

When set to F or 1F, an input does not affect any drive function, but the input level can still be read out by a PLC via a communication option or MEMOBUS/Modbus communications.

Setting 10, 11, 12, 15: Forward, Reverse, Regenerative, General torque limit (OLV, CLV, AOLV/PM, CLV/PM)

These functions can be used to set a torque limit using analog inputs for different operating conditions. Refer to *L7: Torque Limit on page 304* for details.

Setting 13: Torque Limit Using Torque Reference/Speed Control

When using Torque Control, an analog input programmed to this function can set the torque reference (when in Torque Control) or the torque limit (when in Speed Control). Refer to *Setting the Torque Reference, Speed Limit, and Torque Compensation Values on page 228* for details.

Setting 14: Torque compensation

Used to set a torque compensation value when using Torque Control. Refer to *Setting the Torque Reference, Speed Limit, and Torque Compensation Values on page 228* for details.

Setting 16: Differential PID Feedback

If an analog value is set for this function, the PID controller is set for differential feedback. The subtraction of the PID feedback input value and the differential feedback input value builds the feedback value that is used to calculate the PID input. *Refer to PID Feedback Input Methods on page 192*.

Setting 30, 31, 32: DriveWorksEZ Analog Input 1, 2, 3

These settings are for functions used in DriveWorksEZ. Normally there is no need to change or apply these settings.

◆ H4: Multi-Function Analog Outputs

These parameters assign functions to analog output terminals FM and AM for monitoring a specific aspect of drive performance.

■ H4-01, H4-04: Multi-Function Analog Output Terminal FM, AM Monitor Selection

Sets the desired drive monitor parameter U☐-☐☐ to output as an analog value via terminal FM and AM. *Refer to U: Monitors on page 512* for a list of all monitors. The "Analog Output Level" column indicates if a monitor can be used for analog output.

Example: Enter "103" for U1-03.

No.	Name	Setting Range	Default
H4-01	Multi-Function Analog Output Terminal FM Monitor Selection	000 to 999	102
H4-04	Multi-Function Analog Output Terminal AM Monitor Selection	000 to 999	103

A setting of 031 or 000 applies no drive monitor to the analog output. With this setting, terminal functions as well as FM and AM output levels can be set by a PLC via a communication option or MEMOBUS/Modbus (through mode).

■ H4-02, H4-03: Multi-Function Analog Output Terminal FM Gain and Bias H4-05, H4-06: Multi-Function Analog Output Terminal AM Gain and Bias

Parameter H4-02 and H4-05 set the terminal FM and AM output signal level when the value of the selected monitor is at 100%. Parameter H4-03 and H4-06 set the terminal FM and AM output signal level when the value of the selected monitor is at 0%. Both are set as a percentage, where 100% equals 10 Vdc or 20 mA analog output and 0% equals 0 V or 4 mA. The output voltage of both terminals is limited to +/-10 Vdc.

The output signal range can be selected between 0 to +10 Vdc, -10 to +10 Vdc, or 4 to 20 mA using parameter H4-07 and H4-08. *Figure 5.85* illustrates how gain and bias settings work.

No.	Name	Setting Range	Default
H4-02	Multi-Function Analog Output Terminal FM Gain	-999.9 to 999.9%	100.0%
H4-03	Multi-Function Analog Output Terminal FM Bias	-999.9 to 999.9%	0.0%
H4-05	Multi-Function Analog Output Terminal AM Gain	-999.9 to 999.9%	50.0%
H4-06	Multi-Function Analog Output Terminal AM Bias	-999.9 to 999.9%	0.0%

Using Gain and Bias to Adjust Output Signal Level

When viewing a gain setting parameter (H4-02 or H4-05) on the digital operator, the analog output will supply a voltage signal equal to 100% of the monitor value (including changes made from bias and gain settings). When viewing a bias setting parameter (H4-03 or H4-06), the analog output voltage will supply a signal equal to 0% monitor value.

Example 1: To have an output signal of 5 V at terminal FM when the monitored value is at 100%, set H4-02 to 50%.

Example 2: To have an output signal of 10 V at terminal FM when the monitored value is at 76.7%, set H4-02 to 150%.

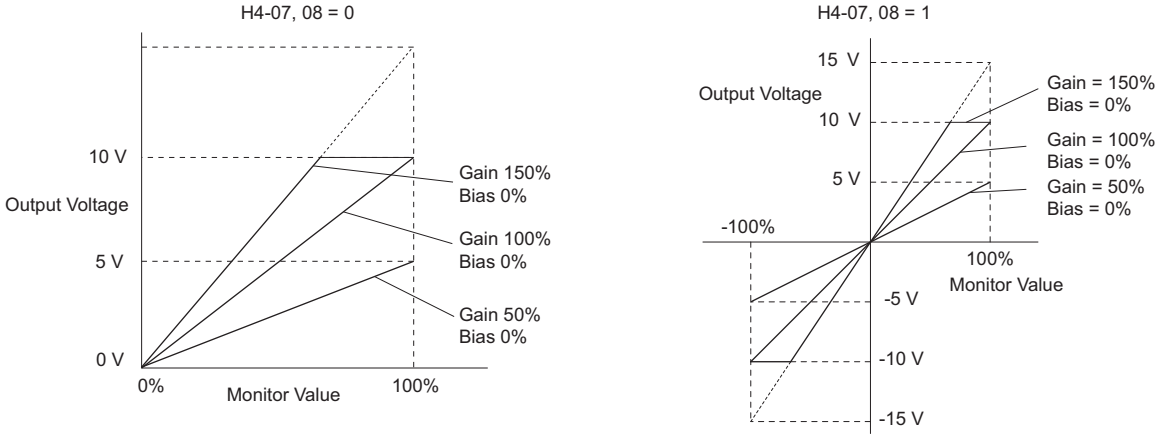


Figure 5.85 Analog Output Gain and Bias Setting Example 1 and 2

Example 3: To have an output signal of 3 V at terminal FM when the monitored value is at 0%, set H4-03 to 30%.

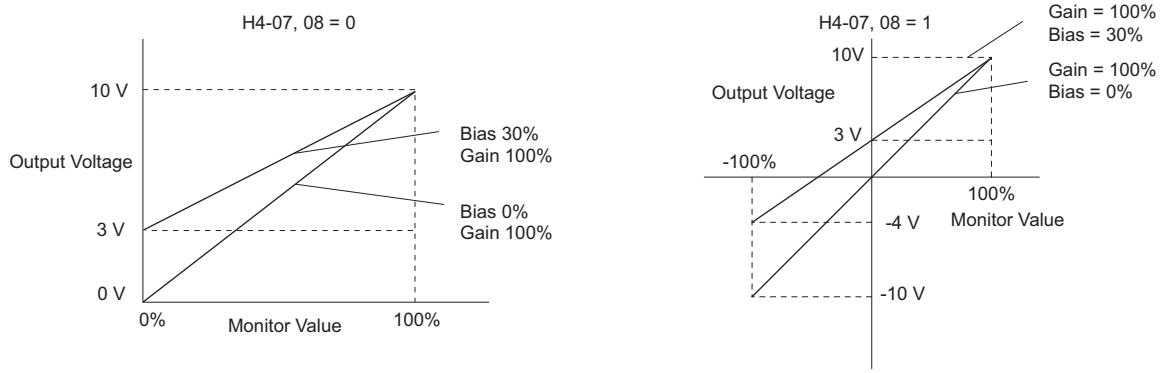


Figure 5.86 Analog Output Gain and Bias Setting Example 3

■ H4-07, H4-08: Multi-Function Analog Output Terminal FM, AM Signal Level Selection

Sets the voltage output level of U parameter (monitor parameter) data to terminal FM and terminal AM using parameters H4-07 and H4-08.

When changing the setting of these parameters make sure jumper S5 on the terminal board is set accordingly. Refer to *Terminal AM/FM Signal Selection on page 102* for details on setting S5.

No.	Name	Setting Range	Default
H4-07	Multi-Function Analog Output Terminal FM Signal Level Selection	0 to 2	0
H4-08	Multi-Function Analog Output Terminal AM Signal Level Selection	0 to 2	0

Setting 0: 0 to 10 V
Setting 1: -10 V to 10 V
Setting 2: 4 to 20 mA

◆ H5: MEMOBUS/Modbus Serial Communication

Through the drives built in RS-422/485 port (terminals R+, R-, S+, S-), serial communication is possible using programmable logic controllers (PLCs) or similar devices running the MEMOBUS/Modbus protocol.

The H5-☐☐ parameters are used to set up the drive for MEMOBUS/Modbus Communications. *Refer to MEMOBUS/Modbus Serial Communication on page 550* for detailed descriptions of the H5-☐☐ parameters.

◆ H6: Pulse Train Input/Output

A one track pulse train signal with a maximum frequency of 32 kHz can be input to the drive at terminal RP. This pulse train signal can be used as the frequency reference, for PID functions, or as the speed feedback signal in V/f Control.

The pulse output monitor terminal MP can output drive monitor values as a pulse train signal with a maximum frequency of 32 kHz. It can be used in sinking or sourcing mode. *Refer to Using the Pulse Train Output on page 101* for details.

Use parameters H6-☐☐ to set the scale and other aspects of the pulse input terminal RP and pulse output terminal MP.

■ H6-01: Pulse Train Input Terminal RP Function Selection

Selects the function of pulse train input terminal RP.

No.	Name	Setting Range	Default
H6-01	Pulse Train Input Terminal RP Function Selection	0 to 3	0

Setting 0: Frequency reference

If the pulse input is set for this function and the frequency reference source is set to pulse input (b1-01, b1-15 = 4), the drive reads the frequency value from terminal RP.

Setting 1: PID feedback value

Using this setting, the feedback value for PID control can be supplied as a pulse signal at terminal RP. *Refer to b5: PID Control on page 191* for details on PID control.

Setting 2: PID setpoint value

Using this setting, the setpoint value for PID control can be supplied as a pulse signal at terminal RP. *Refer to b5: PID Control on page 191* for details on PID control.

Setting 3: Speed feedback (V/f Control with Simple Speed Feedback)

This setting can be used in V/f control to increase the speed control precision by using a motor speed feedback signal. The drive reads the speed feedback from terminal RP, compares it to the frequency reference and compensates the motor slip using a speed regulator (ASR, setup in the C5-☐☐ parameters) like shown in *Figure 5.84*. Because input terminal RP is incapable of detecting motor direction, a separate way of determining motor direction still needs to be set up:

1. **Using a Digital Input**
   If a digital input programmed for "Forward/reverse detection" (H1-☐☐ = 7E) is closed, the drive assumes reverse rotation. If open, then the drive assumes that the motor is rotating forwards.
2. **Using the Frequency Reference Direction**
   If no digital input is set to "Forward/reverse detection" (H1-☐☐ = 7E), the drive uses the direction of the frequency reference as the direction for the speed feedback detected at the pulse input.

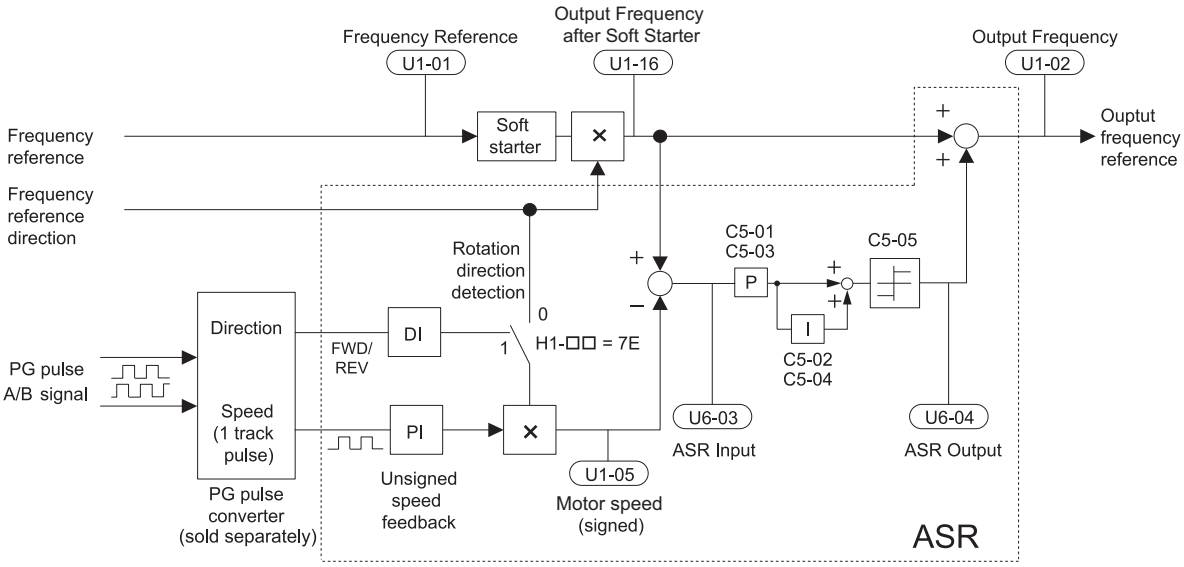


Figure 5.87 Speed Control with ASR in V/f with Simple Speed Feedback

Enabling V/f Control with Simple Speed Feedback:

1. Set the drive to V/f Control (A1-02 = 0).
2. Connect the motor speed pulse signal to the pulse input RP, set H6-01 = 3, and set the pulse signal frequency that is equal to the maximum speed to H6-02 (pulse train input scaling). Make sure the pulse input bias (H6-04) is 0% and the gain (H6-03) is 100%.
3. Decide the signal used for detecting the direction. If a digital input is used, set H1-☐☐ = 7E.
4. Use the ASR gain and integral time parameters described in *C5: Automatic Speed Regulator (ASR) on page 211* for adjusting the responsiveness.

Note: 1. C5 parameters will appear when using V/f Control (A1-02 = 0) and when the pulse input RP function is set for simple PG feedback in V/f Control (H6-01 = 3).
2. If running two motors from the same drive, note that the V/f Control with simple PG feedback can be used for motor 1 only.

■ H6-02: Pulse Train Input Scaling

This parameter sets the pulse signal frequency that is equal to 100% of the input value selected in parameter H6-01.

No.	Name	Setting Range	Default
H6-02	Pulse Train Input Scaling	100 to 32000 Hz	1440 Hz

■ H6-03: Pulse Train Input Gain

Sets the level of the input value selected in H6-01 when a pulse train signal with the frequency set in H6-02 is input to terminal RP.

No.	Name	Setting Range	Default
H6-03	Pulse Train Input Gain	0.0 to 1000.0%	100.0%

■ H6-04: Pulse Train Input Bias

Sets the level of the input value selected in H6-01 when no signal (0 Hz) is input to terminal RP.

No.	Name	Setting Range	Default
H6-04	Pulse Train Input Bias	-100.0 to 100.0%	0.0%

■ H6-05: Pulse Train Input Filter Time

Sets the pulse train input filter time constant in seconds.

No.	Name	Setting Range	Default
H6-05	Pulse Train Input Filter Time	0.00 to 2.00 s	0.10 s

■ H6-06: Pulse Train Monitor Selection

Selects the monitor to output as a pulse train signal via terminal MP. Indicate which monitor to output entering the three digits in U☐-☐☐. *Refer to U: Monitors on page 512* for a complete list of monitors. Monitors that can be selected by H6-06 appear in the table below.

No.	Name	Setting Range	Default
H6-06	Pulse Train Monitor Selection	000 <1>, 031 <1>, 101, 102, 105, 116, 501, 502, 801 to 809	102

<1> Set “000” or “031” when the terminal is not used, or when using the terminal in the through mode.

■ H6-07: Pulse Train Monitor Scaling

Pulse train monitor scaling sets the output pulse frequency at terminal MP when the specified monitor item is at 100%. Set H6-06 to 102 and H6-07 to 0 to make the pulse train monitor output synchronous to the output frequency.

No.	Name	Setting Range	Default
H6-07	Pulse Train Monitor Scaling	0 to 32000 Hz	1440 Hz

■ H6-08: Pulse Train Input Minimum Frequency

Sets the minimum output frequency that can be detected by the pulse train input. Increasing this setting reduces the time the drive needs to react to changes in the input signal.

- If the pulse input frequency falls below this level, the pulse input value will be 0.
- Enabled when H6-01 = 0, 1, or 2.
- When simple speed feedback in V/f Control is set as the function for terminal RP (H6-01 = 3), the minimum frequency becomes the detection time for PG disconnect (F1-14).

No.	Name	Setting Range	Default
H6-08	Pulse Train Input Minimum Frequency	0.1 to 1000.0 Hz	0.5 Hz

5.8 L: Protection Functions

◆ L1: Motor Protection

■ L1-01: Motor Overload Protection Selection

The drive has an electronic overload protection function that estimates the motor overload level based on output current, output frequency, thermal motor characteristics, and time. An oL1 fault will be triggered when motor overload is detected and drive output will be shut off.

L1-01 sets the overload protection function characteristics according to the motor being used.

No.	Name	Setting Range	Default
L1-01	Motor Overload Protection Selection	0 to 6	Determined by A1-02

Note: **1.** When the motor protection function is enabled (L1-01 ≠ 0), an oL1 alarm can be output through one of the multi-function outputs by setting H2-01 to 1F. The output will close when the motor overload level reaches 90% of the oL1 detection level.
2. Select a method to protect the motor from overheat by setting L1-01 between 1 and 6 when running a single motor from the drive. An external thermal relay is not needed.

Setting 0: Disabled (motor overload protection is not provided)

This setting should be used if no motor overheat protection is desired or if multiple motors are connected to a single drive. In this case it is recommended that you install a thermal relay for each motor as shown in *Figure 5.88*.

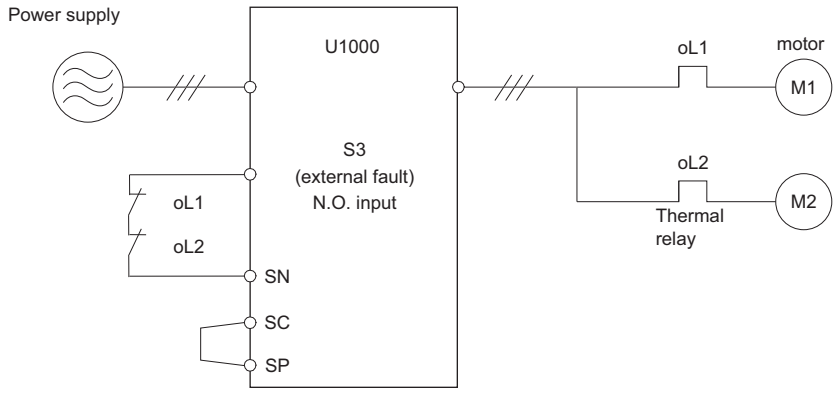
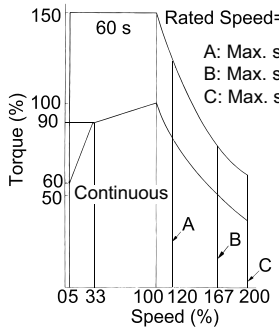


Figure 5.88 Example of Protection Circuit Design for Multiple Motors

NOTICE: *Thermal protection cannot be provided when running multi-motors simultaneously with the same drive, or when using motors with a current rating that is relatively high when compared with other standard motors (such as a submersible motor). Failure to comply could result in motor damage. Disable the electronic overload protection of the drive (L1-01 = "0: Disabled") and protect each motor with individual motor thermal overloads.*

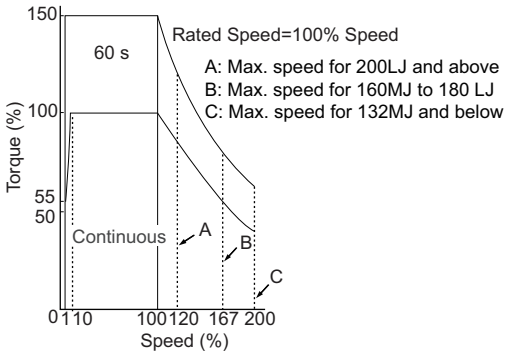
Setting 1: General-purpose motor (standard self-cooled)

Because the motor is self-cooled, the overload tolerance drops when the motor speed is lowered. The drive appropriately adjusts the electrothermal trigger point according to the motor overload characteristics, protecting the motor from overheat throughout the entire speed range.

Overload Tolerance	Cooling Ability	Overload Characteristics
	Motor designed to operate from line power. Motor cooling is most effective when running at rated base frequency (check the motor nameplate or specifications).	Continuous operation at less than line power frequency with 100% load can trigger motor overload (oL1). A fault is output and the motor will coast to stop.

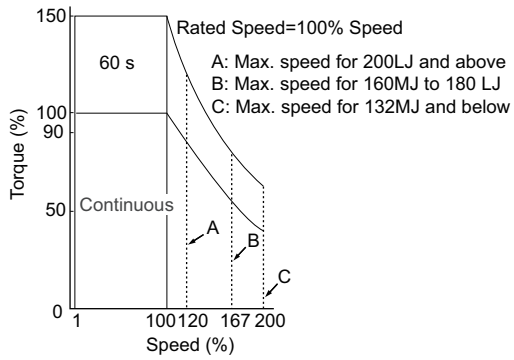
Setting 2: Drive dedicated motor (speed range for constant torque: 1:10)

Use this setting when operating a drive duty motor that allows constant torque in a speed range of 1:10. The drive will allow the motor to run with 100% load from 10% up to 100% speed. Running the motor below 10% speed with 100% load will trigger an overload fault.

Overload Tolerance	Cooling Ability	Overload Characteristics
	Motor is designed to effectively cool itself even at low speeds.	Continuous operation with 100% load from 5 Hz to 50 Hz.

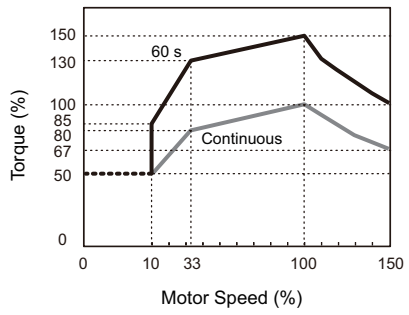
Setting 3: Vector motor (speed range for constant torque: 1:100)

Use this setting when operating a drive-dedicated motor that allows constant torque in a speed range of 1:100. This motor type is allowed to run with 100% load from 1% up to 100% speed. Running the motor below 1% speed with 100% load will trigger an overload fault.

Overload Tolerance	Cooling Ability	Overload Characteristics
	Motor is designed to effectively cool itself at ultra-low speeds.	Continuous operation with 100% load from 0.5 Hz to 50 Hz.

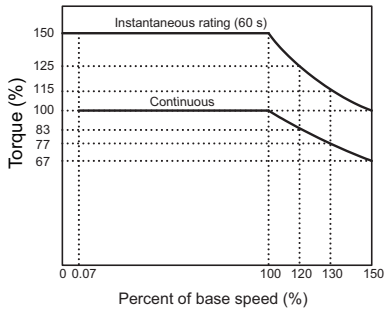
Setting 4: PM derated torque motor

This setting is for operating a PM motor. PM motors for derated torque have a self-cooling design, so the overload tolerance drops as the motor slows. Electronic thermal overload is triggered in accordance with the motor overload characteristics, providing overheat protection across the entire speed range.

Overload Tolerance	Cooling Ability	Overload Characteristics
	Motor is designed to produce 100% torque at base speed. Built with effective cooling capabilities.	Reaching 100% when operating at below the base frequency will cause a motor overload fault (oL1). The drive fault output closes and the motor coasts to stop.

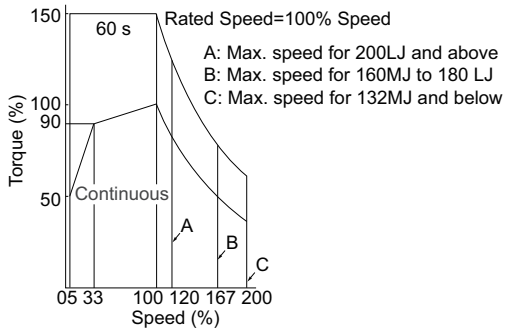
Setting 5: Constant torque PM motors (constant torque range of 1:1500)

Sets protection characteristics needed when driving a PM with constant torque. These motors allow for a speed control from 0.07% to 100% when operating with 100% load. Running the motor below 0.07% speed with 100% load will trigger an overload fault.

Overload Tolerance	Cooling Ability	Overload Characteristics
	Motor is designed to effectively cool itself at ultra-low speeds (about 0.07% of base speed).	Continuous operation with 100% load from 0.07% to 100% of base speed.

Setting 6: General-purpose motor (50 Hz)

Because the motor (50 Hz) is self-cooled, the overload tolerance drops when the motor speed is lowered. The drive appropriately adjusts the electrothermal trigger point according to the motor overload characteristics, protecting the motor from overheat throughout the entire speed range.

Overload Tolerance	Cooling Ability	Overload Characteristics
	Motor designed to operate from line power. Motor cooling is most effective when running at rated base frequency (check the motor nameplate or specifications).	Continuous operation at less than line power frequency with 100% load can trigger motor overload (oL1). A fault is output and the motor will coast to stop.

■ L1-02: Motor Overload Protection Time

There is normally no need to change this parameter from the default value. Sets the time it takes the drive to detect motor overheat due to overload. If the motor overload tolerance protection time when an overload of 150% is imposed after continuous operation at 100% is clear, set that time as the value.

No.	Name	Setting Range	Default
L1-02	Motor Overload Protection Time	0.1 to 5.0 minutes	1.0 minutes

Defaulted to operate with an allowance of 150% overload operation for one minute in a hot start; after continuous operation at 100%.

- *Figure 5.89* shows an example of the electrothermal protection operation time using a general-purpose motor operating at 50 Hz with L1-02 set to one minute.
  Motor overload protection operates in the area between a cold start and a hot start.
- Cold start: Characteristics of motor protection operation time in response to an overload situation that was suddenly reached when starting a stationary motor.
- Hot start: Characteristics of motor protection operation time in response to an overload situation that occurred while the motor was operating continuously at or below its rated current.

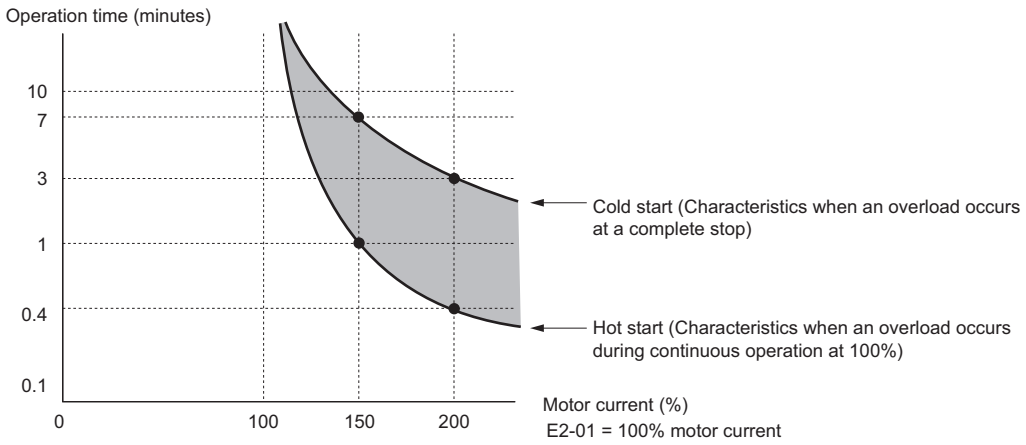


Figure 5.89 Protection Operation Time for General Purpose Motors at the Rated Output Frequency

■ Motor Protection Using a Positive Temperature Coefficient (PTC)

A motor PTC can be connected to an analog input of the drive. This input is used by the drive for motor overheat protection.

When the PTC input signal reaches the motor overheat alarm level, an oH3 alarm will be triggered and the drive will continue operation as selected in L1-03. When the PTC input signal reaches the overheat fault level, an oH4 fault will be triggered, a fault signal will be output, and the drive will stop the motor using the stop method determined in L1-04.

Connect the PTC between terminals AC and A3 and set jumper S4 on the terminal board to “PTC” like shown in *Figure 5.90*. Set parameter H3-05 to 0 and parameter H3-06 to E.

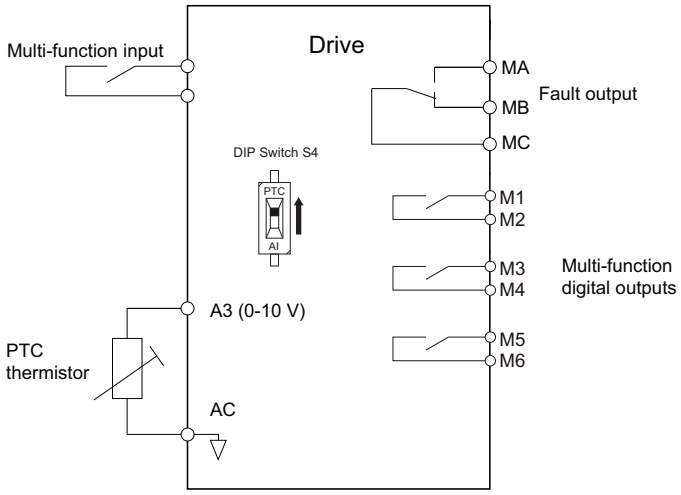


Figure 5.90 Connection of a Motor PTC

The PTC must have the following characteristics for one motor phase. The drives motor overload detection expects 3 of these PTCs to be connected in series.

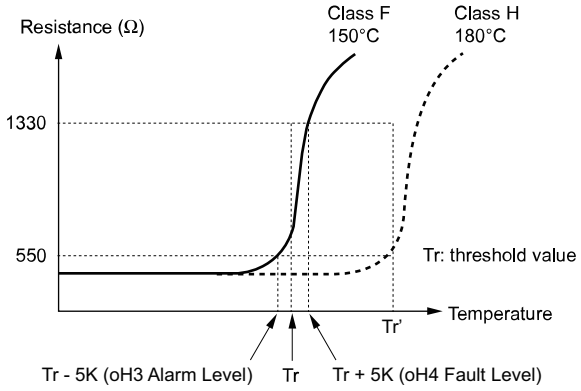


Figure 5.91 Motor PTC Characteristics

Overheat detection using a PTC can be set up by parameters L1-03, L1-04, and L1-05 as explained below.

■ L1-03: Motor Overheat Alarm Operation Selection (PTC input)

Sets the drive operation when the PTC input signal reaches the motor overheat alarm level (oH3).

No.	Name	Setting Range	Default
L1-03	Motor Overheat Alarm Operation Selection (PTC input)	0 to 3	3

Setting 0: Ramp to stop

The drive stops the motor using the deceleration time 1 set in parameter C1-02.

Setting 1: Coast to stop

The drive output is switched off and the motor coasts to stop.

Setting 2: Fast Stop

The drive stops the motor using the Fast Stop time set in parameter C1-09.

Setting 3: Alarm only

The operation is continued and an oH3 alarm is displayed on the digital operator.

■ L1-04: Motor Overheat Fault Operation Selection (PTC input)

Sets the drive operation when the PTC input signal reaches the motor overheat fault level (oH4).

No.	Name	Setting Range	Default
L1-04	Motor Overheat Fault Operation Selection (PTC input)	0 to 2	1

Setting 0: Ramp to stop

The drive stops the motor using the deceleration time 1 set in parameter C1-02.

Setting 1: Coast to Stop

The drive output is switched off and the motor coasts to stop.

Setting 2: Fast Stop

The drive stops the motor using the Fast Stop time set in parameter C1-09.

■ L1-05: Motor Temperature Input Filter Time (PTC input)

Used to set a filter on the PTC input signal in order to prevent a motor overheat fault from being mistakenly detected.

No.	Name	Setting Range	Default
L1-05	Motor Temperature Input Filter Time (PTC input)	0.00 to 10.00 s	0.20 s

■ L1-08: oL1 Current Lvl

Sets the reference current for motor thermal overload detection for motor 1 in amperes.
If L1-08 is set to 0.0A, E2-01 (E5-03 when in PM control mode) is used as a reference for motor overload protection. If L1-08 is set to any other, that value is used as a reference for motor overload protection.

No.	Name	Setting Range	Default
L1-08	oL1 Current Lvl	0.0 A or 10 to 150% of drive rated current <1> <2>	0.00 A

<1> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1A units

<2> Cannot be set to a value smaller than 10% of drive rated current if the current level is set to a value greater than 0.0 A.

■ L1-09: oL1 Current Lvl (for 2nd motor)

Sets the reference current for motor thermal overload detection for motor 2 in amperes.
If L1-09 is set to 0.0A, E4-01 is used as a reference for motor overload protection. If L1-09 is set to any other, that value is used as a reference for motor overload protection.

No.	Name	Setting Range	Default
L1-09	oL1 Current Lvl (for 2nd motor)	0.0 A or 10 to 150% of drive rated current <1> <2>	0.0 A

<1> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1A units

<2> Cannot be set to a value smaller than 10% of drive rated current if the current level is set to a value greater than 0.0 A.

■ L1-13: Continuous Electrothermal Operation Selection

Determines whether or not to hold the current value of the motor overload protection selection (L1-01) when the power supply is interrupted.

No.	Name	Setting Range	Default
L1-13	Continuous Electrothermal Operation Selection	0 or 1	1

Setting 0: Disabled
Setting 1: Enabled

◆ L2: Momentary Power Loss Ride-Thru

■ L2-01: Momentary Power Loss Operation Selection

When a momentary power loss occurs, the drive can automatically return to the operation it was performing prior to the power loss based on certain conditions.

No.	Name	Setting Range	Default
L2-01	Momentary Power Loss Operation Selection	0 to 2	0

Setting 0: Disabled (default)

If a momentary power loss occurs, a power supply frequency fault (Fdv) is detected and the drive output is turned OFF. The motor coasts to stop.

Setting 1: Recover within L2-02

When a momentary power loss occurs, the drive output will be shut off. Should the power return within the time set to parameter L2-02, the drive will perform Speed Search and attempt to resume operation. If power is not restored within this time, then an Fdv fault is triggered and the drive will stop.

Setting 2: Recover as long as CPU has power

When a momentary power loss occurs, the drive output will be shut off. Should the power return as long as the drive control circuit has power, the drive will attempt to perform Speed Search and resume the operation. An Fdv fault is not triggered even if the control power is below the Fdv level.

Note: **1.** When using a magnetic contactor between the motor and the drive, keep the magnetic contactor closed during the momentary power loss.
2. “Uv” will flash on the operator while the drive is attempting to recover from a momentary power loss. A fault signal is not output at this time.

■ L2-02: Momentary Power Loss Ride-Thru Time

Sets the length of time that the drive will wait if the control circuit voltage is less than the detection level of the Uv1 after a momentary power loss before the drive detects a control circuit undervoltage fault (Uv1). This function is applicable when *L2-01 = 1 [Momentary Power Loss Operation Selection = Recover within L2-02]*.

After a power loss, if all of these conditions are satisfied, the drive detects a Uv1 fault, shuts off the output, and the motor coasts to stop:

- The control circuit voltage is less than the detection level of Uv1.
- The time set in L2-02 is expired.
- The drive does not detect a control power supply voltage fault (Uv2).

Depending on use conditions, if the time set in L2-02 is long, the drive can detect Uv2 before it detects Uv1. If this is a problem, decrease the time set in L2-02 to prevent Uv2.

Note: The amount of time the drive is capable of recovering after a power loss is determined by the capacity of the drive. Drive capacity determines the upper limit for L2-02.

No.	Name	Setting Range	Default
L2-02	Momentary Power Loss Ride-Thru Time	0.0 to 2.5 s	0.5 s

■ L2-03: Momentary Power Loss Minimum Baseblock Time

Sets the minimum baseblock time when power is restored following a momentary power loss. This determines the time the drive waits for the residual voltage in the motor to dissipate. Increase this setting if overcurrent occurs at the beginning of Speed Search, after a power loss, or during DC Injection Braking.

No.	Name	Setting Range	Default
L2-03	Momentary Power Loss Minimum Baseblock Time	0.1 to 5.0 s	Determined by C6-01 and o2-04

■ L2-04: Momentary Power Loss Voltage Recovery Ramp Time

Sets the time for the drive to restore the output voltage to the level specified by the V/f pattern after Speed Search. The setting value determines the time for the voltage to go from 0 V to the maximum voltage.

No.	Name	Setting Range	Default
L2-04	Momentary Power Loss Voltage Recovery Ramp Time	0.0 to 5.0 s	Determined by C6-01 and o2-04

■ L2-07: Momentary Power Loss Voltage Recovery Acceleration Time

Sets the time to reaccelerate from the deceleration frequency to the frequency set in frequency reference (frequency before power loss) after momentary power loss.

When set to 0.0 s, the drive will accelerate back up to speed according to the active acceleration time set by C1-01, C1-03, C1-05, or C1-07.

No.	Name	Setting Range	Default
L2-07	Momentary Power Loss Voltage Recovery Acceleration Time	0.00 to 6000.0 s <1>	0.00 s

<1> Setting range is determined by the accel/decel time units set in C1-10. If the time is set in units of 0.01 s (C1-10 = 0), the setting range becomes 0.00 to 600.00 s.

■ L2-13: Input Power Frequency Fault Detection Gain

Sets the gain used to detect a power supply frequency fault (Fdv).

If an Fdv fault occurs with no momentary power loss, reduce the setting value in 0.1 increments.

No.	Name	Setting Range	Default
L2-13	Input Power Frequency Fault Detection Gain	0.1 to 2.0	1.0

■ L2-21: Low Input Voltage Detection Level

Sets the low input voltage detection level.

No.	Name	Setting Range	Default
L2-21 <1>	Low Input Voltage Detection Level	100 to 230 V	150 V

<1> Values are specific to 200 V class drives. Double the value for 400 V class drives.

■ L2-27: Power Supply Frequency Fault Detection Width

There is normally no need to change this parameter from the default value. Sets the frequency width used to detect a power supply frequency fault (Fdv) in Hz.

No.	Name	Setting Range	Default
L2-27	Power Frequency Fault Detection Width	3.0 to 20.0 Hz	6.0 Hz

◆ L3: Stall Prevention

When the load is too high or acceleration and deceleration times are too short, the motor may be unable to keep up with the frequency reference, resulting in excessive slip. During acceleration, this usually causes an overcurrent fault (oC), overload (oL2), or motor overload (oL1). During deceleration, it can cause the drive to fault out from overvoltage (oV). The drive can prevent the motor from stalling and still reach the desired speed without the user needing to change the acceleration or deceleration time settings. The Stall Prevention function can be set separately for acceleration, operating at constant speeds, and deceleration.

■ L3-01: Stall Prevention Selection during Acceleration

Stall Prevention during acceleration (L3-01) prevents tripping with overcurrent (oC), motor overload (oL1), or overload (oL2) faults common when accelerating with heavy loads.
L3-01 determines the type of Stall Prevention the drive should used during acceleration.

No.	Name	Setting Range	Default
L3-01	Stall Prevention Selection during Acceleration	0, 1, 3	1

Setting 0: Disabled

No Stall Prevention is provided. If the acceleration time is too short, the drive may not be able to get the motor up to speed fast enough, thus tripping an overload fault.

Setting 1: Enabled

Enables Stall Prevention during acceleration. Operation varies, depending on the control mode.

- V/f Control, V/f Control with PG, and Open Loop Vector Control:
  If the output current rises above the Stall Prevention level set in L3-02, then the drive stops accelerating. Acceleration will not resume until the output current falls 15% below the setting in L3-02.
  The Stall Prevention level is automatically reduced in the constant power range. *Refer to L3-03: Stall Prevention Limit during Acceleration/Deceleration on page 296*.

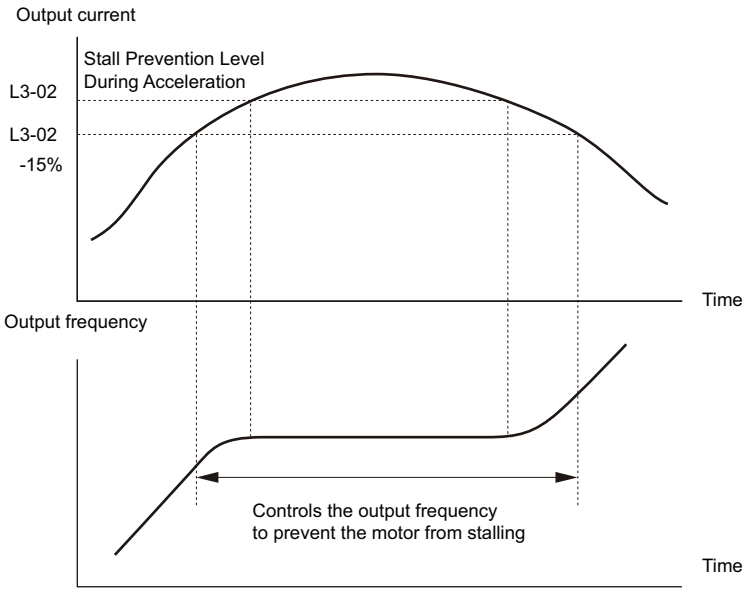


Figure 5.92 Stall Prevention During Acceleration for Induction Motors

- Open Loop Vector Control for PM:
  If the output current remains above the Stall Prevention level set in L3-02 for the time set in L3-27, then the drive will begin to decelerate using the deceleration time set in L3-22. (*Refer to L3-22: Deceleration Time at Stall Prevention during Acceleration on page 298*.) Acceleration will not resume until the output current falls 15% below the setting in L3-02.

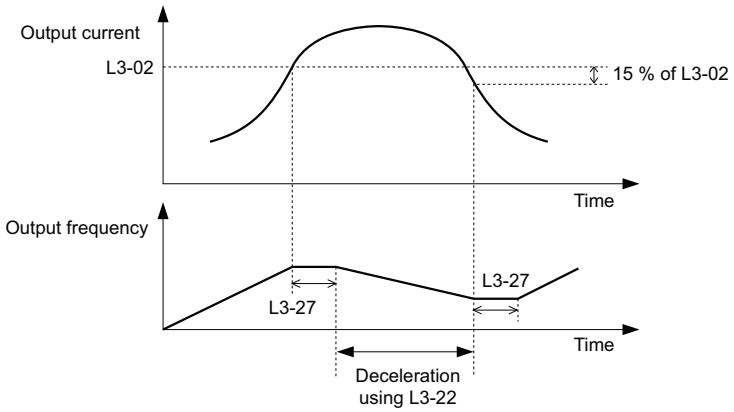


Figure 5.93 Stall Prevention During Acceleration for Permanent Magnet Motors

Setting 3: Enabled (Current Limit)

The acceleration rate is automatically adjusted while limiting the output current at the setting value of the stall prevention level during acceleration (L3-02).

The acceleration rate is automatically adjusted during acceleration of the load (the output current) increases and the current limit is exceeded.

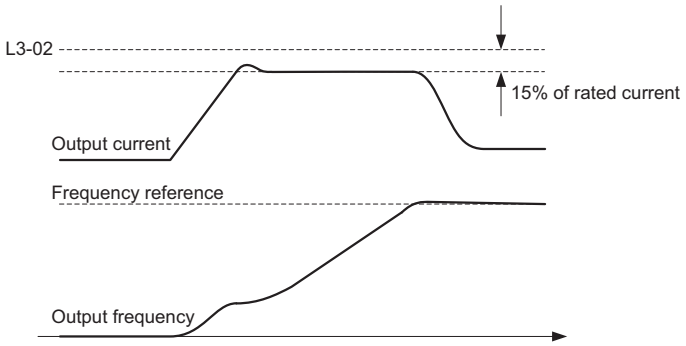


Figure 5.94 Current-limited Acceleration

■ L3-02/L3-14: Stall Prevention Level during Acceleration/Deceleration

There is normally no need to change these parameters from their default values.

Set the output voltage level at which to enable stall prevention during acceleration and deceleration as a percentage of drive rated current. L3-02 is valid when stall prevention is selected during acceleration (L3-01 = 1, 3). L3-14 is valid when stall prevention is selected during deceleration (L3-04 = 1, 6). Decrease the setting values if stalling occurs when parameters are set to default.

No.	Name	Setting Range	Default
L3-02	Stall Prevention Level during Acceleration	0 to 150% <1>	<1>
L3-14	Stall Prevention Level during Deceleration	80 to 150% <1>	<1>

<1> The upper limit and the default setting depend on C6-01, Drive Duty Selection, and L8-38, Carrier Frequency Reduction Selection.

- Stalling may occur when the motor is rated at a smaller current than the drive rated output current and the stall prevention default settings are used. Set L3-02/L3-14 appropriately if stalling occurs.
- Also set parameter L3-03 when operating the motor in the constant power range.

■ L3-03: Stall Prevention Limit during Acceleration/Deceleration

The Stall Prevention level is automatically reduced when the motor is operated in the constant power range. L3-03 sets the lower limit for this reduction as a percentage of the drive rated current.

No.	Name	Setting Range	Default
L3-03	Stall Prevention Limit during Acceleration/Deceleration	0 to 100%	50%

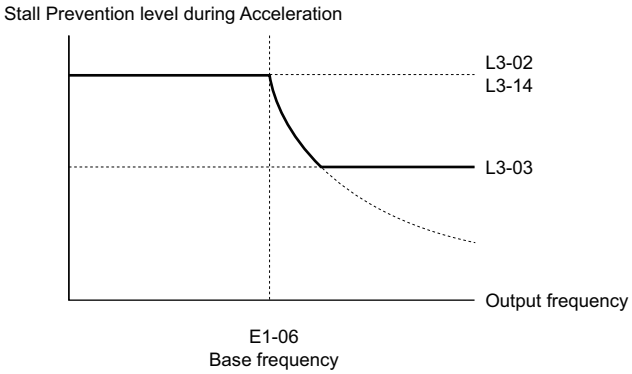


Figure 5.95 Stall Prevention Level and Limit During Acceleration

■ L3-04: Stall Prevention Selection during Deceleration

Stall prevention during deceleration prevents the motor from stalling when a large load is imposed on the motor or rapid deceleration is performed.

No.	Name	Setting Range	Default
L3-04	Stall Prevention Selection during Deceleration	0, 1, 4, 6 <1>	1

<1> Settings 4 are not available in OLV/PM, AOLV/PM and CLV/PM.

Setting 0: Disabled

The drive decelerates according to the set deceleration time.

High inertia loads or rapid deceleration may trigger an overcurrent (oC) fault. Switch to another L3-04 selection if an oC fault occurs.

Setting 1: General-purpose Stall Prevention

With this setting the drive tries to decelerate within the set deceleration time. When the output current exceeds the Stall Prevention level, the drive pauses deceleration. Deceleration continues as soon as the output current drops below that level. Stall Prevention may be triggered repeatedly to avoid an overcurrent (oC) fault.

Figure 5.96 illustrates the function of Stall Prevention during deceleration.

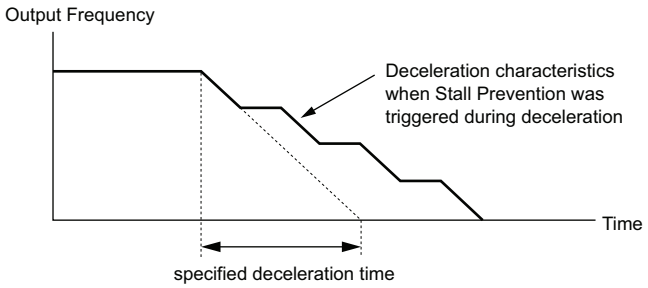


Figure 5.96 Stall Prevention During Deceleration

Setting 4: Overexcitation Deceleration

Enables Overexcitation Deceleration. Decelerates according to the deceleration times set for the drive.
With overexcitation (when the magnetic flux density of the motor is higher than usual), the motor decelerates at the set deceleration time. The motor decelerates in the time set in L3-04 = 0 (Deceleration Stall Disabled). However, frequent repetitions of deceleration and a long overexcitation time can trigger oL1 (Motor Overload). If oL1 is detected, select 0, 1, and 6 instead of Overexcitation Deceleration. To adjust this function, use n3-13 (Overexcitation Breaking Gain).

Setting 6: Enable (Current Limit)

The deceleration rate is automatically adjusted during deceleration of the load while limiting the regeneration current at the setting value of the stall prevention level during deceleration (L3-14).

The stall prevention level may be reached if an external force is applied in the regeneration direction, dramatically decreasing the possibility of stopping the motor.

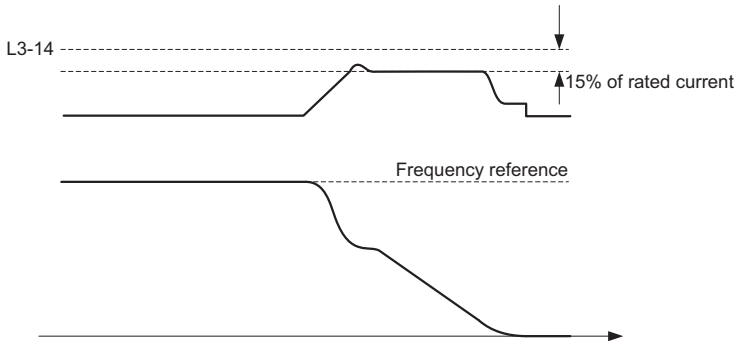


Figure 5.97 Deceleration for Current Limit

■ L3-05: Stall Prevention Selection during Run

Stall Prevention during run can prevent a motor from stalling by automatically reducing the speed when a transient overload occurs while the motor is running at constant speed.

This parameter determines how Stall Prevention works during run.

No.	Name	Setting Range	Default
L3-05	Stall Prevention Selection during Run	0 to 2	1

Note: **1.** This parameter is available in V/f, V/f w/PG, and OLV/PM.
2. When output frequency is 6 Hz or less, Stall Prevention during run is disabled regardless of the setting in L3-05 and L3-06.

Setting 0: Disabled

Drive runs at the set frequency reference. A heavy load may cause the motor to stall and trip the drive with an oC or oL fault.

Setting 1: Decelerate using C1-02

If the current exceeds the Stall Prevention level set in parameter L3-06, then the drive will decelerate at decel time (C1-02). Once the current level drops below the value of L3-06 minus 2% for 100 ms, the drive accelerates back to the frequency reference at the active acceleration time.

Setting 2: Decelerate using C1-04

Same as setting 1 except the drive decelerates at decel time 2 (C1-04).

■ L3-06: Stall Prevention Level during Run

Sets the current level to trigger Stall Prevention during run. Depending on the setting of parameter L3-23, the level is automatically reduced in the constant power range (speed beyond base speed). A setting of 100% is equal to the drive rated current.

The Stall Prevention level can be adjusted using an analog input. Refer to *Multi-Function Analog Input Terminal Settings on page 280* for details.

No.	Name	Setting Range	Default
L3-06	Stall Prevention Level during Run	30 to 150% <1>	<1>

<1> The upper limit and default for this setting is determined by C6-01 and L8-38.

■ L3-22: Deceleration Time at Stall Prevention during Acceleration

Sets the brief deceleration time used when stalling occurs while accelerating a PM motor. When set to 0, this function is disabled and the drive will decelerate at the selected deceleration time when stalling occurs.

The function is effective only in Open Loop Vector Control for PM motors and if parameter L3-01 is set to 1.

No.	Name	Setting Range	Default
L3-22	Deceleration Time at Stall Prevention during Acceleration	0.0 to 6000.0 s	0.0 s

■ L3-23: Automatic Reduction Selection for Stall Prevention during Run

This function reduces the Stall Prevention during run level in the constant power range.

No.	Name	Setting Range	Default
L3-23	Automatic Reduction Selection for Stall Prevention during Run	0 or 1	0

Setting 0: Disabled

The level set in L3-06 is used throughout the entire speed range.

Setting 1: Enabled

The Stall Prevention level during run is reduced in the constant power range. The lower limit will be 40% of L3-06.

■ L3-27: Stall Prevention Detection Time

Sets a delay time from when the Stall Prevention level is reached and the actual Stall Prevention function is activated.

No.	Name	Setting Range	Default
L3-27	Stall Prevention Detection Time	0 to 5000 ms	50 ms

■ L3-36/L3-41: Vibration Suppression Gain during Acceleration/Deceleration (with Current Limit)

There is normally no need to change these parameters from their default values. These parameters are valid when acceleration stall prevention (with current limit) is enabled (L3-01 = 3), or when current-limited deceleration is selected for stall prevention during deceleration (L3-04 = 6). Increase the setting values if oscillation occurs in the output current during acceleration/deceleration.

No.	Name	Setting Range	Default
L3-36	Vibration Suppression Gain during Acceleration (with Current Limit)	0.0 to 100.0	Determined by 1-02
L3-41	Vibration Suppression Gain during Deceleration (with Current Limit)	1.0 to 1000.0	Determined by 1-02

■ L3-39/L3-44: Current-limited Integral Time Constant during Acceleration/Deceleration

There is normally no need to change this parameter from the default value. This parameter is valid if current limiting is selected for Stall Prevention during Acceleration/Deceleration (L3-01 = 3, L3-04 = 6). Set the time constant for acceleration/deceleration rate adjustment for current-limited acceleration/deceleration.

No.	Name	Setting Range	Default
L3-39	Current-limited Integral Time Constant during Acceleration	1.0 to 1000.0 ms	100.0 ms
L3-44	Current-limited Integral Time Constant during Deceleration	1.0 to 1000.0 ms	100.0 ms

■ L3-40/L3-45: Current-limited Maximum S-curve Selection during Acceleration/ Deceleration

Enable or disable the maximum S-curve for current-limited acceleration/deceleration (acceleration: L3-40, deceleration: L3-45).

The acceleration/deceleration rate of the motor when starting and at the start of deceleration is optimized. Because it is optimized, the actual acceleration/deceleration time may exceed the setting.

Enable this function when an overcurrent (oC) or other error occurs immediately after starting acceleration or deceleration.

No.	Name	Setting Range	Default
L3-40	Current-limited Maximum S-curve Selection during Acceleration	0, 1	0
L3-45	Current-limited Maximum S-curve Selection during Deceleration	0, 1	0

0: Disabled
1: Enabled

◆ L4: Speed Detection

These parameters set up the speed agree and speed detection functions which can be assigned to the multi-function output terminals.

The speed is detected using the motor speed when A1-02 = 3 or 7.

■ L4-01, L4-02: Speed Agreement Detection Level and Detection Width

Parameter L4-01 sets the detection level for the digital output functions “Speed agree 1,” “User-set speed agree 1,” “Frequency detection 1,” and “Frequency detection 2.”

Parameter L4-02 sets the hysteresis level for these functions.

No.	Name	Setting Range	Default
L4-01	Speed Agreement Detection Level	0.0 to 400.0 Hz <1>	0.0 Hz <1>
L4-02	Speed Agreement Detection Width	0.0 to 20.0 Hz	Determined by A1-02

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 100.0%) instead of in Hz.

Refer to H2-01 to H2-03: Terminal M1-M2, M3-M4, and M5-M6 Function Selection on page 266, Settings 2, 3, 4, and 5.

■ L4-03, L4-04: Speed Agreement Detection Level and Detection Width (+/-)

Parameter L4-03 sets the detection level for the digital output functions “Speed agree 2,” “User-set speed agree 2,” “Frequency detection 3,” and “Frequency detection 4.”

Parameter L4-04 sets the hysteresis level for these functions.

No.	Name	Setting Range	Default
L4-03	Speed Agreement Detection Level (+/-)	-400.0 to 400.0 Hz <1>	0.0 Hz <1>
L4-04	Speed Agreement Detection Width (+/-)	0.0 to 20.0 Hz	Determined by A1-02

<1> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (-100.0 to 100.0%) instead of in Hz.

Refer to H2-01 to H2-03: Terminal M1-M2, M3-M4, and M5-M6 Function Selection on page 266, Settings 13, 14, 15, and 16.

■ L4-05: Frequency Reference Loss Detection Selection

The drive can detect a loss of an analog frequency reference from input A1, A2, or A3. Frequency reference loss is detected when the frequency reference drops below 10% of the reference before or below 5% of the maximum output frequency within 400 ms. Restoring the analog frequency reference to the L4-06 value or higher before loss occurs will clear the frequency reference loss status.

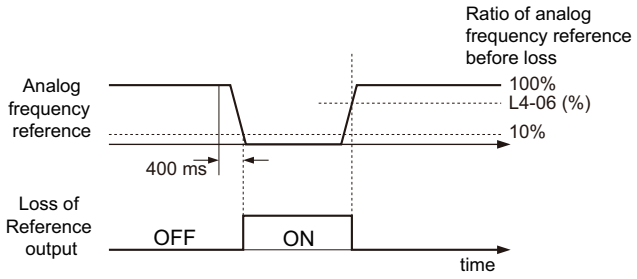


Figure 5.98 Loss of Reference Function

To have a digital output trigger when frequency reference loss occurs, set H2-01, H2-02, or H2-03 to C. *Refer to Setting C: Frequency reference loss on page 270* for details on setting the output function.

Parameter L4-05 selects the operation when a frequency reference loss is detected.

No.	Name	Setting Range	Default
L4-05	Frequency Reference Loss Detection Selection	0 or 1	0

Setting 0: Operate following the frequency reference
Setting 1: Continue operation with reduced frequency reference

The drive will continue operation at the frequency reference value set in parameter L4-06. When the external frequency reference value is restored, the operation is continued with the frequency reference.

■ L4-06: Frequency Reference at Reference Loss

Sets the frequency reference level the drive runs with when L4-05 = 1 and a reference loss was detected. The value is set as a percentage of the frequency reference when the loss was detected.

No.	Name	Setting Range	Default
L4-06	Frequency Reference at Reference Loss	0.0 to 100.0%	80.0%

■ L4-07: Speed Agree Detection Selection

Determines when frequency detection is active using parameters L4-01 through L4-04.

No.	Name	Setting Range	Default
L4-07	Speed Agree Detection Selection	0 or 1	0

Setting 0: No detection during baseblock
Setting 1: Detection always enabled

◆ L5: Fault Restart

After a fault has occurred, this function attempts to automatically restart the motor and continue operation instead of stopping.

The drive can be set up to perform a self-diagnostic check and resume the operation after a fault has occurred. If the self-check is successful and the cause of the fault has disappeared, the drive restarts by first performing Speed Search. Refer to *b3: Speed Search on page 181* for details.

DANGER! *Never use the fault restart function in hoist-type applications.*

The drive can attempt to restart itself following the faults listed below.

Fault	Name	Fault	Name
Aov	Power Supply Overvoltage	oL1	Motor Overload
GF	Ground Fault	oL3	Overtorque 1
LF	Output Phase Loss	oL4	Overtorque Detection 2
LSo	LSo Fault	ov	Control Circuit Overvoltage
oC	Overcurrent	STo	Pull-Out Detection
oH1	Overheat 1 (Heatsink Overheat)	–	–

Use parameters L5-01 to L5-05 to set up automatic fault restart.

To output a signal during fault restart, set H2-01, H2-02, or H2-03 to 1E.

■ L5-01: Number of Auto Restart Attempts

Sets the number of times that the drive may attempt to restart itself.

The method of incrementing the restart counter is determined by the setting of parameter L5-05. When the counter reaches the number set in L5-01, the operation stops and the fault has to be reset manually after correcting the cause.

The restart counter is incremented at each restart attempt, regardless of whether the attempt was successful. When the counter reaches the number set in L5-01, the operation stops and the fault has to be reset manually after correcting the cause.

The number of fault restarts is reset back to zero when:

- The drive operates normally for ten minutes following a fault restart.
- A fault is cleared manually after protective functions are triggered.
- The power supply is cycled.

No.	Name	Setting Range	Default
L5-01	Number of Auto Restart Attempts	0 to 10 Times	0 Time

■ L5-02: Auto Restart Fault Output Operation Selection

Determines if a fault output is triggered (H2-□□ = E) when the drive attempts to restart.

No.	Name	Setting Range	Default
L5-02	Auto Restart Fault Output Operation Selection	0 or 1	0

Setting 0: No fault output
Setting 1: Fault output is set

■ L5-04: Fault Reset Interval Time

Determines the amount of time to wait between restart attempts when parameter L5-05 is set to 1.

No.	Name	Setting Range	Default
L5-04	Fault Reset Interval Time	0.5 to 600.0 s	10.0 s

■ L5-05: Fault Reset Operation Selection

No.	Name	Setting Range	Default
L5-05	Fault Reset Operation Selection	0 or 1	0

Setting 0: Count successful restarts

The drive will continuously attempt to restart. If it restarts successfully, the restart counter is increased. This operation is repeated each time a fault occurs until the counter reaches the value set in L5-01.

Setting 1: Count restart attempts

The drive will try to restart using the time interval set in parameter L5-04. A record is kept of the number of attempts to restart to the drive, regardless of whether or not those attempts were successful. When the number of attempted restarts exceeds the value set to L5-01, the drive gives up trying to restart.

◆ L6: Torque Detection

The drive provides two independent torque detection functions that trigger an alarm or fault signal when the load is too heavy (oL), or suddenly drops (UL). They are set up using the L6-☐☐ parameters. To indicate the underload or overload condition to an external device, digital outputs should be programmed as shown below.

Note: When overtorque occurs in the application, the drive may stop due to overcurrent (oC) or overload (oL1). To prevent this, an overload situation should be indicated to the controller before oC or oL1 occur in the drive. Use the torque detection for this purpose. Use undertorque detection to discover application problems like a torn belt, a pump shutting off, or other similar trouble.

H2-01, H2-02, H2-03 Setting	Description
B	Torque detection 1, N.O. (output closes when overload or underload is detected)
17	Torque detection 1, N.C. (output opens when overload or underload is detected
18	Torque detection 2, N.O. (output close when overload or underload is detected)
19	Torque detection 2, N.C. (output opens when overload or underload is detected)

Figure 5.99 and *Figure 5.100* show the function of overtorque and undertorque detection.

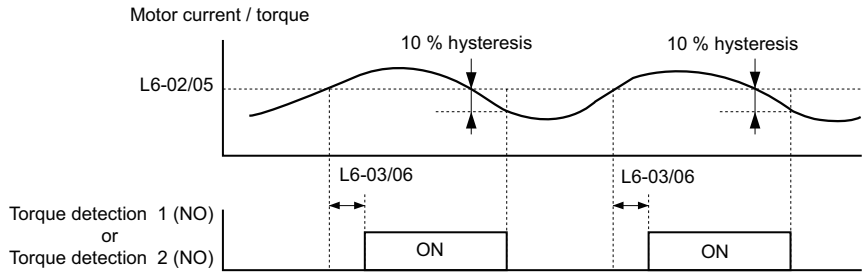


Figure 5.99 Overtorque Detection Operation

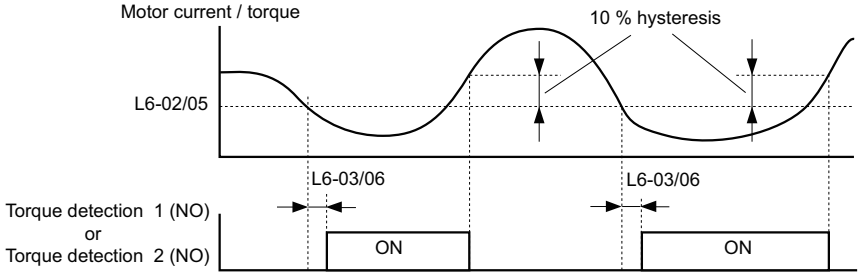


Figure 5.100 Undertorque Detection Operation

Note: **1.** The torque detection function uses a hysteresis of 10% of the drive rated output current and motor rated torque.
2. In V/f, V/f w/PG and OLV/PM, the level is set as a percentage of the drive rated output current. In OLV, CLV, AOLV/PM and CLV/PM, it is set as a percentage of the motor rated torque.

■ L6-01, L6-04: Torque Detection Selection 1, 2

The torque detection function is triggered when the current or torque exceeds the levels set in L6-02 and L6-05 for longer than the time set in L6-03 and L6-06. L6-01 and L6-04 select the conditions for detection and the operation that follows.

No.	Name	Setting Range	Default
L6-01	Torque Detection Selection 1	0 to 8	0
L6-04	Torque Detection Selection 2	0 to 8	0

Setting 0: Disabled

Setting 1: oL3, oL4 at speed agree (Alarm)

Overtorque detection is active only when the output speed is equal to the frequency reference, i.e., no detection during acceleration and deceleration. The operation continues after detection and an oL3/oL4 alarm is triggered.

Setting 2: oL3, oL4 at run (Alarm)

Overtorque detection works as long as the Run command is active. The operation continues after detection and an oL3 or oL4 alarm is triggered.

Setting 3: oL3, oL4 at speed agree (Fault)

Overtorque detection is active only when the output speed is equal to the frequency reference, i.e., no detection during acceleration and deceleration. The operation is stopped and an oL3 or oL4 fault is triggered.

Setting 4: oL3, oL4 at run (Fault)

Overtorque detection works as long as a Run command is active. Operation stops and an oL3 or oL4 fault is triggered.

Setting 5: UL3, UL4 at speed agree (Alarm)

Undertorque detection is active only when the output speed is equal to the frequency reference, i.e., no detection during acceleration and deceleration. The operation continues after detection and a UL3 or UL4 alarm is triggered.

Setting 6: UL3, UL4 at Run (Alarm)

Undertorque detection works as long as the Run command is active. The operation continues after detection and a UL3 or UL4 alarm is triggered.

Setting 7: UL3, UL4 at Speed Agree (Fault)

Undertorque detection is active only when the output speed is equal to the frequency reference, i.e., no detection during acceleration and deceleration. The operation is stopped and a UL3 or UL4 fault is triggered.

Setting 8: UL3, UL4 at run (Fault)

Undertorque detection works as long as a Run command is active. Operation stops and a UL3 or UL4 fault is triggered.

■ L6-02, L6-05: Torque Detection Level 1, 2

These parameters set the detection levels for the torque detection functions 1 and 2. In V/f and OLV/PM control modes these levels are set as a percentage of the drive rated output current, while in vector control modes these levels are set as a percentage of the motor rated torque. When Mechanical Weakening detection is enabled (L6-08 ≠ 0), the level for L6-02 is set as a percentage of the drive' rated output current in all control modes.

No.	Name	Setting Range	Default
L6-02	Torque Detection Level 1	0 to 300%	150%
L6-05	Torque Detection Level 2	0 to 300%	150%

Note: The torque detection level 1 (L6-02) can also be supplied by an analog input terminal set to H3-☐☐ = 7. Here, the analog value has priority and the setting in L6-02 is disregarded. Torque detection level 2 (L6-05) cannot be set by an analog input.

■ L6-03, L6-06: Torque Detection Time 1, 2

These parameters determine the time required to trigger an alarm or fault after exceeding the levels in L6-02 and L6-05.

No.	Name	Setting Range	Default
L6-03	Torque Detection Time 1	0.0 to 10.0 s	0.1 s
L6-06	Torque Detection Time 2	0.0 to 10.0 s	0.1 s

■ Mechanical Weakening Detection

This function can be used to detect mechanical weakening of a machine that leads to overtorque or undertorque situations after a certain machine operation time has elapsed.

The function is activated in the drive when the cumulative operation counter U4-01 exceeds the time set in parameter L6-11. Mechanical Weakening Detection uses the torque detection 1 settings (L6-01, L6-02, L6-03) and triggers an oL5 or UL5 fault when overtorque or undertorque occurs in the speed range determined by parameter L6-08 and L6-09. The oL5 or UL5 operation is set by parameter L6-08.

To output a signal for Mechanical Weakening Detection, set H2-☐☐ to 22.

■ L6-08: Mechanical Weakening Detection Operation

Sets the speed range to detect mechanical weakening and the action to take when mechanical weakening is detected.

No.	Name	Setting Range	Default
L6-08	Mechanical Weakening Detection Operation	0 to 8	0

Setting 0: Disabled

Setting 1: Continue running if the speed is greater than L6-09 (signed) (Alarm)

Detection when the speed is above L6-09 (signed). Upon detection operation continues, but an oL5 alarm is output.

Setting 2: Continue running if the speed is greater than L6-09 (Alarm)

Detection when the speed is above L6-09 (unsigned). Upon detection operation continues, but an oL5 alarm is output.

Setting 3: Stop when motor speed is greater than L6-09 (signed) (Fault)

Detection when the speed is above L6-09 (signed). Upon detection operation is stopped and an oL5 fault is output.

Setting 4: Stop when Motor Speed is Greater than L6-09 (Fault)

Detection when the speed is above L6-09 (unsigned). Upon detection operation is stopped and an oL5 fault is output.

Setting 5: Continue running if the speed is less than L6-09 (signed) (Alarm)

Detection when the speed is below L6-09 (signed). Upon detection operation continues, but a UL5 alarm is output.

Setting 6: Continue running if the speed is less than L6-09 (Alarm)

Detection when the speed is below L6-09 (unsigned). Upon detection operation continues, but a UL5 alarm is output.

Setting 7: Stop when Motor Speed is less than L6-09 (signed) (Fault)

Detection when the speed is below L6-09 (signed). Upon detection operation is stopped and a UL5 fault is output.

Setting 8: Stop when motor speed is less than L6-09 (Fault)

Detection when the speed is below L6-09 (unsigned). Upon detection the operation is stopped and a UL5 fault is output.

■ L6-09: Mechanical Weakening Detection Speed Level

Sets the speed level for Mechanical Weakening Detection.

No.	Name	Setting Range	Default
L6-09	Mechanical Weakening Detection Speed Level	-110.0 to 110.0%	110.0%

The value is set as a percentage of the maximum frequency. If L6-08 is set for unsigned speed detection (L6-08 = 2, 4, 6, 8) then the absolute value of L6-09 is used (negative settings are treated as positive values).

■ L6-10: Mechanical Weakening Detection Time

Sets the time permitted for the situation selected in parameter L6-08 to arise before mechanical weakening is detected.

No.	Name	Setting Range	Default
L6-10	Mechanical Weakening Detection Time	0.0 to 10.0 s	0.1 s

■ L6-11: Mechanical Weakening Detection Start Time

Sets the drives cumulative operation time at which Mechanical Weakening Detection is activated. If U4-01 reaches the L6-11 value, the function is activated.

No.	Name	Setting Range	Default
L6-11	Mechanical Weakening Detection Start Time	0 to 65535 h	0 h

◆ L7: Torque Limit

The torque limit function can be used to limit the torque in each of the four quadrants individually and thereby protect the machinery. It can be used in OLV, CLV, AOLV/PM, and CLV/PM control modes. The limit can be either set by parameters or by analog inputs. A digital output programmed for “During torque limit” (H2-01, H2-02, H2-03 = 30) can be switched when the drive is operating at the torque limit.

■ Setting Torque Limits

The torque limits are defined by parameters L7-01 to L7-04 for each of the four operation quadrants. Analog inputs can also be used to either define a general limit for all operation conditions (H3-02, H3-06, H3-10 = 15) or for setting separate limits for each operation condition (H3-02, H3-06, H3-10 = 10, 11, or 12). *Figure 5.101* shows which of the limit settings is applied in each quadrant.

If two limit values are defined for the same operation conditions, the drive will use the lower value.

Note: The maximum output torque is ultimately limited by the drive output current (max. 150% of drive rated current in HD, 120% in ND). Output torque will not exceed the limit set for the drive rated current, even if the torque limits are set to higher values.

Example: If parameter L7-01 = 130%, L7-02 to L7-04 = 200%, and a general torque limit of 150% is set by an analog input (H3-02, H3-06, H3-10 = 15), then the torque limit in quadrant 1 will be 130%, but 150% in all other quadrants.

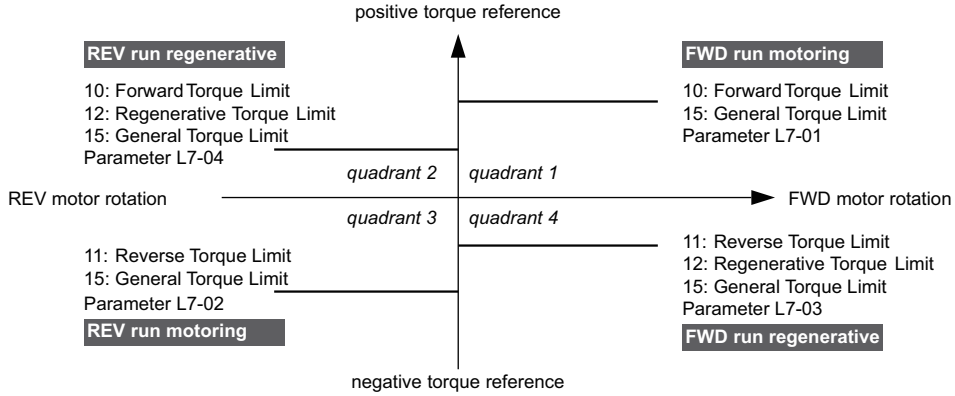


Figure 5.101 Torque Limit Parameters and Analog Input Settings

Note: If a torque limit was set, it can be checked in Torque Reference (U1-09).

Settings between Torque Limits from Parameters and Torque Limits from Analog Input

Figure 5.102 shows the relation between torque limits from parameters and torque limits from analog input.
The lowest value of the torque limits from parameters, torque limits from analog input, 150% of the drive rated Heavy Duty current set in C6-01, or 120% of the drive rated Normal Duty current set in C6-01 is enabled.

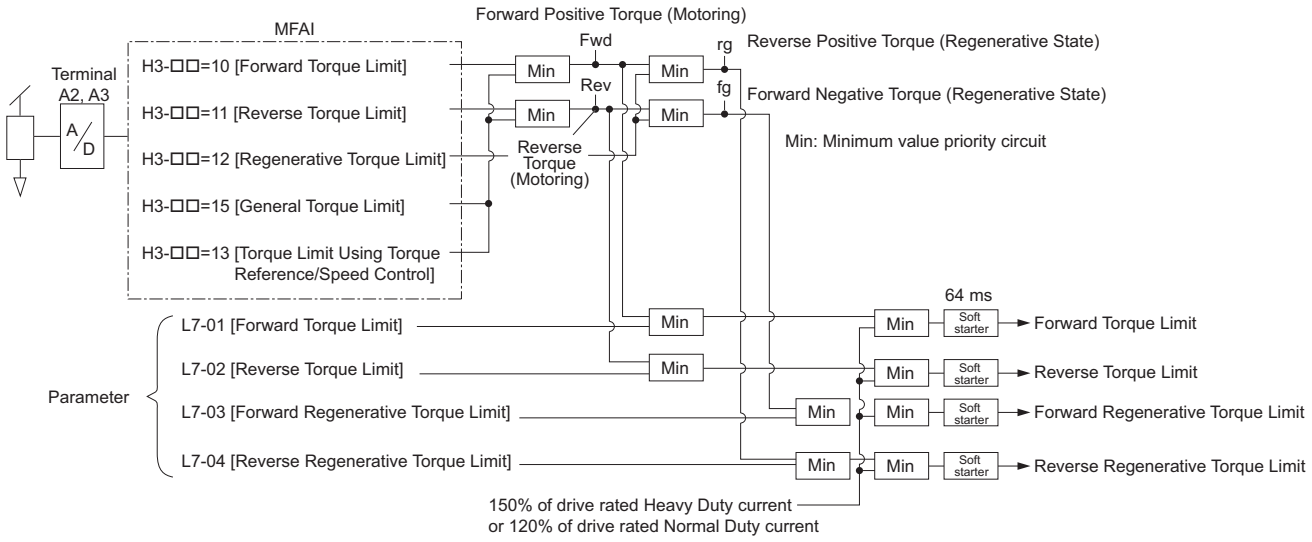


Figure 5.102 Torque Limits from Parameters and Analog Input

■ L7-01 to L7-04: Torque Limits

These parameters set the torque limits in each quadrant.

No.	Name	Setting Range	Default
L7-01	Forward Torque Limit	0 to 300%	200%
L7-02	Reverse Torque Limit	0 to 300%	200%
L7-03	Forward Regenerative Torque Limit	0 to 300%	200%
L7-04	Reverse Regenerative Torque Limit	0 to 300%	200%

Note: **1.** If the multi-function analog input is programmed for "10: Forward torque limit", "11: Reverse torque limit", "12: Regenerative torque limit", or "15: General torque limit", the drive uses the lower value in L7-01 through L7-04, or analog input torque limit.
2. If a torque limit was set, it can be checked in Torque Reference (U1-09).

■ L7-06: Torque Limit Integral Time Constant

Sets the integral time constant for the torque limit function. Decrease this setting for faster torque limit response. Increase it if oscillation occur when operating at the torque limit.

No.	Name	Setting Range	Default
L7-06	Torque Limit Integral Time Constant	5 to 10000 ms	200 ms

■ L7-07: Torque Limit Control Method Selection during Accel/Decel

Selects the function of torque limit during acceleration and deceleration.

No.	Name	Setting Range	Default
L7-07	Torque Limit Control Method Selection during Accel/Decel	0 or 1	0

Setting 0: Proportional control

The torque limit function works with P control during accel and decel, and switches to I control at constant speed. Use this setting when accelerating or decelerating to the desired speed has priority over the torque limit during speed changes.

Setting 1: Integral control

The torque limit function always uses I control. Use this setting when a highly accurate torque limit is required, even during speed changes. Using this function may increase the acceleration time, or may prevent the motor speed from reaching the frequency reference if the torque limit is reached first.

■ L7-16: Torque Limit Process at Start

Assigns a time filter to allow the torque limit to build at start.

No.	Name	Setting Range	Default
L7-16	Torque Limit Process at Start	0 or 1	1

Setting 0: Disabled

Toque limit is created at start without a delay time. Disable L7-16 to maximize response time when the application requires sudden acceleration or deceleration at start.

Setting 1: Enabled

A time filter is added to allow the torque limit to build at start.

◆ L8: Drive Protection

■ L8-02: Overheat Alarm Level

Sets the overheat alarm (oH) detection level.

The drive will output an alarm when the heatsink temperature exceeds the alarm level set in parameter L8-02. If the temperature reaches the overheat fault level, the drive will trigger an oH1 fault and stop operation.

When an output terminal is set for the oH pre-alarm (H2-□□ = 20), the switch will close when the heatsink temperature rises above L8-02.

No.	Name	Setting Range	Default
L8-02	Overheat Alarm Level	50 to 150°C	Determined by C6-01 and o2-04

■ L8-03: Overheat Pre-Alarm Operation Selection

Sets the operation when an overheat pre-alarm is detected.

Note: Change settings only when necessary.

No.	Name	Setting Range	Default
L8-03	Overheat Pre-Alarm Operation Selection	0 to 4	3

Setting 0: Ramp to stop

If an overheat alarm occurs, the drive decelerates to stop using the deceleration time currently selected. If a digital output is programmed for "fault" (H2-☐☐ = E), this output will be triggered.

Setting 1: Coast to stop

If heatsink overheat (oH) occurs, the drive switches off the output and the motor coasts to stop. If a digital output is programmed for "fault" (H2-☐☐ = E), this output will be triggered.

Setting 2: Fast Stop

If an overheat alarm occurs, the drive decelerates to stop using the Fast Stop time (C1-09). If a digital output is programmed for "fault" (H2-☐☐ = E), this output will be triggered.

Setting 3: Alarm only

If an overheat alarm occurs, an alarm is output and the drive continues operation.

Setting 4: Operation with reduced speed

If an overheat alarm occurs, the operation is continued but the speed is reduced to the level set in parameter L8-19. If after 10 s the oH alarm is still present, the speed is reduced once more. The amount of reduction depends on how often the alarm repeats. If the oH alarm disappears while the drive is operating at a reduced speed, then the drive will switch back to the previous speed it was reduced to before. *Figure 5.103* explains the operation with reduced speed during an oH alarm. A digital output programmed for 4D is switched when the oH alarm is still active after ten reduction cycles.

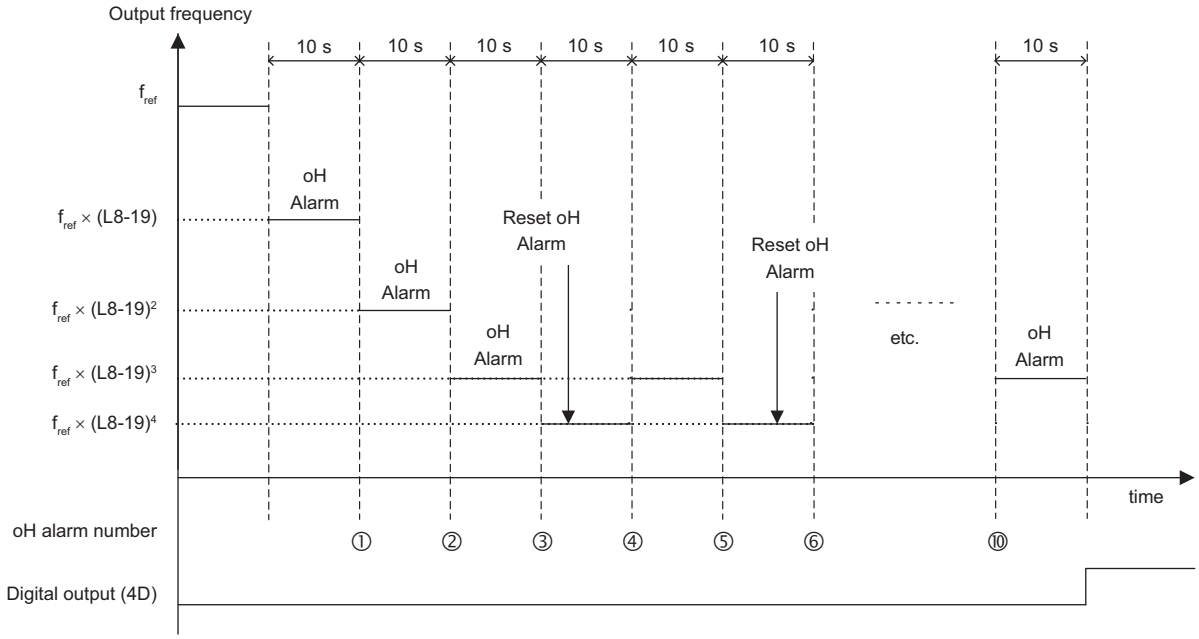


Figure 5.103 Output Frequency Reduction During Overheat Alarm

■ L8-07: Output Phase Loss Protection Selection

Enables or disables the output phase loss detection, which is triggered when the output current falls below 5% of the drive rated current.

Note: 1. Output phase loss detection can mistakenly be triggered if the motor rated current is very small compared to the drive rating. Disable this parameter in such cases.
2. Output phase loss detection is not possible when the drive is running a PM motor with light load.

No.	Name	Setting Range	Default
L8-07	Output Phase Loss Protection Selection	0 to 2	0

Setting 0: Disabled

Setting 1: Fault when one phase is lost

An output phase loss fault (LF) is triggered when one output phase is lost. The output shuts off and the motor coasts to stop.

Setting 2: Fault when two phases are lost

An output phase loss fault (LF) is triggered when two and more output phases are lost. The output shuts off and the motor coasts to stop.

■ L8-09: Output Ground Fault Detection Selection

Enables or disables the output ground fault detection.

No.	Name	Setting Range	Default
L8-09	Output Ground Fault Detection Selection	0 or 1	1

Setting 0: Disabled

Ground faults are not detected.

Setting 1: Enabled

A ground fault (GF) is triggered when high leakage current or a ground short circuit occurs in one or two output phases.

■ L8-10: Heatsink Cooling Fan Operation Selection

Selects the heatsink cooling fan operation.

No.	Name	Setting Range	Default
L8-10	Heatsink Cooling Fan Operation Selection	0 or 1	0

Setting 0: Run with timer

The fan is switched on when a Run command is active. It is switched off with the delay set in parameter L8-11 after the Run command has been released. Using this setting extends the fan lifetime.

Note: The cooling fan will always turn on when a damping resistor overheat (doH) is detected regardless of the setting value.

Setting 1: Run always

The fan runs whenever power is supplied to the drive.

■ L8-11: Heatsink Cooling Fan Off-Delay Time

Sets the cooling fan switch off-delay time if parameter L8-10 is set to 0.

No.	Name	Setting Range	Default
L8-11	Heatsink Cooling Fan Off-Delay Time	0 to 300 s	60 s

■ L8-12: Ambient Temperature Setting

If the temperature where the drive is mounted is above the specified values, the drive rated current must be reduced for optimal performance life. By setting the ambient temperature to parameter L8-12 and adjusting the installation method setting in L8-35, the drive rating automatically adapts to safe values. Refer to *Temperature Derating on page 453* for detail.

No.	Name	Setting Range	Default
L8-12	Ambient Temperature Setting	-10 to 50°C	40°C

■ L8-15: oL2 Characteristics Selection at Low Speeds

Selects whether the drive overload capability (oL fault detection level) is reduced at low speeds in order to prevent premature output transistor failures. Set this parameter to 0 (Protection disabled at low speed) when protection is activated for an oL2 fault for a light load at low speed.

Note: **1.** Contact Yaskawa or a Yaskawa representative before using the drive for applications for which the setting is 0 (disabled).
2. Do not set this parameter to 0 (disabled) in V/f or OLV control.
3. Do not set this parameter to 0 (disabled) for models 4□0302 to 4□0930.

No.	Name	Setting Range	Default
L8-15	oL2 Characteristics Selection at Low Speed	0 or 1	1

Setting 0: Protection disabled at low speed

The overload protection level is not reduced. Frequently operating the drive with high output current at low speed can lead to premature drive faults.

Setting 1: protection enabled at low speed

The overload protection level (oL2 fault detection level) is automatically reduced at speeds below 6 Hz.

■ L8-18: Software Current Limit Selection

The Software Current Limit (CLA) is a drive protection function that prevents main circuit transistor failures caused by high current. Parameter L8-18 enables or disables this function.

Note: **1.** This setting should not be changed unless absolutely necessary.
2. For drives with software versions PRG: 1021 or later, the default setting is 1 (Software CLA Enabled) when in Open Loop Vector Control (A1-02 = 2).

No.	Name	Setting Range	Default
L8-18	Software Current Limit Selection	0 or 1	Determined by A1-02

Setting 0: Software CLA disabled (gain = 0)

The drive may trip on an oC fault if the load is too heavy or the acceleration is too short.

Setting 1: Software CLA enabled

When the soft CLA current level is reached, the drive reduces the output voltage in order to reduce the current. If the current level drops below the Software CLA level, then normal operation will continue.

■ L8-19: Frequency Reduction Rate during Overheat Pre-Alarm

Specifies how much the output frequency is reduced when L8-03 is set to 4 and an oH alarm is present. Set as a factor of the maximum output frequency.

No.	Name	Setting Range	Default
L8-19	Frequency Reduction Rate during Overheat Pre-Alarm	0.1 to 0.9	0.8

■ L8-27: Overcurrent Detection Gain

Adjusts the overcurrent detection level when running in OLV/PM, AOLV/PM, or CLV/PM. A setting of 100% is equal to the motor rated current. When the drive rated current is considerably higher than the motor rated current, use this parameter to decrease the overcurrent level in order to prevent motor demagnetization by too high current.

Overcurrent detection will use whichever value is the lowest: the overcurrent level for the drive, or the motor rated current multiplied by L8-27.

Note: The drive detects the lowest overcurrent from the overcurrent level of the drive, the setting value of this parameter, and the overcurrent level determined from the motor rated current.

No.	Name	Setting Range	Default
L8-27	Overcurrent Detection Gain	0.0 to 400.0%	300.0%

■ L8-29: Current Unbalance Detection (LF2)

Enables or disables output current unbalance detection when running in OLV/PM, AOLV/PM, or CLV/PM. Current unbalance can heat up a PM motor and lead to demagnetization of the magnets. The current imbalance detection function prevents such motor damage by monitoring output current and triggering the LF2 fault when current unbalance occurs.

No.	Name	Setting Range	Default
L8-29	Current Unbalance Detection (LF2)	0, 2	2

Setting 0: Disabled

Motor protection with LF2 is disabled.

Setting 2: Enabled

An LF2 fault is triggered when an output current imbalance is detected. Drive output shuts off and the motor coasts to stop.

■ L8-32 Cooling Fan Failure Selection

Determines drive operation when a FAn fault occurs.

No.	Name	Setting Range	Default
L8-32	Cooling Fan Failure Selection	0 to 2	1

Setting 0: Ramp to stop

The drive stops the motor using the deceleration time 1 set in parameter C1-02.

Setting 1: Coast to stop

The drive output is switched off and the motor coasts to stop.

Setting 2: Fast stop

The drive stops the motor using the Fast stop time set in parameter C1-09.

■ L8-35: Installation Method Selection

Selects the type of installation for the drive and changes the overload (oL2) limits accordingly. Refer to *Temperature Derating on page 453* for detail.

Note: **1.** This parameter is not reset when the drive is initialized.
2. The value is preset to the appropriate value when the drive is shipped. Change the value only when mounting a standard drive with the heatsink outside the cabinet.

No.	Name	Setting Range	Default
L8-35	Installation Method Selection	0, 2, 3	Determined by o2-04

Setting 0: IP00 enclosure

For an IP00 enclosure drive installed with at a minimum of 30 mm space to the next drive or a cabinet wall.

Setting 2: IP20/UL Type 1 enclosure

For drives compliant with IP20/UL Type 1 enclosure specifications.

Setting 3: External heatsink Installation

For a standard drive mounted with the heatsink outside the cabinet or enclosure panel.

■ L8-38: Carrier Frequency Reduction Selection

Lets the drive reduce the carrier frequency when the output current exceeds a certain level. This temporarily increases the overload capability (oL2 detection), allowing the drive to run through transient load peaks without tripping.

L8-38 selects the operation of the carrier frequency reduction function.

Note: This function cannot be used in Advanced Open Loop Vector for PM motors.

No.	Name	Setting Range	Default
L8-38	Carrier Frequency Reduction Selection	0 to 2	Determined by A1-02, C6-01 and o2-04

Setting 0: Disabled

No carrier frequency reduction at high current.

Setting 1: Enabled for output frequencies below 6 Hz

The carrier frequency is reduced at speeds below 6 Hz when the current exceeds 100% of the drive rated current. The drive returns to its normal carrier frequency when the current falls below 88% or the output frequency exceeds 7 Hz.

Setting 2: Enabled for entire frequency range

The carrier frequency is reduced at the following speeds:

- Below 6 Hz when the current exceeds 100% of the drive rated current.
- Above 7 Hz when the current exceeds 112% of the drive rated current.

The drive uses the delay time set in parameter L8-40 and a hysteresis of 12% when switching the carrier frequency back to the set value.

■ L8-40: Carrier Frequency Reduction Off-Delay Time

The following settings are used when the carrier frequency is to be reduced at start:

- Time taken for the reduced carrier frequency to return to the carrier frequency set at C6-02.
- Time taken to return to the set carrier frequency after reducing it by setting L8-38 to 1 or 2.

The carrier frequency reduction function at start is disabled if this value is 0.00 s.

No.	Name	Setting Range	Default
L8-40	Carrier Frequency Reduction Off-Delay Time	0.00 to 2.00 s	Determined by A1-02

■ L8-41: High Current Alarm Selection

Triggers a current alarm (HCA) when the output current rises too much.

No.	Name	Setting Range	Default
L8-41	High Current Alarm Selection	0 or 1	0

Setting 0: Disabled

No alarm is detected.

Setting 1: Enabled

An alarm is triggered when the output current exceeds 150% of the drive rated current. A digital output set for an minor fault (H2-☐☐ = 10) will close.

■ L8-93: LSo Detection Time at Low Speed

Sets the amount of time until baseblock is executed once LSo has been detected at low speed. A setting of 0.0 s essentially disables this parameters.

No.	Name	Setting Range	Default
L8-93	LSo Detection Time at Low Speed	0.0 to 10.0 s	1.0 s

■ L8-94: LSo Detection Level at Low Speed

Determines the detection level of LSo at low speed. Set as a percentage of the maximum frequency (E1-04).

No.	Name	Setting Range	Default
L8-94	LSo Detection Level at Low Speed	0 to 10%	3%

■ L8-95: Average LSo Frequency at Low Speed

Sets the average number of times LSo can occur at low speed.

No.	Name	Setting Range	Default
L8-95	Average LSo Frequency at Low Speed	1 to 50 times	10 times

◆ L9: Drive Protection 2

■ L9-03: Carrier Frequency Reduction Level Selection

There is normally no need to change this parameter from the default value.

Selects which current level is used for the automatic carrier frequency reduction function.

No.	Name	Setting Range	Default
L9-03	Carrier Frequency Reduction Level Selection	0, 1	0

Setting 0: Rated Current Reduces the carrier frequency based on the drive rated current.
Setting 1: Derated Current Reduces the carrier frequency based on the drive current after derating due to temperature or carrier frequency setting (C6-02).

■ L9-12: SoH Alarm Selection during bb

There is normally no need to change this parameter from the default value.

Sets the SoH (Snubber Discharge Resistor Overheat) alarm to output a fault or a minor fault during a baseblock (bb).

Note: This parameter is available in the drive software versions PRG:1015 and later.

No.	Name	Setting Range	Default
L9-12	SoH Alarm Selection during bb	0, 1	0

Setting 0: Outputs a fault for an SoH alarm during a baseblock (bb).
Setting 1: Outputs a minor fault for an SoH alarm during a baseblock (bb).

5.9 n: Special Adjustments

These parameters handle a variety of specialized adjustments and functions, including Hunting Prevention, AFR Control, resistance between motor lines, and PM motor control functions.

◆ n1: Hunting Prevention

Hunting Prevention keeps the drive from hunting as a result of low inertia and operating with light load. Hunting often occurs with a high carrier frequency and an output frequency below 30 Hz.

■ n1-01: Hunting Prevention Selection

Enables or disables the Hunting Prevention function.

Note: This function is available only when using V/f Control. Hunting Prevention should be disabled when drive response is more important than suppressing motor oscillation. This function can also be disabled without any problems in applications with high inertia loads or relatively heavy loads.

No.	Name	Setting Range	Default
n1-01	Hunting Prevention Selection	0 or 1	1

Setting 0: Disabled
Setting 1: Enabled

■ n1-02: Hunting Prevention Gain Setting

Sets the gain for the Hunting Prevention Function.

No.	Name	Setting Range	Default
n1-02	Hunting Prevention Gain Setting	0.00 to 2.50	1.00

Normally, n1-02 does not need to be changed, but adjustment may help under the following conditions:

- If the motor vibrates while lightly loaded and n1-01 = 1, increase the gain by 0.1 until vibration ceases.
- If the motor stalls while n1-01 = 1, decrease the gain by 0.1 until the stalling ceases.

■ n1-03: Hunting Prevention Time Constant

Determines how responsive the Hunting Prevention function is (affects the primary delay time for Hunting Prevention).

No.	Name	Setting Range	Default
n1-03	Hunting Prevention Time Constant	0 to 500 ms	Determined by o2-04

Normally, n1-03 does not need to be changed, but adjustment may help under the following conditions:

- Increase this value for applications with a large load inertia. A higher setting leads to slower response, though, which can result in oscillation at lower frequencies.
- Lower this setting if oscillation occurs at low speed.

■ n1-05: Hunting Prevention Gain while in Reverse

This parameter is the same as n1-02, except that it is used when rotating in reverse. *Refer to n1-02: Hunting Prevention Gain Setting on page 313*

Note: When set to 0 ms, n1-02 is enabled even when the drive is operating in reverse.

No.	Name	Setting Range	Default
n1-05	Hunting Prevention Gain while in Reverse	0.00 to 2.50	0.00

■ n1-09: Vibration Suppression Level

Adjusts the responsiveness of the vibration suppression function. When using speed control, there is normally no need to adjust this parameter. When using torque control, set this parameter to 0.00.

Note: This parameter is available in the drive software versions PRG:1017 and later.

No.	Name	Setting Range	Default
n1-09	Vibration Suppression Level	0.00 to 10.00	2.00

■ n1-10: Suppression Frequency

There is normally no need to change this parameter from the default value.

Note: This parameter is available in the drive software versions PRG:1017 and later.

No.	Name	Setting Range	Default
n1-10	Suppression Frequency	5.0 to 100.0 Hz	10.0 Hz

■ n1-11: Suppression Auxiliary Frequency

There is normally no need to change this parameter from the default value.

Note: This parameter is available in the drive software versions PRG:1017 and later.

No.	Name	Setting Range	Default
n1-11	Suppression Auxiliary Frequency	10.0 to 50.0 Hz	20.0 Hz

■ n1-12: Vibration Suppression Time Constant

There is normally no need to change this parameter from the default value.

Note: This parameter is available in the drive software versions PRG:1017 and later.

No.	Name	Setting Range	Default
n1-12	Vibration Suppression Time Constant	0 to 1000 ms	0 ms

◆ n2: Speed Feedback Detection Control (AFR) Tuning

These parameters are used to achieve speed stability when a load is suddenly applied or removed.

Note: Before making changes to the AFR parameters, make sure all motor parameters are set properly or perform Auto-Tuning.

■ n2-01: Speed Feedback Detection Control (AFR) Gain

Sets the internal speed feedback detection control gain in the AFR.

No.	Name	Setting Range	Default
n2-01	Speed Feedback Detection Control (AFR) Gain	0.00 to 10.00	1.00

Normally there is no need to adjust n2-01 from the default setting. Make adjustments in the following cases:

- If hunting occurs, increase the setting value in steps of 0.05 while checking the response.
- If response is low, decrease the setting value in steps of 0.05 while checking the response.

■ n2-02: Speed Feedback Detection Control (AFR) Time Constant 1

Parameter n2-02 sets the time constant normally used by AFR.

No.	Name	Setting Range	Default
n2-02	Speed Feedback Detection Control (AFR) Time Constant 1	0 to 2000 ms	50 ms

These parameters rarely need to be changed. Adjust settings only under the following conditions:

- If hunting occurs, increase n2-02. If response is low, decrease it.
- If setting n2-02 to a higher value, also increase C4-02 (Torque Compensation Primary Delay Time) proportionally.

◆ n3: Overexcitation Braking

■ Overexcitation Deceleration (Induction Motors)

Overexcitation Deceleration increases the flux during deceleration and allows shorter deceleration time settings. Enabled by setting L3-04 to 4. See *L3-04: Stall Prevention Selection during Deceleration on page 296*.

Notes on Overexcitation Deceleration

- During Overexcitation Deceleration 2, Hunting Prevention in V/f Control and torque limits in Open Loop Vector Control are disabled.
- Overexcitation Deceleration can be used in Open and Closed Loop Vector Control, but it lowers the accuracy of Torque Control, and thereby the braking efficiency. It can be most efficiently used in a V/f Control.
- Overexcitation Deceleration cannot be used with PM motors.

Parameter Adjustments

- When repetitive or long Overexcitation Deceleration results in motor overheat, lower the overexcitation deceleration gain (n3-13).
- During Overexcitation Deceleration (L3-04 = 4), the drive decelerates at the active deceleration time (C1-02, C1-04, C1-06, or C1-08). Make sure to set this time so that no overcurrent (oC) fault occurs.
- When a Run command is entered during Overexcitation Deceleration, overexcitation operation is cancelled and the drive will reaccelerate to the specified speed.

■ n3-13: Overexcitation Deceleration Gain

Multiplies a gain to the V/f pattern output value during Overexcitation Deceleration, thereby determining the level of overexcitation. The drive returns to the normal V/f value after the motor has stopped or when it is accelerating to the frequency reference.

No.	Name	Setting Range	Default
n3-13	Overexcitation Deceleration Gain	1.00 to 2.00	1.10

The optimum setting for n3-13 depends on the motor flux saturation characteristics.

- Increase the gain gradually by 1.25 to 1.90 to improve the braking power of Overexcitation Deceleration.
- If flux saturation characteristics cause overcurrent, try lowering n3-13. A high setting sometimes causes overcurrent (oC), motor overload (oL1), or overload (oL2).

◆ n5: Feed Forward Control

Enabling Feed Forward can improve the drive's responsiveness to speed reference changes in applications where a high speed control proportional gain setting (ASR gain, C5-01, C5-03) would lead to problems with overshoot, undershoot, or oscillation. ***Figure 5.104*** gives an example of overshoot reduction by Feed Forward. Parameters related to this function and the function principle are illustrated in ***Figure 5.105***. Feed Forward can only be used in Closed Loop Vector Control for induction or PM motors (A1-02 = 4 or 7), or in Advanced Open Loop Vector Control for PM motors (A1-02 = 6).

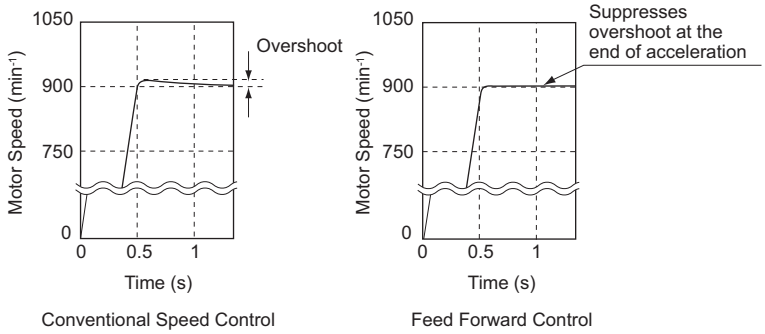


Figure 5.104 Overshoot Suppression by Feed Forward Control

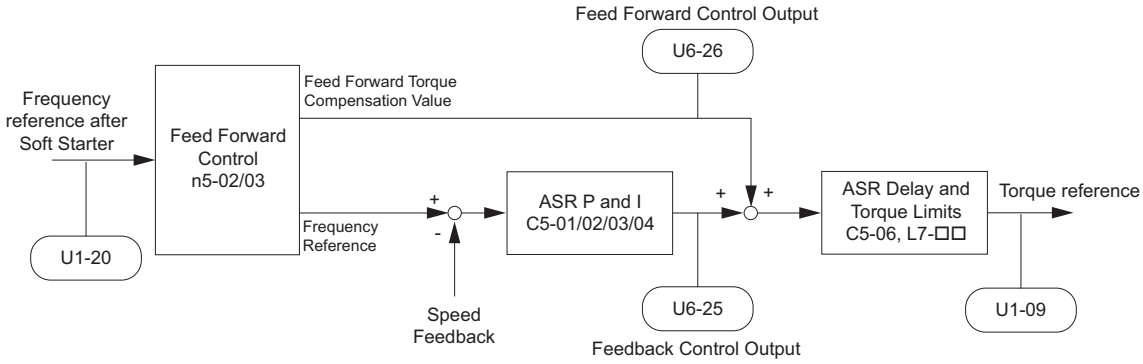


Figure 5.105 Feed Forward Control

Note: **1.** Feed Forward can only be used in CLV, AOLV/PM, and CLV/PM control modes.
2. Prior to using Feed Forward, always perform Auto-Tuning or set the correct motor data manually. Also perform ASR Auto-Tuning to set the ASR proportional gain 1 (C5-01), or adjust it manually. Fine-tune the other ASR parameters (C5-□□) if required.
3. If not restricted by the application, use Inertia Tuning (T1-01 = 8) to have the drive automatically optimize Feed Forward parameters. If Inertia Tuning cannot be performed, parameters related to Feed Forward should be set manually.

■ n5-01: Feed Forward Control Selection

Enables or disables the Feed Forward function.

No.	Name	Setting Range	Default
n5-01	Feed Forward Control Selection	0 or 1	0

Setting 0: Disabled
Setting 1: Enabled

■ n5-02: Motor Acceleration Time

Sets the time required to accelerate the motor from a full stop up to the rated speed at the rated torque.

No.	Parameter Name	Setting Range	Default
n5-02	Motor Acceleration Time	0.001 to 10.000 s	Determined by C6-01, E5-01 and o2-04

This value can be set automatically by Inertia Tuning. If Inertia Tuning cannot be performed, use one of the methods below to determine the setting value for this parameter.

Calculation

The motor acceleration time can be calculated by,

$n5\text{-}02 = \frac{2\pi \cdot J_{Motor} \cdot n_{rated}}{60 \cdot T_{rated}}$	Where: • J_{Motor} is the motor inertia in kgm/s^2. • n_{rated} is the rated speed of the motor in min^{-1} • T_{rated} is the rated torque of the motor in N·m.

or

$n5\text{-}02 = \frac{4 \cdot \pi \cdot J_{Motor} \cdot f_{rated}}{p \cdot T_{rated}}$	Where: • J_{Motor} is the motor inertia in kgm^2. • f_{rated} is the rated frequency of the motor in Hz. • p is the number of motor poles (not pole pairs!). • T_{rated} is the rated torque of the motor in N·m.

Measuring Acceleration Time

Take the following steps when measuring the motor acceleration time.

1. Select the control mode; CLV (A1-02 = 3), AOLV/PM (A1-02 = 6), or CLV/PM (A1-02 = 7).
2. Decouple motor and load.
3. Make sure Auto-Tuning has been performed or that the correct motor data has been entered manually.
4. Make sure that the speed loop (ASR) has been set up properly.
5. Set the acceleration time to zero.
6. Set the forward torque limit in parameter L7-01 to 100%.
7. Set the frequency reference equal to the motor rated speed.
8. While monitoring the motor speed in U1-05, start the motor in the forward direction and measure the time it takes to reach the rated speed.
9. Reverse the parameter settings above and set the measured time to parameter n5-02.

■ n5-03: Feed Forward Control Gain

Parameter n5-03 sets the inertia ratio of the load connected to the motor. This value can be set automatically by Inertia Tuning.

No.	Parameter Name	Setting Range	Default
n5-03	Feed Forward Control Gain	0.00 or 100.00	1.00

This value can be set automatically by Inertia Tuning. If Inertia Tuning cannot be performed, determine the value for parameter n5-03 using the following steps.

1. Select the control mode; CLV (A1-02 = 3), AOLV/PM (A1-02 = 6), or CLV/PM (A1-02 = 7).
2. Setup parameter n5-02 correctly.
3. Couple motor and load.
4. Set the acceleration time C1-01 to 0.
5. Set the torque limits in the L7-☐☐ parameters to a value that will easily be reached during the test (T_{Lim_Test}).
6. Set the frequency reference equal to a value in the upper speed range of the machine (f_{ref_Test}).
7. While monitoring the motor speed in U1-05, start the motor in the forward direction and measure the time it takes to reach the reference speed (t_{accel}).
8. Reverse the parameter settings above and calculate the set value for parameter n5-03 using the formula below.

$$n5\text{-}03 = \frac{t_{accel} \cdot T_{Lim_Test} \cdot f_{rated}}{n5\text{-}02 \cdot f_{ref_Test} \cdot 100} - 1$$

Where:
- t_{accel} is the measured acceleration time in s.
- f_{rated} is the rated frequency of the motor in Hz.
- T_{Lim_Test} is torque limit setting during the test (%).
- f_{ref_Test} is the frequency reference during the test in Hz.

◆ n6: Online Tuning

Online Tuning prevents loss from insufficient torque and diminished speed control accuracy due to fluctuating motor temperature.

■ n6-01: Online Tuning Selection

Selects the type of motor data Online Tuning uses for Open Loop Vector Control.

No.	Name	Setting Range	Default
n6-01	Online Tuning Selection	0 to 2	0

Setting 0: Disabled

Setting 1: Line-to-line resistance tuning

This setting enables line-to-line resistance online tuning. This procedure is effective for speed values up to 6 Hz and improves the overload capacity in the low speed range by adjusting the value set for the motor resistance.

Setting 2: Voltage correction

The drive adjusts the output voltage during run to improve overload tolerance and minimize the effects of high temperatures on speed accuracy.

Note: This setting can only be selected if the Energy Saving function is disabled (b8-01 = 0).

■ n6-05: Online Tuning Gain

Sets the compensation gain for the voltage correction in the Online Tuning function (n6-01 = 2). Normally there is no need to adjust n6-05, but increase the set value in steps of 0.1 if an overload fault occurs during voltage correction.

No.	Name	Setting Range	Default
n6-05	Online Tuning Gain	0.1 to 50.0	1.0

◆ n8: PM Motor Control Tuning

These parameters are available in the vector control modes for permanent magnet motors and can be used to adjust control performance.

■ n8-01: Initial Rotor Position Estimation Current

Sets the current used for initial rotor position estimation as a percentage of the motor rated current (for PM Motors) (E5-03). If the motor nameplate lists an “Si” value, that value should be entered here.

There is normally no need to change this parameter from the default value.

Note: This parameter is available in AOLV/PM or CLV/PM.

No.	Name	Setting Range	Default
n8-01	Initial Rotor Position Estimation Current	0 to 100%	50%

■ n8-02: Pole Attraction Current

Sets the current applied to pull the rotor into position after the initial rotor position estimations are complete. The value is set as a percentage of the motor rated current. Increase this setting in order to increase the starting torque.

Note: **1.** This parameter is available in AOLV/PM or CLV/PM.
2. Sets the current to detect the motor magnetic pole of the rotors which are used for Z Pulse Offset Tuning when in Closed Loop Vector Control for PM (A1-02 = 7). Usually it is not necessary to change this setting. If the motor does not track correctly when performing Z Pulse Offset Tuning, increase the setting value, and if the motor vibrates, reduce the setting value.

No.	Name	Setting Range	Default
n8-02	Pole Attraction Current	0 to 150%	80%

■ n8-03: Current Startup Time

Sets the current starting time to detect the motor magnetic pole of the rotors when performing Z Pulse Offset Tuning. Usually it is not necessary to change this setting. If there is vibration in the motor when performing Z Pulse Offset Tuning, increase the setting value.

No.	Name	Setting Range	Default
n8-03	Current Startup Time	1.5 to 5.0 s	1.5 s

■ n8-04: Pole Attraction Time

Sets the magnetic pole alignment time to detect the motor magnetic pole of the rotors when performing Z Pulse Offset Tuning. Usually it is not necessary to change this setting. If there is vibration in the motor when performing Z Pulse Offset Tuning, increase the setting value.

No.	Name	Setting Range	Default
n8-04	Pole Attraction Time	1.5 to 5.0 s	1.5 s

■ n8-11: Induction Voltage Estimation Gain 2

There is normally no need to change this parameter from the default value.

Sets the gain for speed estimation.

No.	Name	Setting Range	Default
n8-11	Induction Voltage Estimation Gain 2	0.0 to 1000.0	Determined by n8-72 <1>

<1> When n8-72 is set to 0, the default setting is 50.0 and when n8-72 is set to 1, the default setting is 150.0. Refer to *n8-72: Speed Estimation Method Selection on page 323* for a list of monitors.

■ n8-14: Polarity Compensation Gain 3

There is normally no need to change this parameter from the default value.

Sets the gain for speed estimation.

No.	Name	Setting Range	Default
n8-14	Polarity Compensation Gain 3	0.000 to 10.000	1.000

■ n8-15: Polarity Compensation Gain 4

There is normally no need to change this parameter from the default value.

Sets the gain for speed estimation.

No.	Name	Setting Range	Default
n8-15	Polarity Compensation Gain 4	0.000 to 10.000	0.500

■ n8-21: Motor Ke Gain

There is normally no need to change this parameter from the default value.

Sets the gain for speed estimation.

No.	Name	Setting Range	Default
n8-21	Motor Ke Gain	0.80 to 1.00	0.90

■ n8-35: Initial Rotor Position Detection Selection

Selects how the rotor position is detected at start.

Note:
1. This parameter is available in AOLV/PM or CLV/PM.
2. In CLV/PM, the drive performs a magnetic pole search the first time it starts the motor. After that, rotor position is calculated from the PG encoder signal and saved until the drive is switched off. Parameter n8-35 determines how this initial pole search operates.
3. High Frequency Injection and pulse injection for rotor position detection (n8-35 = 1 or 2) can be used with IPM motors only. When using an SPM motor, select the pull in method to find the initial position of the rotor (n8-35 = 0).

No.	Name	Setting Range	Default
n8-35	Initial Rotor Position Detection Selection	0 to 2	1

Setting 0: Pull in

Starts the rotor using pull-in current.

Setting 1: High Frequency Injection

High frequency is injected in order to detect the rotor position. Some noise may be generated from the motor at start.

Setting 2: Pulse injection

A pulse signal is injected into the motor in order to detect the rotor position.

■ n8-36: High Frequency Injection Level

Sets the frequency level used for High Frequency Injection. Enabled when n8-57 = 1. In this case, perform High Frequency Injection Parameter Tuning. High Frequency Injection cannot be used with an SPM motor. *Refer to T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.

Note: This parameter is enabled when n8-35 (Initial Rotor Position Detection Selection) = 1 (High Frequency Injection) or n8-57 (High Frequency Injection) = 1 (Enabled).

No.	Name	Setting Range	Default
n8-36	High Frequency Injection Level	200 to 1000 Hz	500 Hz

■ n8-37: High Frequency Injection Amplitude

There is normally no need to change this parameter from the default value.

Sets the amplitude of high-frequency injection as a percentage of the voltage class standard (200 V Class: 200 V, 400 V Class: 400 V).

Note: This parameter is enabled when n8-35 (Initial Rotor Position Detection Selection) = 1 (High Frequency Injection) or n8-57 (High Frequency Injection) = 1 (Enabled).

No.	Name	Setting Range	Default
n8-37	High Frequency Injection Amplitude	0.0 to 50.0%	20.0%

■ n8-39: Low Pass Filter Cutoff Frequency for High Frequency Injection

There is normally no need to change this parameter from the default value.

Sets a cutoff frequency of a low pass filter for high frequency injection.

Note: This parameter is enabled when n8-35 (Initial Rotor Position Detection Selection) = 1 (High Frequency Injection) or n8-57 (High Frequency Injection) = 1 (Enabled).

No.	Name	Setting Range	Default
n8-39	Low Pass Filter Cutoff Frequency for High Frequency Injection	0 to 1000 Hz	50 Hz

■ n8-41: HFI Overlap Pole Detection Pgain

Sets the speed estimation response for High Frequency Injection. Adjust this parameter when the motor vibrates in a low speed range.

Note: This parameter is enabled when n8-35 (Initial Rotor Position Detection Selection) = 1 (High Frequency Injection) or n8-57 (High Frequency Injection) = 1 (Enabled).

No.	Name	Setting Range	Default
n8-41 <1>	HFI Overlap Pole Detection Pgain	0.01 to 10.00	2.50

<1> This parameter is available in the drive software versions PRG:1021 and later.

■ n8-45: Speed Feedback Detection Control Gain (for PM Motors)

Sets the gain for internal speed feedback detection control. Although this setting rarely needs to be changed, adjustment may be necessary under the following conditions:

- Increase this setting if motor oscillation or hunting occurs.
- Decrease this setting in increments of 0.05 to decrease drive responsiveness.

Note: This parameter is available in OLV/PM.

No.	Name	Setting Range	Default
n8-45	Speed Feedback Detection Control Gain (for PM Motors)	0.00 to 10.00	0.80

■ n8-47: Pull-In Current Compensation Time Constant (for PM Motors)

Sets the time constant for the actual current and the pull-in current to match one another.

Although this setting rarely needs to be changed, adjustment may be necessary under the following conditions:

- Increase this setting when it takes too long for the reference value of the pull-in current to match the target value.
- Decrease this setting if motor oscillation occurs.

Note: This parameter is available in OLV/PM.

No.	Name	Setting Range	Default
n8-47	Pull-In Current Compensation Time Constant (for PM Motors)	0.0 to 100.0 s	5.0 s

■ n8-48: Pull-In Current (for PM Motors)

Sets the d-axis current during no-load operation at a constant speed. Set as a percentage of the motor rated current (for PM Motors).

- Increase this setting when hunting occurs or the motor speed is unstable while running at a constant speed.
- If there is too much current when driving a light load at a constant speed, then reduce this value slightly.

Note: This parameter is available in OLV/PM.

No.	Name	Setting Range	Default
n8-48	Pull-In Current (for PM Motors)	20 to 200%	30%

■ n8-49: d-Axis Current for High Efficiency Control (for PM Motors)

Sets the d-axis current reference when running with high load at constant speed. When using an IPM motor, setting this parameter will increase the efficiency by using the motors reluctance torque and thereby reduce the energy consumption. This parameter should be set to 0 when using an SPM motor.

Although this setting seldom needs to be changed, please note the following:

- If motor operation is unstable when driving heavy loads, try lowering this setting.
- If motor parameters (E5-□□) have been changed, this value will be reset to 0 and will need to be readjusted.

Note: This parameter is available in OLV/PM.

No.	Name	Setting Range	Default
n8-49	d-Axis Current for High Efficiency Control (for PM Motors)	-200.0 to 0.0%	Determined by E5-01

■ n8-51: Acceleration/Deceleration Pull-In Current (for PM Motors)

Sets the pull-in current during acceleration and deceleration as a percentage of the motor rated current (for PM Motors) (E5-03).

Adjustments to this setting may help in the following situations:

- Increase this setting when a large amount of starting torque is required.
- Lower this setting if there is excessive current during acceleration.

Note: This parameter is available in OLV/PM.

No.	Name	Setting Range	Default
n8-51	Acceleration/Deceleration Pull-In Current (for PM Motors)	0 to 200%	50%

■ n8-54: Voltage Error Compensation Time Constant

Sets the time constant for voltage error compensation. Make changes to this parameter under the following conditions:

- Adjust the value when hunting occurs at low speed.
- Increase the value in steps of 0.1 when hunting occurs with sudden load changes. Try to disable the compensation by setting 0 if increasing n8-54 does not help.
- Increase the value when oscillations occur at start.

Note: This parameter is available in OLV/PM.

No.	Name	Setting Range	Default
n8-54	Voltage Error Compensation Time Constant	0.00 to 10.00	1.00

■ n8-55: Load Inertia

Sets the ratio between motor inertia and the inertia of the connected machinery. If this value is set too low, the motor may not start very smoothly, and the STo fault (Pull-Out Detection) may occur.

For large inertia loads or to improve speed control response, increase this setting from 0. Oscillations may occur if this value is set too high with low inertia load.

Note: This parameter is available in OLV/PM.

No.	Name	Setting Range	Default
n8-55	Load Inertia	0 to 3	0

Setting 0: Below 1:10

The inertia ratio between the motor and the load is less than 1:10.

Setting 1: Between 1:10 and 1:30

The inertia ratio between the motor and the load is between 1:10 and 1:30. Set n8-55 to 1 if an STo fault occurs as a result of impact load or sudden acceleration/deceleration when n8-55 = 0.

Setting 2: Between 1:30 and 1:50

The inertia ratio between the motor and the load is between 1:30 and 1:50. Set n8-55 to 2 if an STo fault occurs as a result of impact load or sudden acceleration/deceleration when n8-55 = 1.

Setting 3: Beyond 1:50

The inertia ratio between the motor and the load is higher than 1:50. Set n8-55 to 3 if an STo fault occurs as a result of impact load or sudden acceleration/deceleration when n8-55 = 2.

■ n8-57: High Frequency Injection

Detects motor speed by injecting a high frequency into the motor.

Note: This parameter is available in AOLV/PM.

No.	Name	Setting Range	Default
n8-57	High Frequency Injection	0 or 1	0

Setting 0: Disabled

Disable n8-57 with SPM motors. The speed control range will be limited to approximately 1:20.

Setting 1: Enabled

Enabling n8-57 with IPM motors allows precise speed detection in a speed control range of approximately 1:100. In this case, perform High Frequency Injection Parameter Tuning after setting the motor parameters. High Frequency Injection cannot be used with an SPM motor. *Refer to T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.

Note: **1.** Be aware that using this function will generate some audible noise in the motor up to a certain speed.
2. Set E1-09 to 0.0 when using zero speed control.

■ n8-62: Output Voltage Limit (for PM Motors)

Sets the output voltage limit to prevent voltage saturation. This parameter rarely requires adjustment. Never set this value higher than the actual input voltage.

Note: This parameter is available in OLV/PM, AOLV/PM, or CLV/PM.

No.	Name	Setting Range	Default
n8-62 <1>	Output Voltage Limit (for PM Motors)	0.0 to 250.0 Vac	200 Vac

<1> Values shown here are for 200 V class drives. Double values when using a 400 V class drive.

■ n8-63: Output Voltage Limit Proportional Gain (for PM Motors)

There is normally no need to change this parameter from the default value.

Stabilizes constant output.

Note: **1.** This parameter is available in OLV/PM, AOLV/PM, or CLV/PM.
2. This parameter is available in the drive software versions PRG:1017 and later.

No.	Name	Setting Range	Default
n8-63	Output Voltage Limit Proportional Gain (for PM Motors)	0.00 to 100.00	1.00

■ n8-64: Output Voltage Limit Integral Time (for PM Motors)

There is normally no need to change this parameter from the default value.

Note: **1.** This parameter is available in OLV/PM, AOLV/PM, or CLV/PM.
2. This parameter is available in the drive software versions PRG:1017 and later.

No.	Name	Setting Range	Default
n8-64	Output Voltage Limit Integral Time (for PM Motors)	0.000 to 5.000 s	0.040 s

■ n8-66: Output Voltage Limit Output Filter Time Constant (for PM Motors)

There is normally no need to change this parameter from the default value.

Note: **1.** This parameter is available in OLV/PM, AOLV/PM, or CLV/PM.
2. This parameter is available in the drive software versions PRG:1017 and later.

No.	Name	Setting Range	Default
n8-66	Output Voltage Limit Output Filter Time Constant (for PM Motors)	0.000 to 5.000 s	0.001 s

■ n8-69: Speed Calculation Gain

There is normally no need to change this parameter from the default value.

Sets the proportional gain for Speed Estimation.

Note: This parameter is available in AOLV/PM.

No.	Name	Setting Range	Default
n8-69	Speed Calculation Gain	0.00 to 20.00	1.00

■ n8-72: Speed Estimation Method Selection

There is normally no need to change this parameter from the default value.

Sets a method of the speed estimation.

No.	Name	Setting Range	Default
n8-72	Speed Estimation Method Selection	0, 1	1

Setting 0: Conventional method
Setting 1: 1000-series method

■ n8-84: Polarity Judge Current

Sets the current to determine polarity for the initial polarity calculation as a percentage of the motor rated current.

Set the value in % unit (E5-03 = 100%)

Note: **1.** This parameter is available in AOLV/PM and CLV/PM.
2. If operating in AOLV/PM (A1-02 = 6) or CLV/PM (A1-02 = 7), the drive determines motor polarity by performing initial polarity estimation when it starts the motor (this is done only the first time the motor is started when using CLV/PM).
The drive may begin operating in the wrong direction if it determines motor polarity incorrectly as the opposite direction of the Run command.
Monitor U6-57 displays the deviation from the integrated current, making it possible to see if initial polarity estimation has successfully determined the motor polarity.
3. If an "Si" value is listed on a Yaskawa motor nameplate, set n8-84 to "Si" value x 2 or more.
4. Increase the setting value when dv3, dv4, or LSo is detected.

No.	Name	Setting Range	Default
n8-84	Polarity Judge Current	0 to 150%	100%

Judging Polarity and Motor Pole Position

If operating in Advanced OLV/PM (A1-02 = 6) or CLV/PM (A1-02 = 7), the drive determines motor polarity by performing initial polarity estimation when it starts the motor (this is done only the first time the motor is started when using CLV/PM). The drive may begin operating in the wrong direction if it determines motor polarity incorrectly as the opposite direction of the Run command.

Monitor U6-57 displays the deviation from the integrated current, making it possible to see if initial polarity estimation has successfully determined the motor polarity.

5.10 o: Operator Related Settings

These parameters are for controlling the various functions, features, and display of the digital operator.

◆ o1: Digital Operator Display Selection

These parameters determine how data appears on the operator display.

■ o1-01: Drive Mode Unit Monitor Selection

When o1-02 is set to 5, any U monitors can be displayed. This parameter will select the monitors. Pressing the up arrow key will display the following data: speed reference → rotational direction → output speed → output current → o1-01 selection.

Parameter o1-01 selects the content of the last monitor in this sequence. This is done by entering the "1☐☐" part of "U1-☐☐". Certain monitors are not available in some control modes.

There is no effect like this on an LCD operator.

No.	Name	Setting Range	Default
o1-01	Drive Mode Unit Monitor Selection	104 to 914 U1-04 (Control Mode) to U9-14 (Power Monitor) <1>	106 (U1-06)

<1> U2-☐☐ and U3-☐☐ parameters cannot be selected.

■ o1-02: User Monitor Selection after Power Up

Selects which monitor parameter is displayed upon power up. *Refer to U: Monitor Parameters on page 331* for a list of monitors.

No.	Name	Setting Range	Default
o1-02	User Monitor Selection after Power Up	1 to 5	1

Setting 1: Frequency reference (U1-01)
Setting 2: Motor direction
Setting 3: Output frequency (U1-02)
Setting 4: Output current (U1-03)
Setting 5: User-selected monitor (set by o1-01)

■ o1-03: Digital Operator Display Selection

Sets the units used to display the frequency reference and output frequency. Set o1-03 to 3 for user-set units, then set parameters o1-10 and o1-11.

No.	Name	Setting Range	Default
o1-03	Digital Operator Display Selection	0 to 3	Determined by A1-02

Setting 0: 0.01 Hz units
Setting 1: 0.01% units (100% = max. output frequency)
Setting 2: min^{-1} units (calculated by the max output frequency and the no. of motor poles)
Setting 3: User-set units (use o1-10, o1-11)

Set the value use for the maximum frequency reference to o1-10. The placement of the decimal point in this number should be set to o1-11.

For example, to have the maximum output frequency displayed as "100.00", set o1-10 = 10000 and o1-11 = 2 (i.e., 10000 with 2 decimal points).

Note: **1.** Parameter o1-03 allows the programmer to change the units used in the following parameters and monitors:
- U1-01: frequency reference
- U1-02: output frequency
- U1-05: motor speed
- U1-16: output frequency after soft starter (accel/decel ramp generator)
- d1-01 to d1-17: frequency references

2. Setting o1-03 to 2 requires that the number of motor poles be entered to E2-04, E4-04, and E5-04.

■ o1-04: V/f Pattern Display Unit

Determines the units used for the frequency reference when setting parameters that create the V/f pattern: E1-04, E1-06, E1-09, E1-11, and E2-04. For motor 2, this includes parameters E3-04, E3-06, E3-07, E3-09, and E3-11.

Enabled only in vector control modes (CLV, AOLV/PM, CLV/PM).

No.	Name	Setting Range	Default
o1-04	V/f Pattern Display Unit	0 or 1	Determined by A1-02

Setting 0: Hertz

Setting 1: min^{-1}

Note: For motor 2, o1-04 can only be set to 0 for Hertz.

■ o1-05: LCD Contrast Control

Sets the brightness of the LCD operator. The lower the setting, the brighter the LCD. The higher the setting, the darker the LCD.

No.	Name	Setting Range	Default
o1-05	LCD Contrast Control	0 to 5	3

■ o1-10: User-Set Display Units Maximum Value

Determines the display value that is equal to the maximum output frequency.

No.	Name	Setting Range	Default
o1-10	User-Set Display Units Maximum Value	1 to 60000	Determined by o1-03

■ o1-11: User-Set Display Units Decimal Display

Determines how many decimal points should be used to set and display the frequency reference.

No.	Name	Setting Range	Default
o1-11	User-Set Display Units Decimal Display	0 to 3	Determined by o1-03

Setting 0: No decimal point
Setting 1: One decimal point
Setting 2: Two decimal points
Setting 3: Three decimal points

◆ o2: Digital Operator Keypad Functions

These parameters determine the functions assigned to the operator keys.

■ o2-01: LO/RE (LOCAL/REMOTE) Key Function Selection

Parameter o2-01 determines whether the LO/RE key on the digital operator will be enabled or not for switching between LOCAL and REMOTE.

No.	Name	Setting Range	Default
o2-01	LO/RE (LOCAL/REMOTE) Key Function Selection	0 or 1	1

Setting 0: Disabled

The LO/RE key is disabled.

Setting 1: Enabled

The LO/RE switches between LOCAL and REMOTE operation. Switching is possible during stop only. When LOCAL is selected, the LED indicator on the LO/RE key will light up.

WARNING! *Sudden Movement Hazard. The drive may start unexpectedly if the Run command is already applied when switching from LOCAL mode to REMOTE mode when b1-07 = 1, resulting in death or serious injury. Check all mechanical or electrical connections thoroughly before making any setting changes to o2-01 and b1-07. Table 5.42 lists the setting combinations for o2-01 and b1-07.*

Table 5.42 LO/RE Key and b1-07

o2-01	b1-07	Switch from LOCAL to REMOTE	Switch from REMOTE to LOCAL
0	0	Not possible	Not possible
	1	Not possible	Not possible
1	0	Will not run until a new Run command is entered.	Run not possible
	1	If a Run command is entered, the drive will start running as soon as the LO/RE key is pushed to change from LOCAL to REMOTE.	Run not possible

■ o2-02: STOP Key Function Selection

Determines if the STOP key on the digital operator can still be used to stop drive operation when the drive is being controlled from a remote source (i.e., not from digital operator).

No.	Name	Setting Range	Default
o2-02	STOP Key Function Selection	0 or 1	1

Setting 0: Disabled
Setting 1: Enabled

The STOP key can be used to terminate drive operation, even if the Run command source is not assigned to the digital operator. If the drive is stopped by pressing the STOP key, the Run command must be cycled to restart the drive.

■ o2-03: User Parameter Default Value

Once drive parameters are set up completely, the values set can be saved as user-set default values using parameter o2-03. Once this has been done, the “Initialize Parameters” parameter (A1-03) will offer the choice of “1110: User Initialize”. Choosing A1-03 = “1110: User Initialize” will reset all parameters to the values saved as user-set defaults. *Refer to A1-03: Initialize Parameters on page 165* for details on drive initialization.

No.	Name	Setting Range	Default
o2-03	User Parameter Default Value	0 to 2	0

Setting 0: No change (awaiting command)
Setting 1: Set User Initialize values

The current parameter settings are saved as user-set default for a later User Initialize. Once o2-03 is set to 1 and the ENTER key is pressed, the values are saved and the display returns to 0.

Setting 2: Clear User Initialize Values

All user-set defaults for “User Initialize” are cleared. Once o2-03 is set to 2 and the ENTER key is pressed, the values are erased and the display returns to 0.

■ o2-04: Drive Model Selection

This parameter must be set when replacing the control board or the terminal board for any reason. Refer to *Defaults by Drive Model Selection (o2-04) and ND/HD (C6-01) on page 526* for information on the drive model selection.

NOTICE: *Drive performance will suffer if the correct drive capacity is not set to o2-04, and protective functions will fail to operate properly.*

No.	Name	Setting Range	Default
o2-04	Drive Model Selection	–	Determined by drive capacity

Note: Change settings only when necessary.

■ o2-05: Frequency Reference Setting Method Selection

Determines if the ENTER key must be pressed after changing the frequency reference using the digital operator while in the Drive Mode.

No.	Name	Setting Range	Default
o2-05	Frequency Reference Setting Method Selection	0 or 1	0

Setting 0: ENTER key required

Every time the frequency reference is changed using the digital operator, the ENTER key must be pressed for the drive to accept the change.

Setting 1: ENTER key not required

The output frequency changes immediately when the reference is changed by the up or down arrow keys on the digital operator. The ENTER key does not need to be pressed. The frequency reference (Fref) is saved to memory after remaining unchanged for 5 seconds.

■ o2-06: Operation Selection when Digital Operator is Disconnected

Determines if the drive will stop when the remote control extension cable of the digital operator is removed in LOCAL mode or when b1-02 or b1-16 is set to 0. When the operator is reconnected, the display will indicate that it was disconnected.

No.	Name	Setting Range	Default
o2-06	Operation Selection when Digital Operator is Disconnected	0 or 1	0

Setting 0: Continue operation

The operation is continued.

Setting 1: Trigger a fault

The operation is stopped and an “oPr” fault is triggered. The motor coasts to stop.

■ o2-07: Motor Direction at Power Up when Using Operator

Determines the direction the motor will rotate after the drive is powered up and the Run command is given from the digital operator.

Note: This parameter is effective only when the Run command is set to be given from the digital operator (b1-02, b1-16 = 0).

No.	Name	Setting Range	Default
o2-07	Motor Direction at Power Up when Using Operator	0 or 1	0

Setting 0: Forward
Setting 1: Reverse

■ o2-19: Selection of Parameter Write During UV

Determines whether parameter settings can be changed during a control circuit undervoltage condition. To be used with 24 V Power Supply Unit Built-in model.

Setting 0: Disabled
Setting 1: Enabled

No.	Name	Setting Range	Default
o2-19	Selection of Parameter Write During UV	0 or 1	0

◆ o3: Copy Function

These parameters control the digital operator’s Copy function. The Copy function lets the user store all parameter settings into the memory of the digital operator, and easily transfer those settings to other drives (requires that the other drives be the same model, capacity, and have the same control mode setting). *Refer to Copy Function Related Displays on page 372* for a description of errors and displays.

■ o3-01 Copy Function Selection

Setting o3-01 will instruct the drive to Read, Write, or Verify parameters settings.

No.	Name	Setting Range	Default
o3-01	Copy Function Selection	0 to 3	0

Setting 0: Copy Select (no function)
Setting 1: INV --> OP READ

All parameters are copied from the drive to the digital operator.

Note: Set o3-02 to 1 to unlock copy protection.

Setting 2: OP --> INV WRITE

All parameters are copied from the digital operator to the drive.

Setting 3: OP<-->INV VERIFY

Parameters in the drive are compared with the parameter settings saved on the digital operator to see if they match.

■ o3-02 Copy Allowed Selection

Restricts or allows the use of the Copy function.

No.	Name	Setting Range	Default
o3-02	Copy Allowed Selection	0 or 1	0

Setting 0: Disabled
Setting 1: Enabled

◆ o4: Maintenance Monitor Settings

■ o4-01: Cumulative Operation Time Setting

Parameter o4-01 sets the cumulative operation time of the drive. The user can also manually set this parameter to begin keeping track of operation time from some desired value. Total operation time can be viewed in monitor U4-01.

Note: The value in o4-01 is set in 10 h units. For example, a setting of 30 will set the cumulative operation time counter to 300 h. 300 h will also be displayed in monitor U4-01.

No.	Name	Setting Range	Default
o4-01	Cumulative Operation Time Setting	0 to 9999	0

■ o4-02: Cumulative Operation Time Selection

Selects the conditions for how the drive keeps track of its total operation time. This time log can be viewed in U4-01.

No.	Name	Setting Range	Default
o4-02	Cumulative Operation Time Selection	0 or 1	0

Setting 0: Power on time

The drive logs the time it is connected to a power supply, regardless if the motor is running or not.

Setting 1: Run time

The drive logs the time that the output is active. This includes whenever the Run command is active (even if the motor is not rotating) and when there is voltage output.

■ o4-03: Cooling Fan Operation Time Setting

Sets the value for how long the cooling fan has been operating. This value can be viewed in monitor U4-03. Parameter o4-03 also sets the base value used for the cooling fan maintenance, which is displayed in U4-04. Be sure to reset this parameter back to 0 if the cooling fan is replaced.

Note: 1. The value in o4-03 increases after every 10 hours of use. A setting of 30 will set the cooling fan operation time counter to 300 h. “300” will be displayed in monitor U4-03.
2. The cooling fan may require maintenance at an earlier date in harsher environments.

No.	Name	Setting Range	Default
o4-03	Cooling Fan Operation Time Setting	0 to 9999	0

■ o4-05: Capacitor Maintenance Setting

Starts estimates for capacitor maintenance times from this setting value. This value should be reset to 0 when the capacitors have been replaced.

Note: The actual maintenance time will depend on the environment where the drive is used.

No.	Name	Setting Range	Default
o4-05	Capacitor Maintenance Setting	0 to 150%	0%

■ o4-07: DC Bus Pre-Charge Relay Maintenance Setting

Starts estimates for soft charge bypass relay maintenance times from this setting value. This value should be reset to 0 when the bypass relay has been replaced.

Note: The actual maintenance time will depend on the environment where the drive is used.

No.	Name	Setting Range	Default
o4-07	DC Bus Pre-Charge Relay Maintenance Setting	0 to 150%	0%

■ o4-11: U2, U3 Initialization

Resets the fault trace and fault history monitors (U2-☐☐ and U3-☐☐).

No.	Name	Setting Range	Default
o4-11	U2, U3 Initialization	0 or 1	0

Setting 0: No action

The drive keeps the record already saved concerning fault trace and fault history.

Setting 1: Reset fault data

Resets the data for the U2-☐☐ and U3-☐☐ monitors. Setting o4-11 to 1 and pressing the ENTER key erases fault data and returns the display to 0.

■ o4-12: kWh Monitor Initialization

Resets the electric power (U9-01 to U9-03) and regenerative power (U9-04 to U9-06). Resets electric power rate (U9-07 to U9-10) and regenerative power rate (U9-11 to U9-14).

No.	Name	Setting Range	Default
o4-12	kWh Monitor Initialization	0 or 1	0

Setting 0: No Action
Setting 1: Reset kWh Data

Once o4-12 is set to 1 and the ENTER key is pressed, kWh data is erased and the display returns to 0.

■ o4-13: Number of Run Commands Counter Initialization

Resets the Run command counter displayed in U4-02.

No.	Name	Setting Range	Default
o4-13	Number of Run Commands Counter Initialization	0 or 1	0

Setting 0: No Action

The Run command data are kept as they are.

Setting 1: Number of Run Commands Counter

Resets the Run command counter. The monitor U4-02 will show 0. Once o4-13 is set to 1 and the ENTER key is pressed, the counter value is erased and the display returns to 0.

■ o4-19: Power Unit Price

Sets the energy price per 1 kWh. This parameter is used to calculate the power rate displayed for total consumed power (U9-07 to U9-10) and total regenerated power (U9-11 to U9-14).

No.	Name	Setting Range	Default
o4-19	Power Unit Price	0.00 to 650.00	000.00

◆ q: DriveWorksEZ Parameters

q1-01 to q6-07 are reserved for use with DriveWorksEZ. Refer to the DriveWorksEZ manual for more information.

◆ r: DriveWorksEZ Connection Parameters

r1-01 to r1-40 are reserved for use with DriveWorksEZ. Refer to the DriveWorksEZ manual for more information.

◆ T: Motor Tuning

Auto-Tuning automatically sets and tunes parameters required for optimal motor performance.

Refer to Auto-Tuning on page 141 for details on Auto-Tuning parameters.

5.11 U: Monitor Parameters

Monitor parameters let the user view various aspects of drive performance using the digital operator display. Some monitors can be output from terminals FM and AM by assigning the specific monitor parameter number (U□-□□) to H4-01 and H4-04. *Refer to H4-01, H4-04: Multi-Function Analog Output Terminal FM, AM Monitor Selection on page 283* for details on assigning functions to an analog output.

◆ U1: Operation Status Monitors

Status monitors display drive status data such as output frequency and output current. Refer to *U1: Operation Status Monitors on page 512* for a complete list of U1-□□ monitors and descriptions.

◆ U2: Fault Trace

These monitor parameters are used to view the status of various drive aspects when a fault occurs.

This information is helpful for finding out why a fault occurred. Refer to *U2: Fault Trace on page 516* for a complete list of U2-□□ monitors and descriptions.

U2-□□ monitors are not reset when the drive is initialized. *Refer to o4-11: U2, U3 Initialization on page 329* for instructions on how to reset these monitor values.

Note: Fault trace (i.e., the fault history) is not kept when CPF00, CPF01, CPF06, CPF24, oFA00, oFb00, oFC00, Uv1, Uv2, Uv3, AUv, Fdv, or Src occur.

◆ U3: Fault History

These parameters display faults that have occurred during operation as well as the drive operation time when those faults occurred. Refer to *U3: Fault History on page 517* for a complete list of U3-□□ monitors and descriptions.

U3-□□ monitors are not reset when the drive is initialized. *Refer to o4-11: U2, U3 Initialization on page 329* for instructions on how to reset these monitor values.

Note: Fault trace (i.e., the fault history) is not kept when CPF00, CPF01, CPF06, CPF24, oFA00, oFb00, oFC00, Uv1, Uv2, Uv3, AUv, Fdv, or Src occur.

◆ U4: Maintenance Monitors

Maintenance monitors show:

- Runtime data of the drive and cooling fans, and number of Run commands issued
- Maintenance data and replacement information for various drive components
- kWh data
- Highest peak current that has occurred and output frequency at the time the peak current occurred
- Motor overload status information
- Detailed information about the present Run command and frequency reference source selection

Refer to U4: Maintenance Monitors on page 517 for a complete list of U4-□□ monitors and descriptions.

◆ U5: PID Monitors

These monitors display various aspects of PID control. *Refer to PID Block Diagram on page 193* for details on how these monitors display PID data.

U5: PID Monitors on page 519 has a complete list of U5-□□ monitors and descriptions.

◆ U6: Control Monitors

Control monitors show:

- Reference data for the output voltage and vector control
- Data on PM motor rotor synchronization, forward phase compensation, and flux positioning
- Pulse data from the PG motor encoder
- Pulse data for Zero Servo control
- ASR and Feed Forward control monitors
  Refer to ***Figure 5.37*** on page ***211*** and ***Figure 5.38*** on page ***211*** for details and an illustration showing where monitors are located in the ASR block.
- The offset value added to the frequency reference by the frequency offset function. ***Refer to Setting 44, 45, 46: Offset frequency 1, 2, 3 on page 264***.
- The bias value added to the frequency reference by the Up/Down 2 function (refer to ***Setting 75, 76: Up 2, Down 2 command on page 265***)

Refer to ***U6: Control Monitors on page 519*** for a complete list of U6-☐☐ monitors and descriptions.

◆ U8: DriveWorksEZ Monitors

These monitors are reserved for use with DriveWorksEZ.

A complete description of the U8-☐☐ monitors can be found in the DriveWorksEZ instruction manual.

◆ U9: Power Monitors

The total consumed power and regenerated power are displayed for these parameters.

Refer to ***U9: Power Monitors on page 521*** for a complete list of U9-☐☐ monitors and descriptions.

6

Troubleshooting

This chapter provides descriptions of the drive faults, alarms, errors, related displays, and guidance for troubleshooting. This chapter can also serve as a reference guide for tuning the drive during a trial run.

6.1 SECTION SAFETY 334
6.2 MOTOR PERFORMANCE FINE-TUNING 336
6.3 DRIVE ALARMS, FAULTS, AND ERRORS 340
6.4 FAULT DETECTION 346
6.5 ALARM DETECTION 358
6.6 OPERATOR PROGRAMMING ERRORS 365
6.7 AUTO-TUNING FAULT DETECTION 368
6.8 COPY FUNCTION RELATED DISPLAYS 372
6.9 DIAGNOSING AND RESETTING FAULTS 374
6.10 TROUBLESHOOTING WITHOUT FAULT DISPLAY 376

6.1 Section Safety

⚠ DANGER

Electrical Shock Hazard

Do not connect or disconnect wiring while the power is on.

Failure to comply will result in death or serious injury.

⚠ WARNING

Electrical Shock Hazard

Do not operate equipment with covers removed.

Failure to comply could result in death or serious injury.

The diagrams in this section may illustrate drives without covers or safety shields to display details. Be sure to reinstall covers or shields before operating the drives and run the drives according to the instructions described in this manual.

Always ground the motor-side grounding terminal.

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

Do not touch terminals before the drive has fully discharged.

Failure to comply could result in death or serious injury.

Before wiring terminals, disconnect all power to the equipment. The capacitor for the control power supply remains charged even after the drive input power is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.

Do not allow unqualified personnel to perform work on the drive.

Failure to comply could result in death or serious injury.

Installation, maintenance, inspection and servicing must be performed only by authorized personnel familiar with installation, adjustment and maintenance of AC drives.

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.

Do not remove covers or touch circuit boards while the power is on.

Failure to comply could result in death or serious injury.

Fire Hazard

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.

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 drive input power before applying power.

Do not use improper combustible materials for the drive and harmonic filter module.

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

Attach the drive and harmonic filter module to metal or other noncombustible material.

NOTICE

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 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 allow unqualified personnel to use the product.

Failure to comply could result in damage to the drive.

Installation, maintenance, inspection and servicing must be performed only by authorized personnel familiar with installation, adjustment and maintenance of drives.

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.

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

Failure to comply could result in damage to the drive.

6.2 Motor Performance Fine-Tuning

This section offers helpful information for counteracting oscillation, hunting, or other problems that occur while performing a trial run. Refer to the appropriate control method in this section.

Note: This section describes parameters that are commonly edited and may be set incorrectly. Consult Yaskawa for more information on detailed settings and fine-tuning the drive.

◆ Fine-Tuning V/f Control and V/f Control with PG

Table 6.1 Parameters for Fine-Tuning Performance in V/f and V/f w/PG

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
Motor hunting and oscillation at speeds between 10 and 40 Hz	Hunting Prevention Gain Setting (n1-02)	• If insufficient motor torque relative to the size of the load causes hunting, reduce the setting. • When motor hunting and oscillation occur with a light load, increase the setting. • Lower this setting if hunting occurs when using a motor with a relatively low inductance, such as a high-frequency motor or a motor with a larger frame size.	1.00	0.10 to 2.00
• Motor noise • Motor hunting and oscillation at speeds up to 40 Hz	Carrier Frequency Selection (C6-02)	• If the motor noise is too loud, increase the carrier frequency. • When motor hunting and oscillation occur at speeds up to 40 Hz, lower the carrier frequency. • The default setting for the carrier frequency depends on the Drive Model Selection (o2-04) and the Drive Duty Mode Selection (C6-01).	1 (4 kHz) <1>	0 to 4, F <1>
• Poor torque or speed response • Motor hunting and oscillation	Torque Compensation Primary Delay Time (C4-02)	• If motor torque and speed response are too slow, decrease the setting. • If motor hunting and oscillation occur, increase the setting.	200 ms <2>	100 to 1000 ms
• Poor motor torque at speeds below 10 Hz • Motor hunting and oscillation	Torque Compensation Gain (C4-01)	• If motor torque is insufficient at speeds below 10 Hz, increase the setting. • If motor hunting and oscillation with a relatively light load, decrease the setting.	1.00	0.50 to 1.50
• Poor motor torque at low speeds • Motor instability at motor start	Middle Output Frequency Voltage (E1-08) Minimum Output Frequency Voltage (E1-10)	• If torque is insufficient at speeds below 10 Hz, increase the setting. • If motor instability occurs at motor start, decrease the setting. **Note:** The recommended setting value is for 200 V class drives. Double this value when using a 400 V class drive.	E1-08: 15.0 V E1-10: 9.0 V <3>	Default setting ±5 V
Poor speed precision (V/f control)	Slip Compensation Gain (C3-01)	After setting the motor-rated current (E2-01), motor-rated slip (E2-02), and motor no-load current (E2-03), adjust the slip compensation gain (C3-01).	0.0 (no slip compensation)	0.5 to 1.5
Poor speed precision (V/f control with PG)	ASR Proportional Gain 1 (C5-01) ASR Integral Time 1 (C5-02) <4> <5>	Adjust the ASR proportional gain 1 (C5-01) and the ASR integral time 1 (C5-02).	C5-01: 0.20 C5-02: 0.200 s	Proportional gain = 0.10 to 1.00 Integral time = 0.100 to 2.000 s

<1> Default setting value is dependent on parameter o2-04, Drive Model Selection.
<2> Default setting value is dependent on parameter A1-02, Control Method Selection, and o2-04, Drive Model Selection.
<3> Default settings change when the Control Method is changed (A1-02) or a different V/f pattern is selected using parameter E1-03.
<4> ASR in V/f Control with PG only controls the output frequency, and therefore does not allow the high gain settings possible when using Close Loop Vector control.
<5> Refer to *C5: Automatic Speed Regulator (ASR) on page 211* for details on Automatic Speed Regulator (ASR).

◆ Fine-Tuning Open Loop Vector Control

Table 6.2 Parameters for Fine-Tuning Performance in OLV

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
• Poor motor torque and speed response • Motor hunting and oscillation at speeds between 10 and 40 Hz	Speed Feedback Detection Control (AFR) Gain (n2-01)	• If motor torque and speed response are too slow, gradually decrease the setting by 0.05. • If motor hunting and oscillation occur, gradually increase the setting by 0.05.	1.00	0.50 to 2.00
• Poor motor torque and speed response • Motor hunting and oscillation at speeds between 10 and 40 Hz	Speed Feedback Detection Control (AFR) Time Constant 1 (n2-02)	• To improve motor torque speed response, gradually reduce this setting by 10 ms and check the performance. • If motor hunting and oscillation occur as a result of load inertia, gradually increase the setting by 50 ms and check the performance. **Note:** When changing n2-02, set C4-02 (Torque Compensation Primary Delay Time) accordingly.	50 ms	50 to 2000 ms
• Poor motor torque and speed response • Motor hunting and oscillation	Torque Compensation Primary Delay Time (C4-02)	• To improve motor torque speed response, gradually reduce this setting by 2 ms and check the performance. • If motor hunting and oscillation occur, gradually increase this setting by 10 ms. **Note:** Ensure that C4-02 ≤ C4-06. When making adjustments to C4-02, increase the Speed Feedback Detection Control (AFR) Time Constant1 (n2-02) proportionally.	20 ms <1>	20 to 100 ms <1>
Poor speed response and stability	Slip Compensation Primary Delay Time (C3-02)	• If response is slow, gradually decrease the setting by 10 ms. • If speed is unstable, gradually increase the setting by 10 ms.	200 ms <2>	100 to 500 ms
Poor speed precision	Slip Compensation Gain (C3-01)	• If speed is too slow, gradually increase the setting by 0.1 ms. • If speed is too fast, gradually decrease the setting by 0.1 ms.	1.0 <2>	0.5 to 1.5
Poor speed precision during regenerative operation	Slip Compensation Selection during Regeneration (C3-04)	Enable slip compensation during regeneration by setting parameter C3-04 = 1.	0	1

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
• Motor noise • Motor hunting and oscillation occur at speeds below 10 Hz	Carrier Frequency Selection (C6-02)	• If there is too much motor noise, the carrier frequency is too low. • If motor hunting and oscillation occur at low speeds, reduce the carrier frequency. **Note:** The default setting for the carrier frequency depends on the Drive Model Selection (o2-04) and Drive Duty Mode Selection (C6-01).	1 (4 kHz) <3>	0 to 4, F <3>
• Poor motor torque at low speeds • Poor speed response • Motor instability at start	Middle Output Frequency Voltage (E1-08) Minimum Output Frequency Voltage (E1-10)	• If motor torque and speed response are too slow, increase the setting. • If the motor exhibits excessive instability at start-up, reduce the setting. **Note:** The default value is for 200 V class units. Double this value when using a 400 V class drive. When working with a relatively light load, increasing this value too much can result in overtorque.	E1-08: 11.0 V <2> E1-10: 2.0 V <2>	Default setting ±2 V

<1> Default setting value is dependent on parameter A1-02, Control Method Selection, and o2-04, Drive Model Selection.
<2> Default settings change when the Control Method is changed (A1-02) or a different V/f pattern is selected using parameter E1-03.
<3> Default setting value is dependent on parameter o2-04, Drive Model Selection.

When using OLV, leave the torque compensation gain (C4-01) at its default setting of 1.00.

◆ Fine-Tuning Closed Loop Vector Control

Table 6.3 Parameters for Fine-Tuning the Performance in CLV

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
• Poor torque or speed response • Motor hunting and oscillation	ASR Proportional Gain 1 (C5-01) ASR Proportional Gain 2 (C5-03) <1>	• If motor torque and speed response are too slow, gradually increase the ASR gain setting by 5. • If motor hunting and oscillation occur, decrease the setting. • Parameter C5-03 needs to be adjusted only if C5-05 > 0. • Perform ASR Auto-Tuning if possible	20.00	10.00 to 50.00
• Poor torque or speed response • Motor hunting and oscillation	ASR Integral Time 1 (C5-02) ASR Integral Time 2 (C5-04) <1>	• If motor torque and speed response are too slow, decrease the setting. • If motor hunting and oscillation occur, increase the setting. • Parameter C5-04 needs to be adjusted only if C5-05 > 0.	0.500 s	0.300 to 1.000 s
Trouble maintaining the ASR proportional gain or the integral time at the low or high end of the speed range	ASR Gain Switching Frequency (C5-07) <1>	Have the drive switch between two different ASR proportional gain and integral time settings based on the output frequency.	0.0 Hz	0.0 to max output frequency
Motor hunting and oscillation	ASR Primary Delay Time Constant (C5-06) <1>	• If motor torque and speed response are too slow, gradually decrease the setting by 0.01. • If the load is less rigid and subject to oscillation, increase this setting.	0.004 s	0.004 to 0.020 s
• Motor noise • Control motor hunting and oscillation occur at speeds below 3 Hz.	Carrier Frequency Selection (C6-02)	• If there is too much motor noise, the carrier frequency is too low. • If motor hunting and oscillation occur at low speeds, reduce the carrier frequency.	1 (4 kHz) <2>	0 to 4, F <2>
Poor torque response	Vibration Suppression Level (n1-09)	Set to 0.00.	2.00	0.00
Overshoot or undershoot when the speed changes with high inertia load.	Feed Forward Control Selection (n5-01) Inertia Tuning (T1-01 = 8)	Enable Feed Forward by setting parameter n5-01 = 1 and perform Inertia Tuning. If Inertia Tuning is not possible, set parameters C5-17, C5-18, and n5-03 manually.	0	1

<1> Refer to *C5: Automatic Speed Regulator (ASR) on page 211* for details on Automatic Speed Regulator (ASR).
<2> Default setting value is dependent on parameter o2-04, Drive Model Selection.

◆ Fine-Tuning Open Loop Vector Control for PM Motors

Table 6.4 Parameters for Fine-Tuning Performance in OLV/PM

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
Motor performance not as desired	Motor parameters (E1-□□, E5-□□)	• Check the settings for base and maximum frequency in the E1-□□ parameters • Check E5-□□ parameters and make sure all motor data has been set correctly. Be careful not to enter line to line data where single-phase data is required, and vice versa. • Perform Auto-Tuning.	–	–
Poor motor torque and speed response	Load Inertia (n8-55)	Adjust parameter n8-55 to meet the load inertia ratio of the machine.	0	Close to the actual load inertia ratio
	Speed Feedback Detection Control Gain (for PM Motors) (n8-45)	Decrease the speed feedback detection control gain (n8-45).	0.8	Decrease in decrements of 0.05
	Torque Compensation Gain (C4-01)	Enable torque compensation. **Note:** Setting this value too high can cause overcompensation and motor oscillation.	0	1
Oscillation at start or the motor stalls	Acceleration/Deceleration Pull-In Current (for PM Motors) (n8-51)	Increase the pull-in current set in n8-51.	50%	Increase in steps of 5%
	DC Injection Braking Current (b2-02) DC Injection Time at Start (b2-03)	Use DC Injection Braking at start to align the rotor. Be aware that this operation can cause a short reverse rotation at start.	b2-02 = 50% b2-03 = 0.0 s	b2-03 = 0.5 s Increase b2-02 if needed
	Load Inertia (n8-55)	Increase the load inertia ratio. **Note:** Setting this value too high can cause overcompensation and motor oscillation.	0	Close to the actual load inertia ratio

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
Stalling or oscillation occur when load is applied during constant speed	Pull-In Current Compensation Time Constant (for PM Motors) (n8-47)	Decrease n8-47 if hunting occurs during constant speed.	5.0 s	Reduce in increments of 0.2 s
	Pull-In Current (for PM Motors) (n8-48)	Increase the pull-in current in n8-48.	30%	Increase in increments of 5%
	Load Inertia (n8-55)	Increase the load inertia ratio.	0	Close to the actual load inertia ratio
Hunting or oscillation occur	Speed Feedback Detection Control Gain (for PM Motors) (n8-45)	Increase the speed feedback detection gain in n8-45.	0.8	Increase in increments 0.05
STO fault trips even if the load is not too high	Motor Induction Voltage Constant 1/2 (Ke) (for PM Motors) (E5-09 or E5-24)	• Check and adjust the induced voltage constant. • Check the motor name plate, the data sheet or contact the motor manufacturer for getting data.	dep. on drive capacity and motor code	Refer to the motor data sheet or the nameplate.
Stalling or STO occurs at high speed as the output voltage becomes saturated.	Output Voltage Limit (for PM Motors) (n8-62)	Set the value of the input voltage to parameter n8-62. Never set the value higher than 10% of the actual input voltage.	200 Vac or 400 Vac	Set the value lower than the actual input voltage.
Oscillation at constant output when U6-02 displays -10% or more.	Output Voltage Limit Proportional Gain (for PM Motors) (n8-63)	Decrease the output voltage limit proportional gain (n8-63). **Note:** If the setting is too low, the speed response will be slow.	1.00	0.10 to 1.00 Decrease in decrements of 0.1

◆ Fine-Tuning Advanced Open Loop Vector Control for PM Motors

Table 6.5 Parameters for Fine-Tuning Performance in AOLV/PM

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
• Poor torque or speed response • Motor hunting and oscillation	ASR Proportional Gain 1 (C5-01) ASR Proportional Gain 2 (C5-03)	• If motor torque and speed response are too slow, gradually increase the setting by 5. • If motor hunting and oscillation occur, decrease the setting. • Parameter C5-03 needs to be adjusted only if C5-05 > 0.	10.00	5.00 to 30.00 <1>
• Poor torque or speed response • Motor hunting and oscillation	ASR Integral Time 1 (C5-02) ASR Integral Time 2 (C5-04)	• If motor torque and speed response are too slow, decrease the setting. • If motor hunting and oscillation occur, increase the setting. • Parameter C5-03 needs to be adjusted only if C5-05 > 0	0.500 s	0.300 to 1.000 s <1>
Trouble maintaining the ASR proportional gain or the integral time at the low or high end of the speed range	ASR Gain Switching Frequency (C5-07)	Have the drive switch between two different ASR proportional gain and integral time settings based on the output frequency.	0.0%	0.0 to Max min^{-1}
Motor hunting and oscillation	ASR Primary Delay Time Constant (C5-06)	If the load is less rigid and subject to oscillation, increase this setting.	0.010 s	0.016 to 0.035 s <1>
Motor stalling makes normal operation impossible	Motor parameters (E1-□□, E5-□□)	Check the motor parameter settings.	–	–
Oscillation at constant output when U6-02 displays -10% or more	Output Voltage Limit Proportional Gain (for PM Motors) (n8-63)	Decrease the output voltage limit proportional gain (n8-63). **Note:** If the setting is too low, the speed response will be slow.	1.00	0.10 to 1.00 Decrease in decrements of 0.1
Poor torque response	Vibration Suppression Level (n1-09)	Set to 0.00.	2.00	0.00

<1> Optimal settings will differ between no-load and loaded operation.

◆ Fine-Tuning Closed Loop Vector Control for PM Motors

Table 6.6 Parameters for Fine-Tuning Performance in CLV/PM

Problem	Parameter No.	Corrective Action	Default	Suggested Setting
• Poor torque or speed response • Motor hunting and oscillation	ASR Proportional Gain 1 (C5-01) ASR Proportional Gain 2 (C5-03)	• If motor torque and speed response are too slow, gradually increase the setting by 5. • If motor hunting and oscillation occur, decrease the setting. • Perform ASR Gain Auto-Tuning if possible.	20.00	10.00 to 50.00 <1>
• Poor torque or speed response • Motor hunting and oscillation	ASR Integral Time 1 (C5-02) ASR Integral Time 2 (C5-04)	• If motor torque and speed response are too slow, decrease the setting. • If motor hunting and oscillation occur, increase the setting.	0.500 s	0.300 to 1.000 s <1>
ASR proportional gain or the integral time at the low or high end of the speed range	ASR Gain Switching Frequency (C5-07)	Have the drive switch between two different ASR proportional gain and integral time settings based on the output frequency.	0.0%	0.0 to Max min^{-1}
Motor hunting and oscillation	ASR Primary Delay Time Constant (C5-06)	If the load is less rigid and subject to oscillation, increase this setting.	0.016 s	0.004 to 0.020 s <1>
Motor stall makes normal operation impossible	Motor parameters (E1-□□, E5-□□)	Check the motor parameter settings.	–	–
Overshoot or undershoot at speed changes with high inertia load.	Feed Forward Control Selection (n5-01) Inertia Auto-Tuning (T2-01 = 8)	Enable Feed Forward Control by setting parameter n5-01 = 1 and perform Inertia Auto-Tuning. If Auto-Tuning cannot be performed set parameters C5-17, C5-18 and n5-03 manually.	0	1
Oscillation at constant output when U6-02 displays -10% or more	Output Voltage Limit Proportional Gain (for PM Motors) (n8-63)	Decrease the output voltage limit proportional gain (n8-63). **Note:** If the setting is too low, the speed response will be slow.	1.00	0.10 to 1.00 Decrease in decrements of 0.1
Poor torque response	Vibration Suppression Level (n1-09)	Set to 0.00.	2.00	0.00

<1> Optimal settings will differ between no-load and loaded operation.

◆ Parameters to Minimize Motor Hunting and Oscillation

In addition to the parameters discussed on page *336* through *338*, parameters in *Table 6.7* indirectly affect motor hunting and oscillation.

Table 6.7 Parameters that Affect Control Performance in Applications

Name (Parameter No.)	Application
Dwell Function (b6-01 through b6-04)	Prevents motor speed loss by maintaining the output frequency when working with heavy loads or when there is powerful backlash on the machine side.
Droop Function (b7-01, b7-02)	Used to balance the load between two motors that drive the same load. Can be used when the control method (A1-02) is set to 3 or 7.
Accel/Decel Time (C1-01 through C1-11)	Adjusting accel and decel times will affect the torque presented to the motor during acceleration or deceleration.
S-Curve Characteristics (C2-01 through C2-04)	Prevents shock at the beginning and end of acceleration and deceleration.
Jump Frequency (d3-01 through d3-04)	Skips over the resonant frequencies of connected machinery.
Analog Input Filter Time Constant (H3-13)	Prevents fluctuation in the analog input signal due to noise.
Stall Prevention (L3-01 through L3-06)	• Prevents motor speed loss. Used when the load is too heavy and also during sudden acceleration/deceleration. • Adjustment is not normally required because Stall Prevention is enabled as a default.
Torque Limits (L7-01 through L7-04, L7-06, L7-07)	• Sets the maximum torque for Open Loop Vector Control. • When increasing setting values, select the drive based on calculations from the motor rated torque. Motor speed loss may occur with heavy loads.
Feed Forward Control (n5-01 through n5-03)	Used to increase response for acceleration/deceleration or to reduce overshooting when there is low machine rigidity and the gain of the speed controller (ASR) cannot be increased. The inertia ratio between the load and motor and the acceleration time of the motor running alone must be set.

6.3 Drive Alarms, Faults, and Errors

◆ Types of Alarms, Faults, and Errors

Check the digital operator for information about possible faults if the drive or motor fails to operate. *Refer to Using the Digital Operator on page 119*.

If problems occur that are not covered in this manual, contact Yaskawa or a Yaskawa representative with the following information:

- Drive model
- Software version
- Date of purchase
- Description of the problem

Table 6.8 contains descriptions of the various types of alarms, faults, and errors that may occur while operating the drive.

Contact Yaskawa or a Yaskawa representative in the event of drive failure.

Table 6.8 Types of Alarms, Faults, and Errors

Type	Drive Response
Faults	When the drive detects a fault: • The digital operator displays text that indicates the specific fault and the ALM indicator LED remains lit until the fault is reset. • The fault interrupts drive output and the motor coasts to a stop. • Some faults allow the user to select how the drive should stop when the fault occurs. • Fault output terminals MA-MC will close, and MB-MC will open. The drive will remain inoperable until that fault has been cleared. *Refer to Fault Reset Methods on page 375*.
Minor Faults and Alarms	When the drive detects an alarm or a minor fault: • The digital operator displays text that indicates the specific alarm or minor fault, and the ALM indicator LED flashes. • The drive generally continues running the motor, although some alarms allow the user to select a stopping method when the alarm occurs. • One of the multi-function contact outputs closes if set to be tripped by a minor fault (H2-□□ = 10), but not by an alarm. • The digital operator displays text indicating a specific alarm and ALM indicator LED flashes. To reset the a minor fault or alarm, remove whatever is causing the problem.
Operation Errors	When parameter settings conflict with one another or do not match hardware settings (such as with an option card), it results in an operation error. When the drive detects an operation error: • The digital operator displays text that indicates the specific error. • Multi-function contact outputs do not operate. The drive will not operate the motor until the error has been reset. Correct the settings that caused the operation error to clear the error.
Tuning Errors	Tuning errors occur while performing Auto-Tuning. When the drive detects a tuning error: • The digital operator displays text indicating the specific error. • Multi-function contact outputs do not operate. • Motor coasts to stop. Remove the cause of the error and repeat the Auto-Tuning process.
Copy Function Errors	These are the types of errors that can occur when using the optional digital operator or the USB Copy Unit to copy, read, or verify parameter settings. • The digital operator displays text indicating the specific error. • Multi-function contact outputs do not operate. Pressing any key on the operator will clear the fault. Find out what is causing the problem (such as model incompatibility) and try again.

◆ Alarm and Error Displays

■ Faults

Table 6.9 gives an overview of possible fault codes. As conditions such as overvoltage can trip both a fault and an alarm, it is important to distinguish between faults and alarms in order to find the right corrective action.

When the drive detects a fault, the ALM indicator LEDs lights and the fault code appears on the display. The drive fault contact MA-MB-MC will be triggered. If the ALM LED blinks and the code appearing on the operator screen is flashes, then an alarm has been detected. See *Minor Faults and Alarms on page 343* for a list of alarm codes.

Table 6.9 Fault Displays (1)

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
Aov	Aov	Power Supply Overvoltage	346
AUv	AUv	Power Supply Undervoltage	346
bUS	bUS	Option Communication Error	346
CE	CE	MEMOBUS/Modbus Communication Error	346
CF	CF	Control Fault	346
CoF	CoF	Current Offset Fault	347
CPF00 to CPF24, CPF26 to CPF35, CPF40 to CPF45 <1> <3>	CPF00 to CPF24, CPF26 to CPF35, CPF40 to CPF45	Control Circuit Error	347
CPF25	CPF25	Terminal Board not Connected	347
dEv	dEv	Speed Deviation (for Control Mode with PG and PM Open Loop Vector Control Mode without PG)	347
doH	doH	Damping Resistor Overheat	347
dv1	dv1	Z Pulse Fault	347
dv2	dv2	Z Pulse Noise Fault Detection	348
dv3	dv3	Inversion Detection	348
dv4	dv4	Inversion Prevention Detection	348
dv7	dv7	Polarity Judge Timeout	348
dWAL, dWFL	dWAL, dWFL	DriveWorksEZ Fault	348
dWF1	dWF1	EEPROM Memory DriveWorksEZ Data Error	348
E5	E5	MECHATROLINK Watchdog Timer Error	348

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
EF0	EF0	Option Card External Fault	349
EF1 to EF8	EF1 to EF8	External Fault (input terminal S1 to S8)	349
Err	Err	EEPROM Write Error	349
FAn	FAn	Fan Fault	349
FbH	FbH	Excessive PID Feedback	349
FbL	FbL	PID Feedback Loss	349
Fdv	Fdv	Power Supply Frequency Fault	350
GF	GF	Ground Fault	350
LF	LF	Output Phase Loss	350
LF2	LF2	Output Current Imbalance	350
LSo	LSo	LSo Fault <2>	351
nSE	nSE	Node Setup Error	351
oC	oC	Overcurrent	351
oFA00 <3>	oFA00	Option Card Connection Error at Option Port CN5-A	351
oFA01	oFA01	Option Card Fault at Option Port CN5-A	352
oFA03 to oFA06	oFA03 to oFA06	Option Card Error Occurred at Option Port CN5-A	352
oFA10, oFA11	oFA10, oFA11	Option Card Error Occurred at Option Port CN5-A	352
oFA12 to oFA17	oFA12 to oFA17	Option Card Connection Error (CN5-A)	352
oFA30 to oFA43	oFA30 to oFA43	Comm. Option Card Connection Error (CN5-A)	352
oFb00 <3>	oFb00	Option Card Fault at Option Port CN5-B	352
–	–	–	–

Table 6.10 Fault Displays (2)

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
oFb01	oFb01	Option Card Fault at Option Port CN5-B	352
oFb02	oFb02	Option Card Fault at Option Port CN5-B	352
oFb03, oFb11	oFb03, oFb11	Option Card Error Occurred at Option Port CN5-B	352
oFb12 to oFb17	oFb12 to oFb17	Option Card Error Occurred at Option Port CN5-B	352
oFC00 <3>	oFC00	Option Card Connection Error at Option Port CN5-C	352
oFC01	oFC01	Option Card Fault at Option Port CN5-C	352
oFC02	oFC02	Option Card Fault at Option Port CN5-C	353
oFC03, oFC11	oFC03, oFC11	Option Card Error Occurred at Option Port CN5-C	353
oFC12 to oFC17	oFC12 to oFC17	Option Card Error Occurred at Option Port CN5-C	353
oFC50 to oFC55	oFC50 to oFC55	Option Card Error Occurred at Option Port CN5-C	353
oH	oH	Heatsink Overheat	353
oH1	oH1	Overheat 1 (Heatsink Overheat)	353
oH3	oH3	Motor Overheat Alarm (PTC Input)	353
oH4	oH4	Motor Overheat Fault (PTC Input)	353
oL1	oL1	Motor Overload	354
oL2	oL2	Drive Overload	354
oL3	oL3	Overtorque Detection 1	354
oL4	oL4	Overtorque Detection 2	354
oL5	oL5	Mechanical Weakening Detection 1	354
oPr	oPr	External Digital Operator Connection Fault	355
oS	oS	Overspeed	355
ov	ov	Control Circuit Overvoltage	355
PGo	PGo	PG Disconnect (for Control Mode with PG)	355
PGoH	PGoH	PG Hardware Fault (when using PG-X3)	355
SCF	SCF	Safety Circuit Fault	355
SEr	SEr	Too Many Speed Search Restarts	355
SoH	SoH	Snubber Discharge Resistor Overheat	356
SrC	SrC	Phase Order Detection Fault	356
Srr	Srr	Internal Resistance Fault	356
STo	STo	Pull-Out Detection	356
SvE	SvE	Zero Servo Fault	356
UL3	UL3	Undertorque Detection 1	356
UL4	UL4	Undertorque Detection 2	356
UL5	UL5	Mechanical Weakening Detection 2	356
Uv1 <3>	Uv1	Control Circuit Undervoltage Fault	357
Uv2 <3>	Uv2	Control Power Supply Voltage Fault	357
Uv3 <3>	Uv3	Undervoltage 3 (Soft-Charge Bypass Circuit Fault)	357
–	–	–	–

<1> Displayed as CPF00 or CPF20 when occurring at drive power up. When one of the faults occurs after successfully starting the drive, the display will show CPF01 or CPF21.

<2> This function prevents continuous operation in reverse when using high frequency injection (n8-57 = 1) in the Advanced Open Loop Vector Control mode for PM motors (A1-02 = 6) with a motor for which no motor code has been entered (it does not simply prevent reverse operation). To quickly detect undesirable reverse operation, set L8-93, L8-94, and L8-95 to low values within range of erroneous detection.

<3> Fault trace (i.e., the fault history) is not kept when CPF00, CPF01, CPF06, CPF24, oFA00, oFb00, oFC00, Uv1, Uv2, Uv3, AUv, Fdv, or Src occur.

■ Minor Faults and Alarms

Table 6.11 give an overview of possible alarm codes. As conditions such as overvoltage can trip both a fault and alarm, it is important to distinguish between faults and alarms in order to find the right corrective action.

If an alarm is detected, the ALM LED will blink and the alarm code display flashes. The majority of alarms will trigger a digital output programmed for alarm output (H2-□□ = 10). If the ALM LED lights without blinking, this means that a fault has been detected (not an alarm). Information on fault codes can be found in *Faults on page 341*.

Table 6.11 Minor Fault and Alarm Displays

Digital Operator Display		Name	Minor Fault Output (H2-□□ = 10)	Page
LED Operator	LCD Operator			
AEr	AEr	Station Address Setting Error (CC-Link, CANopen, MECHATROLINK)	YES	*358*
AUv	AUv	Power Supply Undervoltage	YES	*346*
bb	bb	Baseblock	No output	*358*
bUS	bUS	Option Communication Error	YES	*358*
bUSY	bUSy	Parameter Change	No output	*358*
CALL	CALL	Serial Communication Transmission Error	YES	*359*
CE	CE	MEMOBUS/Modbus Communication Error	YES	*359*
CrST	CrST	Cannot Reset	YES	*359*
CyC	CyC	MECHATROLINK Comm. Cycle Setting Error	YES	*359*
dEv	dEv	Speed Deviation (when using a PG option card and PM Open Loop Vector Control Mode without PG)	YES	*359*
dnE	dnE	Drive Disabled	YES	*359*
doH	doH	Damping Resistor Overheat	YES	*360*
dWAL	dWAL	DriveWorksEZ Fault	YES	*348*
E5	E5	MECHATROLINK Watchdog Timer Error	YES	*348*
EF	EF	Forward/Reverse Run Command Input Error	YES	*360*
EF0	EF0	Option Card External Fault	YES	*360*
EF1 to	EF1 to EF8	External Fault (input terminal S1 to S8)	YES	*360*
FAn	FAn	Fan Fault	YES	*349*
FbH	FbH	Excessive PID Feedback	YES	*360*
FbL	FbL	PID Feedback Loss	YES	*360*
Fdv	Fdv	Power Supply Frequency Fault	YES	*361*
Hbb	Hbb	Safe Disable Signal Input	YES	*361*
HbbF	HbbF	Safe Disable Signal Input	YES	*361*
HCA	HCA	Current Alarm	YES	*361*
LT-1	LT-1	Cooling Fan Maintenance Time	No output <1>	*361*
LT-2	LT-2	Capacitor Maintenance Time	No output <1>	*361*
LT-3	LT-3	Soft Charge Bypass Relay Maintenance Time	No output <1>	*362*
oH	oH	Heatsink Overheat	YES	*362*
oH2	oH2	Heatsink Overheat Warning	YES	*362*
oH3	oH3	Motor Overheat	YES	*362*
oL3	oL3	Overtorque 1	YES	*362*
oL4	oL4	Overtorque 2	YES	*362*

Digital Operator Display		Name	Minor Fault Output (H2-☐☐ = 10)	Page
LED Operator	LCD Operator			
oL5	oL5	Mechanical Weakening Detection 1	YES	362
oS	oS	Overspeed	YES	363
ov	ov	Control Circuit Overvoltage	YES	363
PASS	PASS	MEMOBUS/Modbus Comm. Test Mode Complete	No output	363
PGo	PGo	PG Disconnect (for Control Mode with PG)	YES	363
PGoH	PGoH	PG Hardware Fault (when using PG-X3)	YES	363
rUn	rUn	Motor Switch during Run	YES	363
SE	SE	MEMOBUS/Modbus Communication Test Mode Error	YES	363
SrC	SrC	Phase Order Detection Fault	YES	363
UL3	UL3	Undertorque Detection 1	YES	364
UL4	UL4	Undertorque Detection 2	YES	364
UL5	UL5	Mechanical Weakening Detection 2	YES	356
Uv	Uv	Control Circuit Undervoltage	YES	364

<1> Output when H2-☐☐ = 2F.

■ Operation Errors

Table 6.12 Operation Error Displays

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
oPE01	oPE01	Unit Capacity Setting Fault	365
oPE02	oPE02	Parameter Range Setting Error	365
oPE03	oPE03	Multi-Function Input Setting Error	365
oPE04	oPE04	Terminal Board Mismatch Error	366
oPE05	oPE05	Run Command/Frequency Reference Source Selection Error	366
oPE06	oPE06	Control Method Selection Error	366
oPE07	oPE07	Multi-Function Analog Input Selection Error	366
oPE08	oPE08	Parameter Selection Error	366
oPE09	oPE09	PID Control Selection Fault	366

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
oPE10	oPE10	V/f Data Setting Error	366
oPE11	oPE11	Carrier Frequency Setting Error	367
oPE13	oPE13	Pulse Monitor Selection Error	367
oPE15	oPE15	Torque Control Setting Error	367
oPE16	oPE16	Energy Saving Constants Error	367
oPE18	oPE18	Online Tuning Parameter Setting Error	367
oPE20	oPE20	PG-F3 Setting Error	367
oPE30	oPE30	Incorrect Input Voltage Adjustment	367
–	–	–	–

■ Auto-Tuning Errors

Table 6.13 Auto-Tuning Error Displays

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
End1	End1	Excessive V/f Setting	368
End2	End2	Motor Iron-Core Saturation Coefficient	368
End3	End3	Rated Current Setting Alarm	368
End4	End4	Adjusted Slip Calculation Error	368
End5	End5	Resistance Tuning Error	368
End6	End6	Leakage Inductance Alarm	368
End7	End7	No-Load Current Alarm	368
Er-01	Er-01	Motor Data Error	368
Er-02	Er-02	Minor Fault	369
Er-03	Er-03	STOP Button Input	369
Er-04	Er-04	Line-to-Line Resistance Error	369
Er-05	Er-05	No-Load Current Error	369
Er-08	Er-08	Rated Slip Error	369
Er-09	Er-09	Acceleration Error	369

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
Er-10	Er-10	Motor Direction Error	369
Er-11	Er-11	Motor Speed Error	370
Er-12	Er-12	Current Detection Error	370
Er-13	Er-13	Leakage Inductance Error	370
Er-14	Er-14	Motor Speed Error 2	370
Er-15	Er-15	Torque Saturation Error	370
Er-16	Er-16	Inertia ID Error	370
Er-17	Er-17	Reverse Prohibited Error	370
Er-18	Er-18	Induction Voltage Error	370
Er-19	Er-19	PM Inductance Error	370
Er-20	Er-20	Stator Resistance Error	370
Er-21	Er-21	Z Pulse Correction Error	371
Er-25	Er-25	High Frequency Injection Parameter Tuning Error	371
–	–	–	–

■ Errors and Displays When Using the Copy Function

Table 6.14 Copy Errors

Digital Operator Display		Name	Page
LED Operator	LCD Operator		
CoPy	CoPy	Writing Parameter Settings (flashing)	372
CPEr	CPEr	Control Mode Mismatch	372
CPyE	CPyE	Error Writing Data	372
CSEr	CSEr	Copy Unit Error	372
dFPS	dFPS	Drive Model Mismatch	372
End	End	Task Complete	372
iFEr	iFEr	Communication Error	372
ndAT	ndAT	Model, Voltage Class, Capacity Mismatch	372
rdEr	rdEr	Error Reading Data	373
rEAd	rEAd	Reading Parameter Settings (flashing)	373
vAEr	vAEr	Voltage Class, Capacity Mismatch	373
vFyE	vFyE	Parameter settings in the drive and those saved to the copy function are not the same	373
vrFy	vrFy	Comparing Parameter Settings (flashing)	373

6.4 Fault Detection

◆ Fault Displays, Causes, and Possible Solutions

Faults are detected for drive protection that cause the drive to stop while toggling the form-C output associated with terminals MA-MB-MC.
Remove the cause of the fault and manually clear the fault before attempting to run the drive again.

Table 6.15 Detailed Fault Displays, Causes, and Possible Solutions

Digital Operator Display		Fault Name
Aou	Aov	Power Supply Overvoltage
		The input power supply voltage became equal to or higher than the Input Power Supply Overvoltage Detection Level. 200 V Class: Approximately 290 Vrms 400 V Class: Approximately 580 Vrms
Cause		**Possible Solution**
• The power supply voltage exceeded the range listed in drive input power specifications. • Regenerative operation was performed when the power supply capacity was too small. • The power supply circuit opened during regeneration.		• Reduce the voltage to within the range in the power supply specifications. • Increase the capacity of the power supply.
Digital Operator Display		**Fault Name**
AUu	AUv	Power Supply Undervoltage
		The input power supply voltage became equal to or lower than the Input Power Supply Undervoltage Detection Level (L2-21). 200 V Class: Approximately 150 Vrms 400 V Class: Approximately 300 Vrms
Cause		**Possible Solution**
The capacity of the power supply is too small.		Increase the capacity of the power supply.
The distortion in the power supply is too large.		Lower the impedance of the input power supply wiring.
A phase loss occurred in the input power supply.		Check the input power supply for phase loss or an imbalance in the interphase voltages. Investigate and correct the cause and then reset the fault.
The built-in fuse is open.		An internal transistor was destroyed. The input wiring is grounded or short-circuited. The output transistor has failed because the drive output has grounded or short-circuited. Replace the board or the drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
bUS	bUS	Option Communication Error
		• After establishing initial communication, the connection was lost. • Only detected when the run command frequency reference is assigned to an option card.
Cause		**Possible Solution**
No signal received from the PLC.		• Check for faulty wiring. • Correct the wiring. • Check for disconnected cables and short circuits. Repair as needed.
Faulty communications wiring or a short circuit exists.		
A communications data error occurred due to noise.		• Check the various options available to minimize the effects of noise. • Take steps to counteract noise in the control circuit, main circuit, and ground wiring. • Ensure that other equipment such as switches or relays do not cause noise. Use surge suppressors if necessary. • Use only recommended cables or other shielded line. Ground the shield on the controller side or on the drive input power side. • Separate all communication wiring from drive power lines. Install an EMC noise filter to the drive power supply input.
The option card is damaged.		• Replace the option card if there are no problems with the wiring and the error continues to occur.
The option card is not properly connected to the drive.		• The connector pins on the option card are not properly lined up with the connector pins on the drive. • Reinstall the option card.
Digital Operator Display		**Fault Name**
CE	CE	MEMOBUS/Modbus Communication Error
		Control data was not received for the CE detection time set to H5-09.
Cause		**Possible Solution**
Faulty communications wiring or a short circuit exists.		• Check for faulty wiring. • Correct the wiring. • Check for disconnected cables and short circuits. Repair as needed.
Communication data error occurred due to noise.		• Check the various options available to minimize the effects of noise. • Take steps to counteract noise in the control circuit, main circuit, and ground wiring. • Use only recommended cables or other shielded line. Ground the shield on the controller side or on the drive input power side. • Ensure that other equipment such as switches or relays do not cause noise and use surge suppressors if required. • Separate all communication wiring from drive power lines. Install an EMC noise filter to the drive power supply input.
Digital Operator Display		**Fault Name**
CF	CF	Control Fault
		The torque limit was reached continuously for 3 seconds after the Stop command was input and deceleration was not possible in Open Loop Vector Control.
Cause		**Possible Solution**
Motor parameters are not set properly.		Check the motor parameter settings and repeat Auto-Tuning.
Torque limit is too low.		Set the torque limit to the most appropriate setting (L7-01 through L7-04).
Load inertia is too big.		• Adjust the deceleration time (C1-02, C1-04, C1-06, C1-08). • Set the frequency to the minimum value and interrupt the Run command when the drive finishes decelerating.

Digital Operator Display		Fault Name
CoF	CoF	Current Offset Fault
		The current sensor is damaged or there was residual induction current in the motor (e.g., during sudden deceleration or when coasting) when the drive attempted to start the motor.
Cause		**Possible Solution**
Due to residual induction current in the motor when the drive attempted to start the motor, the drive attempted to adjust the current offset value beyond the allowable range.		• Create a motor restart sequence that allows enough time for the residual induction voltage to dissipate. • Enable Speed Search at start (b3-01 = 1). Use the multi-function terminals to execute External Speed Search 1 and 2 (H1-□□ = 61 or 62). **Note:** When using a PM motor, both External Speed Search 1 and 2 perform the same operation.
Hardware is damaged.		Replace the drive.
Digital Operator Display		**Fault Name**
CPF00 to CPF03, CPF07, CPF08, CPF11 to CPF14, CPF16 to CPF24, CPF26 to CPF35, CPF40 to CPF45 <1>	CPF00 to CPF03, CPF07, CPF08, CPF11 to CPF14, CPF16 to CPF24, CPF26 to CPF35, CPF40 to CPF45 <1>	Control Circuit Error
Cause		**Possible Solution**
Hardware is damaged.		• Cycle power to the drive. • If the problem continues, replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Connector on the operator is damaged.		Replace the operator.
Digital Operator Display		**Fault Name**
CPF06	CPF06	Control Circuit Error
		There is an error in the data saved to EEPROM.
Cause		**Possible Solution**
The power supply was switched off when parameters were being saved to the drive.		Reinitialize the drive (A1-03 = 2220, 3330).
Hardware is damaged.		• Turn the power off and check the connection between the control board and the drive. • If the problem continues, replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
CPF25	CPF25	Terminal Board not Connected
Cause		**Possible Solution**
Terminal board is not connected correctly.		Reconnect the terminal board to the connector on the drive, then cycle the power to the drive.
Digital Operator Display		**Fault Name**
dEv	dEv	Speed Deviation (for Control Mode with PG)
		The deviation between the speed detection value for the pulse input and the speed reference after speed agreement was reached exceeded the setting value of F1-10 for the time set in F1-11 or longer when the Operation Selection at Deviation was set to continue operation (F1-04 = 3).
Cause		**Possible Solution**
Load is too heavy.		Reduce the load.
Acceleration and deceleration times are set too short.		Increase the acceleration and deceleration times (C1-01 through C1-08).
The load is locked up.		Check the machine.
Parameters are not set appropriately.		Check the settings of parameters F1-10 and F1-11.
Incorrect speed feedback scaling if terminal RP is used as speed feedback input in V/f control.		• Set H6-02 to the same value as the speed feedback signal frequency when the motor runs at maximum speed. • Adjust the speed feedback signal using parameters H6-03 through H6-05. • Make sure the speed feedback signal frequency does not exceed the maximum input frequency of terminal RP.
Motor brake engaged.		Ensure the motor brake releases properly.
The torque limit is small for the load.		Increase the setting values of L7-01 to L7-04, the value of the torque limit from the analog input, or the value of the torque limit set from the communication option.
Digital Operator Display		**Fault Name**
doH	doH	Damping Resistor Overheat
		The temperature of the built-in damping resistor exceeded the set value.
Cause		**Possible Solution**
• The capacity of the power supply is too small. • The distortion in the power supply is too large.		• Increase the capacity of the power supply. • Lower the impedance of the input power supply wiring.
A phase loss occurred in the input power supply.		Check the input power supply for phase loss or an imbalance in the interphase voltages.
Digital Operator Display		**Fault Name**
dv1	dv1	Z Pulse Fault
		The motor turned one full rotation without the Z pulse being detected. **Note:** Available in CLV/PM control mode only.
Cause		**Possible Solution**
PG encoder is not connected, not wired properly, or is damaged.		• Make sure the PG encoder is properly connected and all shielded lines are properly grounded. • If the problem continues after cycling power, then replace either the PG option card or the PG encoder itself.

Digital Operator Display		Fault Name
dv2	dv2	Z Pulse Noise Fault Detection
		The Z pulse is out of phase by more than 5 degrees for the number of times specified in parameter F1-17. **Note:** Available in CLV/PM control mode only.
Cause		**Possible Solution**
Electrical signal interference along the PG cable.		Separate the PG cable lines from the source of the noise (very possibly drive output wiring).
PG cable is not wired properly.		Rewire the PG encoder and make sure all shielded lines are properly grounded.
PG option card or the PG encoder is damaged.		If the problem continues after cycling power, then replace either the PG option card or the PG encoder itself.
Digital Operator Display		**Fault Name**
dv3	dv3	Inversion Detection
		The torque reference and acceleration are in opposite directions from one another (one is in reverse and the other is forward) while at the same time the speed reference and actual motor speed differ by over 30% for the number of pulses set to F1-18. **Note:** Available in CLV/PM control mode only.
Cause		**Possible Solution**
The Z pulse offset is not set properly to E5-11.		Set the value for Δθ to E5-11 as specified on the motor nameplate. Replacing the PG encoder or changing the application so that the motor rotates in reverse instead requires readjustment of the Z pulse offset. (T2-01 = 3)
An external force on the load side has caused the motor to move.		• Make sure the motor is rotating in the right direction. • Look for any problems on the load side that might be causing the motor to rotate in the opposite direction.
Electrical signal interference along the PG cable affecting the A or B pulse.		Rewire the PG encoder and make sure all lines including shielded line are properly connected.
PG encoder is disconnected, not wired properly, or the PG option card or PG itself is damaged.		
Rotational direction for the PG encoder set to F1-05 is the opposite of the order of the motor lines.		Make sure motor lines for each phase (U, V, W) are connected properly.
The drive incorrectly detected the position of the motor poles.		If the value displayed in U6-57 is lower than 819, then set the polarity judge current (n8-84) higher than the default value.
Digital Operator Display		**Fault Name**
dv4	dv4	Inversion Prevention Detection
		Pulses indicate that the motor is rotating in the opposite direction of the speed reference. Set the number of pulses to trigger inverse detection to F1-19. **Note: 1.** Disable inverse detection in applications where the motor may rotate in the opposite direction of the speed reference. Setting F1-19 to 0 disables this feature. **2.** Available in CLV/PM control mode only.
Cause		**Possible Solution**
The Z pulse offset is not set properly to E5-11.		• Set the value for Δθ to E5-11 as specified on the motor nameplate. • If the problem continues after cycling power, then replace either the PG option card or the PG encoder itself. Replacing the PG encoder or changing the application so that the motor rotates in reverse instead requires readjustment of the Z-pulse offset. (T2-01 = 3)
Electrical signal interference along the PG cable affecting the A or B pulse.		• Make sure the motor is rotating in the correct direction. • Look for any problems on the load side that might be causing the motor to rotate in the opposite direction.
PG encoder is disconnected, not wired properly, or the PG option card or PG itself is damaged.		• Rewire the PG encoder and make sure all lines including shielded line are properly connected. • If the problem continues after cycling power, then replace either the PG option card or the PG encoder itself.
The drive incorrectly detected the position of the motor poles.		If the value displayed in U6-57 is lower than 819, then set the polarity judge current (n8-84) higher than the default value.
The setting value of the polarity judge current (n8-84) is too low.		The polarity judge current (n8-84) is higher than default value. Check with the motor manufacturer for the maximum set value.
Digital Operator Display		**Fault Name**
dv7	dv7	Polarity Judge Timeout
Cause		**Possible Solution**
Disconnection in the motor coil winding.		• Measure the motor line-to-line resistance and replace the motor if the motor coil winding is open. • Check for loose terminals. Apply the tightening torque specified in this manual to fasten the terminals. Refer to *Wire Size on page 93*.
Loose output terminals.		
Digital Operator Display		**Fault Name**
dWAL	dWAL	DriveWorksEZ Fault
dWFL	dWFL	
Cause		**Possible Solution**
Fault output by DriveWorksEZ.		Correct whatever caused the fault.
Digital Operator Display		**Fault Name**
dWF1	dWF1	EEPROM Memory DriveWorksEZ Data Error
		There is an error in the DriveWorksEZ program saved to EEPROM.
Cause		**Possible Solution**
Problem with EEPROM data.		Reinitialize the drive (A1-03 = 2220, 3330) and then download the DriveWorksEZ program again.
There is an error in EEPROM control circuit.		• Turn the power off and check the connection between the control board and the drive. • If the problem continues, replace either the control board or the entire drive and then download the DriveWorksEZ program. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
E5	E5	MECHATROLINK Watchdog Timer Error
		The watchdog has timed out.
Cause		**Possible Solution**
Data has not been received from the PLC, triggering the watchdog timer.		Execute DISCONNECT or ALM_CLR, then issue a CONNECT command or SYNC_SET command and proceed to phase 3.

Digital Operator Display		Fault Name
EF0	EF0	Option Card External Fault
		An external fault condition is present.
Cause		**Possible Solution**
An external fault was received from the PLC with other than F6-03 = 3 “alarm only” (the drive continued to run after external fault).		• Remove the cause of the external fault. • Remove the external fault input from the PLC.
Problem with the PLC program.		Check the PLC program and correct problems.
Digital Operator Display		**Fault Name**
EF1	EF1	External Fault (input terminal S1)
		External fault at multi-function input terminal S1.
EF2	EF2	External Fault (input terminal S2)
		External fault at multi-function input terminal S2.
EF3	EF3	External Fault (input terminal S3)
		External fault at multi-function input terminal S3.
EF4	EF4	External Fault (input terminal S4)
		External fault at multi-function input terminal S4.
EF5	EF5	External Fault (input terminal S5)
		External fault at multi-function input terminal S5.
EF6	EF6	External Fault (input terminal S6)
		External fault at multi-function input terminal S6.
EF7	EF7	External Fault (input terminal S7)
		External fault at multi-function input terminal S7
EF8	EF8	External Fault (input terminal S8)
		External fault at multi-function input terminal S8
Cause		**Possible Solution**
An external device has tripped an alarm function.		Remove the cause of the external fault and reset the fault.
Wiring is incorrect.		• Ensure the signal lines have been connected properly to the terminals assigned for external fault detection (H1-□□ = 20 to 2B). • Reconnect the signal line.
Incorrect setting of multi-function contact inputs.		• Check if the any unused terminals are set for H1-□□ = 20 to 2B (External Fault). • Change the terminal settings.
Digital Operator Display		**Fault Name**
Err	Err	EEPROM Write Error
		Data cannot be written to the EEPROM.
Cause		**Possible Solution**
Noise has corrupted data while writing to the EEPROM.		• Press the ENTER button. • Correct the parameter setting. • Cycle power to the drive. *Refer to Diagnosing and Resetting Faults on page 374*. • Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Hardware problem.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
FAn	FAn	Fan Fault
		Fan failed.
Cause		**Possible Solution**
Cooling fan has malfunctioned.		Cycle power to the drive. Check if the fan is operating or not. Verify the cumulative operation time of the fan using monitor U4-03, and the fan maintenance timer in U4-04. If the cooling fan has passed its expected performance life or is damaged in some way, follow the instructions in this manual to replace it.
Fault detected in the internal cooling fan to the power supply (models 2□0154 to 2□0248, 4□0156 to 4□0414).		Cycle power to the drive. If the fault still occurs, either replace the control circuit board or the entire unit. For instructions on replacing the power board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
FbH	FbH	Excessive PID Feedback
		PID feedback input is greater than the level set b5-36 for longer than the time set to b5-37. To enable fault detection, set b5-12 = 2 or 5.
Cause		**Possible Solution**
Parameters are not set appropriately.		Check the settings of parameters b5-36 and b5-37.
Wiring for PID feedback is incorrect.		Correct the wiring.
There is a problem with the feedback sensor.		• Check the sensor on the control side. • Replace the sensor if damaged.
Digital Operator Display		**Fault Name**
FbL	FbL	PID Feedback Loss
		This fault occurs when PID feedback loss detection is programmed to trigger a fault (b5-12 = 2 or 5) and the PID feedback level is below the detection level set to b5-13 for longer than the time set to b5-14.
Cause		**Possible Solution**
Parameters are not set appropriately.		Check the settings of parameters b5-13 and b5-14.
Wiring for PID feedback is incorrect.		Correct the wiring.
There is a problem with the feedback sensor.		Check the sensor on the controller side. If damaged, replace the sensor.

Digital Operator Display		Fault Name
Fdv	Fdv	Power Supply Frequency Fault
		The input power supply frequency exceeded the allowable frequency fluctuation.
Cause		**Possible Solution**
A momentary power loss occurred.		Reset the fault.
An input power supply wiring terminal is loose.		Check for loose terminals.
The fluctuation in the voltage of the input power supply is too large.		Increase the power supply frequency fault detection width (L2-27).
The built-in fuse is open.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
GF	GF	Ground Fault
		A current short to ground exceeded 50% of rated current on the output side of the drive.
Cause		**Possible Solution**
Motor insulation is damaged.		• Check the insulation resistance of the motor. • Replace the motor.
A damaged motor cable is creating a short circuit.		• Check the motor cable. • Remove the short circuit and turn the power back on.
		• Check the resistance between the cable and the ground terminal ⏚. • Replace the cable.
The leakage current at the drive output is too high.		• Reduce the carrier frequency. • Reduce the amount of stray capacitance.
The drive performed a current offset adjustment while the motor was rotating.		• The value set exceeds the allowable setting range while the drive automatically adjusts the current offset (this generally only happens when attempting to restart a PM motor that is coasting to stop). • Enable Speed Search at start (b3-01 = 1). • Perform Speed Search 1 or 2 (H1-□□ = 61 or 62) via one of the external terminals. **Note:** Speed Search 1 and 2 are the same when using PM OLV.
Hardware problem.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
LF	LF	Output Phase Loss
		• Phase loss on the output side of the drive. • Phase Loss Detection is enabled when L8-07 is set to 1 or 2.
Cause		**Possible Solution**
The output cable is disconnected.		• Check for wiring errors and ensure the output cable is connected properly. • Correct the wiring.
The motor winding is damaged.		• Check the resistance between motor lines. • Replace the motor if the winding is damaged.
The output terminal is loose.		Apply the tightening torque specified in this manual to fasten the terminals. *Refer to Wire Size on page 93*.
The rated current of the motor being used is less than 5% of the drive rated current.		Check the drive selection and motor capacities.
An output transistor is damaged.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
A single-phase motor is being used.		The drive cannot operate a single phase motor.
Digital Operator Display		**Fault Name**
LF2	LF2	Output Current Imbalance
		One or more of the phases in the output current is lost.
Cause		**Possible Solution**
Phase loss has occurred on the output side of the drive.		• Check for faulty wiring or poor connections on the output side of the drive. • Correct the wiring.
Terminal wires on the output side of the drive are loose.		Apply the tightening torque specified in this manual to fasten the terminals. *Refer to Wire Size on page 93*.
The output circuit is damaged.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Motor impedance or motor phases are uneven.		• Measure the line-to-line resistance for each motor phase. Ensure all values are the same. • Replace the motor.

Digital Operator Display		Fault Name
LSo <2>	LSo	LSo Fault
		Pull-out has been detected at low speed.
Cause		**Possible Solution**
The incorrect motor code has been entered.		• Enter the correct motor code for the PM motor being used into E5-01. • For special-purpose motors, enter the correct data to all E5 parameters according to the test report provided for the motor.
The load is too heavy.		• Reduce the load. • Use a larger drive.
The drive incorrectly detected the position of the motor poles.		• Make sure some external force is not rotating the motor at start. • Enable Speed Search Selection at start. (b3-01 = 1) • If the value displayed in U6-57 is lower than 819, then set the polarity judge current (n8-84) higher than the default value. If the motor is to be operated at a speed higher than the rated speed, consult with the manufacturer.
Values set to parameters L8-93, L8-94, and L8-95 are incorrect.		• Increase the value set to L8-93. • Increase the value set to L8-94. • Increase the value set to L8-95.
Digital Operator Display		**Fault Name**
nSE	nSE	Node Setup Error
		A terminal assigned to the node setup function closed during run.
Cause		**Possible Solution**
The node setup terminal closed during run.		Stop the drive when using the node setup function.
A run command was issued while the node setup function was active.		
Digital Operator Display		**Fault Name**
oC	oC	Overcurrent
		Drive sensors have detected an output current greater than the specified overcurrent level.
Cause		**Possible Solution**
Overcurrent occurred during Overexcitation Deceleration.		Reduce the overexcitation deceleration gain (n3-13).
The motor has been damaged due to overheating or the motor insulation is damaged.		• Check the insulation resistance. • Replace the motor.
One of the motor cables has shorted out or there is a grounding problem.		• Check the motor cables. • Remove the short circuit and power the drive back up.
		• Check the resistance between the motor cables and the ground terminal ⏚. • Replace damaged cables.
The load is too heavy.		• Measure the current flowing into the motor. • Use a drive one-frame larger if the current value exceeds the rated current of the drive. • Determine if there is sudden fluctuation in the current level. • Reduce the load to avoid sudden changes in the current level or use a drive one-frame larger.
The acceleration or deceleration times are too short.		Calculate the torque needed during acceleration relative to the load inertia and the specified acceleration time. If the right amount of torque cannot be set, make the following changes: • Increase the acceleration time (C1-01, -03, -05, -07). • Increase the S-curve characteristics (C2-01 through C2-04). • Use a drive one-frame larger.
The drive is attempting to operate a specialized motor or a motor larger than the rated current allowed.		• Check the motor capacity. • Ensure that the rated current of the drive is greater than or equal to the current rating found on the motor nameplate.
Magnetic contactor (MC) on the output side of the drive has turned on or off.		Set up the operation sequence so that the MC is not tripped while the drive is outputting current.
V/f setting is not operating as expected.		• Check the ratios between the voltage and frequency. • Set parameter E1-04 through E1-10 appropriately (E3-04 through E3-10 for motor 2). • Lower the voltage if it is too high relative to the frequency.
Excessive torque compensation.		• Check the amount of torque compensation. • Reduce the torque compensation gain (C4-01) until there is no speed loss and less current.
Drive fails to operate properly due to electrical signal interference.		• Review the possible solutions provided for handling electrical signal interference. • Review the section on handling electrical signal interference and check the control circuit lines, main circuit lines, and ground wiring.
Overexcitation gain is set too high.		• Check if fault occurs simultaneously to overexcitation function operation. • Consider motor flux saturation and reduce the value of n3-13 (Overexcitation Deceleration Gain).
Run command applied while motor was coasting.		• Enable Speed Search at start (b3-01 = 1). • Program the Speed Search command input through one of the multi-function contact input terminals (H1-□□ = 61 or 62).
The wrong motor code has been entered for PM Open Loop Vector (Yaskawa motors only) or the motor data are wrong.		• Enter the correct motor code to E5-01. • If a non-Yaskawa PM motor is used, enter "FFFF" to E5-01. Set the correct motor data to the E5-□□ parameters or perform Auto-Tuning.
The overcurrent level has exceeded the value set to L8-27. (PM control modes)		Correct the value set to overcurrent detection gain (L8-27).
The motor control method and motor do not match.		• Check which motor control method the drive is set to (A1-02). • For IM motors, set A1-02 = "0", "1", "2", or "3". • For PM motors, set A1-02 = "5", "6" or "7".
The drives rated output current is too small.		Use a larger drive.
Digital Operator Display		**Fault Name**
oFA00	oFA00	Option Card Connection Error at Option Port CN5-A
		Option compatibility error
Cause		**Possible Solution**
The option card installed into port CN5-A is incompatible with the drive.		Check if the drive supports the option card that you are attempting to install. Contact Yaskawa or a Yaskawa representative for assistance.
A PG option card is connected to option port CN5-A.		PG option boards are supported by option ports CN5-B and CN5-C only. Place the PG option card into the correct option port.

Digital Operator Display		Fault Name
oFA01	oFA01	Option Card Fault at Option Port CN5-A
		Option not properly connected
Cause		**Possible Solution**
The option board connection to port CN5-A is faulty.		• Turn the power off and reconnect the option card. • Check if the option card is properly plugged into the option port. Make sure the card is fixed properly. • If the option is not a communication option card, try to use the card in another option port. If it works there, replace the drive. If the error persists (oFb01 or oFC01 occur), replace the option board.
Digital Operator Display		**Fault Name**
oFA03 to oFA06	oFA03 to oFA06	Option Card Error Occurred at Option Port CN5-A
oFA10, oFA11	oFA10, oFA11	
oFA12 to oFA17	oFA12 to oFA17	Option Card Connection Error (CN5-A)
oFA30 to oFA43	oFA30 to oFA43	Comm. Option Card Connection Error (CN5-A)
Cause		**Possible Solution**
Option card or hardware is damaged.		• Cycle power to the drive. • If the problem continues, replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
oFb00	oFb00	Option Card Fault at Option Port CN5-B
		Option compatibility error
Cause		**Possible Solution**
The option card installed into port CN5-B is incompatible with the drive.		Check if the drive supports the option card that you are attempting to install. Contact Yaskawa or a Yaskawa representative for assistance.
A communication option card has been installed in option port CN5-B.		Communication option cards are supported by option port CN5-A only. More than one comm. option cannot be installed.
Digital Operator Display		**Fault Name**
oFb01	oFb01	Option Card Fault at Option Port CN5-B
		Option not properly connected
Cause		**Possible Solution**
The option board connection to port CN5-B is faulty.		• Turn the power off and reconnect the option card. • Check if the option card is properly plugged into the option port. Make sure the card is fixed properly. • Try to use the card in another option port (in case of a PG option use port CN5-C). If option card still doesn't work there, replace the drive. If the error persists (oFA01 or oFC01 occur), replace the option board.
Digital Operator Display		**Fault Name**
oFb02	oFb02	Option Card Fault at Option Port CN5-B
		Same type of option card already connected
Cause		**Possible Solution**
An option card of the same type is already installed in option port CN5-A.		Except for PG options, each option card type can only be installed once. Make sure only one type of option card is connected.
An input option card is already installed in option port CN5-A.		Make sure that a comm. option, a digital input option, or an analog input option is installed. The same type of card cannot be installed twice.
Digital Operator Display		**Fault Name**
oFb03 to oFb11	oFb03 to oFb11	Option Card Error Occurred at Option Port CN5-B
oFb12 to oFb17	oFb12 to oFb17	
Cause		**Possible Solution**
Option card or hardware is damaged.		• Cycle power to the drive. • If the problem continues, replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
oFC00	oFC00	Option Card Connection Error at Option Port CN5-C
		Option compatibility error
Cause		**Possible Solution**
The option card installed into port CN5-C is incompatible with the drive.		Check if the drive supports the option card that you are attempting to install. Contact Yaskawa or a Yaskawa representative for assistance.
A communication option card has been installed in option port CN5-C.		Communication option cards are supported by option port CN5-A only. More than one comm. option cannot be installed.
Digital Operator Display		**Fault Name**
oFC01	oFC01	Option Card Fault at Option Port CN5-C
		Option not properly connected
Cause		**Possible Solution**
The option board connection to port CN5-C is faulty.		• Turn the power off and reconnect the option card. • Check if the option card is properly plugged into the option port. Make sure the card is fixed properly. • Try to use the card in another option port (in case of a PG option use port CN5-B). If it works there, replace the drive. If the error persists (oFA01 or oFb01 occur), replace the option board.

Digital Operator Display		Fault Name
oFC02	oFC02	Option Card Fault at Option Port CN5-C Same type of option card already connected
Cause		**Possible Solution**
An option card of the same type is already installed in option port CN5-A or CN5-B.		Except for PG options, each option card type can only be installed once. Make sure only one type of option card is connected.
An input option card is already installed in option port CN5-A or CN5-B.		Make sure that a comm. option, a digital input option, or an analog input option is installed. The same type of card cannot be installed twice.
Three PG option boards are installed.		Maximum two PG option boards can be used at the same time. Remove the PG option board installed into option port CN5-A.
Digital Operator Display		**Fault Name**
oFC03 to oFC11	oFC03 to oFC11	Option Card Error Occurred at Option Port CN5-C
oFC12 to oFC17	oFC12 to oFC17	
Cause		**Possible Solution**
Option card or hardware is damaged.		• Cycle power to the drive. • If the problem continues, replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
oFC50 to oFC55	oFC50 to oFC55	Option Card Error Occurred at Option Port CN5-C
Cause		**Possible Solution**
Option card or hardware is damaged.		Refer to the option manual for details.
Digital Operator Display		**Fault Name**
oH	oH	Heatsink Overheat The temperature of the heatsink exceeded the overheat pre-alarm level set to L8-02. Default value for L8-02 is determined by the drive model selection (o2-04).
Cause		**Possible Solution**
Surrounding temperature is too high.		• Check the temperature surrounding the drive. Verify temperature is within drive specifications. • Improve the air circulation within the enclosure panel. • Install a fan or air conditioner to cool the surrounding area. • Remove anything near the drive that might be producing excessive heat.
Load is too heavy.		• Measure the output current. • Decrease the load. • Lower the carrier frequency selection (C6-02).
Internal cooling fan is stopped.		• Replace the cooling fan. *Refer to Cooling Fan Component Names on page 392*. • After replacing the drive, reset the cooling fan maintenance parameter (o4-03 = 0).
Digital Operator Display		**Fault Name**
oH1	oH1	Overheat 1 (Heatsink Overheat) The temperature of the heatsink exceeded the drive overheat level. The overheat level is determined by drive capacity (o2-04).
Cause		**Possible Solution**
Surrounding temperature is too high.		• Check the temperature surrounding the drive. • Improve the air circulation within the enclosure panel. • Install a fan or air conditioner to cool the surrounding area. • Remove anything near the drive that might be producing excessive heat.
Load is too heavy.		• Measure the output current. • Lower the carrier frequency selection (C6-02). • Reduce the load.
Digital Operator Display		**Fault Name**
oH3	oH3	Motor Overheat Alarm (PTC Input) • The motor overheat signal to analog input terminal A1, A2, or A3 exceeded the alarm detection level. • Detection requires multi-function analog input H3-02, H3-10, or H3-06 be set to "E".
Cause		**Possible Solution**
Motor has overheated		• Check the size of the load, the accel/decel times, and the cycle times. • Decrease the load. • Increase the acceleration and deceleration times (C1-01 through C1-08). • Adjust the preset V/f pattern (E1-04 through E1-10). This will mainly involve reducing E1-08 and E1-10. • Be careful not to lower E1-08 and E1-10 too much, as this reduces load tolerance at low speeds. • Check the motor rated current. • Enter the motor rated current as indicated on the motor nameplate (E2-01). • Ensure the motor cooling system is operating normally. • Repair or replace the motor cooling system.
Digital Operator Display		**Fault Name**
oH4	oH4	Motor Overheat Fault (PTC Input) • The motor overheat signal to analog input terminal A1, A2, or A3 exceeded the fault detection level. • Detection requires that multi-function analog input H3-02, H3-10, or H3-06 = "E".
Cause		**Possible Solution**
Motor has overheated.		• Check the size of the load, the accel/decel times, and the cycle times. • Decrease the load. • Increase the acceleration and deceleration times (C1-01 through C1-08). Adjust the preset V/f pattern (E1-04 through E1-10). This will mainly involve reducing E1-08 and E1-10. Be careful not to lower E1-08 and E1-10 too much because this reduces load tolerance at low speeds. • Check the motor rated current. • Enter the motor rated current as indicated on the motor nameplate (E2-01). • Ensure the motor cooling system is operating normally. • Repair or replace the motor cooling system.

Digital Operator Display		Fault Name
oL1	oL1	Motor Overload
		The electronic motor overload protection tripped.
Cause		**Possible Solution**
Overload occurred during Overexcitation Deceleration.		Reduce the overexcitation deceleration gain (n3-13).
Load is too heavy.		Reduce the load. **Note:** After the value of U4-16 has decreased to one less than 100, reset oL1. The value of U4-16 must be less than 100 before oL1 can be reset.
Cycle times are too short during acceleration and deceleration.		Increase the acceleration and deceleration times (C1-01 through C1-08).
A general purpose motor is driven below the rated speed with too high load.		• Reduce the load. • Increase the speed. • If the motor is supposed to operate at low speeds, either increase the motor capacity or use a motor specifically designed to operate in the desired speed range.
L1-01 (Motor Overload Protection Selection) is set to 1 (General-purpose motor (standard self-cooled)) when a drive dedicated motor is used.		Set L1-01 to 2.
V/f characteristics (voltage and frequency) are not suitable.		Set the V/f pattern setting parameters E1-04 through E1-10 so that they match the motor characteristics.
The wrong motor rated current is set to E2-01.		• Check the motor-rated current. • Enter the value written on the motor nameplate to parameter E2-01.
Multiple motors are running off the same drive.		Disable the motor protection function (L1-01 = 0) and install a thermal relay to each motor.
The electrical thermal protection characteristics and motor overload characteristics do not match.		• Check the motor characteristics. • Correct the type of motor protection that has been selected (L1-01). • Install an external thermal relay.
The electrical thermal relay is operating at the wrong level.		• Check the current rating listed on the motor nameplate. • Check the value set for the motor rated current (E2-01).
Motor overheated by overexcitation operation.		• Overexcitation increases the motor losses and the motor temperature. If applied too long, motor damage can occur. Prevent excessive overexcitation operation or apply proper cooling to the motor. • Reduce the excitation deceleration gain (n3-13). • Set L3-04 (Stall Prevention during Deceleration) to a value other than 4.
Speed Search related parameters are set incorrectly.		• Check values set to Speed Search related parameters. • Reduce the Speed Search Operation Current Level 1 (Current Detection Type 3, Current Detection Type 3, Speed Estimation Type 2) (b3-31). • After Auto-Tuning, enable Speed Estimation Speed Search (b3-24 = 1).
Output current fluctuation due to power supply loss.		Check the power supply for phase loss.
Digital Operator Display		**Fault Name**
oL2	oL2	Drive Overload
		The thermal sensor of the drive triggered overload protection.
Cause		**Possible Solution**
Overload occurred during Overexcitation Deceleration.		Reduce the overexcitation deceleration gain (n3-13).
Load is too heavy.		Reduce the load.
Acceleration or deceleration times are too short.		Increase the settings for the acceleration and deceleration times (C1-01 through C1-08).
A V/f characteristic (voltage) is not suitable.		Set the V/f pattern setting parameters E1-04 through E1-10 so that they match the motor characteristics.
Drive capacity is too small.		Use a larger drive.
Overload occurred when operating at low speeds.		• Reduce the load when operating at low speeds. • Use a larger drive. • Lower the carrier frequency (C6-02).
Excessive torque compensation.		Reduce the torque compensation gain (C4-01) until there is no speed loss but less current.
Speed Search related parameters are set incorrectly.		• Check the settings for all Speed Search related parameters. • Adjust the current used during the Speed Search deceleration time (b3-03). • Reduce the Speed Search Operation Current Level 1 (Current Detection Type 3, Current Detection Type 3, Speed Estimation Type 2) (b3-31). • After Auto-Tuning the drive, enable the Speed Estimation Speed Search (b3-24 = 1).
Output current fluctuation due to input phase loss.		Check the power supply for phase loss.
Digital Operator Display		**Fault Name**
oL3	oL3	Overtorque Detection 1
		The current has exceeded the value set for torque detection level 1 (L6-02) for longer than the allowable time (L6-03).
Cause		**Possible Solution**
Parameter settings are not appropriate for the load.		Check the settings of parameters L6-02 and L6-03.
Fault on the machine side (e.g., machine is locked up).		Check the status of the load. Remove the cause of the fault.
Digital Operator Display		**Fault Name**
oL4	oL4	Overtorque Detection 2
		The current has exceeded the value set for torque detection level 2 (L6-05) for longer than the allowable time (L6-06).
Cause		**Possible Solution**
Parameter settings are not appropriate for the load.		Check the settings of parameters L6-05 and L6-06.
A fault occurred on the machine (e.g., the machine is locked up when overtorque occurs.).		Check the status of the machine. Remove the cause of the fault.
Digital Operator Display		**Fault Name**
oL5	oL5	Mechanical Weakening Detection 1
		Overtorque occurred, matching the conditions specified in L6-08.
Cause		**Possible Solution**
Overtorque triggered mechanical weakening detection level set to L6-08.		Check for the cause of mechanical weakening.

Digital Operator Display		Fault Name
oPr	oPr	External Digital Operator Connection Fault
		The external operator has been disconnected from the drive. **Note:** An oPr fault will occur when all of the following conditions are true: • Output is interrupted when the operator is disconnected (o2-06 = 1). • The Run command is assigned to the operator (b1-02 = 0 and LOCAL has been selected).
Cause		**Possible Solution**
External operator is not properly connected to the drive.		• Check the connection between the operator and the drive. • Replace the cable if damaged. • Turn off the drive input power and disconnect the operator. Next reconnect the operator and turn the drive input power back on.
Digital Operator Display		**Fault Name**
oS	oS	Overspeed
		The motor speed feedback exceeded the F1-08 setting.
Cause		**Possible Solution**
Overshoot is occurring.		• Reduce the settings for C5-01 (Speed Control Proportional Gain 1) and increase C5-02 (Speed Control Integral Time 1). • If using a Closed Loop Vector mode, enable Feed Forward and perform Inertia Auto-Tuning.
Incorrect speed feedback scaling if terminal RP is used as speed feedback input in V/f control.		• Set H6-02 to the value of the speed feedback signal frequency when the motor runs at the maximum speed. • Adjust the input signal using parameters H6-03 through H6-05.
Incorrect number of PG pulses has been set.		Check and correct parameter F1-01.
Inappropriate parameter settings.		Check the setting for the overspeed detection level and the overspeed detection time (F1-08 and F1-09).
Digital Operator Display		**Fault Name**
ov	ov	Control Circuit Overvoltage
		Voltage in the control circuit has exceeded the overvoltage level. • For 200 V class: approximately 450 V • For 400 V class: approximately 900 V
Cause		**Possible Solution**
Ground fault in the output circuit causing the capacitor to overcharge.		• Check the motor wiring for ground faults. • Correct grounding shorts and turn the power back on.
Drive input power voltage is too high.		• Check the voltage. • Lower drive input power voltage within the limits listed in the specifications.
The capacity of the input power supply is too small.		Use a power supply that has at least twice the input capacity of the drive.
The input power supply repeatedly turned on and off over a short period of time.		Implement countermeasures so that chattering does not occur for the input power supply.
An I/O terminal is loose.		Check the tightening torque of the I/O terminals.
Chattering is occurring in the magnetic contactor (MC) installed between the drive's output terminals and the motor.		Implement countermeasures so that chattering does not occur for the MC.
There is a phase loss or an imbalance in the interphase voltages of the input power supply.		Check the status of the input power supply and eliminate phase losses and imbalance.
Digital Operator Display		**Fault Name**
PGo	PGo	PG Disconnect (for any control modes using a PG option card)
		No PG pulses are received for longer than the time set to F1-14.
Cause		**Possible Solution**
PG cable is disconnected.		Reconnect the cable.
PG cable wiring is wrong.		Correct the wiring.
PG has no power.		Check the power line to the PG encoder.
PG encoder brake is clamped shut.		Ensure the motor brake releases properly.
Digital Operator Display		**Fault Name**
PGoH	PGoH	PG Hardware Fault (detected when using a PG-X3 option card)
		PG cable is not connected properly.
Cause		**Possible Solution**
PG cable is disconnected.		Reconnect the cable. Check the setting of F1-20.
Digital Operator Display		**Fault Name**
SCF	SCF	Safety Circuit Fault
		Safety Circuit Fault is detected.
Cause		**Possible Solution**
The safety circuit is damaged.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
SEr	SEr	Too Many Speed Search Restarts
		The number of Speed Search restarts exceeded the number set to b3-19.
Cause		**Possible Solution**
Speed Search parameters are set to the wrong values.		• Reduce the detection compensation gain during Speed Search (b3-10). • Increase the current level when attempting Speed Search (b3-17). • Increase the detection time during Speed Search (b3-18). • Repeat Auto-Tuning.
The motor is coasting in the opposite direction of the Run command.		Enable Bi-Directional Speed Search (b3-14 = 1).

Digital Operator Display		Fault Name
SoH	SoH	Snubber Discharge Resistor Overheat
Cause		**Possible Solution**
• The input power supply voltage is too high. • The capacity of the power supply is too small. • The distortion in the power supply is too large.		• Reduce the voltage to within the range in the power supply specifications. • Increase the capacity of the power supply. • Lower the impedance of the input power supply wiring.
The load was too large during repetitious operation.		• Check the load conditions. (Reduce the load.) • Increase the acceleration/deceleration time.
A phase loss occurred in the input power supply.		Check the input power supply for phase loss or an imbalance in the interphase voltages.
Digital Operator Display		**Fault Name**
SrC	SrC	Phase Order Detection Fault The phase rotation direction for the input power supply changed.
Cause		**Possible Solution**
The power supply phase order changed during operation. An input power supply wiring terminal is loose. The fluctuation in the voltage of the input power supply is too large.		Investigate and correct the cause and then reset the fault. Refer to *Diagnosing and Resetting Faults on page 374*.
Digital Operator Display		**Fault Name**
Srr	Srr	Internal Resistance Fault An operation failure occurred in the snubber discharge resistor circuit.
Cause		**Possible Solution**
The snubber discharge resistor or peripheral circuits failed.		• Cycle power to the drive. • If the problem continues, replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
STo	STo	Pull-Out Detection Motor pull out or step out has occurred. Motor has exceeded its pull-out torque.
Cause		**Possible Solution**
The wrong motor code is set (Yaskawa motors only).		• Enter the correct motor code for the PM being used into E5-01. • For special-purpose motors, enter the correct data to all E5 parameters according to the test report provided for the motor.
Load is too heavy.		• Increase the load inertia for PM motor (n8-55). • Increase the pull-in current during accel/decel (n8-51). • Reduce the load. • Use a larger motor and drive.
Load inertia is too heavy.		Increase the load inertia for PM motor (n8-55).
Acceleration and deceleration times are too short.		• Increase the acceleration and deceleration times (C1-01 through C1-08). • Increase the S-curve acceleration and deceleration times (C2-01).
Speed response is too slow.		Increase the load inertia for PM motor (n8-55).
Digital Operator Display		**Fault Name**
SvE	SvE	Zero Servo Fault Position deviation during zero servo.
Cause		**Possible Solution**
Torque limit is set too low.		Set the torque limit to an appropriate value using parameters L7-01 to L7-04.
Excessive load torque.		Reduce the amount of load torque.
Electrical signal interference along PG encoder wiring.		Check the PG signal for electrical signal interference.
Digital Operator Display		**Fault Name**
UL3	UL3	Undertorque Detection 1 The current has fallen below the minimum value set for torque detection level 1 (L6-02) for longer than the allowable time (L6-03).
Cause		**Possible Solution**
Parameter settings are not appropriate for the load.		Check the settings of parameters L6-02 and L6-03.
There is a fault on the machine side.		Check the load for any problems.
Digital Operator Display		**Fault Name**
UL4	UL4	Undertorque Detection 2 The current has fallen below the minimum value set for torque detection level 2 (L6-05) for longer than the allowable time (L6-06).
Cause		**Possible Solution**
Parameter settings are not appropriate for the load.		Check the settings of parameters L6-05 and L6-06.
There is a fault on the machine side.		Check the load for any problems.
Digital Operator Display		**Fault Name**
UL5	UL5	Mechanical Weakening Detection 2 The operation conditions matched the conditions set to L6-08.
Cause		**Possible Solution**
Undertorque was detected and matched the conditions for mechanical loss detection set to L6-08.		Check the load side for any problems.

Digital Operator Display		Fault Name
Uv1	Uv1	Control Circuit Undervoltage Fault
		One of the following conditions occurred: • 200 V class: When Input Voltage Setting (E1-22) ≤ 220 Vrms, approximately 190 V. When Input Voltage Setting (E1-22) > 220 Vrms, approximately 225 V. • 400 V class: When Input Voltage Setting (E1-22) ≤ 440 Vrms, approximately 380 V. When Input Voltage Setting (E1-22) > 440 Vrms, approximately 450 V.
Cause		**Possible Solution**
Input power phase loss.		• The main circuit drive input power is wired incorrectly. • Correct the wiring.
One of the drive input power wiring terminals is loose.		• Ensure there are no loose terminals. • Apply the tightening torque specified in this manual to fasten the terminals. *Refer to Main Circuit Wire Gauges and Tightening Torque on page 83*
There is a problem with the voltage from the drive input power.		• Check the voltage. • Correct the voltage to be within the range listed in drive input power specifications. • If there is no problem with the power supply to the main circuit, check for problems with the main circuit magnetic contactor.
The power has been interrupted.		Correct the drive input power.
The capacitors are worn.		• Check the maintenance time for the capacitors (U4-05). • Replace the entire drive if U4-05 exceeds 90%. Contact Yaskawa or a Yaskawa representative.
The relay or contactor on the soft-charge bypass circuit is damaged.		• Cycle power to the drive and see if the fault reoccurs. • If the problem continues, replace the entire drive. Contact Yaskawa or a Yaskawa representative. • Check monitor U4-06 for the performance life of the soft-charge bypass. • Replace the entire drive if U4-06 exceeds 90%. Contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
Uv2	Uv2	Control Power Supply Voltage Fault
		Voltage is too low for the control drive input power.
Cause		**Possible Solution**
Control power supply wiring is damaged.		• Cycle power to the drive. Check if the fault reoccurs. • If the problem continues, replace the entire drive or the control power supply.
Internal circuitry is damaged.		• Cycle power to the drive. Check if the fault reoccurs. • If the problem continues, replace the entire drive. Contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Fault Name**
Uv3	Uv3	Undervoltage 3 (Soft-Charge Bypass Circuit Fault)
		The soft-charge bypass circuit has failed.
Cause		**Possible Solution**
The relay or contactor on the soft-charge bypass circuit is damaged.		• Cycle power to the drive and see if the fault reoccurs. • If the problem continues, replace the entire drive. Contact Yaskawa or a Yaskawa representative. • Check monitor U4-06 for the performance life of the soft-charge bypass. • Replace the entire drive if U4-06 exceeds 90%. Contact Yaskawa or a Yaskawa representative.

<1> Displayed as CPF00 or CPF20 when occurring at drive power up. When one of the faults occurs after successfully starting the drive, the display will show CPF01 or CPF21.

<2> This function prevents continuous operation in reverse when using high frequency injection (n8-57 = 1) in the Advanced Open Loop Vector Control mode for PM motors (A1-02 = 6) with a motor for which no motor code has been entered (it does not simply prevent reverse operation). Set L8-93, L8-94, and L8-95 to low values within range of erroneous detection to quickly detect undesirable reverse operation.

6.5 Alarm Detection

◆ Alarm Codes, Causes, and Possible Solutions

Alarms are drive protection functions that do not necessarily cause the drive to stop. Once the cause of an alarm is removed, the drive will return to the same status is was before the alarm occurred.

When an alarm has been triggered, the ALM light on the digital operator display blinks and the alarm code display flashes. If a multi-function output is set for an alarm (H2-□□ = 10), that output terminal will be triggered.

Note: If a multi-function output is set to close when an alarm occurs (H2-□□ = 10), it will also close when maintenance periods are reached, triggering alarms LT-1 through LT-3 (triggered only if H2-□□ = 2F).

Table 6.16 Alarm Codes, Causes, and Possible Solutions

Digital Operator Display		Minor Fault Name	
AEr	AEr	Station Address Setting Error (CC-Link, CANopen, MECHATROLINK)	
		Option card node address is outside the acceptable setting range.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Station number is set outside the possible setting range.		• Set parameter F6-10 to the proper value if a CC-Link option card is used. • Set parameter F6-35 to the proper value if a CANopen option card is used.	YES
Digital Operator Display		**Minor Fault Name**	
AUv	AUv	Power Supply Undervoltage	
		The input power supply voltage became equal to or lower than the Input Power Supply Undervoltage Detection Level (L2-21). 200 V Class: Approximately 150 Vrms 400 V Class: Approximately 300 Vrms	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
The power supply voltage is low.		Increase the power supply voltage.	YES
A phase loss occurred in the input power supply.		Check the input power supply for phase loss or an imbalance in the interphase voltages. Investigate and correct the cause and then reset the fault.	
Voltage detection failed.		Correctly wire r1/ℓ11, ⏅1/ℓ21, and t1/ℓ31.	
Digital Operator Display		**Minor Fault Name**	
bb	bb	Baseblock	
		Drive output interrupted as indicated by an external baseblock signal.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
External baseblock signal was entered via one of the multi-function input terminals (S1 to S8).		Check external sequence and baseblock signal input timing.	No output
Digital Operator Display		**Minor Fault Name**	
bUS	bUS	Option Communication Error	
		• After initial communication was established, the connection was lost. • Assign a Run command frequency reference to the option card.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Connection is broken or master controller stopped communicating.		• Check for faulty wiring. • Correct the wiring. • Check for disconnected cables and short circuits. Repair as needed.	YES
Option card is damaged.		If there are no problems with the wiring and the fault continues to occur, replace the option card.	
The option card is not properly connected to the drive.		• The connector pins on the option card are not properly lined up with the connector pins on the drive. • Reinstall the option card.	
A data error occurred due to noise.		• Check options available to minimize the effects of noise. • Take steps to counteract noise in the control circuit wiring, main circuit lines and ground wiring. • Try to reduce noise on the controller side. • Use surge absorbers on magnetic contactors or other equipment causing the disturbance. • Use recommended cables or some other type of shielded line. Ground the shield to the controller side or on the input power side. • All wiring for comm. devices should be separated from drive input power lines. Install an EMC noise filter to the drive input power.	
Digital Operator Display		**Minor Fault Name**	
bUSy	bUSy	Parameter Change	
		The drive detected a different setting being changed while it was changing a setting.	
Cause		**Possible Solutions**	**Minor Fault (H2-□□=10)**
You set the drive to use MEMOBUS/Modbus communications to change parameters, but you used the keypad to change parameters.		Use MEMOBUS/Modbus communications to enter the enter command, then use the keypad to change the parameter.	No output
You tried to change a parameter while the drive was changing setting.		Wait until the process is complete.	

Digital Operator Display		Minor Fault Name	
CALL	CALL	Serial Communication Transmission Error	
		Communication has not yet been established.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Communications wiring is faulty, there is a short circuit, or something is not connected properly.		• Check for wiring errors. • Correct the wiring. • Check for disconnected cables and short circuits. Repair as needed.	YES
Programming error on the master side.		Check communications at start-up and correct programming errors.	
Communications circuitry is damaged.		• Perform a self-diagnostics check. • If the problem continues, replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.	
Termination resistor setting is incorrect.		A termination resistor must be installed at both ends of a communication line. Slave drives must have the internal termination resistor switch set correctly. Place DIP switch S2 to the ON position.	
Digital Operator Display		**Minor Fault Name**	
CE	CE	MEMOBUS/Modbus Communication Error	
		Control data was not received correctly for two seconds.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
A data error occurred due to noise.		• Check options available to minimize the effects of noise. • Take steps to counteract noise in the control circuit wiring, main circuit lines, and ground wiring. • Reduce noise on the controller side. • Use surge absorbers for the magnetic contactors or other components that may be causing the disturbance. • Use only recommended shielded line. Ground the shield on the controller side or on the drive input power side. • Separate all wiring for comm. devices from drive input power lines. Install an EMC noise filter to the drive input power supply.	YES
Communication protocol is incompatible.		• Check the H5 parameter settings as well as the protocol setting in the controller. • Ensure settings are compatible.	
The CE detection time (H5-09) is set shorter than the time required for a communication cycle to take place.		• Check the PLC. • Change the software settings in the PLC. • Set a longer CE detection time (H5-09).	
Incompatible PLC software settings or there is a hardware problem.		• Check the PLC. • Remove the cause of the error on the controller side.	
Communications cable is disconnected or damaged.		• Check the connector to make sure the cable has a signal. • Replace the communications cable.	
Digital Operator Display		**Minor Fault Name**	
CrST	CrST	Cannot Reset	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
A fault reset command was entered while the Run command was still present.		• Ensure that a Run command cannot be entered from the external terminals or option card during fault reset. • Turn off the Run command.	YES
Digital Operator Display		**Minor Fault Name**	
CyC	CyC	MECHATROLINK Comm. Cycle Setting Error	
		Comm. Cycle Setting Error was detected.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
The controller is using a comm. cycle beyond the allowable setting range for the MECHATROLINK option.		Set the comm. cycle for the upper controller within the allowable setting range for the MECHATROLINK option.	YES
Digital Operator Display		**Minor Fault Name**	
dEv	dEv	Speed Deviation (for Control Mode with PG)	
		The deviation between the speed detection value for the pulse input and the speed reference after speed agreement was reached exceeded the setting value of F1-10 for the time set in F1-11 or longer when the Operation Selection at Deviation was set to continue operation (F1-04 = 3).	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Load is too heavy.		Reduce the load.	YES
Acceleration and deceleration times are set too short.		Increase the acceleration and deceleration times (C1-01 through C1-08).	
The load is locked up.		Check the machine.	
Parameter settings are inappropriate.		Check the settings of parameters F1-10 and F1-11.	
Incorrect speed feedback scaling if terminal RP is used as speed feedback input in V/f Control.		• Set H6-02 to value of the speed feedback signal frequency when the motor runs at the maximum speed. • Adjust the speed feedback signal using parameters H6-03 through H6-05. • Make sure the speed feedback signal frequency does not exceed he maximum input frequency of terminal RP.	
The motor brake engaged.		Ensure the brake releases properly.	
The torque limit is small for the load.		Increase the setting values of L7-01 to L7-04, the value of the torque limit from the analog input, or the value of the torque limit set from the communication option.	
Digital Operator Display		**Minor Fault Name**	
dnE	dnE	Drive Disabled	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
"Drive Enable" is set to a multi-function contact input (H1-□□ = 6A) and that signal was switched off.		Check the operation sequence.	YES

Digital Operator Display		Minor Fault Name	
doH	doH	Damping Resistor Overheat	
		The temperature of the built-in damping resistor exceeded the set value.	
Cause		**Possible Solutions**	**Minor Fault (H2-□□ = 10)**
The capacity of the power supply is too small.		Increase the capacity of the power supply.	YES
The distortion in the power supply is too large.		Lower the impedance of the input power supply wiring.	
A phase loss occurred in the input power supply.		Check the input power supply for phase loss or an imbalance in the interphase voltages.	
Digital Operator Display		**Minor Fault Name**	
EF	EF	Forward/Reverse Run Command Input Error	
		Both forward run and reverse run closed simultaneously for over 0.5 s.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Sequence error.		Check the forward and reverse command sequence and correct the problem. **Note:** When minor fault EF detected, motor ramps to stop.	YES
Digital Operator Display		**Minor Fault Name**	
EF0	EF0	Option Card External Fault	
		An external fault condition is present.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
An external fault was received from the PLC with F6-03 = 3 (causing the drive to continue running when an external fault occurs).		• Remove the cause of the external fault. • Remove the external fault input from the PLC.	YES
There is a problem with the PLC program.		Check the PLC program and correct problems.	
Digital Operator Display		**Minor Fault Name**	
EF1	EF1	External fault (input terminal S1)	
		External fault at multi-function input terminal S1.	
EF2	EF2	External fault (input terminal S2)	
		External fault at multi-function input terminal S2.	
EF3	EF3	External fault (input terminal S3)	
		External fault at multi-function input terminal S3.	
EF4	EF4	External fault (input terminal S4)	
		External fault at multi-function input terminal S4.	
EF5	EF5	External fault (input terminal S5)	
		External fault at multi-function input terminal S5.	
EF6	EF6	External fault (input terminal S6)	
		External fault at multi-function input terminal S6.	
EF7	EF7	External fault (input terminal S7)	
		External fault at multi-function input terminal S7.	
EF8	EF8	External fault (input terminal S8)	
		External fault at multi-function input terminal S8.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
An external device has tripped an alarm function.		Remove the cause of the external fault and reset the multi-function input value.	YES
Wiring is incorrect.		• Ensure the signal lines have been connected properly to the terminals assigned for external fault detection (H1-□□ = 2C to 2F). • Reconnect the signal line.	
Multi-function contact inputs are set incorrectly.		• Check if the unused terminals have been set for H1-□□ = 2C to 2F (External Fault). • Change the terminal settings.	
Digital Operator Display		**Minor Fault Name**	
FbH	FbH	Excessive PID Feedback	
		The PID feedback input is higher than the level set in b5-36 for longer than the time set in b5-37, and b5-12 is set to 1 or 4.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Parameters settings for b5-36 and b5-37 are incorrect.		Check parameters b5-36 and b5-37.	YES
PID feedback wiring is faulty.		Correct the wiring.	
Feedback sensor has malfunctioned.		Check the sensor and replace it if damaged.	
Feedback input circuit is damaged.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.	
Digital Operator Display		**Minor Fault Name**	
FbL	FbL	PID Feedback Loss	
		The PID feedback input is lower than the level set in b5-13 for longer than the time set in b5-14 is set to 1 or 4.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Parameters settings for b5-13 and b5-14 are incorrect.		Check parameters b5-13 and b5-14.	YES
PID feedback wiring is faulty.		Correct the wiring.	
Feedback sensor has malfunctioned.		Check the sensor and replace it if damaged.	
Feedback input circuit is damaged.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.	

Digital Operator Display		Minor Fault Name	
Fdv	Fdv	Power Supply Frequency Fault	
		The input power supply frequency exceeded the allowable frequency fluctuation.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
A momentary power loss occurred.		Reset the fault.	YES
An input power supply wiring terminal is loose.		Check for loose terminals.	
The fluctuation in the voltage of the input power supply is too large.		Increase the Power Supply Frequency Fault Detection Width (L2-27).	
The built-in fuse is open.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.	
The phase rotation direction has changed in the input power supply.		Correct the wiring.	
The detected power supply frequency exceeded the allowable value.		Improve the power supply.	
Digital Operator Display		**Minor Fault Name**	
Hbb	Hbb	Safe Disable Signal Input	
		Both Safe Disable Input channels are open.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Both Safe Disable Inputs H1 and H2 are open.		• Check signal status at the input terminals H1 and H2. • Check the Sink/Source Selection for the digital inputs. • If the Safe Disable function is not utilized, check if the terminals H1-HC, and H2-HC are linked.	YES
Internally, both Safe Disable channels are broken.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.	
Digital Operator Display		**Minor Fault Name**	
HbbF	HbbF	Safe Disable Signal Input	
		One Safe Disable channel is open while the other one is closed.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
The signals to the Safe Disable inputs are wrong or the wiring is incorrect.		Check signal status at the input terminals H1 and H2. If the Safe Disable function is not utilized, the terminals H1-HC, and H2-HC must be linked.	YES
One of the Safe Disable channels is faulty.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.	
Digital Operator Display		**Minor Fault Name**	
HCA	HCA	Current Alarm	
		Drive current exceeded overcurrent warning level (150% of the rated current).	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Load is too heavy.		Either reduce the load for applications with repetitive operation (repetitive stops and starts, etc.), or use a larger drive.	YES
Acceleration and deceleration times are too short.		• Calculate the torque required during acceleration and for the moment of inertia. • If the torque level is not right for the load, take the following steps: • Increase the acceleration and deceleration times (C1-01 through C1-08). • Use a larger drive.	
A special-purpose motor is being used, or the drive is attempting to run a motor greater than the rated output current.		• Check the motor capacity. • Use a motor appropriate for the drive. Ensure the motor is within the rated output current range.	
The current level increased due to Speed Search after a momentary power loss or while attempting to perform a fault restart.		The alarm will appear only briefly. There is no need to take action to prevent the alarm from occurring in such instances.	
Digital Operator Display		**Minor Fault Name**	
LT-1	LT-1	Cooling Fan Maintenance Time	
		The cooling fan has reached its expected maintenance period and may need to be replaced. **Note:** An alarm output (H2-□□ = 10) will only be triggered if both (H2-□□ = 2F and H2-□□ = 10) are set.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 2F)**
The cooling fan has reached 90% of its expected performance life.		Replace the cooling fan and reset the Maintenance Monitor by setting o4-03 to 0.	YES
Digital Operator Display		**Minor Fault Name**	
LT-2	LT-2	Capacitor Maintenance Time	
		The main circuit and control circuit capacitors are nearing the end of their expected performance life. **Note:** An alarm output (H2-□□ = 10) will only be triggered if H2-□□ = 2F.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 2F)**
The main circuit and control circuit capacitors have reached 90% of their expected performance life.		Replace the drive.	YES

Digital Operator Display		Minor Fault Name	
LT-3	LT-3	Soft Charge Bypass Relay Maintenance Time	
		The DC bus soft charge relay is nearing the end of its expected performance life. **Note:** An alarm output (H2-□□ = 10) will only be triggered if H2-□□ = 2F.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 2F)**
The DC bus soft charge relay has reached 90% of their expected performance life.		Replace the drive.	YES
Digital Operator Display		**Minor Fault Name**	
oH	oH	Heatsink Overheat	
		The temperature of the heatsink exceeded the overheat pre-alarm level set to L8-02 (90-100°C). Default value for L8-02 is determined by drive capacity (o2-04).	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Surrounding temperature is too high.		• Check the surrounding temperature. • Improve the air circulation within the enclosure panel. • Install a fan or air conditioner to cool surrounding area. • Remove anything near drive that may cause extra heat.	YES
Internal cooling fan has stopped.		• Replace the cooling fan. *Refer to Cooling Fan Component Names on page 392*. • After replacing the drive, reset the cooling fan maintenance parameter to (o4-03 = "0").	
Airflow around the drive is restricted.		• Provide proper installation space around the drive as indicated in the manual. *Refer to Installation Orientation and Spacing on page 49*. • Allow for the specified space and ensure that there is sufficient circulation around the control panel.	
		• Check for dust or foreign materials clogging cooling fan. • Clear debris caught in the fan that restricts air circulation.	
Digital Operator Display		**Minor Fault Name**	
oH2	oH2	Heatsink Overheat Warning	
		"Heatsink Overheat Warning" was input to a multi-function input terminal, S1 through S8 (H1-□□ = B)	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
An external device triggered an overheat warning in the drive.		• Search for the device that tripped the overheat warning. • Solving the problem will clear the warning.	YES
Digital Operator Display		**Minor Fault Name**	
oH3	oH3	Motor Overheat	
		The motor overheat signal entered to a multi-function analog input terminal exceeded the alarm level (H3-02, H3-06 or H3-10 = E).	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Motor thermostat wiring is fault (PTC input).		Repair the PTC input wiring.	YES
There is a fault on the machine side (e.g., the machine is locked up).		• Check the status of the machine. • Remove the cause of the fault.	
Motor has overheated.		• Check the load size, accel/decel times, and cycle times. • Decrease the load. • Increase accel and decel times (C1-01 to C1-08). • Adjust the preset V/f pattern (E1-04 through E1-10). This will mainly involve reducing E1-08 and E1-10. **Note:** Do not lower E1-08 and E1-10 excessively, because this reduces load tolerance at low speeds. • Check the motor-rated current. • Enter motor-rated current on motor nameplate (E2-01). • Ensure the motor cooling system is operating normally. • Repair or replace the motor cooling system.	
Digital Operator Display		**Minor Fault Name**	
oL3	oL3	Overtorque 1	
		Drive output current (or torque in OLV, CLV, AOLV/PM, CLV/PM) was greater than L6-02 for longer than the time set in L6-03.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Inappropriate parameter settings.		Check parameters L6-02 and L6-03.	YES
There is a fault on the machine side (e.g., the machine is locked up).		• Check the status of the machine. • Remove the cause of the fault.	
Digital Operator Display		**Minor Fault Name**	
oL4	oL4	Overtorque 2	
		Drive output current (or torque in OLV, CLV, AOLV/PM, CLV/PM) was greater than L6-05 for longer than the time set in L6-06.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Parameter settings are not appropriate.		Check parameters L6-05 and L6-06.	YES
There is a fault on the machine side (e.g., the machine is locked up).		• Check the status of the machine being used. • Remove the cause of the fault.	
Digital Operator Display		**Minor Fault Name**	
oL5	oL5	Mechanical Weakening Detection 1	
		Overtorque occurred, matching the conditions specified in L6-08.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Overtorque occurred, triggering the mechanical weakening level set to L6-08.		Check for the cause of mechanical weakening.	YES

Digital Operator Display		Minor Fault Name	
oS	oS	Overspeed	
		The motor speed feedback exceeded the F1-08 setting.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Overshoot is occurring.		• Increase the settings for C5-01 (Speed Control Proportional Gain 1) and reduce C5-02 (Speed Control Integral Time 1). • If using a Closed Loop Vector mode enable Feed Forward Control and perform Inertia Auto-Tuning.	YES
Incorrect speed feedback scaling if terminal RP is used as speed feedback input in V/f control.		• Set H6-02 to value of the speed feedback signal frequency when the motor runs at the maximum speed. • Adjust the input signal using parameters H6-03 through H6-05.	
Incorrect PG pulse number has been set.		Check and correct parameter F1-01.	
Inappropriate parameter settings.		Check the setting for the overspeed detection level and the overspeed detection time (F1-08 and F1-09).	
Digital Operator Display		**Minor Fault Name**	
ov	ov	Control Circuit Overvoltage	
		Voltage in the control circuit exceeded the trip point. For 200 V class: approximately 450 V For 400 V class: approximately 900 V	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Surge voltage present in the drive input power.		Voltage surge can result from a thyristor converter and a phase advancing capacitor operating on the same drive input power system.	YES
Drive input power voltage is too high.		• Check the voltage. • Lower drive input power voltage within the limits listed in the specifications.	
The capacity of the input power supply is too small.		Use a power supply that has at least twice the input capacity of the drive.	
The input power supply repeatedly turned on and off over a short period of time.		Implement countermeasures so that chattering does not occur for the input power supply.	
An I/O terminal is loose.		Check the tightening torque of the I/O terminals.	
There is a phase loss or an imbalance in the interphase voltages of the input power supply.		Check the status of the input power supply and eliminate phase losses and imbalance.	
Digital Operator Display		**Minor Fault Name**	
PASS	PASS	MEMOBUS/Modbus Comm. Test Mode Complete	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
MEMOBUS/Modbus test has finished normally.		This verifies that the test was successful.	No output
Digital Operator Display		**Minor Fault Name**	
PGo	PGo	PG Disconnect (for Control Mode with PG)	
		Detected when no PG pulses are received for a time longer than setting in F1-14.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
PG cable is disconnected.		Reconnect the cable.	YES
PG cable wiring is wrong.		Correct the wiring.	
PG encoder does not have enough power.		Make sure the correct power supply is properly connected to the PG encoder.	
Brake is holding the PG.		Ensure the brake releases properly	
Digital Operator Display		**Minor Fault Name**	
PGoH	PGoH	PG Hardware Fault (detected when using a PG-X3 option card)	
		PG cable has become disconnected.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
PG cable is disconnected.		Reconnect the cable. Check the setting of F1-20.	YES
Digital Operator Display		**Minor Fault Name**	
rUn	rUn	Motor Switch during Run	
		A command to switch motors was entered during run.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
A motor switch command was entered during run.		Change the operation pattern so that the motor switch command is entered while the drive is stopped.	YES
Digital Operator Display		**Minor Fault Name**	
SE	SE	MEMOBUS/Modbus Communication Test Mode Error **Note:** This alarm will not trigger a multi-function output terminal that is set for alarm output (H2-□□ = 10).	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
A digital input set to 67H (MEMOBUS/Modbus test) was closed while the drive was running.		Stop the drive and run the test again.	YES
Digital Operator Display		**Minor Fault Name**	
SrC	SrC	Phase Order Detection Fault	
		The phase rotation direction for the input power supply changed.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
An input power supply wiring terminal is loose.		Investigate and correct the cause and then reset the fault. Refer to *Diagnosing and Resetting Faults on page 374*.	YES
The fluctuation in the voltage of the input power supply is too large.			

Digital Operator Display		Minor Fault Name	
UL3	UL3	Undertorque Detection 1	
		Drive output current (or torque in OLV, CLV, AOLV/PM, CLV/PM) less than L6-02 for longer than L6-03 time.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Inappropriate parameter settings.		Check parameters L6-02 and L6-03.	YES
Load has dropped or decreased significantly.		Check for broken parts in the transmission system.	
Digital Operator Display		**Minor Fault Name**	
UL4	UL4	Undertorque Detection 2	
		Drive output current (or torque in OLV, CLV, AOLV/PM, CLV/PM) less than L6-05 for longer than L6-06 time.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Inappropriate parameter settings.		Check parameters L6-05 and L6-06.	YES
The load has dropped or decreased significantly.		Check for broken parts in the transmission system.	
Digital Operator Display		**Minor Fault Name**	
Uv	Uv	Control Circuit Undervoltage	
		One of the following conditions occurred: • Contactor to suppress inrush current in the drive was opened. • Low voltage in the control drive input power. This alarm outputs only if L2-01 is not 0.	
Cause		**Possible Solutions**	**Minor Fault (H2-01 = 10)**
Phase loss in the drive input power.		Check for wiring errors in the main circuit drive input power. Correct the wiring.	YES
Loose wiring in the drive input power terminals.		• Ensure the terminals have been properly tightened. • Apply the tightening torque to the terminals as specified. *Refer to Main Circuit Wire Gauges and Tightening Torque on page 83*.	
There is a problem with the drive input power voltage.		• Check the voltage. • Lower the voltage of the drive input power so that it is within the limits listed in the specifications.	
Drive internal circuitry is worn.		• Check the maintenance time for the capacitors (U4-05). • Replace either the control board or the entire drive if U4-05 exceeds 90%. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.	
The drive input power transformer is too small and voltage drops when the power is switched on.		• Check for an alarm when the magnetic contactor, line breaker, and leakage breaker are closed. • Check the capacity of the drive input power transformer.	

6.6 Operator Programming Errors

◆ oPE Codes, Causes, and Possible Solutions

An Operator Programming Error (oPE) occurs when a contradictory parameter is set or an individual parameter is set to an inappropriate value.

The drive will not operate until the parameter or parameters causing the problem are set correctly. An oPE, however, does not trigger an alarm or fault output. If an oPE occurs, investigate the cause and *refer to oPE Codes, Causes, and Possible Solutions on page 365* for the appropriate action. When an oPE appears on the operator display, press the ENTER button to view U1-18 and see the parameter that is causing the oPE error (U1-18).

Table 6.17 oPE Codes, Causes, and Possible Solutions

Digital Operator Display		Error Name
oPE01	oPE01	Unit Capacity Setting Fault Unit capacity and the value set to o2-04 do not match.
Cause		**Possible Solutions**
The drive model selection (o2-04) and the actual capacity of the drive are not the same.		Correct the value set to o2-04.
Digital Operator Display		**Error Name**
oPE02	oPE02	Parameter Range Setting Error Use U1-18 to find parameters set outside the range.
Cause		**Possible Solutions**
Parameters were set outside the possible setting range.		Set parameters to the proper values.
Note: When multiple errors occur at the same time, other errors are given precedence over oPE02.		
Digital Operator Display		**Error Name**
oPE03	oPE03	Multi-Function Input Selection Error A contradictory setting is assigned to multi-function contact inputs H1-01 to H1-08.
Cause		**Possible Solutions**
• The same function is assigned to two multi-function inputs. • Excludes “Not used” and “External Fault.”		• Ensure all multi-function inputs are assigned to different functions. • Re-enter the multi-function settings to ensure this does not occur.
The Up command was set but the Down command was not, or vice versa (settings 10 vs. 11). The Up 2 command was set but the Down 2 command was not, or vice versa (settings 75 vs. 76).		Correctly set functions that need to be enabled in combination with other functions.
• Run/Stop command for a 2-wire sequence was set (H1-□□ = 42), but Forward/Reverse command (H1-□□ = 43) was not. • “Drive Enable” is set to multi-function input S1 or S2 (H1-01 = 6A or H1-02 = 6A).		Correctly set functions that need to be enabled in combination with other functions.
• Two of the following functions are set at the same time: • Up/Down Command (10 vs. 11) • Up 2/Down 2 Command (75 vs. 76) • Hold Accel/Decel Stop (A) • Analog Frequency Reference Sample/Hold (1E) • Offset Frequency 1, 2, 3 Calculations (44, 45, 46)		• Check if contradictory settings have been assigned to the multi-function input terminals at the same time. • Correct setting errors.
The Up/Down command (10, 11) is enabled at the same time as PID control (b5-01).		Disable control PID (b5-01 = 0) or disable the Up/Down command.
Settings for N.C. and N.O. input for the following functions were selected at the same time: • External Search Command 1 and External Search Command 2 (61 vs. 62) • Fast Stop N.O. and Fast Stop N.C. (15 vs. 17) • Motor Switch Command and Accel/Decel Time 2 (16 vs. 1A) • FWD Run Command (or REV) and FWD/REV Run Command (2-wire) (40, 41 vs. 42, 43) • External DB Command and Drive Enable (60 vs. 6A) • Motor Switch Command and Up 2/Down 2 Command (16 vs. 75, 76)		Check for contradictory settings assigned to the multi-function input terminals at the same time. Correct setting errors.
One of the following settings was entered while H1-□□ = 2 (External Reference 1/2): • b1-15 = 4 (Pulse Train Input) but the pulse train input selection is not set for the frequency reference (H6-01 > 0) • b1-15 or b1-16 set to 3 but no option card is connected • Although b1-15 = 1 (Analog Input) and H3-02 or H3-10 are set to 0 (Frequency Bias)		Correct the settings for the multi-function input terminal parameters.
H2-□□ = 38 (Drive Enabled) but H1-□□ is not set to 6A (Drive Enable).		
H1-□□ = 7E (Direction Detection) although H6-01 is not set to 3 (for V/f Control with PG using terminal RP as speed feedback input).		
H1-□□ = 16 is selected when using PG-RT3.		Correct the setting. PG-RT3 is not available for the application with Motor 2 Selection.
Digital Operator Display		**Error Name**
oPE04	oPE04	Terminal Board Mismatch Error
Cause		**Possible Solutions**
The drive, control board, or terminal board has been replaced and the parameter settings between the control board and the terminal board no longer match.		Set A1-03 to 5550 to load the parameter settings stored in the terminal board to the drive. Initialize parameters after drive replacement by setting A1-03 to 2220 or 3330.

Digital Operator Display		Error Name
oPE05	oPE05	Run Command/Frequency Reference Source Selection Error
Cause		**Possible Solutions**
Frequency reference is assigned to an option card (b1-01 = 3) but an input option card is not connected to the drive.		Reconnect the input option card to the drive.
The Run command is assigned to an option card (b1-02 = 3) but an input option card is not connected to the drive.		
Frequency reference is assigned to the pulse train input (b1-01 = 4), but terminal RP is not set for frequency reference input (H6-01 > 0)		Set H6-01 to "0".
Although the digital card input is set for BCD special for a 5 digit input (F3-01 = 6), the data length is set for 8 bit or 12 bit (F3-03 = 0, 1).		Set the input data for 16 bit (F3-03 = 2).
The following values have been set while an AI-A3 option card is installed: • The source of frequency reference setting is assigned to an option card (b1-01 = 3). • The action for the analog card is set for separate terminal input (F2-01 = 0).		Make sure parameters are set properly.
Digital Operator Display		**Error Name**
oPE06	oPE06	Control Method Selection Error
		Correct the setting for the control method.
Cause		**Possible Solutions**
A control mode has been selected that requires a PG option card to be installed, but no PG encoder is installed (A1-02 = 1, 3, or 7).		• Connect a PG option card. • Correct the value set to A1-02.
Digital Operator Display		**Error Name**
oPE07	oPE07	Multi-Function Analog Input Selection Error
		A contradictory setting is assigned to multi-function analog inputs H3-02, H3-10, or H3-06 and PID functions conflict.
Cause		**Possible Solutions**
At least two analog input terminals are set to the same function (i.e., at least two of these parameters has the same setting: H3-02, H3-10, or H3-06).		Change the settings to H3-02, H3-10, or H3-06 so that functions no longer conflict. **Note:** Both 0 (frequency reference bias) and F (not used) or 1F (Through mode) can be set to H3-02, H3-10, or H3-06 at the same time.
The following simultaneous contradictory settings: • H3-02, H3-10, or H3-06 = B (PID Feedback) while H6-01 (Pulse Train Input Terminal RP Function Selection) = 1 (PID Feedback) • H3-02, H3-10, or H3-06 = C (PID Setpoint Value) while H6-01 = 2 (PID Setpoint Value) • H3-02, H3-10, or H3-06 = C (PID Setpoint Value) while b5-18 = 1 (enables b5-19 as the PID Setpoint Value) • H6-01 = 2 (PID Setpoint Value) while b5-18 = 1 (enables b5-19 as the PID Setpoint Value)		Disable one of the PID selections.
Digital Operator Display		**Error Name**
oPE08	oPE08	Parameter Selection Error
		A function has been set that cannot be used in the motor control method selected.
Cause		**Possible Solutions**
Attempted to use a function that is not valid for the selected control mode.		Check the motor control method and the functions available.
In OLV/PM, parameters E5-02 to E5-07 are set to 0.		• Set the correct motor code in accordance with the motor being used (E5-01). • When using a special-purpose motor, set E5-□□ in accordance with the test report provided.
Both E5-09 and E5-24 are set to 0, or are not 0 in control modes for PM.		Set E5-09 or E5-24 to the correct value, and set the other to "0".
In AOLV/PM High Frequency Injection is disabled (n8-57 = 0) and the minimum frequency (E1-09) is set lower than 1/20 of the base frequency setting.		Correct the parameter settings. Or, set n8-57 to 1 to enable High Frequency Injection, and then perform High-Frequency Injection Parameter Tuning after setting the motor parameters. **Note:** High Frequency Injection cannot be used with an SPM motor. Refer to *T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.
Note: Use U1-18 to find which parameters are set outside the specified setting range. Other errors are given precedence over oPE08 when multiple errors occur at the same time.		
Digital Operator Display		**Error Name**
oPE09	oPE09	PID Control Selection Fault
		PID control function selection is incorrect. Requires that PID control is enabled (b5-01 = 1 to 4).
Cause		**Possible Solutions**
The following simultaneous contradictory settings have occurred: • b5-15 not 0.0 (PID Sleep Function Operation Level) • The stopping method is set to either DC Injection Braking or coast to stop with a timer (b1-03 = 2 or 3).		• Set b5-15 to another value besides 0. • Set the stopping method to coast to stop or ramp to stop (b1-03 = 0 or 1).
PID control is set to b5-01 = 1 or 2, but the lower limit for the frequency reference (d2-02) is not set to 0 while reverse output is enabled (b5-11 = 1).		Correct the parameter settings.
PID control is set to b5-01 = 3 or 4, but the lower limit for the frequency reference (d2-01) is not 0.		Correct the parameter settings.
Digital Operator Display		**Error Name**
oPE10	oPE10	V/f Data Setting Error
		The following setting errors have occurred where: • E1-09 ≤ E1-07 < E1-06 ≤ E1-11 ≤ E1-04 • E3-09 ≤ E3-07 < E3-06 ≤ E3-11 ≤ E3-04
Cause		**Possible Solutions**
V/f Pattern Setting Error		Correct the settings for E1-04, E1-06, E1-07, E1-09, and E1-11 (for motor 2, correct E3-04, E3-06, E3-07, E3-09, and E3-11).

Digital Operator Display		Error Name
oPE11	oPE11	Carrier Frequency Setting Error
		Correct the setting for the carrier frequency.
Cause		**Possible Solutions**
The following simultaneous contradictory settings: C6-05 is greater than 6 and C6-04 is greater than C6-03 (carrier frequency lower limit is greater than the upper limit). If C6-05 is less than or equal to 6, the drive operates at C6-03.		Correct the parameter settings.
Upper and lower limits between C6-02 and C6-05 contradict each other.		
Digital Operator Display		**Error Name**
oPE13	oPE13	Pulse Monitor Selection Error
		Incorrect setting of monitor selection for pulse train (H6-06).
Cause		**Possible Solutions**
Scaling for the pulse train monitor is set to 0 (H6-07 = 0) while H6-06 is not set to 101, 102, 105, or 116.		Change scaling for the pulse train monitor or set H6-06 to 101, 102, 105, or 116.
Digital Operator Display		**Error Name**
oPE15	oPE15	Torque Control Setting Error
		Parameters settings that are not allowed in combination with Torque Control have been set.
Cause		**Possible Solutions**
Torque Control in enabled (d5-01 = 1) while the Speed/Torque Control switch function is assigned to a digital input (H1-□□ = 71).		Correct the parameter settings.
Either Torque Control is enabled by d5-01 = 1, the or Speed/Torque Control switch is assigned to a digital input H1-□□ = 71, while at the same time: • Feed Forward is enabled (n5-01 = 1) or • Droop Control is enabled (b7-01 ≠ 0)		
Digital Operator Display		**Error Name**
oPE16	oPE16	Energy Savings Constants Error
Cause		**Possible Solutions**
In AOLV/PM the automatically calculated energy saving coefficients are out of the allowable range.		Check and correct the motor data in E5 parameters.
Digital Operator Display		**Error Name**
oPE18	oPE18	Online Tuning Parameter Setting Error
		Parameters that control Online Tuning are not set correctly.
Cause		**Possible Solutions**
One of the following setting errors has occurred while Online Tuning is enabled in OLV (A1-02 = 2): • 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.
Digital Operator Display		**Error Name**
oPE20	oPE20	PG-F3 Setting Error
		The encoder signal frequency is too high.
Cause		**Possible Solutions**
With the entered encoder resolution (F1-01), maximum output frequency (E1-04), and motor pole number (E5-04,) the calculation encoder signal frequency exceeds 50 kHz (with PG-F3 option).		• Set F1-01 to the correct encoder resolution. • Reduce the maximum output frequency of the drive in parameter E1-04 so the encoder signal frequency at maximum speed is lower than 50 kHz.
Digital Operator Display		**Error Name**
oPE30	oPE30	Incorrect Input Voltage Adjustment
		The input voltage offset adjustment has not been performed.
Cause		**Possible Solutions**
• The setting of o2-04 (Drive Model Selection) changed. • EEPROM failed for the input voltage offset.		For information on clearing the fault, contact Yaskawa or a Yaskawa representative.

6.7 Auto-Tuning Fault Detection

Auto-Tuning faults in this section are displayed on the digital operator and will cause the motor to coast to a stop. Auto-tuning faults do not trigger a multi-function digital output set for fault or alarm output.

An (End□) error on the digital operator display indicates Auto-Tuning has successfully completed with discrepancies in the calculations. Check the cause of the (End□) error using the tables in this section and perform Auto-Tuning again after fixing the cause.

The drive may be used in the application if no cause can be identified despite the existence of an (End□) error.

An (Er-□□) error indicates that Auto-Tuning has not completed successfully. Check for the cause of the error using the tables in this section, and perform Auto-Tuning again after fixing the cause.

◆ Auto-Tuning Codes, Causes, and Possible Solutions

Table 6.18 Auto-Tuning Codes, Causes, and Possible Solutions

Digital Operator Display		Error Name
End1	End1	Excessive V/f Setting (detected only during Rotational Auto-Tuning, and displayed after Auto-Tuning is complete)
Cause		**Possible Solutions**
The torque reference exceeded 20% during Auto-Tuning.		• Before Auto-Tuning the drive, verify the information written on the motor nameplate and enter that data to T1-03 through T1-05. • Enter proper information to parameters T1-03 to T1-05 and repeat Auto-Tuning. • If possible, disconnect the motor from the load and perform Auto-Tuning. If the load cannot be uncoupled, simply use the Auto-Tuning results as they are.
The results from Auto-Tuning the no-load current exceeded 80%.		
Digital Operator Display		**Error Name**
End2	End2	Motor Iron-Core Saturation Coefficient (detected only during Rotational Auto-Tuning and displayed after Auto-Tuning is complete)
Cause		**Possible Solutions**
Motor data entered during Auto-Tuning was incorrect.		• Make sure the data entered to the T1 parameters match the information written on the motor nameplate. • Restart Auto-Tuning and enter the correct information.
Results from Auto-Tuning are outside the parameter setting range, assigning the iron-core saturation coefficient (E2-07, E2-08) a temporary value.		• Check and correct faulty motor wiring. • Disconnect the motor from machine and perform Rotational Auto-Tuning.
Digital Operator Display		**Error Name**
End3	End3	Rated Current Setting Alarm (displayed after Auto-Tuning is complete)
Cause		**Possible Solutions**
The correct current rating printed on the nameplate was not entered into T1-04.		• Check the setting of parameter T1-04. • Check the motor data and repeat Auto-Tuning.
Digital Operator Display		**Error Name**
End4	End4	Adjusted Slip Calculation Error
Cause		**Possible Solutions**
The slip that was calculated is outside the allowable range.		• Make sure the data entered for Auto-Tuning is correct. • Execute Rotational Auto-Tuning instead. If not possible, try Stationary Auto-Tuning 2.
Digital Operator Display		**Error Name**
End5	End5	Resistance Tuning Error
Cause		**Possible Solutions**
The resistance value that was calculated is outside the allowable range.		• Double check the data that was entered for the Auto-Tuning process. • Check the motor and motor cable connection for faults.
Digital Operator Display		**Error Name**
End6	End6	Leakage Inductance Alarm
Cause		**Possible Solutions**
A1-02 setting error		• Check the setting of parameter A1-02. • Check the control mode and repeat Auto-Tuning.
The leakage inductance value that was calculated is outside the allowable range.		Double check the data that was entered for the Auto-Tuning process.
Digital Operator Display		**Error Name**
End7	End7	No-Load Current Alarm
Cause		**Possible Solutions**
The entered no-load current value was outside the allowable range.		Check and correct faulty motor wiring.
Auto-Tuning results were less than 5% of the motor rated current.		Double check the data that was entered for the Auto-Tuning process.
Digital Operator Display		**Error Name**
Er-01	Er-01	Motor Data Error
Cause		**Possible Solutions**
Motor data or data entered during Auto-Tuning was incorrect.		• Check that the motor data entered to T1 parameters matches motor nameplate input before Auto-Tuning. • Start Auto-Tuning over again and enter the correct information.

Motor rated power and motor-rated current settings (T1-02 and T1-04) do not match.	• Check the drive and motor capacities. • Correct the settings of parameters T1-02 and T1-04.
Motor rated current and detected no-load current are not consistent with another.	• Check the motor rated current and no-load current. • Correct the settings of parameters T1-04 and E2-03.
Base frequency and motor rated speed (T1-05 and T1-07) do not match.	• Set T1-05 and T1-07 to the correct value. • Check if the correct pole number was entered to T1-06.
Digital Operator Display	**Error Name**
Er-02 / Er-02	Minor Fault
Cause	**Possible Solutions**
An alarm was triggered during Auto-Tuning.	Check the alarm code, remove the alarm cause, and repeat Auto-Tuning.
Motor data entered during Auto-Tuning was incorrect.	• Check that the motor data entered matches the motor nameplate input before performing Auto-Tuning (T1-02 to T1-07). • Restart Auto-Tuning and enter the correct information.
Faulty cable connection The load is too heavy.	Check and correct faulty motor wiring. Check the vicinity of the machine. Check the load conditions. Investigate and correct the cause and then reset the fault. *Refer to Diagnosing and Resetting Faults on page 374*.
Digital Operator Display	**Error Name**
Er-03 / Er-03	STOP Button Input
Cause	**Possible Solutions**
Auto-Tuning canceled by pressing STOP button.	Auto-Tuning did not complete properly and will have to be performed again.
Digital Operator Display	**Error Name**
Er-04 / Er-04	Line-to-Line Resistance Error
Cause	**Possible Solutions**
Motor data entered during Auto-Tuning was incorrect.	• Make sure the data entered to the T1 parameters match the information written on the motor nameplate. • Restart Auto-Tuning and enter the correct information.
Results from Auto-Tuning are outside the parameter setting range or the tuning process took too long.	Check and correct faulty motor wiring.
Motor cable or cable connection faulty.	
Digital Operator Display	**Error Name**
Er-05 / Er-05	No-Load Current Error
Cause	**Possible Solutions**
Motor data entered during Auto-Tuning was incorrect.	• Make sure the data entered to the T1 parameters match the information written on the motor nameplate. • Restart Auto-Tuning and enter the correct information.
Results from Auto-Tuning are outside the parameter setting range or the tuning process took too long.	• Check and correct faulty motor wiring. • Perform Rotational Auto-Tuning.
The load during Rotational Auto-tuning was too high.	• Disconnect the motor from machine and restart Auto-Tuning. If motor and load cannot be uncoupled make sure the load is lower than 30%. • If a mechanical brake is installed, make sure it is fully lifted during tuning.
Digital Operator Display	**Error Name**
Er-08 / Er-08	Rated Slip Error
Cause	**Possible Solutions**
Motor data entered during Auto-Tuning was incorrect.	• Make sure the data entered to the T1 parameters match the information written on the motor nameplate. • Restart Auto-Tuning and enter the correct information.
Drive-calculated values outside parameter setting range or the tuning process took too long.	• Check and correct faulty motor wiring. • Perform Rotational Auto-Tuning.
The load during rotational Auto-tuning was too high.	• Disconnect the motor from machine and restart Auto-Tuning. If motor and load cannot be uncoupled make sure the load is lower than 30%. • If a mechanical brake is installed, make sure it is fully lifted during tuning.
Digital Operator Display	**Error Name**
Er-09 / Er-09	Acceleration Error
Cause	**Possible Solutions**
The motor did not accelerate for the specified acceleration time.	• Increase the acceleration time (C1-01). • Check if it is possible to disconnect the machine from the motor.
Torque limit when motoring is too low (L7-01 and L7-02).	• Check the settings of parameters L7-01 and L7-02. • Increase the setting.
The load during Rotational Auto-Tuning was too high.	• Disconnect the motor from machine and restart Auto-Tuning. If motor and load cannot be uncoupled make sure the load is lower than 30%. • If a mechanical brake is installed, make sure it is fully lifted during tuning.
Digital Operator Display	**Error Name**
Er-10 / Er-10	Motor Direction Error
Cause	**Possible Solutions**
The encoder signal lines are not properly connected to the drive.	Check and correct wiring to the PG encoder.
Motor and PG direction are opposite.	Check the motor speed monitor U1-05 while turning the motor manually in forward direction. If the sign displayed is negative, change the setting of parameter F1-05.
The load pulled the motor in the opposite direction of the speed reference and the torque exceeded 100%.	Uncouple the motor from the load and repeat Auto-Tuning.

Digital Operator Display		Error Name
Er-11	Er-11	Motor Speed Error
Cause		**Possible Solutions**
Torque reference is too high.		• Increase the acceleration time 1 (C1-01). • Disconnect the machine from the motor, if possible.
Digital Operator Display		**Error Name**
Er-12	Er-12	Current Detection Error
Cause		**Possible Solutions**
One of the motor phases is missing: (U/T1, V/T2, W/T3).		Check motor wiring and correct any problems.
Current exceeded the current rating of the drive.		• Check the motor wiring for a short between motor lines. • If a magnetic contactor is used between motors, make sure it is closed. • Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
The current is too low.		
Attempted Auto-Tuning without motor connected to the drive.		Connect the motor and perform Auto-Tuning.
Current detection signal error.		Replace either the control board or the entire drive. For instructions on replacing the control board, contact Yaskawa or a Yaskawa representative.
Digital Operator Display		**Error Name**
Er-13	Er-13	Leakage Inductance Error
Cause		**Possible Solutions**
Drive was unable to complete tuning for leakage inductance within 300 seconds.		• 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.
Digital Operator Display		**Error Name**
Er-14	Er-14	Motor Speed Error 2
Cause		**Possible Solutions**
The motor speed exceeded twice the amplitude of speed reference during Inertia Tuning.		Reduce the ASR gain set to C5-01.
Digital Operator Display		**Error Name**
Er-15	Er-15	Torque Saturation Error
Cause		**Possible Solutions**
The output torque reached the torque limit set in L7-01 through L7-04 during Inertia Tuning.		• Increase the torque limits in L7-01 through L7-04 (but keep them within reasonable limits). • First try reducing the test signal frequency in T3-01 and repeat the tuning. If necessary, then try reducing the test signal amplitude (T3-02) and repeat the tuning.
Digital Operator Display		**Error Name**
Er-16	Er-16	Inertia ID Error
Cause		**Possible Solutions**
The inertia identified by the drive was abnormally small or abnormally large during Inertia Tuning.		• First try reducing the test signal frequency in T3-01 and repeat the tuning. If necessary, then try reducing the test signal amplitude (T3-02) and repeat the tuning. • Check the basic motor inertia value entered to T3-03.
Digital Operator Display		**Error Name**
Er-17	Er-17	Reverse Prohibited Error
Cause		**Possible Solutions**
Drive is prohibited from rotating the motor in reverse while attempting to perform Inertia Tuning.		• Inertia Auto-Tuning cannot be performed if the drive is restricted from rotating in reverse. • Assuming it is acceptable for the application to rotate in reverse, set b1-04 to 0 and then execute Inertia Tuning.
Digital Operator Display		**Error Name**
Er-18	Er-18	Induction Voltage Error
Cause		**Possible Solutions**
The result of Back EMF Constant Tuning (induced voltage) exceeds the allowable setting range.		Double check the data that was entered to the T2-□□ parameters, and perform Auto-Tuning again.
Digital Operator Display		**Error Name**
Er-19	Er-19	PM Inductance Error
Cause		**Possible Solutions**
The induced voltage constant inductance values set to E5-08 or E5-09 exceed the allowable range.		Double check the data that was entered to the T2-□□ parameters, and perform Auto-Tuning again.
Digital Operator Display		**Error Name**
Cause		**Possible Solutions**
Er-20	Er-20	Stator Resistance Error
Stator resistance tuning attempted to set a value to E5-06 that is outside the allowable setting range.		Double check the data that was entered to the T2-□□ parameters, and perform Auto-Tuning again.

Digital Operator Display		Error Name
Er-21	Er-21	Z Pulse Correction Error
Cause		**Possible Solutions**
Z-Pulse Offset Tuning was performed when b1-04 was set to 1.		• Disconnect the motor from the mechanical system, set b1-04 to 0 (Reverse operation enabled), and perform Z-Pulse Offset Tuning if a machine cannot be reversed. Make sure to return the setting of b1-04 to 1 (Reverse operation disabled) after the Auto-Tuning is complete. • If the machine allows reverse operation, set b1-04 to 0 to enable Reverse Operation Selection and then perform Z-Pulse Offset Tuning.
Either the motor or the PG encoder on the motor is not properly wired.		Check the wiring for the motor and the PG encoder. Repeat Auto-Tuning.
The direction for the PG encoder is set incorrectly, or the number of pulses set for the PG encoder is wrong.		Check the direction and number of pulses set for the PG encoder. Repeat Auto-Tuning.
PG encoder is damaged.		Check the signal output from the PG encoder attached to the motor. Replace the PG if damaged.
Digital Operator Display		**Error Name**
Er-25	Er-25	High Frequency Injection Parameter Tuning Error
Cause		**Possible Solutions**
Motor data was incorrect.		Perform Stationary Auto-Tuning and then perform High Frequency Injection Parameter Tuning again. If the problem continues, high frequency injection control might not be possible with that motor. **Note:** Auto-Tuning is not applicable for SPM motors.

6.8 Copy Function Related Displays

◆ Tasks, Errors, and Troubleshooting

The table below lists the messages and errors that may appear when using the Copy function.

When executing the tasks offered by the Copy function, the operator will indicate the task being performed. When an error occurs, a code appears on the operator to indicate the error. Note that errors related to the Copy function do not trigger a multi-function output terminal that has been set up to close when a fault or alarm occurs. To clear an error, simply press any key on the operator and the error display will disappear.

Table 6.19 lists the corrective action that can be taken when an error occurs.

Note: **1.** Whenever using the copy function, the drive should be fully stopped.
2. The drive will not accept a Run command while the Copy function is being executed.
3. Parameters can only be saved to a drive when the voltage class, capacity, control mode, and software version match.

Table 6.19 Copy Function Task and Error Displays

Digital Operator Display		Task
CoPy	CoPy	Writing Parameter Settings (flashing)
Cause		**Possible Solutions**
Parameters are being written to the drive.		Not an error.
Digital Operator Display		**Task**
CPEr	CPEr	Control Mode Mismatch
Cause		**Possible Solutions**
Control mode of the parameters to be loaded onto the drive and the control mode already set to the drive don't match.		Check the control mode for the parameters that are to be loaded onto the drive and the control mode set to the drive those parameters will be written to. Set the same control mode using parameter A1-02 and try again.
Digital Operator Display		**Task**
CPyE	CPyE	Error Writing Data
Cause		**Possible Solutions**
Failed writing parameters.		Try writing parameters again.
Digital Operator Display		**Task**
CSEr	CSEr	Copy Unit Error
Cause		**Possible Solutions**
Hardware fault		Replace the operator or the USB Copy Unit.
Digital Operator Display		**Task**
dFPS	dFPS	Drive Model Mismatch
Cause		**Possible Solutions**
The drive from which the parameter were copied and the drive you are attempting to write to are not the same model. • The drive the parameters were copied from is a different model drive. • The drive you attempting to write to is a different model.		Check the model number of the drive that the parameters were copied from and the model of the drive you are attempting to write those parameters to. Make sure the drive from which the parameter are copied and the drive to be written to have the same model numbers and software versions.
Digital Operator Display		**Task**
End	End	Task Complete
Cause		**Possible Solutions**
Finished reading, writing, or verifying parameters.		Not an error.
Digital Operator Display		**Task**
iFEr	iFEr	Communication Error
Cause		**Possible Solutions**
A communication error occurred between the drive and the operator or the USB copy unit.		Check the cable connection.
A non-compatible cable is being used to connect the USB Copy Unit and the drive.		Use the cable originally packaged with the USB Copy Unit.
Digital Operator Display		**Task**
ndAT	ndAT	Model, Voltage Class, Capacity Mismatch
Cause		**Possible Solutions**
The drive the parameters were copied from and the drive you are attempting to write to have different electrical specifications, a different capacity, is set to a different control mode, or is a different model number.		Make sure model numbers and specifications are the same for both drives.
The device being used to write the parameters is blank and does not have any parameters saved on it.		Making sure all connections are correct, and copy the parameter settings onto the USB Copy Unit or the operator.

Digital Operator Display		Task
rdEr	rdEr	Error Reading Data
Cause		**Possible Solutions**
Failed while attempting to read parameter settings from the drive.		Press and hold the READ key on the USB Copy Unit for at least one second to have the unit read parameters from the drive.
Digital Operator Display		**Task**
rEAd	rEAd	Reading Parameter Settings (flashing)
Cause		**Possible Solutions**
Displayed while the parameter settings are being read onto the USB Copy Unit.		Not an error.
Digital Operator Display		**Task**
vAEr	vAEr	Voltage Class, Capacity Mismatch
Cause		**Possible Solutions**
The drive the parameters were copied from and the drive you performing the Verify mode on have different electrical specifications or are a different capacity.		Make sure electrical specifications and capacities are the same for both drives.
Digital Operator Display		**Task**
vFyE	vFyE	Parameter settings in the drive and those saved to the copy function are not the same
Cause		**Possible Solutions**
Indicates that parameter settings that have been Read and loaded onto the Copy Unit or Digital Operator are different.		To have parameters be the same, either write the parameters save on the USB Copy Unit or LCD digital operator onto the drive, or Read the parameter settings on the drive onto the USB Copy Unit.
Digital Operator Display		**Task**
vrFy	vrFy	Comparing Parameter Settings (flashing)
Cause		**Possible Solutions**
The Verify mode has confirmed that parameters settings on the drive and parameters read to the copy device are identical.		Not an error.

6.9 Diagnosing and Resetting Faults

When a fault occurs and the drive stops, follow the instructions below to remove whatever conditions triggered the fault, then restart the drive.

◆ Fault Occurs Simultaneously with Power Loss

WARNING! *Electrical Shock Hazard. Ensure there are no short circuits between the main circuit terminals (R/L1, S/L2, and T/L3) or between the ground and main circuit terminals before restarting the drive. Failure to comply may result in serious injury or death and will cause damage to equipment.*

1. Turn on the drive input power.
2. Use monitor parameters U2-☐☐ to display data on the operating status of the drive just before the fault occurred.
3. Remove the cause of the fault and reset.

Note: 1. To find out what faults were triggered, check the fault history in U2-02. Information on drive status when the fault occurred such as the frequency, current, and voltage can be found in U2-03 through U2-58. *Refer to Viewing Fault Trace Data After Fault on page 374* for information on how to view fault data.
2. When the fault continues to be displayed after cycling power, remove the cause of the fault and reset.

◆ If the Drive Still has Power After a Fault Occurs

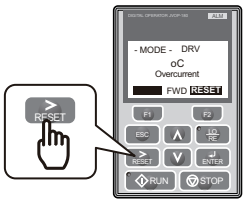
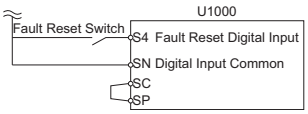
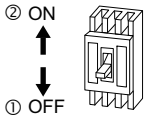
1. Look at the digital operator for information on the fault that occurred.
2. ***Refer to Fault Displays, Causes, and Possible Solutions on page 346***
3. Reset the fault. ***Refer to Fault Reset Methods on page 375***.

◆ Viewing Fault Trace Data After Fault

	Step		Display/Result
1.	Turn on the drive input power. The first screen displays.	→	- MODE - DRV Rdy FREF(AI) U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RREF JOG FWD
2.	Press ^ to display the monitor menu screen.	→	- MODE - DRV Rdy Monitor Menu U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RRFF JOG FWD
3.	Press ENTER to display the monitor mode screen.	→	-MONITR- DRV Rdy Monitor U1-01= 0.00Hz U1-02= 0.00Hz RSEQ U1-03= 0.00A RRFF JOG FWD
4.	Press ^ and RESET to scroll to monitor U2-02. The fault code shown in U2-02 is the fault that occurred most recently. In this example, the most recent fault is “oC” (overcurrent).	→	- MONITR - DRV Rdy Last Fault U2-02= oC U2-03= 50.00Hz RSEQ U2-04= 50.00Hz RRFF JOG FWD
5.	Press ^ to view drive status information when fault occurred. Parameter U2-58 helps determine the cause of a fault. Parameters to be monitored differ depending on the control mode.	→	- MONITR - DRV Rdy Frequency Ref U2-03= 50.00Hz U2-04= 50.00Hz RSEQ U2-05= XX.XXA RRFF JOG FWD ⋮ - MONITR - DRV Rdy PowerSupply Freq U2-58= 50.00Hz U2-01= ----- RSEQ U2-02= oC RRFF JOG FWD

◆ Fault Reset Methods

When a fault occurs, the cause of the fault must be removed and the drive must be restarted. The table below lists the different ways to restart the drive.

After the Fault Occurs	Procedure	
Fix the cause of the fault, restart the drive, and reset the fault	Press RESET on the digital operator when error code is displayed.	
Resetting via Fault Reset Digital Input S4	Close then open the fault signal digital input via terminal S4. S4 is set for “Fault Reset” as default (H1-04 = 14).	
If the above methods do not reset the fault, turn off the drive main power supply. Reapply power after the digital operator display is out.		

Note: If the Run command is present, the drive will disregard any attempts to reset the fault. The Run command must first be removed before a fault situation can be cleared.

6.10 Troubleshooting without Fault Display

This section describes troubleshooting problems that do not trip an alarm or fault.

The following symptoms indicate that the drive is not set correctly for proper performance with the motor. Refer to *Motor Performance Fine-Tuning on page 336* for guidance on troubleshooting.

- Motor hunting and oscillation
- Poor motor torque
- Poor speed precision
- Poor motor torque and speed response
- Motor noise

◆ Common Problems

Common Problems		Page
Cannot Change Parameter Settings		*376*
Motor Does Not Rotate Properly after Pressing RUN Button or after Entering External Run Command	Motor Does Not Rotate	*377*
	Motor Rotates in the Opposite Direction from the Run Command	*377*
	Motor Rotates in One Direction Only	*378*
Motor is Too Hot		*378*
Drive Does Not Allow Selection of Rotational Auto-Tuning		*378*
oPE02 Error Occurs When Lowering the Motor Rated Current Setting		*378*
Motor Stalls During Acceleration or With Large Loads		*378*
Drive Frequency Reference Differs from the Controller Frequency Reference Command		*379*
Excessive Motor Oscillation and Erratic Rotation		*379*
Load Falls When Brake is Applied (Hoist-Type Applications)		*379*
Noise From Drive or Motor Cables When the Drive is Powered On		*379*
Equipment for Residual Current Monitoring/Detection (RCM/RCD) Trips During Run.		*380*
Connected Machinery Vibrates When Motor Rotates	Unexpected Noise from Connected Machinery	*380*
	Oscillation or Hunting	*380*
PID Output Fault		*380*
Insufficient Starting Torque		*380*
Motor Rotates After the Drive Output is Shut Off (Motor Rotates During DC Injection Braking)		*380*
Output Frequency is not as High as Frequency Reference		*381*
Buzzing Sound from Motor at 2 kHz		*381*
Unstable Motor Speed when Using PM or IPM		*381*
Motor Does Not Restart after Power Loss		*381*
The Safety Controller Does Not Recognize Safe Disable Monitor Output Signals (Terminals DM+ and DM-)		*381*
Troubleshooting if the PM Motor Speed is Unstable; when the Motor Starts after Momentary Power Loss Recovery; when Enabling External Speed Search Command 1 or 2; or when Speed Search Selection at Start is Enabled and Motor Starts		*381*

◆ Cannot Change Parameter Settings

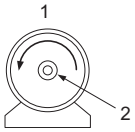
Cause	Possible Solutions
The drive is running the motor (i.e., the Run command is present).	• Stop the drive and switch over to the Programming Mode. • Most parameters cannot be edited during run.
The Access Level is set to restrict access to parameter settings.	• Set the Access Level to allow parameters to be edited (A1-01 = 2).
The operator is not in the Parameter Setup Mode (the screen will display "PAr").	• See what mode the operator is currently set for. • Parameters cannot be edited when in the Setup Mode ("STUP"). Switch modes so that "PAr" appears on the screen. Refer to *The Drive and Programming Modes on page 123*.
A multi-function contact input terminal is set to allow or restrict parameter editing (H1-01 through H1-08 = 1B).	• When the terminal is open, parameters cannot be edited. • Turn on the multi-function contact input set to 1B.
The wrong password was entered.	• If the password entered to A1-04 does not match the password saved to A1-05, then drive settings cannot be changed. • Reset the password. If you cannot remember the password: • Scroll to A1-04. Press the STOP button and press ∧ at the same time. Parameter A1-05 will appear. • Set a new password to parameter A1-05.
Undervoltage was detected.	• Check the drive input power voltage by looking at the control circuit voltage (U1-07). • Check all main circuit wiring.

◆ Motor Does Not Rotate Properly after Pressing RUN Button or after Entering External Run Command

■ Motor Does Not Rotate

Cause	Possible Solutions
The drive is not in the Drive Mode.	• Check if the DRV light on the digital operator is lit. • Enter the Drive Mode to begin operating the motor. *Refer to The Drive and Programming Modes on page 123*.
The LO/RE button was pushed.	Stop the drive and check if the correct frequency reference source is selected. If the operator keypad shall be the source, the LO/RE button LED must be on. If the source is REMOTE, it must be off. Take the following steps to solve the problem: • Push the LO/RE button. • If o2-01 is set to 0, then the LO/RE button will be disabled.
Auto-Tuning has just completed.	• When Auto-Tuning completes, the drive is switched back to the Programming Mode. The Run command will not be accepted unless the drive is in the Drive Mode. • Use the digital operator to enter the Drive Mode. *Refer to The Drive and Programming Modes on page 123*.
A Fast Stop was executed and has not yet been reset.	Reset the Fast Stop command.
Settings are incorrect for the source that provides the Run command.	Check parameter b1-02 (Run Command Selection 1). Set b1-02 so that it corresponds with the correct Run command source. 0: Digital operator 1: Control circuit terminal (default setting) 2: MEMOBUS/Modbus communications 3: Option card
There is faulty wiring in the control circuit terminals.	• Check the wiring for the control terminal. • Correct wiring mistakes. • Check the input terminal status monitor (U1-10).
The drive has been set to accept the frequency reference from the incorrect source.	Check parameter b1-01 (Frequency Reference Selection 1). Set b1-01 to the correct source of the frequency reference. 0: Digital operator 1: Control circuit terminal (default setting) 2: MEMOBUS/Modbus communications 3: Option card 4: Pulse train input (RP)
The terminal set to accept the main speed reference is set to the incorrect voltage and/or current.	If the frequency reference is set at terminal A1, check parameter H3-01 for the correct signal level selection. If terminal A2 is used, check DIP switch S1 parameter H3-08. If terminal A3 is used, check parameter H3-08. *Refer to Terminal A2 Input Signal Selection on page 102*.
Selection for the sink/source mode and the internal/external power supply is incorrect.	• Set the wire jumper between SC and SP for selection of sinking mode. • Set the wire jumper between SC and SN for selection of sourcing mode. • Remove the wire jumper for external power supply. *Refer to Sinking/Sourcing Mode for Digital Inputs on page 99*
Frequency reference is too low.	• Check the frequency reference monitor (U1-01). • Increase the frequency by changing the maximum output frequency (E1-09).
Multi-function analog input is set up to accept gain for the frequency reference, but no voltage (current) has been provided.	• Check the multi-function analog input settings. • Check if analog input A1, A2, or A3 is set for frequency reference gain (H3-02, H3-10, H3-06 = 1). If so, check if the correct signal is applied to the terminal. The gain and the frequency reference will be 0 if no signal is applied to the gain input. • Check if H3-02, H3-10, and H3-06 have been set to the proper values. • Check if the analog input value has been set properly. (U1-13 to U1-15)
The STOP button was pressed when the drive was started from a REMOTE source.	• When the STOP button is pressed, the drive will decelerate to stop. • Switch off the Run command and then re-enter a new Run command. • The STOP button can be disabled when o2-02 is set to 0.
Motor starting torque is too low.	*Refer to Motor Performance Fine-Tuning on page 336*
Frequency reference value is too low or the drive does not accept the value entered.	Enter a value that is above the minimum output frequency determined by E1-09.
The sequence Start/Stop sequence is set up incorrectly.	• If the drive is supposed to be set up for a 2-wire sequence, then ensure parameters H1-03 through H1-08 are not set to 0. • If the drive is supposed to be set up for a 3-wire sequence, then one of the parameters H1-03 through H1-08 must be set to 0. Terminal S1 will become the Start, terminal S2 will become the Stop input.

■ Motor Rotates in the Opposite Direction from the Run Command

Cause	Possible Solutions
Phase wiring between the drive and motor is incorrect.	• Check the motor wiring. • Switch two motor cables (U, V, and W) to reverse motor direction. • Connect drive output terminals U/T1, V/T2, and W/T3 in the right order to match motor terminals U, V, and W. • Change the setting of parameter b1-14.
The forward direction for the motor is setup incorrectly.	Typically, forward is designated as being counterclockwise when looking from the motor shaft (see figure below).  1. Forward Rotating Motor (looking down the motor shaft) 2. Motor Shaft

Cause	Possible Solutions
The motor is running at almost 0 Hz and the Speed Search estimated the speed to be in the opposite direction.	Disable bi-directional search (b3-14 = “0”) so that Speed Search is performed only in the specified direction.

Note: Check the motor specifications for the forward and reverse directions. The motor specifications will vary depending on the manufacturer of the motor.

■ Motor Rotates in One Direction Only

Cause	Possible Solutions
The drive prohibits reverse rotation.	• Check parameter b1-04. • Set the drive to allow the motor to rotate in reverse (b1-04 = 0).
A Reverse run signal has not been entered, although 3-wire sequence is selected.	Make sure that one of the input terminals S3 to S8 used for the 3-wire sequence has been set for reverse.

◆ Motor is Too Hot

Cause	Possible Solutions
The load is too heavy.	If the load is too heavy for the motor, the motor will overheat as it exceeds its rated torque value for an extended period of time. Keep in mind that the motor also has a short-term overload rating in addition to the possible solutions provided below: • Reduce the load. • Increase the acceleration and deceleration times. • Check the values set for the motor protection (L1-01, L1-02) as well as the motor rated current (E2-01). • Increase motor capacity.
The air around the motor is too hot.	• Check the ambient temperature. • Cool the area until it is within the specified temperature range.
The drive is operating in a vector control mode but Auto-Tuning has not yet been performed.	• Perform Auto-Tuning. • Calculate the motor value and reset the motor parameters. • Change the motor control method to V/f Control (A1-02 = 0).
Insufficient voltage insulation between motor phases.	When the motor cable is long, high voltage surges occur between the motor coils and drive switching. Normally, surges can reach up to three times the drive input power supply voltage (600 V for 200 V class, and 1200 V for 400 V class). • Use a motor with a voltage tolerance higher than the max voltage surge. • Use a motor designed to work specifically with a drive when using a 400 V class unit.
The motor fan has stopped or is clogged.	Check the motor fan.
Carrier frequency is too low.	Increase the carrier frequency to lower the current harmonic distortion and lower the motor temperature.

◆ Drive Does Not Allow Selection the Desired Auto-Tuning Mode

Cause	Possible Solutions
The desired Auto-Tuning mode is not available for the selected control mode.	• Check if the desired tuning mode is available for the selected control mode. Refer to *Auto-Tuning on page 141*. • Change the motor control method by setting A1-02.

◆ oPE02 Error Occurs When Lowering the Motor Rated Current Setting

Cause	Possible Solutions
Motor rated current and the motor no-load current setting in the drive are incorrect.	• The user is trying to set the motor rated current in E2-01 to a value lower than the no-load current set in E2-03. • Make sure that value set in E2-01 is higher than E2-03. • If it is necessary to set E2-01 lower than E2-03, first lower the value set to E2-03, then change the setting in E2-01 as needed.

◆ Motor Stalls during Acceleration or Acceleration Time is Too Long

Cause	Possible Solutions
Torque limit has been reached or current suppression keeps the drive from accelerating.	Take the following steps to resolve the problem: • Reduce the load. • Increase motor capacity. **Note:** Although the drive has a Stall Prevention function and a Torque Compensation Limit function, accelerating too quickly or trying to drive an excessively large load can exceed the capabilities of the motor.
Load is too heavy.	
Torque limit is not set properly.	Check the torque limit setting.
Frequency reference is too low.	• Check the maximum output frequency (E1-04). • Increase E1-04 if it is set too low.
	Check U1-01 for proper frequency reference.
	Check if a frequency reference signal switch has been set to one of the multi-function input terminals.
	Check for low gain level set to terminals A1, A2, or A3 (H3-03, H3-11, H3-07).
Load is too heavy.	• Reduce the load so that the output current remains within the motor rated current. • In extruder and mixer applications, the load will sometimes increase as the temperature drops.
	• Increase the acceleration time. • Check if the mechanical brake is fully releasing as it should.
Acceleration time has been set too long.	Check if the acceleration time parameters have been set too long (C1-01, C1-03, C1-05, C1-07).

Cause	Possible Solutions
Motor characteristics and drive parameter settings are incompatible with one another.	• Set the correct V/f pattern so that it matches the characteristics of the motor being used. • Check the V/f pattern set to E1-03. • Execute Rotational Auto-Tuning.
Although the drive is operating in Open Loop Vector motor control method, Auto-Tuning has not been performed.	• Perform Auto-Tuning. • Calculate motor data and reset motor parameters. • Switch to V/f Control (A1-02 = 0).
Incorrect frequency reference setting.	• Check the multi-function analog input settings. Multi-function analog input terminal A1, A2, or A3 is set for frequency gain (H3-02, H3-10, or H3-06 is set to "1"), but there is no voltage or current input provided. • Make sure H3-02, H3-10, and H3-06 are set to the proper values. • See if the analog input value is set to the right value (U1-13 to U1-15).
The Stall Prevention level during acceleration and deceleration set too low.	• Check the Stall Prevention level during acceleration (L3-02). • If L3-02 is set too low, acceleration may be taking too long. • Increase L3-02.
The Stall Prevention level during run has been set too low.	• Check the Stall Prevention level during run (L3-06). • If L3-06 is set too low, speed will drop as the drive outputs torque. • Increase the setting value.
Drive reached the limitations of the V/f motor control method.	• The motor cable may be long enough (over 50 m) to require Auto-Tuning for line-to-line resistance. • Be aware that V/f Control is comparatively limited when it comes to producing torque at low speeds. • Consider switching to Open Loop Vector Control.

◆ Drive Frequency Reference Differs from the Controller Frequency Reference Command

Cause	Possible Solutions
The analog input gain and bias for the frequency reference input are set to incorrect values.	• Check the gain and bias settings for the analog inputs that are used to set the frequency reference. Check parameters H3-03 and H3-04 for input A1, check parameters H3-11, and H3-12 for input A2, and check parameters H3-07 and H3-08 for input A3. • Set these parameters to the appropriate values.
A frequency bias signal is being entered via analog input terminals A1 to A3.	• If more than one of multi-function analog inputs A1 to A3 is set for frequency reference bias (H3-02, H3-10, or H3-06 is set to "0"), then the sum of all signals builds the frequency reference. • Make sure that H3-02, H3-10, and H3-06 are set appropriately. • Check the input level set for terminals A1 to A3 (U1-13 to U1-15).
PID control is enabled, and the drive is consequently adjusting the output frequency to match the PID setpoint. The drive will only accelerate to the maximum output frequency set in E1-04 while PID control is active.	If PID control is not necessary for the application, disable it by setting b5-01 to "0".

◆ Excessive Motor Oscillation and Erratic Rotation

Cause	Possible Solutions
Poor balance between motor phases.	Check drive input power voltage to ensure that it provides stable power.
Hunting prevention function is disabled.	• Enable Hunting Prevention (n1-01 = 1). • Increase the AFR gain (n2-01) or the AFR time constant 1 (n2-02).

◆ Load Falls When Brake is Applied (Hoist-Type Applications)

Cause	Possible Solutions
The timing for the brake to close and release is not set properly.	Refer to *Notes on Controlling the Brake when Using the Hoist Application Preset on page 138*.
Insufficient DC Injection Braking.	Increase the amount of DC Injection Braking Current (b2-02).

◆ Noise From Drive or Motor Cables When the Drive is Powered On

Cause	Possible Solutions
Relay switching in the drive generates excessive noise.	• Lower the carrier frequency (C6-02). • Install a noise filter on the input side of drive input power. • Install a noise filter on the output side of the drive. • Place the wiring inside a metal conduit to shield it from switching noise. • Ground the drive and motor properly. • Separate the main circuit wiring and the control lines. • Make sure wires and the motor have been properly grounded.

◆ Equipment for Residual Current Monitoring/Detection (RCM/RCD) Trips During Run

Cause	Possible Solutions
Excessive leakage current trips RCM/RCD.	• Increase the RCM/RCD sensitivity or use RCM/RCD with a higher threshold. • Lower the carrier frequency (C6-02). • Reduce the length of the cable used between the drive and the motor.

◆ Connected Machinery Vibrates When Motor Rotates

■ Unexpected Noise from Connected Machinery

Cause	Possible Solutions
The carrier frequency is at the resonant frequency of the connected machinery.	Adjust the carrier frequency using parameters C6-02 through C6-05.
The drive output frequency is the same as the resonant frequency of the connected machinery.	• Adjust the parameters used for the Jump Frequency function (d3-01 through d3-04) to skip the problem-causing bandwidth. • Place the motor on a rubber pad to reduce vibration.

Note: To inspect for a motor error, set C6-02 to a value between 1 and 4 and check the motor.

■ Oscillation or Hunting

Cause	Possible Solutions
Insufficient tuning.	Perform Auto-Tuning. Refer to *Motor Performance Fine-Tuning on page 336*.
Gain is too low when using PID control.	Refer to *b5: PID Control on page 191* for details.
The frequency reference is assigned to an external source and the signal is noisy.	• Ensure that noise is not affecting the signal lines. • Separate main circuit wiring and control circuit wiring. • Use twisted-pair cables or shielded wiring for the control circuit. • Increase the analog input filter time constant (H3-13).
The cable between the drive and motor is too long.	• Perform Auto-Tuning. • Reduce the length of the cable.

◆ PID Output Fault

Cause	Possible Solutions
No PID feedback input.	• Check the multi-function analog input terminal settings. • Set multi-function analog input terminal A1, A2, or A3 for PID feedback (H3-02, H3-10, or H3-06 = “B”). • A signal input to the terminal selection for PID feedback is needed. • Check the connection of the feedback signal. • Check the various PID-related parameter settings. • No PID feedback input to the terminal causes the value detected to be 0, causing a PID fault and the drive to operate at max frequency.
The level of detection and the target value do not correspond with each other.	• PID control keeps the difference between target and detection values at 0. Set the input level for the values relative to one another. • Use analog input gains H3-03 and H3-11 to adjust PID target and feedback signal scaling.
Reverse drive output frequency and speed detection. When output frequency rises, the sensor detects a speed decrease.	Set PID output for reverse characteristics (b5-09 = 1).
Adjustment made to PID parameter settings are insufficient.	Refer to *b5: PID Control on page 191* for details.

◆ Insufficient Starting Torque

Cause	Possible Solutions
Auto-Tuning has not yet been performed (required for vector control modes).	Perform Auto-Tuning. Refer to *Motor Performance Fine-Tuning on page 336*.
The control mode was changed after performing Auto-Tuning.	Perform Auto-Tuning again.
Only Stationary Auto-Tuning was performed.	Perform Rotational Auto-Tuning.

◆ Motor Rotates After the Drive Output is Shut Off (Motor Rotates During DC Injection Braking)

Cause	Possible Solutions
DC Injection Braking is set too low and the drive cannot decelerate properly.	• Adjust the DC Injection braking settings. • Increase the current level for DC Injection Braking Current (b2-02). • Increase the DC Injection Braking time at stop (b2-04).
The stopping method is set so that the drive coasts to stop.	Set b1-03 (Stopping Method Selection) to 0 or 2.

◆ Output Frequency is not as High as Frequency Reference

Cause	Possible Solutions
Frequency reference is set within the range of the Jump Frequency.	• Adjust the parameters used for the Jump Frequency function (d3-01, d3-02, d3-03). • Enabling the Jump Frequency prevents the drive from outputting the frequencies specified in the Jump range.
Upper limit for the frequency reference has been exceeded.	• Set the maximum output frequency and the upper limit for the frequency reference to more appropriate values (E1-04, d2-01). • The following calculation yields the upper value for the output frequency = E1-04 × d2-01 / 100
Large load triggered Stall Prevention function during acceleration.	• Reduce the load. • Adjust the Stall Prevention level during acceleration (L3-02).
Motor runs at following speed. b2-01 ≤ Motor speed < E1-09	• Set b1-21 (Start Condition Selection at Closed Loop Vector Control) to 1. • Set E1-09 (Minimum Output Frequency) to a value lower than the setting for b2-01 (DC Injection Braking Start Frequency).

◆ Buzzing Sound from Motor at 2 kHz

Cause	Possible Solutions
Exceeded 110% of the rated output current of the drive while operating at low speeds.	• If the output current rises too high at low speeds, the carrier frequency is automatically reduced and causes a whining or buzzing sound. • If the sound is coming from the motor, disable carrier frequency derating (L8-38 = 0). • Disabling the automatic carrier frequency derating increases the chances of an overload fault (oL2). Switch to a larger capacity motor if oL2 faults occur too frequently.

◆ Unstable Motor Speed when Using PM

Cause	Possible Solutions
The motor code for the PM motor (E5-01 or T2-02) is set incorrectly (Yaskawa motors only).	Refer to *Motor Performance Fine-Tuning on page 336* for details.
Drive is attempting to operate the motor beyond the speed control range listed in the specifications.	Check the speed control range and adjust the speed accordingly.
Drive is attempting to operate the motor at 5% or less of the speed reference value.	When in Open Loop Vector Control for PM (A1-02 = 5), readjust the following parameters to have the greatest effect. • n8-55 (Load Inertia) • n8-45 (Speed Feedback Detection Control Gain) • C4-02 (Torque Compensation Primary Delay Time) When High Frequency Injection (n8-57 = 1) is enabled in Advanced Open Loop Vector Control for PM (A1-02 = 6), readjust the following parameters. • n8-41(HFI Overlap Pole Detection Pgain) • n8-39 (Low Pass Filter Cutoff Frequency for High Frequency Injection)
Motor hunting occurs.	Refer to *Motor Performance Fine-Tuning on page 336* for details.
Hunting occurs at start.	Increase the S-curve time at the start of acceleration (C2-01).
Too much current is flowing through the drive.	• Enter the correct motor code for the PM motor being used into E5-01. • For special-purpose motors, enter the correct data to all E5 parameters according to the test report provided for the motor.

◆ Motor Does Not Restart after Power Loss

Cause	Possible Solutions
The Run command was not issued again when power was restored.	• Check the sequence and wiring that has been set up to enter the Run command. • A relay should be set up to make sure the Run command remains enabled throughout any power loss.
The relay that is supposed to maintain the Run command has been switched off.	Check wiring and circuitry for the relay intended to keep the Run command enabled.

◆ The Safety Controller Does Not Recognize Safe Disable Monitor Output Signals (Terminals DM+ and DM-)

Cause	Possible Solutions
There is faulty wiring in the Safe Disable monitor output terminals.	• Check the wiring for the Safe Disable monitor output terminal. • Correct wiring mistakes.

◆ Troubleshooting if the PM Motor Speed is Unstable; when the Motor Starts after Momentary Power Loss Recovery; when Enabling External Speed Search Command 1 or 2; or when Speed Search Selection at Start is Enabled and Motor Starts

Cause	Possible Solutions
LSo (LSo Fault) occurs.	When High Frequency Injection is enabled (n8-57 = 1) in Advanced Open Loop Vector Control for PM (A1-02 = 6), readjust the following parameters to stop the motor. b3-59 (PM Speed Search DC Injection Braking Time at Low Speed)

7

Periodic Inspection & Maintenance

This chapter describes the periodic inspection and maintenance of the drive to ensure that it receives the proper care to maintain overall performance.

7.1 SECTION SAFETY 384
7.2 INSPECTION. 386
7.3 PERIODIC MAINTENANCE 389
7.4 COOLING FAN AND CIRCULATION FAN 391
7.5 DRIVE REPLACEMENT 421

7.1 Section Safety

⚠ DANGER

Electrical Shock Hazard

Do not connect or disconnect wiring while the power is on.

Failure to comply could result in death or serious injury.

Before servicing, 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 for at least the time specified on the warning label; after all indicators are OFF, measure for unsafe voltages to confirm the drive is safe prior to servicing.

Never connect or disconnect wiring, remove connectors or option cards, or replace the cooling fan, and air filter while the power is on.

Failure to comply will result in death or serious injury.

Before servicing, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off.

⚠ WARNING

Electrical Shock Hazard

Do not operate equipment with covers removed.

Failure to comply could result in death or serious injury.

The diagrams in this section may show drives without covers or safety shields to show details. Be sure to reinstall covers or shields before operating the drives and run the drives according to the instructions described in this manual.

Always ground the motor-side grounding terminal.

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

Do not remove covers or touch circuit boards while the power is on.

Failure to comply could result in death or serious injury.

Do not allow unqualified personnel to perform work on the drive.

Failure to comply could result in death or serious injury.

Installation, maintenance, inspection, and servicing must be performed only by authorized personnel familiar with installation, adjustment, and maintenance of AC drives.

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.

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

Failure to comply could result in death or serious injury.

Before servicing, 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 for at least the time specified on the warning label; after all indicators are OFF, measure the DC bus voltage level to confirm it has reached a safe level.

⚠ WARNING

Fire Hazard

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.

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.

Do not use improper combustible materials for the drive and harmonic filter module.

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

Attach the drive and harmonic filter module to metal or other noncombustible material.

NOTICE

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.

Follow cooling fan replacement instructions. The cooling fan cannot operate properly when it is installed incorrectly and could seriously damage the drive.

Follow the instructions in this manual to replace the cooling fan, making sure that the label is on top before inserting the cooling fan into the drive. To ensure maximum useful product life, replace both cooling fans when performing maintenance.

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 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 allow unqualified personnel to use the product.

Failure to comply could result in damage to the drive.

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

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 any 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 any other devices.

Failure to comply could result in damage to the drive.

Comply with proper wiring practices.

The motor may run in reverse if the phase order is backward.

Connect motor input terminals U, V and W to drive output terminals U/T1,V/T2, and W/T3. The phase order for the drive and motor should match.

Frequently switching the drive power supply to stop and start the motor can damage the drive.

To get the full performance life out of the capacitor for the control power supply and circuit relays, refrain from switching the drive power supply off and on more than once every 30 minutes. Frequent use can damage the drive. Use the drive to stop and start the motor.

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.

7.2 Inspection

Power electronics have limited life and may exhibit changes in characteristics or performance deterioration after years of use under normal conditions. To help avoid such problems, it is important to perform preventive maintenance and periodic inspection on the drive.

Drives contain a variety of power electronics such as power transistors, semiconductors, capacitors, resistors, fans, and relays. The electronics in the drive serve a critical role in maintaining proper motor control.

Follow the inspection lists provided in this chapter as a part of a regular maintenance program.

Note: The drive will require more frequent inspection if it is placed in harsh environments, such as:
- High ambient temperatures
- Frequent starting and stopping
- Fluctuations in the AC supply or load
- Excessive vibrations or shock loading
- Dust, metal dust, salt, sulfuric acid, chlorine atmospheres
- Poor storage conditions.

Perform the first equipment inspection one to two years after installation.

◆ Recommended Daily Inspection

Table 7.1 outlines the recommended daily inspection for Yaskawa drives. Check the following items on a daily basis to avoid premature deterioration in performance or product failure. Copy this checklist and mark the "Checked" column after each inspection.

Table 7.1 General Recommended Daily Inspection Checklist

Inspection Category	Inspection Points	Corrective Action	Checked
Motor	Inspect for abnormal oscillation or noise coming from the motor.	• Check the load coupling. • Measure motor vibration. • Tighten all loose components.	
Cooling	Inspect for abnormal heat generated from the drive or motor and visible discoloration.	• Check for excessive load. • Loose connections • Check for dirty heatsink or motor. • Ambient temperature	
	Inspect drive cooling fan and circulation fan operation.	• Check for clogged or dirty fan. • Check fan operation drive parameter.	
Environment	Verify the drive environment complies with the specifications listed in *Installation Environment on page 48*.	• Eliminate the source of contaminants or correct poor environment.	
Load	The drive output current should not be higher than the motor or drive rating for an extended period of time.	• Check for excessive load. • Check the motor parameter settings of the drive.	
Power Supply Voltage	Check main power supply and control voltages.	• Correct the voltage or power supply to within nameplate specifications. • Verify all main circuit phases.	

◆ Recommended Periodic Inspection

Table 7.2 outlines the recommended periodic inspections for Yaskawa drive installations. Although periodic inspections should generally be performed once a year; the drive may require more frequent inspection in harsh environments or with rigorous use. Operating and environmental conditions, along with experience in each application, will determine the actual inspection frequency for each installation. Periodic inspection will help to avoid premature deterioration in performance or product failure. Copy this checklist and mark the "Checked" column after each inspection.

■ Periodic Inspection

WARNING! *Electrical Shock Hazard. Do not inspect, connect, or disconnect any wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing, 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 for at least the time specified on the warning label; after all indicators are OFF, measure for unsafe voltages to confirm the drive is safe prior to servicing.*

Table 7.2 Periodic Inspection Checklist

Inspection Area	Inspection Points	Corrective Action	Checked
Main Circuit Periodic Inspection			
General	• Inspect equipment for discoloration from overheating or deterioration. • Inspect for damaged or deformed parts.	• Replace damaged components as required. • The drive has few serviceable parts and may require complete drive replacement.	
	Inspect for dirt, foreign particles, or dust collection on components.	• Inspect enclosure door seal if used. • Remove foreign particles and dust by sucking them out with a vacuum cleaner to avoid touching parts. • Replace components if cleaning is not possible.	
Conductors and Wiring	• Inspect wiring and connections for discoloration, damage, or heat stress. • Inspect wire insulation and shielding for wear.	Repair or replace damaged wiring.	
Terminals	Inspect terminals for stripped, damaged, or loose connections.	Tighten loose screws and replace damaged screws or terminals.	
Relays and Contactors	• Inspect contactors and relays for excessive noise during operation. • Inspect coils for signs of overheating such as melted or cracked insulation.	• Check coil voltage for over or under voltage conditions. • Replace damaged removable relays contactors or circuit board.	
Capacitor	• Inspect for leaking, discoloration, or cracks. • Check if the cap has come off, for any swelling, or if the sides have burst open.	The drive has few serviceable parts and may require complete drive replacement.	
Diode, IGBT (Power Transistor)	Inspect for dust or other foreign material collected on the surface.	Remove foreign particles and dust by sucking them out with a vacuum cleaner to avoid touching parts.	
Motor Periodic Inspection			
Operation Check	Check for increased vibration or abnormal noise.	Stop the motor and contact qualified maintenance personnel as required.	
Control Circuit Periodic Inspection			
General	• Inspect terminals for stripped, damaged, or loose connections. • Make sure all terminals have been properly tightened.	• Tighten loose screws and replace damaged screws or terminals. • If terminals are integral to a circuit board, then board or drive replacement may be required.	
Circuit Boards	Check for any odor, discoloration, and rust. Make sure connections are properly fastened and that no dust or oil mist has accumulated on the surface of the board.	• Fix any loose connections. • If an antistatic cloth or vacuum plunger can't be used, replace the board. • Do not use any solvents to clean the board. • Remove foreign particles and dust by sucking them out with a vacuum cleaner to avoid touching parts. • The drive has few serviceable parts and may require complete drive replacement.	
Cooling System Periodic Inspection			
Cooling Fan, Circulation Fan, Control Board Cooling Fan	• Check for abnormal oscillation or unusual noise. • Check for damaged or missing fan blades.	Replace as required. *Refer to Cooling Fan and Circulation Fan on page 391* for information on cleaning or replacing the fan.	
Heatsink	Inspect for dust or other foreign material collected on the surface.	Remove foreign particles and dust by sucking them out with a vacuum cleaner to avoid touching parts.	
Air Duct	Inspect air intake and exhaust openings. They must be free from obstruction and properly installed.	• Visually inspect the area. • Clear obstructions and clean air duct as required.	
Display Periodic Inspection			
Digital Operator	• Make sure data appears on the operator properly. • Inspect for dust or other foreign material that may have collected on surrounding components.	• Contact Yaskawa or a Yaskawa representative if there is any trouble with the display or keypad. • Clean the digital operator.	

◆ Storage Guidelines

The drive contains electrolytic capacitors and fine electronic parts that undergo chemical changes. Observe the following precautions to help maintain the expected performance life and reliability during long-term storage.

■ Storage Location

Temperature and Humidity

Store the drive in a location that is between -10 and +40°C with a relative humidity of 95% or less. Do not store the drive in direct sunlight or where condensation or ice will form.

Storage temperatures between -20 to +60°C are allowed when storing the drive for approximately one month.

Note: Package and store the drive during shipping to protect it from vibration and shock.

Dust and Oil Mist

Do not store the drive in a dusty location or a location subject to oil mist.

Corrosive Gas

Do not store the drive in a location subject to corrosive gas.

Salt Damage

Do not store the drive in a location subject to salt damage, such as near the ocean.

Do not store the drive in adverse environments. Store all drives in storage rooms that are not subjected to adverse environmental elements.

Periodic Power Application

Yaskawa recommends applying power to the drive once per year for at least 30 minutes to prevent the capacitors from deteriorating.

When applying power after power has not been applied for more than two years, Yaskawa recommends using a variable power source and gradually increasing the power from 0 V to the rated drive voltage over a period of 2 to 3 minutes. Apply power for at least 1 hour with no load to age the main circuit electrolytic capacitor.

Wire the drive normally and check for faults, overcurrents, motor vibration, speed fluctuations, and other abnormalities during operation after performing the above procedure.

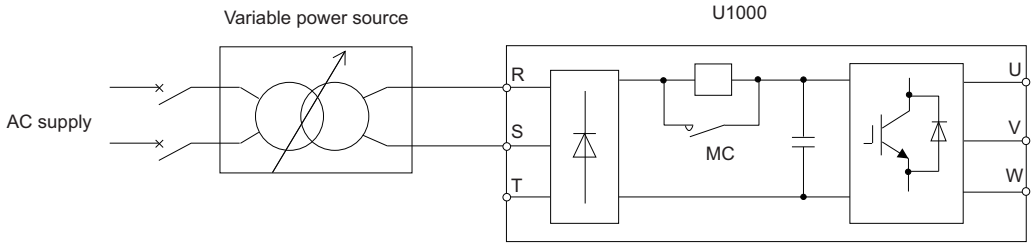


Figure 7.1 Power Distribution Method

7.3 Periodic Maintenance

The drive has Maintenance Monitors that keep track of component wear. This feature provides advance maintenance warning and eliminates the need to shut down the entire system for unexpected problems. The drive allows the user to check predicted maintenance periods for the components listed below.

For replacement parts, contact the distributor where the drive was purchased or contact Yaskawa or a Yaskawa representative.

- Cooling Fan, Circulation Fan
- Capacitors for the control power supply
- Inrush Prevention Circuit

◆ Replacement Parts

Table 7.3 contains the estimated performance life of components that require replacement during the life of the drive. Only use Yaskawa replacement parts for the appropriate drive model and revision.

Table 7.3 Estimated Performance Life

Component	Estimated Performance Life
Cooling Fan, Circulation Fan	10 years
Capacitors for the control power supply	10 years <1>

<1> Capacitors for the control power supply cannot be replaced on some models. Complete drive replacement may be required for these models.

NOTICE: *Estimated performance life based on specific usage conditions. These conditions are provided for the purpose of replacing parts to maintain performance. Some parts may require more frequent replacement due to poor environments or rigorous use. Usage conditions for estimated performance life:*
• Ambient temperature: Yearly average of 40°C (IP00 enclosure)
• Load factor: 80% maximum
• Operation time: 24 hours a day

■ Performance Life Monitors Maintenance Monitors

The drive calculates the maintenance period for components that may require replacement during the life of the drive. A percentage of the maintenance period is displayed on the digital operator by viewing the appropriate monitor parameter.

When the maintenance period reaches 100%, there is increased risk that the drive may malfunction. Yaskawa recommends checking the maintenance period regularly to ensure maximum performance life.

Refer to Recommended Periodic Inspection on page 387 for more details.

Table 7.4 Performance Life Monitors Used for Component Replacement

Parameter	Component	Contents
U4-03	Cooling Fan, Circulation Fan	Displays the accumulated operation time of the fan from 0 to 99999 hours. The default value is 0. The value counts up from 0. The value is automatically reset to 0 after it reaches 99999.
U4-04		Displays the accumulated fan operation time as a percentage of the specified maintenance period.The default value is 0. The value counts up from 0.
U4-05	DC Bus Capacitors	Displays the accumulated time the capacitors are used as a percentage of the specified maintenance period. The default value is 0. The value counts up from 0.
U4-06	Pre-charge Circuit	Displays the number of times the drive is powered up as a percentage of the performance life of the inrush circuit. The default value is 0. The value counts up from 0.

■ Alarm Outputs for Maintenance Monitors

An output can be set up to inform the user when a specific components has neared its expected performance life.

When one of multi-function digital output terminals has been assigned the maintenance monitor function (H2-☐☐ = 2F), the terminal will close when the cooling fan, DC bus capacitors, or DC bus pre-charge relay reach 90% of the expected performance life. Additionally the digital operator will display an alarm like shown in *Table 7.5* to indicate the specific components that may need maintenance.

Table 7.5 Maintenance Alarms

Alarm Display LCD Operator	Function	Corrective Action
LT-1 <1>	The cooling fans have reached 90% of their designated life time.	Replace the cooling fan.
LT-2 <1>	The DC bus capacitors have reached 90% of their designated life time.	Contact Yaskawa or a Yaskawa representative on possible drive replacement.
LT-3 <1>	The capacitor for controller has reached 90% of its designated life time.	Contact Yaskawa or a Yaskawa representative on possible drive replacement.

<1> This alarm message will be output only if the Maintenance Monitor function is assigned to one of the digital outputs (H2-☐☐ = 2F). The alarm will also trigger a digital output that is programmed for alarm indication (H2-☐☐ = 10).

■ Related Drive Parameters

Parameters o4-03, o4-05, and o4-07 can be used to reset a Maintenance Monitor back to zero after a specific component has been replaced. *Refer to Parameter Table on page 458* for details on parameter settings.

NOTICE: *If these parameters are not reset after the corresponding parts have been replaced, the Maintenance Monitor function will continue to count down the performance life from the value that was reached with the old part. If the Maintenance Monitor is not reset, the drive will not have the correct value of the performance life for the new component.*

7.4 Cooling Fan and Circulation Fan

NOTICE: *Follow cooling fan replacement instructions. The cooling fan cannot operate properly when installed incorrectly and could seriously damage the drive. To ensure maximum useful product life, replace all cooling fans when performing maintenance.*

Contact Yaskawa or a Yaskawa representative to order replacement cooling fans as required.

For drives with multiple cooling fans, replace all the fans when performing maintenance to ensure maximum product performance life.

◆ Number of Fan

■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

Three-Phase 200 V Class				Three-Phase 400 V Class				
Model CIMR-U□	Cooling Fan	Circulation Fan	Page	Model CIMR-U□	Cooling Fan	Circulation Fan	Control Board Cooling Fan	Page
2□0028	2	–	394	4□0011	2	–	–	394
2□0042	2	–		4□0014	2	–	–	
2□0054	2	–		4□0021	2	–	–	
2□0068	2	–		4□0027	2	–	–	
2□0081	2	–		4□0034	2	–	–	
2□0104	2	–		4□0040	2	–	–	
2□0130	2	–		4□0052	2	–	–	
2□0154	3	–	396	4□0065	2	–	–	
2□0192	3	–		4□0077	2	–	–	
2□0248	1	2	400	4□0096	2	–	–	
–	–	–	–	4□0124	2	–	–	
–	–	–	–	4□0156	3	–	–	396
–	–	–	–	4□0180	3	–	–	
–	–	–	–	4□0216	1	2	–	400
–	–	–	–	4□0240	1	2	–	
–	–	–	–	4□0302	2	2	–	
–	–	–	–	4□0361	2	2	–	
–	–	–	–	4□0414	2	2	–	
–	–	–	–	4□0477	4	4	2	405
–	–	–	–	4□0590	4	4	2	
–	–	–	–	4□0720	4	4	2	409
–	–	–	–	4□0900	4	4	2	
–	–	–	–	4□0930	4	4	2	

■ Harmonic Filter Module

Model	Cooling Fan	Circulation Fan	Control Board Cooling Fan	Page
EUJ71183□.□	4	1	1	415
EUJ71184□.□	4	1	1	415
EUJ71185□.□	4	1	1	415

◆ Cooling Fan Component Names

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the drive, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.*

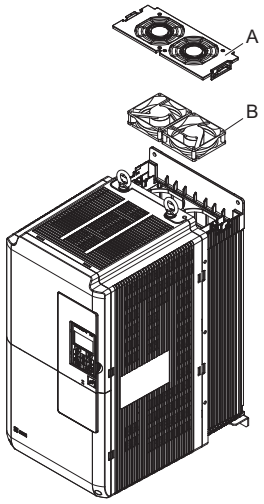
CAUTION! *Burn Hazard. Do not touch a hot drive heatsink. Failure to comply could result in minor or moderate injury. Shut off the power to the drive when replacing the cooling fan. To prevent burns, wait at least 15 minutes and ensure the heatsink has cooled down.*

NOTICE: *Damage to Equipment. Follow cooling fan and circulation fan replacement instructions. Fans cannot operate properly when they are installed incorrectly and can damage the drive. Follow the instructions below to replace the fans, making sure that the label is on top before inserting the fan into the drive. To ensure maximum useful product life, replace all fans when performing maintenance.*

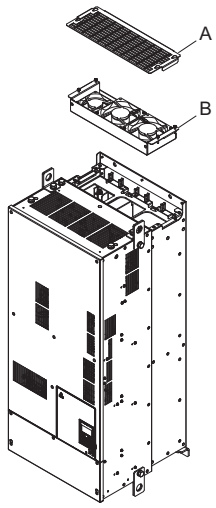
Note: Procedures shown in this section use a representative drive model. Figures in these procedures may differ slightly from the actual model used by the customer.

■ CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

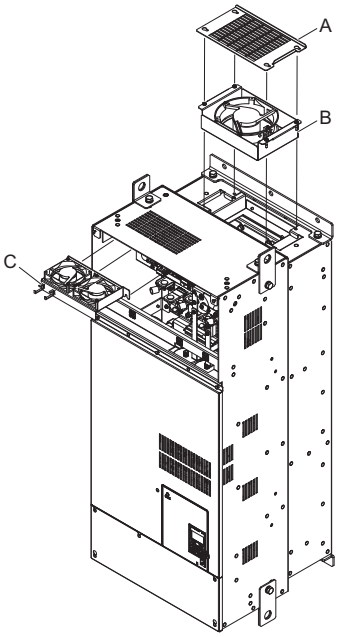
2□0028 to 2□0130, 4□0011 to 4□0124



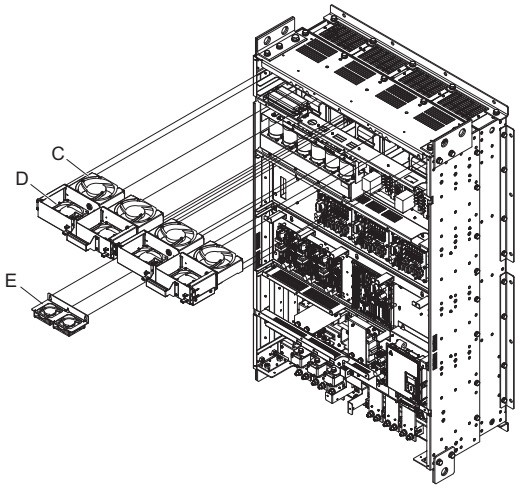
2□0154, 2□0192, 4□0156, 4□0180



2□0248, 4□0216 to 4□0414



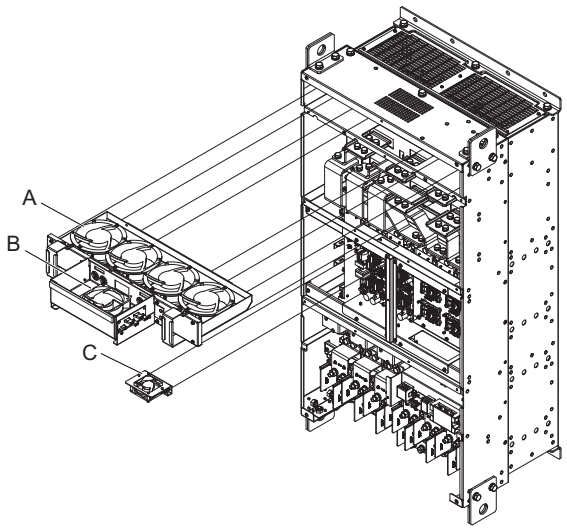
4□0477 to 4□0930



A – Fan Guard
B – Cooling Fan/Cooling Fan Unit
C – Cooling Fan/Cooling Fan Unit/ Circulation Fan Unit
D – Circulation Fan
E – Control Board Cooling Fan/ Control Board Cooling Fan Unit

Figure 7.2 Cooling Fan Component Names

■ Harmonic Filter Module



A – Cooling Fan/Cooling Fan Unit/ Circulation Fan Unit
B – Circulation Fan
C – Control Board Cooling Fan/ Control Board Cooling Fan Unit

Figure 7.3 Cooling Fan Component Names (Harmonic Filter Module)

◆ Cooling Fan Replacement

■ CIMR-2□0028 to 2□0130, 4□0011 to 4□0124

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the drive, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.*

CAUTION! *Burn Hazard. Do not touch a hot drive heatsink. Failure to comply could result in minor or moderate injury. Shut off the power to the drive when replacing the cooling fan. To prevent burns, wait at least 15 minutes and ensure the heatsink has cooled down.*

NOTICE: *Damage to Equipment. Follow cooling fan and circulation fan replacement instructions. Improper fan replacement could cause damage to equipment. Make sure the fan is facing upwards when installing the replacement fan into the drive. Replace all fans when performing maintenance to help ensure maximum useful product life.*

Removing the Cooling Fan Guard and Cooling Fan

1. Depress the right and left sides of the fan guard tabs and pull upward. Remove the fan guard from the top of the drive.

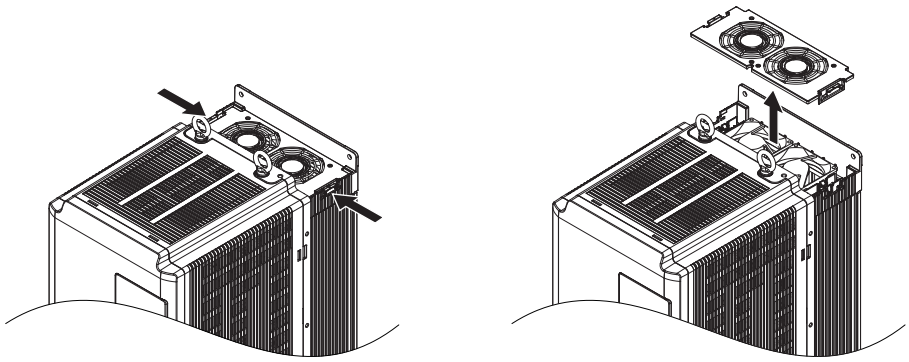


Figure 7.4 Remove the Fan Guard

2. Remove the cooling fan cartridge.

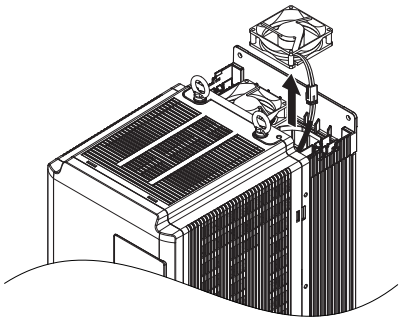


Figure 7.5 Remove the Cooling Fan

3. Disconnect the pluggable connector and remove the fan.

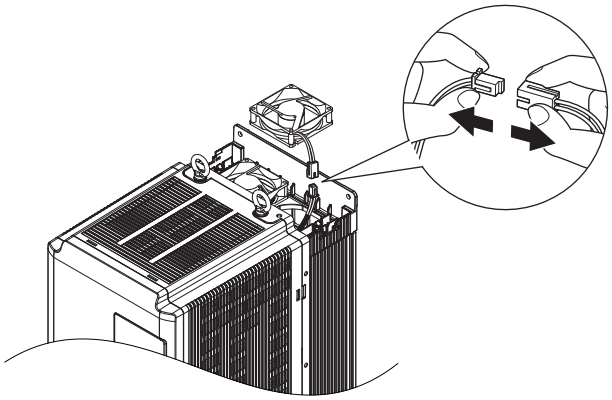


Figure 7.6 Disconnect the Cooling Fan

Installing the Cooling Fan

Reverse the procedure described above to reinstall the cooling fan.

1. Properly plug the relay connector.

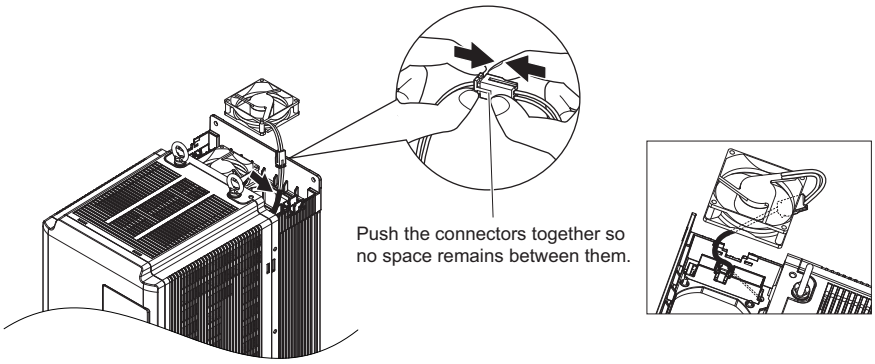
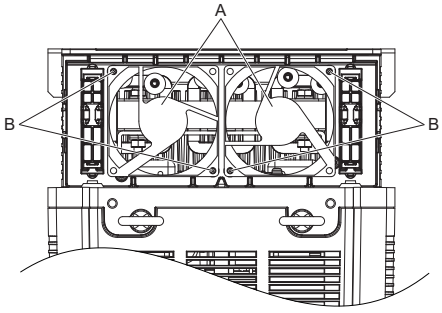


Figure 7.7 Plug the Relay Connector

2. Install the replacement fan into the drive, ensuring the alignment pins line up as shown in ***Figure 7.8***.



A – Label facing up

B – Make sure the alignment pins line up properly.

Figure 7.8 Install the Cooling Fan

3. Properly connect the fan power lines, then place the cable back into the recess of the drive.

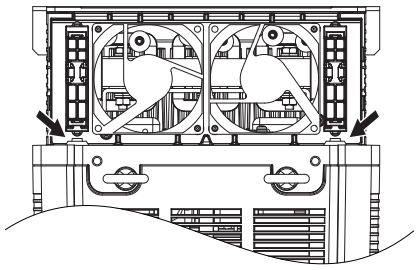


Figure 7.9 Relay Connector Placement

4. While pressing in on the tabs on the left and right sides of the fan guard, guide the fan guard until it clicks back into place.

Note: The fan guard has a cutout on the front side for proper alignment.

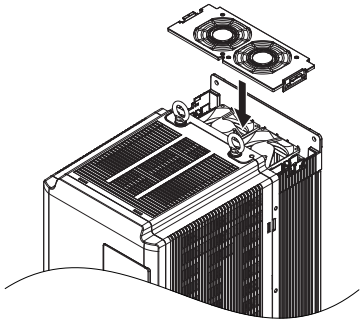


Figure 7.10 Reattach the Fan Guard

5. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor cooling fan operation time.

■ CIMR-U□2□0154, 2□0192, 4□0156, 4□0180

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the drive, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.*

CAUTION! *Burn Hazard. Do not touch a hot drive heatsink. Failure to comply could result in minor or moderate injury. Shut off the power to the drive when replacing the cooling fan. To prevent burns, wait at least 15 minutes and ensure the heatsink has cooled down.*

NOTICE: *Damage to Equipment. Follow cooling fan and circulation fan replacement instructions. Improper fan replacement could cause damage to equipment. Make sure the fan is facing upwards when installing the replacement fan into the drive. Replace all fans when performing maintenance to help ensure maximum useful product life.*

Removing the Fan Guard and Cooling Fan

1. Loosen the four screws that hold the fan guard in place.

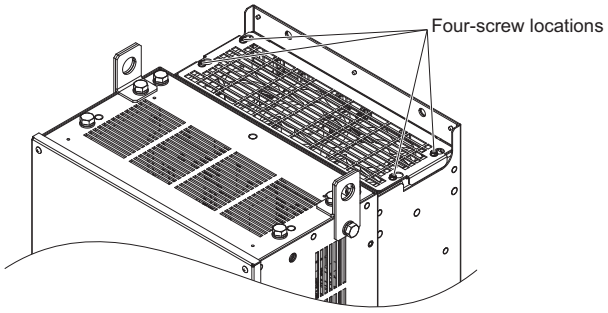


Figure 7.11 Loosen the Screws

2. Slide the fan guard toward the front of the drive to remove it from the drive.

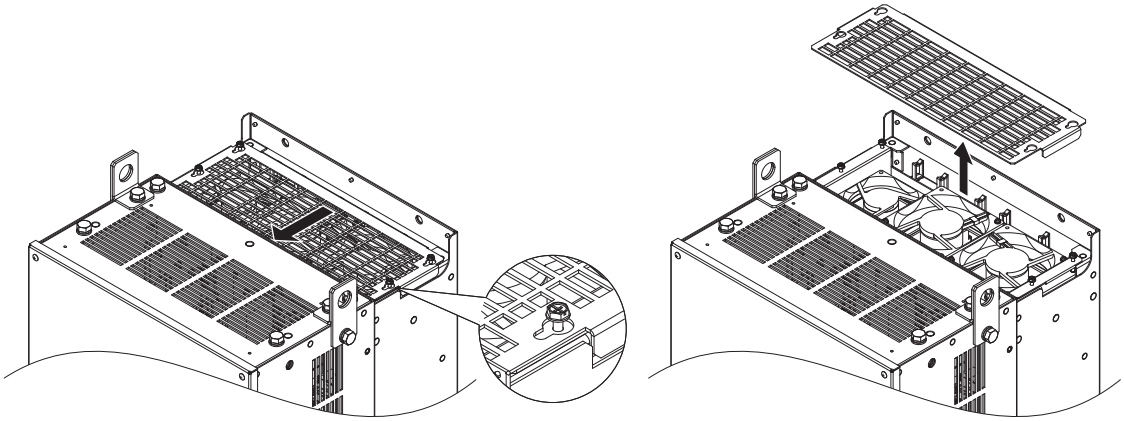


Figure 7.12 Remove the Fan Guard

3. Release the cables from the hooks in five locations.

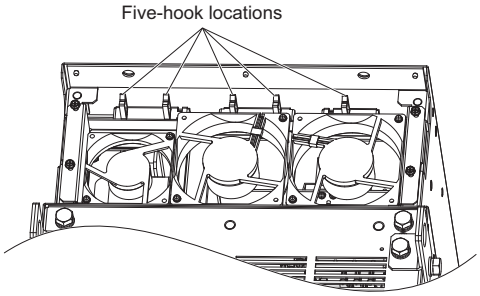


Figure 7.13 Release the Cables

4. Loosen the four screws affixing the cooling fan unit.

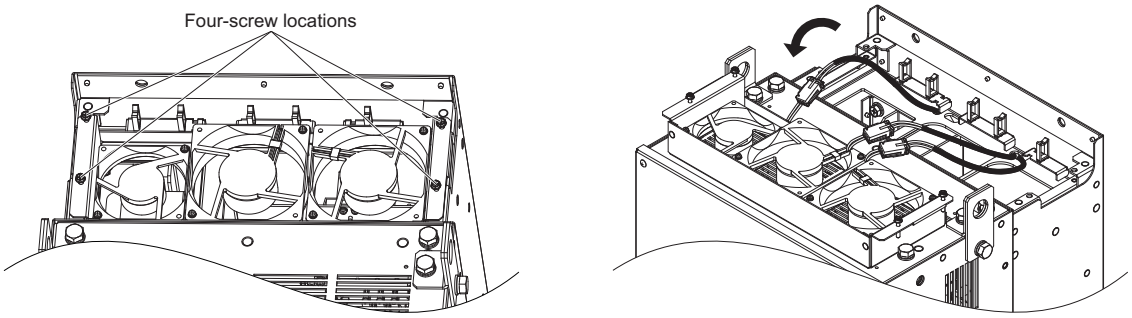


Figure 7.14 Remove the Cooling Fan Unit

5. Disconnect the three pluggable connectors and remove the fan unit from the drive.

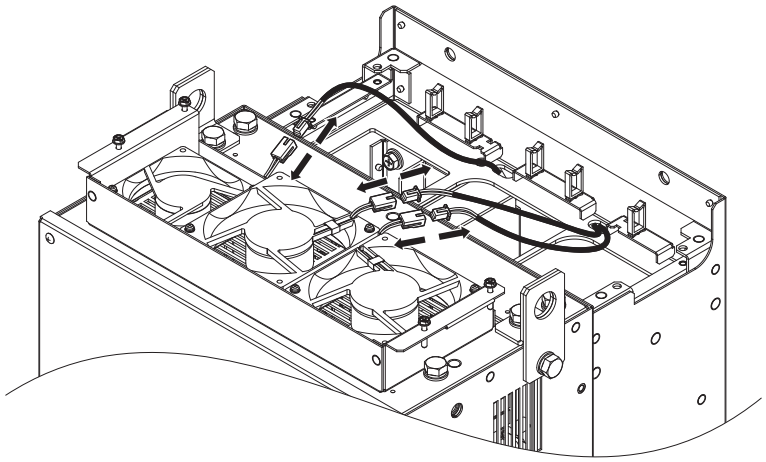


Figure 7.15 Unplug the Relay Connector

Installing the Cooling Fan Unit

1. Connect the relay connectors for the replacement fan units.

Note: Replace the whole unit when replacing the cooling fan.

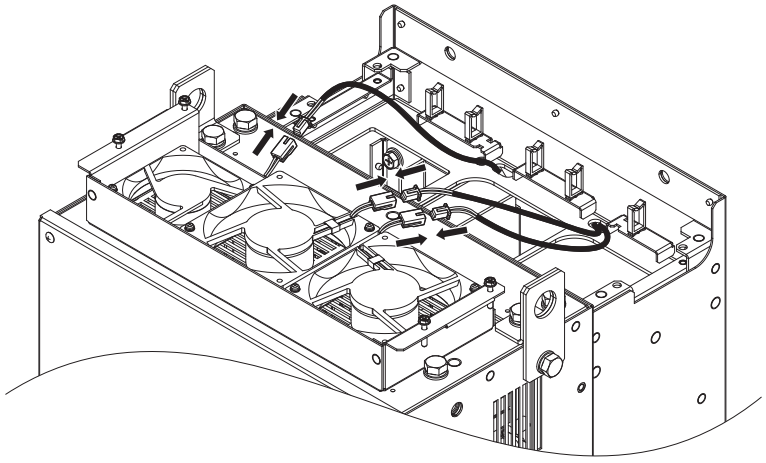


Figure 7.16 Plug in the Relay Connector

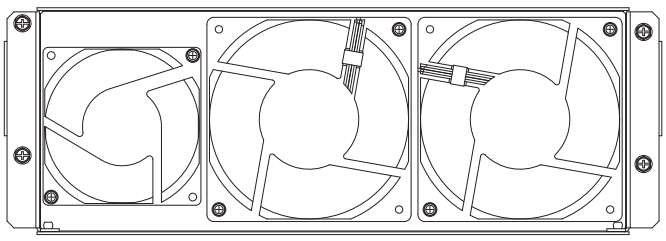


Figure 7.17 Cooling Fan Unit

2. Guide the fan cables through the provided hooks to hold the cables in place.

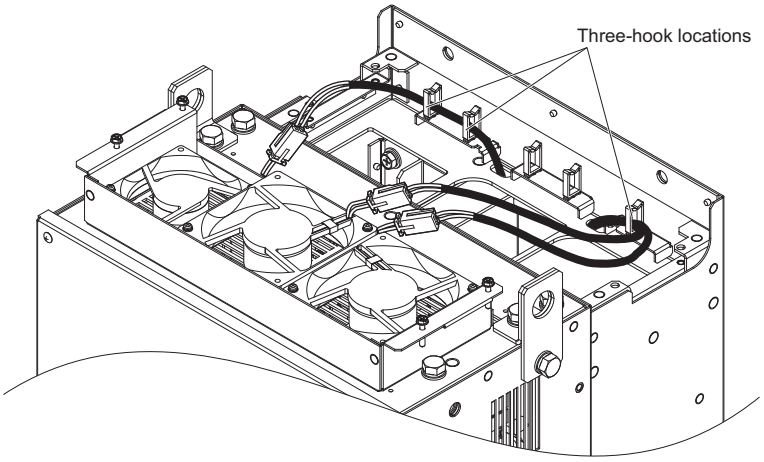


Figure 7.18 Position the Fan Cables

3. Install the cooling fan unit while pulling the cables upward.

Note: Do not pinch the fan cable between parts when reassembling the fan unit.

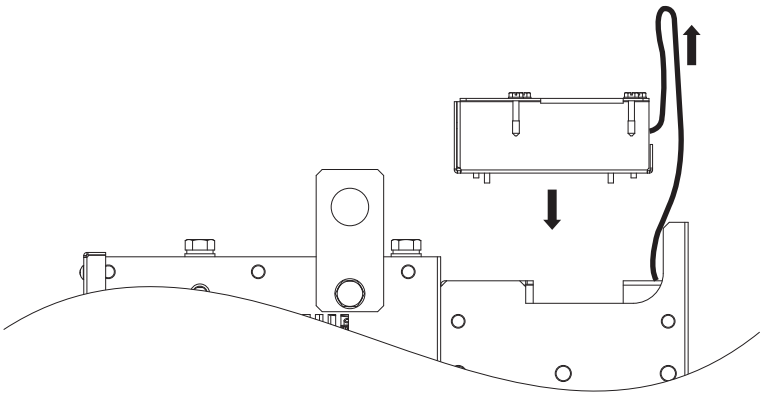
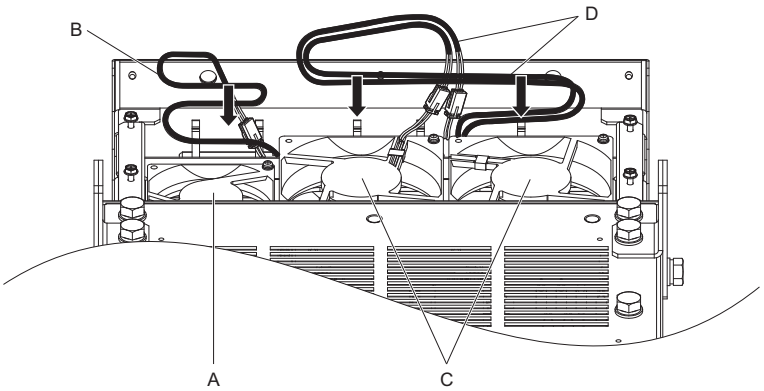


Figure 7.19 Install the Cooling Fan Unit

4. Guide the cables through the second set of provided hooks to hold the cables in place.



A – Cooling fan A **C – Cooling fan B**
B – Bend three times **D – Bend twice**

Figure 7.20 Cooling Fan Wire Routing

5. Thread the four fan unit screws into the proper holes approximately 2/3 of the way. Leave enough space to reinsert the fan guard.

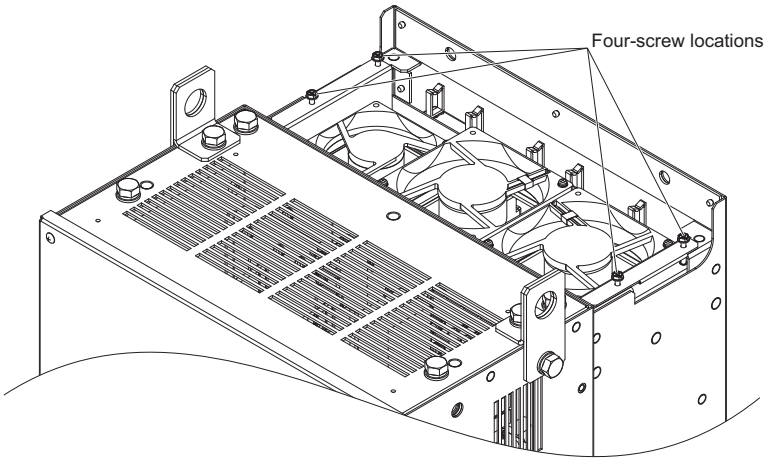


Figure 7.21 Insert Cooling Fan Screws

6. Insert the fan guard and firmly tighten the screws so they do not come loose.

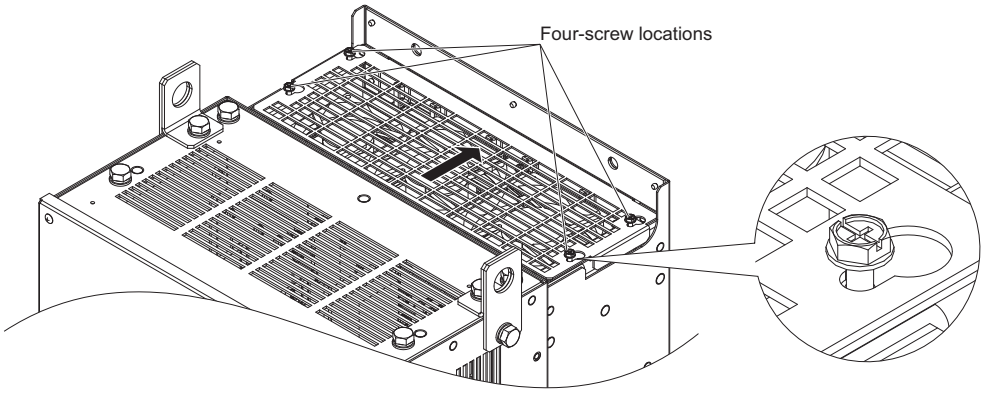


Figure 7.22 Reattach the Fan Guard

7. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor cooling fan operation time.

■ CIMR-U□2□0248, 4□0216 to 4□0414

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the drive, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.*

CAUTION! *Burn Hazard. Do not touch a hot drive heatsink. Failure to comply could result in minor or moderate injury. Shut off the power to the drive when replacing the cooling fan. To prevent burns, wait at least 15 minutes and ensure the heatsink has cooled down.*

NOTICE: *Damage to Equipment. Follow cooling fan and circulation fan replacement instructions. Improper fan replacement could result in damage to equipment. Follow the instructions and replace the whole unit when replacing the cooling fan.*

Removing the Fan Guard and Cooling Fan

1. Loosen the four screws that hold the fan guard in place.

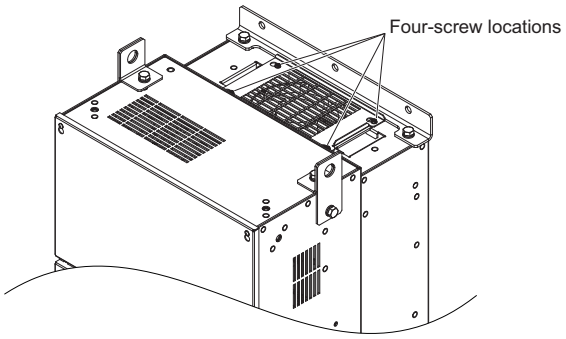


Figure 7.23 Loosen the Screws

2. Slide the fan guard toward the right to remove it from the drive.

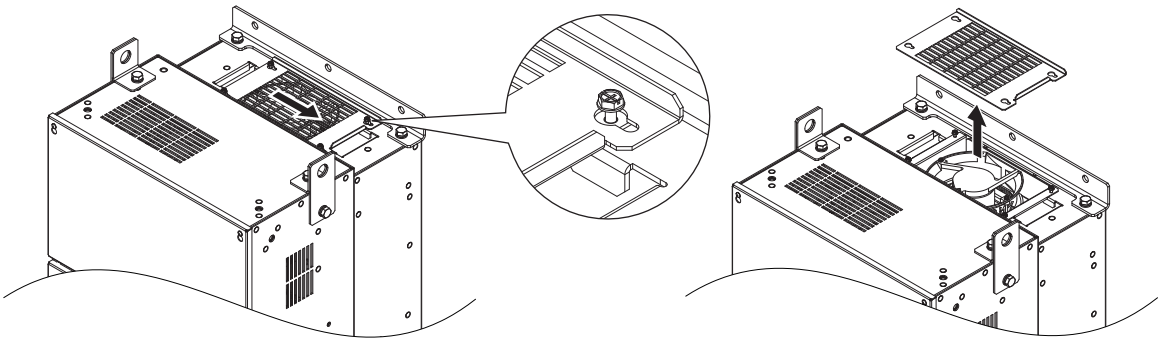


Figure 7.24 Remove the Fan Guard

3. Release the cable from the hooks.

Note: Models 4□0302 to 4□0414 have four hooks.

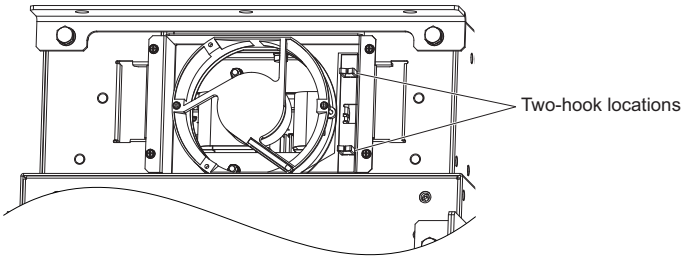


Figure 7.25 Free the Cable

4. Loosen the two screws affixing the cooling fan unit.

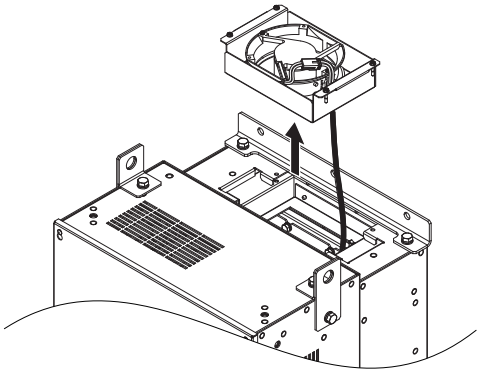


Figure 7.26 Remove the Cooling Fan Unit

5. Unplug the relay connector and release the fan from the drive.

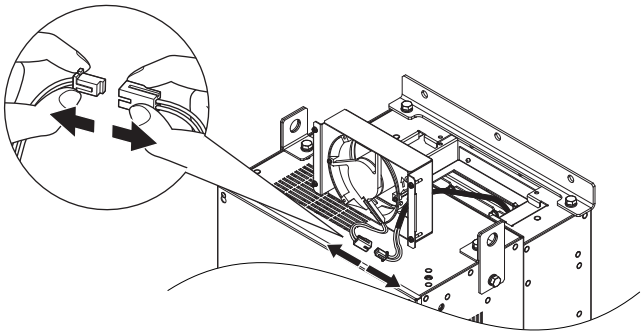


Figure 7.27 Unplug the Relay Connector

Installing the Cooling Fan

1. Pass the cable through the opening of the replacement cooling fan unit from the back side, then plug the relay connector.

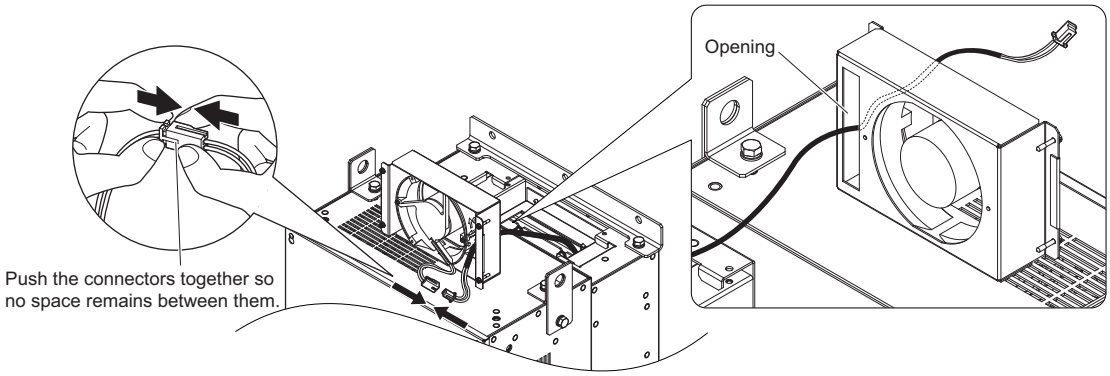


Figure 7.28 Attach the Relay Connector

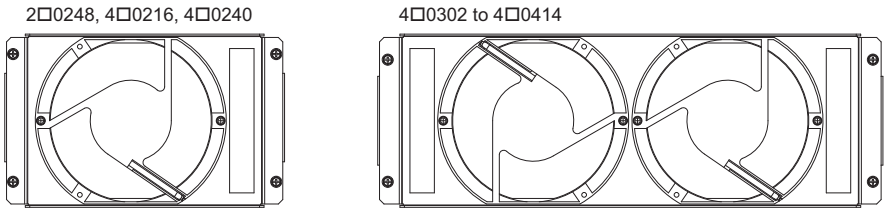
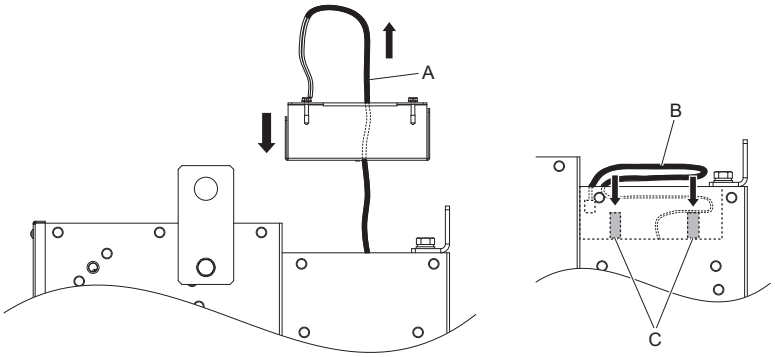


Figure 7.29 Cooling Fan Unit

2. Install the cooling fan unit and place the cable back into position.

Note: **1.** Replace the whole unit when performing maintenance on the cooling fans.
2. Install the cooling fan unit while pulling the cable upward so that the cable does not get pinched between parts.



A – Pull the cable upward **C – Hook**
B – Bend three times

Figure 7.30 Install the Cooling Fan Unit

3. Thread the four fan unit screws into the proper holes approximately 2/3 of the way. Leave enough space to reinsert the fan guard.

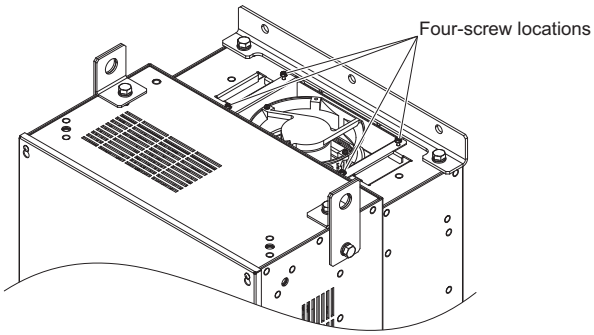


Figure 7.31 Attach the Cooling Fan Unit

4. Reattach the fan cover and then tighten the screws firmly so that the screws do not come loose.

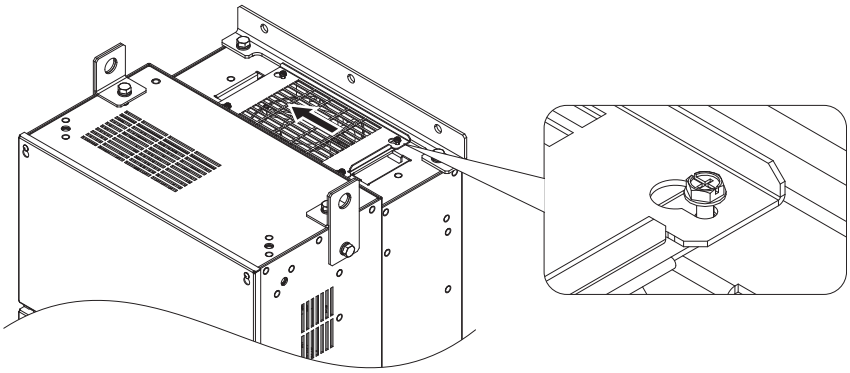


Figure 7.32 Reattach the Fan Guard

Removing the Circulation Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger drives.*

1. Loosen the five screws that hold the drive cover in place and free it from the drive.

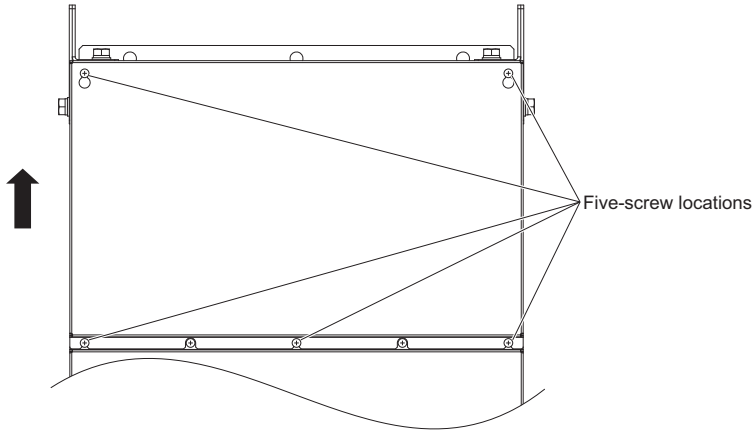


Figure 7.33 Remove the Drive Cover

2. Unlock the two cable hooks.

Note: The circulation fan unit on models 4□0302 to 4□0414 is located on the right side of the drive.

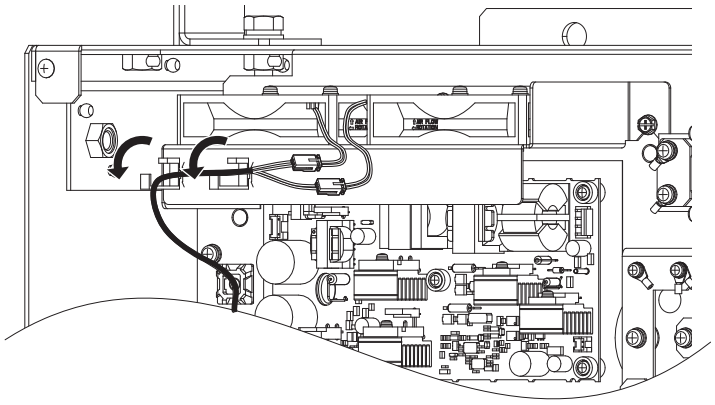


Figure 7.34 Unlock the Cable Hooks

3. Unplug the relay connectors and free the cable from the hooks.

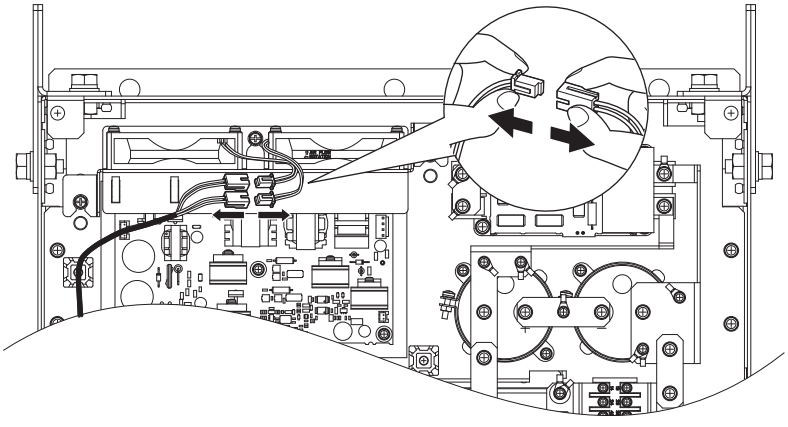


Figure 7.35 Unplug the Relay Connector

4. Loosen the three screws, then slide the circulation fan unit up and carefully pull it out.

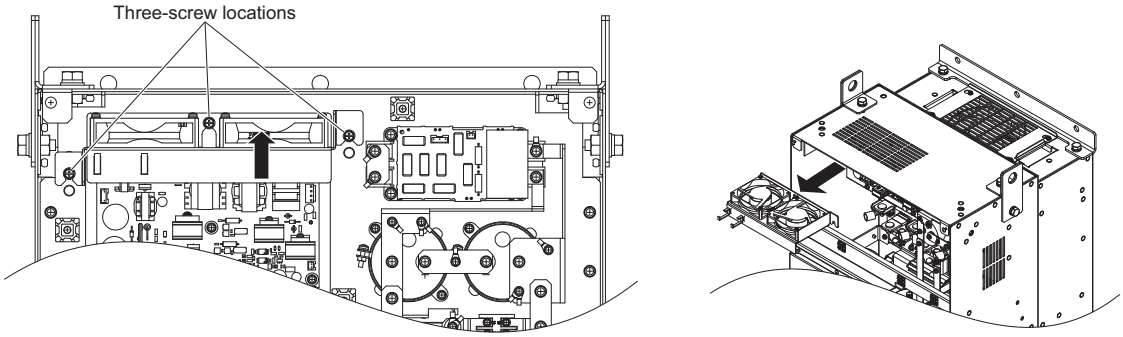


Figure 7.36 Removing the Circulation Fan Unit

Installing the Circulation Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger drives.*

1. Reverse the procedure described above to install the replacement circulation fan unit.

Note: **1.** Replace the whole unit when performing maintenance on the circulation fans.
2. Place the cables back into the hooks to secure.
3. Do not pinch the fan cable between parts when reassembling the fan unit.
4. Tighten the screws firmly so they do not come loose.

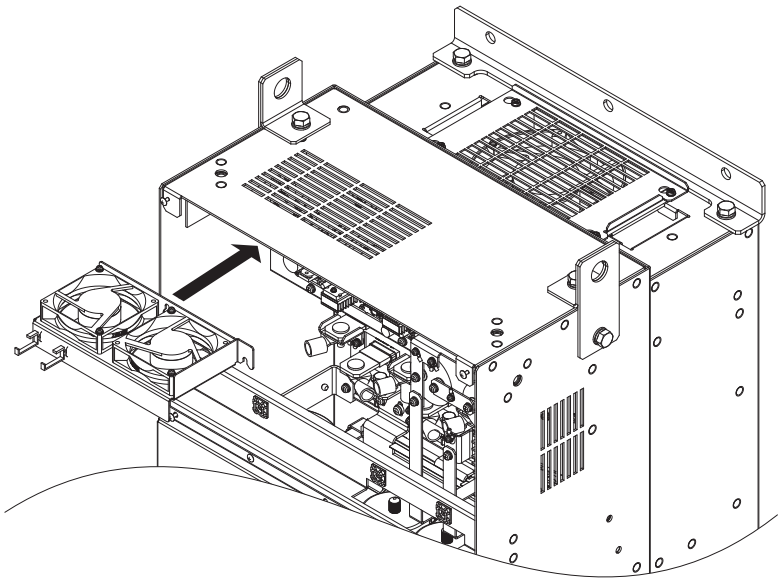


Figure 7.37 Installing the Circulation Fan Unit

2. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor circulation fan operation time.

■ CIMR-U□4□0477, 4□0590

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the drive, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.*

CAUTION! *Burn Hazard. Do not touch a hot drive heatsink. Failure to comply could result in minor or moderate injury. Shut off the power to the drive when replacing the cooling fan. To prevent burns, wait at least 15 minutes and ensure the heatsink has cooled down.*

NOTICE: *Damage to Equipment. Follow cooling fan and circulation fan replacement instructions. Improper fan replacement could result in damage to equipment. Follow the instructions and replace the whole unit when replacing the cooling fan.*

Removing the Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off and cause an injury. Take special care when removing and reattaching the terminal covers for larger drives.*

1. Loosen the nine screws that hold the drive cover 1 in place and free it from the drive.

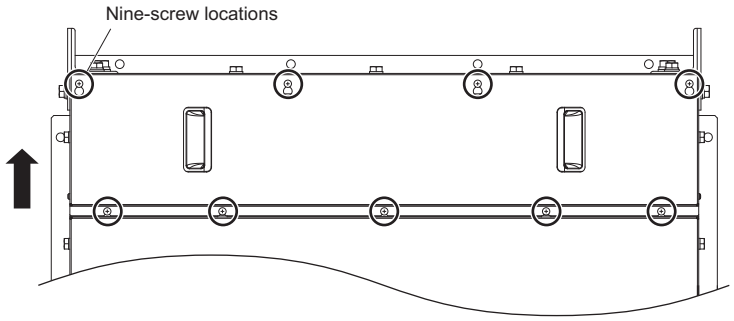


Figure 7.38 Remove the Drive Cover 1

2. Loosen the nine screws that hold the terminal cover in place and free it from the drive.

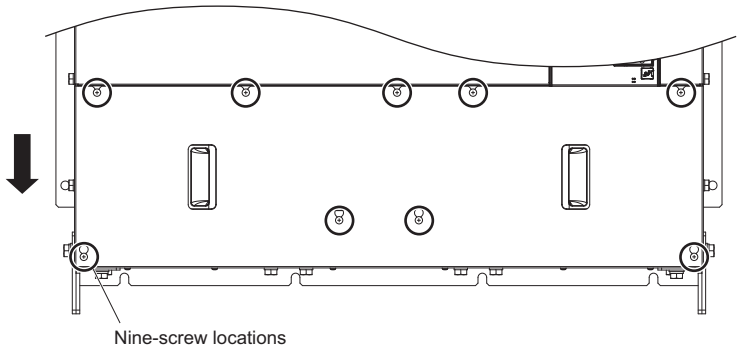


Figure 7.39 Remove the Terminal Cover

3. Loosen the twenty five screws that hold the drive cover 2 in place and free it from the drive.

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger drives.*

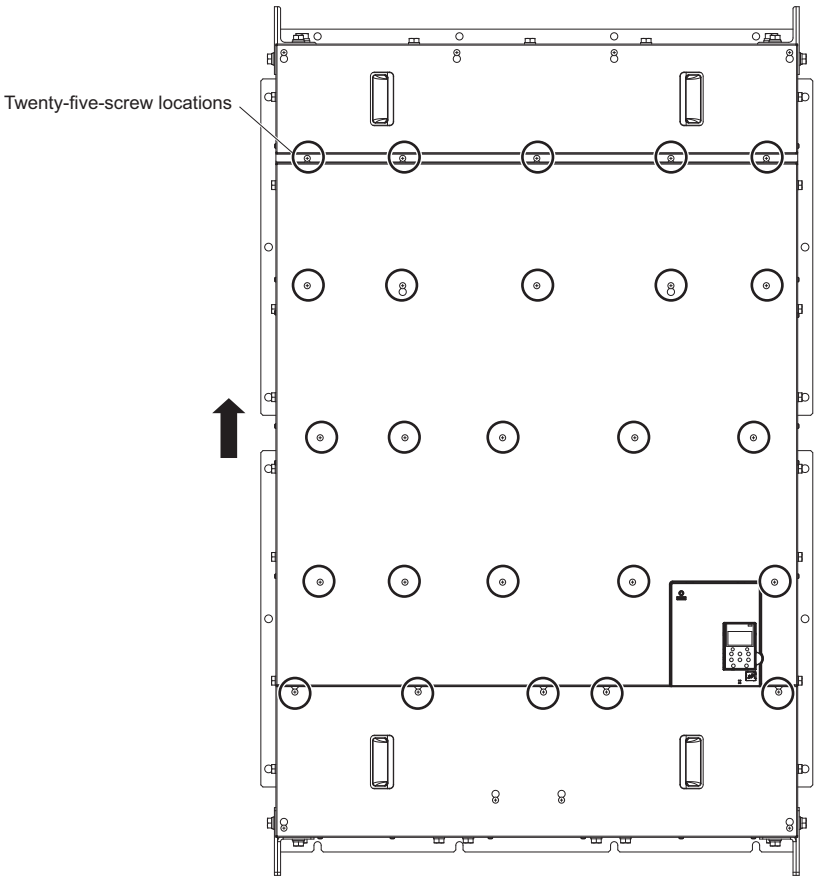


Figure 7.40 Remove the Drive Cover 2

4. Unplug the relay connectors and free the cable from the cooling fan unit.

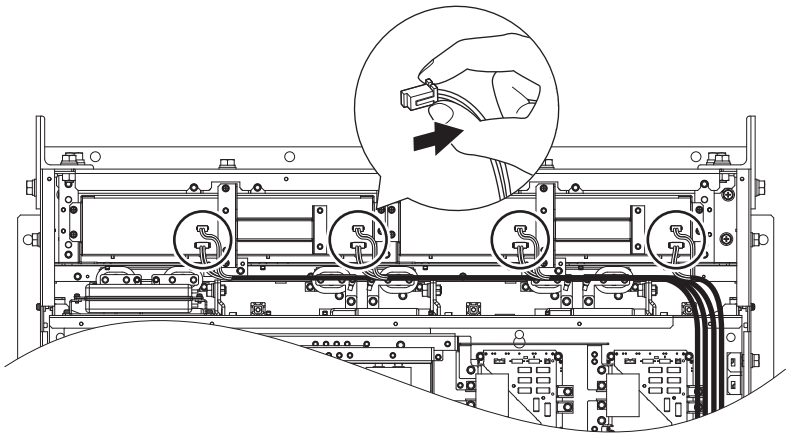


Figure 7.41 Unplug the Relay Connector

5. Loosen the twelve screws, then slide the cooling fan unit and carefully pull it out.

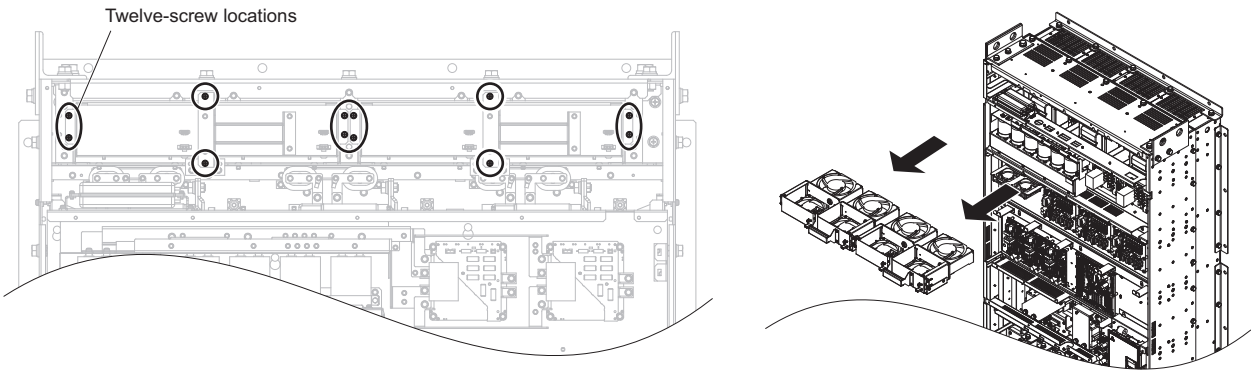


Figure 7.42 Removing the Cooling Fan Unit

Installing the Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off and cause an injury. Take special care when removing and reattaching the terminal covers for larger drives.*

1. Reverse the procedure described above to install the replacement cooling fan unit.

Note: **1.** Replace the whole unit when performing maintenance on the cooling fan unit.
2. Do not pinch the fan cable between parts when reassembling the fan unit.
3. Tighten the screws firmly so they do not come loose.

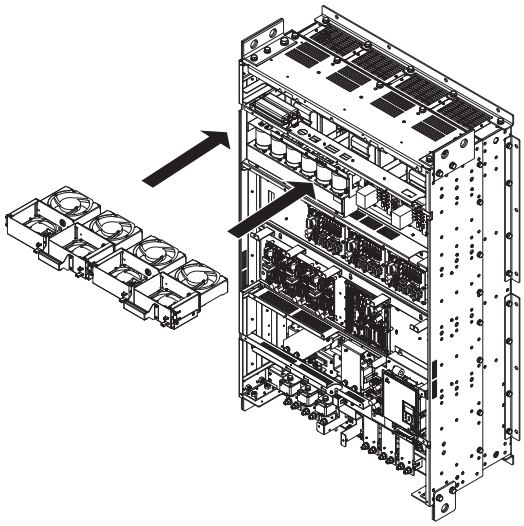


Figure 7.43 Installing the Cooling Fan Unit

2. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor cooling fan operation time.

Removing the Control Board Cooling Fan Unit

1. Unplug the relay connectors and free the cable from the control board cooling fan unit.

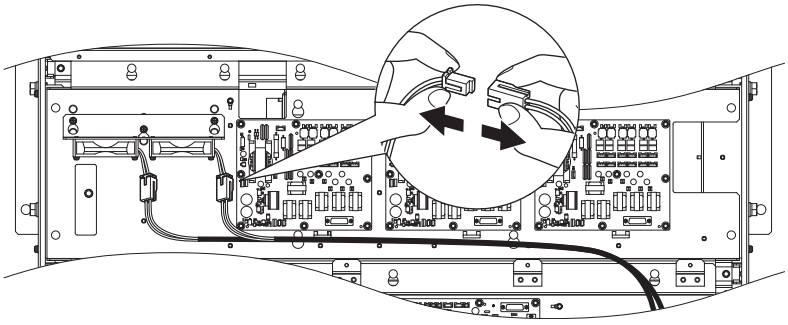


Figure 7.44 Unplug the Relay Connector

2. Loosen the three screws, then slide the control board cooling fan unit up and carefully pull it out.

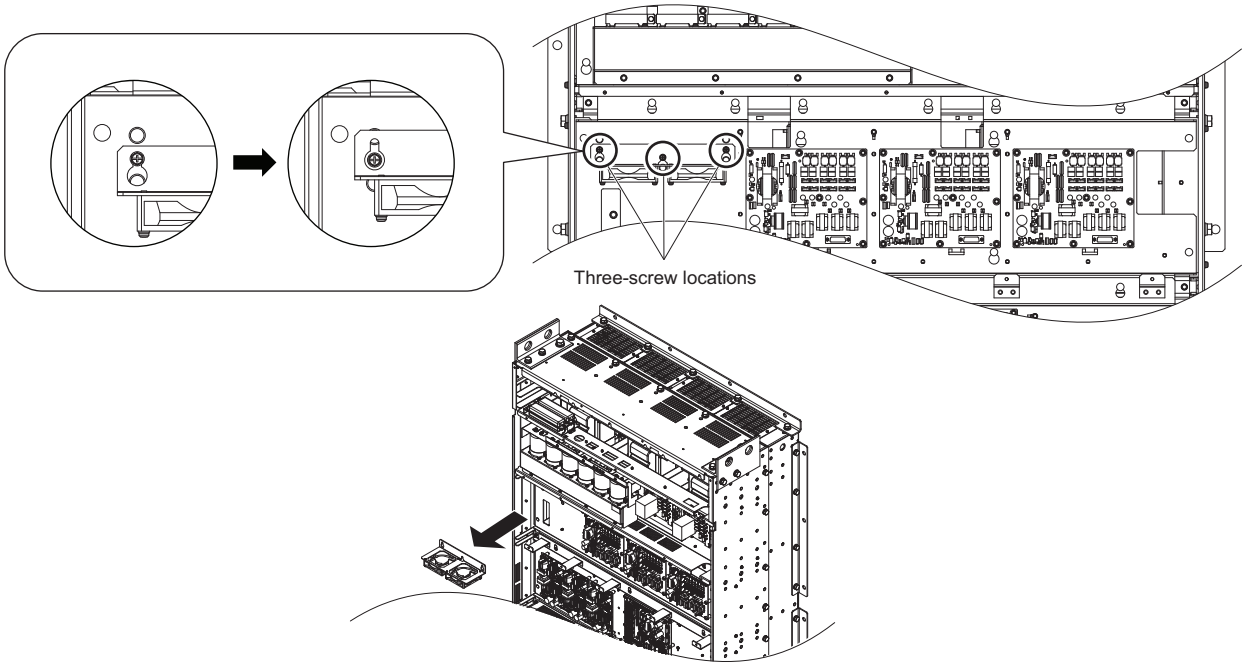


Figure 7.45 Removing the Control Board Cooling Fan Unit

Installing the Control Board Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off and cause an injury. Take special care when removing and reattaching the terminal covers for larger drives.*

1. Reverse the procedure described above to install the replacement control board cooling fan unit.

Note: **1.** Replace the whole unit when performing maintenance on the control board cooling fan unit.
2. Do not pinch the fan cable between parts when reassembling the fan unit.
3. Tighten the screws firmly so they do not come loose.

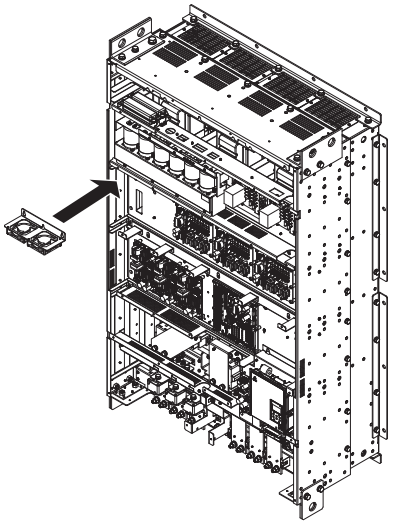


Figure 7.46 Installing the Control Board Cooling Fan Unit

2. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor control board cooling fan operation time.

■ CIMR-U□4□0720 to 4□0930

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the drive, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.*

CAUTION! *Burn Hazard. Do not touch a hot drive heatsink. Failure to comply could result in minor or moderate injury. Shut off the power to the drive when replacing the cooling fan. To prevent burns, wait at least 15 minutes and ensure the heatsink has cooled down.*

NOTICE: *Damage to Equipment. Follow cooling fan and circulation fan replacement instructions. Improper fan replacement could result in damage to equipment. Follow the instructions and replace the whole unit when replacing the cooling fan.*

Removing the Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger drives.*

1. Loosen the ten screws that hold the drive cover 1 in place and free it from the drive.

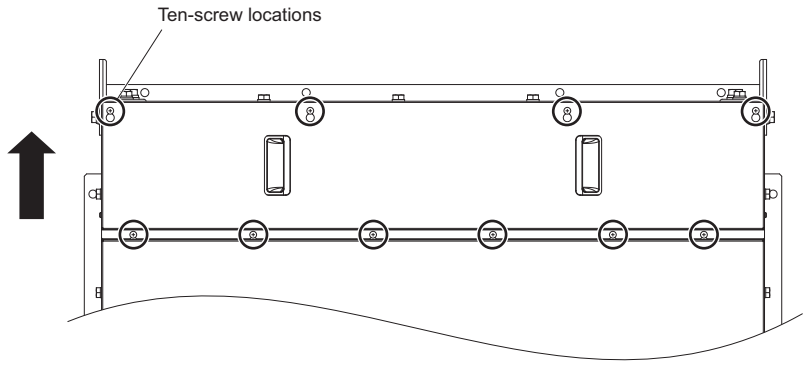


Figure 7.47 Remove the Drive Cover 1

2. Loosen the eleven screws that hold the terminal cover in place and free it from the drive.

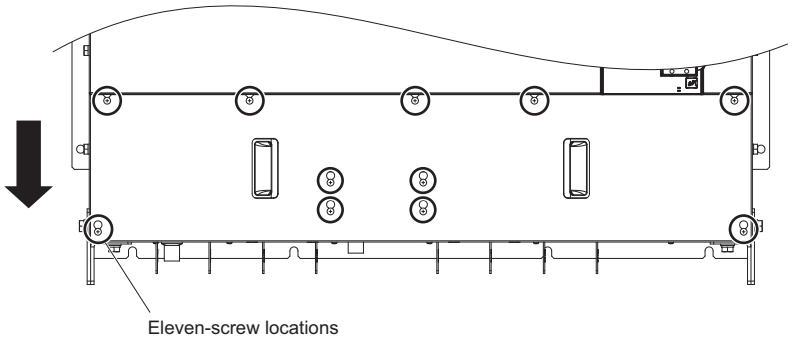


Figure 7.48 Remove the Terminal Cover

3. Loosen the sixteen screws that hold the drive cover 2 in place and free it from the drive.

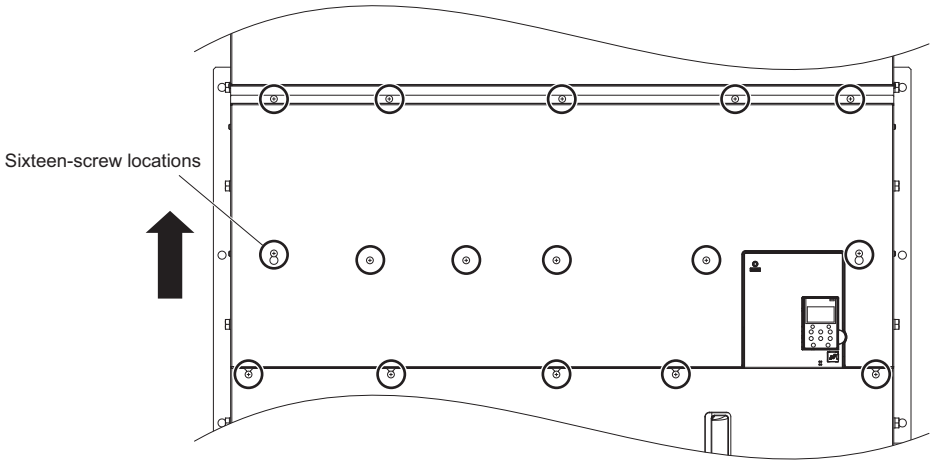


Figure 7.49 Remove the Drive Cover 2

4. Loosen the twenty three screws that hold the drive cover 3 in place and free it from the drive.

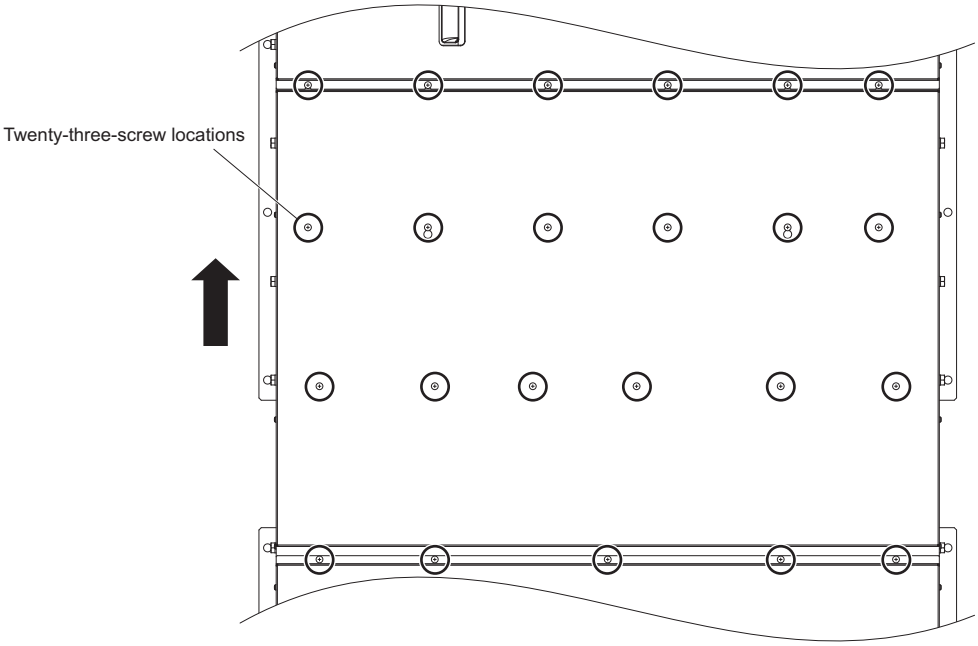


Figure 7.50 Remove the Drive Cover 3

5. Unplug the relay connectors and free the cable from the cooling fan unit.

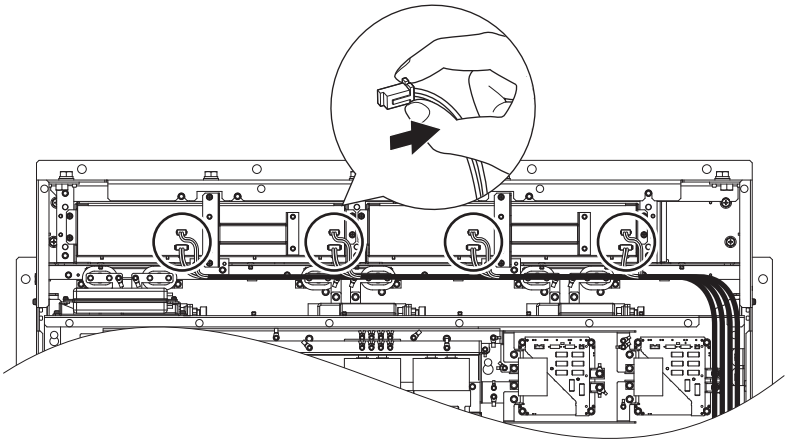


Figure 7.51 Unplug the Relay Connector

6. Loosen the twelve screws, then slide the cooling fan unit and carefully pull it out.

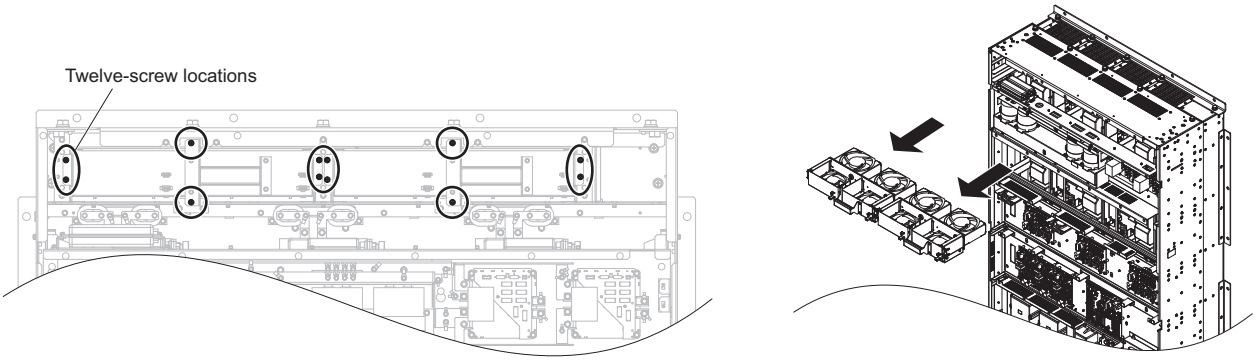


Figure 7.52 Installing the Cooling Fan Unit

Installing the Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off and cause an injury. Take special care when removing and reattaching the terminal covers for larger drives.*

1. Reverse the procedure described above to install the replacement cooling fan unit.

Note:
1. Replace the whole unit when performing maintenance on the cooling fans.
2. Do not pinch the fan cable between parts when reassembling the fan unit.
3. Tighten the screws firmly so they do not come loose.

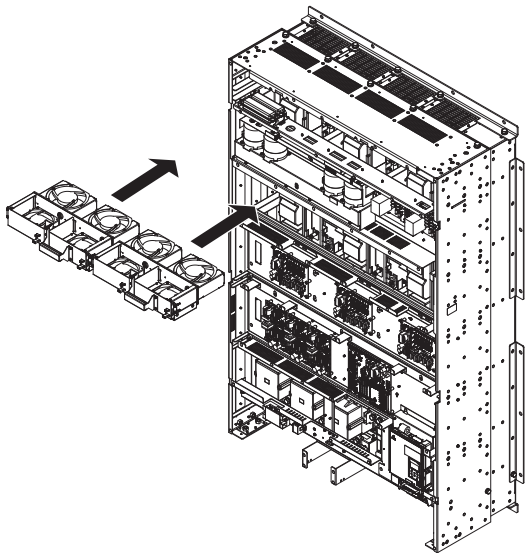


Figure 7.53 Installing the Cooling Fan Unit

2. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor cooling fan operation time.

Removing the Control Board Cooling Fan Unit

1. Unplug the relay connectors and free the cable from the control board cooling fan unit.

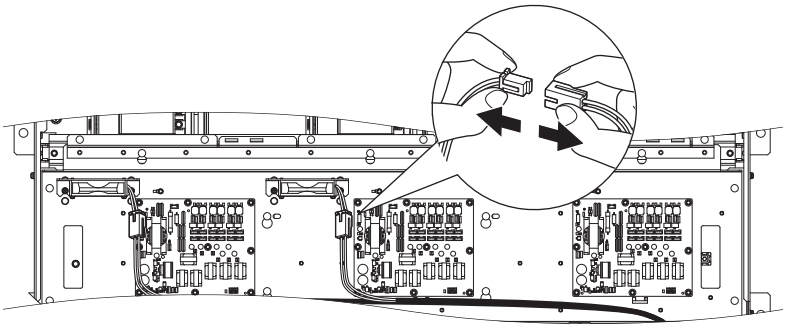


Figure 7.54 Unplug the Relay Connector

2. Loosen the four screws, then slide the control board cooling fan unit up and carefully pull it out.

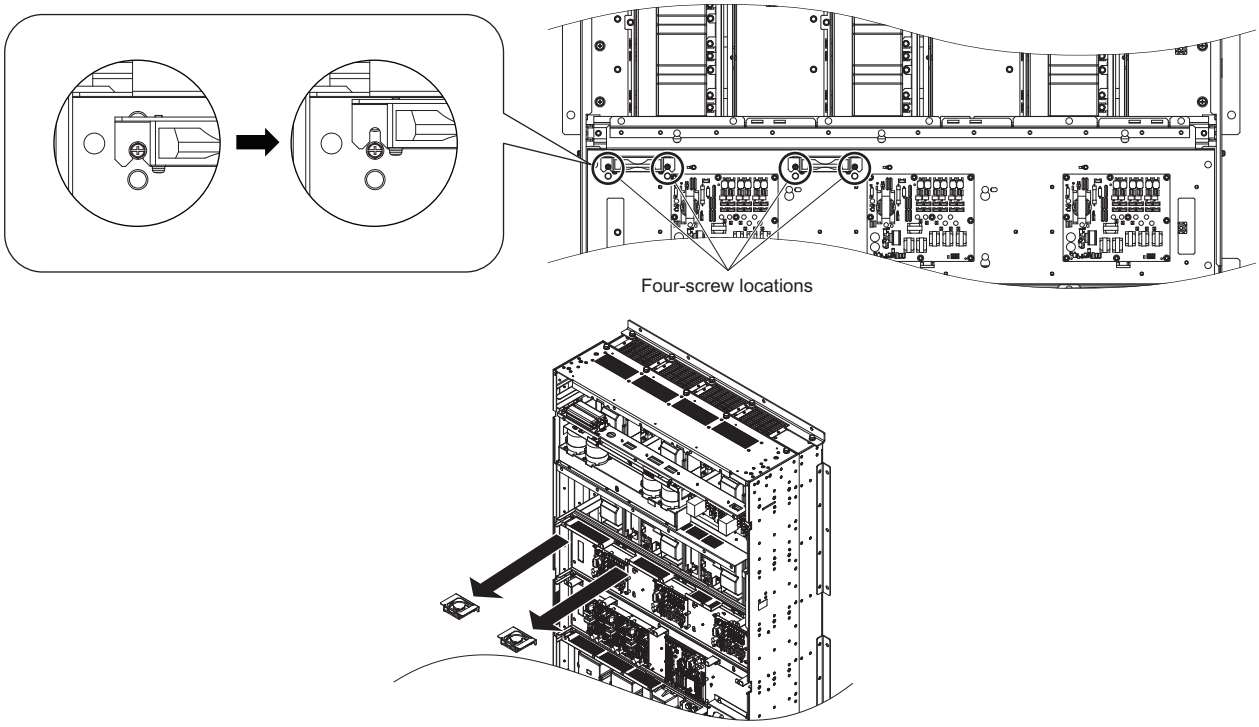


Figure 7.55 Removing the Control Board Cooling Fan Unit

Installing the Control Board Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off and cause an injury. Take special care when removing and reattaching the terminal covers for larger drives.*

1. Reverse the procedure described above to install the replacement control board cooling fan unit.

Note:
1. Replace the whole unit when performing maintenance on the control board cooling fans.
2. Do not pinch the fan cable between parts when reassembling the fan unit.
3. Tighten the screws firmly so they do not come loose.

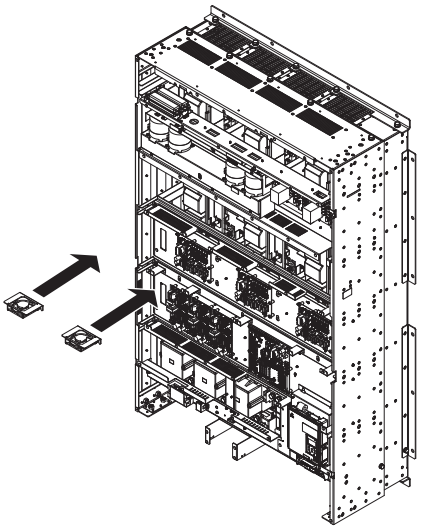


Figure 7.56 Installing the Control Board Cooling Fan Unit

2. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor control board cooling fan operation time.

■ Harmonic Filter Module

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the harmonic filter module, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the harmonic filter module before touching any components.*

CAUTION! *Burn Hazard. Do not touch a hot harmonic filter module heatsink. Failure to comply could result in minor or moderate injury. Shut off the power to the harmonic filter module when replacing the cooling fan. To prevent burns, wait at least 15 minutes and ensure the heatsink has cooled down.*

NOTICE: *Damage to Equipment. Follow cooling fan and circulation fan replacement instructions. Improper fan replacement could result in damage to equipment. Follow the instructions and replace the whole unit when replacing the cooling fan.*

Removing the Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger harmonic filter modules.*

1. Loosen the six screws that hold the harmonic filter module cover 1 in place and free it from the harmonic filter module.

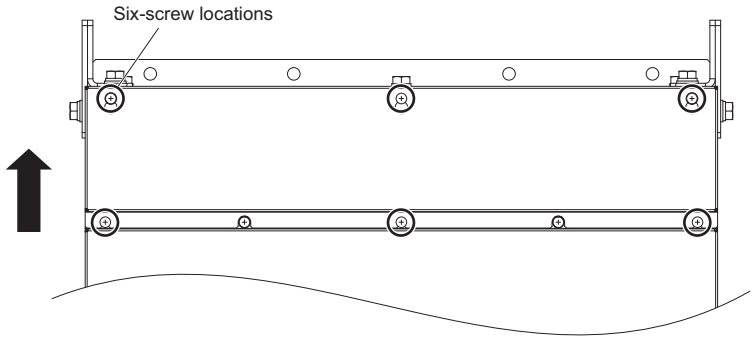


Figure 7.57 Remove the Harmonic Filter Module Cover 1

2. Loosen the nine screws that hold the terminal cover in place and free it from the harmonic filter module.

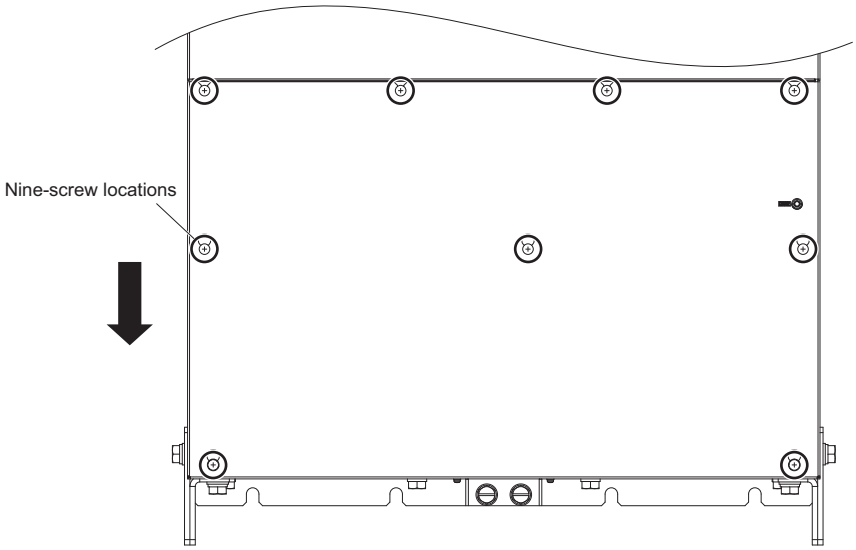


Figure 7.58 Remove the Terminal Cover

3. Loosen the fourteen screws that hold the harmonic filter module cover 2 in place and free it from the harmonic filter module.

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger harmonic filter modules.*

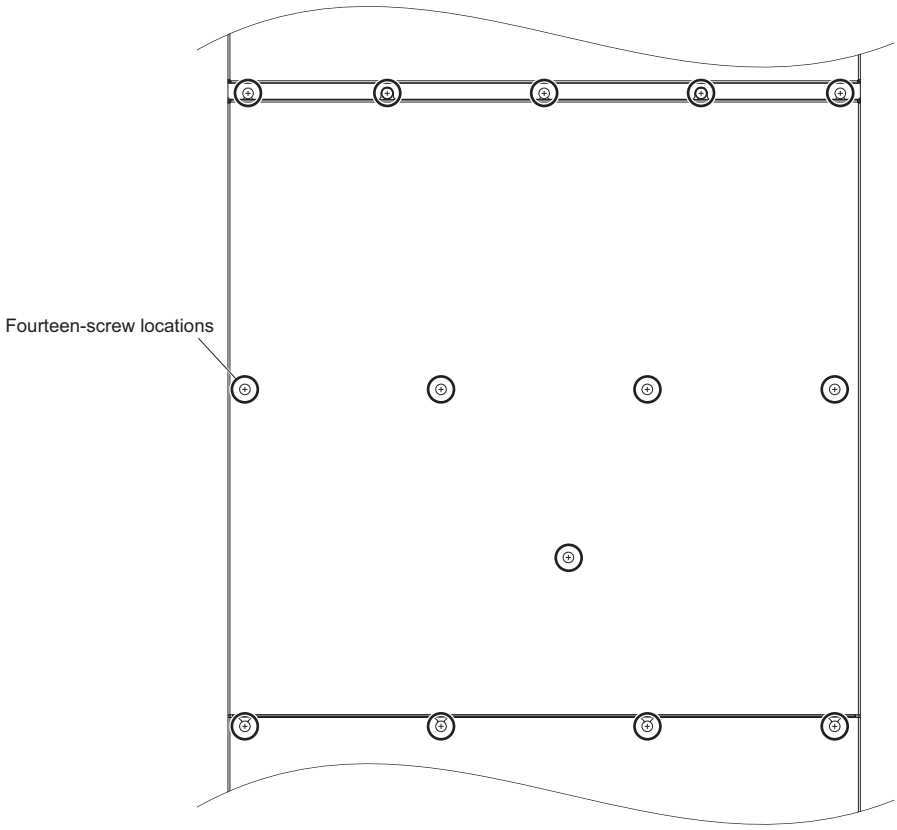


Figure 7.59 Remove the Harmonic Filter Module Cover 2

4. Unplug the relay connectors and free the cable from the cooling fan unit.

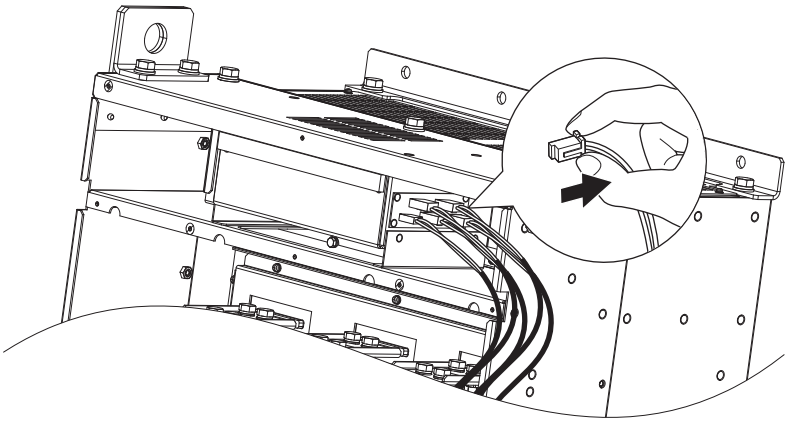


Figure 7.60 Unplug the Relay Connector

5. Loosen the eight screws, then slide the cooling fan unit and carefully pull it out.

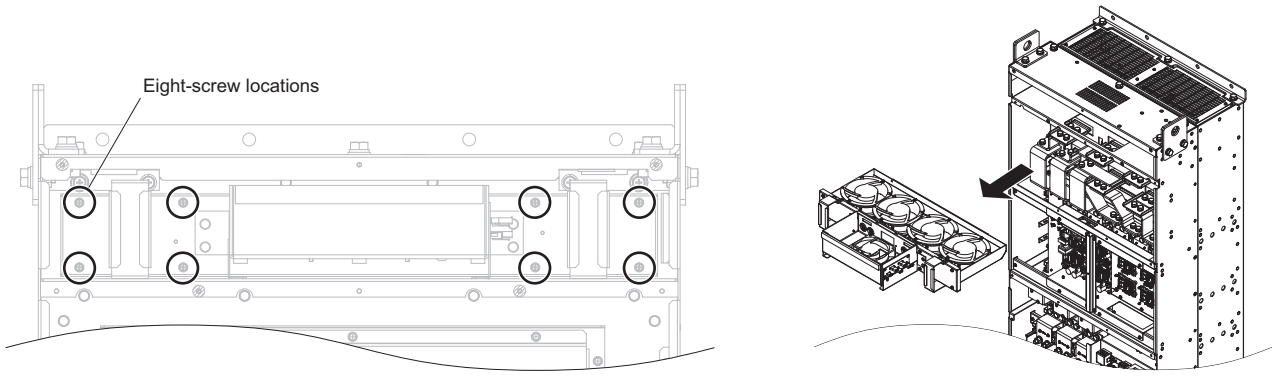


Figure 7.61 Installing the Cooling Fan Unit

Installing the Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off causing an injury. Take special care when removing/reattaching the terminal covers for larger harmonic filter modules.*

1. Reverse the procedure described above to install the replacement cooling fan unit.

Note:
1. Replace the whole unit when performing maintenance on the cooling fans.
2. Do not pinch the fan cable between parts when reassembling the fan unit.
3. Tighten the screws firmly so they do not come loose.

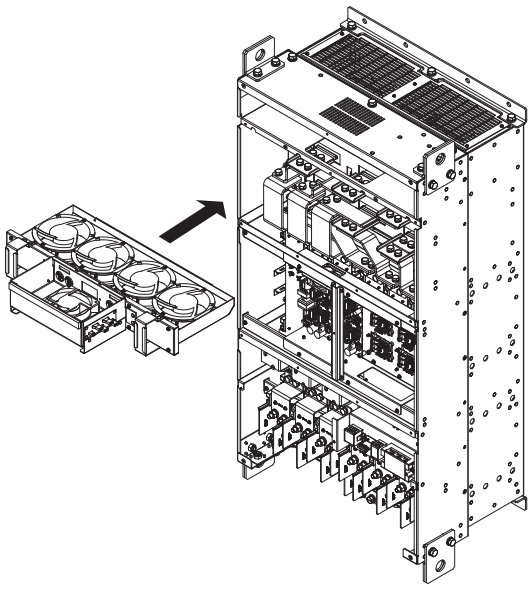


Figure 7.62 Installing the Cooling Fan Unit

2. Guide the cables through the second set of provided hooks to hold the cables in place.

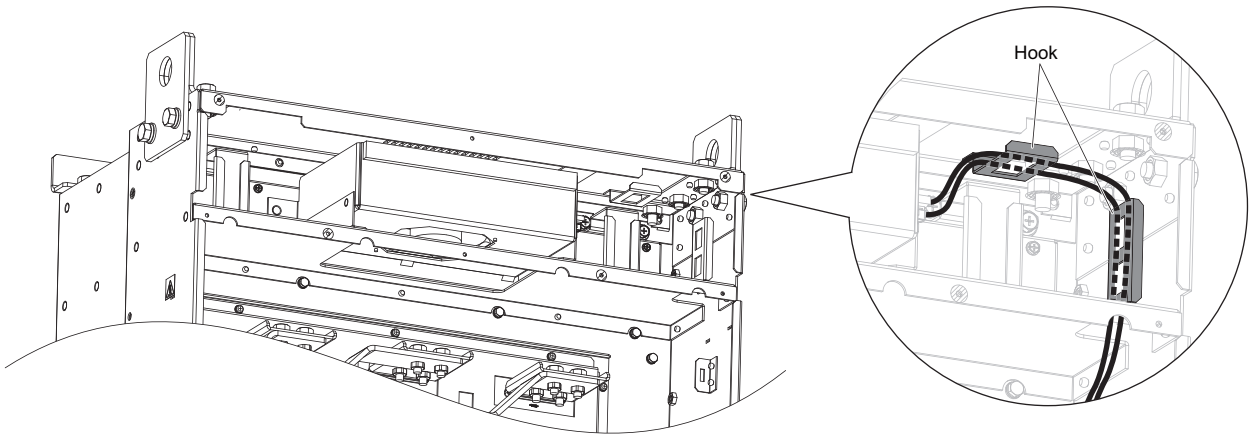


Figure 7.63 Cooling Fan Wire Routing

3. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor cooling fan operation time.

Removing the Control Board Cooling Fan Unit

1. Unplug the relay connectors and free the cable from the control board cooling fan unit.

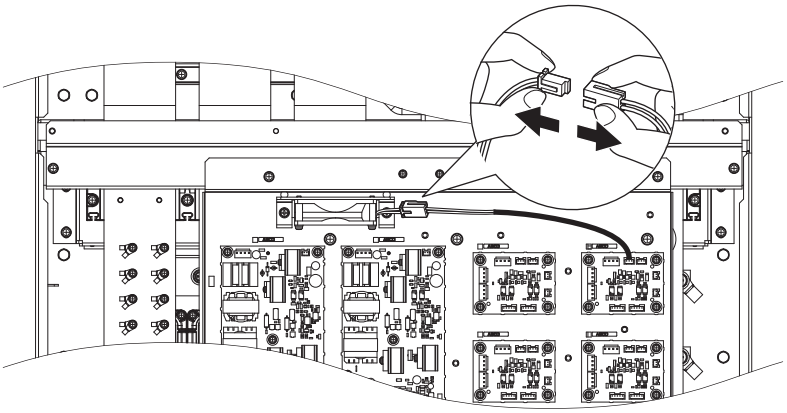


Figure 7.64 Unplug the Relay Connector

2. Loosen the two screws, then slide the control board cooling fan unit and carefully pull it out.

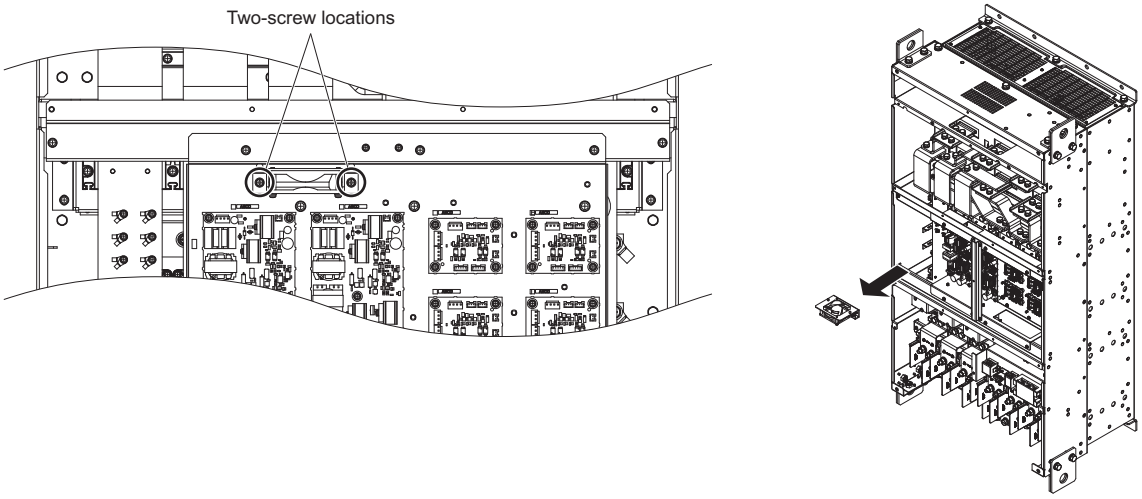


Figure 7.65 Removing the Control Board Cooling Fan Unit

Installing the Control Board Cooling Fan Unit

CAUTION! *Crush Hazard. Do not completely remove the cover screws, just loosen them. If the cover screws are removed completely, the terminal cover may fall off and cause an injury. Take special care when removing and reattaching the terminal covers for larger harmonic filter modules.*

1. Reverse the procedure described above to install the replacement control board cooling fan unit.

Note:
1. Replace the whole unit when performing maintenance on the control board cooling fans.
2. Place the cables back into the hooks to secure.
3. Do not pinch the fan cable between parts when reassembling the fan unit.
4. Tighten the screws firmly so they do not come loose.

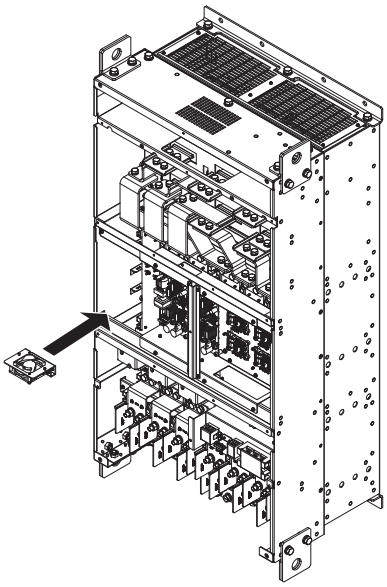


Figure 7.66 Installing the Control Board Cooling Fan Unit

2. Turn on the power supply and set o4-03 to 0 to reset the Maintenance Monitor control board cooling fan operation time.

7.5 Drive Replacement

◆ Serviceable Parts

The drive contains some serviceable parts. The following parts can be replaced over the life span of the drive:

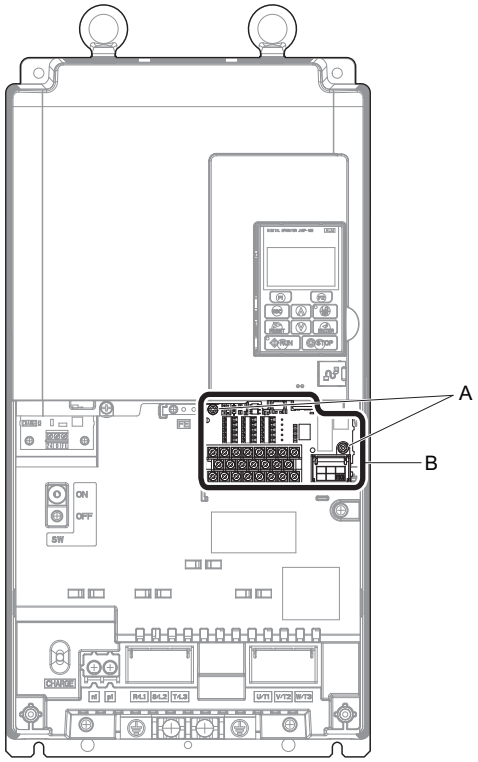
- Cooling fans/Cooling fan unit
- Front cover

Replace the drive if the main power circuitry is damaged. However, the drive can be replaced easily when using the removable control circuit terminal board. Contact Yaskawa or a Yaskawa representative before replacing parts if the drive is still under warranty. Yaskawa reserves the right to replace or repair the drive according to Yaskawa warranty policy.

◆ Terminal Board

The drive has a modular I/O terminal block that facilitates quick drive replacement. The terminal board contains on-board memory that stores all drive parameter settings and allows the parameters to be saved and transferred to the replacement drive. To transfer the terminal board, disconnect the terminal board from the damaged drive and reconnect it to the replacement drive. There is no need to manually reprogram the replacement drive after transferring the terminal board.

Note: If the damaged drive and the new replacement drive are have different capacities, the data stored in the terminal board cannot be transferred to the new drive and an oPE01 error will appear on the display. The terminal board can still be used, but parameter setting from the old drive cannot be transferred. The replacement drive must be initialized and manually programmed.



A – Terminal board locking screws **B – Removable terminal board**

Figure 7.67 Terminal Board

◆ Replacing the Drive

WARNING! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply can result in serious personal injury. Before servicing the drive, disconnect all power to the equipment. The internal capacitor remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.*

WARNING! *Electrical Shock Hazard. Do not allow unqualified personnel to perform work on the drive. Failure to comply could result in serious injury. Installation, maintenance, inspection and servicing must be performed only by authorized personnel familiar with installation, adjustment and maintenance of AC drives.*

NOTICE: *Damage to Equipment. 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.*

The following procedure explains how to replace a drive. This section provides instructions for drive replacement only. To install option boards or other types of options, then refer to the specific manuals for those options.

NOTICE: *When transferring an option from a damaged drive to a new replacement drive, make sure it is working properly before reconnecting it to the new drive. Replace broken options to prevent immediate breakdown of the replacement drive.*

1. Remove the terminal cover.

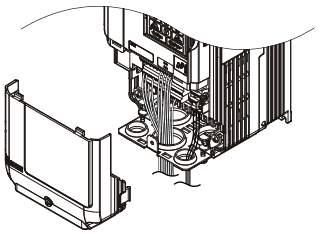


Figure 7.68 Remove the Terminal Cover

2. Loosen the screws holding the terminal board in place. Remove the screw securing the bottom cover and remove the bottom cover from the drive.

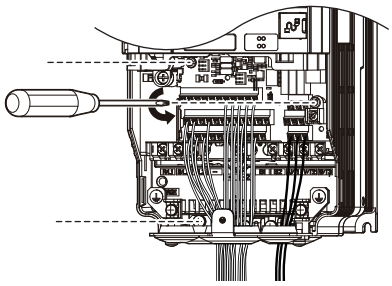


Figure 7.69 Unscrew the Terminal Board

3. Slide the terminal board as illustrated by the arrows in *Figure 7.70* to remove it from the drive along with the bottom cover.

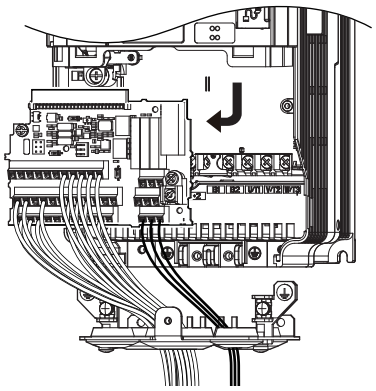


Figure 7.70 Remove the Terminal Board

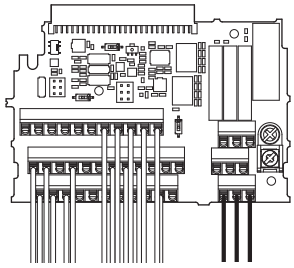


Figure 7.71 Disconnected Removable Terminal Board

4. Disconnect all option cards and options. Make sure they are intact before reusing them.
5. Replace the drive and wire the main circuit.

■ Installing the Drive

1. After wiring the main circuit, connect the terminal block to the drive as shown in *Figure 7.72*. Use the installation screw (M3: 0.49 - 0.73 N·m) to fasten the terminal block into place.

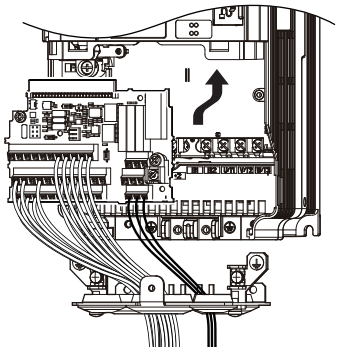


Figure 7.72 Install the Terminal Board

2. Reconnect options for the new drive the same way the options were connected in the old drive. Connect option boards to the same option ports in the new drive that were used in the old drive.
3. Replace the terminal cover.
4. After powering on the drive, all parameter settings are transferred from the terminal board to the drive memory. If an oPE04 error occurs, load the parameter settings saved on the terminal board to the new drive by setting parameter A1-03 to 5550. Reset the Maintenance Monitor function timers by setting parameters o4-01 through o4-12 to 0, and parameter o4-13 to 1.

Note:
1. When replacing a previous generation product with U1000, do not use the previous generation terminal board.
2. Set the correct value in o2-04. Refer to *Defaults by Drive Model Selection (o2-04) and ND/HD (C6-01) on page 526*.
3. Contact Yaskawa or a Yaskawa representative for instructions on replacing the terminal board. Improperly replacing the terminal board will result in drive malfunction.

8

Peripheral Devices & Options

This chapter explains the installation of peripheral devices and options available for the drive.

8.1 SECTION SAFETY 426
8.2 DRIVE OPTIONS AND PERIPHERAL DEVICES. 428
8.3 CONNECTING PERIPHERAL DEVICES 429
8.4 OPTION CARD INSTALLATION 431
8.5 INSTALLING PERIPHERAL DEVICES 441

8.1 Section Safety

⚠ DANGER

Electrical Shock Hazard

Do not connect or disconnect wiring while the power is on.

Failure to comply will result in death or serious injury.

The capacitor for the control power supply remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.

⚠ WARNING

Electrical Shock Hazard

Do not operate equipment with covers removed.

Failure to comply could result in death or serious injury.

The diagrams in this section may show drives without covers or safety shields to show details. Be sure to reinstall covers or shields before operating the drives and run the drives according to the instructions described in this manual.

Do not remove covers or touch circuit boards while the power is on.

Failure to comply could result in death or serious injury.

Do not allow unqualified personnel to perform work on the drive.

Failure to comply could result in death or serious injury.

Installation, maintenance, inspection and servicing must be performed only by authorized personnel familiar with installation, adjustment and maintenance of AC drives.

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.

Always ground the motor-side grounding terminal.

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

Fire Hazard

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.

NOTICE

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.

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 Yaskawa or a Yaskawa representative if the cause cannot be identified after checking the above.

Do not restart the drive 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 Yaskawa or a Yaskawa representative before restarting the drive or the peripheral devices if the cause cannot be identified.

8.2 Drive Options and Peripheral Devices

Table 8.1 lists the names of the various accessories and options available for Yaskawa drives. Contact Yaskawa or a Yaskawa representative to order these peripheral devices.

- **Peripheral Device Selection**: Refer to the Yaskawa catalog for selection and part numbers.
- **Peripheral Device Installation**: Refer to the corresponding option manual for installation instructions.

Table 8.1 Available Peripheral Devices

Option	Model Number	Description
Input / Output Option Cards		
Analog Input	AI-A3	Allows high precision, high resolution analog reference input. Input channels: 3 Voltage input: -10 to 10 Vdc (20 kΩ), 13 bit signed Current input: 4 to 20 mA or 0 to 20 mA (250 Ω), 12 bit
Analog Monitor	AO-A3	Provides extra multi-function analog output terminals. Output channels: 2 Output voltage: -10 to 10 V, 11 bit (signed)
Digital Input	DI-A3	Used to set the frequency reference by digital inputs Input channels: 18 (including SET signal and SIGN signal) Input signal type: BCD 16 bit (4 digit), 12 bit (3 digit), 8 bit (2 digit) Input signal: 24 Vdc, 8 mA
Digital Output	DO-A3	Provides extra insulated multi-function digital outputs. Photocoupler relays: 6 (48 V, up to 50 mA) Contact relays: 2 (250 Vac/up to 1 A, 30 Vdc/up to 1 A)
Motor Speed Feedback Option Cards		
Motor PG Feedback Open Collector Interface	PG-B3	For speed feedback input by connecting a motor encoder Input: 3 track (can be used with one or two tracks), for HTL encoder connection, 50 kHz max Output: 3 track, open collector Encoder power supply: 12 V, max current 200 mA
Motor PG Feedback Line Driver Interface	PG-X3	For speed feedback input by connecting a motor encoder Input: 3 track (can be used with one or two tracks), line driver, 300 kHz max Output: 3 track, line driver Encoder power supply: 5 V or 12 V, max current 200 mA
EnDat Encoder	PG-F3	For speed feedback input by connecting a motor encoder. Encoder type: EnDat 2.1/01, EnDat 2.2/01, and EnDat 2.2/22 (HEIDENHAIN), HIPERFACE (SICK STEGMANN) Maximum input frequency: 50 kHz Pulse monitor: Matches RS-422 level Output voltage: 5 V±5%, 8 V±10% Maximum output current: 200 mA Wiring length: 20 m max. for the encoder, 30 m max. for the pulse monitor **Note:** This option card can only be used in CLV/PM.
Motor Feedback Resolver Interface	PG-RT3	For motor speed feedback by connecting a resolver (TS2640N321E64 by Tamagawa Seiki Co., LTD). Input voltage: 7 Vac rms 10 kHz Transformation ratio: 0.5 ± 5% maximum input current: 100 mA rms
Communication Options Cards		
PROFIBUS-DP	SI-P3	Connects to a PROFIBUS-DP network.
CC-Link	SI-C3	Connects to a CC-Link network
DeviceNet	SI-N3	Connects to a DeviceNet network
CANopen	SI-S3	Connects to a CANopen network
MECHATROLINK-II	SI-T3	Connects to a MECHATROLINK-II network
MECHATROLINK-III	SI-ET3	Connects to a MECHATROLINK-III network.
EtherNet/IP	SI-EN3	Connects to an EtherNet/IP network
Modbus TCP/IP	SI-EM3	Connects to a Modbus TCP/IP network
LONWORKS	SI-W3	Connects to a LONWORKS network
Interface Options		
LED Operator	JVOP-182	5-digits LED operator with Copy function
Remote Operator Cable	WV001/WV003	Extension cable (1 m or 3 m) to connect the digital operator for remote operation RJ-45, 8 pin straight through, UTP CAT5e cable
USB Copy Unit	JVOP-181	Allows the user to copy and verify parameter settings between drives. Can also be used as an adapter to connect the drive to the USB port on a PC.
PC Software Tools		
DriveWizard Plus	Contact Yaskawa or a Yaskawa representative	PC tool for drive setup and parameter management
DriveWorksEZ	Contact Yaskawa or a Yaskawa representative	PC tool for enhanced programming of the drive

8.3 Connecting Peripheral Devices

Figure 8.1 and *Figure 8.2* illustrate how to configure the drive and motor to operate with various peripheral devices.

For more detailed instructions on how to install each device shown below, refer to the specific manual for that device.

◆ CIMR-U□2□0028 to 2□0248, CIMR-U□4□0011 to 4□0590

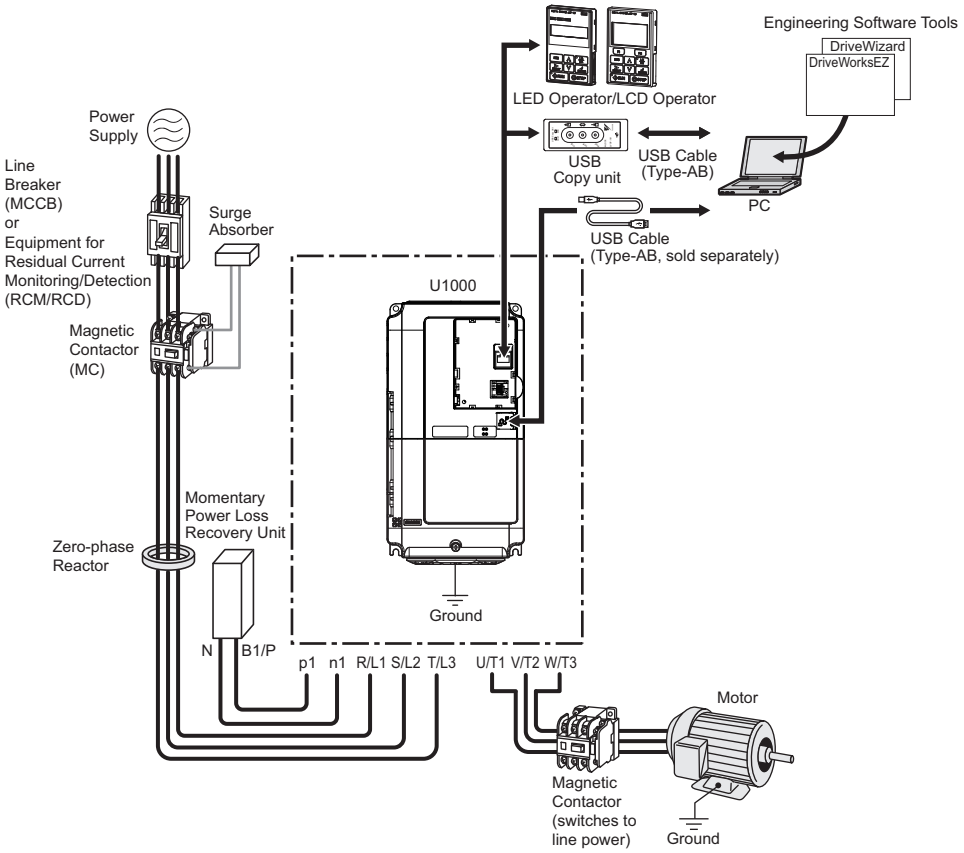


Figure 8.1 Connecting Peripheral Devices (CIMR-U□2□0028)

NOTICE: *Damage to Equipment. Do not connect an Ethernet cable to the drive's RJ-45 keypad port. Damage to your PC port may occur when directly connecting a cable from the drive's RJ45 port to your PC port using an Ethernet cable. Contact Yaskawa for specific methods of connecting to your drive using your PC.*

◆ CIMR-U□4□0720 to 4□0930

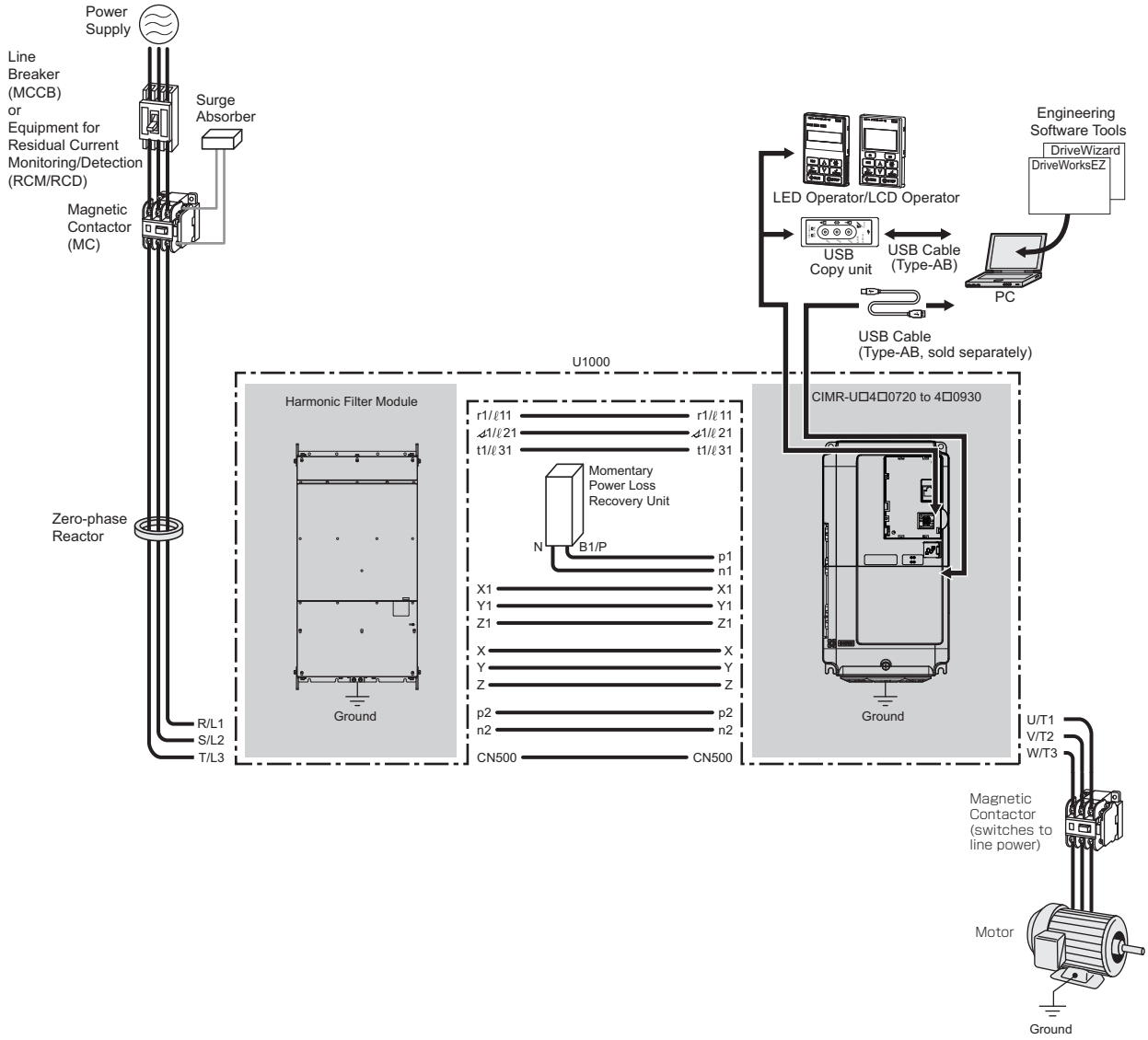


Figure 8.2 Connecting Peripheral Devices (CIMR-U□4□0720)

8.4 Option Card Installation

This section provides instructions on installing the option cards listed in *Table 8.1*.

◆ Prior to Installing the Option

Prior to installing the option, wire the drive, make the necessary connections to the drive terminals, and verify that the drive functions normally. Refer to the *Table 8.2* for information on wiring and connecting the drive.

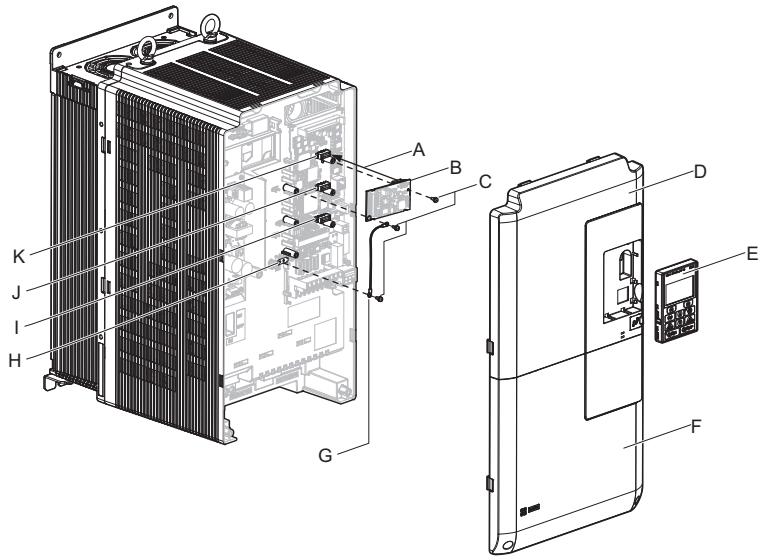
Table 8.2 below lists the number of option cards that can be connected to the drive and the drive connectors for connecting those option cards.

Table 8.2 Option Card Installation

Option Card	Connector	Number of Cards Possible
PG-B3, PG-X3	CN5-C (CN5-B) <1>	2 <1>
PG-RT3 <2>, PG-F3 <2>	CN5-C	1
DO-A3, AO-A3	CN5-A, B, C	1
SI-C3, SI-EM3, SI-EN3, SI-EP3, SI-ET3, SI-N3, SI-P3, SI-S3, SI-T3, SI-W3, AI-A3, DI-A3	CN5-A	1

<1> When connecting two PG option cards, use both CN5-B and CN5-C. When connecting only one PG option card, use the CN5-C connector.
<2> These option cards are not available for the application with Motor 2 Selection.

Figure 8.3 shows an exploded view of the drive with the option and related components for reference.



A – Insertion point for CN5
B – Option card
C – Included screws
D – Front cover
E – Digital operator
F – Terminal cover
G – Ground wire
H – Drive grounding terminal (FE)
I – Connector CN5-A
J – Connector CN5-B
K – Connector CN5-C

Figure 8.3 Drive Components with Option

◆ Installing the Option

Refer to the instructions below to install the option.

DANGER! *Electrical Shock Hazard. Disconnect all power to the drive and wait at least the amount of time specified on the drive front cover safety label. After all indicators are off, measure the control circuit DC voltage to confirm safe level, and check for unsafe voltages before servicing to prevent electric shock. The capacitor for the control power supply remains charged even after the power supply is turned off.*

WARNING! *Electrical Shock Hazard. Do not allow unqualified personnel to perform work on the drive. 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 and Option Cards.*

NOTICE: *Damage to Equipment. Observe proper electrostatic discharge procedures (ESD) when handling the option card, drive, and circuit boards. Failure to comply may result in ESD damage to circuitry.*

NOTICE: *Damage to Equipment. Tighten all terminal screws to the specified tightening torque. Failure to comply may cause the application to operate incorrectly or damage the drive.*

1. Shut off power to the drive, wait the appropriate amount of time for voltage to dissipate, then remove the digital operator (E) and front covers (D, F). Refer to ***Digital Operator and Front Cover on page 78***.

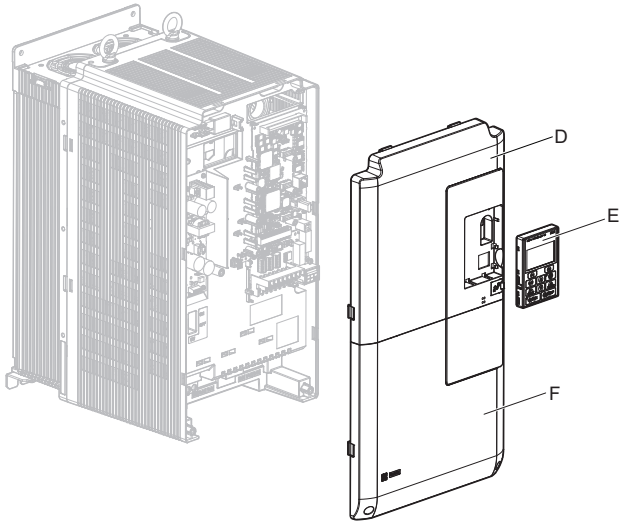


Figure 8.4 Remove the Front Covers and Digital Operator

2. Insert the option card (B) into the CN5-A (I), CN5-B (J), or CN5-C (K) connectors located on the drive and fasten it into place using one of the included screws (C). Refer to the ***Table 8.2*** for more information.

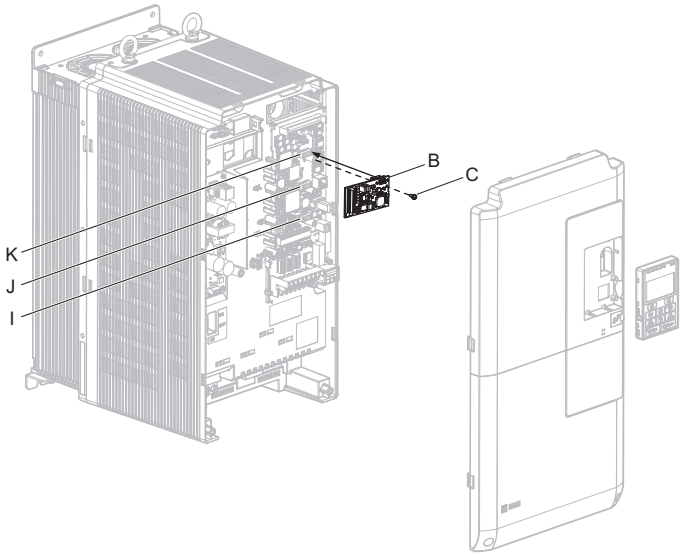


Figure 8.5 Insert the Option Card

3. Connect one end of the ground wire (G) to the ground terminal (H) using one of the remaining screws (C). Connect the other end of the ground wire (G) to the remaining ground terminal and installation hole on the option (B) using the last remaining provided screw (C).

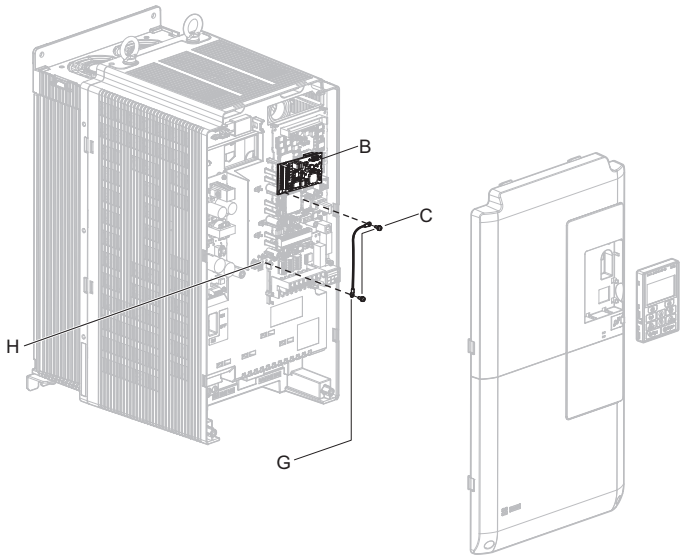


Figure 8.6 Connect the Ground Wire

Note:
1. The option package includes two ground wires. Use the longer wire when plugging the option into connector CN5-C on the drive side. Use the shorter wire when plugging the option into connector CN5-B. Refer to the option card instruction manual for more information.
2. There are two screw holes on the drive for use as ground terminals (H). When connecting three options, two ground wires will need to share the same drive ground terminal.

4. Prepare and connect the wire ends as shown in ***Figure 8.7*** and ***Figure 8.8***. ***Refer to Wire Gauges and Tightening Torques on page 436*** to confirm that the proper tightening torque is applied to each terminal. Take particular precaution to ensure that each wire is properly connected and wire insulation is not accidentally pinched into electrical terminals.

WARNING! *Fire Hazard. Tighten all terminal screws according to the specified tightening torque. Loose electrical connections could result in death or serious injury by fire due to overheating electrical connections. Tightening screws beyond the specified tightening torque may result in erroneous operation, damage to the terminal block, or cause a fire.*

NOTICE: *Heat shrink tubing or electrical tape may be required to ensure that cable shielding does not contact other wiring. Insufficient insulation may cause a short circuit and damage the option or drive.*

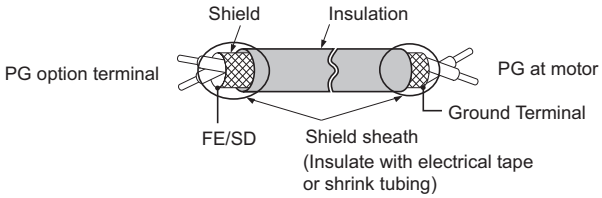


Figure 8.7 Preparing Ends of Shielded Cable

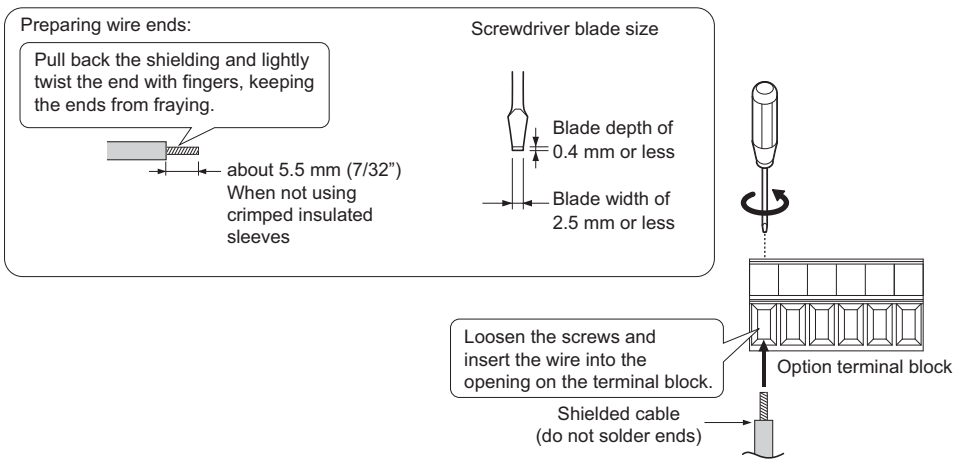


Figure 8.8 Preparing and Connecting Cable Wiring

5. For the PG-B3 and PG-X3 Option, wire the motor PG encoder to the terminal block. Refer to ***Figure 8.9*** and ***Figure 8.13*** for wiring instructions.
Refer to Terminal Functions on page 435 for a detailed description of the option terminal functions.

Connecting PG-B3 Option

Parameter Settings and Connections for Different Encoder Types

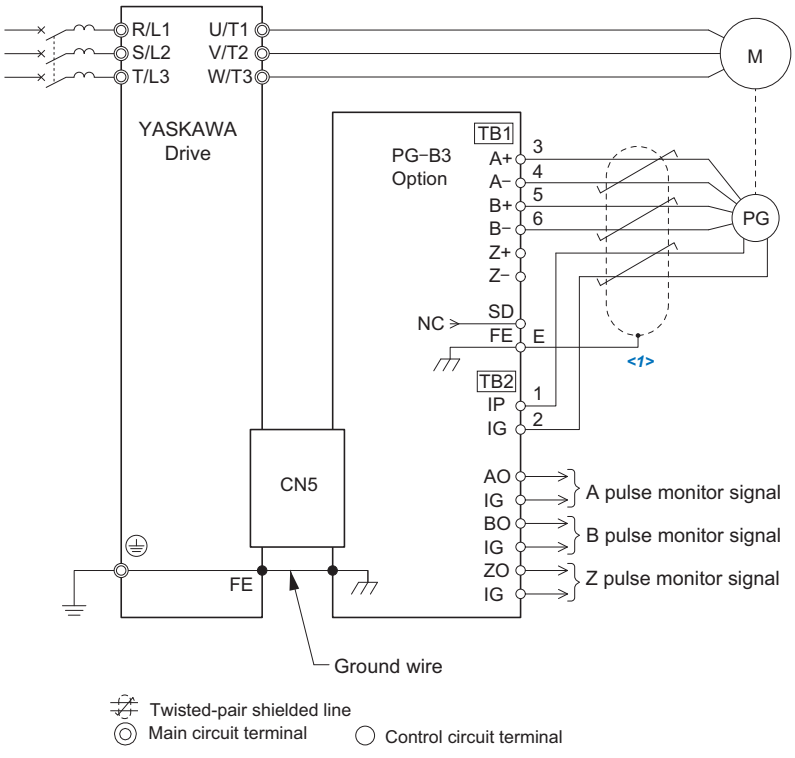
- Connecting a Single-Pulse Encoder
  When using a single-pulse encoder in V/f with PG control mode, connect the pulse output from the PG to the option and set drive parameter F1-21 to 0.
- Connecting a Two-Pulse Encoder
  When using a two-pulse encoder, connect the A and B pulse outputs on the PG to the option and set F1-21 to 1.
  When using a two-pulse encoder in Closed Loop Vector control mode, connect pulse outputs A and B from the encoder to the corresponding terminals on the option.
- Connecting a Two-Pulse Encoder with Z Marker Pulse
  When using a two-pulse encoder with Z marker pulse, connect the A, B, and Z pulse outputs to the corresponding terminals on the option.

Control Method	V/f with PG		Closed Loop Vector	
No. of Encoders	1 (CN5-C)	2 (CN5-B)	1 (CN5-C)	2 (CN5-B)
Single Pulse (A)	F1-21 = 0	F1-37 = 0	N/A	N/A
Two Pulse (AB Quadrature)	F1-21 = 1	F1-37 = 1	No setting required	No setting required
Two Pulse with Marker (ABZ)	F1-21 = 1	F1-37 = 1	No setting required	No setting required

Connection Diagram of PG-B3

Refer to ***Table 8.3*** for a detailed description of the option board terminal functions.

Refer to ***Wire Gauges and Tightening Torques on page 436*** for information on making cables.



<1> Ground the shield on the PG side and the drive side. If noise problems arise in the PG signal, remove the shield ground from one end of the signal line or remove the shield ground connection on both ends.

Figure 8.9 PG-B3 Option and Encoder Connection Diagram

Note: The PG-B3 Option reads a maximum input frequency from the PG encoder of 50 kHz. Be sure to select a PG encoder with an output pulse frequency of maximum 50 kHz when operating at maximum speed.

Take the following steps to prevent erroneous operation caused by noise interference:

- Use shielded wire for the PG encoder signal lines.
- Limit the length of all motor output power cables to less than 100 m. Limit the length of open-collector output lines to less than 50 m.
- Use separate conduit or cable tray dividers to separate option control wiring, main circuit input power wiring, and motor output power cables.

Interface Circuit

- Complementary Output

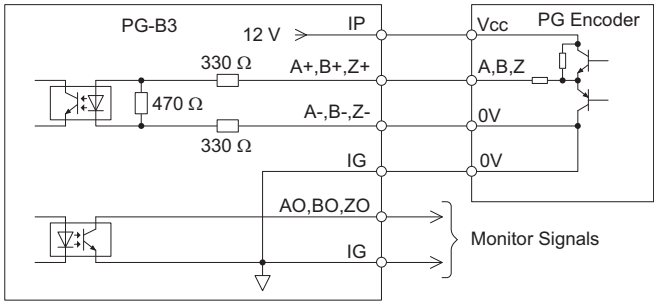


Figure 8.10 Complementary Outputs for the Interface Circuit

- Open-Collector Outputs

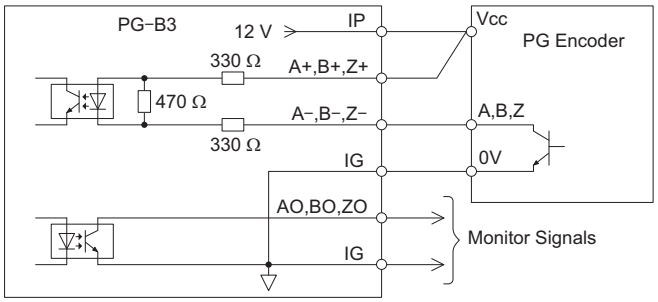
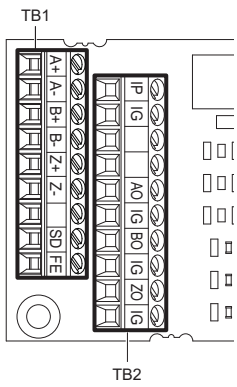


Figure 8.11 Open-Collector Outputs for the Interface Circuit

Terminal Functions

Table 8.3 Option Terminal Functions

	Terminal Block	Terminal	Function	Description
	TB1	A+	A+ pulse signal input	• Pulse signal inputs from the PG. • Signal inputs from complementary and open-collector outputs • Signal level H level: 8 to 12 V L level: 2.0 V or less
		A–	A– pulse signal input	
		B+	B+ pulse signal input	
		B–	B– pulse signal input	
		Z+	Z+ pulse signal input	
		Z–	Z– pulse signal input	
		SD	NC pin (open)	For use when cables shields should not be grounded
		FE	Ground	Used for grounding shielded lines
	TB2	IP	PG power supply	• Output voltage: 12.0 V ± 5% • Max output current: 200 mA <1>
		IG	PG power supply common	
		AO	A pulse monitor signal	• Outputs the monitor signal for the A, B, and Z pulses from the PG speed control card • For open collector outputs from the option • Max voltage: 24 V • Max current: 30 mA
		BO	B pulse monitor signal	
		ZO	Z pulse monitor signal	
		IG	Monitor signal common	

<1> A separate UL Listed class 2 power supply is necessary when the PG requires more than 200 mA to operate.

Wire Gauges and Tightening Torques

Wire gauge and torque specifications are listed in *Table 8.4*. For simpler and more reliable wiring, use crimp ferrules on the wire ends. Refer to the option manuals for the wire size and torque specifications of other options.

Table 8.4 Wire Gauges and Tightening Torques

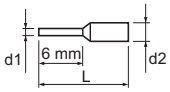
Terminal Signal	Screw Size	Tightening Torque N·m (in·lb)	Bare Cable		Crimp Terminals		Wire Type
			Recomm. Wire Size mm²	Applicable Wire Size mm²	Recomm. Wire Size mm²	Applicable Wire Size mm²	
A+, A–, B+, B–, Z+, Z–, FE, IP, IG	M2	0.22 to 0.25 (1.95 to 2.21)	0.75 (18 AWG)	Stranded wire: 0.25 to 1.0 (24 to 17 AWG) Solid wire: 0.25 to 1.5 (24 to 16 AWG)	0.5 (20 AWG)	0.25 to 0.5 (24 to 20 AWG)	Shielded twisted pair, etc.
AO, IG, BO, IG, ZO, IG							Shielded cable, etc.

Crimp Terminals

Yaskawa recommends using CRIMPFOX 6 by Phoenix Contact or equivalent crimp terminals with the specifications listed in *Table 8.5* for wiring to ensure proper connections.

Note: Properly trim wire ends so loose wire ends do not extend from the crimp terminals.

Table 8.5 Crimp Terminal Sizes

	Wire Size mm²	Phoenix Contact Model	L mm (in)	d1 mm (in)	d2 mm (in)
	0.25 (24 AWG)	AI 0.25-6YE	10.5 (13/32)	0.8 (1/32)	2 (5/64)
	0.34 (22 AWG)	AI 0.34-6TQ	10.5 (13/32)	0.8 (1/32)	2 (5/64)
	0.5 (20 AWG)	AI 0.5-6WH	14 (9/16)	1.1 (3/64)	2.5 (3/32)

PG Encoder Cables for PG-B3 Option

Yaskawa recommends using an LMA-☐☐B-S185Y (complementary output) for cables running between the PG-B3 Option and the PG as show in *Figure 8.12*.

For instructions on wiring the terminal block, refer to *Table 8.3*.

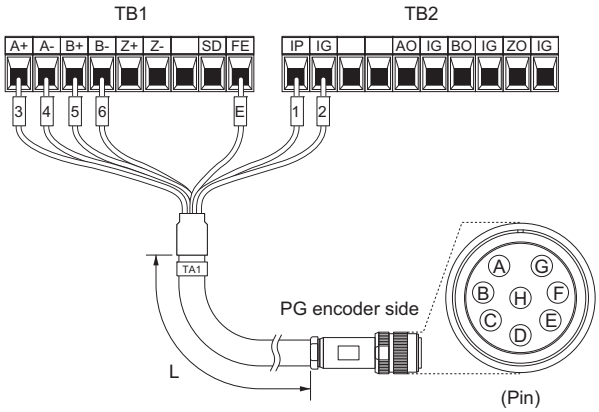


Figure 8.12 Wiring PG Encoder Cable

Table 8.6 Connecting the PG Encoder Cable Specification

Option Terminal	PG Encoder Cable		
	Wire	Color	Pin
IP	1	Blue	C
IG	2	White	H
A+	3	Yellow	B
A–	4	White	G
B+	5	Green	A
B–	6	White	F
FE	E	N/A (shield)	D

Table 8.7 PG Encoder Cable Types

Length	Type	Length	Type
10 m (32 ft.)	W5010	50 m (164 ft.)	W5050
30 m (98 ft.)	W5030	100 m (328 ft.)	W5100

Connecting PG-X3 Option

Parameter Settings and Connections for Different Encoder Types

- Connecting a Single-Pulse Encoder
  When using a single-pulse encoder in V/f with PG control mode, connect the pulse output from the PG to the option and set drive parameter F1-21 to 0.
- Connecting a Two-Pulse Encoder
  When using a two-pulse encoder, connect the A and B pulse outputs on the PG to the option and set F1-21 to 1.
  When using a two-pulse encoder in Closed Loop Vector control mode, connect pulse outputs A and B from the encoder to the corresponding terminals on the option.
- Connecting a Two-Pulse Encoder with Z Marker Pulse
  When using a two-pulse encoder with Z marker pulse, connect the A, B, and Z pulse outputs to the corresponding terminals on the option.
  When using a two-pulse encoder in CLV/PM control mode, connect pulse outputs A and B from the encoder to the corresponding terminals on the option.

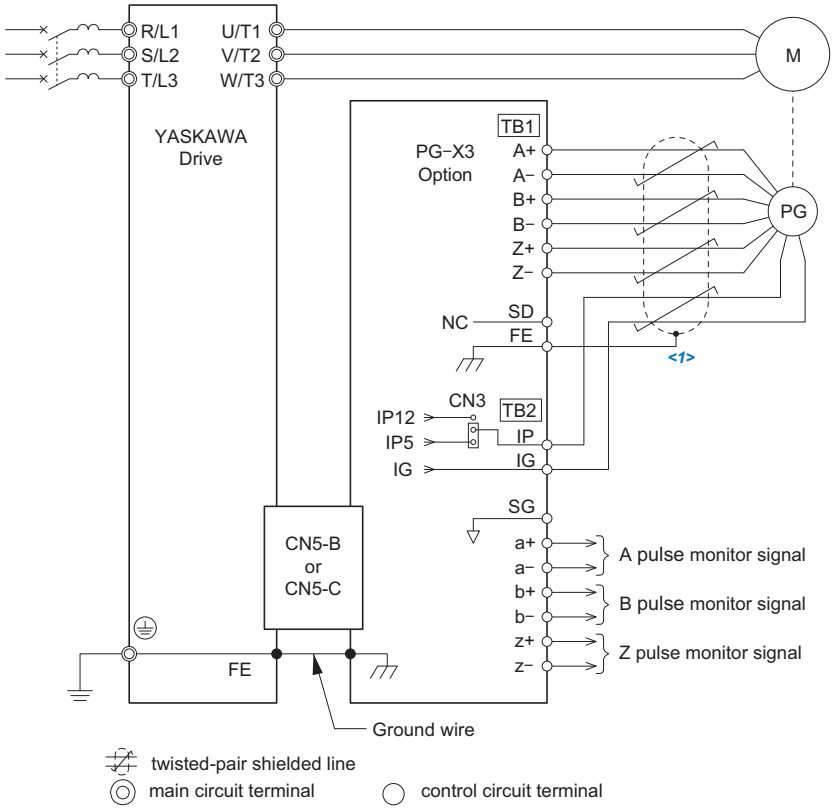
Control Method	V/f with PG		Closed Loop Vector	
No. of Encoders	1 (CN5-C)	2 (CN5-B)	1 (CN5-C)	2 (CN5-B)
Single Pulse (A)	F1-21 = 0	F1-37 = 0	N/A	N/A
Two Pulse (AB Quadrature)	F1-21 = 1	F1-37 = 1	No setting required	No setting required
Two Pulse with Marker (ABZ)	F1-21 = 1	F1-37 = 1	No setting required	No setting required

Connection Diagram of PG-X3

Refer to *Table 8.8* for a detailed description of the option board terminal functions.

The positioning of jumper CN3 selects the PG encoder power supply voltage (5.5 V or 12 V). Select the voltage level for the PG encoder connected to the option and motor. If the wrong voltage is selected, the PG encoder may not operate properly or may become damaged as a result.

Refer to *Setting the PG Encoder Power Supply Voltage on page 438* for details.



<1> Ground the shield on the PG side and the drive side. If noise problems arise in the PG signal, remove the shield ground from one end of the signal line or remove the shield ground connection on both ends.

Figure 8.13 PG-X3 Option and PG Encoder Connection Diagram

Note: The PG-X3 Option reads a maximum input frequency from the PG of 300 kHz. Be sure to select a PG with an output pulse frequency of maximum 300 kHz when operating at maximum speed.

Take the following steps to prevent erroneous operation caused by noise interference:

- Use shielded wire for the PG encoder signal lines.
- Use separate conduit or cable tray dividers to separate option control wiring, main circuit input power wiring, and motor output power cables.

Interface Circuit

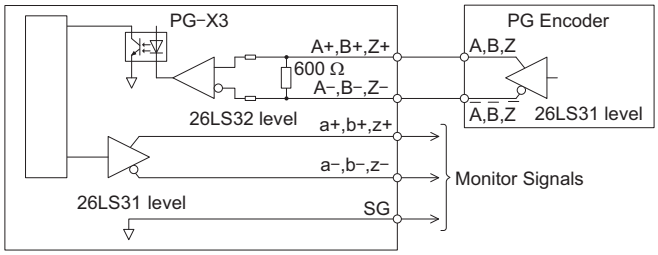
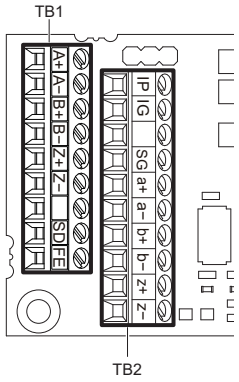


Figure 8.14 Interface Circuit (PG-X3)

Terminal Functions

Table 8.8 Option Terminal Functions

Terminal Block		Terminal	Function	Description
	TB1	A+	A+ pulse signal input	• Inputs for the A channel, B channel, and Z pulses from the PG encoder • Signal level matches RS-422
		A–	A– pulse signal input	
		B+	B+ pulse signal input	
		B–	B– pulse signal input	
		Z+	Z+ pulse signal input	
		Z–	Z– pulse signal input	
		SD	NC pin (open)	Open connection connectors for use when cable shields should not be grounded
		FE	Ground	Used as the shield ground termination point.
	TB2	IP	PG encoder power supply	• Output voltage: 12.0 V ± 5% or 5.5 V ± 5% • Max. output current: 200 mA <1>
		IG	PG encoder power supply common	
		SG	Monitor signal common	• Output signal for monitoring A channel, B channel, and Z pulses from the PG encoder • Signal level matches RS-422
		a+	A+ pulse monitor signal	
		a–	A- pulse monitor signal	
		b+	B+ pulse monitor signal	
		b–	B- pulse monitor signal	
		z+	Z+ pulse monitor signal	
		z–	Z- pulse monitor signal	

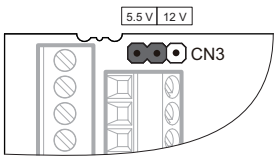
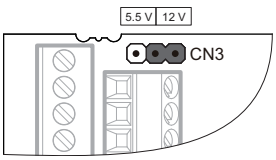
<1> A separate UL Listed class 2 power supply is necessary when the PG requires more than 200 mA to operate.

Setting the PG Encoder Power Supply Voltage

For the PG-X3 Option, set the voltage for the PG encoder power supply using jumper CN3 located on the option.

NOTICE: *The positioning of jumper CN3 selects the PG encoder power supply voltage (5.5 V or 12 V). Select the voltage level for the PG encoder connected to the option and motor. If the wrong voltage is selected, the PG encoder may not operate properly or may become damaged as a result.*

Table 8.9 Setting the PG Encoder Power Supply Voltage (IP) with Jumper CN3

Voltage Level	5.5 V ± 5% (default)	12.0 V ± 5%
Jumper CN3		

Wire Gauges and Tightening Torques

Wire gauge and torque specifications are listed in *Table 8.10*. For simpler and more reliable wiring, use crimp ferrules on the wire ends. Refer to the option manuals for the wire size and torque specifications of other options.

Table 8.10 Wire Gauges and Tightening Torques

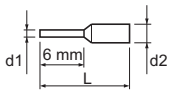
Terminal Signal	Screw Size	Tightening Torque N·m (in·lb)	Bare Cable		Crimp Terminals		Wire Type
			Recomm. Gauge mm²	Applicable Gauges mm²	Recomm. Gauge mm²	Applicable Gauges mm²	
A+, A–, B+, B–, Z+, Z–, SD, FE, IP, IG	M2	0.22 to 0.25 (1.95 to 2.21)	0.75 (18 AWG)	Stranded wire: 0.25 to 1.0 (24 to 17 AWG) Solid wire: 0.25 to 1.5 (24 to 16 AWG)	0.5 (20 AWG)	0.25 to 0.5 (24 to 20 AWG)	Shielded twisted pair, etc.
a+, a–, b+, b–, z+, z–, SG							Shielded cable, etc.

Crimp Terminals

Yaskawa recommends using CRIMPFOX 6 by Phoenix Contact or equivalent crimp terminals with the specifications listed in *Table 8.11* for wiring to ensure proper connections.

Note: Properly trim wire ends so loose wire ends do not extend from the crimp terminals.

Table 8.11 Crimp Terminal Sizes

	Wire Gauge mm²	Phoenix Contact Model	L mm (in)	d1 mm (in)	d2 mm (in)
	0.25 (24 AWG)	AI 0.25-6YE	10.5 (13/32)	0.8 (1/32)	2 (5/64)
	0.34 (22 AWG)	AI 0.34-6TQ	10.5 (13/32)	0.8 (1/32)	2 (5/64)
	0.5 (20 AWG)	AI 0.5-6WH	14 (9/16)	1.1 (3/64)	2.5 (3/32)

6. Route the option wiring.
Route the wiring inside the enclosure as shown in *Figure 8.15*

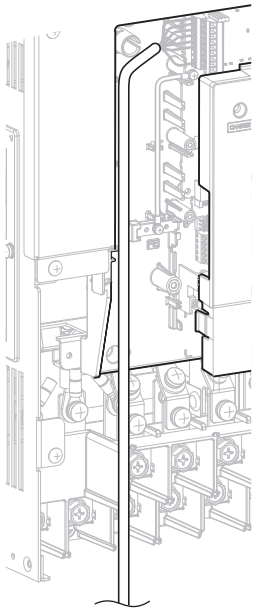


Figure 8.15 Wire Routing Examples

7. Replace and secure the front covers of the drive (D, F) and replace the digital operator (E).

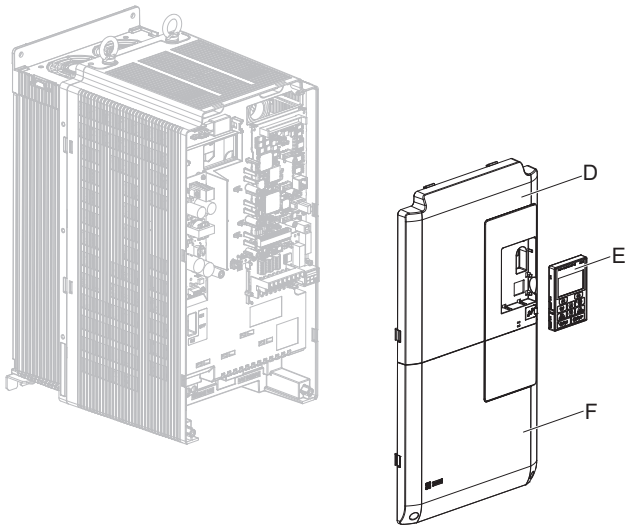


Figure 8.16 Replace the Front Covers and Digital Operator

Note: Take proper precautions when wiring the option so that the front covers will easily fit back onto the drive. Make sure cables are not pinched between the front covers and the drive when replacing the covers.

8. For the PG-B3 and PG-X3 Option, set drive parameters for proper motor rotation.
With a two-pulse or three-pulse PG encoder, the leading pulse determines the motor rotation direction. A PG encoder signal with leading A pulse followed by a B pulse displaced at 90 degrees is considered to be rotating forward (counterclockwise when viewing rotation from motor load side).

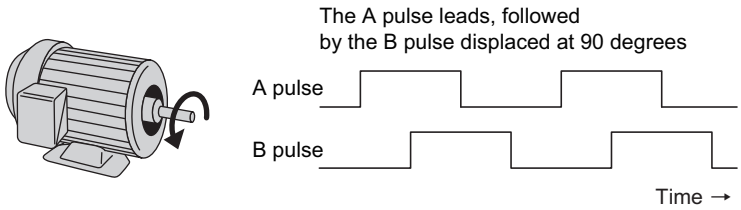


Figure 8.17 Displacement of A and B Pulses

After connecting the PG encoder outputs to the option, apply power to the drive and manually rotate the motor and check the rotation direction by viewing monitor U1-05 on the digital operator.
Reverse motor rotation is indicated by a negative value for U1-05; forward motor rotation is indicated by a positive value.
If monitor U1-05 indicates that the forward direction is opposite of what is intended, set F1-05 or F1-32 to 1, or reverse the two A pulse wires with the two B pulse wires on option terminal TB1 as shown in ***Figure 8.18***.

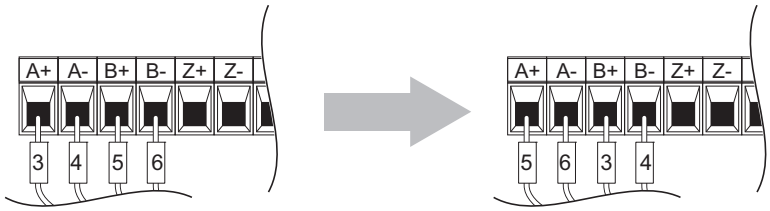


Figure 8.18 A Channel and B Channel Wire Switching

If switching the wires is inconvenient, set drive parameter F1-05/F1-32 to 1 to switch the direction of how the option reads pulses from the PG encoder output.
Please note that when the drive is initialized using A1-03 =1110, 2220, 3330, the value for F1-05/F1-32 will reset to factory default and the parameter will need to be adjusted again to switch the direction. However, when F1-05 and F1-32 are saved as User Parameters (o2-03 = 1) and the User Parameter settings are initialized using A1-03 = 1110, the values for F1-05 and F1-32 are not reset.

8.5 Installing Peripheral Devices

This section describes the proper steps and precautions to take when installing or connecting various peripheral devices to the drive.

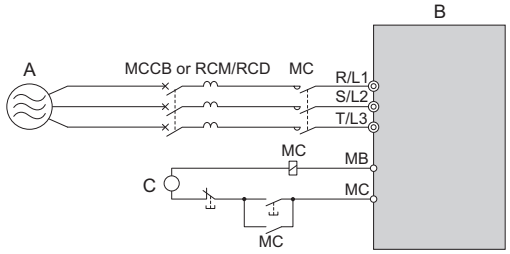
NOTICE: *Use a class 2 power supply (UL standard) when connecting to the control terminals. Improper application of peripheral devices could result in drive performance degradation due to improper power supply.*

◆ Installing a Molded Case Circuit Breaker (MCCB) and Equipment for Residual Current Monitoring/Detection (RCM/RCD)

Install an MCCB or an RCM/RCD for line protection between the power supply and the main circuit power supply input terminals R/L1, S/L2, and T/L3. This protects the main circuit and devices wired to the main circuit while also providing overload protection.

Consider the following when selecting and installing a MCCB or an RCM/RCD:

- The capacity of the MCCB or RCM/RCD should be 1.5 to 2 times the rated output current of the drive. Use an MCCB or an RCM/RCD with operation characteristics so that the MCCB or RCM/RCD does not trip faster than the drive overload protection (shuts off the drive after 1 min. operation at 150% of the drive rated current).
- If several drives are connected to one MCCB or RCM/RCD, use a sequence that shuts the power OFF when an error occurs in one drive by using a magnetic contactor (MC) as shown in the following figure.



A – Power supply
B – Drive
C – Control Power Supply

Figure 8.19 Power Supply Interrupt Wiring (Example)

WARNING! *Electrical Shock Hazard. Switch off and lock the MCCB (or RCM/RCD) and MC before wiring terminals. Failure to comply may result in serious injury or death.*

■ Installing a Residual Current Monitoring Device

Residual currents occurring in drive installations can contain AC, DC and high frequency components that may prevent a normal RCM/RCD from tripping. If an RCM/RCD is required in the installation, always use all current sensitive RCM/RCD (Type B according to IEC/EN 60755) to ensure proper ground fault interruption.

Leakage currents generated by the drive during normal operation may trip an RCM/RCD even if a ground fault is not present.

Factors that influence the leakage current are:

- Size of the AC drive
- AC drive carrier frequency
- Motor cable type and length
- EMI/RFI filter

If the RCM/RCD trips spuriously consider changing these items or use an RCM/RCD with a higher trip level.

◆ Installing a Magnetic Contactor at the Power Supply Side

Install a magnetic contactor to the drive input for the purposes explained below.

■ Disconnecting the Power Supply

The drive should be shut off with a magnetic contactor (MC) when a fault occurs in any external equipment such as braking resistors.

NOTICE: *Do not connect electromagnetic switches or magnetic contactors to the output motor circuits without proper sequencing. Improper sequencing of output motor circuits could result in damage to the drive.*

NOTICE: *Install a MC on the input side of the drive when the drive should not automatically restart after power loss. To get the full performance life out of the electrolytic capacitors and circuit relays, refrain from switching the drive power supply off and on more than once every 30 minutes. Frequent use can damage the drive. Use the drive to stop and start the motor.*

NOTICE: *Use a magnetic contactor (MC) to ensure that power to the drive can be completely shut off when necessary. The MC should be wired so that it opens when a fault output terminal is triggered.*

Note: **1.** To keep the drive from restarting automatically when power is restored after momentary power loss, install a magnetic contactor to the drive input.
2. To have the drive continue operating through momentary power loss, set up a delay for the magnetic contactor so that it does not open prematurely.

◆ Connecting a Surge Absorber

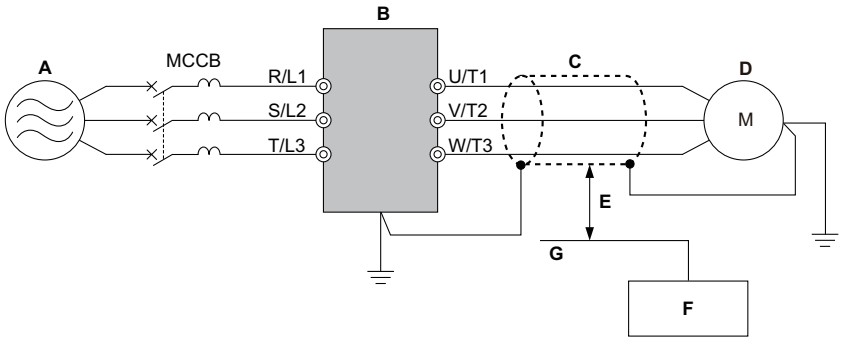
A surge absorber suppresses surge voltage generated from switching an inductive load near the drive. Inductive loads include magnetic contactors, relays, valves, solenoids, and brakes. Always use a surge absorber or diode when operating with an inductive load.

Note: Never connect a surge absorber to the drive output.

◆ Reducing Noise

■ Preventing Induced Noise

Use shielded cables and internal EMC-filter models or zero phase reactors to prevent induced noise. Lay the cables at least 30 cm away from the signal line to prevent induced noise.



A – Power supply
B – Drive
C – Shielded motor cable
D – Motor
E – Separate at least 30 cm
F – Controller
G – Signal line

Figure 8.20 Preventing Induced Noise

■ Reducing Noise Using Internal EMC-Filter Models

Internal EMC filters are built-in to drive models CIMR-U□□E□□□□/□W□□□□. These drives comply with EMC guidelines IEC/EN 61800-3 2nd Environment Category C2. Use switches on the drive to enable the EMC filters. ***Refer to Enable the Internal EMC Filter on page 105***.

◆ Attachment for External Heatsink (IP00 Enclosure)

An external heatsink can be attached that projects outside the enclosure. Steps should be taken to ensure that there is enough air circulation around the heatsink.

Contact Yaskawa or a Yaskawa representative.

◆ Internal EMC-Filter Model Installation

Internal EMC-filter models (CIMR-U□□E□□□□/□W□□□□) are tested according to IEC/EN 61800-3 2nd Environment Category C2 and comply with the EMC guidelines. *Refer to Internal EMC Filter Installation on page 586* for details about EMC filter selection and installation.

◆ Installing a Motor Thermal Overload (oL) Relay on the Drive Output

Motor thermal overload relays protect the motor by disconnecting power lines to the motor due to a motor overload condition.

Install a motor thermal overload relay between the drive and motor:

- When operating multiple motors on a single AC drive.
- When using a power line bypass to operate the motor directly from the power line.

It is not necessary to install a motor thermal overload relay when operating a single motor from a single AC drive. The AC drive has UL recognized electronic motor overload protection built into the drive software.

Note: **1.** Disable the motor protection function (L1-01 = 0) when using an external motor thermal overload relay.
2. The relay should shut off main power on the input side of the main circuit when triggered.

■ General Precautions when Using Thermal Overload Relays

The following application precautions should be considered when using motor thermal overload relays on the output of AC drives in order to prevent nuisance trips or overheat of the motor at low speeds:

- Low speed motor operation
- Use of multiple motors on a single AC drive
- Motor cable length
- Nuisance tripping resulting from high AC drive carrier frequency

Low Speed Operation and Motor Thermal oL Relays

Generally, thermal relays are applied on general-purpose motors. When general-purpose motors are driven by AC drives, the motor current is approximately 5% to 10% greater than if driven by a commercial power supply. In addition, the cooling capacity of a motor with a shaft-driven fan decreases when operating at low speeds. Even if the load current is within the motor rated value, motor overheating may occur. A thermal relay cannot effectively protect the motor due to the reduction of cooling at low speeds. For this reason, apply the UL recognized electronic thermal overload protection function built into the drive whenever possible.

UL recognized electronic thermal overload function of the drive: Speed-dependent heat characteristics are simulated using data from standard motors and force-ventilated motors. The motor is protected from overload using this function.

Using a Single Drive to Operate Multiple Motors

Set parameter L1-01 to 0 so that thermal overload protection for the drive is disabled.

Note: The UL recognized electronic thermal overload function cannot be applied when operating multiple motors with a single drive.

Long Motor Cables

When a high carrier frequency and long motor cables are used, nuisance tripping of the thermal relay may occur due to increased leakage current. To avoid this, reduce the carrier frequency or increase the tripping level of the thermal overload relay.

Nuisance Tripping Due to a High AC Drive Carrier Frequency

Current waveforms generated by high carrier frequency drives tend to increase the temperature in overload relays. It may be necessary to increase the trip level setting when encountering nuisance triggering of the relay.

WARNING! *Fire Hazard. Confirm an actual motor overload condition is not present prior to increasing the thermal oL trip setting. Check local electrical codes before making adjustments to motor thermal overload settings.*

Appendix: A

Specifications

A.1 HEAVY DUTY AND NORMAL DUTY RATINGS 446
A.2 THREE-PHASE 200 V CLASS DRIVES. 447
A.3 THREE-PHASE 400 V CLASS DRIVES. 448
A.4 DRIVE SPECIFICATIONS 449
A.5 DRIVE WATT LOSS DATA 451
A.6 DRIVE DERATING DATA. 452

A.1 Heavy Duty and Normal Duty Ratings

The capacity of the drive is based on two types of load characteristics: Heavy Duty (HD) and Normal Duty (ND). The user can select HD or ND torque depending on the application. Fans, pumps, and blowers should use ND, while other applications generally use HD.

Refer to Selecting the Appropriate Load Rating on page 446 for the differences between HD and ND.

Table A.1 Selecting the Appropriate Load Rating

Setting Parameter C6-01	Rated Output Current	Overload Tolerance
0: Heavy Duty (default)	HD Rating varies by model <1>	150% rated output current for 60 s
1: Normal Duty	ND Rating varies by model <1>	120% rated output current for 60 s varies by model

<1> Refer to *Three-Phase 200 V Class Drives on page 447* and *Three-Phase 400 V Class Drives on page 448* for information on rating changes based on drive model.

Note: Differences between HD ratings and ND ratings for the drive include rated input and output current, overload capacity, and current limit. The default setting is HD (C6-01 = 0).

A.2 Three-Phase 200 V Class Drives

Table A.2 Power Ratings (Three-Phase 200 V Class)

Item			Specification									
CIMR-U□2□			0028	0042	0054	0068	0081	0104	0130	0154	0192	0248
Input/ Output Rating	Input Current (A) <1>	HD Rating	20	25	38	49	62	74	95	118	140	175
		ND Rating	25	38	49	62	74	95	118	140	175	226
	Rated Input Capacity (kVA) <2>	HD Rating	9	12	17	22	28	34	43	54	64	80
		ND Rating	12	17	22	28	34	43	54	64	80	103
	Rated Output Current (A) <3> <4>	HD Rating	22	28	42	54	68	81	104	130	154	192
		ND Rating	28	42	54	68	81	104	130	154	192	248
	Overload Tolerance		HD Rating: 150% of rated output current for 60 s ND Rating: 120% of rated output current for 60 s (Derating may be required for applications that start and stop frequently)									
	Carrier Frequency		4 to 10 kHz					4 to 8 kHz		4 to 6 kHz		4 kHz
	Maximum Output Voltage (V)		Proportional to input voltage <5>									
	Maximum Output Frequency (Hz)		400 Hz <6>									
Power Supply	Rated Voltage Rated Frequency		Three-phase 200 to 240 Vac 50/60 Hz									
	Allowable Voltage Fluctuation		-15 to +10%									
	Allowable Frequency Fluctuation		±3% (Frequency fluctuation rate: 1 Hz/100 ms or less)									
	Allowable Phase Power Supply Voltage Unbalance		2% or less									
Harmonic Current Harmonic Distortion <5>			5% or less (IEEE519 compliant)									
Input Power Factor			0.98 or more (During rated operation)									

<1> Assumes operation at the rated output current. Input current rating varies depending on the power supply transformer, input reactor, wiring connections, and power supply impedance.
<2> Rated input capacity is calculated with a power line voltage of 240 V × 1.1.
<3> The rated output current of the drive output amps should be equal to or greater than the motor rated current.
<4> Carrier frequency is set to 4 kHz. Current derating is required in order to raise the carrier frequency.
<5> If the harmonic current distortion should be 5% or less and the maximum output voltage is input voltage × 0.87, change C7-60 (Output Voltage Limit Mode Selection) from the default setting.
<6> User-adjustable

A.3 Three-Phase 400 V Class Drives

Table A.3 Power Ratings (Three-Phase 400 V Class)

Item			Specification										
CIMR-U□4□			0011	0014	0021	0027	0034	0040	0052	0065	0077	0096	0124	0156
Input/ Output Rating	Input Current (A) <1>	HD Rating	8.7	10	13	19	25	31	36	47	59	70	87	113
		ND Rating	10	13	19	25	31	36	47	59	70	87	113	142
	Rated Input Capacity (kVA) <2>	HD Rating	8	9	12	17	22	28	33	43	54	64	80	103
		ND Rating	9	12	17	22	28	33	43	54	64	80	103	130
	Rated Output Current (A) <3> <4>	HD Rating	9.6	11	14	21	27	34	40	52	65	77	96	124
		ND Rating	11	14	21	27	34	40	52	65	77	96	124	156
	Overload Tolerance		HD Rating: 150% of rated output current for 60 s ND Rating: 120% of rated output current for 60 s (Derating may be required for applications that start and stop frequently)											
	Carrier Frequency		4 to 10 kHz									4 to 8 kHz		4 to 6 kHz
	Maximum Output Voltage (V)		Proportional to input voltage <5>											
	Maximum Output Frequency (Hz)		400 Hz <6>											
Power Supply	Rated Voltage Rated Frequency		Three-phase (CIMR-U□4A□□□□/4P□□□□) 380 to 500 Vac 50/60 Hz Three-phase (CIMR-U□4E□□□□/4W□□□□) 380 to 480 Vac 50/60 Hz											
	Allowable Voltage Fluctuation		-15 to +10%											
	Allowable Frequency Fluctuation		±3% (Frequency fluctuation rate: 1 Hz/100 ms or less)											
	Allowable Phase Power Supply Voltage Unbalance		2% or less											
Harmonic Current Harmonic Distortion <5>			5% or less (IEEE519 compliant)											
Input Power Factor			0.98 or more (During rated operation)											

Item			Specification									
CIMR-U□4□			0180	0216	0240	0302	0361	0414	0477	0590	0720	0900	0930
Input/ Output Rating	Input Current (A) <1>	HD Rating	142	164	197	218	275	329	377	434	537	655	819
		ND Rating	164	197	218	275	329	377	434	537	655	819	846
	Rated Input Capacity (kVA) <2>	HD Rating	130	150	180	200	251	300	344	396	490	598	748
		ND Rating	150	180	200	251	300	344	396	490	598	748	773
	Rated Output Current (A) <3> <4>	HD Rating	156	180	216	240	302	361	414	477	590	720	900
		ND Rating	180	216	240	302	361	414	477	590	720	900	930
	Overload Tolerance		HD Rating: 150% of rated output current for 60 s ND Rating: 120% of rated output current for 60 s (Derating may be required for applications that start and stop frequently)										
	Carrier Frequency		4 to 6 kHz	4 kHz					3 kHz				
	Maximum Output Voltage (V)		Proportional to input voltage <5>										
	Maximum Output Frequency (Hz)		400 Hz <6>										
Power Supply	Rated Voltage Rated Frequency		Three-phase (CIMR-U□4A□□□□/4P□□□□) 380 to 500 Vac <7> 50/60 Hz Three-phase (CIMR-U□4E□□□□/4W□□□□) 380 to 480 Vac 50/60 Hz										
	Allowable Voltage Fluctuation		-15 to +10%										
	Allowable Frequency Fluctuation		±3% (Frequency fluctuation rate: 1 Hz/100 ms or less)										
	Allowable Phase Power Supply Voltage Unbalance		2% or less										
Harmonic Current Harmonic Distortion <5>			5% or less (IEEE519 compliant)										
Input Power Factor			0.98 or more (During rated operation)										

<1> Assumes operation at the rated output current. Input current rating varies depending on the power supply transformer, input reactor, wiring connections, and power supply impedance.
<2> Rated input capacity is calculated with a power line voltage of 480 V × 1.1.
<3> The rated output current of the drive output amps should be equal to or greater than the motor rated current.
<4> Carrier frequency is set to 4 kHz for models CIMR-U□4□0011 to 4□0414. Carrier frequency is set to 3 kHz for models CIMR-U□4□0720 to 4□0930. Current derating is required in order to raise the carrier frequency.
<5> If the harmonic current distortion should be 5% or less and the maximum output voltage is input voltage × 0.87, change C7-60 (Output Voltage Limit Mode Selection) from the default setting.
<6> User-adjustable
<7> Use a stand-alone EMC filter with a voltage of 380 to 480 V for models CIMR-U□4□0477 to 4□0930.

A.4 Drive Specifications

Note: **1.** Perform rotational Auto-Tuning to obtain the performance specifications given below.
2. For optimum performance life of the drive, install the drive in an environment that meets the required specifications.

Item		Specification
Control Characteristics	Control Method	The following control methods can be set using drive parameters: • V/f Control (V/f) • V/f Control with PG (V/f w/PG) • Open Loop Vector Control (OLV) • Closed Loop Vector Control (CLV) • Open Loop Vector Control for PM (OLV/PM) • Advanced Open Loop Vector Control for PM (AOLV/PM) • Closed Loop Vector Control for PM (CLV/PM)
	Frequency Control Range	0.01 to 400 Hz
	Frequency Accuracy (Temperature Fluctuation)	Digital input: within ±0.01% of the max output frequency (-10°C to +40°C) Analog input: within ±0.1% of the max output frequency (25°C ±10°C)
	Frequency Setting Resolution	Digital inputs: 0.01 Hz Analog inputs: 1/2048 of the maximum output frequency setting (11 bit plus sign)
	Output Frequency Resolution	0.001 Hz
	Frequency Setting Signal	Main speed frequency reference: -10 to +10 Vdc (20 kΩ), 0 to +10 Vdc (20 kΩ), 4 to 20 mA (250 Ω), 0 to 20 mA (250 Ω), Main speed reference: Pulse train input (max. 32 kHz)
	Starting Torque	V/f, V/f w/PG: 150% at 3 Hz OLV: 200% at 0.3 Hz <1> CLV: 200% at 0.0 min^{-1} <1> OLV/PM: 100% at 5% speed AOLV/PM, CLV/PM: 200% at 0.0 min^{-1} <2> <3>
	Speed Control Range	V/f, V/f w/PG: 1:40 OLV: 1:200 CLV, CLV/PM: 1:1500 OLV/PM: 1:20 AOLV/PM: 1:100 <2> <3> <4>
	Speed Control Accuracy <5>	OLV: ±0.2% (25°C ±10°C), CLV: ±0.02% (25°C ±10°C) <5>
	Speed Response	OLV: 10 Hz (25°C ±10°C) CLV: 250 Hz (25°C ±10°C)
	Torque Limit	Parameters setting allow separate limits in four quadrants (available in OLV, CLV, AOLV/PM, CLV/PM)
	Accel/Decel Time	0.0 to 6000.0 s (4 selectable combinations of independent acceleration and deceleration settings)
	Braking Torque <6>	Same value as overload tolerance
	V/f Characteristics	User-selected programs and V/f preset patterns possible
	Main Control Functions	Torque Control, Droop Control, Speed/torque Control Switching, Feed Forward Control, Zero Servo Function, Momentary Power Loss Ride-Thru, Speed Search, Synchronous Transfer with Commercial Power Supply, Overtorque/Undertorque Detection, Torque Limit, 17 Step Speed (max), Accel/decel Switch, S-curve Accel/decel, 3-wire Sequence, Auto-tuning (rotational, stationary tuning), Dwell, Cooling Fan on/off Switch, Slip Compensation, Torque Compensation, Frequency Jump, Upper/lower Limits for Frequency Reference, DC Injection Braking at Start and Stop, PID Control (with sleep function), Energy Saving Control, MEMOBUS/Modbus Comm. (RS-422/RS-485 max, 115.2 kbps), Fault Restart, Application Presets, DriveWorksEZ (customized function), Removable Terminal Block with Parameter Backup Function, Online Tuning, Overexcitation Deceleration, Inertia (ASR) Tuning, High Frequency Injection, etc.
Protection Functions	Power Supply Regeneration	Available
	Motor Protection	Electronic thermal overload relay
	Momentary Overcurrent Protection	Drive stops when output current reaches about 200% of the rated Heavy Duty current
	Overload Protection	Drive stops after 60 s at 150% of rated Heavy Duty output current <7>
	Overvoltage Protection	200 V class: Stops when input voltage exceeds approx. 315 V 400 V class: Stops when input voltage exceeds approx. 630 V
	Undervoltage Protection	200 V class: Stops when input voltage falls below approx. 150 V 400 V class: Stops when input voltage falls below approx. 300 V
	Momentary Power Loss Ride-Thru	Immediately stop after 2 ms or longer power loss. <8> Continuous operation during power loss shorter than 2 s (standard) <9>
	Heatsink Overheat Protection	Thermistor
	Stall Prevention	Stall Prevention is available during acceleration, deceleration, and during run.
	Ground Protection	Electronic circuit protection <10>
	Charge LED of Capacitor for Control Power Supply	Remains lit until control power supply voltage falls below 50 V
Environment	Area of Use	Indoors
	Ambient Temperature	-10 to 40°C (IP20/UL Type 1 enclosure) -10 to 50°C (IP00 enclosure)
	Humidity	95 RH% or less (no condensation)
	Storage Temperature	-20°C to 60°C (short-term temperature during transportation)
	Altitude	Up to 1000 meters <11>
	Vibration/Shock	10 to 20 Hz: 9.8 m/s^2 (2□0028 to 2□0248, 4□0011 to 4□0414) 10 to 20 Hz: 5.9 m/s^2 (4□0477 to 4□0930) 20 to 55 Hz: 5.9 m/s^2 (2□0028 to 2□0081, 4□0011 to 4□0077) 20 to 55 Hz: 2.0 m/s^2 (2□0104 to 2□0248, 4□0096 to 4□0930)
Standards		• UL508C • IEC/EN 61800-3, IEC/EN 61800-5-1 • EN ISO 13849-1 Cat.3 PLe, IEC/EN 61508 SIL3
Protection Design		IP00 enclosure, IP20/UL Type 1 enclosure <12>

<1> Current derating is required. Select control modes in accordance with the drive capacity.
<2> High-frequency current superposition (n8-57 = 1) can be set. In this case, perform High Frequency Injection Parameter Tuning. High Frequency Injection cannot be used with an SPM motor. Refer to *T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.
<3> Rotational Auto Tuning must be performed. Refer to *T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.
<4> Contact Yaskawa or a Yaskawa representative if using a PM motor other than Super Energy-saving Motors manufactured by Yaskawa Motor Co., Ltd. (SSR1 series and SST4 series with standard specifications).
<5> The accuracy of these values depends on motor characteristics, ambient conditions, and drive settings. Specifications may vary with different motors and with changing motor temperature. Contact Yaskawa or a Yaskawa representative for consultation.
<6> Actual specifications may vary depending on motor characteristics.
<7> Overload protection may be triggered when operating with 150% of the rated output current if the output frequency is less than 6 Hz.
<8> Momentary power loss ride-thru during utility power loss designates the time the drive is able to maintain control over a motor operating at full load after utility power is lost. Actual specifications may vary depending on motor characteristics.
<9> Continuous operation time varies depending on the drive capacity. An auxiliary Momentary Power Loss Ride-Thru Unit is required if the application needs to maintain control power long after a 2 second momentary power loss. When L2-01 (Momentary Power Loss Operation Selection) is enabled, operation will stop about 2 ms after momentary power loss occurs. For applications where momentary power loss and power supply interruptions are likely to occur, such as power supply for crane trolleys, contact Yaskawa or a Yaskawa representative.
<10> A ground protection is triggered when a ground short circuit occurs while the drive is running. The ground protection cannot be provided when the impedance of the ground fault path is too low, or when the drive is powered up while a ground fault is present at the output.
<11> Up to 3000 m with output current and voltage derating. Refer to *Altitude Derating on page 453* for details.
<12> An IP20/UL Type 1 enclosure drive requires a UL Type 1 kit. Removing the top protective cover and bottom cover on an IP20/UL Type 1 enclosure drive may convert this drive to an IP20 conformity. Models CIMR-U☐4☐0720 to 4☐0930 are not compatible with IP20/UL Type 1 enclosure.

A.5 Drive Watt Loss Data

◆ CIMR-U□2□0028 to 2□0248

Table A.4 Watt Loss 200 V Class Three-Phase Models

Model CIMR-U□	Heavy Duty				Normal Duty			
	Rated Amps (A)	Interior Loss (W)	Exterior Loss (W)	Total Loss (W)	Rated Amps (A)	Interior Loss (W)	Exterior Loss (W)	Total Loss (W)
2□0028	22	91	543	634	28	103	659	762
2□0042	28	138	586	724	42	168	854	1022
2□0054	42	168	808	976	54	195	1037	1233
2□0068	54	190	1016	1207	68	225	1295	1521
2□0081	68	208	1181	1389	81	238	1420	1658
2□0104	81	234	1313	1547	104	282	1696	1978
2□0130	104	280	1673	1953	130	341	2157	2498
2□0154	130	318	2037	2356	154	366	2441	2807
2□0192	154	366	2400	2765	192	447	3064	3511
2□0248	192	460	2815	3275	248	578	3785	4363

◆ CIMR-U□4□0011 to 4□0930

Table A.5 Watt Loss 400 V Class Three-Phase Models

Model CIMR-U□	Heavy Duty				Normal Duty			
	Rated Amps (A)	Interior Loss (W)	Exterior Loss (W)	Total Loss (W)	Rated Amps (A)	Interior Loss (W)	Exterior Loss (W)	Total Loss (W)
4□0011	10	76	415	491	11	80	452	532
4□0014	11	70	372	442	14	79	459	538
4□0021	14	80	438	518	21	105	641	745
4□0027	21	93	549	642	27	106	675	780
4□0034	27	107	658	765	34	124	798	922
4□0040	34	150	693	844	40	174	877	1051
4□0052	40	178	855	1034	52	209	1109	1318
4□0065	52	204	1087	1290	65	240	1369	1610
4□0077	65	220	1238	1458	77	251	1479	1730
4□0096	77	247	1373	1620	96	290	1715	2005
4□0124	96	290	1693	1983	124	362	2256	2618
4□0156	124	343	2242	2585	156	421	2857	3277
4□0180	156	421	2833	3254	180	482	3316	3798
4□0216	180	503	3035	3538	216	587	3720	4308
4□0240	216	551	3498	4049	240	600	3897	4497
4□0302	240	689	3867	4556	302	857	5202	6059
4□0361	302	735	4384	5119	361	863	5434	6297
4□0414	361	902	5563	6465	414	1012	6444	7456
4□0477	414	983	6037	7020	477	1115	7163	8279
4□0590	477	1115	7054	8169	590	1349	9071	10421
4□0720	590	1308	6240	7548	720	1581	7602	9183
4□0900	720	1582	7602	9184	900	1988	9632	11620
4□0930	900	1988	9632	11620	930	2059	9986	12045

◆ Harmonic Filter Module

■ Harmonic Filter Module for CIMR-U□4□0720 to 4□0930

Table A.6 Harmonic Filter Module Watt Loss

Model	Heavy Duty				Normal Duty			
	Rated Amps (A)	Interior Unit Loss (W)	Heatsink Loss (W)	Total Loss (W)	Rated Amps (A)	Interior Unit Loss (W)	Heatsink Loss (W)	Total Loss (W)
EUJ71183□.□	590	27	2411	2438	720	27	3268	3295
EUJ71184□.□	720	27	2778	2806	900	27	3934	3962
EUJ71185□.□	900	27	3934	3962	930	27	4149	4176

A.6 Drive Derating Data

The drive can be operated at above the rated temperature, altitude, and default carrier frequency by derating the drive capacity.

◆ Rated Current Depending on Carrier Frequency

Table A.7 shows the drive output current depending on the carrier frequency settings.

Use the data in *Table A.7* and *Table A.8* to linearly calculate output current values for carrier frequencies not listed in the tables.

Table A.7 Carrier Frequency and Current Derating (Three-Phase 200 V Class)

Model CIMR-U☐	Setting Range	Rated Current (A)							
		Heavy Duty Rating (HD)				Normal Duty Rating (ND)			
		4 kHz	6 kHz	8 kHz	10 kHz	4 kHz	6 kHz	8 kHz	10 kHz
2☐0028	4 to 10 kHz	22	20	18	15	28	25	22	20
2☐0042	4 to 10 kHz	28	25	22	20	42	38	34	29
2☐0054	4 to 10 kHz	42	38	34	29	54	49	43	38
2☐0068	4 to 10 kHz	54	49	43	38	68	61	54	48
2☐0081	4 to 10 kHz	68	61	54	48	81	73	65	57
2☐0104	4 to 8 kHz	81	73	65	–	104	94	83	–
2☐0130	4 to 8 kHz	104	94	83	–	130	117	104	–
2☐0154	4 to 6 kHz	130	117	–	–	154	139	–	–
2☐0192	4 to 6 kHz	154	139	–	–	192	173	–	–
2☐0248	4 kHz	192	–	–	–	248	–	–	–

Table A.8 Carrier Frequency and Current Derating (Three-Phase 400 V Class)

Model CIMR-U☐	Setting Range	Rated Current (A)							
		Heavy Duty Rating (HD)				Normal Duty Rating (ND)			
		4 kHz <1>	6 kHz	8 kHz	10 kHz	4 kHz	6 kHz	8 kHz	10 kHz
4☐0011	4 to 10 kHz	9.6	8.6	7.7	6.7	11	9.9	8.8	7.7
4☐0014	4 to 10 kHz	11	9.9	8.8	7.7	14	13	11	9.8
4☐0021	4 to 10 kHz	14	13	11	9.8	21	19	17	15
4☐0027	4 to 10 kHz	21	19	17	15	27	24	22	19
4☐0034	4 to 10 kHz	27	24	22	19	34	31	27	24
4☐0040	4 to 10 kHz	34	31	27	24	40	36	32	28
4☐0052	4 to 10 kHz	40	36	32	28	52	47	42	36
4☐0065	4 to 10 kHz	52	47	42	36	65	59	52	46
4☐0077	4 to 10 kHz	65	59	52	46	77	69	62	54
4☐0096	4 to 8 kHz	77	69	62	–	96	86	77	–
4☐0124	4 to 8 kHz	96	86	77	–	124	112	99	–
4☐0156	4 to 6 kHz	124	112	–	–	156	140	–	–
4☐0180	4 to 6 kHz	156	140	–	–	180	162	–	–
4☐0216	4 kHz	180	–	–	–	216	–	–	–
4☐0240	4 kHz	216	–	–	–	240	–	–	–
4☐0302	4 kHz	240	–	–	–	302	–	–	–
4☐0361	4 kHz	302	–	–	–	361	–	–	–
4☐0414	4 kHz	361	–	–	–	414	–	–	–
4☐0477	3 kHz	414	–	–	–	477	–	–	–
4☐0590	3 kHz	477	–	–	–	590	–	–	–
4☐0720	3 kHz	590	–	–	–	720	–	–	–
4☐0900	3 kHz	720	–	–	–	900	–	–	–
4☐0930	3 kHz	900	–	–	–	930	–	–	–

<1> The carrier frequency is 3 kHz for models CIMR-U☐4☐0477 to U☐4☐0930.

◆ Carrier Frequency Derating

As the carrier frequency of the drive is increased above the factory default setting, the drive's rated output current must be derated according to *Figure A.1*.

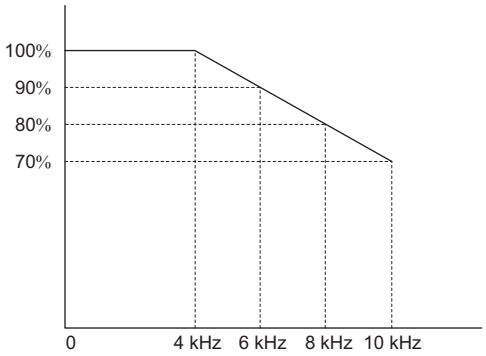


Figure A.1 Carrier Frequency Derating

◆ Temperature Derating

To ensure the maximum performance life, the drives output current must be derated like shown in *Figure A.2* when the drive is installed in areas with high ambient temperature. In order to ensure reliable drive overload protection, the parameters L8-12 and L8-35 must also be set according to the installation conditions.

■ Parameter Settings

No.	Name	Description	Range	Def.
L8-12	Ambient Temperature Setting	Adjust the drive overload (oL2) protection level when the drive is installed in an environment that exceeds its ambient temperature rating.	-10 to 50	40°C
L8-35	Installation Method Selection	0: IP00 Enclosure 2: IP20/UL Type 1 Enclosure 3: External Heatsink Installation	0, 2, 3	Determined by o2-04

0: IP00 Enclosure

Drive operation between -10°C and 50°C allows 100% continuous current without derating.

2: IP20/UL Type 1 Enclosure

Drive operation between -10°C and 40°C allows 100% continuous current without derating. Operation between 40°C and 50°C requires output current derating.

3: External Heatsink Installation

Drive operation between -10°C and 40°C allows 100% continuous current without derating. Operation between 40°C and 50°C requires output current derating.

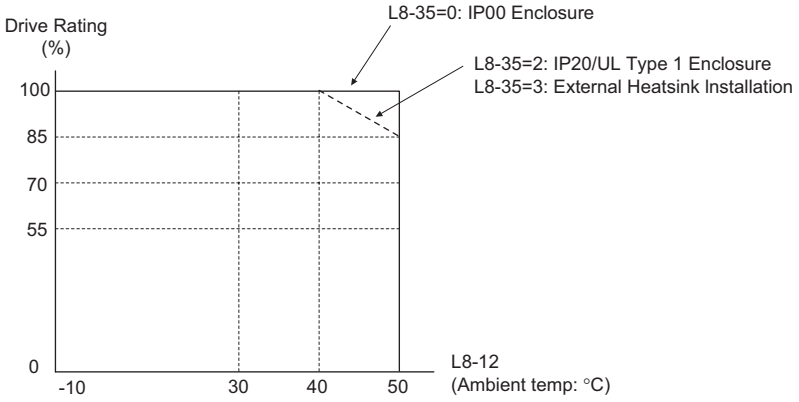


Figure A.2 Ambient Temperature and Installation Method Derating

◆ Altitude Derating

The drive standard ratings are valid for an installation altitude up to 1000 m. If the altitude exceeds 1000 m both the drive rated voltage and the rated output current must be derated for 1% per 100 m. The maximum altitude is 3000 m.

Appendix: B

Parameter List

This appendix contains a full listing of all parameters and settings available in the drive.

B.1 UNDERSTANDING THE PARAMETER TABLE 456
B.2 PARAMETER GROUPS 457
B.3 PARAMETER TABLE. 458
B.4 CONTROL MODE DEPENDENT PARAMETER DEFAULT VALUES. 522
B.5 V/F PATTERN DEFAULT VALUES 525
B.6 DEFAULTS BY DRIVE MODEL SELECTION (O2-04) AND ND/HD (C6-01) . . . 526
B.7 PARAMETERS THAT CHANGE WITH THE MOTOR CODE SELECTION (FOR PM MOTORS) 531

B.1 Understanding the Parameter Table

◆ Control Modes, Symbols, and Terms

The table below lists terms and symbols used in this section to indicate which parameters are available in which control modes.

Note: For detailed instructions on each control mode, *Refer to Control Mode Selection on page 30*.

Table B.1 Symbols and Icons Used in the Parameter Table

Symbol	Description
All Modes	Indicates the parameter is accessible in all control modes.
V/f	Parameter is available when operating the drive with V/f Control.
V/f w/PG	Parameter is available when operating the drive with V/f with PG Control.
OLV	Parameter is available when operating the drive with Open Loop Vector.
CLV	Parameter is available when operating the drive with Closed Loop Vector.
OLV/PM	Parameter is available when operating the drive with Open Loop Vector for PM motors.
AOLV/PM	Parameter is available when operating the drive with Advanced Open Loop Vector for PM motors.
CLV/PM	Parameter is available when operating the drive with Closed Loop Vector for PM motors.
RUN	Indicates this parameter can be changed during run.
Motor 2	Refers to a second motor when the drive is operating two motors. Switch between these motors using the multi-function input terminals.

Note: If a parameter is not available in a certain control mode, the symbol for that control mode is grayed out.

B.2 Parameter Groups

Parameter Group	Name	Page
A1	Initialization	458
A2	User Parameters	458
b1	Operation Mode Selection	459
b2	DC Injection Braking	460
b3	Speed Search	460
b4	Timer Function	462
b5	PID Control	462
b6	Dwell Function	464
b7	Droop Control	464
b8	Energy Saving	465
b9	Zero Servo	465
C1	Acceleration and Deceleration Times	466
C2	S-Curve Characteristics	466
C3	Slip Compensation	467
C4	Torque Compensation	467
C5	Automatic Speed Regulator (ASR)	468
C6	Carrier Frequency	469
C7	Voltage Adjustment	470
d1	Frequency Reference	471
d2	Frequency Upper/Lower Limits	472
d3	Jump Frequency	472
d4	Frequency Reference Hold and Up/Down 2 Function	472
d5	Torque Control	473
d6	Field Weakening and Field Forcing	473
d7	Offset Frequency	474
E1	V/f Pattern for Motor 1	474
E2	Motor 1 Parameters	475
E3	V/f Pattern for Motor 2	476
E4	Motor 2 Parameters	477
E5	PM Motor Settings	478
F1	PG Speed Control Card Settings (PG-B3/PG-F3/PG-RT3/PG-X3)	479
F2	Analog Input Card Settings (AI-A3)	481
F3	Digital Input Card Settings (DI-A3)	481
F4	Analog Monitor Card Settings (AO-A3)	481
F5	Digital Output Card Settings (DO-A3)	482
F6	Communication Option Card (SI-C3, SI-EM3, SI-EN3, SI-ET3, SI-N3, SI-P3, SI-S3, SI-T3, and SI-W3)	482
F7	Communication Option Card (SI-EM3/SI-EN3)	485
H1	Multi-Function Digital Inputs	486
H2	Multi-Function Digital Outputs	490
H3	Multi-Function Analog Inputs	493
H4	Multi-Function Analog Outputs	495
H5	MEMOBUS/Modbus Serial Communication	496
H6	Pulse Train Input/Output	497
L1	Motor Protection	498
L2	Momentary Power Loss Ride-Thru	498
L3	Stall Prevention	499
L4	Speed Detection	500
L5	Fault Restart	501
L6	Torque Detection	501
L7	Torque Limit	502
L8	Drive Protection	502
L9	Drive Protection 2	503
n1	Hunting Prevention	504
n2	Speed Feedback Detection Control (AFR) Tuning	504
n3	Overexcitation Braking	505
n5	Feed Forward Control	505
n6	Online Tuning	505
n8	PM Motor Control Tuning	505
o1	Digital Operator Display Selection	507
o2	Digital Operator Keypad Functions	508
o3	Copy Function	509
o4	Maintenance Monitor Settings	509
q	DriveWorksEZ Parameters	509
r	DriveWorksEZ Connection Parameters	509
T1	Induction Motor Auto-Tuning	510
T2	PM Motor Auto-Tuning	511
T3	ASR and Inertia Tuning	512
U1	Operation Status Monitors	512
U2	Fault Trace	516
U3	Fault History	517
U4	Maintenance Monitors	517
U5	PID Monitors	519
U6	Control Monitors	519
U8	DriveWorksEZ Monitors	521
U9	Power Monitors	521

B.3 Parameter Table

◆ A: Initialization Parameters

The A parameter group creates the operating environment for the drive. This includes the parameter Access Level, Motor Control Method, Password, User Parameters and more.

■ A1: Initialization

No.(Addr.)	Name	Description	Setting	Page
A1-00 (100H) RUN <3>	Language Selection	All Modes 0: English 1: Japanese 2: German 3: French 4: Italian 5: Spanish 6: Portuguese 7: Chinese	Default: 0 Min: 0 Max: 7	164
A1-01 (101H) RUN <2>	Access Level Selection	All Modes 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)	Default: 2 Min: 0 Max: 2	164
A1-02 (102H) <3>	Control Method Selection	All Modes 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	Default: 0 Min: 0 Max: 7	165
A1-03 (103H)	Initialize Parameters	All Modes 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	Default: 0 Min: 0 Max: 5550	165
A1-04 (104H)	Password	All Modes When the value set into A1-04 does not match the value set into A1-05, parameters A1-01 through A1-03, A1-06, A1-07, and A2-01 through A2-32 cannot be changed.	Default: 0000 Min: 0000 Max: 9999	166
A1-05 (105H)	Password Setting			
A1-06 (127H)	Application Preset	All Modes 0: General-purpose 1: Water supply pump 2: Conveyor 3: Exhaust fan 4: HVAC fan 5: Air compressor 6: Hoist 7: Crane (Traveling)	Default: 0 Min: 0 Max: 7	168
A1-07 (128H)	DriveWorksEZ Function Selection	All Modes 0: DWEZ disabled 1: DWEZ enabled 2: Digital input (enabled when H1-□□ = 9F)	Default: 0 Min: 0 Max: 2	169

<2> Default setting value is dependent on the Application Preset selected with parameter A1-06.
<3> The parameter setting is not reset to the default value when A1-03 is used to initialize the drive.

■ A2: User Parameters

No.(Addr.)	Name	Description	Setting	Page
A2-01 to A2-32 (106 to 125H)	User Parameters 1 to 32	All Modes Parameters that were recently edited are listed here. The user can also select parameters to appear here for quick access.	Default: <2> <69> Min: A1-00 Max: o4-19	169
A2-33 (126H)	User Parameter Automatic Selection	All Modes 0: Parameters A2-01 through A2-32 are reserved for the user to create a list of User Parameters. 1: Save history of recently viewed parameters. Recently edited parameters will be saved to A2-17 through A2-32 for quick access.	Default: 1 <1> Min: 0 Max: 1	169

<1> Default setting value is dependent on parameter A1-06. This setting value is 0 when A1-06 = 0, and 1 when A1-06 does not equal 0.
<2> Default setting value is determined by the Application Preset selected with parameter A1-06.
<69> This setting is the default setting of the Setup Mode parameters. See *Table 4.4* for details.

◆ b: Application

Application parameters configure the source of the Run command, DC Injection Braking, Speed Search, timer functions, PID control, the Dwell function, Energy Savings, and a variety of other application-related settings.

■ b1: Operation Mode Selection

No.(Addr.)	Name	Description	Setting	Page
b1-01 (180H)	Frequency Reference Selection 1	All Modes 0: Digital operator 1: Analog input terminals 2: MEMOBUS/Modbus communications 3: Option PCB 4: Pulse train input (terminal RP)	Default: 1 Min: 0 Max: 4	*170*
b1-02 (181H)	Run Command Selection 1	All Modes 0: Digital operator 1: Digital input terminals 2: MEMOBUS/Modbus communications 3: Option PCB	Default: 1 Min: 0 Max: 3	*171*
b1-03 (182H)	Stopping Method Selection	All Modes 0: Ramp to stop 1: Coast to stop 2: DC Injection Braking to stop 3: Coast with timer 9: Simple Positioning	Default: 0 Min: 0 Max: 9 *<11>*	*172*
b1-04 (183H)	Reverse Operation Selection	All Modes 0: Reverse enabled. 1: Reverse disabled.	Default: 0 Min: 0 Max: 1	*175*
b1-05 (184H)	Action Selection below Minimum Output Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Operates according to frequency reference (E1-09 is disabled). 1: Output shuts off (coast to stop if less than E1-09). 2: Operates according to E1-09 (frequency reference set to E1-09). 3: Zero speed (frequency reference becomes zero when less than E1-09).	Default: 0 Min: 0 Max: 3	*175*
b1-06 (185H)	Digital Input Reading	All Modes 0: Input status is read once and processed immediately (for quick response) 1: Input is read twice and processed only if the status is the same in both readings (robust against noisy signals)	Default: 1 Min: 0 Max: 1	*177*
b1-07 (186H)	LOCAL/REMOTE Run Selection	All Modes 0: An external Run command has to be cycled at the new source to be activated. 1: An external Run command at new source is accepted immediately.	Default: 0 Min: 0 Max: 1	*177*
b1-08 (187H)	Run Command Selection while in Programming Mode	All Modes 0: Run command is not accepted while in the Programming Mode. 1: Run command is accepted while in the Programming Mode. 2: Prohibit entering Programming Mode during run.	Default: 0 Min: 0 Max: 2	*177*
b1-14 (1C3H)	Phase Order Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Standard 1: Switch phase order (reverses the direction of the motor)	Default: 0 Min: 0 Max: 1	*178*
b1-15 (1C4H)	Frequency Reference Selection 2	All Modes Enabled when an input terminal set for "External reference" (H1-□□ = 2) closes. 0: Digital operator 1: Terminals (analog input terminals) 2: MEMOBUS/Modbus communications 3: Option card 4: Pulse train input	Default: 0 Min: 0 Max: 4	*178*
b1-16 (1C5H)	Run Command Selection 2	All Modes Enabled when a terminal set for "External reference" (H1-□□ = 2) closes. 0: Digital operator 1: Digital input terminals 2: MEMOBUS/Modbus communications 3: Option card	Default: 0 Min: 0 Max: 3	*178*
b1-17 (1C6H)	Run Command at Power Up	All Modes 0: Disregarded. A new Run command needs to be issued after power up. 1: Allowed. Motor will start immediately after power up if a Run command is already enabled.	Default: 0 Min: 0 Max: 1	*178*

No.(Addr.)	Name	Description	Setting	Page
b1-21 (748H)	Start Condition Selection at Closed Loop Vector Control	V/f V/f w/PG OLV **CLV** OLV/PM AOLV/PM **CLV/PM** There is normally no need to change this parameter from the default value. Selects a condition to start Closed Loop Vector Control. 0: Run command is not accepted when b2-01 ≤ Motor speed < E1-09. 1: Run command is accepted when b2-01 ≤ Motor speed < E1-09.	Default: 0 Min: 0 Max: 1	*178*
b1-24 (B2CH)	Commercial Power Operation Switching Selection	**V/f** V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled	Default: 0 Min: 0 Max: 1	*179*
b1-25 (B2DH)	Commercial Power Supply Operation Cancellation Level	**V/f** V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the switching level to switch to PWM switching mode in 0.1 Hz units.	Default: 1.0 Hz Min: 0.4 Hz Max: 6.0 Hz	*179*
b1-26 (B2EH)	Commercial Power Supply Operation Switching Level	**V/f** V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the switching level to switch to the commercial power supply operation in 0.1 Hz units.	Default: 0.2 Hz Min: 0.0 Hz Max: 3.0 Hz	*179*
b1-36 (119EH)	Auto-Tuning Error Detection	**V/f** **V/f w/PG** **OLV** **CLV** OLV/PM AOLV/PM CLV/PM Sets whether Er-04 (Line-to-Line Resistance Error) and Er-13 (Leakage Inductance Error) are detected during Auto-Tuning of the induction motor. If Er-04 and Er-13 are detected during Auto-Tuning, set b1-36 = 1. Make sure to set the motor test report value manually to E2-05 (Motor Line-to-Line Resistance) and E2-06 (Motor Leakage Inductance), and then perform Auto-Tuning again. Even if detection conditions are established for Er-04 and Er-13 when setting b1-36 = 1, Auto-Tuning continues to be performed with the set values for E2-05 (Motor Line-to-Line Resistance) and E2-06 (Motor Leakage Inductance). **Note:** This parameter is only displayed in models CIMR-U☐4☐0477 to 4☐0930. 0: Er-04 and Er-13 are detected 1: Er-04 and Er-13 are not detected	Default: 0 Min: 0 Max: 1	*179*

<11> Setting range is 0, 1, or 3 when the control mode is CLV, OLV/PM, AOLV/PM, or CLV/PM.

■ b2: DC Injection Braking

No.(Addr.)	Name	Description	Setting	Page
b2-01 (189H)	DC Injection Braking Start Frequency	**All Modes** Sets the frequency at which DC Injection Braking starts when “Ramp to stop” (b1-03 = 0) is selected.	Default: *<10>* Min: 0.0 Hz Max: 10.0 Hz	*180*
b2-02 (18AH)	DC Injection Braking Current	**V/f** **V/f w/PG** **OLV** CLV **OLV/PM** **AOLV/PM** CLV/PM Sets the DC Injection Braking current as a percentage of the drive rated current.	Default: 50% Min: 0% Max: 100%	*180*
b2-03 (18BH)	DC Injection Braking Time at Start	**All Modes** Sets the time of DC Injection Braking (Zero Speed Control when in CLV and CLV/PM) time at start. Disabled when set to 0.00 s.	Default: 0.00 s Min: 0.00 s Max: 10.00 s	*181*
b2-04 (18CH)	DC Injection Braking Time at Stop	**All Modes** Sets the time of DC Injection Braking (Zero Speed Control when in CLV and CLV/PM) at stop.	Default: *<10>* Min: 0.00 s Max: 10.00 s	*181*
b2-08 (190H)	Magnetic Flux Compensation Value	V/f V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM Sets the magnetic flux compensation as a percentage of the no-load current value (E2-03).	Default: 0% Min: 0% Max: 1000%	*181*

<10> Default setting is determined by the control mode (A1-02).

■ b3: Speed Search

No.(Addr.)	Name	Description	Setting	Page
b3-01 (191H)	Speed Search Selection at Start	**V/f** **V/f w/PG** **OLV** CLV **OLV/PM** **AOLV/PM** CLV/PM 0: Disabled 1: Enabled	Default: *<10>* Min: 0 Max: 1	*184*
b3-03 (193H)	Speed Search Deceleration Time	**V/f** V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM Sets output frequency reduction time during Speed Search.	Default: 2.0 s Min: 0.1 s Max: 10.0 s	*184*

No.(Addr.)	Name	Description	Setting	Page
b3-04 (194H)	V/f Gain during Speed Search (Speed Estimation type, Speed Estimation 2 Type, Current Detection 2 Type)	**V/f** V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Determines how much to lower the V/f ratio during Speed Search. Output voltage during Speed Search equals the V/f setting multiplied by b3-04.	Default: <9> Min: 10% Max: 100%	185
b3-05 (195H)	Speed Search Delay Time	**All Modes** When using an external contactor on the output side, b3-05 delays executing Speed Search after a momentary power loss to allow time for the contactor to close.	Default: 0.2 s Min: 0.0 s Max: 100.0 s	185
b3-06 (196H)	Output Current 1 during Speed Search (Speed Estimation Type)	**V/f** **V/f w/PG** **OLV** CLV OLV/PM AOLV/PM CLV/PM Sets the current injected to the motor at the beginning of Speed Estimation Speed Search. Set as a coefficient for the motor rated current.	Default: <9> Min: 0.0 Max: 2.0	185
b3-08 (198H)	Current Control Gain during Speed Search (Speed Estimation Type)	**V/f** **V/f w/PG** **OLV** **CLV** **OLV/PM** **AOLV/PM** CLV/PM Sets the proportional gain for the current controller during Speed Search. There is normally no need to change this parameter from the default value.	Default: <16> Min: 0.00 Max: 6.00	185
b3-09 (199H)	Current Control Integral Time during Speed Search (Speed Estimation Type)	**V/f** **V/f w/PG** **OLV** **CLV** **OLV/PM** **AOLV/PM** CLV/PM Sets the integral time for the current regulator during Speed Estimation Speed Search. Adjusts the responsiveness during the Speed Search.	Default: <10> Min: 0.0 ms Max: 1000.0 ms	185
b3-10 (19AH)	Speed Search Detection Compensation Gain (Speed Estimation Type)	**V/f** V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM Sets the gain which is applied to the speed detected by Speed Estimation Speed Search before the motor is reaccelerated. Increase this setting if ov occurs when performing Speed Search after a relatively long period of baseblock.	Default: 1.05 Min: 1.00 Max: 1.20	185
b3-14 (19EH)	Bi-Directional Speed Search Selection (Speed Estimation Type, Speed Estimation 2 Type, Current Detection 3 Type)	**V/f** **V/f w/PG** **OLV** CLV OLV/PM AOLV/PM CLV/PM 0: Disabled (uses the direction of the frequency reference) 1: Enabled (drive detects which way the motor is rotating)	Default: <10> Min: 0 Max: 1	186
b3-17 (1F0H)	Speed Search Restart Current Level (Speed Estimation Type)	**V/f** V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM Sets the Speed Search restart current level as a percentage of the drive rated current.	Default: 150% Min: 0% Max: 200%	186
b3-18 (1F1H)	Speed Search Restart Detection Time (Speed Estimation Type)	**V/f** V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM Sets the time to detect Speed Search restart.	Default: 0.10 s Min: 0.00 s Max: 1.00 s	186
b3-19 (1F2H)	Number of Speed Search Restarts (Speed Estimation Type)	**V/f** V/f w/PG **OLV** CLV **OLV/PM** **AOLV/PM** CLV/PM Sets the number of times the drive can attempt to restart when performing Speed Search.	Default: 3 Min: 0 Max: 10	186
b3-24 (1C0H)	Speed Search Method Selection	**V/f** **V/f w/PG** **OLV** CLV OLV/PM AOLV/PM CLV/PM 1: Speed Estimation 2: Current Detection 2 3: Speed Estimation 2 4: Current Detection 3 **Note:** Settings 3 and 4 are available in the drive software versions PRG:1017 and later.	Default: <16> Min: <74> Max: <74>	186
b3-25 (1C8H)	Speed Search Wait Time (Speed Estimation Type)	**V/f** V/f w/PG **OLV** CLV **OLV/PM** **AOLV/PM** CLV/PM Sets the time the must wait between each Speed Search restart attempt.	Default: 0.5 s Min: 0.0 s Max: 30.0 s	187
b3-27 (1C9H)	Start Speed Search Select	**V/f** **V/f w/PG** **OLV** **CLV** **OLV/PM** **AOLV/PM** CLV/PM Selects a condition to activate Speed Search Selection at Start (b3-01) or External Speed Search Command 1 or 2 from the multi-function input. 0: Triggered when a Run command is issued (normal). 1: Triggered when an external baseblock is released.	Default: 0 Min: 0 Max: 1	187
b3-29 (77CH)	Speed Search Induced Voltage Level	V/f V/f w/PG OLV CLV **OLV/PM** **AOLV/PM** CLV/PM There is normally no need to change this parameter from the default value. Performs Speed Search when the motor induced voltage exceeds the set level. If changes are necessary, try lowering this value in small increments. If set too low, then the drive will not perform Speed Search.	Default: 10% Min: 0% Max: 10%	187
b3-31 (BC0H)	Speed Search Operation Current Level 1 (Current Detection 2)	**V/f** V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM Set the current level to use to limit the output current during a Speed Search.	Default: 1.50 Min: 1.50 Max: 3.50	187

No.(Addr.)	Name	Description	Setting	Page
b3-32 (BC1H)	Speed Search Operation Current Level 2 (Current Detection 2)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the current level at which to end the Speed Search for Current Detection Type Speed Search 2.	Default: 1.20 Min: 0.00 Max: 1.49	*187*
b3-33 (B3FH)	Speed Search Selection when Run Command is Input in Uv	All Modes Activates or deactivates the speed search at start in accordance with whether or not a Run command was issued during an undervoltage (Uv) if operation during a momentary power loss (L2-01 = 1 or 2), the speed search at start (b3-01 = 1), and coasting to a stop (b1-03 = 1) are enabled. 0: Speed Search disabled 1: Speed Search enabled	Default: 0 Min: 0 Max: 1	*187*
b3-50 (BC7H)	Backspin Search Direction Judgment Time 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM The direction of the Speed Search is adjusted to allow for backspin.	Default: 0.0 s Min: 0.0 s Max: 10.0 s	*188*
b3-51 (BC8H)	Backspin Search Direction Judgment Time 2			*188*
b3-52 (BC9H)	Backspin Search Deceleration Time 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the deceleration rate for the search frequency when searching from the direction command when the momentary power loss time is less than b3-50.	Default: 2.0 s Min: 0.1 s Max: 10.0 s	*189*
b3-53 (BCAH)	Backspin Search Deceleration Time 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the deceleration rate for the search frequency for a Speed Search from the direction opposite to the direction command when the momentary power loss time is equal to or greater than b3-51.	Default: 2.0 s Min: 0.1 s Max: 10.0 s	*190*
b3-59 (1B44H)	PM Speed Search DC Injection Braking Time at Low Speed	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the DC Injection Braking time at low speed PM motor Speed Search.	Default: 1.00 s Min: 0.50 s Max: 10.00 s	*190*

<9> Default setting value is dependent on the drive model (o2-04) and the Drive Duty (C6-01).
<10> Default setting is determined by the control mode (A1-02).
<16> Default setting is determined by the control mode (A1-02) and the drive model (o2-04).
<74> Setting range is determined by o2-04, Drive Model Selection. Range is 1, 2 in models 2□0028 to 2□0248 and 4□0011 to 4□0414. Range is 2 to 4 in models 4□0477 to 4□0930.

■ b4: Timer Function

No.(Addr.)	Name	Description	Setting	Page
b4-01 (1A3H)	Timer Function On-Delay Time	All Modes Used to set the on-delay and off-delay times for a digital timer output (H2-□□ = 12). The output is triggered by a digital input programmed to H1-□□ = 18)	Default: 0.0 s Min: 0.0 s Max: 3000.0 s	*190*
b4-02 (1A4H)	Timer Function Off-Delay Time		Default: 0.0 s Min: 0.0 s Max: 3000.0 s	*190*
b4-03 (B30H)	H2-01 ON Delay Time	All Modes Sets the length of the delay time for contact outputs to open or close for the related functions set in H2-□□.	Default: 0 ms Min: 0 ms Max: 65000 ms	*190*
b4-04 (B31H)	H2-01 OFF Delay Time			
b4-05 (B32H)	H2-02 ON Delay Time			
b4-06 (B33H)	H2-02 OFF Delay Time			
b4-07 (B34H)	H2-03 ON Delay Time			
b4-08 (B35H)	H2-03 OFF Delay Time			

■ b5: PID Control

No.(Addr.)	Name	Description	Setting	Page
b5-01 (1A5H)	PID Function Setting	All Modes 0: Disabled 1: Enabled (PID output becomes output frequency reference, deviation D controlled) 2: Enabled (PID output becomes output frequency reference, feedback D controlled) 3: Enabled (PID output added to frequency reference, deviation D controlled) 4: Enabled (PID output added to frequency reference, feedback D controlled) 5: Mode that is compatible with setting 1 of similar product from a past line 6: Mode that is compatible with setting 2 of similar product from a past line 7: Mode that is compatible with setting 3 of similar product from a past line 8: Mode that is compatible with setting 4 of similar product from a past line **Note:** If the used drive is replaced with Varispeed F7 inverter or a similar product from a past line, use settings 5 to 8 instead of settings 1 to 4.	Default: 0 Min: 0 Max: 8 <6>	*194*

No.(Addr.)	Name	Description	Setting	Page
b5-02 (1A6H) RUN	Proportional Gain Setting (P)	All Modes Sets the proportional gain of the PID controller.	Default: 1.00 Min: 0.00 Max: 25.00	194
b5-03 (1A7H) RUN	Integral Time Setting (I)	All Modes Sets the integral time for the PID controller.	Default: 1.0 s Min: 0.0 s Max: 360.0 s	194
b5-04 (1A8H) RUN	Integral Limit Setting	All Modes Sets the maximum output possible from the integrator as a percentage of the maximum output frequency.	Default: 100.0% Min: 0.0% Max: 100.0%	194
b5-05 (1A9H) RUN	Derivative Time (D)	All Modes Sets D control derivative time.	Default: 0.00 s Min: 0.00 s Max: 10.00 s	194
b5-06 (1AAH) RUN	PID Output Limit	All Modes Sets the maximum output possible from the entire PID controller as a percentage of the maximum output frequency.	Default: 100.0% Min: 0.0% Max: 100.0%	195
b5-07 (1ABH) RUN	PID Offset Adjustment	All Modes Applies an offset to the PID controller output. Set as a percentage of the maximum output frequency.	Default: 0.0% Min: -100.0% Max: 100.0%	195
b5-08 (1ACH) RUN	PID Primary Delay Time Constant	All Modes Sets a low pass filter time constant on the output of the PID controller.	Default: 0.00 s Min: 0.00 s Max: 10.00 s	195
b5-09 (1ADH)	PID Output Level Selection	All Modes 0: Normal output (direct acting) 1: Reverse output (reverse acting)	Default: 0 Min: 0 Max: 1	195
b5-10 (1AEH) RUN	PID Output Gain Setting	All Modes Sets the gain applied to the PID output.	Default: 1.00 Min: 0.00 Max: 25.00	195
b5-11 (1AFH)	PID Output Reverse Selection	All Modes 0: Negative PID output triggers zero limit. 1: Rotation direction reverses with negative PID output. When using setting 1, make sure reverse operation is permitted by parameter b1-04.	Default: 0 Min: 0 Max: 1	195
b5-12 (1B0H)	PID Feedback Loss Detection Selection	All Modes 0: No fault. Digital output only. 1: Fault detection. Alarm output, drive continues operation. 2: Fault detection. Fault output, drive output is shut off. 3: No fault. Digital output only. No fault detection when PID control is disabled. 4: Fault detection. Alarm is triggered and drive continues to run. Fault detection even when PID is disabled. 5: Fault detection. Drive output shuts off. No fault detection when PID control is disabled.	Default: 0 Min: 0 Max: 5	196
b5-13 (1B1H)	PID Feedback Low Detection Level	All Modes Sets the PID feedback Low detection level as a percentage of the maximum output frequency.	Default: 0% Min: 0% Max: 100%	197
b5-14 (1B2H)	PID Feedback Low Detection Time	All Modes Sets a delay time for PID feedback loss.	Default: 1.0 s Min: 0.0 s Max: 25.5 s	197
b5-15 (1B3H)	PID Sleep Function Start Level	All Modes Sets the frequency level that triggers the sleep function.	Default: 0.0 Hz Min: 0.0 Hz Max: 400.0 Hz	198
b5-16 (1B4H)	PID Sleep Delay Time	All Modes Sets a delay time before the sleep function is triggered.	Default: 0.0 s Min: 0.0 s Max: 25.5 s	198
b5-17 (1B5H)	PID Accel/Decel Time	All Modes Sets the acceleration and deceleration time to PID setpoint.	Default: 0.0 s Min: 0.0 s Max: 6000.0 s	198
b5-18 (1DCH)	PID Setpoint Selection	All Modes 0: Disabled 1: Enabled	Default: 0 Min: 0 Max: 1	198
b5-19 (1DDH) RUN	PID Setpoint Value	All Modes Sets the PID target value when b5-18 = 1. Set as a percentage of the maximum output frequency.	Default: 0.00% Min: 0.00% Max: 100.00%	198
b5-20 (1E2H)	PID Setpoint Scaling	All Modes Sets the units for setting/display b5-19. 0: 0.01 Hz units 1: 0.01% units (100% = max output frequency) 2: min^{-1} (number of motor poles must entered) 3: User-set (set scaling to b5-38 and b5-39)	Default: 1 Min: 0 Max: 3	198

No.(Addr.)	Name	Description	Setting	Page
b5-34 (19FH) RUN	PID Output Lower Limit	All Modes Sets the minimum output possible from the PID controller as a percentage of the maximum output frequency.	Default: 0.00% Min: -100.0% Max: 100.0%	199
b5-35 (1A0H) RUN	PID Input Limit	All Modes Limits the PID control input (deviation signal) as a percentage of the maximum output frequency. Acts as a bipolar limit.	Default: 1000.0% Min: 0.0% Max: 1000.0%	199
b5-36 (1A1H)	PID Feedback High Detection Level	All Modes Sets the PID feedback high detection level as a percentage of the maximum output frequency.	Default: 100% Min: 0% Max: 100%	197
b5-37 (1A2H)	PID Feedback High Detection Time	All Modes Sets the PID feedback high level detection delay time.	Default: 1.0 s Min: 0.0 s Max: 25.5 s	197
b5-38 (1FEH)	PID Setpoint User Display	All Modes Sets the display value of U5-01 and U5-04 when the maximum frequency is output.	Default: <5> Min: 1 Max: 60000	199
b5-39 (1FFH)	PID Setpoint Display Digits	All Modes 0: No decimal places 1: One decimal places 2: Two decimal places 3: Three decimal places	Default: <5> Min: 0 Max: 3	199
b5-40 (17FH)	Frequency Reference Monitor Content during PID	All Modes 0: Display the frequency reference (U1-01) after PID compensation has been added. 1: Display the frequency reference (U1-01) before PID compensation has been added.	Default: 0 Min: 0 Max: 1	199
b5-47 (17DH)	PID Output Reverse Selection 2	All Modes Reverses operation selection when b5-01 = 3 or 4 0: Zero limit when PID output is a negative value 1: Reverse operation when PID output is a negative value (Zero limit if the reverse operation is prohibited by b1-04)	Default: 1 Min: 0 Max: 1	199

<5> Default setting is dependent on PID setpoint scaling (b5-20).
<6> Default setting value varies by the drive model (o2-04).

■ b6: Dwell Function

No.(Addr.)	Name	Description	Setting	Page
b6-01 (1B6H)	Dwell Reference at Start	All Modes Parameters b6-01 and b6-02 set the frequency to hold and the time to maintain that frequency at start. Parameters b6-03 and b6-04 set the frequency to hold and the time to maintain that frequency at stop.	Default: 0.0 Hz <67> Min: 0.0 Hz Max: 400.0 Hz	201
b6-02 (1B7H)	Dwell Time at Start		Default: 0.0 s Min: 0.0 s Max: 10.0 s	201
b6-03 (1B8H)	Dwell Reference at Stop		Default: 0.0 Hz <67> Min: 0.0 Hz Max: 400.0 Hz	201
b6-04 (1B9H)	Dwell Time at Stop		Default: 0.0 s Min: 0.0 s Max: 10.0 s	201

<67> Default setting is 0.0% and setting range is 0.0 to 100.0% in AOLV/PM or CLV/PM.

■ b7: Droop Control

No.(Addr.)	Name	Description	Setting	Page
b7-01 (1CAH) RUN	Droop Control Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the speed reduction gain applied at a torque reference of 100%. Set as a percentage of motor base speed.	Default: 0.0% Min: 0.0% Max: 100.0%	201
b7-02 (1CBH) RUN	Droop Control Delay Time.	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Used to adjust the responsiveness of Droop Control.	Default: 0.05 s Min: 0.03 s Max: 2.00 s	202
b7-03 (17EH)	Droop Control Limit Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled	Default: 1 Min: 0 Max: 1	202

■ b8: Energy Saving

No.(Addr.)	Name	Description	Setting	Page
b8-01 (1CCH)	Energy Saving Control Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled	Default: <10> Min: 0 Max: 1	202
b8-02 (1CDH) RUN	Energy Saving Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the gain used for Energy Saving.	Default: <10> Min: 0.0 Max: 10.0	202
b8-03 (1CEH) RUN	Energy Saving Control Filter Time Constant	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets a time constant for Energy Saving.	Default: <4> Min: 0.00 s Max: 10.00 s	202
b8-04 (1CFH)	Energy Saving Coefficient Value	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Determines the level of maximum motor efficiency. Setting range is 0.0 to 2000.0 maximum output up to 3.7 kW. The display resolution depends on the rated output current after the Drive Duty has been set in parameter C6-01.	Default: <8> <9> Min: 0.00 Max: 655.00	202
b8-05 (1D0H)	Power Detection Filter Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets a time constant filter for output power detection.	Default: 20 ms Min: 0 ms Max: 2000 ms	203
b8-06 (1D1H)	Search Operation Voltage Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the limit for the voltage search operation as a percentage of the motor rated voltage.	Default: 0% Min: 0% Max: 100%	203
b8-16 (1F8H)	Energy Saving Parameter (Ki) for PM Motors	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Coefficient to adjust torque linearity Set to the Kt value on the motor nameplate. When E5-01 (Motor Code Selection (for PM Motors)) is set to 1□□□ or 2□□□, the automatically calculated value will be set. This set value cannot be changed.	Default: 1.00 Min: 0.00 Max: 3.00	203
b8-17 (1F9H)	Energy Saving Parameter (Kt) for PM Motors	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Coefficient to adjust torque linearity Set to the Kt value on the motor nameplate. When E5-01 (Motor Code Selection (for PM Motors)) is set to 1□□□ or 2□□□, the automatically calculated value will be set. This set value cannot be changed.	Default: 1.00 Min: 0.00 Max: 3.00	203
b8-27 (B52H)	q-Axis Current Compensation Method when Output Voltage is Limited	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Sets a compensation method for the q-axis current when output voltage is limited. 0: Output Voltage Limit Priority 1: q-Axis Current Priority	Default: 0 Min: 0 Max: 1	203

<4> Default setting is dependent on the control mode (A1-02), the drive model (o2-04), and the Drive Duty (C6-01).
<8> Parameter value changes automatically if E2-11 is manually changed or changed by Auto-Tuning.
<9> Default setting value is dependent on the drive model (o2-04) and the Drive Duty (C6-01).
<10> Default setting is determined by the control mode (A1-02).

■ b9: Zero Servo

No.(Addr.)	Name	Description	Setting	Page
b9-01 (1DAH)	Zero Servo Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the position loop gain for the Zero Servo function.	Default: 5 Min: 0 Max: 100	204
b9-02 (1DBH)	Zero Servo Completion Width	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the range to trigger an output terminal set for “Zero Servo Complete” during Zero Servo operation.	Default: 10 Min: 0 Max: 16383	204

◆ C: Tuning

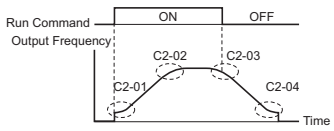
C parameters are used to adjust the acceleration and deceleration times, S-curves, slip compensation, torque compensation, and carrier frequency selections.

■ C1: Acceleration and Deceleration Times

No.(Addr.)	Name	Description	Setting	Page
C1-01 (200H) RUN	Acceleration Time 1	All Modes Sets the time to accelerate from 0 to maximum frequency.	Default: 10.0 s Min: 0.0 s Max: 6000.0 s <12>	205
C1-02 (201H) RUN	Deceleration Time 1	All Modes Sets the time to decelerate from maximum frequency to 0.		205
C1-03 (202H) RUN	Acceleration Time 2	All Modes Sets the time to accelerate from 0 to maximum frequency.		205
C1-04 (203H) RUN	Deceleration Time 2	All Modes Sets the time to decelerate from maximum frequency to 0.		205
C1-05 (204H) RUN	Acceleration Time 3 (Motor 2 Accel Time 1)	All Modes Sets the time to accelerate from 0 to maximum frequency.		205
C1-06 (205H) RUN	Deceleration Time 3 (Motor 2 Decel Time 1)	All Modes Sets the time to decelerate from maximum frequency to 0.		205
C1-07 (206H) RUN	Acceleration Time 4 (Motor 2 Accel Time 2)	All Modes Sets the time to accelerate from 0 to maximum frequency.		205
C1-08 (207H) RUN	Deceleration Time 4 (Motor 2 Decel Time 2)	All Modes Sets the time to decelerate from maximum frequency to 0.		205
C1-09 (208H) RUN	Fast Stop Time	All Modes Sets the time for the Fast Stop function.		206
C1-10 (209H)	Accel/Decel Time Setting Units	All Modes 0: 0.01 s (0.00 to 600.00 s) 1: 0.1 s (0.0 to 6000.0 s)	Default: 1 Min: 0 Max: 1	206
C1-11 (20AH)	Accel/Decel Time Switching Frequency	All Modes Sets the frequency to switch between accel/decel time settings	Default: <10> Min: 0.0 Hz Max: 400.0 Hz	207

<10> Default setting is determined by the control mode (A1-02).
<12> Setting range value is dependent on parameter C1-10, Accel/Decel Time Setting Units. When C1-10 = 0 (units of 0.01 seconds), the setting range becomes 0.00 to 600.00 seconds.

■ C2: S-Curve Characteristics

No.(Addr.)	Name	Description	Setting	Page
C2-01 (20BH)	S-Curve Characteristic at Accel Start	All Modes The S-curve can be controlled at the four points shown below.  	Default: 0.20 s <10> Min: 0.00 s Max: 10.00 s	207
C2-02 (20CH)	S-Curve Characteristic at Accel End		Default: 0.20 s Min: 0.00 s Max: 10.00 s	207
C2-03 (20DH)	S-Curve Characteristic at Decel Start		Default: 0.20 s Min: 0.00 s Max: 10.00 s	207
C2-04 (20EH)	S-Curve Characteristic at Decel End		Default: 0.00 s Min: 0.00 s Max: 10.00 s	207

<10> Default setting is determined by the control mode (A1-02).

■ C3: Slip Compensation

No.(Addr.)	Name	Description	Setting	Page
C3-01 (20FH) RUN	Slip Compensation Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the gain for the motor slip compensation function used for motor 1.	Default: <10> Min: 0.0 Max: 2.5	207
C3-02 (210H) RUN	Slip Compensation Primary Delay Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Adjusts the slip compensation function delay time used for motor 1.	Default: <10> Min: 0 ms Max: 10000 ms	208
C3-03 (211H)	Slip Compensation Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets an upper limit for the slip compensation function as a percentage of motor rated slip for motor 1 (E2-02).	Default: 200% Min: 0% Max: 250%	208
C3-04 (212H)	Slip Compensation Selection during Regeneration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled. 1: Enabled above 6 Hz. 2: Enabled whenever slip compensation is possible.	Default: 0 Min: 0 Max: 2	208
C3-05 (213H)	Output Voltage Limit Operation Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled. 1: Enabled. Automatically decreases motor flux when output voltage saturation is reached.	Default: 0 Min: 0 Max: 1	208
C3-21 (33EH) RUN	Motor 2 Slip Compensation Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the slip compensation gain used for motor 2.	Default: <15> Min: 0.0 Max: 2.5	209
C3-22 (241H) RUN	Motor 2 Slip Compensation Primary Delay Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the slip compensation delay time used for motor 2.	Default: <15> Min: 0 ms Max: 10000 ms	209
C3-23 (242H)	Motor 2 Slip Compensation Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the upper limit for the slip compensation function for motor 2. Set as a percentage of the motor rated slip (E4-02).	Default: 200% Min: 0% Max: 250%	209
C3-24 (243H)	Motor 2 Slip Compensation Selection during Regeneration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled. 1: Enabled above 6 Hz. 2: Enabled whenever slip compensation is possible.	Default: 0 Min: 0 Max: 2	209

<10> Default setting is determined by the control mode (A1-02).
<15> Default setting is determined by the control mode for motor 2 (E3-01).

■ C4: Torque Compensation

No.(Addr.)	Name	Description	Setting	Page
C4-01 (215H) RUN	Torque Compensation Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the gain for the automatic torque (voltage) boost function and helps to produce better starting torque. Used for motor 1.	Default: <10> Min: 0.00 Max: 2.50	210
C4-02 (216H) RUN	Torque Compensation Primary Delay Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the torque compensation filter time.	Default: <16> Min: 0 ms Max: 60000 ms	210
C4-03 (217H)	Torque Compensation at Forward Start	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets torque compensation at forward start as a percentage of motor torque.	Default: 0.0% Min: 0.0% Max: 200.0%	210
C4-04 (218H)	Torque Compensation at Reverse Start	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets torque compensation at reverse start as a percentage of motor torque.	Default: 0.0% Min: -200.0% Max: 0.0%	210
C4-05 (219H)	Torque Compensation Time Constant	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time constant for torque compensation at forward start and reverse start (C4-03 and C4-04).	Default: 10 ms Min: 0 ms Max: 200 ms	211

No.(Addr.)	Name	Description	Setting	Page
C4-07 (341H) RUN	Motor 2 Torque Compensation Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the torque compensation gain used for motor 2.	Default: 1.00 Min: 0.00 Max: 2.50	211

<10> Default setting is determined by the control mode (A1-02).
<16> Default setting is determined by the control mode (A1-02) and the drive model (o2-04).

■ C5: Automatic Speed Regulator (ASR)

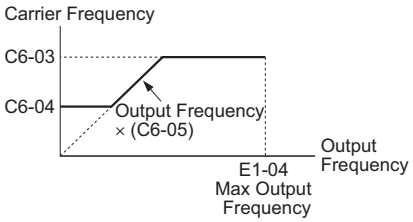
No.(Addr.)	Name	Description	Setting	Page
C5-01 (21BH) RUN	ASR Proportional Gain 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the proportional gain of the speed control loop (ASR).	Default: <10> Min: 0.00 Max: 300.00	213
C5-02 (21CH) RUN	ASR Integral Time 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the integral time of the speed control loop (ASR).	Default: <10> Min: 0.000 s Max: 10.000 s	213
C5-03 (21DH) RUN	ASR Proportional Gain 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the speed control gain 2 of the speed control loop (ASR).	Default: <10> Min: 0.00 Max: 300.00	213
C5-04 (21EH) RUN	ASR Integral Time 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the integral time 2 of the speed control loop (ASR).	Default: <10> Min: 0.000 s Max: 10.000 s	213
C5-05 (21FH)	ASR Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the upper limit for the speed control loop (ASR) as a percentage of the maximum output frequency (E1-04).	Default: 5.0% Min: 0.0% Max: 20.0%	214
C5-06 (220H)	ASR Primary Delay Time Constant	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the filter time constant for the time from the speed loop to the torque command output.	Default: <10> Min: 0.000 s Max: 0.500 s	214
C5-07 (221H)	ASR Gain Switching Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the frequency for switching between proportional gain 1, 2 and integral time 1, 2.	Default: <10> Min: 0.0 Hz Max: 400.0 Hz	214
C5-08 (222H)	ASR Integral Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the ASR integral upper limit as a percentage of rated load torque.	Default: 400% Min: 0% Max: 400%	214
C5-12 (386H)	Integral Operation during Accel/ Decel	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled. Integral functions are enabled only during constant speed. 1: Enabled. Integral functions are always enabled, during accel/decel and during constant speed.	Default: 0 Min: 0 Max: 1	215
C5-17 (276H)	Motor Inertia	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor inertia. This value is automatically set during ASR or Inertia Auto-Tuning.	Default: <9> <14> Min: 0.0001 kgm^2 Max: 600.00 kgm^2	215
C5-18 (277H)	Load Inertia Ratio	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the ratio between the motor and load inertia. This value is automatically set during ASR or Inertia Auto-Tuning.	Default: 1.0 Min: 0.0 Max: 6000.0	215
C5-21 (356H) RUN	Motor 2 ASR Proportional Gain 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the proportional gain of the speed control loop (ASR) for motor 2.	Default: <15> Min: 0.00 Max: 300.00	215
C5-22 (357H) RUN	Motor 2 ASR Integral Time 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the integral time of the speed control loop (ASR) for motor 2.	Default: <15> Min: 0.000 s Max: 10.000 s	215
C5-23 (358H) RUN	Motor 2 ASR Proportional Gain 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the speed control gain 2 of the speed control loop (ASR) for motor 2.	Default: <15> Min: 0.00 Max: 300.00	215
C5-24 (359H) RUN	Motor 2 ASR Integral Time 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the integral time 2 of the speed control loop (ASR) for motor 2.	Default: <15> Min: 0.000 s Max: 10.000 s	215

No.(Addr.)	Name	Description	Setting	Page
C5-25 (35AH)	Motor 2 ASR Limit	V/f, **V/f w/PG**, OLV, CLV, OLV/PM, AOLV/PM, CLV/PM Sets the upper limit for the speed control loop (ASR) for motor 2 as a percentage of the maximum output frequency (E3-04).	Default: 5.0% Min: 0.0% Max: 20.0%	*215*
C5-26 (35BH)	Motor 2 ASR Primary Delay Time Constant	V/f, V/f w/PG, OLV, **CLV**, OLV/PM, AOLV/PM, CLV/PM Sets the filter time constant for the time from the speed loop to the torque command output used for motor 2.	Default: *<15>* Min: 0.000 s Max: 0.500 s	*215*
C5-27 (35CH)	Motor 2 ASR Gain Switching Frequency	V/f, V/f w/PG, OLV, **CLV**, OLV/PM, AOLV/PM, CLV/PM Sets the frequency for motor 2 used to switch between proportional gain 1 and 2, and between the integral time 1 and 2.	Default: 0.0 Hz Min: 0.0 Hz Max: 400.0 Hz	*216*
C5-28 (35DH)	Motor 2 ASR Integral Limit	V/f, V/f w/PG, OLV, **CLV**, OLV/PM, AOLV/PM, CLV/PM Sets the ASR integral upper limit for motor 2 as a percentage of rated load torque.	Default: 400% Min: 0% Max: 400%	*216*
C5-32 (361H)	Integral Operation during Accel/ Decel for Motor 2	V/f, **V/f w/PG**, OLV, CLV, OLV/PM, AOLV/PM, CLV/PM 0: Disabled. Integral functions for motor 2 are enabled only during constant speed. 1: Enabled. Integral functions are always enabled for motor 2, during accel/decel and during constant speed.	Default: 0 Min: 0 Max: 1	*216*
C5-37 (278H)	Motor 2 Inertia	V/f, V/f w/PG, OLV, **CLV**, OLV/PM, AOLV/PM, CLV/PM Sets the inertia of motor 2 alone without the load. This value is automatically set during ASR or Inertia Auto-Tuning.	Default: *<9>* Min: 0.0001 kgm^2 Max: 600.00 kgm^2	*216*
C5-38 (279H)	Motor 2 Load Inertia Ratio	V/f, V/f w/PG, OLV, **CLV**, OLV/PM, AOLV/PM, CLV/PM Sets the ratio between the motor 2 and machine inertia. This value is automatically set during ASR or Inertia Auto-Tuning.	Default: 1.0 Min: 0.0 Max: 6000.0	*216*

<9> Default setting is dependent on the control mode (A1-02), the drive model (o2-04), and the Drive Duty (C6-01).
<10> Default setting is determined by the control mode (A1-02).
<14> Default setting value is dependent on the motor code set to E5-01.
<15> Default setting is determined by the control mode for motor 2 (E3-01).

■ C6: Carrier Frequency

No.(Addr.)	Name	Description	Setting	Page
C6-01 (223H)	Drive Duty Mode Selection	**All Modes** 0: Heavy Duty (HD) Overload capability: 150% of drive rated Heavy Duty current for 60 s 1: Normal Duty (ND) Overload capability: 120% of drive rated Normal Duty current for 60 s	Default: 0 Default: 1 Min: 0 Max: 1	*216*
C6-02 (224H)	Carrier Frequency Selection	**All Modes** 0: 3.0 kHz 1: 4.0 kHz 2: 6.0 kHz 3: 8.0 kHz 4: 10.0 kHz F: User defined (determined by C6-03 through C6-05) **Note 1.** Setting F is not available in AOLV/PM control mode (A1-02 = 6). **2.** Setting range is determined by the drive model. 2□0028 to 2□0248, 4□0011 to 4□0077: 1 to 4, F 2□0104 to 2□0130, 4□0096 to 4□0124: 1 to 3, F 2□0154 to 2□0192, 4□0156 to 4□0180: 1, 2, F 2□0248, 4□0216 to 4□0414: 1, F 4□0477 to 4□0930: 0, F	Default: *<4>* Min: 0 Max: F	*217*

No.(Addr.)	Name	Description	Setting	Page
C6-03 (225H)	Carrier Frequency Upper Limit	All Modes C6-04 and C6-05 are available only in V/f and V/f w/PG control modes. Determines the upper and lower limits for the carrier frequency. In OLV, C6-03 determines the upper limit of the carrier frequency.  **Note:** Setting range of C6-04 and C6-05 is 4.0 to 10.0 kHz for models CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0414. Setting value is only 3 kHz for models CIMR-U□4□0477 to 4□0930.	Default: <6> <13> Min: 3.0 kHz Max: 10.0 kHz	218
C6-04 (226H)	Carrier Frequency Lower Limit		Default: <6> <13> Min: 3.0 kHz Max: 10.0 kHz	218
C6-05 (227H)	Carrier Frequency Proportional Gain		Default: <13> Min: 0 Max: 99	218
C6-09 (22BH)	Carrier Frequency during Rotational Auto-Tuning	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Carrier Frequency = 4 kHz **Note:** The carrier frequency is 3 kHz for models CIMR-U□4□0477 to U□4□0930. 1: Setting value for C6-03	Default: 0 Min: 0 Max: 1	218

<4> Default setting is dependent on the control mode (A1-02), the drive model (o2-04), and the Drive Duty (C6-01).
<6> Default setting value varies by the drive model (o2-04).
<13> Default setting value is dependent on the carrier frequency selection (C6-02).

■ C7: Voltage Adjustment

No.(Addr.)	Name	Description	Setting	Page
C7-43 (112AH)	Input Voltage Offset Adjustment	All Modes Enables adjustment of the offset for the input voltage circuit when the control board is replaced. 0000: Standard 0002: Offset adjustment not required.	Default: 0000 Min: 0000 Max: 9999	218
C7-56 (1107H)	Power Factor Control Selection	All Modes 0: Power Factor Control Disabled 1: Power Factor Control Enabled	Default: 0 Min: 0 Max: 1	219
C7-60 (B1CH)	Output Voltage Limit Mode Selection	All Modes 0: Harmonic suppression priority mode 1: High output voltage mode **Note:** For drives with software versions PRG: 1021 or later, the default setting is 0 (Harmonic Suppression Priority Mode) when in Advanced Open Loop Vector Control for PM (A1-02 = 6).	Default: <10> Min: 0 Max: 1	219

<10> Default setting is determined by the control mode (A1-02).

◆ d: Reference Settings

Reference parameters are used to set the various frequency reference values during operation.

■ d1: Frequency Reference

No.(Addr.)	Name	Description	Setting	Page
d1-01 (280H) RUN	Frequency Reference 1	All Modes Sets the frequency reference for the drive. Setting units are determined by parameter o1-03. **Note:** The value set to o1-03 is changed to 1 and the unit is changed to percentage automatically when A1-02 is set to 6 or 7.	Default: 0.00 Hz Min: 0.00 Hz Max: 400.00 Hz <20> <63>	220
d1-02 (281H) RUN	Frequency Reference 2			220
d1-03 (282H) RUN	Frequency Reference 3			220
d1-04 (283H) RUN	Frequency Reference 4			220
d1-05 (284H) RUN	Frequency Reference 5			220
d1-06 (285H) RUN	Frequency Reference 6			220
d1-07 (286H) RUN	Frequency Reference 7			220
d1-08 (287H) RUN	Frequency Reference 8			220
d1-09 (288H) RUN	Frequency Reference 9			220
d1-10 (28BH) RUN	Frequency Reference 10			220
d1-11 (28CH) RUN	Frequency Reference 11			220
d1-12 (28DH) RUN	Frequency Reference 12			220
d1-13 (28EH) RUN	Frequency Reference 13			220
d1-14 (28FH) RUN	Frequency Reference 14			220
d1-15 (290H) RUN	Frequency Reference 15			220
d1-16 (291H) RUN	Frequency Reference 16			220
d1-17 (292H) RUN	Jog Frequency Reference	All Modes Sets the jog frequency reference. Setting units are determined by parameter o1-03.	Default: 6.00 Hz Min: 0.00 Hz Max: 400.00 Hz <20> <63>	220

<20> Range upper limit is determined by the maximum output frequency (E1-04) and the upper limit of the frequency reference (d2-01).
<63> The value of o1-03 is changed to 1 and the unit is also changed to a percentage (%) when the control mode is set to CLV/PM or AOLV/PM.

■ d2: Frequency Upper/Lower Limits

No.(Addr.)	Name	Description	Setting	Page
d2-01 (289H)	Frequency Reference Upper Limit	All Modes Sets the frequency reference upper limit as a percentage of the maximum output frequency.	Default: 100.0% Min: 0.0% Max: 110.0%	222
d2-02 (28AH)	Frequency Reference Lower Limit	All Modes Sets the frequency reference lower limit as a percentage of the maximum output frequency.	Default: 0.0% Min: 0.0% Max: 110.0%	222
d2-03 (293H)	Master Speed Reference Lower Limit	All Modes Sets the lower limit for frequency references from analog inputs as a percentage of the maximum output frequency.	Default: 0.0% Min: 0.0% Max: 110.0%	222

■ d3: Jump Frequency

No.(Addr.)	Name	Description	Setting	Page
d3-01 (294H)	Jump Frequency 1	All Modes Eliminates problems with resonant vibration of the motor/machine by avoiding continuous operation in predefined frequency ranges. The drive accelerates and decelerates the motor through the prohibited frequency ranges. Setting 0.0 disables this function. Parameters must not be overlapped.	Default: 0.0 Hz <10> <67> Min: 0.0 Hz <67> Max: 400.0 Hz <67>	222
d3-02 (295H)	Jump Frequency 2			222
d3-03 (296H)	Jump Frequency 3			222
d3-04 (297H)	Jump Frequency Width	All Modes Sets the dead-band width around each selected prohibited frequency reference point.	Default: 1.0 Hz <10> <68> Min: 0.0 Hz <68> Max: 20.0 Hz <68>	222

<10> Default setting is determined by the control mode (A1-02).
<67> Default setting is 0.0% and setting range is 0.0 to 100.0% in AOLV/PM or CLV/PM.
<68> Default setting is 1.0% and setting range is 0.0 to 40.0% in AOLV/PM or CLV/PM.

■ d4: Frequency Reference Hold and Up/Down 2 Function

No.(Addr.)	Name	Description	Setting	Page
d4-01 (298H)	Frequency Reference Hold Function Selection	All Modes 0: Disabled. Drive starts from zero when the power is switched on. 1: Enabled. At power up, the drive starts the motor at the Hold frequency that was saved.	Default: 0 Min: 0 Max: 1	223
d4-03 (2AAH) RUN	Frequency Reference Bias Step (Up/Down 2)	All Modes Sets the bias added to the frequency reference when the Up 2 and Down 2 digital inputs are enabled (H1-□□ = 75, 76).	Default: 0.00 Hz Min: 0.00 Hz Max: 99.99 Hz	225
d4-04 (2ABH) RUN	Frequency Reference Bias Accel/ Decel (Up/Down 2)	All Modes 0: Use selected accel/decel time. 1: Use accel/decel time 4 (C1-07 and C1-08).	Default: 0 Min: 0 Max: 1	225
d4-05 (2ACH) RUN	Frequency Reference Bias Operation Mode Selection (Up/Down 2)	All Modes 0: Bias value is held if no input Up 2 or Down 2 is active. 1: When the Up 2 reference and Down 2 reference are both on or both off, the applied bias becomes 0. The specified accel/decel times are used for acceleration or deceleration.	Default: 0 Min: 0 Max: 1	226
d4-06 (2ADH)	Frequency Reference Bias (Up/Down 2)	All Modes The Up/Down 2 bias value is saved in d4-06 when the frequency reference is not input by the digital operator. Set as a percentage of the maximum output frequency.	Default: 0.0% Min: -99.9% Max: 100.0%	226
d4-07 (2AEH) RUN	Analog Frequency Reference Fluctuation Limit (Up/Down 2)	All Modes Limits how much the frequency reference is allowed to change while an input terminal set for Up 2 or Down 2 is enabled. If the frequency reference changes for more than the set value, then the bias value is held and the drive accelerates or decelerates to the frequency reference. Set as a percentage of the maximum output frequency.	Default: 1.0% Min: 0.1% Max: 100.0%	226
d4-08 (2AFH) RUN	Frequency Reference Bias Upper Limit (Up/Down 2)	All Modes Sets the upper limit for the bias and the value that can be saved in d4-06. Set as a percentage of the maximum output frequency.	Default: 100.0% Min: 0.0% Max: 100.0%	226
d4-09 (2B0H) RUN	Frequency Reference Bias Lower Limit (Up/Down 2)	All Modes Sets the lower limit for the bias and the value that can be saved in d4-06. Set as a percentage of the maximum output frequency.	Default: 0.0% Min: -99.9% Max: 0.0%	227
d4-10 (2B6H)	Up/Down Frequency Reference Limit Selection	All Modes 0: The lower limit is determined by d2-02 or an analog input. 1: The lower limit is determined by d2-02.	Default: 0 Min: 0 Max: 1	227

No.(Addr.)	Name	Description	Setting	Page
d4-11 (2B7H)	Bi-Directional Output Selection	All Modes Enables or disables the conversion of frequency reference or PID output value into bi-directional internal frequency reference. 0: Disabled - Operation in the selected direction between 0 to 100% frequency reference or PID output 1: Enabled - Operation in reverse direction when frequency reference or PID output < 50%, else operation in the selected direction.	Default: 0 Min: 0 Max: 1	227
d4-12 (2B8H)	Stop Position Gain	All Modes Sets the gain used by the simple positioning stop function in order to fine adjust the position.	Default: 1.00 Min: 0.50 Max: 2.55	227

■ d5: Torque Control

No.(Addr.)	Name	Description	Setting	Page
d5-01 (29AH)	Torque Control Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Speed Control 1: Torque Control Set to 0 when using a digital input to switch between Speed and Torque Control (H1-□□ = 71).	Default: 0 Min: 0 Max: 1	231
d5-02 (29BH)	Torque Reference Delay Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets a delay time for the torque reference signal. Used to suppress effects by noisy or fluctuating torque reference signals.	Default: <10> Min: 0 ms Max: 1000 ms	231
d5-03 (29CH)	Speed Limit Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 1: Limit set by the frequency reference in b1-01. 2: Limit set by d5-04.	Default: 1 Min: 1 Max: 2	231
d5-04 (29DH)	Speed Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the speed limit during Torque Control as a percentage of the maximum output frequency. Enabled when d5-03 = 2. A negative setting set a limit in the opposite direction of the Run command.	Default: 0% Min: -120% Max: 120%	231
d5-05 (29EH)	Speed Limit Bias	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the speed limit bias as a percentage of the maximum output frequency. The bias is applied to the specified speed limit and can adjust the margin for the speed limit.	Default: 10% Min: 0% Max: 120%	231
d5-06 (29FH)	Speed/Torque Control Switchover Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the delay time for switching between Speed and Torque Control using an input terminal (H1-□□ = 71). Reference values are held during this switch delay time.	Default: 0 ms Min: 0 ms Max: 1000 ms	231
d5-08 (2B5H)	Unidirectional Speed Limit Bias	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled	Default: 1 Min: 0 Max: 1	232

<10> Default setting is determined by the control mode (A1-02).

■ d6: Field Weakening and Field Forcing

No.(Addr.)	Name	Description	Setting	Page
d6-01 (2A0H)	Field Weakening Level	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the drive output voltage for the Field Weakening function as a percentage of the maximum output voltage. Enabled when a multi-function input is set for Field Weakening (H1-□□ = 63).	Default: 80% Min: 0% Max: 100%	232
d6-02 (2A1H)	Field Weakening Frequency Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the lower limit of the frequency range where Field Weakening control is valid. The Field Weakening command is valid only at frequencies above this setting and only when the output frequency matches the frequency reference (speed agree).	Default: 0.0 Hz Min: 0.0 Hz Max: 400.0 Hz	232
d6-03 (2A2H)	Field Forcing Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled	Default: 0 Min: 0 Max: 1	232

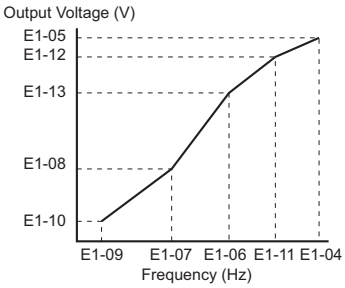
No.(Addr.)	Name	Description	Setting	Page
d6-06 (2A5H)	Field Forcing Limit	V/f V/f w/PG **OLV** **CLV** OLV/PM AOLV/PM CLV/PM Sets the upper limit of the excitation current command during magnetic field forcing. A setting of 100% is equal to motor no-load current. Disabled only during DC Injection Braking.	Default: 400% Min: 100% Max: 400%	*232*

■ d7: Offset Frequency

No.(Addr.)	Name	Description	Setting	Page
d7-01 (2B2H) RUN	Offset Frequency 1	**All Modes** Added to the frequency reference when the digital input "Frequency offset 1" (H1-□□ = 44) is switched on. A setting of 100% is equal to the drive maximum output current.	Default: 0.0% Min: -100.0% Max: 100.0%	*233*
d7-02 (2B3H) RUN	Offset Frequency 2	**All Modes** Added to the frequency reference when the digital input "Frequency offset 2" (H1-□□ = 45) is switched on. A setting of 100% is equal to the drive maximum output current.	Default: 0.0% Min: -100.0% Max: 100.0%	*233*
d7-03 (2B4H) RUN	Offset Frequency 3	**All Modes** Added to the frequency reference when the digital input "Frequency offset 3" (H1-□□ = 46) is switched on. A setting of 100% is equal to the drive maximum output current.	Default: 0.0% Min: -100.0% Max: 100.0%	*233*

◆ E: Motor Parameters

■ E1: V/f Pattern for Motor 1

No.(Addr.)	Name	Description	Setting	Page
E1-03 (302H)	V/f Pattern Selection	**V/f** **V/f w/PG** **OLV** CLV OLV/PM AOLV/PM CLV/PM 0: 50 Hz, Constant torque 1 1: 60 Hz, Constant torque 2 2: 60 Hz, Constant torque 3 (50 Hz base) 3: 72 Hz, Constant torque 4 (60 Hz base) 4: 50 Hz, Variable torque 1 5: 50 Hz, Variable torque 2 6: 60 Hz, Variable torque 3 7: 60 Hz, Variable torque 4 8: 50 Hz, High starting torque 1 9: 50 Hz, High starting torque 2 A: 60 Hz, High starting torque 3 B: 60 Hz, High starting torque 4 C: 90 Hz (60 Hz base) D: 120 Hz (60 Hz base) E: 180 Hz (60 Hz base) F: Custom V/f, E1-04 through E1-13 settings define the V/f pattern	Default: F *<3>* Min: 0 Max: F *<30>*	*234*
E1-04 (303H)	Maximum Output Frequency	**All Modes** E1-04, E1-06 to E1-13 can only be changed 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 or an oPE10 fault will occur: E1-09 ≤ E1-07 < E1-06 ≤ E1-11 ≤ E1-04 Note that if E1-11 = 0, then both E1-11 and E1-12 are disabled, and the above conditions do not apply.  **Note:** Some parameters may not be available depending on the control mode. • 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.	Default: *<4> <14>* Min: 40.0 Hz Max: 400.0 Hz *<29>*	*237*
E1-05 (304H)	Maximum Voltage		Default: *<4> <14> <18>* Min: 0.0 V Max: 255.0 V *<18>*	*237*
E1-06 (305H)	Base Frequency		Default: *<4> <14>* Min: 0.0 Max: E1-04 *<29>*	*237*
E1-07 (306H)	Middle Output Frequency		Default: *<4>* Min: 0.0 Max: E1-04	*237*
E1-08 (307H)	Middle Output Frequency Voltage		Default: *<4> <18>* Min: 0.0 V Max: 255.0 V *<18>*	*237*
E1-09 (308H)	Minimum Output Frequency		Default: *<4> <14>* Min: 0.0 Max: E1-04 *<29>*	*237*
E1-10 (309H)	Minimum Output Frequency Voltage		Default: *<4> <18>* Min: 0.0 V Max: 255.0 V *<18>*	*237*
E1-11 (30AH) *<21>*	Middle Output Frequency 2		Default: 0.0 Hz Min: 0.0 Hz Max: E1-04	*237*
E1-12 (30BH) *<21>*	Middle Output Frequency Voltage 2		Default: 0.0 V Min: 0.0 V Max: 255.0 V *<18>*	*237*
E1-13 (30CH) *<27>*	Base Voltage		Default: 0.0 V *<18>* Min: 0.0 V Max: 255.0 V *<18>*	*237*

No.(Addr.)	Name	Description	Setting	Page
E1-22 (1BB1H)	Input Voltage Setting	All Modes Sets the input power supply voltage (rms voltage value Vrms). This setting value serves as the baseline for the Uv1 and Uv detection levels.	Default: 200 Vrms <18> Min: 190 Vrms Max: 250 Vrms <18>	238

<3> Parameter setting value is not reset to the default value when the drive is initialized.
<4> Default setting is dependent on the control mode (A1-02), the drive model (o2-04), and the Drive Duty (C6-01).
<14> Default setting value is dependent on the motor code set to E5-01.
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<21> Parameter ignored when E1-11 (Motor 1 Mid Output Frequency 2) and E1-12 (Motor 1 Mid Output Frequency Voltage 2) are set to 0.0.
<27> When E1-13 (Base Voltage) is set to 0.0, output voltage is controlled with E1-05 (Maximum Voltage) = E1-13. When Auto-Tuning is performed, E1-05 and E1-13 are automatically set to the same value.
<29> The setting range varies according to the motor code entered to E5-01 when using OLV/PM. The setting range is 0.0 to 400.0 Hz when E5-01 is set to FFFFH.
<30> The setting value is F in OLV.

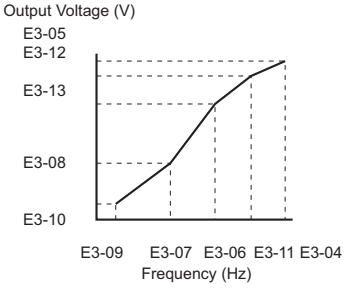
■ E2: Motor 1 Parameters

No.(Addr.)	Name	Description	Setting	Page
E2-01 (30EH)	Motor Rated Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor nameplate full load current in Amps. Automatically set during Auto-Tuning.	Default: <9> Min: 10% of drive rated current Max: 150% of drive rated current <72>	238
E2-02 (30FH)	Motor Rated Slip	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated slip. Automatically set during Auto-Tuning.	Default: <9> Min: 0.00 Hz Max: 20.00 Hz	238
E2-03 (310H)	Motor No-Load Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the no-load current for the motor. Automatically set during Auto-Tuning.	Default: <9> Min: 0.00 A Max: E2-01 <72>	239
E2-04 (311H)	Number of Motor Poles	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the number of motor poles. Automatically set during Auto-Tuning.	Default: 4 Min: 2 Max: 48	239
E2-05 (312H)	Motor Line-to-Line Resistance	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the phase-to-phase motor resistance. Automatically set during Auto-Tuning.	Default: <9> Min: 0.000 Ω Max: 65.000 Ω	239
E2-06 (313H)	Motor Leakage Inductance	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the voltage drop due to motor leakage inductance as a percentage of motor rated voltage. Automatically set during Auto-Tuning.	Default: <9> Min: 0.0% Max: 40.0%	239
E2-07 (314H)	Motor Iron-Core Saturation Coefficient 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor iron saturation coefficient at 50% of magnetic flux. Automatically set during Auto-Tuning.	Default: 0.50 Min: 0.00 Max: 0.50	240
E2-08 (315H)	Motor Iron-Core Saturation Coefficient 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor iron saturation coefficient at 75% of magnetic flux. Automatically set during Auto-Tuning.	Default: 0.75 Min: E2-07 Max: 0.75	240
E2-09 (316H)	Motor Mechanical Loss	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor mechanical loss as a percentage of motor rated power (kW).	Default: 0.0% Min: 0.0% Max: 10.0%	240
E2-10 (317H)	Motor Iron Loss for Torque Compensation	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor iron loss.	Default: <9> Min: 0 W Max: 65535 W	240
E2-11 (318H)	Motor Rated Power	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated power in kilowatts. Automatically set during Auto-Tuning. **Note:** If the power of the motor is given in HP, use the following formula to convert it to kW. 1 HP = 0.746 kW	Default: <9> Min: 0.00 kW Max: 650.00 kW	240

<9> Default setting value is dependent on the drive model (o2-04) and the Drive Duty (C6-01).
<72> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 A units

■ E3: V/f Pattern for Motor 2

These parameters are hidden when a PM motor control mode has been selected for motor 1 (A1-02 = 5, 6, 7).

No.(Addr.)	Name	Description	Setting	Page
E3-01 (319H)	Motor 2 Control Mode Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: V/f Control 1: V/f Control with PG 2: Open Loop Vector Control 3: Closed Loop Vector Control	Default: 0 Min: 0 Max: 3	241
E3-04 (31AH)	Motor 2 Max. Output Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM To set linear V/f characteristics, set the same values for E3-07 and E3-09. In this case, the setting for E3-08 will be disregarded. Ensure that the five frequencies are set according to these rules or an oPE10 fault will occur: E3-09 ≤ E3-07 < E3-06 ≤ E3–11 ≤ E3-04 Note that if E3-11 = 0, then both E3-11 and E3-12 are disabled, and the above conditions do not apply.  **Note:** E3-07 and E3-08 are only available in the following control modes: V/f, V/f w/PG and OLV.	Default: <25> Min: 40.0 Hz Max: 400.0 Hz	242
E3-05 (31BH)	Motor 2 Max. Voltage		Default: <18> Min: 0.0 V Max: 255.0 V <18>	242
E3-06 (31CH)	Motor 2 Base Frequency		Default: <25> Min: 0.0 Hz Max: E3-04	242
E3-07 (31DH)	Motor 2 Mid Output Frequency		Default: <25> Min: 0.0 Hz Max: E3-04	242
E3-08 (31EH)	Motor 2 Mid Output Frequency Voltage		Default: <18> <25> Min: 0.0 V Max: 255.0 V <18>	242
E3-09 (31FH)	Motor 2 Minimum Output Frequency		Default: <25> Min: 0.0 Hz Max: E3-04	242
E3-10 (320H)	Motor 2 Minimum Output Frequency Voltage		Default: <18> <25> Min: 0.0 V Max: 255.0 V <18>	242
E3-11 (345H) <24>	Motor 2 Mid Output Frequency 2		Default: 0.0 Hz <24> Min: 0.0 Hz Max: E3-04	242
E3-12 (346H) <24>	Motor 2 Mid Output Frequency Voltage 2		Default: 0.0 V Min: 0.0 V Max: 255.0 V <18>	242
E3-13 (347H) <50>	Motor 2 Base Voltage		Default: 0.0 V Min: 0.0 V Max: 255.0 V <18>	242

<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<24> Parameter ignored when E3-11 (Motor 2 Mid Output Frequency 2) and E3-12 (Motor 2 Mid Output Frequency Voltage 2) are set to 0.
<25> Default setting depends on the control mode for motor 2 set in parameter E3-01. The value shown here is for V/f Control.
<50> When E3-13 (Motor 2 Base Voltage) is set to 0.0, output voltage is controlled with E3-05 (Motor 2 Max. Voltage) = E3-13. When Auto-Tuning is performed, E3-05 and E3-13 are automatically set to the same value.

■ E4: Motor 2 Parameters

These parameters are hidden when a PM motor control mode has been selected for motor 1 (A1-02 = 5, 6, 7).

No.(Addr.)	Name	Description	Setting	Page
E4-01 (321H)	Motor 2 Rated Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the full load current for motor 2. Automatically set during Auto-Tuning.	Default: <9> Min: 10% of drive rated current Max: 150% of drive rated current <72>	242
E4-02 (322H)	Motor 2 Rated Slip	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the rated slip for motor 2. Automatically set during Auto-Tuning.	Default: <9> Min: 0.00 Hz Max: 20.00 Hz	243
E4-03 (323H)	Motor 2 No-Load Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the no-load current for motor 2. Automatically set during Auto-Tuning.	Default: <9> Min: 0 A Max: E4-01 <72>	243
E4-04 (324H)	Motor 2 Motor Poles	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the number of poles of motor 2. Automatically set during Auto-Tuning.	Default: 4 Min: 2 Max: 48	243
E4-05 (325H)	Motor 2 Line-to-Line Resistance	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the phase-to-phase resistance for motor 2. Automatically set during Auto-Tuning.	Default: <9> Min: 0.000 Ω Max: 65.000 Ω	243
E4-06 (326H)	Motor 2 Leakage Inductance	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the voltage drop for motor 2 due to motor leakage inductance as a percentage of rated voltage. Automatically set during Auto-Tuning.	Default: <9> Min: 0.0% Max: 40.0%	243
E4-07 (343H)	Motor 2 Motor Iron-Core Saturation Coefficient 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set to the motor iron saturation coefficient at 50% of magnetic flux for motor 2. Automatically set during Auto-Tuning.	Default: 0.50 Min: 0.00 Max: 0.50	243
E4-08 (344H)	Motor 2 Motor Iron-Core Saturation Coefficient 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set to the motor iron saturation coefficient at 75% of magnetic flux for motor 2. This value is automatically set during Auto-Tuning.	Default: 0.75 Min: E4-07 Max: 0.75	244
E4-09 (33FH)	Motor 2 Mechanical Loss	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Sets the motor mechanical loss for motor 2 as a percentage of motor rated power (kW).	Default: 0.0% Min: 0.0% Max: 10.0%	244
E4-10 (340H)	Motor 2 Iron Loss	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor iron loss.	Default: <9> Min: 0 W Max: 65535 W	244
E4-11 (327H)	Motor 2 Rated Power	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated capacity in kW. Automatically set during Auto-Tuning.	Default: <9> Min: 0.00 kW Max: 650.00 kW	244

<9> Default setting value is dependent on the drive model (o2-04) and the Drive Duty (C6-01).
<72> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 A units

■ E5: PM Motor Settings

No.(Addr.)	Name	Description	Setting	Page
E5-01 (329H) <3>	Motor Code Selection (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the Yaskawa motor code for the PM motor being used. Various motor parameters are automatically set based on the value of this parameter. Setting that were changed manually will be overwritten by the defaults of the selected motor code. **Note 1.** Set to FFFF when using a non-Yaskawa PM motor or a special motor. **2.** If an alarm or hunting occurs even though a motor code is used, enter the value indicated on the nameplate. For more details, refer to *Auto-Tuning for Permanent Magnet Motors on page 142*.	Default: <4> Min: 0000 Max: FFFF <28>	244
E5-02 (32AH) <3>	Motor Rated Power (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the rated capacity of the motor.	Default: <14> Min: 0.10 kW Max: 650.00 kW	245
E5-03 (32BH) <3>	Motor Rated Current (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated current.	Default: <14> Min: 10% of drive rated current Max: 150% of drive rated current <72>	245
E5-04 (32CH) <3>	Number of Motor Poles (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the number of motor poles.	Default: <14> Min: 2 Max: 48	245
E5-05 (32DH) <3>	Motor Stator Resistance (r1) (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the resistance for each motor phase.	Default: <14> Min: 0.000 Ω Max: 65.000 Ω	245
E5-06 (32EH) <3>	Motor d-Axis Inductance (Ld) (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the d-axis inductance for the PM motor.	Default: <14> Min: 0.00 mH Max: 300.00 mH	245
E5-07 (32FH) <3>	Motor q-Axis Inductance (Lq) (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the q-axis inductance for the PM motor.	Default: <14> Min: 0.00 mH Max: 600.00 mH	245
E5-09 (331H) <3>	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the induced phase peak voltage in units of 0.1 mV/(rad/s) [electrical angle]. Set this parameter when using a Yaskawa SSR1 Series PM motor with derated torque, or a Yaskawa SST4 Series motor with constant torque. When setting this parameter, E5-24 should be set to 0.	Default: <14> Min: 0.0 mV/(rad/s) Max: 2000.0 mV/(rad/s)	246
E5-11 (333H)	Encoder Z-pulse Offset (Δθ) (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the offset between the rotor magnetic axis and the Z pulse of an incremental encoder. Set during Z Pulse Offset Tuning.	Default: 0.0 deg Min: -180 deg Max: 180 deg	246
E5-24 (353H) <3>	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the induced phase-to-phase rms voltage in units of 0.1 mV/(min^{-1}) [mechanical angle]. Set this parameter when using a Yaskawa SMRA Series SPM motor. When setting this parameter, E5-09 should be set to 0.	Default: <14> Min: 0.0 mV/(min^{-1}) Max: 6500.0 mV/(min^{-1})	246
E5-25 (35EH)	Polarity Switch for Initial Polarity Estimation (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Switches polarity for initial polarity estimation. If "Sd = 1" is listed on the nameplate or in a test report for a Yaskawa motor, E5-25 should be set to 1.	Default: 0 Min: 0 Max: 1	246

<3> Parameter setting value is not reset to the default value when the drive is initialized.
<4> Default setting is dependent on the control mode (A1-02), the drive model (o2-04), and the Drive Duty (C6-01).
<14> Default setting value is dependent on the motor code set to E5-01.
<72> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 A units

<28> Selection may vary depending on the motor code entered to E5-01.

◆ F: Option Settings

F parameters are used to program the drive for PG feedback from the motor and to function with option cards.

■ F1: PG Speed Control Card Settings (PG-B3/PG-F3/PG-RT3/PG-X3)

Parameters F1-01, F1-05, F1-06, F1-12, F1-13, and F1-18 through F1-21 are used to set up a PG option card plugged into option connector CN5-C of the drive. They include “PG 1” in the parameter name.

Parameters F1-31 through F1-37 are used to set up a PG option card plugged into option connector CN5-B of the drive. They include “PG 2” in the parameter name.

Other parameters in the F1 group are used to set operation for PG options plugged into connector CN5-C and CN5-B.

No.(Addr.)	Name	Description	Setting	Page
F1-01 (380H)	PG 1 Pulses Per Revolution	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the number of PG (pulse generator or encoder) pulses. Sets the number of pulses per motor revolution. **Note:** Setting range is 0 to 15000 ppr when A1-02 = 5, 6, 7 (PM control mode).	Default: <10> Min: 1 ppr Max: 60000 ppr	247
F1-02 (381H)	Operation Selection at PG Open Circuit (PGo)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Ramp to stop. Decelerate to stop using the deceleration time in C1-02. 1: Coast to stop. 2: Fast Stop. Decelerate to stop using the deceleration time in C1-09. 3: Alarm only. 4: No alarm display. **Note:** Depending on the motor speed and load conditions, an error such as oC may occur.	Default: 1 Min: 0 Max: 4	247
F1-03 (382H)	Operation Selection at Overspeed (oS)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Ramp to stop. Decelerate to stop using the deceleration time in C1-02. 1: Coast to stop. 2: Fast Stop. Decelerate to stop using the deceleration time in C1-09. 3: Alarm only. **Note:** In AOLV/PM, the motor will coast to a stop (F1-03 = 1). The setting for F1-03 cannot be changed to 0, 2, or 3.	Default: 1 Min: 0 Max: 3	247
F1-04 (383H)	Operation Selection at Speed Deviation (dEv)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Ramp to stop. Decelerate to stop using the deceleration time in C1-02. 1: Coast to stop. 2: Fast Stop. Decelerate to stop using the deceleration time in C1-09. 3: Alarm only.	Default: 3 Min: 0 Max: 3	248
F1-05 (384H)	PG 1 Rotation Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Pulse A leads 1: Pulse B leads	Default: <10> Min: 0 Max: 1	248
F1-06 (385H)	PG 1 Division Rate for PG Pulse Monitor	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the division ratio for the pulse monitor used of the PG option card installed to connector CN5-C. By setting for a three-digit number: xyz, the division ratio becomes = [(1 + x) / yz]. If only using the A pulse for one track input, then the input ratio will be 1:1, regardless of what F1-06 is set to.	Default: 1 Min: 1 Max: 132	248
F1-08 (387H)	Overspeed Detection Level	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the overspeed detection level as a percentage of the maximum output frequency.	Default: 115% Min: 0% Max: 120%	247
F1-09 (388H)	Overspeed Detection Delay Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time in seconds for an overspeed situation to trigger a fault (oS).	Default: <10> Min: 0.0 s Max: 2.0 s	247
F1-10 (389H)	Excessive Speed Deviation Detection Level	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the speed deviation detection level as a percentage of the maximum output frequency.	Default: 10% Min: 0% Max: 50%	248
F1-11 (38AH)	Excessive Speed Deviation Detection Delay Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time in seconds for a speed deviation situation to trigger a fault (dEv).	Default: 0.5 s Min: 0.0 s Max: 10.0 s	248

No.(Addr.)	Name	Description	Setting	Page
F1-12 (38BH)	PG 1 Gear Teeth 1	V/f · **V/f w/PG** · OLV · CLV OLV/PM · AOLV/PM · CLV/PM Sets the gear ratio between the motor shaft and the encoder (PG). A gear ratio of 1 will be used if either of these parameters is set to 0.	Default: 0 Min: 0 Max: 1000	*248*
F1-13 (38CH)	PG 1 Gear Teeth 2		Default: 0 Min: 0 Max: 1000	*248*
F1-14 (38DH)	PG Open-Circuit Detection Time	V/f · V/f w/PG · OLV · **CLV** OLV/PM · AOLV/PM · **CLV/PM** Sets the time required to trigger a PG Open fault (PGo).	Default: 2.0 s Min: 0.0 s Max: 10.0 s	*247*
F1-18 (3ADH)	dv3 Detection Selection	V/f · V/f w/PG · OLV · CLV OLV/PM · AOLV/PM · **CLV/PM** 0: Disabled 1: Enabled	Default: 10 Min: 0 Max: 10	*249*
F1-19 (3AEH)	dv4 Detection Selection	V/f · V/f w/PG · OLV · CLV OLV/PM · AOLV/PM · **CLV/PM** 0: Disabled n: Number of pulses that the A and B pulse are reversed that triggers dv4 detection.	Default: 128 Min: 0 Max: 5000	*249*
F1-20 (3B4H)	PG Option Card Disconnect Detection 1	V/f · **V/f w/PG** · OLV · **CLV** OLV/PM · AOLV/PM · **CLV/PM** 0: Disabled 1: Enabled	Default: 1 Min: 0 Max: 1	*249*
F1-21 (3BCH)	PG 1 Signal Selection	V/f · **V/f w/PG** · OLV · CLV OLV/PM · AOLV/PM · CLV/PM 0: A pulse detection 1: AB pulse detection	Default: 0 Min: 0 Max: 1	*249*
F1-30 (3AAH)	PG Card Option Port for Motor 2 Selection	V/f · **V/f w/PG** · OLV · **CLV** OLV/PM · AOLV/PM · CLV/PM Sets the port for the PG option card used by motor 2. 0: CN5-C 1: CN5-B	Default: 1 Min: 0 Max: 1	*249*
F1-31 (3B0H)	PG 2 Pulses Per Revolution	V/f · **V/f w/PG** · OLV · **CLV** OLV/PM · AOLV/PM · CLV/PM Sets the number of pulses for a PG option card connected to port CN5-B.	Default: 1024 ppr Min: 1 ppr Max: 60000 ppr	*247*
F1-32 (3B1H)	PG 2 Rotation Selection	V/f · **V/f w/PG** · OLV · **CLV** OLV/PM · AOLV/PM · CLV/PM 0: Pulse A leads 1: Pulse B leads	Default: 0 Min: 0 Max: 1	*248*
F1-33 (3B2H)	PG 2 Gear Teeth 1	V/f · **V/f w/PG** · OLV · CLV OLV/PM · AOLV/PM · CLV/PM Sets the gear ratio between the motor shaft and the encoder (PG). A gear ratio of 1 will be used if either of these parameters is set to 0.	Default: 0 Min: 0 Max: 1000	*248*
F1-34 (3B3H)	PG 2 Gear Teeth 2		Default: 0 Min: 0 Max: 1000	*248*
F1-35 (3BEH)	PG 2 Division Rate for Pulse Monitor	V/f · **V/f w/PG** · OLV · **CLV** OLV/PM · AOLV/PM · CLV/PM Sets the division ratio for the pulse monitor used of the PG option card 2 installed to connector CN5-B. By setting for a three-digit number: xyz, the division ratio becomes = [(1 + x) / yz].	Default: 1 Min: 1 Max: 132	*248*
F1-36 (3B5H)	PG Option Card Disconnect Detection 2	V/f · **V/f w/PG** · OLV · **CLV** OLV/PM · AOLV/PM · CLV/PM 0: Disabled 1: Enabled	Default: 1 Min: 0 Max: 1	*249*
F1-37 (3BDH)	PG 2 Signal Selection	V/f · **V/f w/PG** · OLV · CLV OLV/PM · AOLV/PM · CLV/PM 0: A pulse detection 1: AB pulse detection	Default: 0 Min: 0 Max: 1	*249*
F1-50 (3D2H)	Encoder Selection	V/f · V/f w/PG · OLV · CLV OLV/PM · AOLV/PM · **CLV/PM** Selects the encoder connected the PG-F3 option. 0: EnDat 2.1/01, 2.2/01 Serial Communication + Sin/Cos 1: EnDat 2.2/22 Serial Communication 2: Hiperface **Note:** The use of EnDat2.2/22 encoders requires a PG-F3 option with software version 0102 or later. To identify the PG-F3 software version refer to the PG-F3 labeling in the field designated “C/N” (S + four digit number).	Default: 0 Min: 0 Max: 2	*249*

No.(Addr.)	Name	Description	Setting	Page
F1-51 (3D3H)	PGoH Detection Level	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM **CLV/PM** Sets the level for detecting PG Hardware Fault (PGoH). Available when F1-20 = 1	Default: 80% Min: 1% Max: 100%	*250*
F1-52 (3D4H)	Communication Speed of Serial Encoder Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM **CLV/PM** Selects the communication speed between the PG-F3 option and serial encoder. 0: 1M bps/9600 bps (EnDat 2.2/22 / Hiperface) 1: 500k bps/19200 bps (EnDat 2.2/22 / Hiperface) 2: 1M bps/38400 bps (EnDat 2.2/22 / Hiperface) 3: 1M bps/38400 bps (EnDat 2.2/22 / Hiperface)	Default: 0 Min: 0 Max: 3	*250*

<10> Default setting is determined by the control mode (A1-02).

■ F2: Analog Input Card Settings (AI-A3)

No.(Addr.)	Name	Description	Setting	Page
F2-01 (38FH)	Analog Input Option Card Operation Selection	**All Modes** 0: Option card input terminals V1, V2, and V3 replace drive input terminals A1, A2, and A3. 1: Input signals to terminals V1, V2, and V3 are added together to create the frequency reference.	Default: 0 Min: 0 Max: 1	*250*
F2-02 (368H) RUN	Analog Input Option Card Gain	**All Modes** Sets the gain for the input signal to the analog card.	Default: 100.0% Min: -999.9% Max: 999.9%	*250*
F2-03 (369H) RUN	Analog Input Option Card Bias	**All Modes** Sets the bias for the input signal to the analog card.	Default: 0.0% Min: -999.9% Max: 999.9%	*250*

■ F3: Digital Input Card Settings (DI-A3)

No.(Addr.)	Name	Description	Setting	Page
F3-01 (390H)	Digital Input Option Card Input Selection	**All Modes** 0: BCD, 1% units 1: BCD, 0.1% units 2: BCD, 0.01% units 3: BCD, 1 Hz units 4: BCD, 0.1 Hz units 5: BCD, 0.01 Hz units 6: BCD customized setting (5 digit), 0.02 Hz units 7: Binary input The unit and the setting range are determined by F3-03. F3-03 = 0: 255/100% (-255 to +255) F3-03 = 1: 40961/100% (-4095 to +4095) F3-03 = 2: 30000/100% (-33000 to +33000) When the digital operator units are set to be displayed in Hertz or user-set units (o1-03 = 2 or 3), the units for F3-01 are determined by parameter o1-03.	Default: 0 Min: 0 Max: 7	*251*
F3-03 (3B9H)	Digital Input Option DI-A3 Data Length Selection	**All Modes** 0: 8 bit 1: 12 bit 2: 16 bit	Default: 2 Min: 0 Max: 2	*251*

■ F4: Analog Monitor Card Settings (AO-A3)

No.(Addr.)	Name	Description	Setting	Page
F4-01 (391H)	Terminal V1 Monitor Selection	**All Modes** Sets the monitor signal for output from terminal V1. Set this parameter to the last three digits of the desired U□-□□ monitor. Some U parameters are available only in certain control modes.	Default: 102 Min: 000 Max: 999	*251*
F4-02 (392H) RUN	Terminal V1 Monitor Gain	**All Modes** Sets the gain for voltage output via terminal V1.	Default: 100.0% Min: -999.9% Max: 999.9%	*252*
F4-03 (393H)	Terminal V2 Monitor Selection	**All Modes** Sets the monitor signal for output from terminal V2. Set this parameter to the last three digits of the desired U□-□□ monitor. Some U parameters are available only in certain control modes.	Default: 103 Min: 000 Max: 999	*251*
F4-04 (394H) RUN	Terminal V2 Monitor Gain	**All Modes** Sets the gain for voltage output via terminal V2.	Default: 50.0% Min: -999.9% Max: 999.9%	*252*
F4-05 (395H) RUN	Terminal V1 Monitor Bias	**All Modes** Sets the amount of bias added to the voltage output via terminal V1.	Default: 0.0% Min: -999.9% Max: 999.9%	*252*

No.(Addr.)	Name	Description	Setting	Page
F4-06 (396H) RUN	Terminal V2 Monitor Bias	All Modes Sets the amount of bias added to the voltage output via terminal V2.	Default: 0.0% Min: -999.9% Max: 999.9%	252
F4-07 (397H)	Terminal V1 Signal Level	All Modes 0: 0 to 10 V 1: -10 to 10 V	Default: 0 Min: 0 Max: 1	252
F4-08 (398H)	Terminal V2 Signal Level		Default: 0 Min: 0 Max: 1	252

■ F5: Digital Output Card Settings (DO-A3)

No.(Addr.)	Name	Description	Setting	Page
F5-01 (399H)	Terminal P1-PC Output Selection	All Modes Sets the function for contact output terminals M1-M2, M3-M4, and photocoupler output terminals P1 through P6.	Default: 0 Min: 0 Max: 192	253
F5-02 (39AH)	Terminal P2-PC Output Selection		Default: 1 Min: 0 Max: 192	253
F5-03 (39BH)	Terminal P3-PC Output Selection		Default: 2 Min: 0 Max: 192	253
F5-04 (39CH)	Terminal P4-PC Output Selection		Default: 4 Min: 0 Max: 192	253
F5-05 (39DH)	Terminal P5-PC Output Selection		Default: 6 Min: 0 Max: 192	253
F5-06 (39EH)	Terminal P6-PC Output Selection		Default: 37 Min: 0 Max: 192	253
F5-07 (39FH)	Terminal M1-M2 Output Selection		Default: F Min: 0 Max: 192	253
F5-08 (3A0H)	Terminal M3-M4 Output Selection		Default: F Min: 0 Max: 192	253
F5-09 (3A1H)	DO-A3 Output Mode Selection	All Modes 0: Output terminals are each assigned separate output functions. 1: Binary code output 2: Use output terminal functions selected by parameters F5-01 through F5-08.	Default: 0 Min: 0 Max: 2	253

■ F6: Communication Option Card (SI-C3, SI-EM3, SI-EN3, SI-ET3, SI-N3, SI-P3, SI-S3, SI-T3, and SI-W3)

F6-01 through F6-03 and F6-06 through F6-08 are common settings used for CC-Link, CANopen, DeviceNet, Ethernet/IP, PROFIBUS-DP, MECHATROLINK-II, MECHATROLINK-III, Modbus TCP/IP, and LONWORKS option cards. Other parameters in the F6 group are used for communication protocol specific settings.

For more details on a specific option card, refer to the instruction manual for the option card.

No.(Addr.)	Name	Description	Setting	Page
F6-01 (3A2H)	Communications Error Operation Selection	All Modes 0: Ramp to stop. Decelerate to stop using the deceleration time in C1-02. 1: Coast to stop. 2: Fast Stop. Decelerate to stop using the deceleration time in C1-09. 3: Alarm only.	Default: 1 Min: 0 Max: 3	254
F6-02 (3A3H)	External Fault from Comm. Option Detection Selection	All Modes 0: Always detected 1: Detection during run only	Default: 0 Min: 0 Max: 1	254
F6-03 (3A4H)	External Fault from Comm. Option Operation Selection	All Modes 0: Ramp to stop. Decelerate to stop using the deceleration time in C1-02. 1: Coast to stop. 2: Fast Stop. Decelerate to stop using the deceleration time in C1-09. 3: Alarm only.	Default: 1 Min: 0 Max: 3	254
F6-04 (3A5H)	bUS Error Detection Time	All Modes Set the delay time for error detection if a bus error occurs.	Default: 2.0 s Min: 0.0 s Max: 5.0 s	–
F6-06 (3A7H)	Torque Reference/Torque Limit Selection from Comm. Option	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled. Torque reference/limit from option board disabled. 1: Enabled. Torque reference/limit from option board enabled.	Default: 0 Min: 0 Max: 1	254

No.(Addr.)	Name	Description	Setting	Page
F6-07 (3A8H)	Multi-Step Speed Enable/Disable Selection when NefRef/ComRef is Selected	All Modes 0: Multi-step reference disabled (same as F7) 1: Multi-step reference enabled (same as V7)	Default: 0 Min: 0 Max: 1	254
F6-08 (36AH) <3>	Reset Communication Parameters	All Modes 0: Communication-related parameters (F6-□□/F7-□□) are not reset when the drive is initialized using A1-03. 1: Reset all communication-related parameters (F6-□□/F7-□□) when the drive is initialized using A1-03.	Default: 0 Min: 0 Max: 1	255
F6-10 (3B6H)	CC-Link Node Address	All Modes Sets the node address if a CC-Link option card is installed.	Default: 0 Min: 0 Max: 64	–
F6-11 (3B7H)	CC-Link Communication Speed	All Modes 0: 156 kbps 1: 625 kbps 2: 2.5 Mbps 3: 5 Mbps 4: 10 Mbps	Default: 0 Min: 0 Max: 4	–
F6-14 (3BBH)	CC-Link bUS Error Auto Reset	All Modes 0: Disabled 1: Enabled	Default: 0 Min: 0 Max: 1	–
F6-20 (36BH)	MECHATROLINK Station Address	All Modes Sets the station address when the MECHATROLINK option has been installed.	MECHATROLINK-II Default: 21 Min: 20 Max: 3FH MECHATROLINK-III Default: 21 Min: 03 Max: EFH	–
F6-21 (36CH)	MECHATROLINK Frame Size	All Modes MECHATROLINK-II 0: 32 byte 1: 17 byte MECHATROLINK-III 0: 64 byte 1: 32 byte	Default: 0 Min: 0 Max: 1	–
F6-22 (36DH)	MECHATROLINK Link Speed	All Modes 0: 10 Mbps 1: 4 Mbps	Default: 0 Min: 0 Max: 1	–
F6-23 (36EH)	MECHATROLINK Monitor Selection (E)	All Modes Sets the MECHATROLINK monitor (E).	Default: 0 Min: 0 Max: FFFFH	–
F6-24 (36FH)	MECHATROLINK Monitor Selection (F)	All Modes Sets the MECHATROLINK monitor (F).	Default: 0 Min: 0 Max: FFFFH	–
F6-25 (3C9H)	Operation Selection at MECHATROLINK Watchdog Timer Error (E5)	All Modes 0: Ramp to stop. Decelerate to stop using the deceleration time in C1-02. 1: Coast to stop. 2: Fast Stop. Decelerate to stop using the deceleration time in C1-09. 3: Alarm only.	Default: 1 Min: 0 Max: 3	–
F6-26 (3CAH)	MECHATROLINK bUS Errors Detected	All Modes Sets the number of option communication errors (bUS).	Default: 2 Min: 2 Max: 10	–
F6-30 (3CBH)	PROFIBUS-DP Node Address	All Modes Sets the node address.	Default: 0 Min: 0 Max: 125	–
F6-31 (3CCH)	PROFIBUS-DP Clear Mode Selection	All Modes 0: Resets drive operation with a Clear mode command. 1: Maintains the previous operation state when Clear mode command is given.	Default: 0 Min: 0 Max: 1	–
F6-32 (3CDH)	PROFIBUS-DP Data Format Selection	All Modes 0: PPO Type 1: Conventional	Default: 0 Min: 0 Max: 1	–
F6-35 (3D0H)	CANopen Node ID Selection	All Modes Sets the node address.	Default: 0 Min: 0 Max: 126	–
F6-36 (3D1H)	CANopen Communication Speed	All Modes 0: Auto-detection 1: 10 kbps 2: 20 kbps 3: 50 kbps 4: 125 kbps 5: 250 kbps 6: 500 kbps 7: 800 kbps 8: 1 Mbps	Default: 6 Default: 0 Min: 0 Max: 8	–

No.(Addr.)	Name	Description	Setting	Page
F6-50 (3C1H)	DeviceNet MAC Address	All Modes Selects the drives MAC address.	Default: 0 Min: 0 Max: 64	–
F6-51 (3C2H)	DeviceNet Communication Speed	All Modes 0: 125 kbps 1: 250 kbps 2: 500 kbps 3: Adjustable from network 4: Detect automatically	Default: 0 Min: 0 Max: 4	–
F6-52 (3C3H)	DeviceNet PCA Setting	All Modes Sets the format of the data set from the DeviceNet master to the drive.	Default: 21 Min: 0 Max: 255	–
F6-53 (3C4H)	DeviceNet PPA Setting	All Modes Sets the format of the data set from the drive to the DeviceNet master.	Default: 71 Min: 0 Max: 255	–
F6-54 (3C5H)	DeviceNet Idle Mode Fault Detection	All Modes 0: Enabled 1: Disabled, no fault detection	Default: 0 Min: 0 Max: 1	–
F6-55 (3C6H)	DeviceNet Baud Rate Monitor	All Modes Used to verify the baud rate running on the network. 0: 125 kbps 1: 250 kbps 2: 500 kbps	Default: 0 Min: 0 Max: 2	–
F6-56 (3D7H)	DeviceNet Speed Scaling	All Modes Sets the scaling factor for the speed monitor in DeviceNet.	Default: 0 Min: -15 Max: 15	–
F6-57 (3D8H)	DeviceNet Current Scaling	All Modes Sets the scaling factor for the output current monitor in DeviceNet.	Default: 0 Min: -15 Max: 15	–
F6-58 (3D9H)	DeviceNet Torque Scaling	All Modes Sets the scaling factor for the torque monitor in DeviceNet.	Default: 0 Min: -15 Max: 15	–
F6-59 (3DAH)	DeviceNet Power Scaling	All Modes Sets the scaling factor for the power monitor in DeviceNet.	Default: 0 Min: -15 Max: 15	–
F6-60 (3DBH)	DeviceNet Voltage Scaling	All Modes Sets the scaling factor for the voltage monitor in DeviceNet.	Default: 0 Min: -15 Max: 15	–
F6-61 (3DCH)	DeviceNet Time Scaling	All Modes Sets the scaling factor for the time monitor in DeviceNet.	Default: 0 Min: -15 Max: 15	–
F6-62 (3DDH)	DeviceNet Heartbeat Interval	All Modes Sets the heartbeat interval for DeviceNet communications.	Default: 0 Min: 0 Max: 10	–
F6-63 (3DEH)	DeviceNet Network MAC ID	All Modes Saves and monitors the settings 0 to 63 of F6-50 (DeviceNet MAC Address).	Default: 0 Min: 0 Max: 63	–
F6-64 to F6-71 (3DFH to 3C8H)	Reserved	All Modes Reserved for Dynamic I/O Assembly Parameters.	–	–

<3> Parameter setting value is not reset to the default value when the drive is initialized.

■ F7: Communication Option Card (SI-EM3 and SI-EN3)

F7-01 through F7-42 are common settings used for Modbus TCP/IP, and Ethernet/IP option cards. Other parameters in the F7 group are used for communication protocol specific settings.

For more details on a specific option card, refer to the instruction manual for the option card.

No.(Addr.)	Name	Description	Setting	Page
F7-01 (3E5H) *<44> <45> <46>*	IP Address 1	All Modes Sets the static/fixed IP address. Parameter F7-01 sets the most significant octet.	Default: 192 Min: 0 Max: 255	–
F7-02 (3E6H) *<44> <45> <46>*	IP Address 2	All Modes Sets the static/fixed IP address. Parameter F7-02 sets the second most significant octet.	Default: 168 Min: 0 Max: 255	–
F7-03 (3E7H) *<44> <45> <46>*	IP Address 3	All Modes Sets the static/fixed IP address. Parameter F7-03 sets the third most significant octet.	Default: 1 Min: 0 Max: 255	–
F7-04 (3E8H) *<44> <45> <46>*	IP Address 4	All Modes Sets the static/fixed IP address. Parameter F7-04 sets the fourth most significant octet.	Default: 20 Min: 0 Max: 255	–
F7-05 (3E9H) *<46>*	Subnet Mask 1	All Modes Sets the static/fixed Subnet Mask. Parameter F7-05 sets the most significant octet.	Default: 255 Min: 0 Max: 255	–
F7-06 (3EAH) *<46>*	Subnet Mask 2	All Modes Sets the static/fixed Subnet Mask. Parameter F7-06 sets the second most significant octet.	Default: 255 Min: 0 Max: 255	–
F7-07 (3EBH) *<46>*	Subnet Mask 3	All Modes Sets the static/fixed Subnet Mask. Parameter F7-07 sets the third most significant octet.	Default: 255 Min: 0 Max: 255	–
F7-08 (3ECH) *<46>*	Subnet Mask 4	All Modes Sets the static/fixed Subnet Mask. Parameter F7-08 sets the fourth most significant octet.	Default: 0 Min: 0 Max: 255	–
F7-09 (3EDH) *<46>*	Gateway Address 1	All Modes Sets the static/fixed Gateway address. Parameter F7-09 sets the most significant octet.	Default: 192 Min: 0 Max: 255	–
F7-10 (3EEH) *<46>*	Gateway Address 2	All Modes Sets the static/fixed Gateway address. Parameter F7-10 sets the second most significant octet.	Default: 168 Min: 0 Max: 255	–
F7-11 (3EFH) *<46>*	Gateway Address 3	All Modes Sets the static/fixed Gateway address. Parameter F7-11 sets the third most significant octet.	Default: 1 Min: 0 Max: 255	–
F7-12 (3E0H) *<46>*	Gateway Address 4	All Modes Sets the static/fixed Gateway address. Parameter F7-12 sets the fourth most significant octet.	Default: 1 Min: 0 Max: 255	–
F7-13 (3F1H)	Address Mode at Startup	All Modes Selects how the option address is set. 0: Static *<45>* 1: BOOTP 2: DHCP	Default: 2 Min: 0 Max: 2	–
F7-14 (3F2H)	Duplex Mode Selection	All Modes Selects duplex mode setting. 0: Half duplex forced 1: Auto-negotiate duplex mode and communication speed 2: Full duplex forced	Default: 1 Min: 0 Max: 2	–
F7-15 (3F3H) *<47>*	Communication Speed Selection	All Modes Sets the communication speed. 10: 10 Mbps 100: 100 Mbps	Default: 10 Min: 10 Max: 100	–
F7-16 (3F4H)	Communication Loss Time-out	All Modes Sets the time-out value for communication loss detection in tenths of a second. A value of 0 disables the connection time-out. Example: An entered value of 100 represents 10.0 seconds.	Default: 0 Min: 0 Max: 300	–
F7-17 (3F5H)	EtherNet/IP Speed Scaling Factor	All Modes Sets the scaling factor for the speed monitor in EtherNet/IP Class ID 2AH Object.	Default: 0 Min: -15 Max: 15	–
F7-18 (3F6H)	EtherNet/IP Current Scaling Factor	All Modes Sets the scaling factor for the output current monitor in EtherNet/IP Class ID 2AH Object.	Default: 0 Min: -15 Max: 15	–

No.(Addr.)	Name	Description	Setting	Page
F7-19 (3F7H)	EtherNet/IP Torque Scaling Factor	All Modes Sets the scaling factor for the torque monitor in EtherNet/IP Class ID 2AH Object.	Default: 0 Min: -15 Max: 15	–
F7-20 (3F8H)	EtherNet/IP Power Scaling Factor	All Modes Sets the scaling factor for the power monitor in EtherNet/IP Class ID 2AH Object.	Default: 0 Min: -15 Max: 15	–
F7-21 (3F9H)	EtherNet/IP Voltage Scaling Factor	All Modes Sets the scaling factor for the voltage monitor in EtherNet/IP Class ID 2AH Object.	Default: 0 Min: -15 Max: 15	–
F7-22 (3FAH)	EtherNet/IP Time Scaling	All Modes Sets the scaling factor for the time monitor in EtherNet/IP Class ID 2AH Object.	Default: 0 Min: -15 Max: 15	–
F7-23 to F7-27 (3FBH to 3FFH), F7-28 to F7-32 (370H to 374H)	Dynamic Output Assembly Parameters	All Modes Parameters used in Output Assembly 116. Each parameter contains a MEMOBUS/Modbus address. The value received for Output Assembly 116 will be written to this corresponding MEMOBUS/Modbus address. A MEMOBUS/Modbus address value of 0 means that the value received for Output Assembly 116 will not be written to any MEMOBUS/Modbus register.	Default: 0	–
F7-33 to F7-42 (375H to 37EH)	Dynamic Input Assembly Parameters	All Modes Parameters used in Input Assembly 166. Each parameter contains a MEMOBUS/Modbus address. The value sent for Input Assembly 166 will be read from this corresponding MEMOBUS/Modbus address. A MEMOBUS/Modbus address value of 0 means that the value sent for Input Assembly 166 is not defined by the user, therefore the option default register value will be returned. Refer to Ethernet/IP Technical Manual for definitions of the default MEMOBUS/Modbus registers.	Default: 0	–

<44> Cycle power for setting changes to take effect.
<45> If F7-13 is set to 0, then all IP Addresses (as defined with parameters F7-01 to F7-04) must be unique.
<46> Set F7-01 to F7-12 when F7-13 is set to 0.
<47> Set F7-15 when F7-14 is set to 0 or 2.

◆ H: Multi-Function Terminals

H parameters assign functions to the multi-function input and output terminals.

■ H1: Multi-Function Digital Inputs

No.(Addr.)	Name	Description	Setting	Page
H1-01 (438H)	Multi-Function Digital Input Terminal S1 Function Selection	All Modes Assigns a function to the multi-function digital inputs. Refer to *H1 Multi-Function Digital Input Selections on page 486* for a description of setting values. **Note:** Unused terminals should be set to F.	Default: 40 (F) *<31>* Min: 1 Max: 9F	*256*
H1-02 (439H)	Multi-Function Digital Input Terminal S2 Function Selection		Default: 41 (F) *<31>* Min: 1 Max: 9F	*256*
H1-03 (400H)	Multi-Function Digital Input Terminal S3 Function Selection		Default: 24 Min: 0 Max: 9F	*256*
H1-04 (401H)	Multi-Function Digital Input Terminal S4 Function Selection		Default: 14 Min: 0 Max: 9F	*256*
H1-05 (402H)	Multi-Function Digital Input Terminal S5 Function Selection		Default: 3 (0) *<31>* Min: 0 Max: 9F	*256*
H1-06 (403H)	Multi-Function Digital Input Terminal S6 Function Selection		Default: 4 (3) *<31>* Min: 0 Max: 9F	*256*
H1-07 (404H)	Multi-Function Digital Input Terminal S7 Function Selection		Default: 6 (4) *<31>* Min: 0 Max: 9F	*256*
H1-08 (405H)	Multi-Function Digital Input Terminal S8 Function Selection		Default: 8 Min: 0 Max: 9F	*256*

<31> Value in parenthesis is the default setting when a 3-wire initialization is performed (A1-03 = 3330).

H1 Multi-Function Digital Input Selections			
H1-□□ Setting	Function	Description	Page
0	3-wire Sequence	All Modes Closed: Reverse rotation (only if the drive is set up for 3-wire sequence) Terminals S1 and S2 are automatically set up for the Run command and Stop command.	*256*

H1 Multi-Function Digital Input Selections			
H1-□□ Setting	**Function**	**Description**	**Page**
1	LOCAL/REMOTE Selection	All Modes Open: REMOTE (parameter settings determine the source of the frequency Reference 1 or 2 (b1-01, b1-02 or b1-15, b1-16) Closed: LOCAL, Frequency reference and Run command are input from the digital operator.	257
2	External Reference 1/2 Selection	All Modes Open: Run command and frequency reference source 1 (determined by b1-01 and b1-02) Closed: Run command and frequency reference source 2 (determined by b1-15 and b1-16)	257
3	Multi-Step Speed Reference 1	All Modes When input terminals are set to Multi-Step Speed References 1 through 3, switching combinations of those terminals will create a multi-step speed sequence using the speed references set in d1-01 through d1-08. When input terminals in H3-02, H3-06, and H3-10 are set to 2 (Auxiliary Speed Reference 1), the analog input of the input terminal switches to the second analog speed reference if multi-step speed operation is selected. When H3-02, H3-06, and H3-10 are set to 3 (Auxiliary Speed Reference 2), the analog input of the input terminal switches to the third analog speed reference if multi-step speed operation is selected.	257
4	Multi-Step Speed Reference 2		257
5	Multi-Step Speed Reference 3		257
6	Jog Reference Selection	All Modes Closed: Jog frequency reference (d1-17) selected. Jog has priority over all other reference sources.	258
7	Accel/Decel Time Selection 1	All Modes Used to switch between accel/decel time 1 (set in C1-01, C1-02) and accel/decel time 2 (set in C1-03, C1-04).	258
8	Baseblock Command (N.O.)	All Modes Closed: No drive output	258
9	Baseblock Command (N.C.)	All Modes Open: No drive output	258
A	Accel/Decel Ramp Hold	All Modes Open: Accel/decel is not held. Closed: The drive pauses during acceleration or deceleration and maintains the output frequency.	258
B	Drive Overheat Alarm (oH2)	All Modes Closed: An external device has triggered an oH2 alarm. Sets Drive Overheat Pre-alarm Multi-Function Digital Output (H2-□□ = 20).	258
C	Analog Terminal Input Selection	All Modes Open: Function assigned by H3-14 is disabled. Closed: Function assigned by H3-14 is enabled.	258
D	PG Encoder Disable	V/f, V/f w/PG, OLV, CLV, OLV/PM, AOLV/PM, CLV/PM Open: Speed feedback for V/f Control with PG is enabled. Closed: Speed feedback disabled.	259
E	ASR Integral Reset	V/f, V/f w/PG, OLV, CLV, OLV/PM, AOLV/PM, CLV/PM Open: PI control Closed: Integral reset	259
F	Through Mode	All Modes Select this setting when the terminal is not used or when using the terminal in the pass-through mode. The terminal does not trigger a drive function but can be used as digital input for the controller the drive is connected to.	259
10	Up Command	All Modes The drive accelerates when the Up command terminal closes, and decelerates when the Down command closes. When both terminals are closed or both are open, the drive holds the frequency reference. The Up and Down commands must always be used in conjunction with one another.	259
11	Down Command		259
12	Forward Jog	All Modes Closed: Runs forward at the Jog frequency d1-17.	260
13	Reverse Jog	All Modes Closed: Runs reverse at the Jog frequency d1-17.	260
14	Fault Reset	All Modes Closed: Resets faults if the cause is cleared and the Run command is removed.	260
15	Fast Stop (N.O.)	All Modes Closed: Decelerates at the Fast Stop time set to C1-09.	260
16	Motor 2 Selection	V/f, V/f w/PG, OLV, CLV, OLV/PM, AOLV/PM, CLV/PM Open: Motor 1 (E1-□□, E2-□□) Closed: Motor 2 (E3-□□, E4-□□)	261

H1 Multi-Function Digital Input Selections			
H1-□□ Setting	Function	Description	Page
17	Fast Stop (N.C.)	All Modes Open: Decelerates to stop at the Fast Stop time set to C1-09.	260
18	Timer Function Input	All Modes Triggers the timer set up by parameters b4-01 and b4-02. Must be set in conjunction with the timer function output (H2-□□ = 12).	261
19	PID Disable	All Modes Open: PID control enabled Closed: PID control disabled	262
1A	Accel/Decel Time Selection 2	All Modes Used in conjunction with an input terminal set for "Accel/decel time selection 1" (H1-□□ = 7), and allows the drive to switch between accel/decel times 3 and 4.	262
1B	Program Lockout	All Modes Open: Parameters cannot be edited (except for U1-01 if the reference source is assigned to the digital operator). Closed: Parameters can be edited and saved.	262
1E	Reference Sample Hold	All Modes Closed: Samples the analog frequency reference and operates the drive at that speed.	262
20 to 2F	External Fault	All Modes 20: N.O., Always detected, ramp to stop 21: N.C., Always detected, ramp to stop 22: N.O., During run, ramp to stop 23: N.C., During run, ramp to stop 24: N.O., Always detected, coast to stop 25: N.C., Always detected, coast to stop 26: N.O., During run, coast to stop 27: N.C., During run, coast to stop 28: N.O., Always detected, Fast Stop 29: N.C., Always detected, Fast Stop 2A: N.O., During run, Fast Stop 2B: N.C., During run, Fast Stop 2C: N.O., Always detected, alarm only (continue running) 2D: N.C., Always detected, alarm only (continue running) 2E: N.O., During run, alarm only (continue running) 2F: N.C., During run, alarm only (continue running)	262
30	PID Integral Reset	All Modes Closed: Resets the PID control integral value.	263
31	PID Integral Hold	All Modes Open: Performs integral operation. Closed: Maintains the current PID control integral value.	263
32	Multi-Step Speed Reference 4	All Modes Used in combination with input terminals set to Multi-Step Speed Reference 1, 2, and 3. Use parameters d1-09 to d1-16 to set reference values.	263
34	PID Soft Starter Cancel	All Modes Open: PID soft starter is enabled. Closed: Disables the PID soft starter b5-17.	263
35	PID Input Level Selection	All Modes Closed: Inverts the PID input signal	263
40	Forward Run Command (2-wire Sequence)	All Modes Open: Stop Closed: Forward run **Note:** Cannot be set together with settings 42 or 43.	263
41	Reverse Run Command (2-wire Sequence)	All Modes Open: Stop Closed: Reverse run **Note:** Cannot be set together with settings 42 or 43.	263
42	Run Command (2-wire Sequence 2)	All Modes Open: Stop Closed: Run **Note:** Cannot be set together with settings 40 or 41.	264
43	FWD/REV Command (2-wire Sequence 2)	All Modes Open: Forward Closed: Reverse **Note:** Determines motor direction, but does not issue a Run command. Cannot be set together with settings 40 or 41.	264
44	Offset Frequency 1	All Modes Closed: Adds d7-01 to the frequency reference.	264

H1 Multi-Function Digital Input Selections			
H1-□□ Setting	Function	Description	Page
45	Offset Frequency 2	All Modes Closed: Adds d7-02 to the frequency reference.	264
46	Offset Frequency 3	All Modes Closed: Adds d7-03 to the frequency reference.	264
47	Node Setup	All Modes Closed: Node setup for SI-S3 enabled.	264
60	DC Injection Braking Command	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: Triggers DC Injection Braking.	264
61	External Speed Search Command 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: Activates Current Detection Speed Search from the maximum output frequency (E1-04).	264
62	External Speed Search Command 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: Activates Current Detection Speed Search from the frequency reference.	264
63	Field Weakening	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: The drive performs Field Weakening control as set for d6-01 and d6-02.	264
67	Communications Test Mode	All Modes Tests the MEMOBUS/Modbus RS-485/422 interface. Displays “PASS” if the test completes successfully.	264
6A	Drive Enable	All Modes Open: Drive disabled. If this input is opened during run, then the drive will stop as specified by b1-03. Closed: Ready for operation.	264
71	Speed/Torque Control Switch	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Open: Speed Control Closed: Torque Control	265
72	Zero Servo	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: Zero Servo enabled	265
75	Up 2 Command	All Modes Used to control the bias added to the frequency reference by the Up/Down 2 function. The Up 2 and Down 2 commands must always be used in conjunction with one another.	265
76	Down 2 Command		265
77	ASR Gain Switch	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Open: ASR proportional gain 1 (C5-01) Closed: ASR proportional gain 2 (C5-03)	265
78	External Torque Reference Polarity Inversion	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Open: Forward torque reference Closed: Reverse polarity	265
7E	Forward/Reverse Detection (V/f Control with Simple PG feedback)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Direction of rotation detection (for V/f with Simple PG Feedback)	265
7F	Bi-Directional PID Output Selection	All Modes Open: Bi-directional output is disabled. Closed: Bi-directional output is enabled.	266
90 to 97	DriveWorksEZ Digital Inputs 1 to 8	All Modes Reserved for DWEZ input functions	266
9F	DriveWorksEZ Disable	All Modes Open: DWEZ enabled Closed: DWEZ disabled	266

■ H2: Multi-Function Digital Outputs

No.(Addr.)	Name	Description	Setting	Page
H2-01 (40BH)	Terminal M1-M2 Function Selection (Relay)	All Modes Assigns a function to the multi-function digital outputs. Refer to H2 Multi-Function Digital Output Settings on page 490 for a description of setting values.	Default: 0 Min: 0 Max: 192	266
H2-02 (40CH)	Terminal M3-M4 Function Selection (Relay)		Default: 1 Min: 0 Max: 192	266
H2-03 (40DH)	Terminal M5-M6 Function Selection (Relay)		Default: 2 Min: 0 Max: 192	266
H2-06 (437H)	Power Consumption Output Unit Selection	All Modes Sets the units for the output signal when one of the multi-function terminals is set to power consumption pulse output (H2-01, H2-02, or H2-03 = 39) or regenerated power pulse output (H2-01, H2-02, or H2-03 = 3A). 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:** The Setting range is 1 to 4 in the drive software versions PRG:1014 and earlier.	Default: 1 Min: 0 Max: 4	276
H2-07 (B3AH)	Memobus Regs1 Address Select	All Modes Sets the addresses of the MEMOBUS/Modbus registers from which data will be sent to contact outputs 62 and 162.	Default: 1 Min: 1 Max: 1FFFH	276
H2-08 (B3BH)	Memobus Regs1 Bit Select	All Modes Sets the bits for the MEMOBUS/Modbus registers from which data will be sent to contact outputs 62 and 162.	Default: 0 Min: 0 Max: FFFFH	276
H2-09 (B3CH)	Memobus Regs2 Address Select	All Modes Sets the addresses of the MEMOBUS/Modbus registers from which data will be sent to contact outputs 63 and 163.	Default: 1 Min: 1 Max: 1FFFH	276
H2-10 (B3DH)	Memobus Regs2 Bit Select	All Modes Sets the bits for the MEMOBUS/Modbus registers from which data will be sent to contact outputs 63 and 163.	Default: 0 Min: 0 Max: FFFFH	276

H2 Multi-Function Digital Output Settings			
H2-□□ Setting	Function	Description	Page
0	During Run	All Modes Closed: A Run command is active or voltage is output.	267
1	Zero Speed	All Modes Open: Output speed is greater than or equal to the value of E1-09 (Minimum Output Frequency) or b2-01 (DC Injection Braking Start Frequency). Closed: Output frequency is less than the value of E1-09 (Minimum Output Frequency) or b2-01 (DC Injection Braking Start Frequency).	267
2	Speed Agree 1	All Modes Closed: Output frequency equals the speed reference (plus or minus the hysteresis set to L4-02).	267
3	User-set Speed Agree 1	All Modes Closed: Output frequency and speed reference equal L4-01 (plus or minus the hysteresis set to L4-02).	268
4	Frequency Detection 1	All Modes Closed: Output frequency is less than or equal to the value in L4-01 with hysteresis determined by L4-02.	268
5	Frequency Detection 2	All Modes Closed: Output frequency is greater than or equal to the value in L4-01 with hysteresis determined by L4-02.	269
6	Drive Ready	All Modes Closed: Power up is complete and the drive is ready to accept a Run command.	269
7	During Power Supply Voltage Fault	All Modes Closed: One of the following faults will occur: AUv (Power Supply Undervoltage), Uv (Undervoltage). or Fdv (Power Supply Frequency Fault).	269
8	During Baseblock (N.O.)	All Modes Closed: Drive has entered the baseblock state (no output voltage).	269
9	Frequency Reference Source	All Modes Open: External Reference 1 or 2 supplies the frequency reference (set in b1-01 or b1-15). Closed: Digital operator supplies the frequency reference.	269

H2 Multi-Function Digital Output Settings			
H2-□□ Setting	**Function**	**Description**	**Page**
A	Run Command Source	All Modes Open: External Reference 1 or 2 supplies the Run command (set in b1-02 or b1-16). Closed: Digital operator supplies the Run command.	*270*
B	Torque Detection 1 (N.O.)	All Modes Closed: An overtorque or undertorque situation has been detected.	*270*
C	Frequency Reference Loss	All Modes Closed: Analog frequency reference has been lost. Frequency reference loss is detected when the frequency reference drops below 10% of the reference within 400 ms.	*270*
E	Fault	All Modes Closed: Fault occurred (this excludes faults CPF00 and CPF01).	*270*
F	Through Mode	All Modes Select this setting when the terminal is not used or when using the terminal in the pass-through mode.	*270*
10	Minor Fault	All Modes Closed: An alarm has been triggered.	*270*
11	Fault Reset Command Active	All Modes Closed: The drive has received a reset command from the multi-function input terminals or from serial network, or the digital operator's RESET key has been pressed.	*270*
12	Timer Output	All Modes Closed: Timer output.	*270*
13	Speed Agree 2	All Modes Closed: When drive output frequency equals the frequency reference ±L4-04.	*271*
14	User-set Speed Agree 2	All Modes Closed: When the drive output frequency is equal to the value in L4-03 ±L4-04.	*271*
15	Frequency Detection 3	All Modes Closed: When the drive output frequency is less than or equal to the value in L4-03 ±L4-04.	*272*
16	Frequency Detection 4	All Modes Closed: When the output frequency is greater than or equal to the value in L4-03 ±L4-04.	*272*
17	Torque Detection 1 (N.C.)	All Modes Open: Overtorque or undertorque has been detected.	*270*
18	Torque Detection 2 (N.O.)	All Modes Closed: Overtorque or undertorque has been detected.	*270*
19	Torque Detection 2 (N.C.)	All Modes Open: Overtorque or undertorque has been detected.	*270*
1A	During Reverse	All Modes Closed: Drive is running in the reverse direction.	*273*
1B	During Baseblock (N.C.)	All Modes Open: Drive has entered the baseblock state (no output voltage).	*273*
1C	Motor 2 Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: Motor 2 is selected by a digital input (H1-□□ = 16).	*273*
1D	During Regeneration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: Motor is regenerating energy into the drive.	*273*
1E	Restart Enabled	All Modes Closed: An automatic restart is performed.	*273*
1F	Motor Overload Alarm (oL1)	All Modes Closed: oL1 is at 90% of its trip point or greater. An oH3 situation also triggers this alarm.	*273*
20	Drive Overheat Pre-alarm (oH)	All Modes Closed: The heat sink temperature exceeds the L8-02 level (while L8-03 = 3 or 4), or an external device has triggered an oH2 alarm via multi-function input (H1-□□ = B).	*273*
22	Mechanical Weakening Detection	All Modes Closed: Mechanical weakening detected.	*273*
2F	Maintenance Period	All Modes Closed: Cooling fan, electrolytic capacitors,or the soft charge bypass relay may require maintenance.	*274*

H2 Multi-Function Digital Output Settings			
H2-□□ Setting	**Function**	**Description**	**Page**
30	During Torque Limit	V/f V/f w/PG **OLV** **CLV** OLV/PM **AOLV/PM** **CLV/PM** Closed: When the torque limit has been reached.	274
31	During Speed Limit	V/f V/f w/PG OLV **CLV** OLV/PM AOLV/PM **CLV/PM** Closed: Speed limit has been reached.	274
32	During Speed Limit in Torque Control	V/f V/f w/PG OLV **CLV** OLV/PM AOLV/PM **CLV/PM** Closed: Speed limit has been reached while using Torque Control.	274
33	Zero Servo Complete	V/f V/f w/PG OLV **CLV** OLV/PM AOLV/PM **CLV/PM** Closed: Zero Servo operation has finished.	274
37	During Frequency Output	**All Modes** Open: No frequency output from drive if stopped, with baseblock, or with DC injection braking during initial excitation. Closed: Drive is outputting a frequency.	274
38	Drive Enabled	**All Modes** Closed: Multi-function input set for “Drive enable” is closed (H1-□□ = 6A).	274
39	Power Consumption Pulse Output	**All Modes** Outputs a pulse to indicate the power consumption. Output units are determined by H2-06. Outputs a pulse every 200 ms to indicate the kWh count.	274
3A	Regenerated Power Pulse Output	**All Modes** Outputs a pulse to indicate the regenerated power. Output units are determined by H2-06. Outputs a pulse every 200 ms to indicate the kWh count.	275
3C	LOCAL/REMOTE Status	**All Modes** Open: REMOTE Closed: LOCAL	275
3D	During Speed Search	**All Modes** Closed: Speed Search is being executed.	275
3E	PID Feedback Low	**All Modes** Closed: PID feedback level is too low.	275
3F	PID Feedback High	**All Modes** Closed: The PID feedback level is too high.	275
4C	During Fast Stop	**All Modes** Closed: A Fast Stop command has been entered from the operator or input terminals.	275
4D	oH Pre-alarm Time Limit	**All Modes** Closed: An oH pre-alarm is present after 10 output frequency reduction cycles have passed (L8-03 = 4).	275
60	Internal Cooling Fan Alarm	**All Modes** Closed: Internal cooling fan alarm	275
61	Rotor Position Detection Complete	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** **CLV/PM** Closed: Drive has successfully detected the rotor position of the PM motor.	275
62	Memobus Regs1 (It selects it with H2-07 and H2-08.)	**All Modes** The contact output is closed if any of the bits that are specified by H2-08 for the MEMOBUS/Modbus register address that is set in H2-07 turns on.	275
63	Memobus Regs2 (It selects it with H2-09 and H2-10.)	**All Modes** The contact output is closed if any of the bits that are specified by H2-10 for the MEMOBUS/Modbus register address that is set in H2-09 turns on.	276
64	During Commercial Power Operation	**V/f** V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Closed: Operating on commercial power.	276
90 to 92	DriveWorksEZ Digital Outputs 1 to 3	**All Modes** Reserved for DWEZ digital output functions.	276
100 to 192	Function 0 to 92 with Inverse Output	**All Modes** Inverts the output switching of the multi-function output functions. Set the last two digits of 1□□ to reverse the output signal of that specific function.	276

■ H3: Multi-Function Analog Inputs

No.(Addr.)	Name	Description	Setting	Page
H3-01 (410H)	Terminal A1 Signal Level Selection	All Modes 0: 0 to 10 V 1: -10 to 10 V	Default: 0 Min: 0 Max: 1	277
H3-02 (434H)	Terminal A1 Function Selection	All Modes Sets the function of terminal A1.	Default: 0 Min: 0 Max: 32	277
H3-03 (411H) RUN	Terminal A1 Gain Setting	All Modes Sets the level of the input value selected in H3-02 when 10 V is input at terminal A1.	Default: 100.0% Min: -999.9% Max: 999.9%	277
H3-04 (412H) RUN	Terminal A1 Bias Setting	All Modes Sets the level of the input value selected in H3-02 when 0 V is input at terminal A1.	Default: 0.0% Min: -999.9% Max: 999.9%	277
H3-05 (413H)	Terminal A3 Signal Level Selection	All Modes 0: 0 to 10 V 1: -10 to 10 V	Default: 0 Min: 0 Max: 1	278
H3-06 (414H)	Terminal A3 Function Selection	All Modes Sets the function of terminal A3.	Default: 2 Min: 0 Max: 32	278
H3-07 (415H) RUN	Terminal A3 Gain Setting	All Modes Sets the level of the input value selected in H3-06 when 10 V is input at terminal A3.	Default: 100.0% Min: -999.9% Max: 999.9%	278
H3-08 (416H) RUN	Terminal A3 Bias Setting	All Modes Sets the level of the input value selected in H3-06 when 0 V is input at terminal A3.	Default: 0.0% Min: -999.9% Max: 999.9%	278
H3-09 (417H)	Terminal A2 Signal Level Selection	All Modes 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.	Default: 2 Min: 0 Max: 3	278
H3-10 (418H)	Terminal A2 Function Selection	All Modes Sets the function of terminal A2.	Default: 0 Min: 0 Max: 32	279
H3-11 (419H) RUN	Terminal A2 Gain Setting	All Modes Sets the level of the input value selected in H3-10 when 10 V (20 mA) is input at terminal A2.	Default: 100.0% Min: -999.9% Max: 999.9%	279
H3-12 (41AH) RUN	Terminal A2 Bias Setting	All Modes Sets the level of the input value selected in H3-10 when 0 V (0 or 4 mA) is input at terminal A2.	Default: 0.0% Min: -999.9% Max: 999.9%	279
H3-13 (41BH)	Analog Input Filter Time Constant	All Modes Sets a primary delay filter time constant for terminals A1, A2, and A3. Used for noise filtering.	Default: 0.03 s Min: 0.00 s Max: 2.00 s	279
H3-14 (41CH)	Analog Input Terminal Enable Selection	All Modes Determines which of the analog input terminals will be enabled or disabled when a digital input programmed for "Analog input enable" (H1-□□ = C) is activated. The terminals other than the one set as the target are not influenced by input signals. 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	Default: 7 Min: 1 Max: 7	280
H3-16 (2F0H)	Terminal A1 Offset	All Modes Adds an offset when the analog signal to terminal A1 is at 0 V.	Default: 0 Min: -500 Max: 500	280
H3-17 (2F1H)	Terminal A2 Offset	All Modes Adds an offset when the analog signal to terminal A2 is at 0 V.	Default: 0 Min: -500 Max: 500	280
H3-18 (2F2H)	Terminal A3 Offset	All Modes Adds an offset when the analog signal to terminal A3 is at 0 V.	Default: 0 Min: -500 Max: 500	280

H3 Multi-Function Analog Input Settings			
Setting	**Function**	**Description (For when output is 100%)**	**Page**
0	Frequency Bias	All Modes 10 V = E1-04 (maximum output frequency)	*280*
1	Frequency Gain	All Modes 0 to 10 V signal allows a setting of 0 to 100%. -10 to 0 V signal allows a setting of -100 to 0%.	*280*
2	Auxiliary Frequency Reference 1	All Modes 10 V = E1-04 (maximum output frequency)	*281*
3	Auxiliary Frequency Reference 2	All Modes 10 V = E1-04 (maximum output frequency)	*281*
4	Output Voltage Bias	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = E1-05 (motor rated voltage)	*281*
5	Accel/Decel Time Gain	All Modes 10 V = 100%	*281*
6	DC Injection Braking Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Drive rated current	*281*
7	Overtorque/Undertorque Detection Level	All Modes 10 V = Drive rated current (V/f, V/fw/PG) 10 V = Motor rated torque (OLV, CLV, OLV/PM, AOLV/PM, CLV/PM)	*281*
8	Stall Prevention Level During Run	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Drive rated current	*281*
9	Output Frequency Lower Limit Level	All Modes 10 V = E1-04 (maximum output frequency)	*282*
B	PID Feedback	All Modes 10 V = 100%	*282*
C	PID Setpoint	All Modes 10 V = 100%	*282*
D	Frequency Bias	All Modes 10 V = E1-04 (maximum output frequency)	*282*
E	Motor Temperature (PTC input)	All Modes 10 V = 100%	*282*
F	Through Mode	All Modes Select this setting when the terminal is not used or when using the terminal in the pass-through mode.	*282*
10	Forward Torque Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Motor rated torque	*282*
11	Reverse Torque Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Motor rated torque	*282*
12	Regenerative Torque Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Motor rated torque	*282*
13	Torque Limit Using Torque Reference/Speed Control	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Motor rated torque	*282*
14	Torque Compensation	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Motor rated torque	*282*
15	General Torque Limit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 10 V = Motor rated torque	*282*

H3 Multi-Function Analog Input Settings			
Setting	**Function**	**Description (For when output is 100%)**	**Page**
16	Differential PID Feedback	All Modes 10 V = 100%	282
1F	Through Mode	All Modes Select this setting when the terminal is not used or when using the terminal in the pass-through mode.	282
30 to 32	DriveWorksEZ Analog Input 1 to 3	All Modes Output is determined by the function selected using DWEZ.	282

■ H4: Multi-Function Analog Outputs

No.(Addr.)	Name	Description	Setting	Page
H4-01 (41DH)	Multi-Function Analog Output Terminal FM Monitor Selection	All Modes 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.	Default: 102 Min: 000 Max: 999	283
H4-02 (41EH) RUN	Multi-Function Analog Output Terminal FM Gain	All Modes Sets the signal level at terminal FM that is equal to 100% of the selected monitor value.	Default: 100.0% Min: -999.9% Max: 999.9%	283
H4-03 (41FH) RUN	Multi-Function Analog Output Terminal FM Bias	All Modes Sets the signal level at terminal FM that is equal to 0% of the selected monitor value.	Default: 0.0% Min: -999.9% Max: 999.9%	283
H4-04 (420H)	Multi-Function Analog Output Terminal AM Monitor Selection	All Modes 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.	Default: 103 Min: 000 Max: 999	283
H4-05 (421H) RUN	Multi-Function Analog Output Terminal AM Gain	All Modes Sets the signal level at terminal AM that is equal to 100% of the selected monitor value.	Default: 50.0% Min: -999.9% Max: 999.9%	283
H4-06 (422H) RUN	Multi-Function Analog Output Terminal AM Bias	All Modes Sets the signal level at terminal AM that is equal to 0% of the selected monitor value.	Default: 0.0% Min: -999.9% Max: 999.9%	283
H4-07 (423H)	Multi-Function Analog Output Terminal FM Signal Level Selection	All Modes 0: 0 to 10 V 1: -10 to 10 V 2: 4 to 20 mA	Default: 0 Min: 0 Max: 2	284
H4-08 (424H)	Multi-Function Analog Output Terminal AM Signal Level Selection	All Modes 0: 0 to 10 V 1: -10 to 10 V 2: 4 to 20 mA	Default: 0 Min: 0 Max: 2	284

■ H5: MEMOBUS/Modbus Serial Communication

Note: The settings for MEMOBUS/Modbus communications become effective when the drive is restarted.

No.(Addr.)	Name	Description	Setting	Page
H5-01 (425H) <32>	Drive Slave Address	All Modes Selects drive station node number (address) for MEMOBUS/Modbus terminals R+, R-, S+, S-. **Note:** Cycle power for the setting to take effect.	Default: 1FH Min: 0 Max: FFH	550
H5-02 (426H)	Communication Speed Selection	All Modes 0: 1200 bps 1: 2400 bps 2: 4800 bps 3: 9600 bps 4: 19200 bps 5: 38400 bps 6: 57600 bps 7: 76800 bps 8: 115200 bps **Note:** Cycle power for the setting to take effect.	Default: 3 Min: 0 Max: 8	550
H5-03 (427H)	Communication Parity Selection	All Modes 0: No parity 1: Even parity 2: Odd parity **Note:** Cycle power for the setting to take effect.	Default: 0 Min: 0 Max: 2	550
H5-04 (428H)	Stopping Method After Communication Error (CE)	All Modes 0: Ramp to stop 1: Coast to stop 2: Fast Stop 3: Alarm only	Default: 3 Min: 0 Max: 3	550
H5-05 (429H)	Communication Fault Detection Selection	All Modes 0: Disabled 1: Enabled. If communication is lost for more than two seconds, a CE fault will occur.	Default: 1 Min: 0 Max: 1	551
H5-06 (42AH)	Drive Transmit Wait Time	All Modes Set the wait time between receiving and sending data. **Note:** Cycle power for the setting to take effect.	Default: 5 ms Min: 5 ms Max: 65 ms	551
H5-07 (42BH)	RTS Control Selection	All Modes 0: Disabled. RTS is always on. 1: Enabled. RTS turns on only when sending. **Note:** Cycle power for the setting to take effect.	Default: 1 Min: 0 Max: 1	551
H5-09 (435H)	Communication Fault Detection Time	All Modes Sets the time required to detect a communications error. Adjustment may be needed when networking several drives.	Default: 2.0 s Min: 0.0 s Max: 10.0 s	551
H5-10 (436H)	Unit Selection for MEMOBUS/ Modbus Register 0025H	All Modes 0: 0.1 V units 1: 1 V units	Default: 0 Min: 0 Max: 1	551
H5-11 (43CH)	Communications ENTER Function Selection	All Modes 0: Drive requires an Enter command before accepting any changes to parameter settings. 1: Parameter changes are activated immediately without the Enter command.	Default: 0 Min: 0 Max: 1	552
H5-12 (43DH)	Run Command Method Selection	All Modes 0: FWD/Stop, REV/Stop 1: Run/Stop, FWD/REV	Default: 0 Min: 0 Max: 1	552
H5-17 (11A1H)	Operation Selection when Unable to Write into EEPROM	All Modes There is normally no need to change this parameter from the default value. Selects operation when an attempt is made to write data into EEPROM by MEMOBUS/Modbus communications, when writing into EEPROM is not possible. 0: Cannot write into EEPROM. 1: Write in RAM only.	Default: 0 Min: 0 Max: 1	552
H5-18 (11A2H)	Filter Time Constant for Motor Speed Monitoring	All Modes Sets the filter time constant for monitoring the motor speed from MEMOBUS/Modbus communications and communication option. Applicable MEMOBUS/Modbus registers: 3EH, 3FH, 44H, ACH, and ADH	Default: 0 ms Min: 0 ms Max: 100 ms	552

<32> If this parameter is set to 0, the drive will be unable to respond to MEMOBUS/Modbus commands.

■ H6: Pulse Train Input/Output

No.(Addr.)	Name	Description	Setting	Page
H6-01 (42CH)	Pulse Train Input Terminal RP Function Selection	All Modes 0: Frequency reference 1: PID feedback value 2: PID setpoint value 3: V/f Control with Simple PG feedback (possible only when using motor 1 in V/f Control)	Default: 0 Min: 0 Max: 3	284
H6-02 (42DH) RUN	Pulse Train Input Scaling	All Modes Sets the terminal RP input signal frequency that is equal to 100% of the value selected in H6-01.	Default: 1440 Hz Min: 100 Hz Max: 32000 Hz	285
H6-03 (42EH) RUN	Pulse Train Input Gain	All Modes Sets the level of the value selected in H6-01 when a frequency with the value set in H6-02 is input.	Default: 100.0% Min: 0.0% Max: 1000.0%	285
H6-04 (42FH) RUN	Pulse Train Input Bias	All Modes Sets the level of the value selected in H6-01 when 0 Hz is input.	Default: 0.0% Min: -100.0% Max: 100.0%	286
H6-05 (430H) RUN	Pulse Train Input Filter Time	All Modes Sets the pulse train input filter time constant.	Default: 0.10 s Min: 0.00 s Max: 2.00 s	286
H6-06 (431H) RUN	Pulse Train Monitor Selection	All Modes Select the pulse train monitor output function (value of the □-□□ part of U□-□□). Example: To select U5-01, set “501”.	Default: 102 Min: 000 Max: 809	286
H6-07 (432H) RUN	Pulse Train Monitor Scaling	All Modes Sets the terminal MP output signal frequency when the monitor value is 100%. As an example, have the pulse train monitor output equal the output frequency, set H6-06 to 102 and H6-07 to 0.	Default: 1440 Hz Min: 0 Hz Max: 32000 Hz	286
H6-08 (43FH)	Pulse Train Input Minimum Frequency	All Modes Sets the minimum frequency for the pulse train input to be detected. Enabled when H6-01 = 0, 1, or 2.	Default: 0.5 Hz Min: 0.1 Hz Max: 1000.0 Hz	286

◆ L: Protection Function

L parameters provide protection to the drive and motor, such as: control during momentary power loss, Stall Prevention, frequency detection, fault restarts, overtorque detection, torque limits, and other types of hardware protection.

■ L1: Motor Protection

No. (Addr.)	Name	Description	Setting	Page
L1-01 (480H)	Motor Overload Protection Selection	All Modes 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.	Default: <10> Min: 0 Max: 6	287
L1-02 (481H)	Motor Overload Protection Time	All Modes Sets the motor thermal overload protection (oL1) time.	Default: 1.0 min Min: 0.1 min Max: 5.0 min	289
L1-03 (482H)	Motor Overheat Alarm Operation Selection (PTC input)	All Modes Sets operation when the motor temperature analog input (H3-02, H3-06, or H3-10 = E) exceeds the oH3 alarm level. 0: Ramp to stop 1: Coast to stop 2: Fast Stop (decelerate to stop using the deceleration time in C1-09) 3: Alarm only ("oH3" will flash)	Default: 3 Min: 0 Max: 3	291
L1-04 (483H)	Motor Overheat Fault Operation Selection (PTC input)	All Modes Sets stopping method when the motor temperature analog input (H3-02, H3-06, or H3-10 = E) exceeds the oH4 fault level. 0: Ramp to stop 1: Coast to stop 2: Fast Stop (decelerate to stop using the deceleration time in C1-09)	Default: 1 Min: 0 Max: 2	291
L1-05 (484H)	Motor Temperature Input Filter Time (PTC input)	All Modes Adjusts the filter for the motor temperature analog input (H3-02, H3-06, or H3-10 = E).	Default: 0.20 s Min: 0.00 s Max: 10.00 s	291
L1-08 (1103H)	oL1 Current Lvl	All Modes Sets the reference current for motor thermal overload detection for motor 1 in amperes.	Default: 0.0 A Min: 0.0 A or 10% of drive rated current Max: 150% of drive rated current <72>	291
L1-09 (1104H)	oL1 Current Lvl (for 2nd motor)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the reference current for motor thermal overload detection for motor 2 in amperes.	Default: 0.0 A Min: 0.0 A or 10% of drive rated current Max: 150% of drive rated current <72>	292
L1-13 (46DH)	Continuous Electrothermal Operation Selection	All Modes 0: Disabled 1: Enabled	Default: 1 Min: 0 Max: 1	292

<10> Default setting is determined by the control mode (A1-02).
<72> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1A units

■ L2: Momentary Power Loss Ride-Thru

No. (Addr.)	Name	Description	Setting	Page
L2-01 (485H)	Momentary Power Loss Operation Selection	All Modes 0: Disabled. Drive trips on Uv1 fault when power is lost. 1: Recover within the time set in L2-02. Uv1 will be detected if power loss is longer than L2-02. 2: Recover as long as CPU has power. Uv1 is not detected.	Default: 0 Min: 0 Max: 2	292
L2-02 (486H)	Momentary Power Loss Ride-Thru Time	All Modes Sets the Power Loss Ride-Thru time. Enabled only when L2-01 = 1 or 3.	Default: 0.5 s Min: 0.0 s Max: 2.5 s	293
L2-03 (487H)	Momentary Power Loss Minimum Baseblock Time	All Modes Sets the minimum wait time for residual motor voltage decay before the drive output reenergizes after performing Power Loss Ride-Thru. Increasing the time set to L2-03 may help if overcurrent or overvoltage occur during Speed Search or during DC Injection Braking.	Default: <9> Min: 0.1 s Max: 5.0 s	293
L2-04 (488H)	Momentary Power Loss Voltage Recovery Ramp Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time for the output voltage to return to the preset V/f pattern during Speed Search.	Default: <9> Min: 0.0 s Max: 5.0 s	293

No. (Addr.)	Name	Description	Setting	Page
L2-07 (48BH)	Momentary Power Loss Voltage Recovery Acceleration Time	All Modes Sets the time to accelerate to the frequency reference when momentary power loss is over. If set to 0.0, the active acceleration time (C1-01, C1-03, C1-05, or C1-07) is used.	Default: 0.00 s Min: 0.00 s Max: 6000.0 s <12>	293
L2-13 (4F7H)	Power Supply Frequency Fault Detection Gain	All Modes Set the gain to use to detect power supply frequency fault (Fdv).	Default: 1.0 Min: 0.1 Max: 2.0	293
L2-21 (4F7H)	Low Input Voltage Detection Level	All Modes Set the level at which to detect a low input voltage.	Default: Determined by o2-04, C6-01 Min: 100 V <18> Max: 200 V <18>	294
L2-27 (4F7H)	Power Supply Frequency Fault Detection Width	All Modes There is normally no need to change this parameter from the default value. Set the frequency width to use to detect power supply frequency fault (Fdv).	Default: 6.0 Hz Min: 3.0 Hz Max: 20.0 Hz	294

<9> Default setting is determined by the drive model (o2-04) and duty selection (C6-01).
<12> Setting range value is dependent on the units selected for the accel/decel time (C1-10). When C1-10 = 0 (units of 0.01 s), the setting range becomes 0.00 to 600.00 s.
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.

■ L3: Stall Prevention

No. (Addr.)	Name	Description	Setting	Page
L3-01 (48FH)	Stall Prevention Selection during Acceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled General purpose. Acceleration is paused when the current is above the L3-02 setting. 3: Enabled (Current Limit) The acceleration rate is automatically adjusted while limiting the output current at the setting value of the stall prevention level (L3-02). **Note:** Setting 3 is not available in OLV/PM.	Default: 1 Min: 0 Max: 3	294
L3-02 (490H)	Stall Prevention Level during Acceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Used when L3-01 = 1, 3. 100% is equal to the drive rated current.	Default: <35> Min: 0% Max: 150% <35>	296
L3-03 (491H)	Stall Prevention Limit during Acceleration/Deceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets Stall Prevention lower limit during acceleration/Deceleration when operating in the constant power range. Set as a percentage of the drive's rated current.	Default: 50% Min: 0% Max: 100%	296
L3-04 (492H)	Stall Prevention Selection during Deceleration	All Modes 0: Disabled Deceleration at the active deceleration rate. An oC fault may occur. 1: General-purpose Stall Prevention Deceleration is paused when the output current exceeds the Stall Prevention level. 4: Overexcitation Deceleration Decelerates while increasing the motor flux. 6: Enable (Current Limit) The deceleration rate is automatically adjusted while limiting the regeneration current at the setting value of the stall prevention level (L3-14).	Default: 1 Min: 0 Max: 6 <34>	296
L3-05 (493H)	Stall Prevention Selection during Run	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled. Drive runs at a set frequency. A heavy load may cause stalling. 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.	Default: 1 Min: 0 Max: 2	297
L3-06 (494H)	Stall Prevention Level during Run	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enabled when L3-05 is set to 1 or 2. 100% is equal to the drive rated current.	Default: <35> Min: 30% Max: 150% <35>	298
L3-14 (4E9H)	Stall Prevention Level during Deceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Used when L3-04 = 1 or 6. 100% is equal to the drive rated current.	Default: <35> Min: 100% Max: 200% <35>	296
L3-22 (4F9H)	Deceleration Time at Stall Prevention during Acceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the deceleration time used for Stall Prevention during acceleration in OLV/PM.	Default: 0.0 s Min: 0.0 s Max: 6000.0 s	298
L3-23 (4FDH)	Automatic Reduction Selection for Stall Prevention during Run	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Sets the Stall Prevention level set in L3-06 that is used throughout the entire frequency range. 1: Automatic Stall Prevention level reduction in the constant output range. The lower limit value is 40% of L3-06.	Default: 0 Min: 0 Max: 1	298

No. (Addr.)	Name	Description	Setting	Page
L3-27 (456H)	Stall Prevention Detection Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time the current must exceed the Stall Prevention level to activate Stall Prevention.	Default: 50 ms Min: 0 ms Max: 5000 ms	298
L3-36 (11D5H)	Vibration Suppression Gain during Acceleration (with Current Limit)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Increase the setting value if oscillation occurs in the output current during acceleration.	Default: Determined by A1-02 Min: 0.0 Max: 100.0	298
L3-39 (11D5H)	Current-limited Integral Time Constant during Acceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the time constant for acceleration rate adjustment for current-limited acceleration.	Default: 100.0 ms Min: 1.0 ms Max: 1000.0 ms	299
L3-40 (11D5H)	Current-limited Maximum S-curve Selection during Acceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disable 1: Enable	Default: 0 Min: 0 Max: 1	299
L3-41 (11D5H)	Vibration Suppression Gain during Deceleration (with Current Limit)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Increase the setting value if oscillation occurs in the output current during deceleration.	Default: Determined by A1-02 Min: 0.0 Max: 100.0	298
L3-44 (11D8H)	Current-limited Integral Time Constant during Deceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the time constant for deceleration rate adjustment for current-limited deceleration.	Default: 100.0 ms Min: 1.0 ms Max: 1000.0 ms	299
L3-45 (11D9H)	Current-limited Maximum S-curve Selection during Deceleration	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disable 1: Enable Available when L3-04 = 6.	Default: 0 Min: 0 Max: 1	299

<34> The setting range is 0 and 1 in vector control modes for PM, AOLV/PM, CLV/PM.
<35> The upper limit of the setting range and default setting is determined by the values set to the duty selection (C6-01) and the carrier frequency reduction selection (L8-38).

■ L4: Speed Detection

No. (Addr.)	Name	Description	Setting	Page
L4-01 (499H)	Speed Agreement Detection Level	All Modes L4-01 sets the frequency detection level for digital output functions H2-□□ = 2, 3, 4, 5. L4-02 sets the hysteresis or allowable margin for speed detection.	Default: <10> Min: 0.0 Hz Max: 400.0 Hz	299
L4-02 (49AH)	Speed Agreement Detection Width		Default: <10> Min: 0.0 Hz Max: 20.0 Hz	299
L4-03 (49BH)	Speed Agreement Detection Level (+/-)	All Modes L4-03 sets the frequency detection level for digital output functions H2-□□ = 13, 14, 15, 16. L4-04 sets the hysteresis or allowable margin for speed detection.	Default: 0.0 Hz Min: -400.0 Hz Max: 400.0 Hz	299
L4-04 (49CH)	Speed Agreement Detection Width (+/-)		Default: <10> Min: 0.0 Hz Max: 20.0 Hz	299
L4-05 (49DH)	Frequency Reference Loss Detection Selection	All Modes 0: Operate following the frequency reference 1: Continue operation with reduced frequency reference	Default: 0 Min: 0 Max: 1	300
L4-06 (4C2H)	Frequency Reference at Reference Loss	All Modes Sets the percentage of the frequency reference that the drive should run with when the frequency reference is lost.	Default: 80.0% Min: 0.0% Max: 100.0%	300
L4-07 (470H)	Speed Agree Detection Selection	All Modes 0: No detection during baseblock. 1: Detection always enabled.	Default: 0 Min: 0 Max: 1	300

<10> Default setting is determined by the control mode (A1-02).

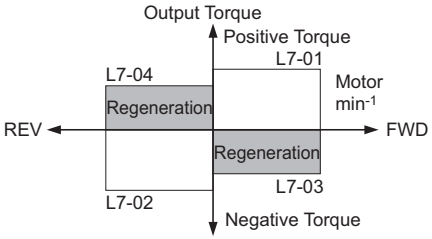
■ L5: Fault Restart

No. (Addr.)	Name	Description	Setting	Page
L5-01 (49EH)	Number of Auto Restart Attempts	All Modes Sets the number of times the drive may attempt to restart after the following faults occur: GF, LF, oC, oH1, oL1, oL3, oL4, ov, Sto, Uv1.	Default: 0 Min: 0 Max: 10	301
L5-02 (49FH)	Auto Restart Fault Output Operation Selection	All Modes 0: Fault output not active. 1: Fault output active during restart attempt.	Default: 0 Min: 0 Max: 1	301
L5-04 (46CH)	Fault Reset Interval Time	All Modes Sets the amount of time to wait between performing fault restarts.	Default: 10.0 s Min: 0.5 s Max: 600.0 s	301
L5-05 (467H)	Fault Reset Operation Selection	All Modes 0: Continuously attempt to restart while incrementing restart counter only at a successful restarts (same as F7 and G7). 1: Attempt to restart with the interval time set in L5-04 and increment the restart counter with each attempt (same V7).	Default: 0 Min: 0 Max: 1	301

■ L6: Torque Detection

No. (Addr.)	Name	Description	Setting	Page
L6-01 (4A1H)	Torque Detection Selection 1	All Modes 0: Disabled 1: oL3 detection only active during speed agree, operation continues after detection 2: oL3 detection always active during run, operation continues after detection 3: oL3 detection only active during speed agree, output shuts down on an oL3 fault 4: oL3 detection always active during run, output shuts down on an oL3 fault 5: UL3 detection only active during speed agree, operation continues after detection 6: UL3 detection always active during run, operation continues after detection 7: UL3 detection only active during speed agree, output shuts down on an oL3 fault 8: UL3 detection always active during run, output shuts down on an oL3 fault	Default: 0 Min: 0 Max: 8	302
L6-02 (4A2H)	Torque Detection Level 1	All Modes Sets the overtorque and undertorque detection level.	Default: 150% Min: 0% Max: 300%	303
L6-03 (4A3H)	Torque Detection Time 1	All Modes Sets the time an overtorque or undertorque condition must exist to trigger torque detection 1.	Default: 0.1 s Min: 0.0 s Max: 10.0 s	303
L6-04 (4A4H)	Torque Detection Selection 2	All Modes 0: Disabled 1: oL4 detection only active during speed agree, operation continues after detection 2: oL4 detection always active during run, operation continues after detection 3: oL4 detection only active during speed agree, output shuts down on an oL4 fault 4: oL4 detection always active during run, output shuts down on an oL4 fault 5: UL4 detection only active during speed agree, operation continues after detection 6: UL4 detection always active during run, operation continues after detection 7: UL4 detection only active during speed agree, output shuts down on an oL4 fault 8: UL4 detection always active during run, output shuts down on an oL4 fault	Default: 0 Min: 0 Max: 8	302
L6-05 (4A5H)	Torque Detection Level 2	All Modes Sets the overtorque and undertorque detection level.	Default: 150% Min: 0% Max: 300%	303
L6-06 (4A6H)	Torque Detection Time 2	All Modes Sets the time an overtorque or undertorque condition must exist to trigger torque detection 2.	Default: 0.1 s Min: 0.0 s Max: 10.0 s	303
L6-08 (468H)	Mechanical Weakening Detection Operation	All Modes This function can detect an overtorque or undertorque in a certain speed range as a result of machine fatigue. It is triggered by a specified operation time and uses the oL3/UL3 detection settings (L6-01, L6-02, and L6-03). 0: Mechanical Weakening Detection disabled. 1: Continue running (alarm only). Detected when the speed (signed) is greater than L6-09. 2: Continue running (alarm only). Detected when the speed (not signed) is greater than L6-09. 3: Interrupt drive output (fault). Detected when the speed (signed) is greater than L6-09. 4: Interrupt drive output (fault). Detected when the speed (not signed) is greater than L6-09. 5: Continue running (alarm only). Detected when the speed (signed) is less than L6-09. 6: Continue running (alarm only). Detected when the speed (not signed) is less than L6-09. 7: Interrupt drive output (fault). Detected when the speed (signed) is less than L6-09. 8: Interrupt drive output (fault). Detected when the speed (not signed) is less than L6-09.	Default: 0 Min: 0 Max: 8	304
L6-09 (469H)	Mechanical Weakening Detection Speed Level	All Modes Sets the speed that triggers Mechanical Weakening Detection. When L6-08 is set for an unsigned value, the absolute value is used if the setting is negative.	Default: 110.0% Min: -110.0% Max: 110.0%	304
L6-10 (46AH)	Mechanical Weakening Detection Time	All Modes Sets the time mechanical weakening has to be detected before an alarm or fault is triggered.	Default: 0.1 s Min: 0.0 s Max: 10.0 s	304
L6-11 (46BH)	Mechanical Weakening Detection Start Time	All Modes Sets the operation time (U1-04) required before Mechanical Weakening Detection is active.	Default: 0 h Min: 0 h Max: 65535 h	304

■ L7: Torque Limit

No. (Addr.)	Name	Description	Setting	Page
L7-01 (4A7H)	Forward Torque Limit	V/f V/f w/PG **OLV** **CLV** OLV/PM **AOLV/PM** **CLV/PM** Sets the torque limit value as a percentage of the motor rated torque. Four individual quadrants can be set. 	Default: 200% Min: 0% Max: 300%	*306*
L7-02 (4A8H)	Reverse Torque Limit		Default: 200% Min: 0% Max: 300%	*306*
L7-03 (4A9H)	Forward Regenerative Torque Limit		Default: 200% Min: 0% Max: 300%	*306*
L7-04 (4AAH)	Reverse Regenerative Torque Limit		Default: 200% Min: 0% Max: 300%	*306*
L7-06 (4ACH)	Torque Limit Integral Time Constant	V/f V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM Sets the integral time constant for the torque limit.	Default: 200 ms Min: 5 ms Max: 10000 ms	*306*
L7-07 (4C9H)	Torque Limit Control Method Selection during Accel/Decel	V/f V/f w/PG **OLV** CLV OLV/PM AOLV/PM CLV/PM 0: Proportional control (changes to integral control at constant speed). Use this setting when acceleration to the desired speed should take precedence over the torque limit. 1: Integral control. Set L7-07 to 1 if the torque limit should take precedence.	Default: 0 Min: 0 Max: 1	*306*
L7-16 (44DH)	Torque Limit Process at Start	V/f V/f w/PG **OLV** **CLV** OLV/PM **AOLV/PM** **CLV/PM** 0: Disabled 1: Enabled	Default: 1 Min: 0 Max: 1	*306*

■ L8: Drive Protection

No. (Addr.)	Name	Description	Setting	Page
L8-02 (4AEH)	Overheat Alarm Level	**All Modes** An overheat alarm will occur if the heatsink temperature exceeds the level set in L8-02.	Default: *<6>* Min: 50°C Max: 150°C	*306*
L8-03 (4AFH)	Overheat Pre-Alarm Operation Selection	**All Modes** 0: Ramp to stop. A fault is triggered. 1: Coast to stop. A fault is triggered. 2: Fast Stop. Decelerate to stop using the deceleration time in C1-09. A fault is triggered. 3: Continue operation. An alarm is triggered. 4: Continue operation at reduced speed as set in L8-19.	Default: 3 Min: 0 Max: 4	*307*
L8-07 (4B3H)	Output Phase Loss Protection Selection	**All Modes** 0: Disabled 1: Enabled (triggered by a single phase loss) 2: Enabled (triggered when two phases are lost) **Note:** Low motor rated current in comparison to the drive rated output current may erroneously trigger output phase loss detection. Disable this parameter in such cases.	Default: 0 Min: 0 Max: 2	*308*
L8-09 (4B5H)	Output Ground Fault Detection Selection	**All Modes** 0: Disabled 1: Enabled	Default: *<6>* Min: 0 Max: 1	*308*
L8-10 (4B6H)	Heatsink Cooling Fan Operation Selection	**All Modes** 0: Run with timer (Fan operates only during run and for L8-11 seconds after stop.) 1: Run always (Cooling fan operates whenever the drive is powered up.) **Note:** The cooling fan will turn on when a Damping Resistor Overheat (doH) fault is detected regardless of the setting value.	Default: 0 Min: 0 Max: 1	*308*
L8-11 (4B7H)	Heatsink Cooling Fan Off Delay Time	**All Modes** Sets a delay time to shut off the cooling fan after the Run command is removed when L8-10 = 0.	Default: 60 s Min: 0 s Max: 300 s	*308*
L8-12 (4B8H)	Ambient Temperature Setting	**All Modes** Enter the ambient temperature. This value adjusts the oL2 detection level.	Default: 40°C Min: -10°C Max: 50°C	*308*
L8-15 (4BBH)	oL2 Characteristics Selection at Low Speeds	**All Modes** 0: No oL2 level reduction below 6 Hz. 1: oL2 level is reduced linearly below 6 Hz. It is reduced to 70% at 0 Hz.	Default: 1 Min: 0 Max: 1	*309*

No. (Addr.)	Name	Description	Setting	Page
L8-18 (4BEH)	Software Current Limit Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled **Note:** For drives with software versions PRG: 1021 or later, the default setting is 1 (Software CLA Enabled) when in Open Loop Vector Control (A1-02 = 2).	Default: <10> Min: 0 Max: 1	309
L8-19 (4BFH)	Frequency Reduction Rate during Overheat Pre-Alarm	All Modes Specifies the frequency reference reduction gain at overheat pre-alarm when L8-03 = 4.	Default: 0.8 Min: 0.1 Max: 0.9	309
L8-27 (4DDH)	Overcurrent Detection Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the gain for overcurrent detection as a percentage of the motor rated current. Overcurrent is detected using the drive's overcurrent level or the value set to L8-27, whichever is lower.	Default: 300.0% Min: 0.0% Max: 400.0%	309
L8-29 (4DFH)	Current Unbalance Detection (LF2)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 2: Enabled	Default: 2 Min: 0 Max: 2	310
L8-32 (4E2H)	Cooling Fan Failure Selection	All Modes Determines the action the drive should take when a fault occurs with the internal cooling fan. 0: Ramp to stop 1: Coast to stop 2: Fast Stop (decelerate to stop using the deceleration time in C1-09)	Default: 1 Min.: 0 Max.: 2	310
L8-35 (4ECH)	Installation Method Selection	All Modes 0: IP00 enclosure drive 2: IP20/UL Type 1 enclosure 3: External heatsink installation	Default: <6> Min: 0 Max: 3	310
L8-38 (4EFH)	Carrier Frequency Reduction Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled below 6 Hz 2: Enabled for the entire speed range	Default: <16> Min: 0 Max: 2	310
L8-40 (4F1H)	Carrier Frequency Reduction Off-Delay Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time that the drive continues running with reduced carrier frequency after the carrier reduction condition is gone. Setting 0.00 s disables the carrier frequency reduction time.	Default: <10> Min: 0.00 s Max: 2.00 s	311
L8-41 (4F2H)	High Current Alarm Selection	All Modes 0: Disabled 1: Enabled. An alarm is triggered at output currents above 150% of the drives rated current.	Default: 0 Min: 0 Max: 1	311
L8-93 (73CH)	LSo Detection Time at Low Speed	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the amount of time until baseblock is executed once LSo has been detected at low speed.	Default: 1.0 s Min: 0.0 s Max: 10.0 s	311
L8-94 (73DH)	LSo Detection Level at Low Speed	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Determines the detection level of LSo at low speed.	Default: 3% Min: 0% Max: 10%	311
L8-95 (77FH)	Average LSo Frequency at Low Speed	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the average number of times LSo can occur at low speed.	Default: 10 times Min: 1 Max: 50	311

<6> Default setting value varies by the drive model (o2-04).
<10> Default setting is determined by the control mode (A1-02).
<16> Default setting is determined by the control mode (A1-02) and the drive model (o2-04).

■ L9: Drive Protection 2

No. (Addr.)	Name	Description	Setting	Page
L9-03 (819H)	Carrier Frequency Reduction Level Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Selects the level to start the reduction of the frequency or to clear the current frequency level for the automatic reduction of the carrier frequency. 0: Reduces the carrier frequency based on the drive's rated current that is not derated. 1: Reduces the carrier frequency based on the drive's rated current that is derated by the carrier frequency and the temperature selected for C6-02.	Default: 0 Min: 0 Max: 1	312

No. (Addr.)	Name	Description	Setting	Page
L9-12 (0B28H)	SoH Alarm Selection during bb	All Modes Sets the SoH (Snubber Discharge Resistor Overheat) alarm to output a fault or a minor fault during a baseblock (bb). 0: Outputs a fault for an SoH alarm during a baseblock (bb). 1: Outputs a minor fault for an SoH alarm during a baseblock (bb). **Note:** This parameter is available in the drive software versions PRG:1015 and later.	Default: 0 Min: 0 Max: 1	*312*

◆ n: Special Adjustments

The n parameters are used to adjust more advanced performance characteristics such as Hunting Prevention, speed feedback detection, and Online Tuning for motor line-to-line resistance.

■ n1: Hunting Prevention

No. (Addr.)	Name	Description	Setting	Page
n1-01 (580H)	Hunting Prevention Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled	Default: 1 Min: 0 Max: 1	*313*
n1-02 (581H)	Hunting Prevention Gain Setting	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM If the motor vibrates while lightly loaded, increase the gain by 0.1 until vibration ceases. If the motor stalls, decrease the gain by 0.1 until the stalling ceases.	Default: 1.00 Min: 0.00 Max: 2.50	*313*
n1-03 (582H)	Hunting Prevention Time Constant	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time constant used for Hunting Prevention.	Default: *<6>* Min: 0 ms Max: 500 ms	*313*
n1-05 (530H)	Hunting Prevention Gain while in Reverse	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the gain used for Hunting Prevention. If set to 0, the gain set to n1-02 is used for operation in reverse.	Default: 0.00 Min: 0.00 Max: 2.50	*313*
n1-09 (0BADH)	Vibration Suppression Level	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Adjusts the responsiveness of the vibration suppression function. When using speed control, there is normally no need to adjust this parameter. When using torque control, set this parameter to 0.00. **Note:** This parameter is available in the drive software versions PRG:1017 and later.	Default: 2.00 Min: 0.00 Max: 10.00	*313*
n1-10 (0BAEH)	Suppression Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. **Note:** This parameter is available in the drive software versions PRG:1017 and later.	Default: 10.0 Hz Min: 5.0 Hz Max: 100.0 Hz	*314*
n1-11 (0BAFH)	Suppression Auxiliary Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. **Note:** This parameter is available in the drive software versions PRG:1017 and later.	Default: 20.0 Hz Min: 10.0 Hz Max: 50.0 Hz	*314*
n1-12 (0B1BH)	Vibration Suppression Time Constant	All Modes There is normally no need to change this parameter from the default value. **Note:** This parameter is available in the drive software versions PRG:1017 and later.	Default: 0 ms Min: 0 ms Max: 1000 ms	*314*

<6> Default setting value varies by the drive model (o2-04).

■ n2: Speed Feedback Detection Control (AFR) Tuning

No. (Addr.)	Name	Description	Setting	Page
n2-01 (584H)	Speed Feedback Detection Control (AFR) Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the internal speed feedback detection control gain in the automatic frequency regulator (AFR). If hunting occurs, increase the set value. If response is low, decrease the set value.	Default: 1.00 Min: 0.00 Max: 10.00	*314*
n2-02 (585H)	Speed Feedback Detection Control (AFR) Time Constant 1	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time constant used for speed feedback detection control (AFR).	Default: 50 ms Min: 0 ms Max: 2000 ms	*314*

■ n3: Overexcitation Braking

No. (Addr.)	Name	Description	Setting	Page
n3-13 (531H)	Overexcitation Deceleration Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the gain applied to the V/f pattern during Overexcitation Deceleration (L3-04 = 4).	Default: 1.10 Min: 1.00 Max: 2.00	315

■ n5: Feed Forward Control

No. (Addr.)	Name	Description	Setting	Page
n5-01 (5B0H)	Feed Forward Control Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Enabled	Default: 0 Min: 0 Max: 1	316
n5-02 (5B1H)	Motor Acceleration Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the time required to accelerate the motor at the rated torque from stop to rated speed.	Default: <9> <14> Min: 0.001 s Max: 10.000 s	316
n5-03 (5B2H)	Feed Forward Control Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the ratio between motor and load inertia. Lower this setting if overshoot occurs at the end of acceleration.	Default: 1.00 Min: 0.00 Max: 100.00	316

<9> Default setting value is dependent on the drive model (o2-04) and the Drive Duty (C6-01).
<14> Default setting value is dependent on the motor code set to E5-01.

■ n6: Online Tuning

No. (Addr.)	Name	Description	Setting	Page
n6-01 (570H)	Online Tuning Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled 1: Line-to-line resistance tuning 2: Voltage correction. Setting not possible when Energy Saving is enabled (b8-01).	Default: 0 Min: 0 Max: 2	317
n6-05 (5C7H)	Online Tuning Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Decrease this setting for motors with a relatively large rotor time constant. If overload occurs, increase this setting slowly in increments of 0.10.	Default: 1.0 Min: 0.1 Max: 50.0	317

■ n8: PM Motor Control Tuning

No. (Addr.)	Name	Description	Setting	Page
n8-01 (540H)	Initial Rotor Position Estimation Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the current used for initial rotor position estimation as a percentage of the motor rated current (E5-03). If the motor nameplate lists an “Si” value, that value should be entered here.	Default: 50% Min: 0% Max: 100%	317
n8-02 (541H)	Pole Attraction Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the current during initial polar attraction as a percentage of the motor rated current. Enter a high value when attempting to increase starting torque. **Note:** Sets the current to detect the motor magnetic pole of the rotors which are used for Z Pulse Offset Tuning when in Closed Loop Vector Control for PM (A1-02 = 7). Usually it is not necessary to change this setting. If the motor does not track correctly when performing Z Pulse Offset Tuning, increase the setting value, and if the motor vibrates, reduce the setting value.	Default: 80% Min: 0% Max: 150%	318
n8-03 (542H)	Current Startup Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the current starting time to detect the motor magnetic pole of the rotors when performing Z Pulse Offset Tuning.	Default: 1.5 s Min: 1.5 s Max: 5.0 s	318
n8-04 (543H)	Pole Attraction Time	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the magnetic pole alignment time to detect the motor magnetic pole of the rotors when performing Z Pulse Offset Tuning.	Default: 1.5 s Min: 1.5 s Max: 5.0 s	318
n8-11 (54AH)	Induction Voltage Estimation Gain 2	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Sets the gain for estimating the speed.	Default: <17> Min: 0.0 Max: 1000.0	318

No. (Addr.)	Name	Description	Setting	Page
n8-14 (54DH)	Polarity Compensation Gain 3	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** CLV/PM There is normally no need to change this parameter from the default value. Sets the gain for estimating the speed.	Default: 1.000 Min: 0.000 Max: 10.000	*318*
n8-15 (54EH)	Polarity Compensation Gain 4	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** CLV/PM There is normally no need to change this parameter from the default value. Sets the gain for estimating the speed.	Default: 0.500 Min: 0.000 Max: 10.000	*318*
n8-21 (554H)	Motor Ke Gain	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** CLV/PM There is normally no need to change this parameter from the default value. Sets the gain for estimating the speed.	Default: 0.90 Min: 0.80 Max: 1.00	*319*
n8-35 (562H)	Initial Rotor Position Detection Selection	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** **CLV/PM** 0: Pull-in 1: High frequency injection 2: Pulse injection	Default: 1 Min: 0 Max: 2	*319*
n8-36 (563H)	High Frequency Injection Level	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** **CLV/PM** Sets the frequency in Hz for the superimposed signal used for superimposed harmonics. Enabled when n8-57 = 1. In this case, perform High Frequency Injection Parameter Tuning after setting the motor parameters. *Refer to T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.	Default: 500 Hz Min: 200 Hz Max: 1000 Hz	*319*
n8-37 (564H)	High Frequency Injection Amplitude	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** **CLV/PM** There is normally no need to change this parameter from the default value. Sets the amplitude of high-frequency injection as a percentage of the voltage class standard (200 V Class: 200 V, 400 V Class: 400 V).	Default: 20.0% Min: 0.0% Max: 50.0%	*319*
n8-39 (566H)	Low Pass Filter Cutoff Frequency for High Frequency Injection	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** **CLV/PM** There is normally no need to change this parameter from the default value. Sets the cutoff frequency of a low pass filter for high frequency injection.	Default: 50 Hz Min: 0 Hz Max: 1000 Hz	*319*
n8-41 (568H)	HFI Overlap Pole Detection Pgain	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** **CLV/PM** Sets the speed estimation response for High Frequency Injection. Adjust this parameter when the motor vibrates in a low speed range.	Default: 2.50 Min: 0.01 Max: 10.00	*320*
n8-45 (538H)	Speed Feedback Detection Control Gain (for PM Motors)	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Increase this setting if hunting occurs. Decrease to lower the response.	Default: 0.80 Min: 0.00 Max: 10.00	*320*
n8-47 (53AH)	Pull-In Current Compensation Time Constant (for PM Motors)	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Sets the time constant to make the pull-in current reference and actual current value agree. Decrease the value if the motor begins to oscillate, and increase the value if it takes too long for the current reference to equal the output current.	Default: 5.0 s Min: 0.0 s Max: 100.0 s	*320*
n8-48 (53BH)	Pull-In Current (for PM Motors)	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Defines the d-axis current reference during no-load operation at a constant speed. Set as a percentage of the motor rated current. Increase this setting if hunting occurs while running at constant speed.	Default: 30% Min: 20% Max: 200%	*320*
n8-49 (53CH)	d-Axis Current for High Efficiency Control (for PM Motors)	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Sets the d-axis current reference when running a high load at constant speed. Set as a percentage of the motor rated current.	Default: *<14>* Min: -200.0% Max: 0.0%	*320*
n8-51 (53EH)	Acceleration/Deceleration Pull-In Current (for PM Motors)	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Sets the d-axis current reference during acceleration/deceleration as a percentage of the motor rated current. Set to a high value when more starting torque is needed.	Default: 50% Min: 0% Max: 200%	*321*
n8-54 (56DH)	Voltage Error Compensation Time Constant	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Adjusts the value when hunting occurs at low speed. If hunting occurs with sudden load changes, increase n8-54 in increments of 0.1. Reduce this setting if oscillation occurs at start.	Default: 1.00 s Min: 0.00 s Max: 10.00 s	*321*

No. (Addr.)	Name	Description	Setting	Page
n8-55 (56EH)	Load Inertia	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the ratio between motor and machine inertia. 0: Below 1:10 1: Between 1:10 and 1:30 2: Between 1:30 and 1:50 3: Beyond 1:50	Default: 0 Min: 0 Max: 3	*321*
n8-57 (574H)	High Frequency Injection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Disabled. Disable when using an SPM motor. 1: Enabled. Use this setting to enhance the speed control range when using an IPM motor. **Note:** When n8-57 is set to 1 (Enabled), perform High Frequency Injection Parameter Tuning after setting the motor parameters. High Frequency Injection cannot be used with an SPM motor. *Refer to T2-01: PM Motor Auto-Tuning Mode Selection on page 151* for details.	Default: 0 Min: 0 Max: 1	*321*
n8-62 (57DH)	Output Voltage Limit (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Prevents output voltage saturation. Should be set just below the voltage provided by the input power supply.	Default: 200.0 V *<18>* Min: 0.0 V Max: 250.0 V *<18>*	*322*
n8-63 (57EH)	Output Voltage Limit Proportional Gain (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Stabilizes constant output. **Note:** This parameter is available in the drive software versions PRG:1017 and later.	Default: 1.00 Min: 0.00 Max: 100.00	*322*
n8-64 (57FH)	Output Voltage Limit Integral Time (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. **Note:** This parameter is available in the drive software versions PRG:1017 and later.	Default: 0.040 s Min: 0.000 s Max: 5.000 s	*322*
n8-66 (235H)	Output Voltage Limit Output Filter Time Constant (for PM Motors)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. **Note:** This parameter is available in the drive software versions PRG:1017 and later.	Default: 0.001 s Min: 0.000 s Max: 5.000 s	*322*
n8-69 (65DH)	Speed Calculation Gain	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Sets the proportional gain for Speed Estimation.	Default: 1.00 Min: 0.00 Max: 20.00	*322*
n8-72 (655H)	Speed Estimation Method Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM There is normally no need to change this parameter from the default value. Sets the method to be used for estimating the speed. 0: Conventional method 1: 1000-series method	Default: 1 Min: 0 Max: 1	*323*
n8-84 (2D3H)	Polarity Judge Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the current to determine polarity for the initial polarity calculation as a percentage of the motor rated current. 100% = Motor rated current **Note:** If an "Si" value is listed on the nameplate for a Yaskawa motor, n8-84 should be set to "Si" value × 2 or more.	Default: 100% Min: 0% Max: 150%	*323*

<14> Default setting value is dependent on the motor code set to E5-01.
<17> Default setting is dependent on the speed estimation method selection (n8-72) as follows:
50.0 when n8-72 = 0
150.0 when n8-72 = 1
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.

◆ o: Operator Related Settings

The o parameters are used to set up the digital operator displays.

■ o1: Digital Operator Display Selection

No. (Addr.)	Name	Description	Setting	Page
o1-01 (500H) RUN	Drive Mode Unit Monitor Selection	All Modes Switches the display after the power has been turned on. When using an LED operator, pressing the up arrow key will display the following data: frequency reference → rotational direction → output frequency → output current → output voltage → U1-□□. (This is done by entering the 1□□ part of U1-□□. Certain monitors are not available in some control modes.)	Default: 106 (Monitor U1-06) Min: 104 Max: 914	*324*

No. (Addr.)	Name	Description	Setting	Page
o1-02 (501H) RUN	User Monitor Selection after Power Up	All Modes o1-02 selects the information that is displayed when the power is turned on. 1: Frequency reference (U1-01) 2: Direction 3: Output frequency (U1-02) 4: Output current (U1-03) 5: User-selected monitor (set by o1-01)	Default: 1 Min: 1 Max: 5	324
o1-03 (502H)	Digital Operator Display Selection	All Modes Sets the units the drive should use to display the frequency reference and motor speed monitors. 0: 0.01 Hz 1: 0.01% (100% = E1-04) 2: min^{-1} (calculated using the number of motor poles setting in E2-04, E4-04, or E5-04) 3: User-selected units (set by o1-10 and o1-11)	Default: <10> Min: 0 Max: 3	324
o1-04 (503H)	V/f Pattern Display Unit	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Hz 1: min^{-1}	Default: <10> Min: 0 Max: 1	325
o1-05 (504H) RUN	LCD Contrast Control	All Modes Sets the brightness of the LCD operator (option).	Default: 3 Min: 0 Max: 5	325
o1-10 (520H)	User-Set Display Units Maximum Value	All Modes These settings define the display values when o1-03 is set to 3. o1-10 sets the display value that is equal to the maximum output frequency. o1-11 sets the position of the decimal position.	Default: <36> Min: 1 Max: 60000	325
o1-11 (521H)	User-Set Display Units Decimal Display		Default: <36> Min: 0 Max: 3	325

<10> Default setting is determined by the control mode (A1-02).
<36> Default setting value is determined by the digital operator display selection (o1-03).

■ o2: Digital Operator Keypad Functions

No. (Addr.)	Name	Description	Setting	Page
o2-01 (505H)	LO/RE (LOCAL/REMOTE) Key Function Selection	All Modes 0: Disabled 1: Enabled. LO/RE key switches between LOCAL and REMOTE operation.	Default: 1 Min: 0 Max: 1	325
o2-02 (506H)	STOP Key Function Selection	All Modes 0: Disabled. STOP key is disabled in REMOTE operation. 1: Enabled. STOP key is always enabled.	Default: 1 Min: 0 Max: 1	326
o2-03 (507H)	User Parameter Default Value	All Modes 0: No change. 1: Set defaults. Saves parameter settings as default values for a User Initialization. 2: Clear all. Clears the default settings that have been saved for a User Initialization.	Default: 0 Min: 0 Max: 2	326
o2-04 (508H)	Drive Model Selection	All Modes Enter the drive model. Setting required only if installing a new control board.	Default: Determined by drive capacity Min: – Max: –	326
o2-05 (509H)	Frequency Reference Setting Method Selection	All Modes 0: ENTER key must be pressed to enter a frequency reference. 1: ENTER key is not required. The frequency reference can be adjusted using the up and down arrow keys only.	Default: 0 Min: 0 Max: 1	326
o2-06 (50AH)	Operation Selection when Digital Operator is Disconnected	All Modes 0: The drive continues operating if the digital operator is disconnected. 1: A fault is triggered (oPr) and the motor coasts to stop.	Default: 0 Min: 0 Max: 1	327
o2-07 (527H)	Motor Direction at Power Up when Using Operator	All Modes 0: Forward 1: Reverse This parameter requires that drive operation be assigned to the digital operator.	Default: 0 Min: 0 Max: 1	327
o2-09 (50DH)	Reserved	–	–	–
o2-19 (61FH)	Selection of Parameter Write During UV	All Modes Selects whether parameter settings can be changed during a control circuit undervoltage condition. To be used with 24 V Power Supply Unit Built-in model. 0: Disabled 1: Enabled **Note 1.** If the function of o2-19 is enabled, it is possible for a CPF06 Fault to occur. **2.** This parameter is not available in models CIMR-U☐4☐0930.	Default: 0 Min: 0 Max: 1	327

■ o3: Copy Function

No. (Addr.)	Name	Description	Setting	Page
o3-01 (515H)	Copy Function Selection	All Modes 0: Copy select 1: INV → OP READ (Read parameters from the drive, saving them onto the digital operator.) 2: OP → INV WRITE (Copy parameters from the digital operator, writing them to the drive.) 3: OP → INV VERIFY (Verify parameter settings on the drive to check if they match the data saved on the operator.) To read the drive' parameter settings into the digital operator, set o3-02 to 1 (to allow reading).	Default: 0 Min: 0 Max: 3	327
o3-02 (516H)	Copy Allowed Selection	All Modes Selects whether the read operation (o3-01 = 1) is enabled or disabled. 0: Read operation prohibited 1: Read operation allowed	Default: 0 Min: 0 Max: 1	328

■ o4: Maintenance Monitor Settings

No. (Addr.)	Name	Description	Setting	Page
o4-01 (50BH)	Cumulative Operation Time Setting	All Modes Sets the value for the cumulative operation time of the drive in units of 10 h.	Default: 0 Min: 0 Max: 9999	328
o4-02 (50CH)	Cumulative Operation Time Selection	All Modes 0: Logs power-on time 1: Logs operation time when the drive output is active (output operation time).	Default: 0 Min: 0 Max: 1	328
o4-03 (50EH)	Cooling Fan Operation Time Setting	All Modes Sets the value of the fan operation time monitor U4-03 in units of 10 h.	Default: 0 Min: 0 Max: 9999	328
o4-05 (51DH)	Capacitor Maintenance Setting	All Modes Starts estimates for capacitor maintenance times from this setting value. See U4-05 to check when the capacitors may need to be replaced.	Default: 0% Min: 0% Max: 150%	329
o4-07 (523H)	DC Bus Pre-Charge Relay Maintenance Setting	All Modes Starts estimates for soft charge bypass relay maintenance times from this setting value. See U4-06 to check when the bypass relay may need to be replaced.	Default: 0% Min: 0% Max: 150%	329
o4-11 (510H)	U2, U3 Initialization	All Modes 0: U2-□□ and U3-□□ monitor data is not reset when the drive is initialized (A1-03). 1: U2-□□ and U3-□□ monitor data is reset when the drive is initialized (A1-03). (The value of o4-11 is automatically returned to 0.)	Default: 0 Min: 0 Max: 1	329
o4-12 (512H)	kWh Monitor Initialization	All Modes 0: No action 1: Reset kWh data (The value of o4-12 is automatically returned to 0.)	Default: 0 Min: 0 Max: 1	329
o4-13 (528H)	Number of Run Commands Counter Initialization	All Modes 0: U4-02 monitor data is not reset when the drive is initialized (A1-03). 1: U4-02 monitor data is reset when the drive is initialized (A1-03). (The value of o4-13 is automatically returned to 0.)	Default: 0 Min: 0 Max: 1	329
o4-19 (113AH)	Power Unit Price	All Modes Sets the energy price per 1 kWh. This parameter is used to calculate the power rate displayed for total consumed power (U9-07 to U9-10) and total regenerated power (U9-11 to U9-14).	Default: 000.00 Min: 000.00 Max: 650.00	330

◆ q: DriveWorksEZ Parameters

No. (Addr.)	Name	Description	Setting	Page
q1-01 to q6-07 (1600H to 1746H)	DriveWorksEZ Parameters	All Modes Reserved for DriveWorksEZ	Refer to Help in the DWEZ software.	330

◆ r: DriveWorksEZ Connection Parameters

No. (Addr.)	Name	Description	Setting	Page
r1-01 to r1-40 (1840H to 1867H)	DriveWorksEZ Connection Parameters 1 to 20 (upper/lower)	All Modes DriveWorksEZ Connection Parameters 1 to 20 (upper/lower)	Default: 0 Min: 0 Max: FFFFH	330

◆ T: Motor Tuning

Enter data into the following parameters to tune the motor and drive for optimal performance

■ T1: Induction Motor Auto-Tuning

No. (Addr.)	Name	Description	Setting	Page
T1-00 (700H)	Motor 1/Motor 2 Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 1: Motor 1 (sets E1-□□, E2-□□) 2: Motor 2 (sets E3-□□, E4-□□)	Default: 1 Min: 1 Max: 2	148
T1-01 (701H) <37>	Auto-Tuning Mode Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: Rotational Auto-Tuning 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 5: Stationary Auto-Tuning 3 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) **Note:** Inertia Tuning and ASR Gain Auto-Tuning might not be available if gears are between the machine and the motor shaft.	Default: 0 Min: 0 Max: 4, 5, 8, 9 <10>	149
T1-02 (702H)	Motor Rated Power	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated power as specified on the motor nameplate.	Default: <9> Min: 0.00 kW Max: 650.00 kW	149
T1-03 (703H)	Motor Rated Voltage	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated voltage as specified on the motor nameplate.	Default: 200.0 V <18> Min: 0.0 V Max: 255.0 V <18>	149
T1-04 (704H)	Motor Rated Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated current as specified on the motor nameplate.	Default: <6> Min: 10% of drive rated current Max: 150% of drive rated current	149
T1-05 (705H)	Motor Base Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the rated frequency of the motor as specified on the motor nameplate.	Default: 50.0 Hz Min: 0.0 Hz Max: 400.0 Hz	149
T1-06 (706H)	Number of Motor Poles	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the number of motor poles as specified on the motor nameplate.	Default: 4 Min: 2 Max: 48	149
T1-07 (707H)	Motor Base Speed	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the rated speed of the motor as specified on the motor nameplate.	Default: 1450 min^{-1} Min: 0 min^{-1} Max: 24000 min^{-1}	150
T1-08 (708H)	PG Number of Pulses Per Revolution	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Set the number of pulses per revolution for the PG being used (pulse generator or encoder).	Default: 1024 ppr Min: 0 ppr Max: 60000 ppr	150
T1-09 (709H)	Motor No-Load Current (Stationary Auto-Tuning)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 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.	Default: – Min: 0 A Max: T1-04 <72>	150
T1-10 (70AH)	Motor Rated Slip (Stationary Auto-Tuning)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 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.	Default: – Min: 0.00 Hz Max: 20.00 Hz	150
T1-11 (70BH)	Motor Iron Loss	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 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.	Default: 14 W <38> Min: 0 W Max: 65535 W	150

<6> Default setting value varies by the drive model (o2-04).

<9> Default setting value is dependent on the drive model (o2-04) and the Drive Duty (C6-01).
<10> Default setting is determined by the control mode (A1-02).

<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<37> The availability of certain Auto-Tuning methods depends on the control mode selected for the drive.
<38> Default setting value differs depending on the motor code value and motor parameter settings.
<72> Display is in the following units.
- CIMR-U☐2☐0028, 2☐0042, and 4☐0011 to 4☐0027: 0.01 A units
- CIMR-U☐2☐0054 to 2☐0248, and 4☐0034 to 4☐0930: 0.1 A units

■ T2: PM Motor Auto-Tuning

No. (Addr.)	Name	Description	Setting	Page
T2-01 (750H) *<37>*	PM Motor Auto-Tuning Mode Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: PM Motor Parameter Settings 1: PM Stationary Auto-Tuning 2: PM Stationary Auto-Tuning for Stator Resistance 3: Z Pulse Offset Tuning 8: Inertia Tuning 9: ASR Gain Auto-Tuning 11: Back EMF Constant Tuning 13: High Frequency Injection Parameter Tuning 14: PM Rotational Auto-Tuning **Note: 1.** Inertia Tuning and ASR Gain Auto-Tuning might not be available if gears are between the machine and the motor shaft. **2.** For special-purpose motors, Yaskawa recommends Back EMF Constant Tuning after Stationary Auto-Tuning has been performed. Back EMF Constant Tuning rotates the motor to measure the actual induction voltage constants, and therefore allows for more accurate control than Stationary Auto-Tuning alone. **3.** Perform High Frequency Injection Parameter Tuning when using High Frequency Injection. High Frequency Injection cannot be used with an SPM motor.	Default: 0 Min: 0 Max: 14 *<10>*	*151*
T2-02 (751H)	PM Motor Code Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the motor code when using a Yaskawa PM motor. Once the motor code is entered, the drive automatically sets parameters T2-03 through T2-09. Set parameters T2-10 through T2-14 according the motor nameplate or the motor test report. When using a motor that is not supported motor code or a non-Yaskawa motor, set FFFF here and then adjust the other T2 parameters according the motor nameplate or the motor test report.	Default: *<16>* Min: 0000 Max: FFFF	*151*
T2-03 (752H)	PM Motor Type	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: IPM motor 1: SPM motor	Default: 1 Min: 0 Max: 1	*151*
T2-04 (730H)	PM Motor Rated Power	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor rated power.	Default: *<6>* Min: 0.00 kW Max: 650.00 kW	*151*
T2-05 (732H)	PM Motor Rated Voltage	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the motor rated voltage as indicated on the motor nameplate.	Default: 200.0 V *<18>* Min: 0.0 V Max: 255.0 V *<18>*	*152*
T2-06 (733H)	PM Motor Rated Current	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the motor rated current as indicated on the motor nameplate.	Default: *<6>* Min: 10% of drive rated current Max: 150% of drive rated current	*152*
T2-07 (753H)	PM Motor Base Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the motor base frequency as indicated on the motor nameplate.	Default: 87.5 Hz Min: 0.0 Hz Max: 400.0 Hz	*152*
T2-08 (734H)	Number of PM Motor Poles	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the number of motor poles for the PM motor as indicated on the motor nameplate.	Default: 6 Min: 2 Max: 48	*152*
T2-09 (731H)	PM Motor Base Speed	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the base speed for the PM motor as indicated on the motor nameplate.	Default: 1750 min^{-1} Min: 0 min^{-1} Max: 24000 min^{-1}	*152*
T2-10 (754H)	PM Motor Stator Resistance	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the rotor resistance for the PM motor as indicated on the motor nameplate.	Default: *<39>* Min: 0.000 Ω Max: 65.000 Ω	*152*
T2-11 (735H)	PM Motor d-Axis Inductance	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the d-axis inductance for the PM motor as indicated on the motor nameplate.	Default: *<39>* Min: 0.00 mH Max: 600.00 mH	*152*

No. (Addr.)	Name	Description	Setting	Page
T2-12 (736H)	PM Motor q-Axis Inductance	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the q-axis inductance for the PM motor as indicated on the motor nameplate.	Default: <39> Min: 0.00 mH Max: 600.00 mH	152
T2-13 (755H)	Induced Voltage Constant Unit Selection	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM 0: mV/(min^{-1}). E5-09 will automatically be set to 0.0, and E5-24 will be used. 1: mV/(rad/s). E5-24 will automatically be set to 0.0, and E5-09 will be used	Default: 1 Min: 0 Max: 1	153
T2-14 (737H)	PM Motor Induced Voltage Constant (Ke)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Enter the induced voltage coefficient for the PM motor as indicated on the motor nameplate.	Default: <39> Min: 0.0 Max: 2000.0	153
T2-15 (756H)	Pull-In Current Level for PM Motor Tuning	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the amount of pull-in current to use for Auto-Tuning as a percentage of the motor rated current. Increase this setting for high inertia loads.	Default: 30% Min: 0% Max: 120%	153
T2-16 (738H)	PG Number of Pulses Per Revolution for PM Motor Tuning	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the number of pulses per revolution for the PG being used (pulse generator or encoder).	Default: 1024 ppr Min: 1 ppr Max: 15000 ppr	153
T2-17 (757H)	Encoder Z-Pulse Offset (Δθ)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the offset between encoder offset and the rotor magnetic axis.	Default: 0.0 deg Min: -180.0 deg Max: 180.0 deg	153

<6> Default setting value varies by the drive model (o2-04).
<10> Default setting is determined by the control mode (A1-02).
<16> Default setting is determined by the control mode (A1-02) and the drive model (o2-04).
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<37> The availability of certain Auto-Tuning methods depends on the control mode selected for the drive.
<39> Default setting is determined by the drive capacity and the motor code selected in T2-02.

■ T3: ASR and Inertia Tuning

No. (Addr.)	Name	Description	Setting	Page
T3-01 (760H)	Inertia Tuning Frequency Reference	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the frequency of the test signal used during Inertia Tuning and ASR Gain Auto-Tuning. Reduce this value if the inertia is large or if a fault occurs.	Default: 3.0 Hz Min: 0.1 Hz Max: 20.0 Hz	154
T3-02 (761H)	Inertia Tuning Reference Amplitude	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the amplitude of the test signal used during Inertia and ASR Gain Auto-Tuning. Reduce this value if the inertia is too large or if a fault occurs.	Default: 0.5 rad Min: 0.1 rad Max: 10.0 rad	154
T3-03 (762H)	Motor Inertia	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the motor inertia. Default setting is the inertia of a Yaskawa motor.	Default: <9> <14> Min: 0.0001 kgm^2 Max: 600.00 kgm^2	154
T3-04 (763H) <40>	ASR Response Frequency	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Sets the response frequency of the mechanical system connected to the motor. Oscillation may result if set too high.	Default: 10.0 Hz Min: 0.1 Hz Max: 50.0 Hz	154

<9> Default setting value is dependent on the drive model (o2-04) and the Drive Duty (C6-01).
<14> Default setting value is dependent on the motor code set to E5-01.
<40> Displayed only when performing Inertia Tuning or ASR Gain Auto-Tuning (T1-01 = 9 or T2-01 = 9).

◆ U: Monitors

Monitor parameters allow the user to view drive status, fault information, and other data concerning drive operation.

■ U1: Operation Status Monitors

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U1-01 (40H)	Frequency Reference	All Modes Monitors the frequency reference. Display units are determined by o1-03.	10 V: Max frequency (-10 to +10 V)	0.01 Hz	–
U1-02 (41H)	Output Frequency	All Modes Displays the output frequency. Display units are determined by o1-03.	10 V: Max frequency (-10 to +10 V)	0.01 Hz	–

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U1-03 (42H)	Output Current	All Modes Displays the output current.	10 V: Drive rated current	<19> <23>	–
U1-04 (43H)	Control Method	All Modes 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	No signal output available	–	–
U1-05 (44H)	Motor Speed	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the motor speed feedback. Display units are determined by o1-03.	10 V: Max Frequency (-10 to +10 V)	0.01 Hz	–
U1-06 (45H)	Output Voltage Reference	All Modes Displays the output voltage.	10 V: 200 Vrms <18>	0.1 Vac	–
U1-07 (46H)	Control Circuit Voltage	All Modes Displays the control circuit voltage.	10 V: 400 V <18>	1 Vdc	–
U1-08 (47H)	Output Power	All Modes Displays the output power (this value is calculated internally).	10 V: <60> (-10 to +10 V)	<22>	–
U1-09 (48H)	Torque Reference	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Monitors the internal torque reference.	10 V: Motor rated torque (-10 to +10 V)	0.1%	–
U1-10 (49H)	Input Terminal Status	All Modes Displays the input terminal status. U1-10=00000000 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)	No signal output available	–	–
U1-11 (4AH)	Output Terminal Status	All Modes Displays the output terminal status. U1-11=00000000 1 Multi-Function Digital Output (terminal M1-M2) enabled 1 Multi-Function Digital Output (terminal M3-M4) enabled 1 Multi-Function Digital Output (terminal M5-M6) enabled Not Used 1 Fault Relay Output (terminal MA-MC closed MB-MC open) enabled	No signal output available	–	–

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U1-12 (4BH)	Drive Status	All Modes Displays the drive operation status. U1-12=00000000 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	No signal output available	–	–
U1-13 (4EH)	Terminal A1 Input Level	All Modes Displays the signal level to analog input terminal A1.	10 V: 100% (-10 to +10 V)	0.1%	–
U1-14 (4FH)	Terminal A2 Input Level	All Modes Displays the signal level to analog input terminal A2.	10 V: 100% (-10 to +10 V)	0.1%	–
U1-15 (50H)	Terminal A3 Input Level	All Modes Displays the signal level to analog input terminal A3.	10 V: 100% (-10 to +10 V)	0.1%	–
U1-16 (53H)	Output Frequency after Soft Starter	All Modes Displays output frequency with ramp time and S-curves. Units determined by o1-03.	10 V: Max frequency (-10 to +10 V)	0.01 Hz	–
U1-17 (58H)	DI-A3 Input Status	All Modes Displays the reference value input from the DI-A3 option card. Display will appear in hexadecimal as determined by the digital card input selection in F3-01. 3FFFF: Set (1 bit) + sign (1 bit) + 16 bit	No signal output available	–	–
U1-18 (61H)	oPE Fault Parameter	All Modes Displays the parameter number that caused the oPE02 or oPE08 (Operation error).	No signal output available	–	–
U1-19 (66H)	MEMOBUS/Modbus Error Code	All Modes Displays the contents of a MEMOBUS/Modbus error. U1-19=00000000 1 CRC Error 1 Data Length Error 0 Not Used 1 Parity Error 1 Overrun Error 1 Framing Error 1 Timed Out 0 Not Used	No signal output available	–	–
U1-21 (77H)	AI-A3 Terminal V1 Input Voltage Monitor	All Modes Displays the input voltage to terminal V1 on analog input card AI-A3.	10 V: 100% (-10 to +10 V)	0.1%	–
U1-22 (72AH)	AI-A3 Terminal V2 Input Voltage Monitor	All Modes Displays the input voltage to terminal V2 on analog input card AI-A3.	10 V: 100% (-10 to +10 V)	0.1%	–
U1-23 (72BH)	AI-A3 Terminal V3 Input Voltage Monitor	All Modes Displays the input voltage to terminal V3 on analog input card AI-A3.	10 V: 100% (-10 to +10 V)	0.1%	–
U1-24 (7DH)	Input Pulse Monitor	All Modes Displays the frequency to pulse train input terminal RP.	Determined by H6-02	1 Hz	–
U1-25 (4DH)	Software Number (Flash)	All Modes FLASH ID	No signal output available	–	–
U1-26 (5BH)	Software No. (ROM)	All Modes ROM ID	No signal output available	–	–
U1-54 (1083H)	Drive Input Power Voltage Effective Value	All Modes Displays the effective value of the drive input power voltage.	200 V class 10 V: 400 V 400 V class 10 V: 800 V	1 V	–
U1-58 (1087H)	Power Supply Frequency	All Modes Displays the frequency of the drive input power supply.	10 V: Rated frequency	0.1 Hz	–

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U1-72 (1095H)	Input Power Supply Information	All Modes Displays information on the input power supply. U1-72=00000000 Bit 0: AUv reset. (0: Not completed, 1: Reset) Bit 1: PF reset (0: Not completed, 1: Reset) Bit 2: Rated frequency detection (0: Not completed, 1: Completed) Bit 3: Phase order detection (0: Not completed, 1: Completed) Bit 4: Power supply established (0: Not completed, 1: Completed) Bit 5: Fdv detection (0: Not detected, 1: Detected) Bit 6: PF detection (0: Not detected, 1: Detected) Bit 7: Reserved.	No signal output available	–	–

<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<19> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0720: 0.1 A units
- CIMR-U□4□0900, 4□0930: 1 A units

<22> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 kW units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0930: 0.1 kW units

<23> When checking the values of U1-03, U2-05 and U4-13 with the digital operator they are displayed in units of amperes, but when they are checked using MEMOBUS/Modbus communications, the monitor value in MEMOBUS/Modbus communications is: displayed numeric value / 8192 × drive' rated current (A), from the condition "8192 (maximum value) = drive' rated current (A)"
<60> The analog output level is determined by the control mode (A1-02).
- A1-02 = 0, 1: 10 V = rated output current (A) × voltage class (V)
- A1-02 = 2, 3: 10 V = motor rated power (E2-11) (kW)
- A1-02 = 5, 6, 7: 10 V = motor rated power for PM motors (E5-02) (kW)

■ U2: Fault Trace

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U2-01 (80H)	Current Fault	All Modes Displays the current fault.	No signal output available	–	–
U2-02 (81H)	Previous Fault	All Modes Displays the previous fault.	No signal output available	–	–
U2-03 (82H)	Frequency Reference at Previous Fault	All Modes Displays the frequency reference at the previous fault.	No signal output available	0.01 Hz	–
U2-04 (83H)	Output Frequency at Previous Fault	All Modes Displays the output frequency at the previous fault.	No signal output available	0.01 Hz	–
U2-05 (84H)	Output Current at Previous Fault	All Modes Displays the output current at the previous fault.	No signal output available	*<19> <23>*	–
U2-06 (85H)	Motor Speed at Previous Fault	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the motor speed at the previous fault.	No signal output available	0.01 Hz	–
U2-07 (86H)	Output Voltage at Previous Fault	All Modes Displays the output voltage at the previous fault.	No signal output available	0.1 Vac	–
U2-08 (87H)	Control Circuit DC Voltage at Previous Fault	All Modes Displays the control circuit DC voltage at the previous fault.	No signal output available	1 Vdc	–
U2-09 (88H)	Output Power at Previous Fault	All Modes Displays the output power at the previous fault.	No signal output available	0.1 kW	–
U2-10 (89H)	Torque Reference at Previous Fault	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the torque reference at the previous fault.	No signal output available	0.1%	–
U2-11 (8AH)	Input Terminal Status at Previous Fault	All Modes Displays the input terminal status at the previous fault. Displayed as in U1-10.	No signal output available	–	–
U2-12 (8BH)	Output Terminal Status at Previous Fault	All Modes Displays the output status at the previous fault. Displayed as in U1-11.	No signal output available	–	–
U2-13 (8CH)	Drive Operation Status at Previous Fault	All Modes Displays the operation status of the drive at the previous fault. Displayed as in U1-12.	No signal output available	–	–
U2-14 (8DH)	Cumulative Operation Time at Previous Fault	All Modes Displays the cumulative operation time at the previous fault.	No signal output available	1 h	–
U2-15 (7E0H)	Run Speed after Soft Starter at Previous Fault	All Modes Displays the run speed after a soft start when a previous fault occurred. Displayed as in U1-16.	No signal output available	0.01 Hz	–
U2-16 (7E1H)	Motor q-Axis Current at Previous Fault	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the q-axis current for the motor at the previous fault. Displayed as in U6-01.	No signal output available	0.1%	–
U2-17 (7E2H)	Motor d-Axis Current at Previous Fault	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the d-axis current for the motor at the previous fault. Displayed as in U6-02.	No signal output available	0.1%	–
U2-19 (7E4H)	Rotor Deviation at Previous Fault	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the degree of rotor deviation when the most recent fault occurred. Displays the same status displayed in U6-10.	No signal output available	0.1 deg	–
U2-20 (8EH)	Heatsink Temperature at Previous Fault	All Modes Displays the temperature of the heatsink when the most recent fault occurred. Displayed as in U4-08.	No signal output available	1°C	–
U2-50 (85CH)	Input Power Supply Information at Previous Fault	All Modes Displays the input power supply information at the previous fault. Displayed as in U1-72.	No signal output available	–	–
U2-54 (843H)	Power Supply Voltage at Previous Fault	All Modes Displays the power supply voltage at the previous fault. Displayed as in U1-54.	200 V class 10 V: 400 V 400 V class 10 V: 800 V	1 V	–
U2-58 (847H)	Power Supply Frequency at Previous Fault	All Modes Displays the power supply frequency at the previous fault. Displayed as in U1-58.	10 V: Rated frequency	0.1 Hz	–

<19> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0720: 0.1 A units
- CIMR-U□4□0900, 4□0930: 1 A units

<23> When checking the values of U1-03, U2-05 and U4-13 with the digital operator they are displayed in units of amperes, but when they are checked using MEMOBUS/Modbus communications, the monitor value in MEMOBUS/Modbus communications is: displayed numeric value / 8192 × drive' rated current (A), from the condition "8192 (maximum value) = drive's rated current (A)"

■ U3: Fault History

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U3-01 to U3-04 (90H to 93H (800H to 803H))	First to 4th Most Recent Fault	All Modes Displays the first to the fourth most recent faults.	No signal output available	–	–
U3-05 to U3-10 (804H to 809H)	5th to 10th Most Recent Fault	All Modes Displays the fifth to the tenth most recent faults. After ten faults have occurred in the drive, data for the oldest fault is deleted. The most recent fault appears in U3-01, with the next most recent fault appearing in U3-02. The data is moved to the next monitor parameter every time a fault occurs.	No signal output available	–	–
U3-11 to U3-14 (94H to 97H (80AH to 80DH))	Cumulative Operation Time at 1st to 4th Most Recent Fault	All Modes Displays the cumulative operation time when the first to the fourth most recent faults occurred.	No signal output available	1 h	–
U3-15 to U3-20 (80EH to 813H)	Cumulative Operation Time at 5th to 10th Most Recent Fault	All Modes Displays the cumulative operation time when the fifth to the tenth most recent faults occurred.	No signal output available	1 h	–

■ U4: Maintenance Monitors

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U4-01 (4CH) *<26>*	Cumulative Operation Time	All Modes Displays the cumulative operation time of the drive. The value for the cumulative operation time counter can be reset in parameter o4-01. Use parameter o4-02 to determine if the operation time should start as soon as the power is switched on or only while the Run command is present. The default value is 0. The value counts up from 0. The maximum number displayed is 99999, after which the value is reset to 0.	No signal output available	1 h	–
U4-02 (75H)	Number of Run Commands	All Modes Displays the number of times the Run command is entered. Reset the number of Run commands using parameter o4-13. The default value is 0. The value will reset to 0 and start counting again after reaching 65535.	No signal output available	1 Time	–
U4-03 (67H) *<58>*	Cooling Fan Operation Time	All Modes Displays the cumulative operation time of the cooling fan. The default value for the fan operation time is reset in parameter o4-03. The default value is 0. The value will reset to 0 and start counting again after reaching 99999.	No signal output available	1 h	–
U4-04 (7EH)	Cooling Fan Maintenance	All Modes Displays main cooling fan usage time in as a percentage of its expected performance life. Parameter o4-03 can be used to reset this monitor. The fan should be replaced when this monitor reaches 90%. The default value is 0. The value counts up from 0.	No signal output available	1%	–
U4-05 (7CH)	Capacitor Maintenance	All Modes Displays main circuit capacitor usage time in as a percentage of their expected performance life. Parameter o4-05 can be used to reset this monitor. The capacitor should be replaced when this monitor reaches 90%. The default value is 0. The value counts up from 0.	No signal output available	1%	–
U4-06 (7D6H)	Soft Charge Bypass Relay Maintenance	All Modes Displays the soft charge bypass relay maintenance time as a percentage of its estimated performance life. Parameter o4-07 can be used to reset this monitor. The soft charge bypass relay should be replaced when this monitor reaches 90%. The default value is 0. The value counts up from 0.	No signal output available	1%	–
U4-08 (68H)	Heatsink Temperature	All Modes Displays the heatsink temperature.	10 V: 100°C	1°C	–
U4-09 (5EH)	LED Check	All Modes Lights all segments of the LED to verify that the display is working properly.	No signal output available	–	–
U4-13 (7CFH)	Peak Hold Current	All Modes Displays the highest current value that occurred during run.	No signal output available	0.01 A *<19> <23>*	–

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U4-14 (7D0H)	Peak Hold Output Frequency	All Modes Displays the output frequency when the current value shown in U4-13 occurred.	No signal output available	0.01 Hz	–
U4-16 (7D8H)	Motor Overload Estimate (oL1)	All Modes Shows the value of the motor overload detection accumulator. 100% is equal to the oL1 detection level.	10 V: 100%	0.1%	–
U4-18 (7DAH)	Frequency Reference Source Selection	All Modes Displays the source for the frequency reference as XY-nn. **X: indicates which reference is used:** 1 = Reference 1 (b1-01) 2 = Reference 2 (b1-15) **Y-nn: indicates the reference source** 0-01 = Digital operator 1-00 = Analog 1-01 = Analog (terminal A1) 1-02 = Analog (terminal A2) 1-03 = Analog (terminal A3) 2-02 to 17 = Multi-step speed (d1-02 to 17) 3-01 = MEMOBUS/Modbus communications 4-01 = Communication option card 5-01 = Pulse input 7-01 = DWEZ 9-01 = Up/Down Command	No signal output available	–	–
U4-19 (7DBH)	Frequency Reference from MEMOBUS/Modbus Comm.	All Modes Displays the frequency reference provided by MEMOBUS/Modbus (decimal).	No signal output available	0.01%	–
U4-20 (7DCH)	Option Frequency Reference	All Modes Displays the frequency reference input by an option card (decimal).	No signal output available	–	–
U4-21 (7DDH)	Run Command Source Selection	All Modes Displays the source for the Run command as XY-nn. **X: Indicates which Run source is used:** 1 = Reference 1 (b1-02) 2 = Reference 2 (b1-16) **Y: Input power supply data** 0 = Digital operator 1 = External terminals 3 = MEMOBUS/Modbus communications 4 = Communication option card 7 = DWEZ **nn: Run command limit status data** 00: No limit status. 01: Run command was left on when stopped in the PRG mode 02: Run command was left on when switching from LOCAL to REMOTE operation 03: Waiting for soft charge bypass contactor after power up (Uv or Uv1 flashes after 10 s) 04: Waiting for “Run command prohibited” time period to end 05: Fast Stop (digital input, digital operator) 06: b1-17 (Run command given at power-up) 07: During baseblock while coast to stop with timer 08: Frequency reference is below minimal reference during baseblock 09: Waiting for Enter command	No signal output available	–	–
U4-22 (7DEH)	MEMOBUS/Modbus Communications Reference	All Modes Displays the drive control data set by MEMOBUS/Modbus communications register no. 0001H as a four-digit hexadecimal number.	No signal output available	–	–
U4-23 (7DFH)	Communication Option Card Reference	All Modes Displays drive control data set by an option card as a four-digit hexadecimal number.	No signal output available	–	–

<19> Display is in the following units.
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0720: 0.1 A units
- CIMR-U□4□0900, 4□0930: 1 A units

<23> When checking the values of U1-03, U2-05 and U4-13 with the digital operator they are displayed in units of amperes, but when they are checked using MEMOBUS/Modbus communications, the monitor value in MEMOBUS/Modbus communications is: displayed numeric value / 8192 × drive’ rated current (A), from the condition “8192 (maximum value) = drive’ rated current (A)”

<26> The MEMOBUS/Modbus communications data is in 10 h units. If data in 1 h units are also required, refer to register number 0099H.

<58> The MEMOBUS/Modbus communications data is in 10 h units. If data in 1 h units are also required, refer to register number 009BH.

■ U5: PID Monitors

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U5-01 (57H)	PID Feedback	All Modes Displays the PID feedback value.	10 V: 100% (-10 to +10 V)	0.01%	–
U5-02 (63H)	PID Input	All Modes Displays the amount of PID input (deviation between PID setpoint and feedback).	10 V: 100% (-10 to +10 V)	0.01%	–
U5-03 (64H)	PID Output	All Modes Displays PID control output.	10 V: 100% (-10 to +10 V)	0.01%	–
U5-04 (65H)	PID Setpoint	All Modes Displays the PID setpoint.	10 V: 100% (-10 to +10 V)	0.01%	–
U5-05 (7D2H)	PID Differential Feedback	All Modes Displays the 2nd PID feedback value if differential feedback is used (H3-□□ = 16).	10 V: 100% (-10 to +10 V)	0.01%	–
U5-06 (7D3H)	PID Adjusted Feedback	All Modes Displays the difference of both feedback values if differential feedback is used (U5-01) - (U5-05). If differential feedback is not used, then U5-01 and U5-06 will be the same.	10 V: 100% (-10 to +10 V)	0.01%	–
U5-21 (872H)	Automatically Calculated Energy Saving Coefficient Ki Value	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the energy saving coefficient Ki value.	No signal output available	0.01	–
U5-22 (873H)	Automatically Calculated Energy Saving Coefficient Kt Value	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the energy saving coefficient Kt value.	No signal output available	0.01	–

■ U6: Control Monitors

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U6-01 (51H)	Motor Secondary Current (Iq)	All Modes Displays the value of the motor secondary current (Iq). Motor rated secondary current is 100%.	10 V: Motor secondary rated current (-10 to +10 V)	0.1%	–
U6-02 (52H)	Motor Excitation Current (Id)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the value calculated for the motor excitation current (Id). Motor rated secondary current is 100%.	10 V: Motor secondary rated current (-10 to +10 V)	0.1%	–
U6-03 (54H)	ASR Input	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the input and output values when using ASR control.	10 V: Max frequency (-10 to +10 V)	0.01%	–
U6-04 (55H)	ASR Output		10 V: Motor secondary rated current (-10 to +10 V)		
U6-05 (59H)	Output Voltage Reference (Vq)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Output voltage reference (Vq) for the q-axis.	10 V: 200 Vrms <18> (-10 to +10 V)	0.1 Vac	–
U6-06 (5AH)	Output Voltage Reference (Vd)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Output voltage reference (Vd) for the d-axis.	10 V: 200 Vrms <18> (-10 to +10 V)	0.1 Vac	–
U6-07 (5FH)	q-Axis ACR Output	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the output value for current control relative to motor secondary current (q-axis).	10 V: 200 Vrms <18> (-10 to +10 V)	0.1%	–
U6-08 (60H)	d-Axis ACR Output	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the output value for current control relative to motor secondary current (d-axis).	10 V: 200 Vrms <18> (-10 to +10 V)	0.1%	–
U6-09 (7C0H)	Advance Phase Compensation (Δθ)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the degree of forward phase correction after calculating the deviation of Δθcmp.	10 V: 180 deg -10 V: -180 deg (-10 to +10 V)	0.1 deg	–
U6-10 (7C1H)	Control Axis Deviation (Δθ)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM CLV/PM Displays the amount of deviation between the actual d-axis / q-axis and the γ-axis / δ-axis used for motor control.	10 V: 180 deg -10 V: -180 deg (-10 to +10 V)	0.1 deg	–

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U6-13 (7CAH)	Flux Position Detection (sensor)	V/f V/f w/PG OLV CLV OLV/PM AOLV/PM **CLV/PM** Monitors the value of the flux position detection (sensor).	10 V: 180 deg -10 V: -180 deg (-10 to +10 V)	0.1 deg	–
U6-14 (7CBH)	Flux Position Estimation (observer)	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** CLV/PM Monitors the value of the flux position estimation.	10 V: 180 deg -10 V: -180 deg (-10 to +10 V)	0.1 deg	–
U6-18 (7CDH)	Speed Detection PG1 Counter	**All Modes** Monitors the number of pulses for speed detection (PG1).	10 V: 65536	1 pulse	–
U6-19 (7E5H)	Speed Detection PG2 Counter	**All Modes** Monitors the number of pulses for speed detection (PG2).	10 V: 65536	1 pulse	–
U6-20 (7D4H)	Frequency Reference Bias (Up/Down 2)	**All Modes** Displays the bias value used to adjust the frequency reference.	10 V: Max frequency	0.1%	–
U6-21 (7D5H)	Offset Frequency	**All Modes** The total value of the offset frequencies d7-01, d7-02 and d7-03 selected with digital inputs 44 to 46 is displayed.	10 V: Max frequency	0.1%	–
U6-22 (62H)	Zero Servo Pulse Movement	V/f V/f w/PG OLV **CLV** OLV/PM AOLV/PM **CLV/PM** Displays how far the rotor has moved from its last position in PG pulses (multiplied by 4).	10 V: No. of pulses per revolution (-10 to +10 V)	1 pulse	–
U6-25 (6BH)	Feedback Control Output	V/f V/f w/PG OLV **CLV** OLV/PM AOLV/PM **CLV/PM** Output monitor for the ASR speed loop.	10 V: Motor secondary rated current (-10 to +10 V)	0.01%	–
U6-26 (6CH)	Feed Forward Control Output	V/f V/f w/PG OLV **CLV** OLV/PM AOLV/PM **CLV/PM** Output monitor for Feed Forward control.	10 V: Motor secondary rated current (-10 to +10 V)	0.01%	–
U6-54 (74EH)	ACR Id Deviation Integral	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Monitors the value of the ACR Id deviation integral.	10 V: 100%	0.10%	–
U6-55 (74FH)	ACR Id Deviation Proportional	V/f V/f w/PG OLV CLV **OLV/PM** AOLV/PM CLV/PM Monitors the value of the ACR Id deviation proportional.	10 V: 100%	0.10%	–
U6-57 (7C4H)	Integrated Current Deviation during Judging Polarity	V/f V/f w/PG OLV CLV OLV/PM **AOLV/PM** **CLV/PM** Displays the deviation from the integrated current when judging motor polarity. If this value is lower than 819, then increase the value set to n8-84. The value 8192 is equivalent to the motor rated current.	No signal output available	1	–
U6-80 to U6-83 (7B0H to 7B3H)	Online IP Address	**All Modes** IP Address currently available; U6-80 is the most significant octet	No signal output available	–	–
U6-84 to U6-87 (7B4H to 7B7H)	Online Subnet	**All Modes** Subnet currently available; U6-84 is the most significant octet	No signal output available	–	–
U6-88 to U6-91 (7B8H to 7F1H)	Online Gateway	**All Modes** Gateway currently available; U6-88 is the most significant octet	No signal output available	–	–
U6-92 (7F2H)	Online Speed	**All Modes** Link Speed	10: 10 Mbps 100: 100 Mbps	–	–
U6-93 (7F3H)	Online Duplex	**All Modes** Duplex Setting	0: Half 1: Full	–	–
U6-98 (7F8H)	First Fault	**All Modes** First Option Fault	–	–	–
U6-99 (7F9H)	Current Fault	**All Modes** Current Option Fault	–	–	–

<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.

Note: Fault trace (i.e., the fault history) is not kept when CPF00, CPF01, CPF06, CPF24, oFA00, oFb00, oFC00, Uv1, Uv2, Uv3, AUv, Fdv, or Src occur.

■ U8: DriveWorksEZ Monitors

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U8-01 to U8-10 (1950H to 1959H)	DriveWorksEZ Custom Monitor 1 to 10	All Modes DriveWorksEZ Custom Monitor 1 to 10	10 V: 100%	0.01%	–
U8-11 to U8-13 (195AH to 195CH)	DriveWorksEZ Version Control Monitor 1 to 3	All Modes DriveWorksEZ Version Control Monitor 1 to 3	No signal output available	–	–

■ U9: Power Monitors

No. (Addr.)	Name	Description	Analog Output Level	Unit	Page
U9-01 (820H)	Electric Power (GWh)	All Modes Shows the total amount of electric power consumed. 000 000 000 kWh U9-03 U9-02 U9-01	No signal output available	1 GWh	–
U9-02 (821H)	Electric Power (MWh)		No signal output available	1 MWh	–
U9-03 (822H)	Electric Power (kWh)		No signal output available	1 kWh	–
U9-04 (823H)	Regenerative Power (GWh)	All Modes Shows the total amount of regenerated power. 000 000 000 kWh U9-06 U9-05 U9-04	No signal output available	1 GWh	–
U9-05 (824H)	Regenerative Power (MWh)		No signal output available	1 MWh	–
U9-06 (825H)	Regenerative Power (kWh)		No signal output available	1 kWh	–
U9-07 to U9-10 (826H to 829H)	Electric Power Rates 1 to 4	All Modes These parameters show the electric power rate in Power Unit Price (o4-19) that is calculated from the total electrical power consumption in U9-01 to U9-03. 000 000 000 000 U9-10 U9-09 U9-08 U9-07 The values shown in U9-07 to U9-10 are calculated by multiplying U9-01 to U9-03 by the value set in o4-19.	No signal output available	–	–
U9-11 to U9-14 (82AH to 82DH)	Regenerative Power Rates 1 to 4	All Modes These parameters show the regenerative power rate in Power Unit Price (o4-19) that is calculated from the total electrical power consumption in U9-04 to U9-06. 000 000 000 000 U9-14 U9-13 U9-12 U9-11 The values shown in U9-11 to U9-14 are calculated by multiplying U9-04 to U9-06 by the value set in o4-19.	No signal output available	–	–

B.4 Control Mode Dependent Parameter Default Values

The tables below list parameters that depend on the control mode selection (A1-02 for motor 1, E3-01 for motor 2). These parameters are initialized to the shown values if the control mode is changed.

◆ A1-02 (Motor 1 Control Mode) Dependent Parameters

Table B.2 A1-02 (Motor 1 Control Mode) Dependent Parameters and Default Values

No.	Name	Setting Range	Resolution	Control Modes (A1-02)			
				V/f (0)	V/f w/PG (1)	OLV (2)	CLV (3)
b1-24	Commercial Power Switching Selection	0, 1	–	0	0	–	–
b2-01	DC Injection Braking Start Frequency	0.0 to 10.0	0.1	0.5 Hz	0.5 Hz	0.5 Hz	0.5 Hz
b2-04	DC Injection Braking Time at Stop	0.00 to 10.00	0.01 s	0.50	0.50	0.50	0.50
b3-01	Speed Search Selection at Start	0 or 1	–	0	1	0	–
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	0.00 to 6.00	–	*<6>*	*<6>*	*<6>*	*<6>*
b3-09	Current Control Integral Time during Speed Search (Speed Estimation Type)	0.0 to 1000.0 ms	0.1 ms	2.0 ms	2.0 ms	2.0 ms	2.0 ms
b3-14	Bi-Directional Speed Search Selection (Speed Estimation Type, Speed Estimation 2 Type, Current Detection 3 Type)	0 or 1	–	1	0	1	–
b3-24	Speed Search Method Selection	1 to 4	–	2	*<69>*	2	–
b5-15	PID Sleep Function Start Level	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
b6-01	Dwell Reference at Start	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
b6-03	Dwell Reference at Stop	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
b8-01	Energy Saving Control Selection	0 or 1	–	0	0	0	0
b8-02	Energy Saving Gain	0.0 to 10.0	0.1	–	–	0.7	1.0
b8-03	Energy Saving Control Filter Time Constant	0.00 to 10.00	0.01 s	–	–	0.50 *<51>*	0.01 *<51>*
C1-11	Accel/Decel Time Switching Frequency	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
C2-01	S-Curve Time at Accel Start	0.00 to 10.00	0.01 s	0.20	0.20	0.20	0.20
C3-01	Slip Compensation Gain	0.0 to 2.5	0.1	0.0	–	1.0	1.0
C3-02	Slip Compensation Primary Delay Time	0 to 10000	1 ms	2000	–	200	–
C4-01	Torque Compensation Gain	0.00 to 2.50	0.01	1.00	1.00	1.00	–
C4-02	Torque Compensation Primary Delay Time	0 to 10000	1 ms	200	200	20	–
C5-01	ASR Proportional Gain 1	0.00 to 300.00	0.01	–	0.20	–	20.00
C5-02	ASR Integral Time 1	0.000 to 10.000	0.001 s	–	0.200	–	0.500
C5-03	ASR Proportional Gain 2	0.00 to 300.00	0.01	–	0.02	–	20.00
C5-04	ASR Integral Time 2	0.000 to 10.000	0.001 s	–	0.050	–	0.500
C5-06	ASR Primary Delay Time Constant	0.000 to 0.500	0.001 s	–	–	–	0.004
C5-07	ASR Gain Switching Frequency	0.0 to 400.0	0.1	–	–	–	0.0 Hz
C6-02	Carrier Frequency Selection	0 to 4, F	–	1 *<6>*	1 *<6>*	1 *<6>*	1 *<6>*
C7-60	Output Voltage Limit Mode Selection	0 to 1	–	1	1	1	1
d3-01	Jump Frequency 1	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
d3-02	Jump Frequency 2	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
d3-03	Jump Frequency 3	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
d3-04	Jump Frequency Width	0.0 to 20.0	0.1	1.0 Hz	1.0 Hz	1.0 Hz	1.0 Hz
d5-02	Torque Reference Delay Time	0 to 1000	1 ms	–	–	–	0
E1-04	Maximum Output Frequency	40.0 to 400.0	0.1 Hz	60.0 *<52>*	60.0	60.0	60.0
E1-05	Maximum Voltage *<18>*	0.0 to 255.0	0.1 V	230V *<18>*	230V *<18>*	200	200
E1-06	Base Frequency	0.0 to 400.0	0.1 Hz	60.0 *<52>*	60.0 *<52>*	60.0	60.0
E1-07	Middle Output Frequency	0.0 to 400.0	0.1 Hz	3.0 *<52>*	3.0 *<52>*	3.0	–
E1-08	Middle Output Frequency Voltage *<18>*	0.0 to 255.0	0.1 V	*<52>*	*<52>*	*<52>*	–
E1-09	Minimum Output Frequency	0.0 to 400.0	0.1 Hz	1.5 *<52>*	1.5 *<52>*	0.5	0.0
E1-10	Minimum Output Frequency Voltage *<18>*	0.0 to 255.0	0.1 V	*<52>*	*<52>*	*<52>*	–
E1-04 to E1-10	The default setting of these parameters depends on the control mode but also on the drive capacity. Refer to *V/f Pattern Default Values on page 525*.						
F1-01	PG 1 Pulses Per Revolution	0 to 60000	1 ppr	–	1024	–	1024
F1-05	PG 1 Rotation Selection	0 or 1	–	–	0	–	0
F1-09	Overspeed Detection Delay Time	0.0 to 2.0	0.1 s	–	1.0	–	0.0
L1-01	Motor Overload Protection Selection	0 to 6	–	1	1	1	1
L3-36	Vibration Suppression Gain during Acceleration (with Current Limit)	0.0 to 100.0	–	10.0	10.0	20.0	–
L3-41	Vibration Suppression Gain during Deceleration (with Current Limit)	0.0 to 100.0	–	10.0	10.0	20.0	–
L4-01	Speed Agreement Detection Level	0.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz
L4-02	Speed Agreement Detection Width	0.0 to 20.0	0.1	2.0 Hz	2.0 Hz	2.0 Hz	2.0 Hz
L4-03	Speed Agreement Detection Level (+/-)	-400.0 to 400.0	0.1	0.0 Hz	0.0 Hz	0.0 Hz	0.0 Hz

No.	Name	Setting Range	Resolution	Control Modes (A1-02)			
				V/f (0)	V/f w/PG (1)	OLV (2)	CLV (3)
L4-04	Speed Agreement Detection Width (+/-)	0.0 to 20.0	0.1	2.0 Hz	2.0 Hz	2.0 Hz	2.0 Hz
L8-18	Software Current Limit Selection	0 to 1	–	<73>	<73>	1	0
L8-38	Carrier Frequency Reduction Selection	0 to 2	–	<6>	<6>	<6>	<6>
L8-40	Carrier Frequency Reduction Off Delay Time	0.00 to 2.00	0.01 s	0.50	0.50	0.50	0.50
o1-03	Digital Operator Display Selection	0 to 3	–	0	0	0	0
o1-04	V/f Pattern Display Unit	0 or 1	–	–	–	–	0

<6> Default setting value varies by the drive model (o2-04).
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<51> This setting value depends on a Maximum Applicable Motor Capacity in models CIMR-U□2□0248, 4□0156 to 4□0414: 2.00 in Open Loop Vector Control, 0.05 in Closed Loop Vector Control
<52> This setting value depends on a rated output current and V/f pattern selection in parameter E1-03.
<53> The default setting value depends on the Heavy/Normal duty selection in parameter C6-01.
<69> Default setting value is determined by the drive model (o2-04).
2□0028□□□ to 2□0248□□□ (o2-04 = 6A to 75), 4□0011□□□ to 4□0414□□□(o2-04 = 95 to AA): 1
4□0477□□□ to 4□0930□□□ (o2-04 = AC to B0): 3
<73> Default setting value is determined by the drive software version.
• PRG: 1016 and earlier: 0
• PRG: 1017 and later: 1

Table B.3 A1-02 (Motor 1 Control Mode) Dependent Parameters and Default Values

No.	Name	Setting Range	Resolution	Control Modes (A1-02)		
				OLV/PM (5)	AOLV/PM (6)	CLV/PM (7)
b1-24	Commercial Power Switching Selection	0, 1	–	–	–	–
b2-01	DC Injection Braking Start Frequency	0.0 to 10.0	0.1	0.5 Hz	1.0% <41>	0.5% <41>
b2-04	DC Injection Braking Time at Stop	0.00 to 10.00	0.01 s	0.00	0.00	0.00
b3-01	Speed Search Selection at Start	0 or 1	–	0	0	–
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	0.00 to 6.00	–	0.3	0.3	0.3
b3-09	Current Control Integral Time during Speed Search (Speed Estimation Type)	0.0 to 1000.0 ms	0.1 ms	4.0 ms	4.0 ms	–
b3-14	Bi-Directional Speed Search Selection (Speed Estimation Type, Speed Estimation 2 Type, Current Detection 3 Type)	0 or 1	–	–	–	–
b3-24	Speed Search Method Selection	1 to 4	–	–	–	–
b5-15	PID Sleep Function Start Level	0.0 to 400.0 <55>	0.1	0.0 Hz	0.0%	0.0%
b6-01	Dwell Reference at Start	0.0 to 400.0 <55>	0.1	0.0 Hz	0.0%	0.0%
b6-03	Dwell Reference at Stop	0.0 to 400.0 <55>	0.1	0.0 Hz	0.0%	0.0%
b8-01	Energy Saving Control Selection	0 or 1	–	–	1	1
b8-02	Energy Saving Gain	0.0 to 10.0	0.1	–	–	–
b8-03	Energy Saving Control Filter Time Constant	0.00 to 10.00	0.01 s	–	–	–
C1-11	Accel/Decel Time Switching Frequency	0.0 to 400.0 <55>	0.1	0.0 Hz	0.0%	0.0%
C2-01	S-Curve Time at Accel Start	0.00 to 10.00	0.01 s	1.00	0.20	0.20
C3-01	Slip Compensation Gain	0.0 to 2.5	0.1	–	–	–
C3-02	Slip Compensation Primary Delay Time	0 to 10000	1 ms	–	–	–
C4-01	Torque Compensation Gain	0.00 to 2.50	0.01	0.00	–	–
C4-02	Torque Compensation Primary Delay Time	0 to 10000	1 ms	100	–	–
C5-01	ASR Proportional Gain 1	0.00 to 300.00	0.01	–	10.00	20.00
C5-02	ASR Integral Time 1	0.000 to 10.000	0.001 s	–	0.500	0.500
C5-03	ASR Proportional Gain 2	0.00 to 300.00	0.01	–	10.00	20.00
C5-04	ASR Integral Time 2	0.000 to 10.000	0.001 s	–	0.500	0.500
C5-06	ASR Primary Delay Time Constant	0.000 to 0.500	0.001 s	–	0.016	0.004
C5-07	ASR Gain Switching Frequency	0.0 to 400.0 <55>	0.1	–	0.0%	0.0%
C6-02	Carrier Frequency Selection	0 to 4, F	–	1 <6>	1 <6>	1 <6>
C7-60	Output Voltage Limit Mode Selection	0 to 1	–	1	0	1
d3-01	Jump Frequency 1	0.0 to 400.0 <55>	0.1	0.0 Hz	0.0%	0.0%
d3-02	Jump Frequency 2	0.0 to 400.0 <55>	0.1	0.0 Hz	0.0%	0.0%
d3-03	Jump Frequency 3	0.0 to 400.0 <55>	0.1	0.0 Hz	0.0%	0.0%
d3-04	Jump Frequency Width	0.0 to 20.0 <56>	0.1	1.0 Hz	1.0%	1.0%
d5-02	Torque Reference Delay Time	0 to 1000	1 ms	–	–	0
E1-04	Maximum Output Frequency	40.0 to 400.0	0.1 Hz	<14>	<14>	<14>
E1-05	Maximum Voltage <18>	0.0 to 377.1	0.1 V	<14>	<14>	<14>
E1-06	Base Frequency	0.0 to 400.0	0.1 Hz	<14>	<14>	<14>
E1-07	Middle Output Frequency	0.0 to 400.0	0.1 Hz	–	–	–
E1-08	Middle Output Frequency Voltage <18>	0.0 to 377.1	0.1 V	–	–	–
E1-09	Minimum Output Frequency	0.0 to 400.0	0.1 Hz	<14>	<14>	<14>
E1-10	Minimum Output Frequency Voltage <18>	0.0 to 377.1	0.1 V	–	–	–

No.	Name	Setting Range	Resolution	Control Modes (A1-02)		
				OLV/PM (5)	AOLV/PM (6)	CLV/PM (7)
E1-04 to E1-10	The default setting of these parameters depends on the control mode but also on the drive capacity. Refer to *V/f Pattern Default Values on page 525*.					
F1-01	PG 1 Pulses Per Revolution	0 to 60000	1 ppr	–	–	1024
F1-05	PG 1 Rotation Selection	0 or 1	–	–	–	1
F1-09	Overspeed Detection Delay Time	0.0 to 2.0	0.1 s	–	0.0	0.0
L3-36	Vibration Suppression Gain during Acceleration (with Current Limit)	0.0 to 100.0	–	–	–	–
L3-41	Vibration Suppression Gain during Deceleration (with Current Limit)	0.0 to 100.0	–	–	–	–
L1-01	Motor Overload Protection Selection	0 to 6	–	4	4	5
L4-01	Speed Agreement Detection Level	0.0 to 400.0 *<55>*	0.1	0.0 Hz	0.0%	0.0%
L4-02	Speed Agreement Detection Width	0.0 to 20.0	0.1	2.0 Hz	4.0% *<41>*	4.0% *<41>*
L4-03	Speed Agreement Detection Level (+/-)	-400.0 to 400.0 *<57>*	0.1	0.0 Hz	0.0%	0.0%
L4-04	Speed Agreement Detection Width (+/-)	0.0 to 20.0	0.1	2.0 Hz	4.0% *<41>*	4.0% *<41>*
L8-18	Software Current Limit Selection	0 to 1	–	–	–	–
L8-38	Carrier Frequency Reduction Selection	0 to 2	–	0	–	0
L8-40	Carrier Frequency Reduction Off Delay Time	0.00 to 2.00	0.01s	0.00	–	0.00
o1-03	Digital Operator Display Selection	0 to 3	–	0	1	1
o1-04	V/f Pattern Display Unit	0 or 1	–	–	1	1

<6> Default setting value varies by the drive model (o2-04).
<14> Default setting value is dependent on the motor code set to parameter E5-01.
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<41> This default value is a calculated as a percentage of the maximum output frequency.
<55> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 100.0%) instead of in Hz.
<56> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (0.0 to 40.0%) instead of in Hz.
<57> In AOLV/PM and CLV/PM control modes, the setting units and range are expressed as a percent (-100.0 to 100.0%) instead of in Hz.

◆ E3-01 (Motor 2 Control Mode) Dependent Parameters

Table B.4 E3-01 (Motor 2 Control Mode) Dependent Parameters and Default Values

No.	Name	Setting Range	Resolution	Control Modes (E3-01)			
				V/f (0)	V/f w/PG (1)	OLV (2)	CLV (3)
C3-21	Motor 2 Slip Compensation Gain	0.0 to 2.5	0.1	0.0	–	1.0	1.0
C3-22	Motor 2 Slip Compensation Primary Delay Time	0 to 10000	1 ms	2000	–	200	–
C5-21	Motor 2 ASR Proportional Gain 1	0.00 to 300.00	0.01	–	0.20	–	20.00
C5-22	Motor 2 ASR Integral Time 1	0.000 to 10.000	0.001 s	–	0.200	–	0.500
C5-23	Motor 2 ASR Proportional Gain 2	0.00 to 300.00	0.01	–	0.02	–	20.00
C5-24	Motor 2 ASR Integral Time 2	0.000 to 10.000	0.001 s	–	0.050	–	0.500
C5-26	Motor 2 Carrier Frequency Selection	1 to F	–	7 *<9>*	7 *<9>*	7 *<9>*	7 *<9>*
E3-04	Motor 2 Maximum Output Frequency	40.0 to 400.0	0.1 Hz	60.0	60.0	60.0	60.0
E3-05	Motor 2 Maximum Output Voltage *<18>*	0.0 to 255.0	0.1 V	200.0	200.0	200.0	200.0
E3-06	Motor 2 Base Frequency	0.0 to 400.0	0.1 Hz	60.0	60.0	60.0	60.0
E3-07	Motor 2 Mid Output Frequency	0.0 to 400.0	0.1 Hz	3.0	3.0	3.0	0.0
E3-08	Motor 2 Mid Output Frequency Voltage *<18>*	0.0 to 255.0	0.1 V	15.0	15.0	11.0	0.0
E3-09	Motor 2 Minimum Output Frequency	0.0 to 400.0	0.1 Hz	1.5	1.5	0.5	0.0
E3-10	Motor 2 Minimum Output Voltage *<18>*	0.0 to 255.0	0.1 V	9.0	9.0	2.0	0.0
E3-04 to E3-10	The default setting of these parameters depends on the control mode but also on the drive capacity They are equivalent to the motor 1 settings. Refer to *V/f Pattern Default Values on page 525*.						

<9> Default setting is determined by the drive model (o2-04) and duty selection (C6-01).
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.

B.5 V/f Pattern Default Values

The tables below show the V/f pattern settings default values depending on the control mode (A1-02) and the V/f pattern selection (E1-03 in V/f Control).

Table B.5 E1-03 V/f Pattern Settings for Drive Capacity: CIMR-U□4□0011 and 4□0014

No.	Units	V/f																OLV	CLV
E1-03	–	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F <42>		
E1-04	Hz	50.0	60.0	60.0	72.0	50.0	50.0	60.0	60.0	50.0	50.0	60.0	60.0	90.0	120.0	180.0	50.0	50.0	50.0
E1-05 <18>	V	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
E1-06	Hz	50.0	60.0	50.0	60.0	50.0	50.0	60.0	60.0	50.0	50.0	60.0	60.0	60.0	60.0	60.0	50.0	50.0	–
E1-07	Hz	2.5	3.0	3.0	3.0	25.0	25.0	30.0	30.0	2.5	2.5	3.0	3.0	3.0	3.0	3.0	2.5	3.0	–
E1-08 <18>	V	15.0	15.0	15.0	15.0	35.0	50.0	35.0	50.0	19.0	24.0	19.0	24.0	15.0	15.0	15.0	15.0	14.4	–
E1-09	Hz	1.3	1.5	1.5	1.5	1.3	1.3	1.5	1.5	1.3	1.3	1.5	1.5	1.5	1.5	1.5	1.3	0.5	–
E1-10 <18>	V	9.0	9.0	9.0	9.0	8.0	9.0	8.0	9.0	11.0	13.0	11.0	15.0	9.0	9.0	9.0	9.0	3.0	–

<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<42> Default settings for E1-04 through E1-10 (E3-04 through E3-10 for motor 2).

Table B.6 E1-03 V/f Pattern Settings for Drive Capacity: CIMR-U□2□0028 to 2□0192; CIMR-U□4□0021 to 4□0124

No.	Units	V/f																OLV	CLV
E1-03	–	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F <42>		
E1-04	Hz	50.0	60.0	60.0	72.0	50.0	50.0	60.0	60.0	50.0	50.0	60.0	60.0	90.0	120.0	180.0	50.0	50.0	50.0
E1-05 <18>	V	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
E1-06	Hz	50.0	60.0	50.0	60.0	50.0	50.0	60.0	60.0	50.0	50.0	60.0	60.0	60.0	60.0	60.0	50.0	50.0	–
E1-07	Hz	2.5	3.0	3.0	3.0	25.0	25.0	30.0	30.0	2.5	2.5	3.0	3.0	3.0	3.0	3.0	2.5	3.0	–
E1-08 <18>	V	14.0	14.0	14.0	14.0	35.0	50.0	35.0	50.0	18.0	23.0	18.0	23.0	14.0	14.0	14.0	14.0	13.2	–
E1-09	Hz	1.3	1.5	1.5	1.5	1.3	1.3	1.5	1.5	1.3	1.3	1.5	1.5	1.5	1.5	1.5	1.3	0.5	–
E1-10 <18>	V	7.0	7.0	7.0	7.0	6.0	7.0	6.0	7.0	9.0	11.0	9.0	13.0	7.0	7.0	7.0	7.0	2.4	–

<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<42> Default settings for E1-04 through E1-10 (E3-04 through E3-10 for motor 2).

Table B.7 E1-03 V/f Pattern Settings for Drive Capacity: CIMR-U□2□0248; CIMR-U□4□0156 to 4□0930

No.	Units	V/f																OLV	CLV	OLV/PM AOLV/PM CLV/PM
E1-03	–	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F <42>			
E1-04	Hz	50.0	60.0	60.0	72.0	50.0	50.0	60.0	60.0	50.0	50.0	60.0	60.0	90.0	120.0	180.0	50.0	50.0	50.0	<14>
E1-05 <18>	V	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	<14>
E1-06	Hz	50.0	60.0	50.0	60.0	50.0	50.0	60.0	60.0	50.0	50.0	60.0	60.0	60.0	60.0	60.0	50.0	50.0	50.0	<14>
E1-07	Hz	2.5	3.0	3.0	3.0	25.0	25.0	30.0	30.0	2.5	2.5	3.0	3.0	3.0	3.0	3.0	2.5	3.0	0.0	–
E1-08 <18>	V	12.0	12.0	12.0	12.0	35.0	50.0	35.0	50.0	15.0	20.0	15.0	20.0	12.0	12.0	12.0	12.0	13.2	0.0	–
E1-09	Hz	1.3	1.5	1.5	1.5	1.3	1.3	1.5	1.5	1.3	1.3	1.5	1.5	1.5	1.5	1.5	1.3	0.5	0.0	<14>
E1-10 <18>	V	6.0	6.0	6.0	6.0	5.0	6.0	5.0	6.0	7.0	9.0	7.0	11.0	6.0	6.0	6.0	6.0	2.4	0.0	–

<14> Default setting value is dependent on the motor code set to parameter E5-01.
<18> Values shown here are for 200 V class drives. Double the value when using a 400 V class drive.
<42> Default settings for E1-04 through E1-10 (E3-04 through E3-10 for motor 2).

B.6 Defaults by Drive Model Selection (o2-04) and ND/HD (C6-01)

The following tables show parameters and default settings that change with the drive model selection (o2-04). Parameter numbers shown in parenthesis are valid for motor 2.

Table B.8 200 V Class Drives Default Settings by Drive Model Selection and ND/HD settings

No.	Name	Unit	Default Settings							
Model CIMR-U□		–	2□0028		2□0042		2□0054		2□0068	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	6A		6B		6D		6E	
E2-11 (E4-11)	Motor rated Output	kW	5.5	7.5	7.5	11	11	15	15	18.5
b3-04	V/f Gain during Speed Search	%	100	100	100	100	100	100	100	100
b3-06	Output Current 1 during Speed Search	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b8-03	Energy Saving Control Filter Time Constant	s	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
b8-04	Energy Saving Coefficient Value	–	94.75	72.69	72.69	70.44	70.44	63.13	63.13	57.87
C5-17 (C5-37)	Motor Inertia	kgm^2	0.026	0.037	0.037	0.053	0.053	0.076	0.076	0.138
C6-02	Carrier Frequency Selection	–	1	1	1	1	1	1	1	1
E2-01 (E4-01)	Motor Rated Current	A	19.6	26.6	26.6	39.7	39.7	53	53	65.8
E2-02 (E4-02)	Motor Rated Slip	Hz	1.5	1.3	1.3	1.7	1.7	1.6	1.6	1.67
E2-03 (E4-03)	Motor No-Load Current	A	5.1	8	8	11.2	11.2	15.2	15.2	15.7
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.399	0.288	0.288	0.23	0.23	0.138	0.138	0.101
E2-06 (E4-06)	Motor Leakage Inductance	%	18.2	15.5	15.5	19.5	19.5	17.2	17.2	20.1
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	172	262	262	245	245	272	272	505
E5-01	Motor Code Selection (for PM Motors)	Hex.	120A	120A	120B	120B	120D	120D	120E	120E
L2-02	Momentary Power Loss Ride-Thru Time	s	0.7	0.8	0.8	0.9	0.9	1	1	1
L2-03	Momentary Power Loss Minimum Baseblock Time	s	0.3	0.3	0.3	0.3	0.3	0.6	0.6	0.6
L2-04	Momentary Power Loss Voltage Recovery Time	V	150	150	150	150	150	150	150	150
L8-02	Overheat Alarm Level	°C	130	130	130	130	130	130	130	130
L8-35	Installation Method Selection	–	0	0	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	10	10	10	10	10	10	10	10
n5-02	Motor Acceleration Time	s	0.168	0.175	0.175	0.265	0.265	0.244	0.244	0.317

No.	Name	Unit	Default Settings							
Model CIMR-U□		–	2□0081		2□0104		2□0130		2□0154	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	6F		70		72		73	
E2-11 (E4-11)	Motor rated Output	kW	18.5	22	22	30	30	37	37	45
b3-04	V/f Gain during Speed Search	%	100	100	100	80	80	80	80	80
b3-06	Output Current 1 during Speed Search	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b8-03	Energy Saving Control Filter Time Constant	s	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
b8-04	Energy Saving Coefficient Value	–	57.87	51.79	51.79	46.27	46.27	38.16	38.16	35.78
C5-17 (C5-37)	Motor Inertia	kgm^2	0.138	0.165	0.165	0.220	0.220	0.273	0.273	0.333
C6-02	Carrier Frequency Selection	–	1	1	1	1	1	1	1	1
E2-01 (E4-01)	Motor Rated Current	A	65.8	77.2	77.2	105	105	131	131	160
E2-02 (E4-02)	Motor Rated Slip	Hz	1.67	1.7	1.7	1.8	1.8	1.33	1.33	1.6
E2-03 (E4-03)	Motor No-Load Current	A	15.7	18.5	18.5	21.9	21.9	38.2	38.2	44
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.101	0.079	0.079	0.064	0.064	0.039	0.039	0.03
E2-06 (E4-06)	Motor Leakage Inductance	%	20.1	19.5	19.5	20.8	20.8	18.8	18.8	20.2
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	505	538	538	699	699	823	823	852
E5-01	Motor Code Selection (for PM Motors)	Hex.	120F	120F	1210	1210	1212	1212	1213	1213
L2-02	Momentary Power Loss Ride-Thru Time	s	1	1	1	1.1	1.1	1.1	1.1	1.2
L2-03	Momentary Power Loss Minimum Baseblock Time	s	0.6	0.6	0.6	0.6	0.6	0.6	0.6	1
L2-04	Momentary Power Loss Voltage Recovery Time	V	150	150	150	150	150	150	150	150
L8-02	Overheat Alarm Level	°C	130	130	136	136	136	136	134	134
L8-35	Installation Method Selection	–	0	0	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	10	10	10	10	10	10	10	10
n5-02	Motor Acceleration Time	s	0.317	0.355	0.355	0.323	0.323	0.32	0.32	0.387

No.	Name	Unit	Default Settings			
Model CIMR-U□		–	2□0192		2□0248	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND
			0	1	0	1
o2-04	Drive Model Selection	Hex.	74		75	
E2-11 (E4-11)	Motor rated Output	kW	45	55	55	75
b3-04	V/f Gain during Speed Search	%	80	80	80	80
b3-06	Output Current 1 during Speed Search	–	0.5	0.5	0.5	0.7
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.5	0.5	0.5	0.5
b8-03	Energy Saving Control Filter Time Constant	s	0.50	2.00	2.00	2.00
b8-04	Energy Saving Coefficient Value	–	35.78	31.35	31.35	23.1
C5-17 (C5-37)	Motor Inertia	kgm^2	0.333	0.490	0.490	0.900
C6-02	Carrier Frequency Selection	–	1	1	1	1
E2-01 (E4-01)	Motor Rated Current	A	160	190	190	260
E2-02 (E4-02)	Motor Rated Slip	Hz	1.6	1.43	1.43	1.39
E2-03 (E4-03)	Motor No-Load Current	A	44	45.6	45.6	72
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.03	0.022	0.022	0.023
E2-06 (E4-06)	Motor Leakage Inductance	%	20.2	20.5	20.5	20
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	852	960	960	1200
E5-01	Motor Code Selection (for PM Motors)	Hex.	1214	1214	1215	1215
L2-02	Momentary Power Loss Ride-Thru Time	s	1.2	1.3	1.3	1.5
L2-03	Momentary Power Loss Minimum Baseblock Time	s	1	1	1	1
L2-04	Momentary Power Loss Voltage Recovery Time	V	150	150	150	150
L8-02	Overheat Alarm Level	°C	134	134	138	138
L8-35	Installation Method Selection	–	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	10	10	10	10
n5-02	Motor Acceleration Time	s	0.387	0.317	0.317	0.533

Table B.9 400 V Class Drives Default Settings by Drive Capacity and ND/HD Setting

No.	Name	Unit	Default Settings							
Model CIMR-U□		–	4□0011		4□0014		4□0021		4□0027	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	95		97		99		9A	
E2-11 (E4-11)	Motor rated Output	kW	2.2	3.7	3.7	5.5	5.5	7.5	7.5	11
b3-04	V/f Gain during Speed Search	%	100	100	100	100	100	100	100	100
b3-06	Output Current 1 during Speed Search	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b8-03	Energy Saving Control Filter Time Constant	s	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
b8-04	Energy Saving Coefficient Value	–	313.6	245.8	245.8	189.5	189.5	145.38	145.38	140.88
C5-17 (C5-37)	Motor Inertia	kgm^2	0.0088	0.0158	0.0158	0.0255	0.026	0.037	0.037	0.053
C6-02	Carrier Frequency Selection	–	1	1	1	1	1	1	1	1
E2-01 (E4-01)	Motor Rated Current	A	4.2	7	7	9.8	9.8	13.3	13.3	19.9
E2-02 (E4-02)	Motor Rated Slip	Hz	3	2.7	2.7	1.5	1.5	1.3	1.3	1.7
E2-03 (E4-03)	Motor No-Load Current	A	1.5	2.3	2.3	2.6	2.6	4	4	5.6
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	6.495	3.333	3.333	1.595	1.595	1.152	1.152	0.922
E2-06 (E4-06)	Motor Leakage Inductance	%	18.7	19.3	19.3	18.2	18.2	15.5	15.5	19.6
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	77	130	130	193	193	263	263	385
E5-01	Motor Code Selection (for PM Motors)	Hex.	1236	1236	1238	1238	123A	123A	123B	123B
L2-02	Momentary Power Loss Ride-Thru Time	s	0.5	0.6	0.6	0.7	0.7	0.8	0.8	0.9
L2-03	Momentary Power Loss Minimum Baseblock Time	s	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
L2-04	Momentary Power Loss Voltage Recovery Time	V	300	300	300	300	300	300	300	300
L8-02	Overheat Alarm Level	°C	130	130	130	130	130	130	130	130
L8-35	Installation Method Selection	–	0	0	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	10	10	10	10	10	10	10	10
n5-02	Motor Acceleration Time	s	0.145	0.154	0.154	0.168	0.168	0.175	0.175	0.265

No.	Name	Unit	Default Settings							
Model CIMR-U□		–	4□0034		4□0040		4□0052		4□0065	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	9C		9D		9E		9F	
E2-11 (E4-11)	Motor rated Output	kW	11	15	15	18.5	18.5	22	22	30
b3-04	V/f Gain during Speed Search	%	100	100	100	100	100	100	100	100
b3-06	Output Current 1 during Speed Search	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
b8-03	Energy Saving Control Filter Time Constant	s	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
b8-04	Energy Saving Coefficient Value	–	140.88	126.26	126.26	115.74	115.74	103.58	103.58	92.54
C5-17 (C5-37)	Motor Inertia	kgm^2	0.053	0.076	0.076	0.138	0.138	0.165	0.165	0.220
C6-02	Carrier Frequency Selection	–	1	1	1	1	1	1	1	1
E2-01 (E4-01)	Motor Rated Current	A	19.9	26.5	26.5	32.9	32.9	38.6	38.6	52.3
E2-02 (E4-02)	Motor Rated Slip	Hz	1.7	1.6	1.6	1.67	1.67	1.7	1.7	1.8
E2-03 (E4-03)	Motor No-Load Current	A	5.6	7.6	7.6	7.8	7.8	9.2	9.2	10.9
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.922	0.55	0.55	0.403	0.403	0.316	0.316	0.269
E2-06 (E4-06)	Motor Leakage Inductance	%	19.6	17.2	17.2	20.1	20.1	23.5	23.5	20.7
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	385	440	440	508	508	586	586	750
E5-01	Motor Code Selection (for PM Motors)	Hex.	123D	123D	123E	123E	123F	123F	1240	1240
L2-02	Momentary Power Loss Ride-Thru Time	s	0.9	1	1	1	1	1	1	1.1
L2-03	Momentary Power Loss Minimum Baseblock Time	s	0.3	0.6	0.6	0.6	0.6	0.6	0.6	0.6
L2-04	Momentary Power Loss Voltage Recovery Time	V	300	300	300	300	300	300	300	300
L8-02	Overheat Alarm Level	°C	130	130	130	130	130	130	130	130
L8-35	Installation Method Selection	–	0	0	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	10	10	10	10	10	10	10	10
n5-02	Motor Acceleration Time	s	0.265	0.244	0.244	0.317	0.317	0.355	0.355	0.323

No.	Name	Unit	Default Settings							
Model CIMR-U☐		–	4☐0077		4☐0096		4☐0124		4☐0156	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	A1		A2		A3		A4	
E2-11 (E4-11)	Motor rated Output	kW	30	37	37	45	45	55	55	75
b3-04	V/f Gain during Speed Search	%	100	100	100	100	100	80	80	60
b3-06	Output Current 1 during Speed Search	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.7
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.8
b8-03	Energy Saving Control Filter Time Constant	s	0.50	0.50	0.50	0.50	0.50	2.00	2.00	2.00
b8-04	Energy Saving Coefficient Value	–	92.54	76.32	76.32	71.56	71.56	67.2	67.2	46.2
C5-17 (C5-37)	Motor Inertia	kgm²	0.220	0.273	0.273	0.333	0.333	0.490	0.490	0.900
C6-02	Carrier Frequency Selection	–	1	1	1	1	1	1	1	1
E2-01 (E4-01)	Motor Rated Current	A	52.3	65.6	65.6	79.7	79.7	95	95	130
E2-02 (E4-02)	Motor Rated Slip	Hz	1.8	1.33	1.33	1.6	1.6	1.46	1.46	1.39
E2-03 (E4-03)	Motor No-Load Current	A	10.9	19.1	19.1	22	22	24	24	36
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.269	0.155	0.155	0.122	0.122	0.088	0.088	0.092
E2-06 (E4-06)	Motor Leakage Inductance	%	20.7	18.8	18.8	19.9	19.9	20	20	20
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	750	925	925	1125	1125	1260	1260	1600
E5-01	Motor Code Selection (for PM Motors)	Hex.	1242	1242	1243	1243	1244	1244	1245	1245
L2-02	Momentary Power Loss Ride-Thru Time	s	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.3
L2-03	Momentary Power Loss Minimum Baseblock Time	s	0.6	0.6	0.6	0.6	0.6	1	1	1
L2-04	Momentary Power Loss Voltage Recovery Time	V	300	300	300	300	300	300	300	300
L8-02	Overheat Alarm Level	°C	130	130	136	136	136	136	134	134
L8-35	Installation Method Selection	–	0	0	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	10	10	10	10	10	10	30	30
n5-02	Motor Acceleration Time	s	0.323	0.32	0.32	0.387	0.387	0.317	0.317	0.533

No.	Name	Unit	Default Settings							
Model CIMR-U☐		–	4☐0180		4☐0216		4☐0240		4☐0302	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	A5		A6		A7		A8	
E2-11 (E4-11)	Motor rated Output	kW	75	90	90	110	110	132	132	160
b3-04	V/f Gain during Speed Search	%	60	60	60	60	60	60	60	60
b3-06	Output Current 1 during Speed Search	–	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
b8-03	Energy Saving Control Filter Time Constant	s	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
b8-04	Energy Saving Coefficient Value	–	46.2	38.91	38.91	36.23	36.23	32.79	32.79	30.13
C5-17 (C5-37)	Motor Inertia	kgm²	0.900	1.100	1.10	1.90	1.90	2.10	2.10	3.30
C6-02	Carrier Frequency Selection	–	1	1	1	1	1	1	1	1
E2-01 (E4-01)	Motor Rated Current	A	130	156	156	190	190	223	223	270
E2-02 (E4-02)	Motor Rated Slip	Hz	1.39	1.4	1.4	1.4	1.4	1.38	1.38	1.35
E2-03 (E4-03)	Motor No-Load Current	A	36	40	40	49	49	58	58	70
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.092	0.056	0.056	0.046	0.046	0.035	0.035	0.029
E2-06 (E4-06)	Motor Leakage Inductance	%	20	20	20	20	20	20	20	20
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	1600	1760	1760	2150	2150	2350	2350	2850
E5-01	Motor Code Selection (for PM Motors)	Hex.	1246	1246	1247	1247	1248	1248	1249	1249
L2-02	Momentary Power Loss Ride-Thru Time	s	1.3	1.5	1.5	1.7	1.7	1.7	1.7	1.8
L2-03	Momentary Power Loss Minimum Baseblock Time	s	1	1	1	1	1	1	1	1
L2-04	Momentary Power Loss Voltage Recovery Time	V	300	300	300	300	300	300	300	300
L8-02	Overheat Alarm Level	°C	134	134	138	138	138	138	130	130
L8-35	Installation Method Selection	–	0	0	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	30	30	30	30	30	30	30	30
n5-02	Motor Acceleration Time	s	0.533	0.592	0.592	0.646	0.646	0.673	0.673	0.777

B.6 Defaults by Drive Model Selection (o2-04) and ND/HD (C6-01)

No.	Name	Unit	Default Settings							
Model CIMR-U□		–	4□0361		4□0414		4□0477		4□0590	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	A9		AA		AC		AD	
E2-11 (E4-11)	Motor rated Output	kW	160	185	185	220	220	260	260	300
b3-04	V/f Gain during Speed Search	%	60	60	60	60	60	60	60	60
b3-06	Output Current 1 during Speed Search	–	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
b8-03	Energy Saving Control Filter Time Constant	s	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
b8-04	Energy Saving Coefficient Value	–	30.13	30.57	30.57	27.13	27.13	21.76	21.76	21.76
C5-17 (C5-37)	Motor Inertia	kgm^2	3.30	3.60	3.60	4.10	4.10	6.50	6.50	11.00
C6-02	Carrier Frequency Selection	–	1	1	1	1	0	0	0	0
E2-01 (E4-01)	Motor Rated Current	A	270	310	310	370	370	500	500	500
E2-02 (E4-02)	Motor Rated Slip	Hz	1.35	1.3	1.3	1.3	1.3	1.25	1.25	1.25
E2-03 (E4-03)	Motor No-Load Current	A	70	81	81	96	96	130	130	130
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.029	0.025	0.025	0.02	0.02	0.014	0.014	0.014
E2-06 (E4-06)	Motor Leakage Inductance	%	20	20	20	20	20	20	20	20
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	2850	3200	3200	3700	3700	4700	4700	4700
E5-01	Motor Code Selection (for PM Motors)	Hex.	124A	124A	FFFF	FFFF	FFFF	FFFF	FFFF	FFFF
L2-02	Momentary Power Loss Ride-Thru Time	s	1.8	1.9	1.9	2	2	2.1	2.1	2.1
L2-03	Momentary Power Loss Minimum Baseblock Time	s	1	1	1	1	1.8	2.0	2.0	2.0
L2-04	Momentary Power Loss Voltage Recovery Time	V	300	300	300	300	300	300	300	300
L8-02	Overheat Alarm Level	°C	130	130	130	130	130	130	130	130
L8-35	Installation Method Selection	–	0	0	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	30	30	100	100	100	100	100	100
n5-02	Motor Acceleration Time	s	0.777	0.864	0.864	0.91	0.91	1.392	1.392	1.392

No.	Name	Unit	Default Settings					
Model CIMR-U□		–	4□0720		4□0900		4□0930	
C6-01	Drive Duty Selection	–	HD	ND	HD	ND	HD	ND
			0	1	0	1	0	1
o2-04	Drive Model Selection	Hex.	AE		AF		B0	
E2-11 (E4-11)	Motor rated Output	kW	300	375	375	450	450	500
b3-04	V/f Gain during Speed Search	%	60	60	60	60	60	60
b3-06	Output Current 1 during Speed Search	–	0.7	0.7	0.7	0.7	0.7	0.7
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	–	0.8	0.8	0.8	0.8	0.8	0.8
b8-03	Energy Saving Control Filter Time Constant	s	2.00	2.00	2.00	2.00	2.00	2.00
b8-04	Energy Saving Coefficient Value	–	21.76	23.84	23.84	21.40	21.40	20.26
C5-17 (C5-37)	Motor Inertia	kgm^2	11.00	12.00	12.00	13.00	13.00	14.00
C6-02	Carrier Frequency Selection	–	0	0	0	0	0	0
E2-01 (E4-01)	Motor Rated Current	A	500	650	650	800	800	900
E2-02 (E4-02)	Motor Rated Slip	Hz	1.25	1.00	1.00	1.00	1.00	0.90
E2-03 (E4-03)	Motor No-Load Current	A	130	130	130	160	160	180
E2-05 (E4-05)	Motor Line to Line Resistance	Ω	0.014	0.012	12.000 mΩ	10.000 mΩ	10.000 mΩ	9.000 mΩ
E2-06 (E4-06)	Motor Leakage Inductance	%	20	20	20	20	20	20
E2-10 (E4-10)	Motor Iron Loss for Torque Compensation	W	4700	5560	5560	7060	7060	7833
E5-01	Motor Code Selection (for PM Motors)	Hex.	FFFF	FFFF	FFFF	FFFF	FFFF	FFFF
L2-02	Momentary Power Loss Ride-Thru Time	s	2.1	2.3	2.3	2.8	2.8	3.1
L2-03	Momentary Power Loss Minimum Baseblock Time	s	2.0	2.2	2.2	2.6	2.6	3.0
L2-04	Momentary Power Loss Voltage Recovery Time	V	300	300	300	300	300	300
L8-02	Overheat Alarm Level	°C	140	140	140	140	140	140
L8-35	Installation Method Selection	–	0	0	0	0	0	0
L8-38	Carrier Frequency Reduction Selection	–	1	1	1	1	1	1
n1-03	Hunting Prevention Time Constant	ms	100	100	100	100	100	100
n5-02	Motor Acceleration Time	s	1.392	1.667	1.667	2.000	2.000	2.222

B.7 Parameters that Change with the Motor Code Selection (for PM Motors)

The following tables show parameters and default settings that change with the motor code selection E5-01 when Open Loop Vector for PM motors is used.

◆ YASKAWA SMRA Series SPM Motor

Table B.10 200 V, 1800 min^{-1} Type YASKAWA SMRA Series SPM Motor

No.	Name	Unit	Default Settings				
E5-01	Motor Code Selection (for PM Motors)	–	0002	0003	0005	0006	0008
	Voltage Class	V	200	200	200	200	200
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7
	Rated Speed	min^{-1}	1800	1800	1800	1800	1800
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7
E5-03	Motor Rated Current (for PM Motors)	A	2.1	4.0	6.9	10.8	17.4
E5-04	Number of Motor Poles (for PM Motors)	–	8	8	8	8	8
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	2.47	1.02	0.679	0.291	0.169
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	12.7	4.8	3.9	3.6	2.5
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	12.7	4.8	3.9	3.6	2.5
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	0	0	0	0	0
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	62.0	64.1	73.4	69.6	72.2
E1-04	Maximum Output Frequency	Hz	120	120	120	120	120
E1-05	Maximum Voltage	V	200.0	200.0	200.0	200.0	200.0
E1-06	Base Frequency	Hz	120	120	120	120	120
E1-09	Minimum Output Frequency	Hz	6	6	6	6	6
C5-17	Motor Inertia	kgm^2	0.0007	0.0014	0.0021	0.0032	0.0046
n5-02	Motor Acceleration Time	s	0.064	0.066	0.049	0.051	0.044
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	0	0	0	0	0

Table B.11 200 V, 3600 min^{-1} Type YASKAWA SMRA Series SPM Motor

No.	Name	Unit	Default Settings			
E5-01	Motor Code Selection (for PM Motors)	–	0103	0105	0106	0108
	Voltage Class	V	200	200	200	200
	Rated Power	kW	0.75	1.5	2.2	3.7
	Rated Speed	min^{-1}	3600	3600	3600	3600
E5-02	Motor Rated Power (for PM Motors)	kW	0.75	1.5	2.2	3.7
E5-03	Motor Rated Current (for PM Motors)	A	4.1	8.0	10.5	16.5
E5-04	Number of Motor Poles (for PM Motors)	–	8	8	8	8
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.538	0.20	0.15	0.097
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	3.2	1.3	1.1	1.1
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	3.2	1.3	1.1	1.1
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	0	0	0	0
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	32.4	32.7	36.7	39.7
E1-04	Maximum Output Frequency	Hz	240	240	240	240
E1-05	Maximum Voltage	V	200.0	200.0	200.0	200.0
E1-06	Base Frequency	Hz	240	240	240	240
E1-09	Minimum Output Frequency	Hz	12	12	12	12
C5-17	Motor Inertia	kgm^2	0.0007	0.0014	0.0021	0.0032
n5-02	Motor Acceleration Time	s	0.137	0.132	0.132	0.122
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	0	0	0	0

◆ YASKAWA SSR1 Series IPM Motor (For Derated Torque)

Table B.12 200 V, 1750 min^{-1} Type YASKAWA SSR1 Series IPM Motor

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	1202	1203	1205	1206	1208	120A	120B	120D
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0
E5-03	Motor Rated Current (for PM Motors)	A	1.77	3.13	5.73	8.44	13.96	20.63	28.13	41.4
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	8.233	2.284	1.470	0.827	0.455	0.246	0.198	0.094
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	54.84	23.02	17.22	8.61	7.20	4.86	4.15	3.40
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	64.10	29.89	20.41	13.50	10.02	7.43	5.91	3.91
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	223.7	220.3	240.8	238.0	238.7	239.6	258.2	239.3
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.0011	0.0017	0.0023	0.0043	0.0083	0.014	0.017	0.027
n5-02	Motor Acceleration Time	s	0.092	0.076	0.052	0.066	0.075	0.083	0.077	0.084
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-7.6	-11.5	-9.1	-19.0	-18.7	-23.4	-18.5	-10.9

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	120E	120F	1210	1212	1213	1214	1215	1216
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	15	18	22	30	37	45	55	75
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	15.00	18.50	22.00	30.00	37.00	45.00	55.00	75.00
E5-03	Motor Rated Current (for PM Motors)	A	55.4	68.2	80.6	105.2	131.3	153.1	185.4	257.3
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.066	0.051	0.037	0.030	0.020	0.014	0.012	0.006
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	2.45	2.18	1.71	1.35	0.99	0.83	0.79	0.44
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	3.11	2.55	2.05	1.82	1.28	1.01	0.97	0.56
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	248.1	253.6	250.0	280.9	264.2	280.4	311.9	268.0
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.046	0.055	0.064	0.116	0.140	0.259	0.31	0.42
n5-02	Motor Acceleration Time	s	0.102	0.101	0.098	0.130	0.127	0.193	0.191	0.187
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-16.5	-11.3	-12.8	-16.8	-15.6	-10.7	-9.6	-13.3

Table B.13 400 V, 1750 min^{-1} Type YASKAWA SSR1 Series IPM Motor

No.	Name	Unit	Default Settings									
E5-01	Motor Code Selection (for PM Motors)	–	1232	1233	1235	1236	1238	123A	123B	123D	123E	123F
	Voltage Class	V	400	400	400	400	400	400	400	400	400	400
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11	15	18
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0	15	18.50
E5-03	Motor Rated Current (for PM Motors)	A	0.89	1.56	2.81	4.27	7.08	10.31	13.65	20.7	27.5	33.4
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	25.370	9.136	6.010	3.297	1.798	0.982	0.786	0.349	0.272	0.207
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	169.00	92.08	67.71	34.40	32.93	22.7	16.49	13.17	10.30	8.72
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	197.50	119.56	81.71	54.00	37.70	26.80	23.46	15.60	12.77	11.22
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	392.6	440.6	478.3	466.3	478.8	478.1	520.0	481.5	498.8	509.5
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.0011	0.0017	0.0023	0.0043	0.0083	0.014	0.017	0.027	0.046	0.055
n5-02	Motor Acceleration Time	s	0.092	0.076	0.052	0.066	0.075	0.083	0.077	0.084	0.102	0.101
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-8.6	-11.5	-10.3	-19.8	-8.5	-11.0	-18.6	-12.5	-15.5	-17.9

No.	Name	Unit	Default Settings									
E5-01	Motor Code Selection (for PM Motors)	–	1240	1242	1243	1244	1245	1246	1247	1248	1249	124A
	Voltage Class	V	400	400	400	400	400	400	400	400	400	400
	Rated Power	kW	22	30	37	45	55	75	90	110	132	160
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	22.00	30.00	37.00	45.00	55.00	75.00	90.00	110.00	132	160
E5-03	Motor Rated Current (for PM Motors)	A	39.8	52.0	65.8	77.5	92.7	126.6	160.4	183.3	222.9	267.7
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.148	0.235	0.079	0.054	0.049	0.029	0.019	0.017	0.012	0.008
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	6.81	5.4	4.08	3.36	3.16	2.12	1.54	1.44	1.21	0.97
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	8.47	7.26	5.12	3.94	3.88	2.61	2.06	2.21	1.46	1.28
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	503.9	561.7	528.5	558.1	623.8	594.5	524.1	583.7	563.6	601.2
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380	380
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.064	0.116	0.140	0.259	0.31	0.42	0.56	0.83	0.96	1.61
n5-02	Motor Acceleration Time	s	0.098	0.130	0.127	0.193	0.191	0.187	0.208	0.254	0.243	0.338
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-15.1	-16.8	-14.1	-8.8	-9.6	-10.3	-17.0	-21.7	-10.9	-13.2

Table B.14 200 V, 1450 min^{-1} Type YASKAWA SSR1 Series IPM Motor

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	1302	1303	1305	1306	1308	130A	130B	130D
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0
E5-03	Motor Rated Current (for PM Motors)	A	1.88	3.13	5.63	8.33	14.17	20.63	27.71	39.6
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	3.190	1.940	1.206	0.665	0.341	0.252	0.184	0.099
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	32.15	26.12	14.72	12.27	8.27	6.49	6.91	4.07
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	41.74	34.30	20.15	14.77	9.81	7.74	7.66	4.65
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	264.3	269.6	284.3	287.1	284.5	298.0	335.0	303.9
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.0017	0.0023	0.0043	0.0083	0.0136	0.017	0.027	0.046
n5-02	Motor Acceleration Time	s	0.098	0.071	0.066	0.087	0.085	0.072	0.084	0.096
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-6.6	-10.9	-13.5	-9.0	-9.5	-10.1	-6.0	-9.3

No.	Name	Unit	Default Settings						
E5-01	Motor Code Selection (for PM Motors)	–	130E	130F	1310	1312	1313	1314	1315
	Voltage Class	V	200	200	200	200	200	200	200
	Rated Power	kW	15	18	22	30	37	45	55
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	15.00	18.50	22.00	30.00	37.00	45.00	55.00
E5-03	Motor Rated Current (for PM Motors)	A	55.5	65.6	75.1	105.2	126.0	153.1	186.5
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.075	0.057	0.041	0.034	0.023	0.015	0.012
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	3.29	2.53	1.98	1.75	1.48	1.04	0.87
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	3.84	3.01	2.60	2.17	1.70	1.31	1.10
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	311.2	300.9	327.7	354.2	369.6	351.6	374.7
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.055	0.064	0.116	0.140	0.259	0.312	0.42
n5-02	Motor Acceleration Time	s	0.085	0.080	0.122	0.108	0.161	0.160	0.175
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-10.7	-13.2	-15.7	-11.5	-7.0	-11.8	-10.2

Table B.15 400 V, 1450 min^{-1} Type YASKAWA SSR1 Series IPM Motor

No.	Name	Unit	Default Settings									
E5-01	Motor Code Selection (for PM Motors)	–	1332	1333	1335	1336	1338	133A	133B	133D	133E	133F
	Voltage Class	V	400	400	400	400	400	400	400	400	400	400
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11	15	18
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0	15	18.50
E5-03	Motor Rated Current (for PM Motors)	A	0.94	1.56	2.81	4.27	6.98	10.21	13.85	19.5	27.4	32.9
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	12.760	7.421	4.825	2.656	1.353	0.999	0.713	0.393	0.295	0.223
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	128.60	85.11	58.87	46.42	31.73	26.20	27.06	15.51	12.65	9.87
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	166.96	113.19	80.59	60.32	40.45	30.94	33.45	19.63	15.87	12.40
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	528.6	544.2	568.5	572.8	562.9	587.6	670.1	612.7	624.6	610.4
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.0017	0.0023	0.0043	0.0083	0.0136	0.017	0.027	0.046	0.055	0.064
n5-02	Motor Acceleration Time	s	0.098	0.071	0.066	0.087	0.085	0.072	0.084	0.096	0.085	0.080
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-6.6	-9.2	-13.5	-12.1	-13.7	-10.1	-12.2	-15.5	-15.1	-16.0

No.	Name	Unit	Default Settings								
E5-01	Motor Code Selection (for PM Motors)	–	1340	1342	1343	1344	1345	1346	1347	1348	1349
	Voltage Class	V	400	400	400	400	400	400	400	400	400
	Rated Power	kW	22	30	37	45	55	75	90	110	132
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	22.00	30.00	37.00	45.00	55.00	75.00	90.00	110.00	132.00
E5-03	Motor Rated Current (for PM Motors)	A	37.6	52.5	63.2	76.4	96.1	124.0	153.1	186.5	226.0
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.164	0.137	0.093	0.059	0.048	0.028	0.024	0.015	0.011
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	7.90	7.01	5.93	4.17	3.11	2.32	2.20	1.45	1.23
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	10.38	8.68	6.79	5.22	4.55	2.97	3.23	1.88	1.67
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	655.4	708.4	739.2	703.0	747.1	639.3	708.0	640.7	677.0
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.116	0.140	0.259	0.312	0.42	0.56	0.83	0.96	1.61
n5-02	Motor Acceleration Time	s	0.122	0.108	0.161	0.160	0.175	0.171	0.213	0.201	0.281
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-15.7	-11.5	-6.8	-11.5	-14.8	-15.8	-19.6	-14.9	-15.1

Table B.16 200 V, 1150 min^{-1} Type YASKAWA SSR1 Series IPM Motor

No.	Name	Unit	Default Settings						
E5-01	Motor Code Selection (for PM Motors)	–	1402	1403	1405	1406	1408	140A	140B
	Voltage Class	V	200	200	200	200	200	200	200
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5
E5-03	Motor Rated Current (for PM Motors)	A	1.88	3.02	6.00	8.85	14.27	20.21	26.67
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	4.832	2.704	1.114	0.511	0.412	0.303	0.165
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	48.68	32.31	19.22	12.15	7.94	11.13	6.59
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	63.21	40.24	24.38	15.35	11.86	14.06	8.55
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	320.4	327.1	364.4	344.4	357.5	430.8	391.5
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.0017	0.0023	0.0083	0.0136	0.0171	0.027	0.046
n5-02	Motor Acceleration Time	s	0.062	0.044	0.080	0.090	0.067	0.072	0.088
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-8.8	-9.9	-9.3	-10.0	-17.7	-12.3	-15.3

No.	Name	Unit	Default Settings						
E5-01	Motor Code Selection (for PM Motors)	–	140D	140E	140F	1410	1412	1413	1414
	Voltage Class	V	200	200	200	200	200	200	200
	Rated Power	kW	11	15	18	22	30	37	45
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	11.0	15	18.50	22.00	30.00	37.00	45.00
E5-03	Motor Rated Current (for PM Motors)	A	39.9	55.6	63.5	74.4	104.2	129.6	154.2
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.113	0.084	0.066	0.048	0.035	0.023	0.016
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	4.96	3.83	3.33	2.38	2.04	1.53	1.16
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	6.12	4.65	4.50	3.15	2.86	2.27	1.54
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	384.4	372.1	421.3	410.9	436.1	428.8	433.3
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.055	0.064	0.116	0.140	0.259	0.312	0.418
n5-02	Motor Acceleration Time	s	0.073	0.062	0.091	0.092	0.125	0.122	0.135
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-13.9	-14.4	-17.9	-15.9	-17.9	-20.1	-13.7

Table B.17 400 V, 1150 min^{-1} Type YASKAWA SSR1 Series IPM Motor

No.	Name	Unit	Default Settings								
E5-01	Motor Code Selection (for PM Motors)	–	1432	1433	1435	1436	1438	143A	143B	143D	143E
	Voltage Class	V	400	400	400	400	400	400	400	400	400
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11	15
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0	15
E5-03	Motor Rated Current (for PM Motors)	A	0.94	1.51	3.00	4.43	7.08	10.10	13.33	19.9	27.8
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	19.320	10.800	4.456	2.044	1.483	1.215	0.660	0.443	0.331
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	194.70	129.20	76.88	48.60	37.58	44.54	26.36	19.10	15.09
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	252.84	160.90	97.52	61.40	47.65	56.26	34.20	24.67	18.56
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	640.9	654.1	728.8	688.9	702.0	861.5	783.0	762.2	749.6
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.0017	0.0023	0.0083	0.0136	0.0171	0.027	0.046	0.055	0.064
n5-02	Motor Acceleration Time	s	0.062	0.044	0.080	0.090	0.067	0.072	0.088	0.073	0.062
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-8.8	-9.9	-9.3	-10.0	-12.8	-12.3	-15.3	-16.7	-14.9

No.	Name	Unit	Default Settings								
E5-01	Motor Code Selection (for PM Motors)	–	143F	1440	1442	1443	1444	1445	1446	1447	1448
	Voltage Class	V	400	400	400	400	400	400	400	400	400
	Rated Power	kW	18	22	30	37	45	55	75	90	110
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	18.50	22.00	30.00	37.00	45.00	55.00	75.00	90.00	110.00
E5-03	Motor Rated Current (for PM Motors)	A	31.8	37.2	52.1	64.8	76.6	92.0	127.1	150.5	185.4
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.264	0.192	0.140	0.093	0.063	0.051	0.033	0.027	0.015
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	13.32	9.52	8.16	6.13	4.63	3.96	3.03	2.60	1.89
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	18.00	12.60	11.40	9.10	6.15	5.00	5.14	3.28	2.33
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	842.7	821.8	872.3	857.7	866.6	854.0	823.1	853.4	829.2
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.116	0.140	0.259	0.312	0.418	0.56	0.83	0.96	1.61
n5-02	Motor Acceleration Time	s	0.091	0.092	0.125	0.122	0.135	0.147	0.161	0.154	0.212
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-17.9	-15.9	-17.7	-20.1	-13.8	-12.5	-28.8	-13.3	-11.6

◆ YASKAWA SST4 Series IPM Motor (For Constant Torque)

Table B.18 200 V, 1750 min^{-1} Type YASKAWA SST4 Series IPM Motor

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	2202	2203	2205	2206	2208	220A	220B	220D
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0
E5-03	Motor Rated Current (for PM Motors)	A	1.77	3.54	6.56	8.96	14.79	20.94	29.58	41.1
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	2.247	1.132	0.774	0.479	0.242	0.275	0.161	0.111
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	22.32	12.38	8.90	7.39	5.06	5.82	3.86	3.59
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	32.50	15.72	11.96	9.63	6.42	6.74	4.66	4.32
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	215.2	203.9	219.3	230.6	235.1	251.7	235.7	252.0
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.0016	0.0022	0.0042	0.0081	0.0133	0.013	0.017	0.027
n5-02	Motor Acceleration Time	s	0.134	0.099	0.094	0.124	0.121	0.081	0.075	0.082
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-9.3	-6.4	-10.0	-9.9	-9.7	-8.4	-11.5	-13.1

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	220E	220F	2210	2212	2213	2214	2215	2216
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	15	18	22	30	37	45	55	75
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	15	18.50	22.00	30.00	37.00	45.00	55.00	75.00
E5-03	Motor Rated Current (for PM Motors)	A	54.2	68.2	78.6	104.2	129.2	153.1	205.2	260.4
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.071	0.049	0.040	0.030	0.020	0.013	0.009	0.006
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	2.67	1.98	1.69	1.31	0.88	0.77	0.55	0.40
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	3.10	2.41	2.12	1.61	1.14	1.04	0.69	0.50
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	253.7	244.6	256.3	283.1	266.3	260.0	261.5	259.3
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.044	0.054	0.063	0.113	0.137	0.252	0.30	0.41
n5-02	Motor Acceleration Time	s	0.099	0.098	0.096	0.127	0.124	0.188	0.186	0.184
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-10.9	-14.3	-15.1	-11.3	-14.1	-18.8	-11.4	-12.2

Table B.19 400 V, 1750 min^{-1} Type YASKAWA SST4 Series IPM Motor

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	2232	2233	2235	2236	2238	223A	223B	223D
	Voltage Class	V	400	400	400	400	400	400	400	400
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0
E5-03	Motor Rated Current (for PM Motors)	A	0.92	1.77	3.33	4.48	7.50	10.42	14.27	20.5
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	8.935	4.570	3.096	1.906	0.972	1.103	0.630	0.429
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	80.14	48.04	35.60	30.31	20.03	23.41	14.86	14.34
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	110.76	64.88	47.84	38.36	24.97	28.70	17.25	17.25
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	416.5	399.4	438.5	475.5	463.7	485.8	470.4	513.4
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.0016	0.0022	0.0042	0.0081	0.0133	0.013	0.017	0.027
n5-02	Motor Acceleration Time	s	0.134	0.099	0.094	0.124	0.121	0.081	0.075	0.082
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-7.5	-8.5	-9.8	-8.2	-9.1	-13.1	-9.2	-12.4

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	223E	223F	2240	2242	2243	2244	2245	2246
	Voltage Class	V	400	400	400	400	400	400	400	400
	Rated Power	kW	15	18	22	30	37	45	55	75
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	15	18.50	22.00	30.00	37.00	45.00	55.00	75.00
E5-03	Motor Rated Current (for PM Motors)	A	26.4	34.2	38.8	52.2	65.4	77.6	99.3	130.2
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.275	0.196	0.160	0.120	0.077	0.052	0.036	0.023
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	9.99	7.92	6.82	5.24	3.57	2.98	1.59	1.59
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	12.37	9.64	8.51	6.44	4.65	3.75	2.78	1.97
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	505.3	489.2	509.5	566.2	531.6	530.6	515.2	515.2
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.044	0.054	0.063	0.113	0.137	0.252	0.30	0.41
n5-02	Motor Acceleration Time	s	0.099	0.098	0.096	0.127	0.124	0.188	0.186	0.184
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-15.1	-14.3	-15.3	-11.3	-14.5	-13.2	-22.6	-11.9

No.	Name	Unit	Default Settings						
E5-01	Motor Code Selection (for PM Motors)	–	2247	2248	2249	224A	224C	224D	224E
	Voltage Class	V	400	400	400	400	400	400	400
	Rated Power	kW	90	110	132	160	200	220	300
	Rated Speed	min^{-1}	1750	1750	1750	1750	1750	1750	1750
E5-02	Motor Rated Power (for PM Motors)	kW	90.00	110.00	132.00	160.00	200.00	250.00	300.00
E5-03	Motor Rated Current (for PM Motors)	A	153.1	184.4	229.2	269.8	346.9	421.9	520.8
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.019	0.017	0.012	0.008	0.005	0.004	0.002
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	1.51	1.43	1.13	0.96	0.65	0.67	0.40
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	1.76	1.92	1.54	1.26	0.88	0.74	0.52
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	538.3	590.9	548.2	603.9	556.8	593.1	495.4
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	$mV/(min^{-1})$	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	87.5	87.5	87.5	87.5	87.5	87.5	87.5
E1-09	Minimum Output Frequency	Hz	4.4	4.4	4.4	4.4	4.4	4.4	4.4
C5-17	Motor Inertia	kgm^2	0.55	0.82	0.96	1.60	1.95	2.82	3.70
n5-02	Motor Acceleration Time	s	0.205	0.250	0.244	0.336	0.327	0.379	0.414
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-8.6	-14.8	-17.5	-12.5	-14.7	-5.1	-16.3

Table B.20 200 V, 1450 min^{-1} Type YASKAWA SST4 Series IPM Motor

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	2302	2303	2305	2306	2308	230A	230B	230D
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0
E5-03	Motor Rated Current (for PM Motors)	A	1.77	3.33	5.94	9.48	14.17	20.42	27.92	39.6
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	3.154	1.835	0.681	0.308	0.405	0.278	0.180	0.098
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	28.46	19.46	10.00	6.88	8.15	5.77	6.32	3.34
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	39.29	25.89	15.20	9.25	10.76	8.60	8.80	4.61
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	268.8	256.9	271.9	260.2	286.8	314.9	300.8	292.3
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.0016	0.0022	0.0081	0.0133	0.0133	0.017	0.027	0.044
n5-02	Motor Acceleration Time	s	0.092	0.068	0.125	0.139	0.083	0.070	0.082	0.092
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-7.5	-9.4	-13.9	-10.0	-15.0	-17.9	-22.7	-20.5

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	230E	230F	2310	2312	2313	2314	2315	2316
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	15	18	22	30	37	45	55	75
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	15.0	18.50	22.00	30.00	37.00	45.00	55.00	75.00
E5-03	Motor Rated Current (for PM Motors)	A	54.2	68.3	75.2	102.0	131.3	160.4	191.7	257.3
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.073	0.055	0.048	0.034	0.023	0.016	0.012	0.007
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	2.94	2.23	2.08	1.67	1.39	0.94	0.82	0.56
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	3.65	2.85	2.66	2.04	1.73	1.22	1.06	0.76
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	305.1	297.6	355.8	355.4	324.0	302.4	337.2	323.4
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.054	0.063	0.113	0.137	0.252	0.304	0.41	0.55
n5-02	Motor Acceleration Time	s	0.083	0.079	0.118	0.105	0.157	0.156	0.172	0.169
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-14.6	-16.4	-11.8	-10.5	-14.5	-17.4	-13.9	-17.5

Table B.21 400 V, 1450 min^{-1} Type YASKAWA SST4 Series IPM Motor

No.	Name	Unit	Default Settings										
E5-01	Motor Code Selection (for PM Motors)	–	2332	2333	2335	2336	2338	233A	233B	233D	233E	233F	2340
	Voltage Class	V	400	400	400	400	400	400	400	400	400	400	400
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11	15	18	22
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0	15	18.50	22.00
E5-03	Motor Rated Current (for PM Motors)	A	0.91	1.67	3.02	4.74	7.08	10.21	13.96	20.5	27.1	34.2	37.6
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	12.616	7.340	2.724	1.232	1.509	1.112	0.720	0.393	0.291	0.220	0.192
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	113.84	77.84	40.00	27.52	31.73	23.09	25.28	13.36	11.77	8.94	8.32
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	157.16	103.56	60.80	37.00	40.88	34.39	35.20	18.44	14.60	11.40	10.64
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	490.8	513.8	543.7	520.3	580.8	602.7	601.5	584.6	610.3	595.2	711.6
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.0016	0.0022	0.0081	0.0133	0.0133	0.017	0.027	0.044	0.054	0.063	0.113
n5-02	Motor Acceleration Time	s	0.092	0.068	0.125	0.139	0.083	0.070	0.082	0.092	0.083	0.079	0.118
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-9.5	-9.4	-13.7	-10.0	-12.9	-19.9	-22.8	-19.8	-14.5	-16.1	-11.8

No.	Name	Unit	Default Settings										
E5-01	Motor Code Selection (for PM Motors)	–	2342	2343	2344	2345	2346	2347	2348	2349	234A	234C	234D
	Voltage Class	V	400	400	400	400	400	400	400	400	400	400	400
	Rated Power	kW	30	37	45	55	75	90	110	132	160	200	250
	Rated Speed	min^{-1}	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
E5-02	Motor Rated Power (for PM Motors)	kW	30.00	37.00	45.00	55.00	75.00	90.00	110.00	132.00	160.00	200.00	250.00
E5-03	Motor Rated Current (for PM Motors)	A	50.9	65.4	80.2	96.1	129.2	153.1	191.7	226.0	268.8	331.3	422.9
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.136	0.091	0.064	0.048	0.028	0.024	0.015	0.011	0.007	0.006	0.003
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	6.68	5.30	3.76	3.09	2.24	2.20	1.34	1.23	0.92	0.84	0.61
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	8.16	6.80	4.88	4.75	3.03	3.23	2.16	1.67	1.30	1.25	0.89
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	710.8	652.7	604.8	669.1	646.8	708.0	637.8	677.0	661.7	687.1	655.9
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5	72.5
E1-09	Minimum Output Frequency	Hz	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
C5-17	Motor Inertia	kgm^2	0.137	0.252	0.304	0.41	0.55	0.82	0.96	1.60	1.95	2.82	3.70
n5-02	Motor Acceleration Time	s	0.105	0.157	0.156	0.172	0.169	0.210	0.201	0.279	0.281	0.325	0.341
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-10.5	-15.6	-17.4	-21.7	-17.3	-19.6	-24.1	-15.1	-17.0	-19.8	-19.3

Table B.22 200 V, 1150 min^{-1} Type YASKAWA SST4 Series IPM Motor

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	2402	2403	2405	2406	2408	240A	240B	240D
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0
E5-03	Motor Rated Current (for PM Motors)	A	1.77	3.44	5.94	9.17	14.79	20.21	27.40	39.0
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	2.680	1.520	1.071	0.542	0.362	0.295	0.162	0.115
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	30.55	15.29	17.48	11.98	8.60	9.54	5.31	4.44
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	42.71	24.28	22.51	15.51	10.69	13.84	8.26	5.68
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	313.1	313.1	345.3	342.9	363.8	384.3	379.9	370.2
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.0022	0.0042	0.0081	0.0133	0.0168	0.027	0.044	0.054
n5-02	Motor Acceleration Time	s	0.080	0.081	0.078	0.088	0.066	0.070	0.085	0.071
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-8.4	-11.0	-10.7	-10.7	-9.4	-22.5	-22.2	-16.7

No.	Name	Unit	Default Settings							
E5-01	Motor Code Selection (for PM Motors)	–	240E	240F	2410	2412	2413	2414	2415	2416
	Voltage Class	V	200	200	200	200	200	200	200	200
	Rated Power	kW	15	18	22	30	37	45	55	75
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	15	18.50	22.00	30.00	37.00	45.00	55.00	75.00
E5-03	Motor Rated Current (for PM Motors)	A	55.9	65.4	77.0	103.5	126.0	153.1	188.5	260.4
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.083	0.065	0.052	0.035	0.026	0.019	0.013	0.009
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	3.50	2.92	2.55	2.03	1.59	1.24	0.98	0.70
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	4.23	3.79	3.22	2.46	1.92	1.64	1.37	0.97
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	364.5	404.5	445.1	444.4	447.3	470.8	422.4	418.3
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.063	0.113	0.137	0.252	0.304	0.410	0.55	0.82
n5-02	Motor Acceleration Time	s	0.061	0.089	0.090	0.122	0.119	0.132	0.145	0.159
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-13.7	-15.2	-10.9	-9.8	-9.3	-11.5	-17.7	-17.1

Table B.23 400 V, 1150 min^{-1} Type YASKAWA SST4 Series IPM Motor

No.	Name	Unit	Default Settings										
E5-01	Motor Code Selection (for PM Motors)	–	2432	2433	2435	2436	2438	243A	243B	243D	243E	243F	2440
	Voltage Class	V	400	400	400	400	400	400	400	400	400	400	400
	Rated Power	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11	15	18	22
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	0.4	0.75	1.5	2.2	3.7	5.5	7.5	11.0	15	18.50	22.00
E5-03	Motor Rated Current (for PM Motors)	A	0.89	1.72	3.02	4.58	7.40	10.21	13.75	19.5	27.7	32.7	39.2
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	10.720	6.080	4.336	2.143	1.428	1.199	0.648	0.460	0.325	0.260	0.209
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	122.20	61.16	70.24	46.20	33.87	41.67	21.24	17.76	12.83	11.68	10.09
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	170.80	97.12	90.04	60.28	42.98	69.15	33.04	22.72	17.19	15.16	16.25
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	626.1	626.1	703.1	727.6	699.0	861.5	759.7	740.4	716.6	809.1	786.2
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.0022	0.0042	0.0081	0.0133	0.0168	0.027	0.044	0.054	0.063	0.113	0.137
n5-02	Motor Acceleration Time	s	0.080	0.081	0.078	0.088	0.066	0.070	0.085	0.071	0.061	0.089	0.090
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-8.4	-11.0	-9.9	-9.0	-11.4	-23.2	-22.1	-16.7	-20.2	-15.2	-27.7

No.	Name	Unit	Default Settings									
E5-01	Motor Code Selection (for PM Motors)	–	2442	2443	2444	2445	2446	2447	2448	2449	244A	244C
	Voltage Class	V	400	400	400	400	400	400	400	400	400	400
	Rated Power	kW	30	37	45	55	75	90k	110	132	160	200
	Rated Speed	min^{-1}	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150
E5-02	Motor Rated Power (for PM Motors)	kW	30.00	37.00	45.00	55.00	75.00	90.00	110.00	132.00	160.00	200.00
E5-03	Motor Rated Current (for PM Motors)	A	51.8	63.0	76.6	93.1	128.1	153.1	186.5	221.9	269.8	336.5
E5-04	Number of Motor Poles (for PM Motors)	–	6	6	6	6	6	6	6	6	6	6
E5-05	Motor Stator Resistance (r1) (for PM Motors)	Ω	0.140	0.106	0.076	0.051	0.032	0.026	0.015	0.012	0.009	0.007
E5-06	Motor d-Axis Inductance (Ld) (for PM Motors)	mH	8.12	6.43	4.96	3.99	2.97	2.44	1.87	1.49	1.41	1.22
E5-07	Motor q-Axis Inductance (Lq) (for PM Motors)	mH	9.84	7.71	6.56	5.39	3.90	3.23	2.46	2.08	1.88	1.51
E5-09	Motor Induction Voltage Constant 1 (Ke) (for PM Motors)	mVs/rad	888.8	857.7	941.6	853.8	829.6	835.6	833.4	848.6	889.1	915.0
E5-24	Motor Induction Voltage Constant 2 (Ke) (for PM Motors)	mV/(min^{-1})	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E1-04	Maximum Output Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-05	Maximum Voltage	V	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0	380.0
E1-06	Base Frequency	Hz	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5	57.5
E1-09	Minimum Output Frequency	Hz	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
C5-17	Motor Inertia	kgm^2	0.252	0.304	0.410	0.55	0.82	0.96	1.60	1.95	2.82	3.70
n5-02	Motor Acceleration Time	s	0.122	0.119	0.132	0.145	0.159	0.155	0.211	0.214	0.256	0.268
n8-49	d-Axis Current for High Efficiency Control (for PM Motors) (OLV/PM)	%	-9.8	-10.2	-11.5	-16.0	-15.7	-15.7	-14.7	-16.5	-14.1	-10.4

Appendix: C

MEMOBUS/Modbus Communications

C.1 MEMOBUS/MODBUS CONFIGURATION 546
C.2 COMMUNICATION SPECIFICATIONS 547
C.3 CONNECTING TO A NETWORK 548
C.4 MEMOBUS/MODBUS SETUP PARAMETERS 550
C.5 DRIVE OPERATIONS BY MEMOBUS/MODBUS 553
C.6 COMMUNICATIONS TIMING 554
C.7 MESSAGE FORMAT 555
C.8 MESSAGE EXAMPLES 557
C.9 MEMOBUS/MODBUS DATA TABLE 559
C.10 ENTER COMMAND 570
C.11 COMMUNICATION ERRORS 571
C.12 SELF-DIAGNOSTICS 572

C.1 MEMOBUS/Modbus Configuration

Drives can be controlled from a PLC or other master device via serial communications using the MEMOBUS/Modbus protocol.

MEMOBUS/Modbus communication can be configured using one master (PLC) and a maximum of 255 slaves. The drive has slave functionality only, meaning that serial communication is normally initiated from the master and responded to by the slaves.

The master communicates to the slave (drive) specified. The address or node for each slave must be set beforehand so that the master can communicate with the slave at that address. A slave that receives a command from the master will perform the specified function and then send a response back to the master.

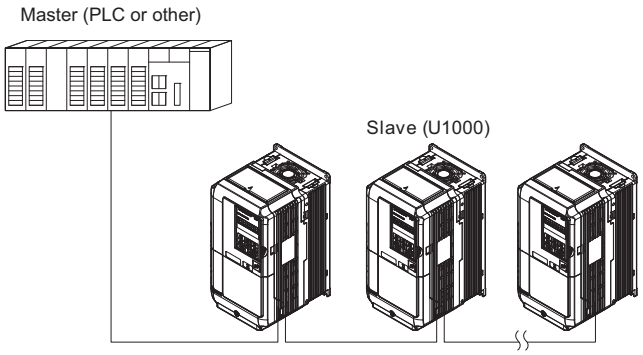


Figure C.1 Connecting Multiple Drives to a PLC

C.2 Communication Specifications

MEMOBUS/Modbus specifications appear in *Table C.1*.

Table C.1 MEMOBUS/Modbus Communication Specifications

Item	Specifications	
Interface	RS-422, RS-485	
Communications Cycle	Asynchronous (Start-stop synchronization)	
Communication Parameters	Communication Speeds Available	1.2; 2.4; 4.8; 9.6; 19.2; 38.4; 57.6; 76.8; 115.2 kbps
	Data length	8 bit (fixed)
	Parity	Select even, odd, or none
	Stop bit	1 bit (fixed)
Protocol	MEMOBUS/Modbus (using RTU mode only)	
Max Number of Slaves	31 drives (RS-485)	

C.3 Connecting to a Network

This section explains how to connect the drive to a MEMOBUS/Modbus network and the network termination required.

◆ Network Cable Connection

Follow the instructions below to connect the drive to a MEMOBUS/Modbus network.

1. With the power shut off, connect the communications cable to the drive and the master. Use terminals TB5 for MEMOBUS/Modbus.

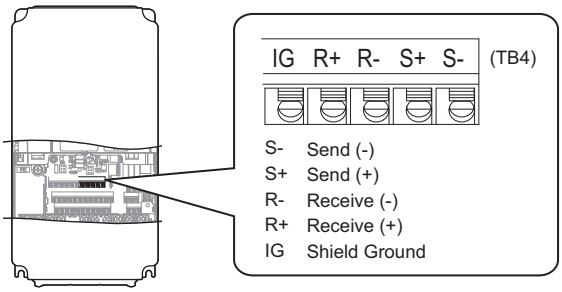


Figure C.2 Serial Communications Cable Connection Terminals (TB4)

Note: Separate the communications cables from the main circuit cables and other wiring and power cables. Use shielded cables for the communications cables, and properly shielded clamps to prevent problems with noise. When using RS-485 communications, connect S+ to R+, and S- to R- as shown in the diagram below.

2. Check or set the termination resistor selection at all slaves. Use the description in *Network Termination on page 549* for slaves that are U1000 drives.
3. Switch the power on.
4. Set the parameters needed for serial communications (H5-01 through H5-12) using the digital operator.
5. Shut the power off and wait until the display on the digital operator goes out completely.
6. Turn the power back on.
7. The drive is now ready to begin communicating with the master.

◆ Wiring Diagram for Multiple Connection

Figure C.3 and *Figure C.4* explain the wiring diagrams for multiple connections using MEMOBUS/Modbus communication.

■ RS-485 Interface

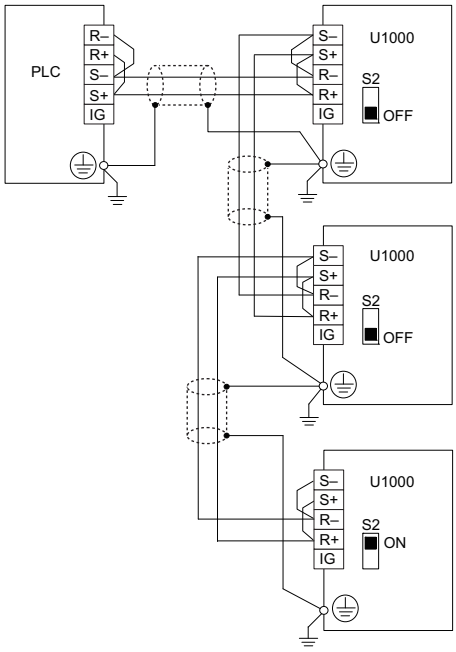


Figure C.3 RS-485 Interface

Note: **1.** Turn on the DIP switch S2 on the drive that is located at the end of the network. All other slave devices must have this DIP switch set to the OFF position.
2. Set H5-07 to “1” when using the RS-485 interface.

■ RS-422 Interface

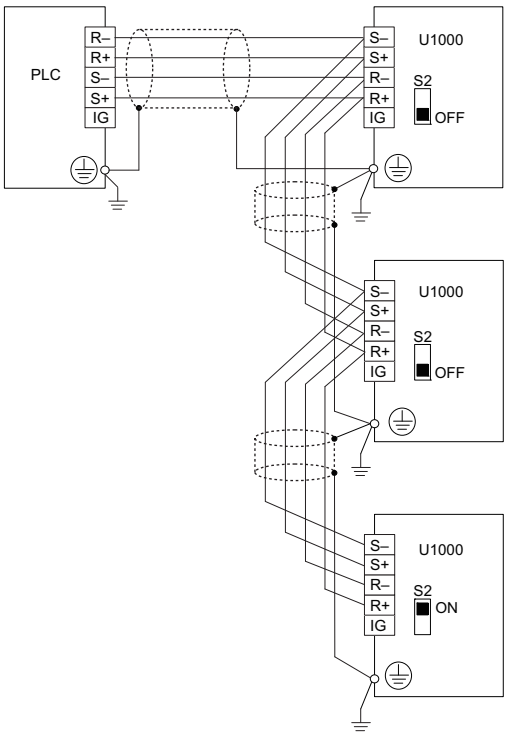


Figure C.4 RS-422 Interface

Note: **1.** Turn on the DIP switch S2 on the drive that is located at the end of the network. All other slave devices must have this DIP switch set to the OFF position.
2. Set H5-07 to 0 when using RS-422 interface in a point-to-point circuit.
Set H5-07 to 1 when using RS-422 interface in a multi-drop circuit.

◆ Network Termination

The two ends of the MEMOBUS/Modbus network line have to be terminated. The drive has a built in termination resistor that can be enabled or disabled using DIP switch S2. If a drive is located at the end of a network line, enable the termination resistor by setting DIP switch S2 to the ON position. Disable the termination resistor on all slaves that are not located at the network line end.

Refer to *MEMOBUS/Modbus Termination on page 104* for details on setting S2.

C.4 MEMOBUS/Modbus Setup Parameters

◆ MEMOBUS/Modbus Serial Communication

The settings for MEMOBUS/Modbus communications become effective when the drive is restarted after they have been made.

■ H5-01: Drive Slave Address

Sets the drive slave address used for MEMOBUS/Modbus communications.

Note: After changing this parameter, the power must be cycled to enable the new setting.

No.	Name	Setting Range	Default
H5-01	Drive Slave Address	0 to FFH <1>	1FH

<1> If the address is set to 0, no response will be provided during communications.

For serial communications to work, each individual slave drive must be assigned a unique slave address. Setting H5-01 to any value besides 0 assigns the drive its address in the network. Slave address don't need to be assigned in sequential order, but each address needs to be unique so that no two drives have the same address.

■ H5-02: Communication Speed Selection

Sets the MEMOBUS/Modbus communications speed.

Note: After changing this parameter, the power must be cycled to enable the new setting.

No.	Name	Setting Range	Default
H5-02	Communication Speed Selection	0 to 8	3

Setting 0: 1200 bps
Setting 1: 2400 bps
Setting 2: 4800 bps
Setting 3: 9600 bps
Setting 4: 19200 bps
Setting 5: 38400 bps
Setting 6: 57600 bps
Setting 7: 76800 bps
Setting 8: 115200 bps

■ H5-03: Communication Parity Selection

Sets the parity used for MEMOBUS/Modbus communications.

Note: After changing this parameter, the power must be cycled to enable the new setting.

No.	Name	Setting Range	Default
H5-03	Communication Parity Selection	0 to 2	0

Setting 0: No parity
Setting 1: Even parity
Setting 2: Odd parity

■ H5-04: Stopping Method after Communication Error

Selects the stopping method after a MEMOBUS/Modbus communications error (CE) has occurred.

No.	Name	Setting Range	Default
H5-04	Stopping Method after Communication Error	0 to 3	3

Setting 0: Ramp to stop (uses the deceleration time currently enabled)
Setting 1: Coast to stop
Setting 2: Fast Stop
Setting 3: Alarm only (continue operation)

■ H5-05: Communication Fault Detection Selection

Enables or disabled the communication error (CE) detection for MEMOBUS/Modbus communications.

No.	Name	Setting Range	Default
H5-05	Communication Fault Detection Selection	0 or 1	1

Setting 0: Disabled

No communication error detection. The drive continues operation.

Setting 1: Enabled

If the drive does not receive data from the master for longer than the time set to H5-09, then a CE fault will be triggered and the drive will operate as determined by parameter H5-04.

■ H5-06: Drive Transmit Wait Time

Sets the time the drive waits after receiving data from a master until responding data.

Note: After changing this parameter, the power must be cycled to enable the new setting.

No.	Name	Setting Range	Default
H5-06	Drive Transmit Wait Time	5 to 65 ms	5 ms

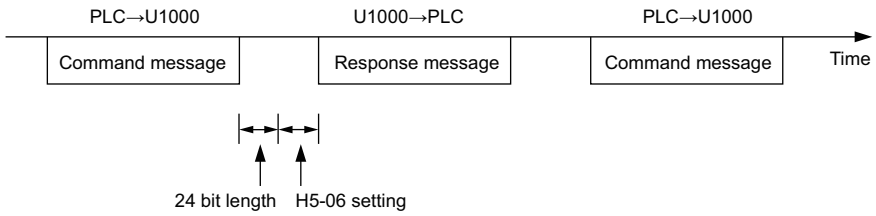


Figure C.5 Drive Transmit Wait Time Setting

■ H5-07: RTS Control Selection

Enables or disables RTS control.

Note: After changing this parameter, the power must be cycled to enable the new setting.

No.	Name	Setting Range	Default
H5-07	RTS Control Selection	0 or 1	1

Setting 0: Disabled. RTS is always on.

Use this setting with point-to-point RS-422 communications.

Setting 1: Enabled. RTS switches while sending.

Use this setting with RS-485 communications or when using multi-drop RS-422 communications.

■ H5-09: Communication Fault Detection Time

Sets the time the communications must be lost before the drive triggers a CE fault.

No.	Name	Setting Range	Default
H5-09	Communication Fault Detection Time	0.0 to 10.0 s	2.0 s

■ H5-10: Unit Selection for MEMOBUS/Modbus Register 0025H

Sets the unit for the output voltage monitor value in MEMOBUS/Modbus register 0025H.

No.	Name	Setting Range	Default
H5-10	Unit Selection for MEMOBUS/Modbus Register 0025H	0 or 1	0

Setting 0: 0.1 V units
Setting 1: 1 V units

■ H5-11: Communications ENTER Function Selection

Selects if an Enter command is needed to change parameter values via MEMOBUS/Modbus communications. *Refer to Enter Command on page 570*.

No.	Name	Setting Range	Default
H5-11	Communications ENTER Function Selection	0 or 1	0

Setting 0: Enter command necessary

Parameter changes become effective after an Enter command. An Enter command must only be sent after the last parameter change, not for each single parameter.

Setting 1: Enter command not necessary

Parameter value changes become effective immediately without the need to send an Enter command.

■ H5-12: Run Command Method Selection

Selects the type of sequence used when the Run command source is set to MEMOBUS/Modbus communications (b1-02, b1-16 = 2).

No.	Name	Setting Range	Default
H5-12	Run Command Method Selection	0 or 1	0

Setting 0: FWD/Stop, REV/Stop

Setting bit 0 of MEMOBUS/Modbus register 0001H will start and stop the drive in the forward direction. Setting bit 1 will start and stop the drive in reverse.

Setting 1: Run/Stop, FWD/REV

Setting bit 0 of MEMOBUS/Modbus register 0001H will start and stop the drive. Setting bit 1 changes the direction.

■ H5-17: Operation Selection when Unable to Write into EEPROM

There is normally no need to change this parameter from the default value.

Selects the operation to be carried out when an attempt is made to write data into EEPROM by MEMOBUS/Modbus communications if writing into EEPROM is not enabled.

No.	Name	Setting Range	Default
H5-17	Operation Selection when Unable to Write into EEPROM	0, 1	0

Setting 0: Cannot write into EEPROM.
Setting 1: Write in RAM only.

■ H5-18: Filter Time Constant for Motor Speed Monitoring

Sets the filter time constant for monitoring the motor speed from MEMOBUS/Modbus communications and communication option.

Applicable MEMOBUS/Modbus registers: 3EH, 3FH, 44H, ACH, and ADH

No.	Name	Setting Range	Default
H5-18	Filter Time Constant for Motor Speed Monitoring	0 to 100 ms	0 ms

C.5 Drive Operations by MEMOBUS/Modbus

The drive operations that can be performed by MEMOBUS/Modbus communication depend on drive parameter settings. This section explains the functions that can be used and related parameter settings.

◆ Observing the Drive Operation

A PLC can perform the following actions with MEMOBUS/Modbus communications at any time regardless of parameter settings (except H5-□□).

- Observe drive status and drive control terminal status from a PLC.
- Read and write parameters.
- Set and reset faults.
- Set multi-function inputs. Inputs settings from the input terminals (S1 to S8) and from MEMOBUS/Modbus communications are both linked by an OR operation.

◆ Controlling the Drive

To start and stop the drive or set the frequency reference using MEMOBUS/Modbus communications, an external reference must be selected and the parameters listed in *Table C.2* must be adjusted accordingly.

Table C.2 Setting Parameters for Drive Control from MEMOBUS/Modbus

Reference Source	Parameter	Name	Required Setting
External Reference 1	b1-01	Frequency Reference Selection 1	2
	b1-02	Run Command Selection 1	2
External Reference 2	b1-15	Frequency Reference Selection 2	2
	b1-16	Run Command Selection 2	2

Refer to b1-01: Frequency Reference Selection 1 on page 170 and *b1-02: Run Command Selection 1 on page 171* for details on external reference parameter selections. *Refer to Setting 2: External reference 1/2 selection on page 257* for instructions on how to select external reference 1 and 2.

C.6 Communications Timing

To prevent overrun in the slave drive, the master should wait a certain time between sending messages to the same drive. In the same way, the slave drive must wait before sending response messages to prevent an overrun in the master. This section explains the message timing.

◆ Command Messages from Master to Drive

In order to prevent overrun and data loss, the master must wait between receiving a response and sending the same type of command as before to the same slave drive. The minimum wait time depends on the command as shown in *Table C.3*.

Table C.3 Minimum Wait Time for Sending Messages

Command Type	Example	Minimum Wait Time
1	• Control command (Run, Stop) • Set inputs/outputs • Read monitors and parameter values	5 ms <1>
2	Write parameters	H5-11 = 0: 50 ms H5-11 = 1: 200ms <1>
3	Save changes using an Enter command	200 ms to 2 s, depending on the number of parameters that were changed <1>
4	Enter with storage to drive EEPROM after initialization	5 s

<1> If the drive receives command type 1 data during the minimum wait time, it will perform the command and then respond. However, if it receives a command type 2 or 3 during that time, either a communication error will result or the command will be ignored.

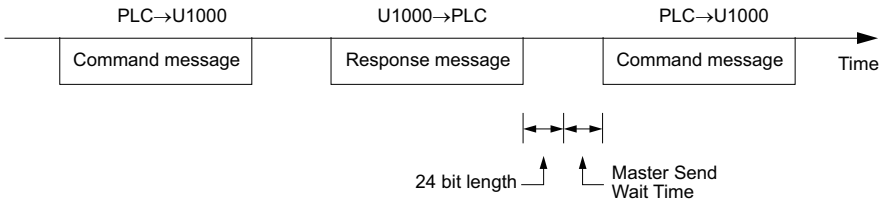


Figure C.6 Minimum Wait Time for Sending Messages

A timer should be set in the master to check how long it takes for the slave drive(s) to respond to the master. If no response is received within a certain amount of time, the master should try resending the message.

◆ Response Messages from Drive to Master

If the drive receives a command from the master, it will process the data received and wait for the time set in H5-06 until it responds. Increase H5-06 if the drive response causes overrun in the master.

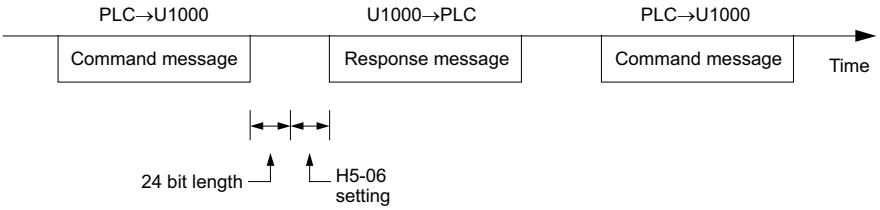


Figure C.7 Minimum Response Wait Time

C.7 Message Format

◆ Message Content

In MEMOBUS/Modbus communications, the master sends commands to the slave, and the slave responds. The message format is configured for both sending and receiving as shown below, and the length of data packets depends on the command (function) content.

SLAVE ADDRESS
FUNCTION CODE
DATA
ERROR CHECK

◆ Slave Address

The slave address in the message defines the note the message is sent to. Use addresses between 0 and FF (hex). If a message with slave address 0 is sent (broadcast), the command from the master will be received by all slaves. The slaves do not provide a response to a broadcast type message.

◆ Function Code

The three types of function codes are shown in the table below.

Function Code	Function Name	Data Length (bytes)			
		Command Message		Response Message	
		Minimum	Maximum	Minimum	Maximum
03H	Read MEMOBUS/Modbus registers	8	8	7	37
08H	Loopback test	8	8	8	8
10H	Write to multiple MEMOBUS/Modbus registers	11	41	8	8

◆ Data

Configure consecutive data by combining the MEMOBUS/Modbus register address (test code in case of a loopback test) and the data the register contains. The data length changes depending on the command details.

A drive MEMOBUS/Modbus register always has a data length of two bytes. Therefore data written into drive registers must also always have a length of two bytes. Register data read out from the drive will always consist of two bytes.

◆ Error Check

The drive uses a CRC-16 (cyclic redundancy check, checksum method) for checking data validity. Use the procedure described below when calculating the CRC-16 checksum for command data or when verifying response data.

■ Command Data

When the drive receives data, it calculates the CRC-16 checksum from the data and compares it to the CRC-16 value received within the message. Both must match before a command is processed.

An initial value of FFFFH (i.e., all 16 bits equal 1) must be used for CRC-16 calculations in the MEMOBUS/Modbus protocol.

Calculate the CRC-16 checksum using the following steps:

1. The starting value is FFFFH.
2. Perform an XOR operation of this value and the slave address.
3. Right shift the result.
4. When the overflow bit of the shift operation becomes 1, perform an XOR operation of the result from step 3 above and the fix value A001H.
5. Repeat steps 3 and 4 until eight shift operations have been performed.
6. After eight shift operations, perform an XOR operation with the result and the next data in the message (function code, register address, data). Continue with steps 3 to 5 until the last data has been processed.
7. The result of the last shift or XOR operation is the checksum.

The example in *Table C.4* shows the CRC-16 calculation of the slave address 02H and the function code 03H, yielding the result D140H.

Note: This example does not show the calculation for a complete MEMOBUS/Modbus command. Normally data would follow in the calculation.

Table C.4 CRC-16 Checksum Calculation Example

Description	Calculation	Overflow	Description	Calculation	Overflow
Initial Value (FFFFH)	1111 1111 1111 1111		Function Code 03H	0000 0000 0000 0011	
Address 02H	0000 0000 0000 0010		XOR w result	1000 0001 0011 1101	
XOR w initial value	1111 1111 1111 1101		Shift 1	0100 0000 1001 1110	1
Shift 1	0111 1111 1111 1110	1	XOR w A001H	1010 0000 0000 0001	
XOR w A001H	1010 0000 0000 0001		XOR result	1110 0000 1001 1111	
XOR result	1101 1111 1111 1111		Shift 2	0111 0000 0100 1111	1
Shift 2	0110 1111 1111 1111	1	XOR w A001H	1010 0000 0000 0001	
XOR w A001H	1010 0000 0000 0001		XOR result	1101 0000 0100 1110	
XOR result	1100 1111 1111 1110		Shift 3	0110 1000 0010 0111	0
Shift 3	0110 0111 1111 1111	0	Shift 4	0011 0100 0001 0011	1
Shift 4	0011 0011 1111 1111	1	XOR w A001H	1010 0000 0000 0001	
XOR w A001H	1010 0000 0000 0001		XOR result	1001 0100 0001 0010	
XOR result	1001 0011 1111 1110		Shift 5	0100 1010 0000 1001	0
Shift 5	0100 1001 1111 1111	0	Shift 6	0010 0101 0000 0100	1
Shift 6	0010 0100 1111 1111	1	XOR w A001H	1010 0000 0000 0001	
XOR w A001H	1010 0000 0000 0001		XOR result	1000 0101 0000 0101	
XOR result	1000 0100 1111 1110		Shift 7	0100 0010 1000 0010	1
Shift 7	0100 0010 0111 1111	0	XOR w A001H	1010 0000 0000 0001	
Shift 8	0010 0001 0011 1111	1	XOR result	1110 0010 1000 0011	
XOR w A001H	1010 0000 0000 0001		Shift 8	0111 0001 0100 0001	1
XOR result	1000 0001 0011 1110		XOR w A001H	1010 0000 0000 0001	
Perform operations with next data (function code)			XOR result	1101 0001 0100 0000	
			CRC-16	1101 0001 0100 0000	
				D 1 4 0 Lower Upper	
			Continue from here with next data.		

■ Response Data

To be sure that the data is valid, perform a CRC-16 calculation on the response message data as described above. Compare the result to the CRC-16 checksum that was received within the response message. Both should match.

C.8 Message Examples

Below are some examples of command and response messages.

◆ Reading Drive MEMOBUS/Modbus Register Contents

Using the function code 03H (Read), a maximum of 16 MEMOBUS/Modbus registers can be read out at a time.

The following table shows message examples when reading status signals, error details, data link status, and frequency references from the slave 2 drive.

Command Message		
Slave Address		02H
Function Code		03H
Starting No.	Upper	00H
	Lower	20H
Data Quantity	Upper	00H
	Lower	04H
CRC-16	Upper	45H
	Lower	F0H

Response Message (normal)		
Slave Address		02H
Function Code		03H
Data Quantity		08H
1st storage register	Upper	00H
	Lower	65H
Next storage register	Upper	00H
	Lower	00H
Next storage register	Upper	00H
	Lower	00H
Next storage register	Upper	01H
	Lower	F4H
CRC-16	Upper	AFH
	Lower	82H

Response Message (fault)		
Slave Address		02H
Function Code		83H
Error Code		03H
CRC-16	Upper	F1H
	Lower	31H

◆ Loopback Test

Function code 08H performs a loopback test. This test returns a response message with exactly the same content as the command message and can be used to check communications between the master and slave. User-defined test code and data values can be set.

The following table shows a message example when performing a loopback test with the slave 1 drive.

Command Message		
Slave Address		01H
Function Code		08H
Test Code	Upper	00H
	Lower	00H
Data	Upper	A5H
	Lower	37H
CRC-16	Upper	DAH
	Lower	8DH

Response Message		
Slave Address		01H
Function Code		08H
Test Code	Upper	00H
	Lower	00H
Data	Upper	A5H
	Lower	37H
CRC-16	Upper	DAH
	Lower	8DH

◆ Writing to Multiple Registers

Function code 10h allows the user to write multiple drive MEMOBUS/Modbus registers with one message. This process works similar to reading registers, i.e., the address of the first register that is to be written and the data quantity must be set in the command message. The data to be written must be consecutive so that the register addresses are in order, starting from the specified address in the command message. The data order must be high byte, then lower byte.

The following table shows an example of a message where a forward operation has been set with a frequency reference of 60.00 Hz for the slave 1 drive.

If parameter values are changed using the Write command, depending on the setting of H5-11, an Enter command will be necessary to activate the data or save them. *Refer to H5-11: Communications ENTER Function Selection on page 552* and *Enter Command on page 570* for detailed descriptions.

Command Message		
Slave Address		01H
Function Code		10H
Starting No.	Upper	00H
	Lower	01H
Data Quantity	Upper	00H
	Lower	02H
Number of Bytes		04H
Starting Data	Upper	00H
	Lower	01H
Next Data	Upper	17H
	Lower	70H
CRC-16	Upper	63H
	Lower	39H

Response Message (normal)		
Slave Address		01H
Function Code		10H
Starting No.	Upper	00H
	Lower	01H
Data Quantity	Upper	00H
	Lower	02H
CRC-16	Upper	10H
	Lower	08H

Response Message (fault)		
Slave Address		01H
Function Code		90H
Error Code		02H
CRC-16	Upper	CDH
	Lower	C1H

Note: For the number of bytes in the command message, take double the number of the data quantity.

C.9 MEMOBUS/Modbus Data Table

Table below lists all MEMOBUS/Modbus data. There are three types of data: command data, monitor data, and broadcast data.

◆ Command Data

It is possible to both read and write command data.

Note: **1.** Bits that are not used should be set to 0. Refrain from writing to reserved registers.
2. If a torque limit was set, it can be checked in Torque Reference (U1-09).

Register No.	Contents	
0000H	Reserved	
0001H	Operation Commands and Multi-function Inputs	
	bit 0	H5-12 = 0: Forward Run Command (0 = Stop, 1 = Forward Run) H5-12 = 1: Run Command (0 = Stop, 1 = Run)
	bit 1	H5-12 = 0: Reverse Run Command (0 = Stop, 1 = Reverse Run) H5-12 = 1: Forward/Reverse (0 = Forward, 1 = Reverse)
	bit 2	Option Card External Fault (EF0)
	bit 3	Fault Reset
	bit 4	Multi-Function Input 1 Function is ComRef when H1-01 = 40 (Forward/Stop). **Note:** When the bit at ComCtrl is turned on, commands from MEMOBUS/Modbus communications take control of the operation. However, when a communications option card is connected, that option card is given priority.
	bit 5	Multi-Function Input 2 Function is ComCtrl when H1-02 = 41 (Reverse/Stop).
	bit 6	Multi-Function Input 3
	bit 7	Multi-Function Input 4
	bit 8	Multi-Function Input 5
	bit 9	Multi-Function Input 6
	bit A	Multi-Function Input 7
	bit B	Multi-Function Input 8
	bit C to F	Reserved
0002H	Frequency Reference	Units are determined by parameter o1-03.
0003H	Output voltage gain	Unit: 0.1% Range: 20 (2.0%) to 2000 (200.0%), Default when power on: 1000 (100.0%)
0004H	Torque Reference/Torque Limit, 0.1% units, signed (Usable only if Torque Control is enabled)	
0005H	Torque Compensation, 0.1% units, signed (Usable only if Torque Control is enabled)	
0006H	PID Target, 0.01% units, signed	
0007H	Analog Output Terminal FM Setting (10 V / 4000 H)	
0008H	Analog Output Terminal AM Setting (10 V / 4000 H)	
0009H	Settings for Multi-Function Digital Outputs	
	bit 0	Multi-Function Contact Output 1 (terminal M1-M2)
	bit 1	Multi-Function Contact Output 2 (terminal M3-M4)
	bit 2	Multi-Function Contact Output 3 (terminal M5-M6)
	bit 3 to 5	Reserved
	bit 6	Enables the function in bit 7
	bit 7	Fault Contact Output (terminal MA/MB-MC)
	bit 8 to F	Reserved
000AH	Pulse Output Terminal MP Setting, 1 Hz units, Setting Range: 0 to 32000	
000BH to 000EH	Reserved	
000FH	Control Selection Setting	
	bit 0	Reserved
	bit 1	PID Setpoint Input
	bit 2	Torque reference / torque limit input (enables the setting from MEMOBUS/Modbus)
	bit 3	Torque compensation input (enables the setting from MEMOBUS/Modbus)
	bit 4 to B	Reserved
	bit C	Enable Terminal S5 Input for Broadcast Data
	bit D	Enable Terminal S6 Input for Broadcast Data
	bit E	Enable Terminal S7 Input for Broadcast Data
	bit F	Enable Terminal S8 Input for Broadcast Data
0010H to 001AH	Reserved	
001BH	Analog Monitor Option AO-A3 Analog Output 1 (10 V/4000 H)	
001CH	Analog Monitor Option AO-A3 Analog Output 2 (10 V/4000 H)	
001DH	Digital Output Option DO-A3 Output (Binary)	
001EH to 001FH	Reserved	

◆ Monitor Data

Monitor data can be read only.

Register No.	Contents	
0020H	Drive Status 1	
	bit 0	During Run
	bit 1	During Reverse
	bit 2	Drive Ready
	bit 3	Fault
	bit 4	Data Setting Error
	bit 5	Multi-Function Contact Output 1 (terminal M1-M2)
	bit 6	Multi-Function Contact Output 2 (terminal M3-M4)
	bit 7	Multi-Function Contact Output 3 (terminal M5-M6)
	bit 8 to bit D	Reserved
	bit E	When ComRef has been enabled
	bit F	When ComCtrl has been enabled
0021H	Fault Contents 1	
	bit 0	Overcurrent (oC), Ground fault (GF)
	bit 1	Control Circuit Overvoltage (ov)
	bit 2	Overload (oL2)
	bit 3	Overheat 1 (oH1), Heatsink Overheat Warning (oH2)
	bit 4, 5	Reserved
	bit 6	PID Feedback Loss/Excessive PID Feedback (FbL / FbH)
	bit 7	External Fault (EF0 to EF8)
	bit 8	CPF□□: Hardware Fault (includes oFx)
	bit 9	Motor Overload (oL1), Overtorque Detection 1/2 (oL3/oL4), Undertorque Detection 1/2 (UL3/UL4)
	bit A	PG Disconnect (PGo), PG Hardware Fault (PGoH), Overspeed (oS), Speed Deviation (dEv)
	bit B	Control Circuit Undervoltage (Uv), Power Supply Undervoltage (AUv), Power Supply Frequency Fault (Fdv)
	bit C	Control Circuit Undervoltage Fault (Uv1), Control Power Supply Voltage Fault (Uv2), Undervoltage 3 (Uv3), Power Supply Frequency Fault (Fdv), Power Supply Undervoltage (AUv), Phase Order Detection Fault (SrC)
	bit D	Output Phase Loss (LF)
	bit E	MEMOBUS/Modbus Communication Error (CE), Option Communication Error (bUS)
	bit F	External Digital Operator Connection Fault (oPr)
0022H	Data Link Status	
	bit 0	Writing data or switching motors
	bit 1, 2	Reserved
	bit 3	Upper or lower limit error
	bit 4	Data conformity error
	bit 5	Writing to EEPROM
	bit 6	0: Write into EEPROM. 1: Write in RAM only. **Note:** Enabled only when H5-17 = 1.
	bit 7 to bit F	Reserved
0023H	Frequency Reference, <1>	
0024H	Output Frequency, <1>	
0025H	Output Voltage Reference, 0.1 V units (units are determined by parameter H5-10)	
0026H	Output Current, 0.1 A units <2>	
0027H	Output Power	
0028H	Torque Reference	
0029H	Fault Contents 2	
	bit 0	Reserved
	bit 1	Ground Fault (GF)
	bit 2	Reserved
	bit 3	Output Phase Loss (LF)
	bit 4, 5	Reserved
	bit 6	Motor Overheat Fault (PTC Input) (oH4)
	bit 7 to bit F	Reserved

Register No.	Contents	
002AH	Alarm Contents1	
	bit 0, 1	Reserved
	bit 2	Forward/Reverse Run Command Input Error (EF)
	bit 3	Baseblock (bb)
	bit 4	Overtorque 1 (oL3)
	bit 5	Heatsink Overheat (oH)
	bit 6	Control Circuit Overvoltage (ov)
	bit 7	Control Circuit Undervoltage (Uv)
	bit 8	Fan Fault (FAn)
	bit 9	MEMOBUS/Modbus Communication Error (CE)
	bit A	Option Communication Error (bUS)
	bit B	Undertorque Detection 1/2 (UL3/UL4)
	bit C	Motor Overheat (oH3)
	bit D	PID Feedback Loss, Excessive PID Feedback (FbL, FbH)
	bit E	Reserved
	bit F	Serial Communication Transmission Error (CALL)
002BH	Input Terminal Status	
	bit 0	Terminal S1 Closed
	bit 1	Terminal S2 Closed
	bit 2	Terminal S3 Closed
	bit 3	Terminal S4 Closed
	bit 4	Terminal S5 Closed
	bit 5	Terminal S6 Closed
	bit 6	Terminal S7 Closed
	bit 7	Terminal S8 Closed
	bit 8 to bit F	Reserved
002CH	Drive Status 2	
	bit 0	During Run
	bit 1	Zero Speed
	bit 2	Speed Agree
	bit 3	User-set Speed Agree
	bit 4	Frequency Detection 1
	bit 5	Frequency Detection 2
	bit 6	Drive Ready
	bit 7	During Undervoltage
	bit 8	During Baseblock
	bit 9	Frequency Reference from Operator Keypad
	bit A	Run Command from Operator Keypad
	bit B	Over/Undertorque Detection 1, 2
	bit C	Frequency Reference Loss
	bit D	During Fault Restart
	bit E	Fault
	bit F	Communication Timeout
002DH	Output Terminal Status	
	bit 0	Multi-Function Contact Output 1 (terminal M1-M2)
	bit 1	Multi-Function Contact Output 2 (terminal M3-M4)
	bit 2	Multi-Function Contact Output 3 (terminal M5-M6)
	bit 3 to 6	Reserved
	bit 7	Fault Contact Output (terminal MA/MB-MC)
	bit 8 to F	Reserved
002EH	Reserved	
002FH	Frequency Reference Bias (from Up/Down 2 Function), 0.1% units	
0030H	Reserved	
0031H	Control Circuit Voltage, 1 Vdc units	
0032H	Torque Reference (U1-09), 0.1% units	
0033H	Reserved	
0034H	Product Code 1 [ASCII], Product Type (U0 for U1000)	
0035H	Product Code 2 [ASCII], Region Code	
0036H, 0037H	Reserved	
0038H	PID Feedback, 0.1% units, unsigned, 100% / max. output frequency	
0039H	PID Input, 0.1% units, signed, 100% / max. output frequency	
003AH	PID Output, 0.1% units, signed, 100% / max. output frequency	
003BH, 003CH	Reserved	

Register No.	Contents	
003DH	Communications Error Contents <3>	
	bit 0	CRC Error
	bit 1	Data Length Error
	bit 2	Reserved
	bit 3	Parity Error
	bit 4	Overrun Error
	bit 5	Framing Error
	bit 6	Timeout
	bit 7 to bit F	Reserved
003EH	Output Frequency	min^{-1} <4>
003FH		0.01% units
0040H to 004AH	Used for various monitors U1-□□. *Refer to U: Monitors on page 512* for parameter details.	
004BH	Drive status (U1-12)	
	bit 0	During Run
	bit 1	During Zero Speed
	bit 2	During Reverse Run
	bit 3	During Fault Reset Signal Input
	bit 4	During Speed Agree
	bit 5	Drive Ready
	bit 6	Minor Fault
	bit 7	Fault
	bit 8	During Operation Error (oPE□□)
	bit 9	During Momentary Power Loss
	bit A	Motor 2 selected
	bit B	Reserved
	bit E	ComRef status, NetRef status
	bit F	ComCtrl status, NetCtrl status
004CH to 007EH	Used for various monitors U1-□□, U4-□□, U5-□□ and U6-□□. *Refer to U2: Fault Trace on page 516* and *U3: Fault History on page 517* for parameter details.	
007FH	Minor Fault Code, *Refer to Alarm Register Contents on page 569* for Minor Fault codes.	
0080H to 0097H	Used for monitors U2-□□, U3-□□. *Refer to U: Monitors on page 512* and *Fault Trace Contents on page 568* for register value descriptions.	
0098H, 0099H	U4-01 (Cumulative Operation Time) Example: When U4-01 (Cumulative Operation Time) is 12345 hours, then 0098H = 1234 and 0099H = 5.	
009AH, 009BH	U4-03 (Cooling Fan Operation Time) Example: When U4-03 (Cooling Fan Operation Time) is 12345 hours, then 009AH = 1234 and 009BH = 5.	
009CH to 00AAH	Reserved	
00ABH	Drive Rated Current <2>	
00ACH	Motor Speed (U1-05)	min^{-1} units <4>
00ADH		0.01% units
00AEH, 00AFH	Reserved	
00B0H	Option Code Connected to CN5-A	Register contains ASCII code of the option card. AI-A3 = 0003H AO-A3 = 0004H DI-A3 = 0001H DO-A3 = 0002H PG-B3 = 0011H PG-F3 = 0021H PG-RT3 = 0023H PG-X3 = 0012H SI-C3 = 5343H SI-EM3 = 1005H SI-EN3 = 1006H SI-ET3 = 1004H SI-N3 = 534EH SI-P3 = 5350H SI-S3 = 5353H SI-T3 = 5354H SI-W3 = 1003H
00B1H	Reserved	
00B2H	Option Code Connected to CN5-B	
00B3H	Option Code Connected to CN5-C	
00B4H	Reserved	
00B5H	Frequency Reference After Soft-starter (U1-16)	min^{-1} units <4>
00B6H		0.01% units
00B7H	Frequency Reference	min^{-1} <4>
00B8H		0.01% units
00B9H to 00BEH	Reserved	
00BFH	Lists the last two digits of operation error code oPE□□.	

Register No.	Contents	
00C0H	Fault contents 3	
	bit 1	Control Circuit Undervoltage Fault (Uv1)
	bit 2	Control Power Supply Undervoltage Fault (Uv2)
	bit 3	Undervoltage 3 (Soft-Charge Bypass Circuit Fault) (Uv3)
	bit 4	Reserved
	bit 5	Ground Fault (GF)
	bit 6	Overcurrent (oC)
	bit 7	Control Circuit Overvoltage (ov)
	bit 8	Heatsink Overheat (oH)
	bit 9	Overheat 1 (oH1)
	bit A	Motor Overload (oL1)
	bit B	Overload (oL2)
	bit C	Overtorque Detection 1 (oL3)
	bit D	Overtorque Detection 2 (oL4)
	bit E, F	Reserved
00C1H	Fault contents 4	
	bit 0	External Fault at input terminal S3 (EF3)
	bit 1	External Fault at input terminal S4 (EF4)
	bit 2	External Fault at input terminal S5 (EF5)
	bit 3	External Fault at input terminal S6 (EF6)
	bit 4	External Fault at input terminal S7 (EF7)
	bit 5	External Fault at input terminal S8 (EF8)
	bit 6	Fan Fault (FAn)
	bit 7	Overspeed (os)
	bit 8	Speed Deviation (dEv)
	bit 9	PG Disconnect (PGo)
	bit A	Reserved
	bit B	Output Phase Loss (LF)
	bit C	Motor Overheat (PTC input) (oH3)
	bit D	External Digital Operator Connection Fault (oPr)
	bit E	EEPROM Write Error (Err)
	bit F	Motor Overheat Fault (PTC input) (oH4)
00C2H	Fault contents 5	
	bit 0	MEMOBUS/Modbus Communication Error (CE)
	bit 1	Option Communication Error (bUS)
	bit 2, 3	Reserved
	bit 4	Control Fault (CF)
	bit 5	Zero Servo Fault (SvE)
	bit 6	Option Card External Fault (EF0)
	bit 7	PID Feedback Loss (FbL)
	bit 8	Undertorque Detection 1 (UL3)
	bit 9	Undertorque Detection 2 (UL4)
	bit A to E	Reserved
	bit F	Hardware Fault (includes oFx)
00C3H	Fault contents 6	
	bit 0	Reserved
	bit 1	Z Pulse Fault (dv1)
	bit 2	Z Pulse Noise Fault Detection (dv2)
	bit 3	Inversion Detection (dv3)
	bit 4	Inversion Prevention Detection (dv4)
	bit 5	Output Current Imbalance (LF2)
	bit 6	Pull-Out Detection (STo)
	bit 7	PG Hardware Fault (PGoH)
	bit 8	MECHATROLINK Watchdog Timer Error (E5)
	bit 9	Reserved
	bit A	Too Many Speed Search Restarts (SEr)
	bit B to F	Reserved
00C4H	Fault contents 7	
	bit 0	PID Feedback Loss (FbH)
	bit 1	External Fault 1, input terminal S1 (EF1)
	bit 2	External Fault 2, input terminal S2 (EF2)
	bit 3	Mechanical Weakening Detection 1 (oL5)
	bit 4	Mechanical Weakening Detection 2 (UL5)
	bit 5	Current Offset Fault (CoF)
	bit 6, 7	Reserved
	bit 8	DriveWorksEZ Fault (dWFL)
	bit 9 to F	Reserved

Register No.	Contents	
00C5H	Fault contents 8	
	bit 0	LSo Fault (LSo)
	bit 1	Node Setup Fault (nSE)
	bit 2 to 9	Reserved
	bit A	Polarity Judge Timeout (dv7)
	bit B to F	Reserved
00C6H, 00C7H	Reserved	
00C8H	Alarm contents 2	
	bit 0	Control Circuit Undervoltage (Uv)
	bit 1	Control Circuit Overvoltage (ov)
	bit 2	Heatsink Overheat (oH)
	bit 3	Heatsink Overheat Warning (oH2)
	bit 4	Overtorque Detection 1 (oL3)
	bit 5	Overtorque Detection 2 (oL4)
	bit 6	Forward/Reverse Run Commands Input Error (EF)
	bit 7	Baseblock (bb)
	bit 8	External Fault 3, input terminal S3 (EF3)
	bit 9	External Fault 4, input terminal S4 (EF4)
	bit A	External Fault 5, input terminal S5 (EF5)
	bit B	External Fault 6, input terminal S6 (EF6)
	bit C	External Fault 7, input terminal S7 (EF7)
	bit D	External Fault 8, input terminal S8 (EF8)
	bit E	Fan Fault (FAn)
	bit F	Overspeed (oS)
00C9H	Alarm contents 3	
	bit 0	Speed Deviation (dEv)
	bit 1	PG Disconnect (PGo)
	bit 2	External Digital Operator Connection Fault (oPr)
	bit 3	MEMOBUS/Modbus Communication Error (CE)
	bit 4	Option Communication Error (bUS)
	bit 5	Serial Communication Transmission Error (CALL)
	bit 6	Motor Overload (oL1)
	bit 7	Overload (oL2)
	bit 8	Reserved
	bit 9	Option Card External fault (EF0)
	bit A	Motor Switch during Run (rUn)
	bit B	Reserved
	bit C	Serial Communication Transmission Error (CALL)
	bit D	Undertorque Detection 1 (UL3)
	bit E	Undertorque Detection 2 (UL4)
	bit F	MEMOBUS/Modbus Communication Test Mode Error (SE)
00CAH	Alarm contents 4	
	bit 0	Reserved
	bit 1	Motor Overheat Alarm (PTC Input) (oH3)
	bit 2 to 5	Reserved
	bit 6	PID Feedback Loss (FbL)
	bit 7	Excessive PID Feedback (FbH)
	bit 9	Drive Disabled (dnE)
	bit A	PG Disconnect (PGo)
	bit B to F	Reserved
00CBH	Alarm Contents 5	
	bit 0	MECHATROLINK Watchdog Timer Error (E5)
	bit 1	Station Address Setting Error (AEr)
	bit 2	MECHATROLINK Comm. Cycle Setting Error (CyC)
	bit 3	Current Alarm (HCA)
	bit 4	Cooling Fan Maintenance Time (LT-1)
	bit 5	Capacitor Maintenance Time (LT-2)
	bit 6	Damping Resistor Overheat (doH)
	bit 7	SI-S EEPROM Error (EEP)
	bit 8	External Fault 1 (input terminal S1) (EF1)
	bit 9	External Fault 2 (input terminal S2) (EF2)
	bit A	Safe Disable Signal Input (HbbF)
	bit B	Safe Disable Signal Input (Hbb)
	bit C	Mechanical Weakening Detection 1 (oL5)
	bit D	Mechanical Weakening Detection 2 (UL5)
	bit E, F	Reserved
00CCH	Alarm Contents 6	
	bit 0, 1	Reserved
	bit 2	Capacitor Maintenance Time (LT-3)

Register No.	Contents	
00CCH	bit 3 to 7	Reserved
	bit 8	DriveWorksEZ Fault (dWAL)
	bit 9 to F	Reserved
00CDH	Alarm Contents 7	
	bit 0	Power Supply Frequency Fault Detection (Fdv)
	bit 1	Phase Order Detection Fault (SrC)
	bit 2	Reserved
	bit 3	Power Supply Undervoltage (AUv)
	bit 4 to F	Reserved
00CEH	Alarm Contents 8	
	bit 0 to D	Reserved
	bit E	Snubber Discharge Resistor Overheat (SoH)
	bit F	Reserved
00CFH	Reserved	
00D0H	CPF Contents 1	
	bit 0, 1	Reserved
	bit 2	Control Circuit Error (CPF02)
	bit 3	Control Circuit Error (CPF03)
	bit 4, 5	Reserved
	bit 6	Control Circuit Error (CPF06)
	bit 7	Control Circuit Error (CPF07)
	bit 8	Control Circuit Error (CPF08)
	bit 9, A	Reserved
	bit B	Control Circuit Error (CPF11)
	bit C	Control Circuit Error (CPF12)
	bit D	Control Circuit Error (CPF13)
	bit E	Control Circuit Error (CPF14)
	bit F	Reserved
00D1H	CPF Contents 2	
	bit 0	Control Circuit Error (CPF16)
	bit 1	Control Circuit Error (CPF17)
	bit 2	Control Circuit Fault (CPF18)
	bit 3	Control Circuit Error (CPF19)
	bit 4	Control Circuit Error (CPF20)
	bit 5	Control Circuit Error (CPF21)
	bit 6	Control Circuit Error (CPF22)
	bit 7	Control Circuit Error (CPF23)
	bit 8	Control Circuit Error (CPF24)
	bit 9	Terminal Board not Connected (CPF25)
	bit A	Control Circuit Error (CPF26)
	bit B	Control Circuit Error (CPF27)
	bit C	Control Circuit Error (CPF28)
	bit D	Control Circuit Error (CPF29)
	bit E	Control Circuit Error (CPF30)
	bit F	Control Circuit Error (CPF31)
00D2H	CPF Contents 3	
	bit 0	Control Circuit Error (CPF32)
	bit 1	Control Circuit Error (CPF33)
	bit 2	Control Circuit Error (CPF34)
	bit 3	Control Circuit Error (CPF35)
	bit 4 to 7	Reserved
	bit 8	Control Circuit Error (CPF40)
	bit 9	Control Circuit Error (CPF41)
	bit A	Control Circuit Error (CPF42)
	bit B	Control Circuit Error (CPF43)
	bit C	Control Circuit Error (CPF44)
	bit D	Control Circuit Error (CPF45)
	bit E, F	Reserved
00D3H to 00D7H	Reserved	
00D8H	oFA0□ Contents (CN5-A)	
	bit 0	Option Compatibility Error (oFA00)
	bit 1	Option not properly connected (oFA01)
	bit 2 to 4	Reserved
	bit 5	A/D Conversion Error (oFA05)
	bit 6	Option Response Error (oFA06)
	bit 7 to F	Reserved

Register No.	Contents	
00D9H	oFA1☐ Contents (CN5-A)	
	bit 0	Option RAM Fault (oFA10)
	bit 1	Option Operation Mode Fault (SLMOD) (oFA11)
	bit 2	Unit Receive CRC Error (oFA12)
	bit 3	Unit Receive Frame Error (oFA13)
	bit 4	Unit Receive Abort Error (oFA14)
	bit 5	Option Receive CRC Error (oFA15)
	bit 6	Option Receive Frame Error (oFA16)
	bit 7	Option Receive Abort Error (oFA17)
	bit 8 to F	Reserved
00DAH to 00DBH	Reserved	
00DBH	oFA3☐ Contents (CN5-A)	
	bit 0	Comm. ID Error (oFA30)
	bit 1	Model Code Error (oFA31)
	bit 2	Sumcheck Error (oFA32)
	bit 3	Comm. option timeout waiting for response (oFA33)
	bit 4	MEMOBUS Timeout (oFA34)
	bit 5	Unit timeout waiting for response (oFA35)
	bit 6	CI Check Error (oFA36)
	bit 7	Unit timeout waiting for response (oFA37)
	bit 8	Control Command Selection Error (oFA38)
	bit 9	Unit timeout waiting for response (oFA39)
	bit A	Control Response Selection 1 Error (oFA40)
	bit B	Unit timeout waiting for response (oFA41)
	bit C	Control Response Selection 2 Error (oFA42)
	bit D	Control Response Selection Error (oFA43)
	bit E, F	Reserved
00DCH	oFb0☐ Contents (CN5-B)	
	bit 0	Option compatibility error (oFb00)
	bit 1	Option not properly connected (oFb01)
	bit 2	Same type of option card already connected (oFb02)
	bit 3, 4	Reserved
	bit 5	A/D Conversion Fault (oFb05)
	bit 6	Option Response Error (oFb06)
	bit 7 to F	Reserved
00DDH	oFb1☐ Contents (CN5-B)	
	bit 0	Option RAM Fault (oFb10)
	bit 1	Option Operation Mode Fault (SLMOD) (oFb11)
	bit 2	Unit Receive CRC Error (oFb12)
	bit 3	Unit Receive Frame Error (oFb13)
	bit 4	Unit Receive Abort Error (oFb14)
	bit 5	Option Receive CRC Error (oFb15)
	bit 6	Option Receive Frame Error (oFb16)
	bit 7	Option Receive Abort Error (oFb17)
	bit 8 to F	Reserved
00DEH to 00DFH	Reserved	
00E0H	oFb3☐ Contents (CN5-B)	
	bit 0	Comm. ID Error (oFb30)
	bit 1	Model Code Error (oFb31)
	bit 2	Sumcheck Error (oFb32)
	bit 3	Comm. option timeout waiting for response (oFb33)
	bit 4	MEMOBUS Timeout (oFb34)
	bit 5	Unit timeout waiting for response (oFb35)
	bit 6	CI Check Error (oFb36)
	bit 7	Unit timeout waiting for response (oFb37)
	bit 8	Control Command Selection Error (oFb38)
	bit 9	Unit timeout waiting for response (oFb39)
	bit A	Control Response Selection 1 Error (oFb40)
	bit B	Unit timeout waiting for response (oFb41)
	bit C	Control Response Selection 2 Error (oFb42)
	bit D	Control Response Selection Error (oFb43)
	bit E, F	Reserved

Register No.	Contents	
00E1H	oFC0□ Contents (CN5-C)	
	bit 0	Option compatibility error (oFC00)
	bit 1	Option not properly connected (oFC01)
	bit 2	Same type of option card already connected (oFC02)
	bit 3, 4	Reserved
	bit 5	A/D Conversion Fault (oFC05)
	bit 6	Option Response Error (oFC06)
	bit 7 to F	Reserved
00E2H	oFC1□ Contents (CN5-C)	
	bit 0	Option RAM Fault (oFC10)
	bit 1	Option Operation Mode Fault (SLMOD) (oFC11)
	bit 2	Unit Receive CRC Error (oFC12)
	bit 3	Unit Receive Frame Error (oFC13)
	bit 4	Unit Receive Abort Error (oFC14)
	bit 5	Option Receive CRC Error (oFC15)
	bit 6	Option Receive Frame Error (oFC16)
	bit 7	Option Receive Abort Error (oFC17)
	bit 8 to F	Reserved
00E3H	Reserved	
00E4H	oFC5□ Contents (CN5-C)	
	bit 0	Encoder Option AD Conversion Error (oFC50)
	bit 1	Encoder Option Analog Circuit Error (oFC51)
	bit 2	Encoder Communication Timeout (oFC52)
	bit 3	Encoder Communication Data Error (oFC53)
	bit 4	Encoder Error (oFC54)
	bit 5	Resolver Error (oFC55)
	bit 6 to F	Reserved
00E5H to 00E9H	Reserved	
00EAH	Fault contents 11	
	bit 0 to 6	Reserved
	bit 7	Damping Resistor Overheat (doH)
	bit 8	Snubber Discharge Resistor Overheat (SoH)
	bit 9	Internal Resistance Fault (Srr)
	bit A to D	Reserved
	bit E	Safety Circuit Fault (SCF)
	bit F	Reserved
00EBH to 00FAH	Reserved	
00FBH	Output Current <2>	

<1> Units are determined by parameter o1-03.
<2> Display is in the following units:
- CIMR-U□2□0028, 2□0042, and 4□0011 to 4□0027: 0.01 A units
- CIMR-U□2□0054 to 2□0248, and 4□0034 to 4□0720: 0.1 A units
- CIMR-U□4□0900, 4□0930: 1 A units

<3> The contents of a communication error are saved until the fault is reset.
<4> Depending on the motor used, the correct motor pole number must be set to parameter E2-04, E4-04, or E5-04.

◆ Broadcast Messages

Data can be written from the master to all slave devices at the same time.

The slave address in a broadcast command message must be set to 00H. All slaves will receive the message, but will not respond.

Register No.	Contents	
0001H	Digital Input Command	
	bit 0	Forward Run (0: Stop 1: Run)
	bit 1	Direction Command (0: Forward, 1: Reverse)
	bit 2, 3	Reserved
	bit 4	External Fault
	bit 5	Fault Reset
	bit 6 to B	Reserved
	bit C	Multi-Function Digital Input S5
	bit D	Multi-Function Digital Input S6
	bit E	Multi-Function Digital Input S7
	bit F	Multi-Function Digital Input S8
0002H	Frequency Reference	30000/100%

◆ Fault Trace Contents

The table below shows the fault codes that can be read out by MEMOBUS/Modbus commands from the U2-☐☐ and U3-☐☐ monitor parameters.

Table C.5 Fault Trace / History Register Contents

Fault Code	Fault Name	Fault Code	Fault Name
0002H	Control Circuit Undervoltage Fault (Uv1)	009FH	Control Circuit Error (CPF30)
0003H	Control Power Supply Voltage Fault (Uv2)	00A0H	Control Circuit Error (CPF31)
0004H	Undervoltage 3 (Uv3)	00A1H	Control Circuit Error (CPF32)
0006H	Ground Fault (GF)	00A2H	Control Circuit Error (CPF33)
0007H	Overcurrent (oC)	00A3H	Control Circuit Error (CPF34)
0008H	Control Circuit Overvoltage (ov)	00A4H	Control Circuit Error (CPF35)
0009H	Heatsink Overheat (oH)	00A9H	Control Circuit Error (CPF40)
000AH	Overheat 1 (oH1)	00AAH	Control Circuit Error (CPF41)
000BH	Motor Overload (oL1)	00ABH	Control Circuit Error (CPF42)
000CH	Overload (oL2)	00ACH	Control Circuit Error (CPF43)
000DH	Overtorque Detection 1 (oL3)	00ADH	Control Circuit Error (CPF44)
000EH	Overtorque Detection 2 (oL4)	00AEH	Control Circuit Error (CPF45)
0011H	External Fault at input terminal S3 (EF3)	0101H	Option compatibility error (oFA00)
0012H	External Fault at input terminal S4 (EF4)	0102H	Option not properly connected (oFA01)
0013H	External Fault at input terminal S5 (EF5)	0106H	A/D Conversion Error (oFA05)
0014H	External Fault at input terminal S6 (EF6)	0107H	Option Response Error (oFA06)
0015H	External Fault at input terminal S7 (EF7)	0111H	Option RAM Fault (oFA10)
0016H	External Fault at input terminal S8 (EF8)	0112H	Option Operation Mode Fault (SLMOD) (oFA11)
0017H	Fan Fault (FAn)	0113H	Unit Receive CRC Error (oFA12)
0018H	Overspeed (oS)	0114H	Unit Receive Frame Error (oFA13)
0019H	Speed Deviation (dEv)	0115H	Unit Receive Abort Error (oFA14)
001AH	PG Disconnect (PGo)	0116H	Option Receive CRC Error (oFA15)
001CH	Output Phase Loss (LF)	0117H	Option Receive Frame Error (oFA16)
001DH	Motor Overheat Alarm (PTC input) (oH3)	0118H	Option Receive Abort Error (oFA17)
001EH	Digital Operator Connection Fault (oPr)	0131H	Comm. ID Error (oFA30)
001FH	EEPROM Write Error (Err)	0132H	Model Code Error (oFA31)
0020H	Motor Overheat Fault (PTC input) (oH4)	0133H	Sumcheck Error (oFA32)
0021H	MEMOBUS/Modbus Communication Error (CE)	0134H	Comm. option timeout waiting for response (oFA33)
0022H	Option Communication Error (bUS)	0135H	MEMOBUS Timeout (oFA34)
0025H	Control fault (CF)	0136H	Unit timeout waiting for response (oFA35)
0026H	Zero-Serve Fault (SvE)	0137H	CI Check Error (oFA36)
0027H	Option Card External Fault (EF0)	0138H	Unit timeout waiting for response (oFA37)
0028H	PID Feedback Loss (FbL)	0139H	Control Command Selection Error (oFA38)
0029H	Undertorque Detection 1 (UL3)	013AH	Unit timeout waiting for response (oFA39)
002AH	Undertorque Detection 2 (UL4)	013BH	Control Response Selection 1 Error (oFA40)
0030H	Hardware Fault (including oFx)	013CH	Unit timeout waiting for response (oFA41)
0032H	Z Pulse Fault (dv1)	013DH	Control Response Selection 2 Error (oFA42)
0033H	Z Pulse Noise Fault Detection (dv2)	013EH	Control Response Selection Error (oFA43)
0034H	Inversion Detection (dv3)	0201H	Option Compatibility Error (oFb00)
0035H	Inversion Prevention Detection (dv4)	0202H	Option Connection Error (oFb01)
0036H	Output Current Imbalance (LF2)	0203H	Same type of option card already connected (oFb02)
0037H	Pull-Out Detection (Sto)	0206H	A/D Conversion Error (oFb05)
0038H	PG Hardware Fault (PGoH)	0207H	Option Response Error (oFb06)
0039H	MECHATROLINK Watchdog Timer Error (E5)	0211H	Option RAM Fault (oFb10)
003BH	Too Many Speed Search Restarts (SEr)	0212H	Option Operation Mode Fault (SLMOD) (oFb11)
0041H	Excessive PID Feedback (FbH)	0213H	Unit Receive CRC Error (oFb12)
0042H	External Fault 1, input terminal S1 (EF1)	0214H	Unit Receive Frame Error (oFb13)
0043H	External Fault 2, input terminal S2 (EF2)	0215H	Unit Receive Abort Error (oFb14)
0044H	Mechanical Weakening Detection 1 (oL5)	0216H	Option Receive CRC Error (oFb15)
0045H	Mechanical Weakening Detection 2 (UL5)	0217H	Option Receive Frame Error (oFb16)
0046H	Current Offset Fault (CoF)	0218H	Option Receive Abort Error (oFb17)
0049H	DriveWorksEZ Fault (dWFL)	0232H	Model Code Error (oFb31)
004AH	EEPROM Memory DriveWorksEZ Data Error (dWF1)	0233H	Sumcheck Error (oFb32)
0051H	LSo Fault (LSo)	0234H	Comm. option timeout waiting for response (oFb33)
0052H	Node Setup Fault (nSE)	0235H	MEMOBUS Timeout (oFb34)
005BH	Polarity Judge Timeout (dv7)	0236H	Unit timeout waiting for response (oFb35)
005CH	Ground Fault (GF)	0237H	CI Check Error (oFb36)
0066H	Power Supply Undervoltage (AUv)	0238H	Unit timeout waiting for response (oFb37)
0067H	Power Supply Overvoltage (Aov)	0239H	Control Command Selection Error (oFb38)

Fault Code	Fault Name	Fault Code	Fault Name
0068H	Power Supply Frequency Fault Detection (Fdv)	023AH	Unit timeout waiting for response (oFb39)
0069H	Phase Order Detection Fault (SrC)	023BH	Control Response Selection 1 Error (oFb40)
0081H	Control Circuit Error (CPF00)	023CH	Unit timeout waiting for response (oFb41)
0082H	Control Circuit Error (CPF01)	023DH	Control Response Selection 2 Error (oFb42)
0083H	Control Circuit Error (CPF02)	023EH	Control Response Selection Error (oFb43)
0084H	Control Circuit Error (CPF03)	0301H	Option Compatibility Error (oFC00)
0087H	Control Circuit Error (CPF06)	0302H	Option not properly connected (oFC01)
0088H	Control Circuit Error (CPF07)	0303H	Same type of option card already connected (oFC02)
0089H	Control Circuit Error (CPF08)	0306H	A/D Conversion Error (oFC05)
008CH	Control Circuit Error (CPF11)	0307H	Option Response Error (oFC06)
008DH	Control Circuit Error (CPF12)	0311H	Option RAM Fault (oFC10)
008EH	Control Circuit Error (CPF13)	0312H	Option Operation Mode Fault (SLMOD) (oFC11)
008FH	Control Circuit Fault (CPF14)	0313H	Unit Receive CRC Error (oFC12)
0091H	Control Circuit Error (CPF16)	0314H	Unit Receive Frame Error (oFC13)
0092H	Control Circuit Error (CPF17)	0315H	Unit Receive Abort Error (oFC14)
0093H	Control Circuit Fault (CPF18)	0316H	Option Receive CRC Error (oFC15)
0094H	Control Circuit Fault (CPF19)	0317H	Option Receive Frame Error (oFC16)
0095H	Control Circuit Error (CPF20)	0318H	Option Receive Abort Error (oFC17)
0096H	Control Circuit Error (CPF21)	0351H	Encoder Option AD Conversion Error (oFC50)
0097H	Control Circuit Error (CPF22)	0352H	Encoder Option Analog Circuit Error (oFC51)
0098H	Control Circuit Error (CPF23)	0353H	Encoder Communication Timeout (oFC52)
0099H	Control Circuit Error (CPF24)	0354H	Encoder Communication Data Error (oFC53)
009AH	Terminal Board not Connected (CPF25)	0355H	Encoder Error (oFC54)
009BH	Control Circuit Error (CPF26)	0356H	Resolver Error (oFC55)
009CH	Control Circuit Error (CPF27)	0408H	Damping Resistor Overheat (doH)
009DH	Control Circuit Error (CPF28)	0409H	Snubber Discharge Resistor Overheat (SoH)
009EH	Control Circuit Error (CPF29)	040AH	Internal Resistance Fault (Srr)

◆ Alarm Register Contents

The table below shows the alarm codes that can be read out from MEMOBUS/Modbus register 007FH.

Table C.6 Alarm Register 007FH Contents

Alarm Code	Fault Name	Alarm Code	Fault Name
0001H	Control Circuit Undervoltage (Uv)	001FH	Undertorque Detection 2 (UL4)
0002H	Control Circuit Overvoltage (ov)	0020H	MEMOBUS/Modbus Communication Test Mode Error (SE)
0003H	Heatsink Overheat (oH)	0022H	Motor Overheat (oH3)
0004H	Heatsink Overheat Warning (oH2)	0027H	PID Feedback Loss (FbL)
0005H	Overtorque 1 (oL3)	0028H	Excessive PID Feedback (FbH)
0006H	Overtorque 2 (oL4)	002AH	Drive Disabled (dnE)
0007H	Forward/Reverse Run commands input error (EF)	002BH	PG Disconnect (PGo)
0008H	Baseblock (bb)	0031H	MECHATROLINK Watchdog Timer Error (E5)
0009H	External Fault 3, input terminal S3 (EF3)	0032H	Station Address Setting Error (AEr)
000AH	External Fault 4, input terminal S4 (EF4)	0033H	MECHATROLINK Comm. Cycle Setting Error (CyC)
000BH	External Fault 5, input terminal S5 (EF5)	0034H	Current Alarm (HCA)
000CH	External Fault 6, input terminal S6 (EF6)	0035H	Cooling Fan Maintenance Time (LT-1)
000DH	External Fault 7, input terminal S7 (EF7)	0036H	Capacitor Maintenance Time (LT-2)
000EH	External Fault 8, input terminal S8 (EF8)	0037H	Damping Resistor Overheat (doH)
000FH	Fan Fault (FAn)	0038H	SI-S EEPROM Error (EEP)
0010H	Overspeed (oS)	0039H	External Fault (input terminal S1) (EF1)
0012H	PG Disconnect (PGo)	003AH	External Fault (input terminal S2) (EF2)
0014H	MEMOBUS/Modbus Communication Error (CE)	003BH	Safe Disable Signal Input (HbbF)
0015H	Option Communication Error (bUS)	003CH	Safe Disable Signal Input (Hbb)
0016H	Serial Communication Transmission Error (CALL)	003DH	Mechanical Weakening Detection 1 (oL5)
001AH	Option Card External Fault (EF0)	003EH	Mechanical Weakening Detection 2 (UL5)
001BH	Motor Switch command input during run (rUn)	0043H	Soft Charge Bypass Relay Maintenance Time (LT-3)
001DH	Serial Communication Transmission Error (CALL)	0049H	DriveWorksEZ Fault (dWAL)
001EH	Undertorque Detection 1 (UL3)	0050H	Power Supply Undervoltage (AUv)

C.10 Enter Command

When writing parameters to the drive from the PLC using MEMOBUS/Modbus communication, parameter H5-11 determines if an Enter command must be issued to enable these parameters or not. This sections the types of Enter commands and how they work.

◆ Enter Command Types

The drive supports two types of Enter commands as shown in *Table C.7*. An Enter command is enabled by writing 0 to register number 0900H or 0910H. These registers can only be written to. An error will occur if the user attempts to read from these registers.

Table C.7 Enter Command Types

Register No.	Description
0900H	Writes data into the EEPROM (non-volatile memory) of the drive and enables the data in RAM at the same time. Parameter changes remain even if the power supply is cycled.
0910H	Writes data in the RAM only. Parameter changes are lost when the drive is shut off.

Note: Because the EEPROM can be written to a maximum of 100,000 times, refrain from writing to the EEPROM too often. The Enter command registers are write-only. Consequently, if these registers are read, then the register address will be invalid (Error code: 02H). An Enter command is not required if reference or broadcast data are sent to the drive.

C.11 Communication Errors

◆ MEMOBUS/Modbus Error Codes

A list of MEMOBUS/Modbus errors appears in *Table C.8*.

When an error occurs, remove whatever caused the error and restart communications.

Table C.8 MEMOBUS/Modbus Error Codes

Error Code	Error Name Cause
01H	Function Code Error
	Attempted to set a function code from a PLC other than 03H, 08H, and 10H.
02H	Register Number Error
	• A register number specified in the command message does not exist. • Attempted to send a broadcast message using other register numbers than 0001H or 0002H.
03H	Bit Count Error
	• Read data or write data is greater than 16 bits. Invalid command message quantity. • In a write message, the "Number of Data Items" contained within the message does not equal twice the amount of data words (i.e., the total of Data 1+ Data 2, etc.).
21H	Data Setting Error
	• Control data or parameter write data is outside the allowable setting range. • Attempted to write a contradictory parameter setting.
22H	Write Mode Error
	• During run, the user attempted to write a parameter that cannot be written to during run. • During a control circuit error (CPF06), the master attempted to write to a parameter other than A1-00 to A1-05, E1-03, or o2-04. • Attempted to write to read-only data.
23H	Power Supply Err
	During an undervoltage situation, the master attempted to write to parameters that cannot be written to during undervoltage.
24H	Write Error During Parameter Process
	Master attempted writing to the drive while the unit was processing parameter data.
25H	Writing into EEPROM Disabled
	An attempt was made to write data into EEPROM by MEMOBUS/Modbus communications when writing EEPROM is not possible. (If this error code occurs, an error message is displayed and the drive continues operation.)

◆ Slave Not Responding

In the following situations, the slave drive will ignore the command message sent from the master, and not send a response message:

- When a communications error (overrun, framing, parity, or CRC-16) is detected in the command message.
- When the slave address in the command message and the slave address in the unit do not match (remember to set the slave address for the drive using H5-01).
- When the gap between two blocks (8 bit) of a message exceeds 24 bits.
- When the command message data length is invalid.

Note: If the slave address specified in the command message is 00H, all slaves execute the write function, but do not return response messages to the master.

C.12 Self-Diagnostics

The drive has a built-in self-diagnosing function of the serial communication interface circuits. To perform the self-diagnosis function, use the following procedure.

DANGER! *Electrical Shock Hazard. Do not connect or disconnect wiring while the power is on. Failure to comply will result in death or serious injury. Before servicing, 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 one minute after all indicators are OFF and measure the DC bus voltage level to confirm safe level.*

1. Turn on the power to the drive.
2. Note the present terminal S6 function selection setting (H1-06) and set it for the communications test mode (H1-06 = 67).
3. Turn off the power to the drive.
4. With the power off, wire the drive as shown in ***Figure C.8***, connecting terminals R+ and S+, R- and S-, and S6 and SN.

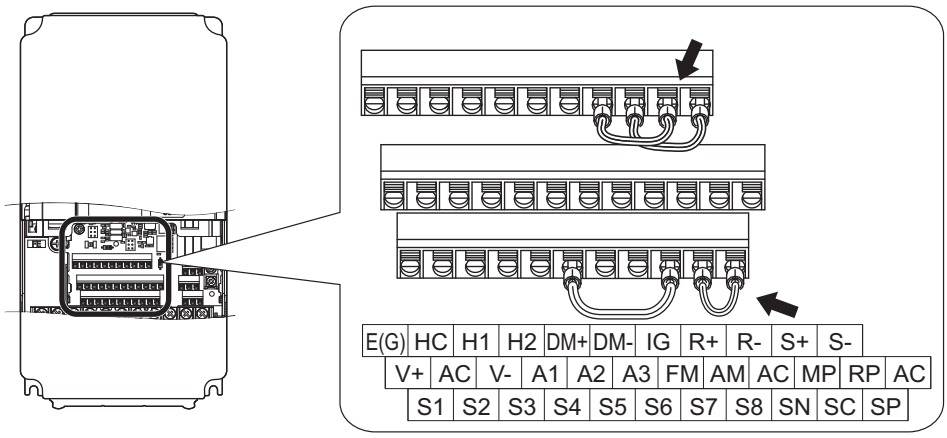


Figure C.8 Terminal Connections for Communication Self-Diagnostics

5. Verify that terminals SC to SP are connected by wire jumper.
6. Turn the power to the drive back on.
7. During normal operation, the drive will display **"**PASS**"**. This indicates that the communications test mode is operating normally.
   When a fault occurs, the drive will display **"**CE**"** on the keypad display.
8. Turn off the power supply.
9. Remove the wire jumpers from terminal R+, R-, S+, S-, and S6-SN. Reset jumper SC to SP to its original position and set terminal S6 to its original function.
10. Return to normal operation.

Appendix: D

Standards Compliance

This appendix explains the guidelines and criteria for maintaining CE and UL standards.

D.1 SECTION SAFETY 574
D.2 EUROPEAN STANDARDS. 576
D.3 UL STANDARDS 596
D.4 SAFE DISABLE INPUT FUNCTION. 608

D.1 Section Safety

⚠ DANGER

Electrical Shock Hazard

Do not connect or disconnect wiring while the power is on.

Failure to comply will result in death or serious injury.

⚠ WARNING

Electrical Shock Hazard

Do not operate equipment with covers removed.

Failure to comply could result in death or serious injury.

The diagrams in this section may show drives without covers or safety shields to show details. Be sure to reinstall covers or shields before operating the drives and run the drives according to the instructions described in this manual.

Always ground the motor-side grounding terminal.

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

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 capacitor for the control power supply remains charged even after the power supply is turned off. After shutting off the power, wait for at least the amount of time specified on the drive before touching any components.

Do not allow unqualified personnel to perform work on the drive.

Failure to comply could result in death or serious injury.

Installation, maintenance, inspection, and servicing must be performed only by authorized personnel familiar with installation, adjustment and maintenance of AC drives.

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.

Do not remove covers or touch circuit boards while the power is on.

Failure to comply could result in death or serious injury.

Fire Hazard

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.

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.

Do not use improper combustible materials for the drive and harmonic filter module.

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

Attach the drive and harmonic filter module to metal or other noncombustible material.

NOTICE

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 use unshielded wire 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 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.

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 Yaskawa or a Yaskawa representative if the cause cannot be identified after checking the above.

Do not restart the drive 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 Yaskawa or a Yaskawa representative before restarting the drive or the peripheral devices if the cause cannot be identified.

D.2 European Standards

Figure D.1 CE Mark

The CE mark indicates that a product is in compliance with applicable European Directives for safety and environmental regulations. It is required for engaging in business and commerce in Europe.

The applicable European Directives for this product are as follows. We declared the CE marking based on the harmonized standards in the following table.

Applicable European Directive	Applicable Harmonized Standards
Low Voltage Directive (2014/35/EU)	IEC/EN 61800-5-1
EMC Guidelines (2014/30/EU)	EN61800-3:2004/A1:2012
Machinery Directive (2006/42/EC)	EN ISO 13849-1/AC:2008 (PL e (Cat.3)) IEC 62061/A1:2012 (SIL CL 3) EN 62061/A1:2013 (SIL CL 3) IEC/EN 61800-5-2:2007 (SIL3)
RoHS (2011/65/EU)	EN IEC 63000:2018

The user(s) is solely responsible for ensuring that the end products used with this drive comply with all applicable European directives and with other national regulations (if required).

◆ EU Declaration of Conformity

EU Declaration of Conformity

Original

YASKAWA

Ref.No. VKOHIN-S1706-24

YASKAWA ELECTRIC CORPORATION
2-13-1 Nishimiyaichi Yukuhashi City
Fukuoka Pref., 824-8511 Japan

declares under sole responsibility conformity of the following products

U1000 Series AC Drive
Model: CIMR-U □ □ □ □□□□ □ □ □

Directive of the European Parliament and Council:

Low Voltage Directive (LVD)	**: 2014/35/EU**
Electromagnetic Compatibility Directive (EMC)	**: 2014/30/EU**
Machine Directive (MD)	**: 2006/42/EC**
Restriction of the use of certain hazardous substances (RoHS)	**: 2011/65/EU**

Applied harmonized Standards:

EN 62061:2005/A1:2015 (SILCL3)
EN ISO 13849-1:2015 (Cat.3, PL e)
EN 61800-5-2:2007 (SIL3)
EN 61800-5-1:2007
EN 61800-3:2004/A1:2012
EN 61000-6-2:2005
EN 50581:2012

Place / Date
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2-13-1 Nishimiyaichi Yukuhashi City
Fukuoka Pref., 824-8511 Japan

9th.June.2017

Drives Division
General Manager

Nobuaki Jinnouchi

EU Declaration of Conformity

Translation – German | French | Italian | Spanish | Portugese

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Ref.No. VKOHIN-S1706-24

EG-Konformitätserklärung | Déclaratione de conformiteé CE
Dichiarazione di conformità CE | Declaración de Conformidad de la CE
Declaração de Conformidade CE

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erklärt in alleiniger Verantwortung die Konformität für folgende Produkte
déclare, sous sa seule responsabilité, que-les produits
dichiara sotto la propria esclusiva responsabilità la conformità dei seguenti prodotti
bajo su exclusiva responsabilidad la conformidad para los siguientes productos
declara, sob a sua exclusiva responsabilidade, a conformidade dos seguintes produtos

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Richtlinie des Europäischen Parlamentes und Rates / Directive du Parlement européen et du Conseil
Direttiva del Parlamento europeo e del Consiglio / Directiva del Parlamento Europeo y del Consejo /
Diretiva do Parlamento Europeu e do Conselho

Low Voltage Directive (LVD) : 2014/35/EU
Niederspannungsrichtlinie / Directive Basse Tension
Direttiva sulla bassa tensione / Directiva de Baja Tensión / Diretiva "Baixa Tensão"

Electromagnetic Compatibility Directive (EMC) : 2014/30/EU
EMV-Richtlinie / Directive CEM
Direttiva EMC / Directiva sobre Compatibilidad Electromagnética / Diretiva CEM

Machine Directive (MD) : 2006/42/EC
Maschinenrichtlinie / Directive machines
Direttiva Macchine / Directiva de Máquinas / Directiva de máquinas

Restriction of the use of certain Hazardous Substances (RoHS) : 2011/65/EU
Beschränkung der Verwendung bestimmter gefährlicher Stoffe in Elektro- und Elektronikgeräten.
Relative à la limitation de l'utilisation de certaines substances dangereuses dans les équipements électriques et électroniques.
Sulla restrizione dell'uso di determinate sostanze pericolose nelle apparecchiature elettriche ed elettroniche.
Sobre restricciones a la utilización de determinadas sustancias peligrosas en aparatos eléctricos y electrónicos.
Relativa à restrição do uso de determinadas substâncias perigosas em equipamentos eléctricos e electrónicos.

Applied harmonized Standards:

EN 62061:2005/A1:2015 (SILCL3)
EN ISO 13849-1:2015 (Cat.3, PL e)
EN 61800-5-2:2007 (SIL3)
EN 61800-3:2004/A1:2012
EN 50581:2012
EN 61000-6-2:2005
EN 61800-5-1:2007

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9th.June.2017

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EU Declaration of Conformity

Translation - Croatian | Slovene | Maltese

YASKAWA

Ref.No. VKOHIN-S1706-24

EZ Izjava o sukladnosti | Deklaracija o skladnosti ES
Dikjarazzjoni tal-KE dwar il-Konformità

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declares under sole responsibility conformity of the following products
pod isključivom odgovornošću izjavljuje sukladnost sljedećih proizvoda
na lastno odgovornost potrjuje skladnost naslednjih izdelkov
tiddikjara taħt ir-responsabbiltà unika tagħha l-konformità tal-prodotti li ġejjin

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Direktiva Europskog parlamenta i Vijeća / Direktiva Evropskega parlamenta in Sveta
Eiropas Parlamenta un Padomes Direktīva / Euroopa Parlamendi ja nõukogu direktiiv
Direttiva tal-Parlament Ewropew u tal-Kunsill

Low Voltage Directive (LVD) : 2014/35/EU
Direktiva o niskom naponu / Nizkonapetostna direktiva
Direttiva dwar il-Voltaġġ Baxx

Electromagnetic Compatibility Directive (EMC) : 2014/30/EU
Direktiva o elektromagnetskoj kompatibilnosti (EMC) / EMC direktiva
Direttiva dwar l-EMC

Machine Directive (MD) : 2006/42/EC
Direktiva o strojevima / Direktiva o strojih
Direttiva dwar il-Makkinarju (MD)

Restriction of the use of certain hazardous substances (RoHS) : 2011/65/EU
O ograničenju uporabe određenih opasnih tvari u električnoj i elektroničkoj opremi.
O omejevanju uporabe nekaterih nevarnih snovi v električni in elektronski opremi.
Dwar ir-restrizzjoni tal-użu ta' ċerti sustanzi perikoluži fit-tagħmir elettriku u elettroniku.

Applied harmonized Standards:

EN 62061:2005/A1:2015 (SILCL3)
EN ISO 13849-1:2015 (Cat.3, PL e)
EN 61800-5-2:2007 (SIL3)
EN 61800-3:2004/A1:2012
EN 50581:2012
EN 61000-6-2:2005
EN 61800-5-1:2007

Place / Date
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9th.June.2017

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EU Declaration of Conformity

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YASKAWA

Ref.No. VKOHIN-S1706-24

EG-conformiteitsverklaring | Dearbhú Comhréireachta AE Δήλωση Συμμόρφωσης ΕΚ | ЕО-Декларация за съответствие Declaraţie de conformitate CE

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verklaart onder eigen verantwoordelijkheid de conformiteit van de volgende producten
a dhearbhaíonn faoi fhreagracht aonair comhréireacht na dtáirgí seo a leanas
επιβεβαιώνει, με αποκλειστική του ευθύνη, τη συμμόρφωση των ακόλουθων προϊόντων
декларира на собствена отговорност съответствието на следния продукт
declară pe răspunderea sa exclusivă conformitatea următoarelor produse

U1000 Series AC Drive
Model: CIMR-U □ □ □ □□□□ □ □ □

Directive of the European Parliament and Council
Richtlijn van het Europese Parlement en de Europese Raad
Treoir ó Pharlaimint na hEorpa agus ón gComhairle / Οδηγία του Ευρωπαϊκού Κοινοβουλίου και του Συμβουλίου
Директива на Европейския парламент и Съвета / Directiva Parlamentului European şi a Consiliului

Low Voltage Directive (LVD) : 2014/35/EU
Laagspanningsrichtlijn / Treoir maidir le hísealvoltas
Οδηγία για τη χαμηλή τάση / Директивата за ниско напрежение
Directive voltaj scăzut

Electromagnetic Compatibility Directive (EMC) : 2014/30/EU
EMC-richtlijn / Treoir maidir le Comhoiriúnacht Leictreamaighnéadach
Οδηγία ηλεκτρομαγνητικής συμβατότητας (EMC) / Директива за електромагнитна съвместимост
Directive CEM

Machine Directive (MD) : 2006/42/EC
Machinerichtlijn / Treoir maidir le hInnill (MD)
Οδηγία για τα μηχανήματα / Директива Машини (ДМ) / Directive maşinărie

A Restriction of the use of certain hazardous substances (RoHS) : 2011/65/EU
Betreffende beperking van het gebruik van bepaalde gevaarlijke stoffen in elektrische en elektronische apparatuur.
για τον περιορισμό της χρήσης ορισμένων επικίνδυνων ουσιών σε ηλεκτρικό και ηλεκτρονικό εξοπλισμό.
относно ограничението за употребата на определени опасни вещества в електрическото и електронното оборудване.
Privind restricţiile de utilizare a anumitor substanţe periculoase în echipamentele electrice şi electronice.

Applied harmonized Standards:

EN 62061:2005/A1:2015 (SILCL3)	EN 50581:2012
EN ISO 13849-1:2015 (Cat.3, PL e)	EN 61000-6-2:2005
EN 61800-5-2:2007 (SIL3)	EN 61800-5-1:2007
EN 61800-3:2004/A1:2012	

Place / Date
Plaats, Datum / Áit, Dáta / Τόπος, ημερομηνία / Място, Дата / Locul, data
YASKAWA ELECTRIC CORPORATION
2-13-1 Nishimiyaichi Yukuhashi City
Fukuoka Pref., 824-8511 Japan

9th.June.2017

Drives Division
General Manager

Nobuaki Jinnouchi

EU Declaration of Conformity

Translation – Polish | Lithuanian | Czech | Slovak | Hungarian

YASKAWA

Ref.No. VKOHIN-S1706-24

Deklaracja zgodności WE | EB atitikties deklaracija
ES Prohlášení o shodě | Vyhlásenie o zhode ES
EK megfelelőségi nyilatkozat

YASKAWA ELECTRIC CORPORATION
2-13-1 Nishimiyaichi Yukuhashi City
Fukuoka Pref., 824-8511 Japan

declares under sole responsibility conformity of the following products
oświadcza z wyłączną odpowiedzialnością, że niżej wymienione wyroby są zgodne z odpowiednimi przepisami unijnymi
prisiimdama atsakomybę patvirtina tollau nurodytų gaminių atitiktį
Prohlašuje na svou výhradní odpovědnost shodu níže uvedených výrobků
potvrdzuje výlučnú zodpovednosť za zhodu pre nasledujúce výrobky
saját kizárólagos felelősségére kijelenti, hogy a következő termékek megfelelnek az alábbiakban megfogalmazott követelményeknek

U1000 Series AC Drive
Model: CIMR-U □ □ □ □□□□ □ □ □

Directive of the European Parliament and Council
Dyrektywa Parlamentu Europejskiego i Rady / Europos Parlamento ir Tarybos direktyva
Směrnice Evropského parlamentu a Rady / Smernice Európskeho parlamentu a Rady
Az Európai Parlament és az Európai Tanács irányelve

Low Voltage Directive (LVD) : 2014/35/EU
Dyrektywa dot. niskich napięć / Žemos įtampos direktyva
Směrnice o zařízeních nízkého napětí / Smernica o nízkom napätí
Kisfeszültségről szóló irányelv

Electromagnetic Compatibility Directive (EMC) : 2014/30/EU
Dyrektywa EMC / EMS direktyva / Směrnice o elektromagnetické kompatibilitě
Smernica EMC / Elektromágneses összeférhetőségről szóló irányelv

Machine Directive (MD) : 2006/42/EC
Dyrektywa w sprawie maszyn / Direktyva dėl mašinų
Směrnice o strojních zařízeních / Smernica o strojových zariadeniach / Gépekről szóló irányelv

Restriction of the use of certain hazardous substances (RoHS) : 2011/65/EU
W sprawie ograniczenia stosowania niektórych niebezpiecznych substancji w sprzęcie elektrycznym i elektronicznym.
Dėl tam tikrų pavojingų medžiagų naudojimo elektros ir elektroninėje įrangoje apribojimo.
O omezení používání některých nebezpečných látek v elektrických a elektronických zařízeních.
O obmedzení používania určitých nebezpečných látok v elektrických a elektronických zariadeniach.
Egyes veszélyes anyagok elektromos és elektronikus berendezésekben való alkalmazásának korlátozásáról.

Applied harmonized Standards:

EN 62061:2005/A1:2015 (SILCL3)	EN 50581:2012
EN ISO 13849-1:2015 (Cat.3, PL e)	EN 61000-6-2:2005
EN 61800-5-2:2007 (SIL3)	EN 61800-5-1:2007
EN 61800-3:2004/A1:2012	

Place / Date
Miejscowość, data / Vieta, data / Místo, datum / Miesto, dátum / Hely, dátum
YASKAWA ELECTRIC CORPORATION
2-13-1 Nishimiyaichi Yukuhashi City
Fukuoka Pref., 824-8511 Japan

9th.June.2017

Drives Division
General Manager

Nobuaki Jinnouchi

EU Declaration of Conformity

Translation - Danish | Swedish | Finnish | Latvian | Estonian

YASKAWA

Ref.No. VKOHIN-S1706-24

EF-overensstemmelseserklæring | EG-försäkran om överensstämmelse
EY-vaatimustenmukaisuusvakuutus | EK atbilstības deklarācija
EÜ vastavusdeklaratsioon

YASKAWA ELECTRIC CORPORATION
2-13-1 Nishimiyaichi Yukuhashi City
Fukuoka Pref., 824-8511 Japan

declares under sole responsibility conformity of the following products
erklærer som eneste ansvarlig overensstemmelsen for følgende produkter
försäkrar på eget ansvar att följande produkter uppfyller kraven på överensstämmelse
vakuuttaa yksinomaisella vastuullaan seuraavien tuotteiden vaatimustenmukaisuuden
uz savu atbildību paziņo par tālāk minēto izstrādājumu atbilstību
deklareerib ainuvastutusel järgmiste toodete vastavust

U1000 Series AC Drive
Model: CIMR-U □ □ □ □□□□ □ □ □

Directive of the European Parliament and Council
Europa-Parlamentets og Rådets direktiv / EU-direktiv / Euroopan parlamentin ja neuvoston direktiivi
Eiropas Parlamenta un Padomes Direktīva / Euroopa Parlamendi ja nõukogu direktiiv

Low Voltage Directive (LVD) : 2014/35/EU
Lavspændingsdirektivet / Lågspänningsdirektivet / Pienjännitedirektiivi
Zemsprieguma direktīva / Madalpingedirektiiv

Electromagnetic Compatibility Directive (EMC) : 2014/30/EU
EMC-direktivet / EMC-direktivet / EMC-direktiivi
EMS direktīva / Elektromagnetilise ühilduvuse direktiiv

Machine Directive (MD) : 2006/42/EC
Maskindirektivet / Maskindirektivet / Konedirektiivi
Mašīnu direktīva / Masinadirektiiv

Restriction of the use of certain hazardous substances (RoHS) : 2011/65/EU
Om begrænsning af anvendelsen af visse farlige stoffer i elektrisk og elektronisk udstyr.
Om begränsning av användning av vissa farliga ämnen i elektrisk och elektronisk utrustning.
Tietyjen vaarallisten aineiden käytön rajoittamisesta sähkö- ja elektroniikkalaitteissa.
Par dažu bīstamu vielu izmantošanas ierobežošanu elektriskās un elektroniskās iekārtās.
Dėl tam tikrų pavojingų medžiagų naudojimo elektros ir elektroninėje įrangoje apribojimo.

Applied harmonized Standards:

EN 62061:2005/A1:2015 (SILCL3)
EN ISO 13849-1:2015 (Cat.3, PL e)
EN 61800-5-2:2007 (SIL3)
EN 61800-3:2004/A1:2012
EN 50581:2012
EN 61000-6-2:2005
EN 61800-5-1:2007

Place / Date
By, dato / Ort och datum / Paikka, pvm / Vieta, datums / Koht, kuupäev
YASKAWA ELECTRIC CORPORATION
2-13-1 Nishimiyaichi Yukuhashi City
Fukuoka Pref., 824-8511 Japan

9th.June.2017

Drives Division
General Manager

Nobuaki Jinnouchi

◆ CE Low Voltage Directive Compliance

This drive has been tested according to IEC/EN 61800-5-1, and it fully complies with the Low Voltage Directive.

To comply with the Low Voltage Directive, be sure to meet the following conditions when combining this drive with other devices:

■ Area of Use

Do not use drives in areas with pollution higher than degree 2 and overvoltage category 3 in accordance with IEC/EN 60664.

■ Grounding

The drive is designed to be used in T-N (grounded neutral point) networks. If grounding the drive with internal EMC filters, contact Yaskawa or a Yaskawa representative for instructions. *Refer to Enable the Internal EMC Filter on page 105* for details.

■ Guarding Against Harmful Materials

When installing IP00 enclosure drives, use an enclosure that prevents foreign material from entering the drive from above or below.

■ Wiring Diagram

Refer to ***Figure D.2*** for an example of this product wired to comply with the CE Low Voltage Directive.

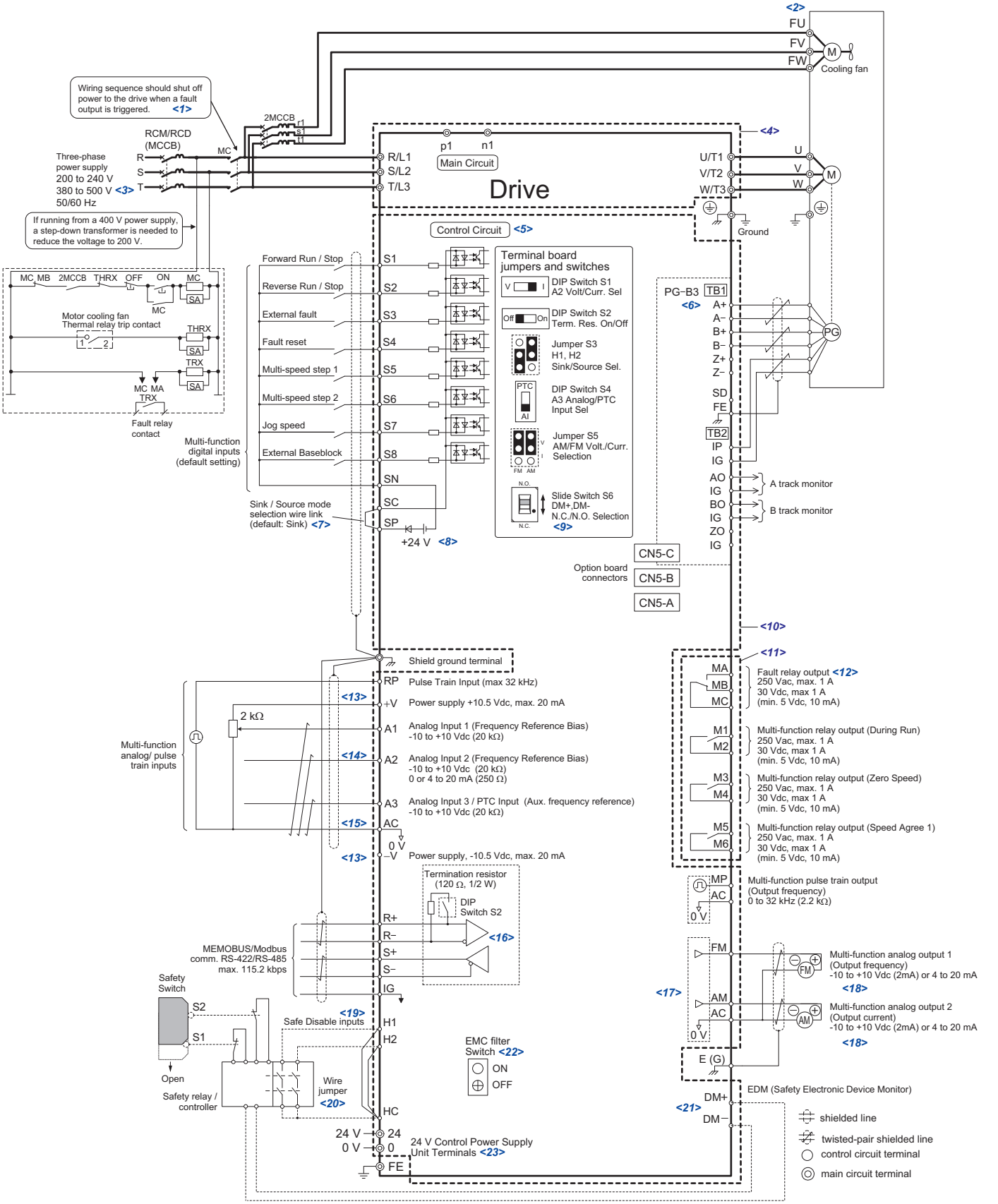
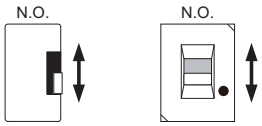


Figure D.2 Wiring Diagram for CE Low Voltage Directive Compliance (example: 200 V Class)

<1> Note that if the drive is set to trigger a fault output whenever the fault restart function is activated (L5-02 = 1), then a sequence to interrupt power when a fault occurs will result in shutting off the power to the drive as the drive attempts to restart itself. The default setting for L5-02 is 0 (fault output not active during restart attempt).
<2> Self-cooling motors do not require wiring that would be necessary with motors using a cooling fan.
<3> Use a three-phase power supply with a voltage of 380 to 480 V for drive models 4□0011 to 4□0414 (built-in EMC filter) and 4□0477 to 4□0590 (with stand-alone EMC filter).
<4> For circuit protection, the main circuit is separated from the surface case that can touch the main circuit.
<5> Supplying power to the control circuit separately from the main circuit requires a 24 V power supply.
<6> For control modes that do not use a motor speed feedback signal, PG option card wiring is not necessary.
<7> This figure shows an example of a sequence input to S1 through S8 using a non-powered relay or an NPN transistor. Install the wire link between terminals SC-SP for Sink mode and SC-SN for Source mode. Leave it out for external power supply. Never short terminals SP and SN as doing so will damage the drive. Refer to *Control I/O Connections on page 98* for details.
<8> The maximum current supplied by this voltage source is 150 mA if no digital input option card DI-A3 is used.
<9> Available slide switch S6 is models ETC742620 and ETC742621.



<10> The control circuit is a Safety Extra-Low Voltage circuit. Separate this circuit from other circuits with reinforced insulation. Make sure that the Safety Extra-Low Voltage circuit is connected as specified.
<11> Reinforced insulation separates the output terminals from other circuits. Users can also connect circuits that are not Safety Extra-Low Voltage circuits if the drive output is 250 Vac 1 A max. or 30 Vdc 1 A maximum.
<12> Wire the fault relay output separately from the main circuit power supply and other power lines.
<13> The maximum output current capacity for the +V and -V terminals on the control circuit is 20 mA. Never short terminals +V, -V, and AC, as this can cause erroneous operation or damage the drive.
<14> Set DIP switch S1 to select between a voltage or current input signal to terminal A2. The default setting is for current input.
<15> Set DIP switch S4 to select between analog or PTC input for terminal A3.
<16> Enable the termination resistor in the last drive in a MEMOBUS network by setting DIP switch S2 to the ON position.
<17> Use jumper S5 to selection between voltage or current output signals at terminal AM and FM. Set parameters H4-07 and H4-08 accordingly.
<18> Monitor outputs work with devices such as analog frequency meters, ammeters, voltmeters, and wattmeters. They are not intended for use as a feedback-type of signal.
<19> Use jumper S3 to select between Sink mode, Source mode or external power supply for the Safe Disable inputs.
<20> Disconnect the wire jumper between H1 - HC and H2 - HC when utilizing the Safe Disable input.
<21> Slide the switch S6 to select N.C. or N.O. as the state of the DM+ and DM- terminals for EDM output.
<22> Models CIMR-U□□E□□□□ and □W□□□□ have EMC filter switch. Models CIMR-U□4□0477 to 4□0590 with a stand-alone EMC filter do not have the EMC filter switch.
<23> Models UU□P□□□□ and UU□W□□□□ have terminals 24, 0, and FE to provide board-level component voltages for the drive from an external, customer-supplied 24 Vdc source and maintain drive control power and network communications when the main three-phase input power is removed.

◆ EMC Guidelines Compliance for CIMR-U□□E□□□□/□W□□□□

Drives with internal EMC filters (CIMR-U□□E□□□□/U□□W□□□□) are tested according to EN 61800-3:2004+A1:2012 and complies with EMC guidelines. Use a model with an internal EMC filter or install a stand-alone EMC filter on the input side of the drive to comply with the EMC guidelines.

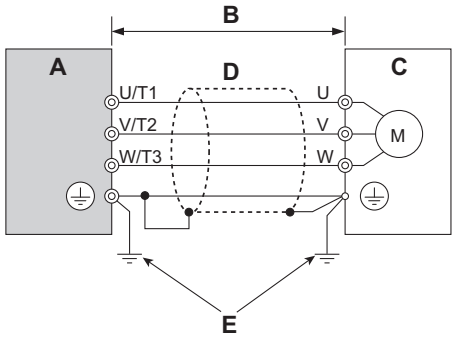
Refer to Stand-Alone EMC Filter Installation on page 588 for EMC filter installation.

■ Internal EMC Filter Installation

Installation Method

Verify the following installation conditions to ensure that other devices and machinery used in combination with this drive (CIMR-U□□E□□□□/□W□□□□) also comply with EMC guidelines.

1. Place the drive in the enclosure.
2. Use braided shield cable for the drive and motor wiring, or run the wiring through a metal conduit.
3. Keep wiring as short as possible. Ground the shield on both the drive side and the motor side.

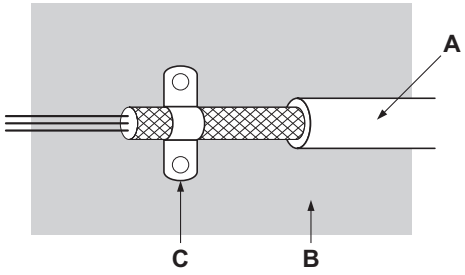


A – Drive
B – 10 m max cable length between drive and motor
C – Motor
D – Metal conduit
E – Ground wire should be as short as possible.

Figure D.3 Installation Method

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

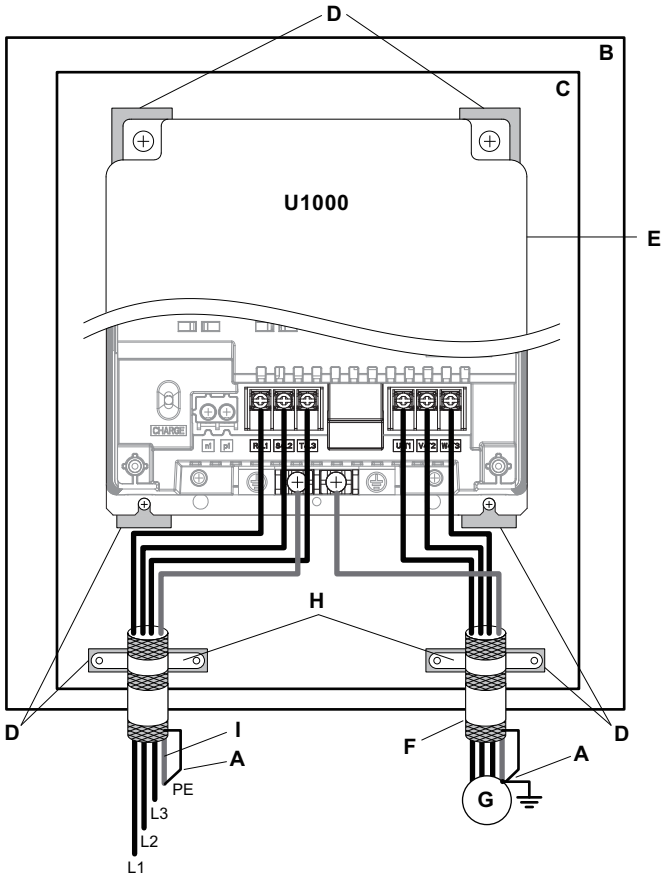
WARNING! *Electrical Shock Hazard.*
Because the leakage current exceeds 3.5 mA in models CIMR-U□4□0302 and larger, IEC/EN 61800-5-1 states that either the power supply must be automatically disconnected in case of discontinuity of the protective earthing conductor or a protective earthing conductor with a cross-section of at least 10 mm^2 (Cu) or 16 mm^2 (Al) must be used. Failure to comply may result in death or serious injury.



A – Braided shield cable
B – Metal panel
C – Cable clamp (conductive)

Figure D.4 Ground Area

Three-Phase 200 V/400 V Class



A – Ground the cable shield
B – Enclosure panel
C – Metal plate
D – Grounding surface (remove any paint or sealant)
E – Drive
F – Motor cable (braided shield cable, max. 10 m)
G – Motor
H – Cable clamp
I – Ground plate (scrape off any visible paint)

Figure D.5 Internal EMC Filter and Drive Installation for CE Compliance (Three-Phase 200 V/400 V Class)

■ Stand-Alone EMC Filter Installation

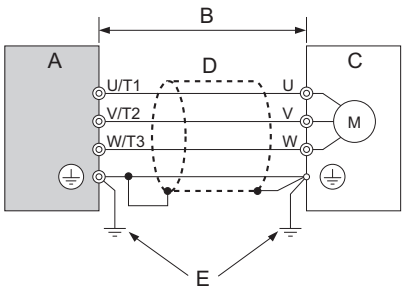
The following conditions must be met to ensure continued compliance with European standards EN 61800-3:2004+A1:2012.

Install an EMC noise filter to the input side specified by Yaskawa for compliance with European standards. *Refer to EMC Filters on page 590* for EMC filter selection.

Installation Method

Verify the following installation conditions to ensure that other devices and machinery used in combination with drive models CIMR-U□□A□□□□/□P□□□□ also comply with EMC guidelines.

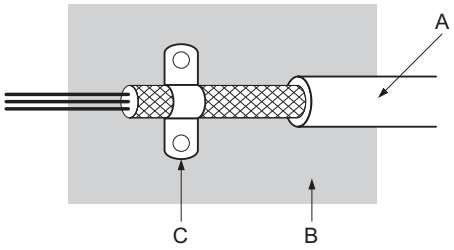
1. Place the drive in the enclosure.
2. Use braided shield cable for the drive and motor wiring, or run the wiring through a metal conduit.
3. Keep wiring as short as possible. Ground the shield on both the drive side and the motor side.



A – Drive
B – 10 m max cable length between drive and motor
C – Motor
D – Metal conduit
E – Ground wire should be as short as possible.

Figure D.6 Installation Method

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



A – Braided shield cable
B – Metal panel
C – Cable clamp (conductive)

Figure D.7 Ground Area

■ Wiring Diagram

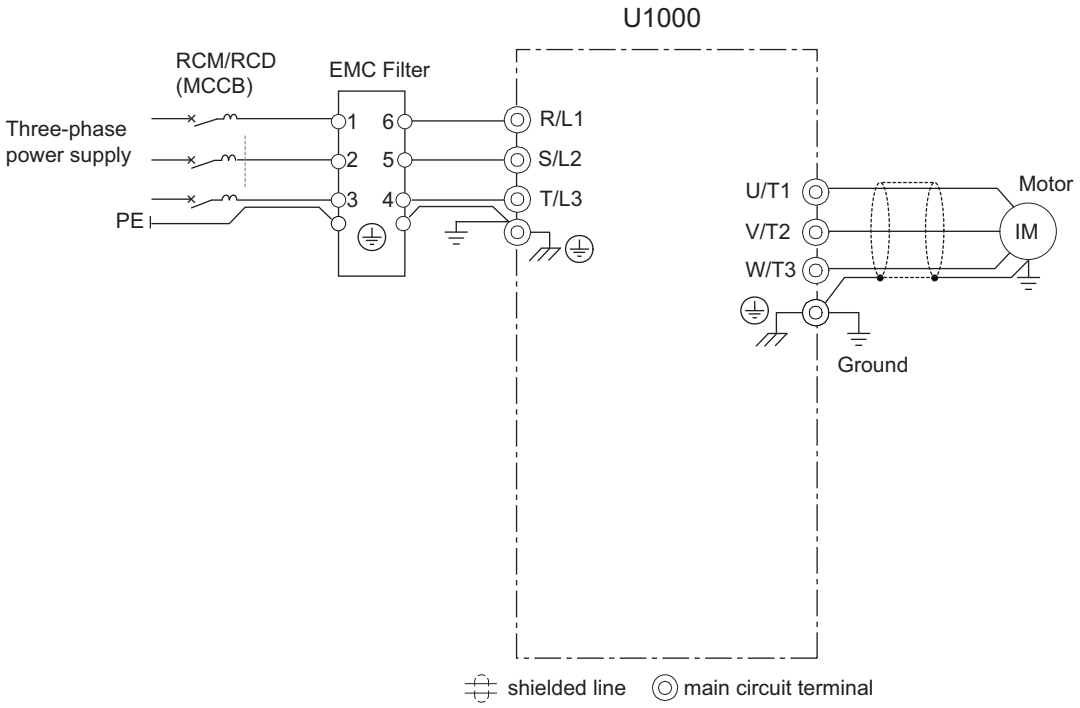


Figure D.8 Wiring Diagram for EMC (CIMR-U□2A0028 to 2A0248, 4A0011 to 4A0240, CIMR-U□2P0028 to 2P0248, 4P0011 to 4P0240)

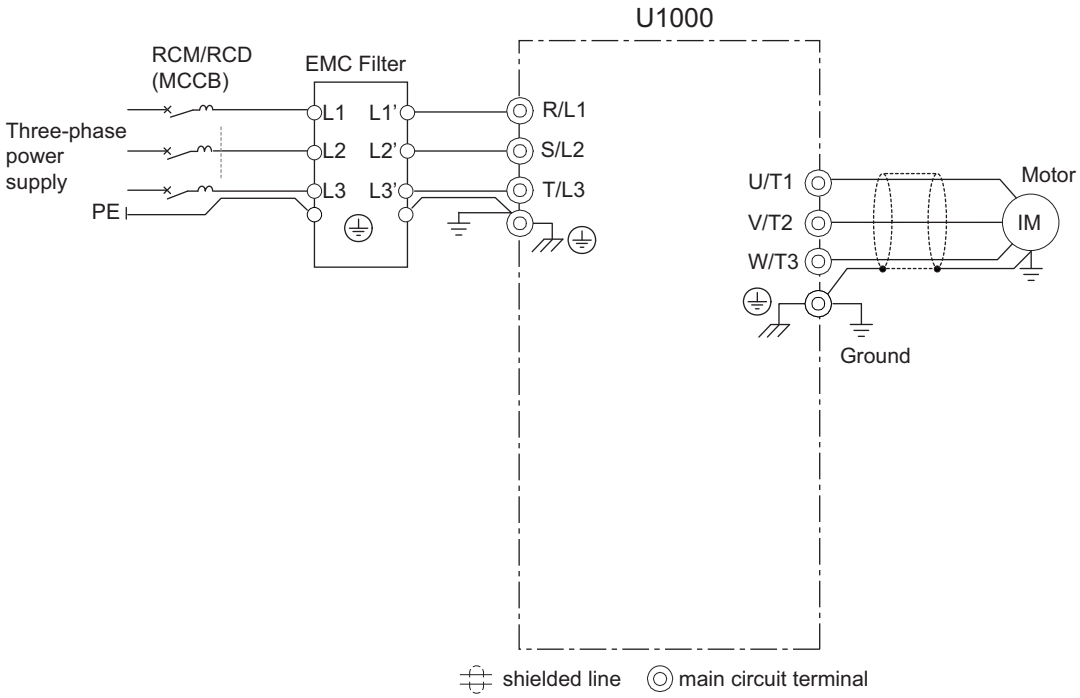


Figure D.9 Wiring Diagram for EMC (CIMR-U□4A0302 to 4A0590, CIMR-U□4P0302 to 4P0590)

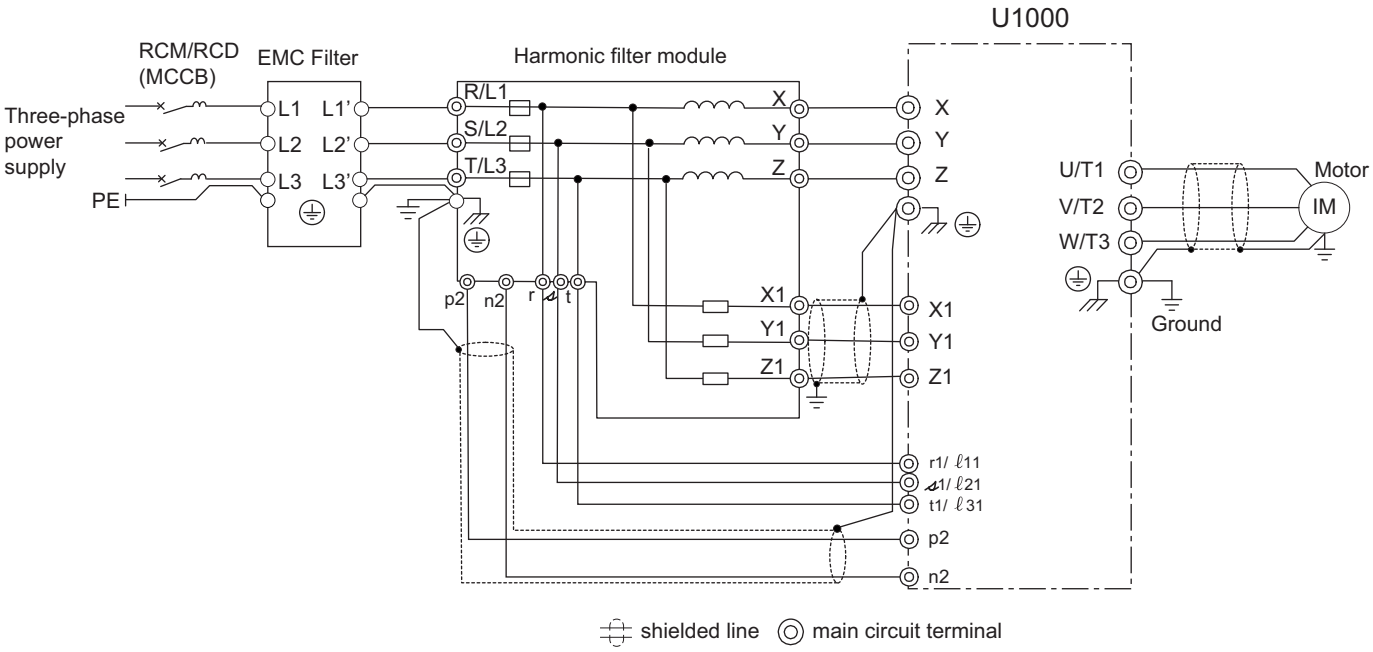


Figure D.10 Wiring Diagram for EMC (CIMR-U☐4A0720 to 4A0930, CIMR-U☐4P0720 to 4P0930)

■ EMC Filters

The drive should be installed with the EMC filters listed in *Table D.1* in order to comply with the EN 61800-3:2004+A1:2012 requirements.

Table D.1 EMC Filters

Model	Type	Manufacturer	Rated Current (A)	Weight kg	Dimensions [W × H × D] mm	Y×X mm	Figure	Qty.
200 V Class								
2A0028 2P0028	RTEN-5030	TDK-Lambda	30	0.56	140 × 42 × 70	60 × 130	*Figure D.11*	1
2A0042 2P0042	RTEN-5100	TDK-Lambda	100	4.2	267 × 85 × 161	135 × 247	*Figure D.13*	1
2A0054 2P0054	RTEN-5100	TDK-Lambda	100	4.2	267 × 85 × 161	135 × 247	*Figure D.13*	1
2A0068 2P0068	RTEN-5100	TDK-Lambda	100	4.2	267 × 85 × 161	135 × 247	*Figure D.13*	1
2A0081 2P0081	RTEN-5100	TDK-Lambda	100	4.2	267 × 85 × 161	135 × 247	*Figure D.13*	1
2A0104 2P0104	RTEN-5150	TDK-Lambda	150	6.5	290 × 88 × 190	164 × 270	*Figure D.14*	1
2A0130 2P0130	RTEN-5150	TDK-Lambda	150	6.5	290 × 88 × 190	164 × 270	*Figure D.14*	1
2A0154 2P0154	RTEN-5200	TDK-Lambda	200	9.2	390 × 103 × 195	169 × 370	*Figure D.15*	1
2A0192 2P0192	RTEN-5200	TDK-Lambda	200	9.2	390 × 103 × 195	169 × 370	*Figure D.15*	1
2A0248 2P0248	RTEN-5300	TDK-Lambda	300	8.3	390 × 103 × 195	169 × 370	*Figure D.15*	1
400 V Class								
4A0011 4P0011	RTEN-5040	TDK-Lambda	40	1.1	170 × 54 × 90	80 × 160	*Figure D.12*	1
4A0014 4P0014	RTEN-5040	TDK-Lambda	40	1.1	170 × 54 × 90	80 × 160	*Figure D.12*	1
4A0021 4P0021	RTEN-5040	TDK-Lambda	40	1.1	170 × 54 × 90	80 × 160	*Figure D.12*	1
4A0027 4P0027	RTEN-5040	TDK-Lambda	40	1.1	170 × 54 × 90	80 × 160	*Figure D.12*	1
4A0034 4P0034	RTEN-5040	TDK-Lambda	40	1.1	170 × 54 × 90	80 × 160	*Figure D.12*	1
4A0040 4P0040	RTEN-5080	TDK-Lambda	80	3.9	267 × 85 × 161	135 × 247	*Figure D.13*	1
4A0052 4P0052	RTEN-5080	TDK-Lambda	80	3.9	267 × 85 × 161	135 × 247	*Figure D.13*	1

Model	Type	Manufacturer	Rated Current (A)	Weight kg	Dimensions [W × H × D] mm	Y×X mm	Figure	Qty.
4A0065 4P0065	RTEN-5080	TDK-Lambda	80	3.9	267 × 85 × 161	135 × 247	*Figure D.13*	1
4A0077 4P0077	RTEN-5080	TDK-Lambda	80	3.9	267 × 85 × 161	135 × 247	*Figure D.13*	1
4A0096 4P0096	RTEN-5150	TDK-Lambda	150	6.5	290 × 88 × 190	164 × 270	*Figure D.14*	1
4A0124 4P0124	RTEN-5150	TDK-Lambda	150	6.5	290 × 88 × 190	164 × 270	*Figure D.14*	1
4A0156 4P0156	RTEN-5200	TDK-Lambda	200	9.2	390 × 103 × 195	169 × 370	*Figure D.15*	1
4A0180 4P0180	RTEN-5200	TDK-Lambda	200	9.2	390 × 103 × 195	169 × 370	*Figure D.15*	1
4A0216 4P0216	RTEN-5250	TDK-Lambda	250	8.7	390 × 103 × 195	169 × 370	*Figure D.15*	1
4A0240 4P0240	RTEN-5250	TDK-Lambda	250	8.7	390 × 103 × 195	169 × 370	*Figure D.15*	1
4A0302 4P0302	B84143B0400S080	EPCOS	400	7.5	320 × 120 × 190	165 × 170	*Figure D.16*	1
4A0361 4P0361	B84143B0400S080	EPCOS	400	7.5	320 × 120 × 190	165 × 170	*Figure D.16*	1
4A0414 4P0414	B84143B0400S080	EPCOS	400	7.5	320 × 120 × 190	165 × 170	*Figure D.16*	1
4A0477 4P0477	B84143B1000S080	EPCOS	1000	18.5	410 × 140 × 260	235 × 240	*Figure D.17*	1
4A0590 4P0590	B84143B1000S080	EPCOS	1000	18.5	410 × 140 × 260	235 × 240	*Figure D.17*	1
4A0720 4P0720	B84143B1600S080	EPCOS	1600	24.5	490 × 140 × 260	235 × 240	*Figure D.18*	1
4A0900 4P0900	B84143B1600S080	EPCOS	1600	24.5	490 × 140 × 260	235 × 240	*Figure D.18*	1
4A0930 4P0930	B84143B1600S080	EPCOS	1600	24.5	490 × 140 × 260	235 × 240	*Figure D.18*	1

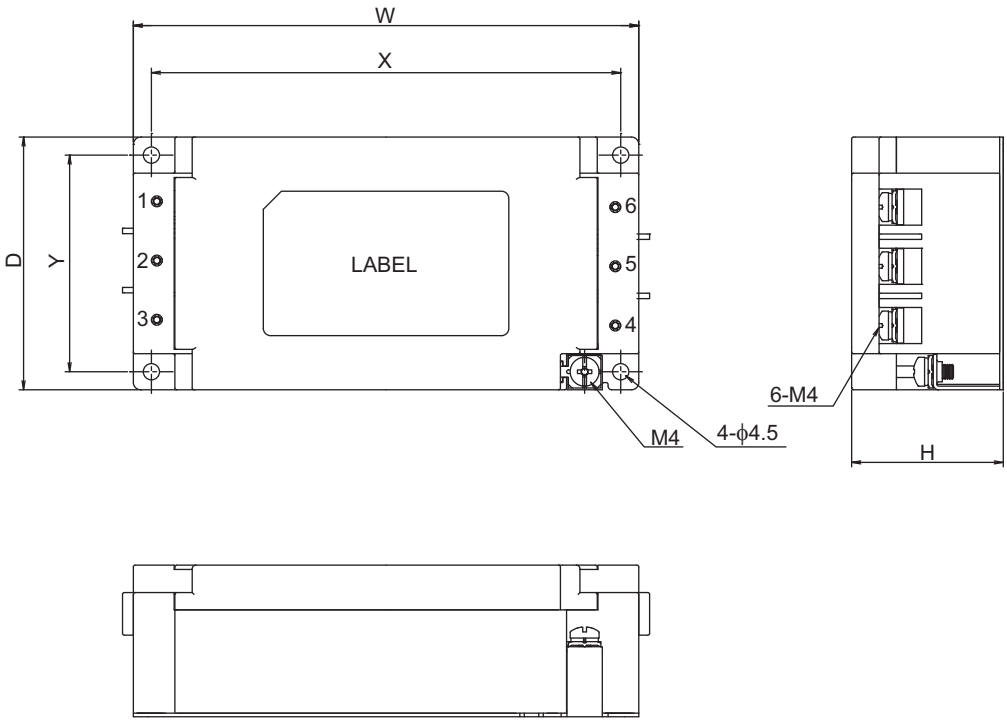


Figure D.11 EMC Filter Dimensions (RTEN-5030)

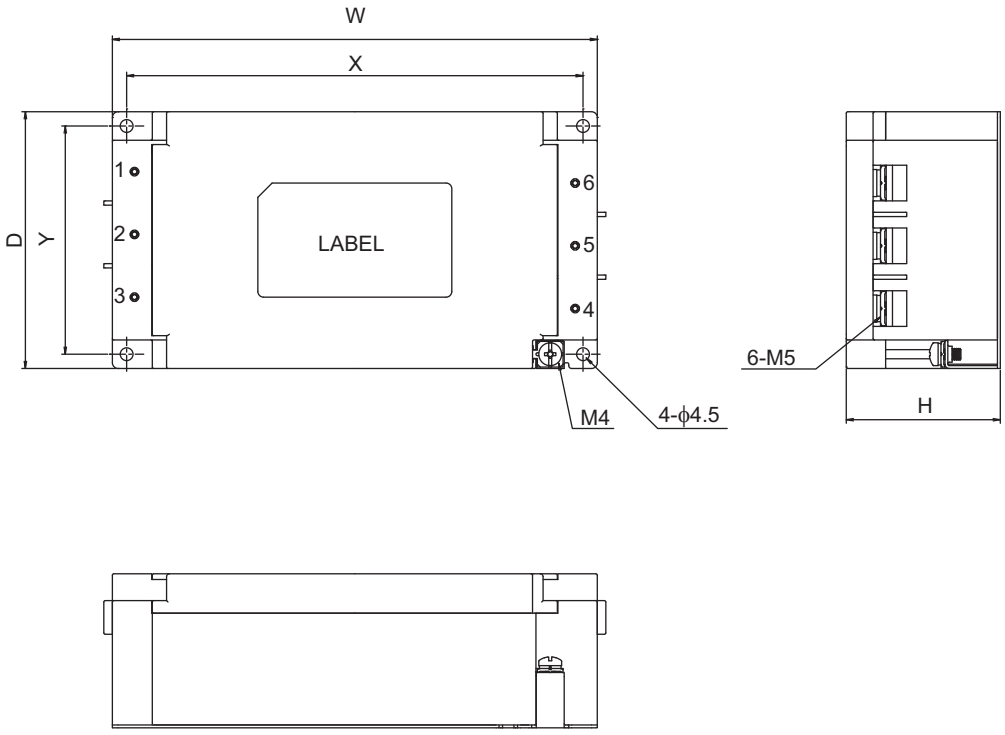


Figure D.12 EMC Filter Dimensions (RTEN-5040)

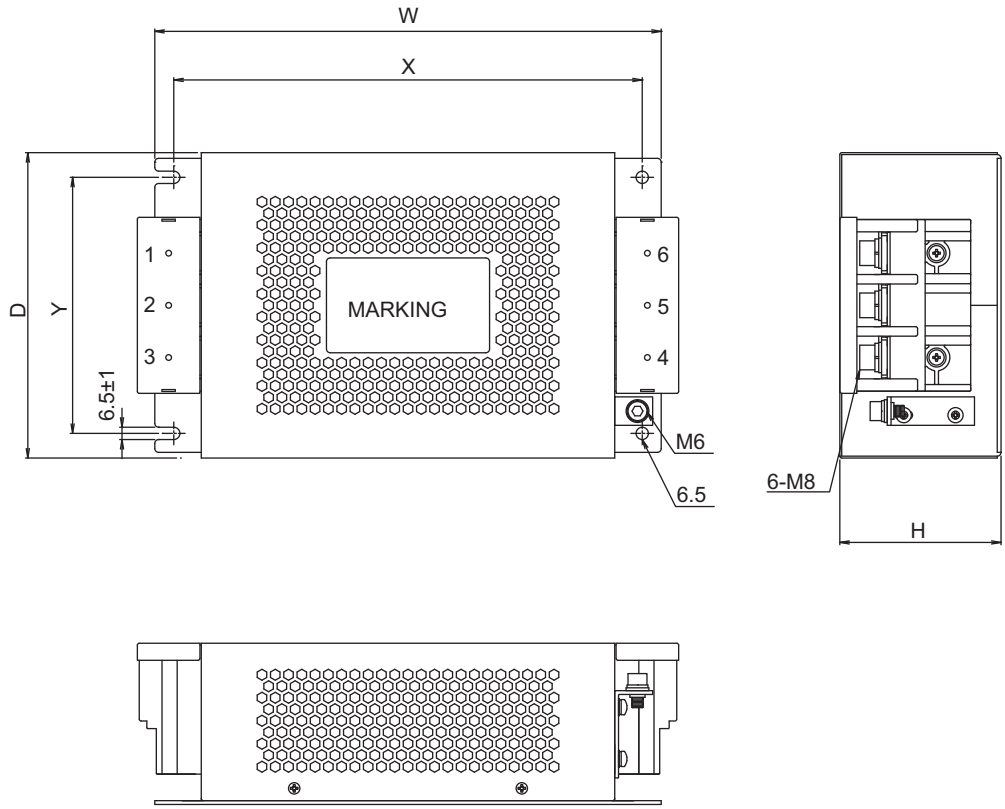


Figure D.13 EMC Filter Dimensions (RTEN-5080, RTEN-5100)

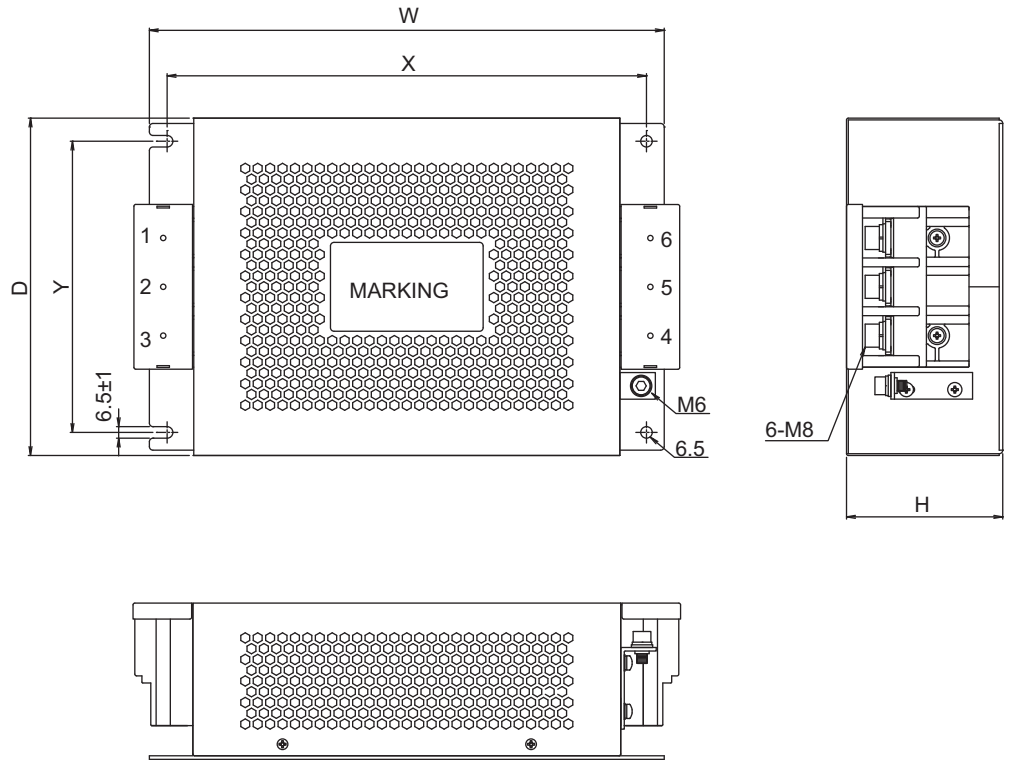


Figure D.14 EMC Filter Dimensions (RTEN-5150)

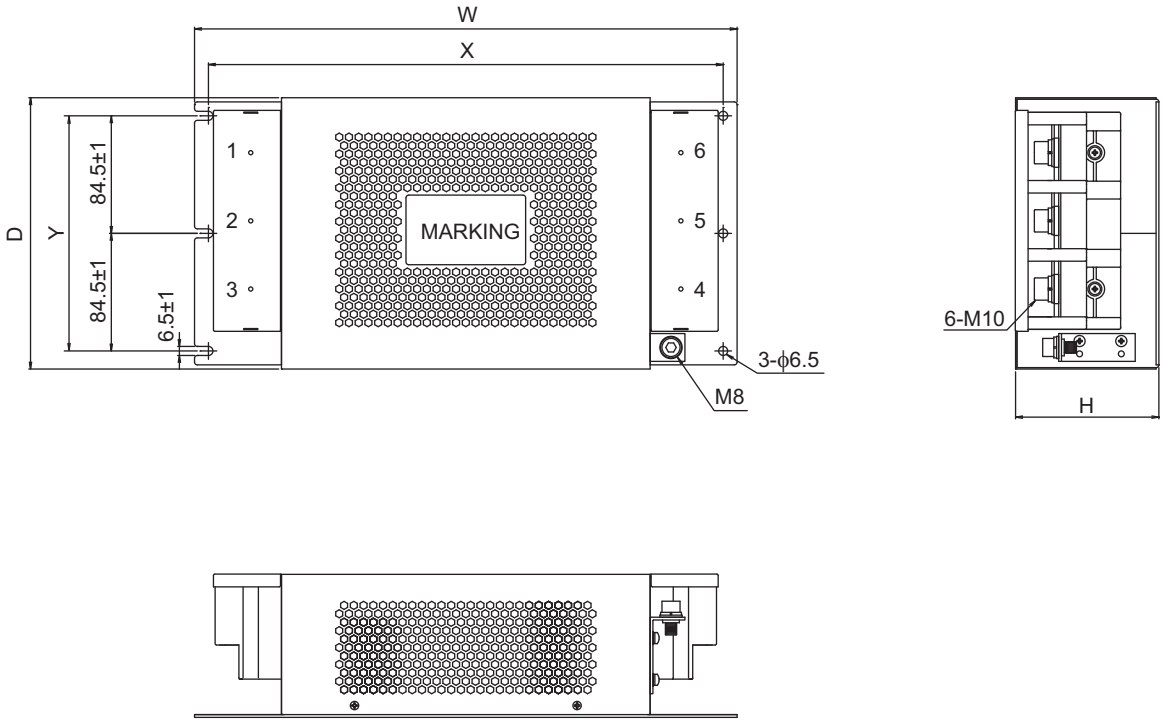


Figure D.15 EMC Filter Dimensions (RTEN-5200, RTEN-5250, RTEN-5300)

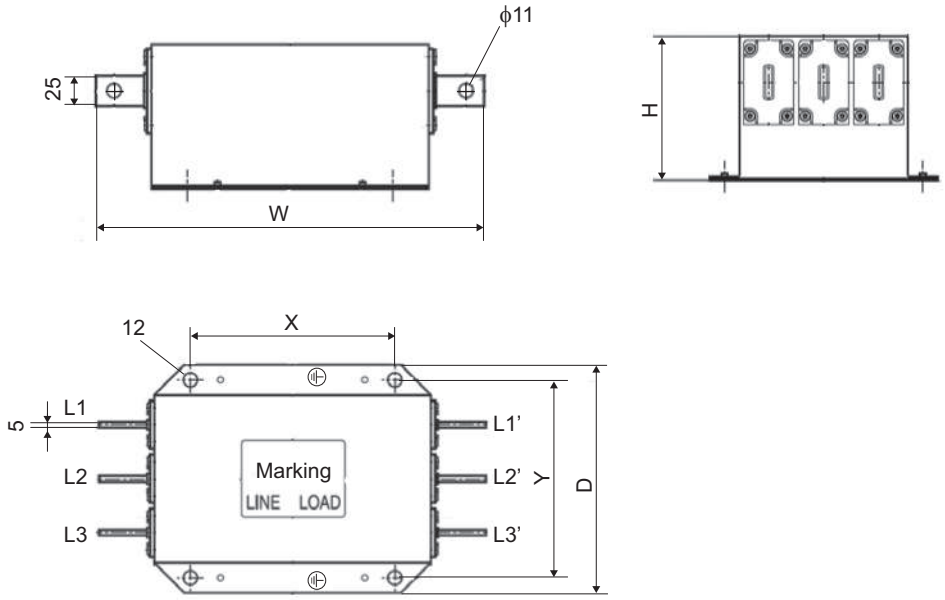


Figure D.16 EMC Filter Dimensions (B84143B0400S080)

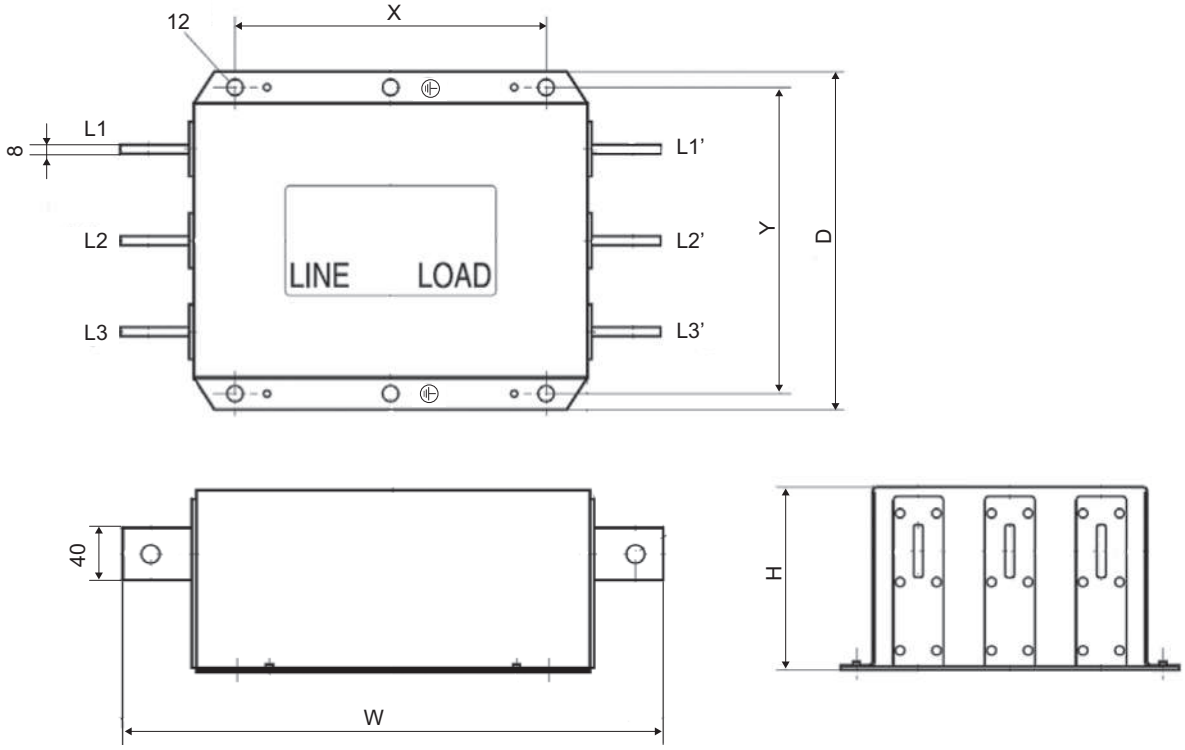


Figure D.17 EMC Filter Dimensions (B84143B1000S080)

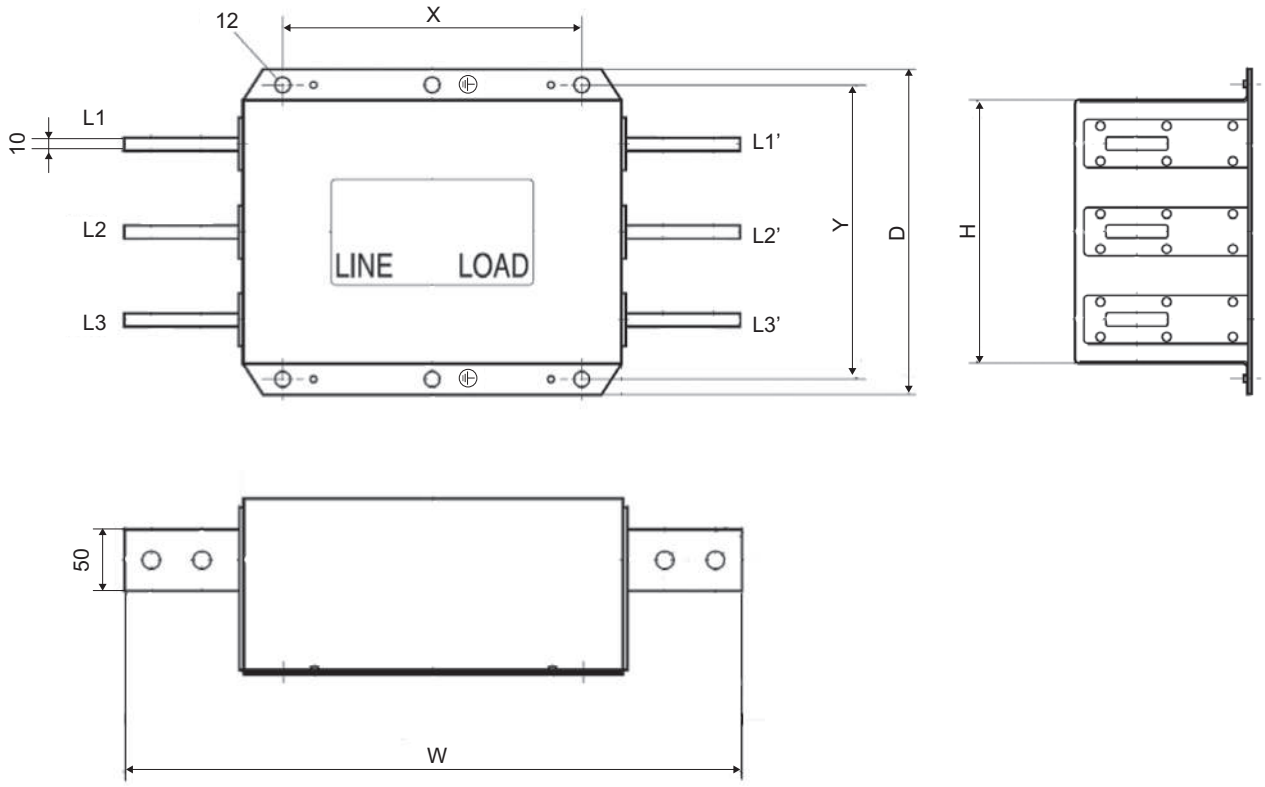


Figure D.18 EMC Filter Dimensions (B84143B1600S080)

D.3 UL Standards

◆ UL Standards Compliance

Figure D.19 UL/cUL Mark

The UL/cUL mark applies to products in the United States and Canada. It indicates that UL has performed product testing and evaluation, and determined that their stringent standards for product safety have been met. For a product to receive UL certification, all components inside that product must also receive UL certification.

This drive is tested in accordance with UL standard UL508C and complies with UL requirements. The conditions described below must be met to maintain compliance when using this drive in combination with other equipment:

■ Conditions of Acceptability

- With respect to models CIMR-U☐4☐0720 to 4☐0930, a harmonic filter module shall be installed on the input of the drive (see *Table D.2*).

Table D.2 Correspondence of Harmonic Filter Module and CIMR-U☐4☐0720 to 4☐0930

Model CIMR-U☐	Harmonic Filter Module
4☐0720	EUJ71183☐.☐
4☐0900	EUJ71184☐.☐
4☐0930	EUJ71185☐.☐

- The drive and its peripheral devices shall be installed in a suitable enclosure in the end use.

■ Installation Area

Do not install the drive to an area greater than pollution degree 2 (UL standard).

■ Ambient Temperature

-10 to 40°C (IP20/UL Type 1 enclosure)
-10 to 50°C (IP00 enclosure)

■ Main Circuit Terminal Wiring

Yaskawa recommends using closed-loop crimp terminals on all drive models. Use only the tools recommended by the terminal manufacturer for crimping.

The wire gauges listed in *Table D.3* to *Table D.5* are Yaskawa recommendations. Refer to local codes for proper wire gauge selections.

Note: The mark ⏚ indicates the terminals for protective ground connection.
Grounding impedance;
200 V: 100 Ω or less
400 V: 10 Ω or less

Wire Gauges and Tightening Torques

CIMR-U□2□0028 to 2□0248, 4□0011 to 4□0930

Table D.3 Wire Gauge and Torque Specifications (Three-Phase 200 V Class)

Model CIMR-U□	Terminal	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Screw Size	Tightening Torque N·m (lb.in.)
2□0028	R/L1, S/L2, T/L3	8	10 to 8	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	8	10 to 8	M5	
	⏚	8	10 to 6	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
2□0042	R/L1, S/L2, T/L3	6	8 to 3	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	6	8 to 3	M6	
	⏚	8	10 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
2□0054	R/L1, S/L2, T/L3	4	6 to 3	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	4	6 to 3	M6	
	⏚	6	8 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
2□0068	R/L1, S/L2, T/L3	4	4 to 3	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	4	4 to 3	M6	
	⏚	6	6 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
2□0081	R/L1, S/L2, T/L3	6 × 2P	6 to 3 × 2P	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	6 × 2P	6 to 3 × 2P	M6	
	⏚	6	6 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
2□0104	R/L1, S/L2, T/L3	1	6 to 1/0 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	1	6 to 1/0 × 2P	M8	
	⏚	4	4 to 1	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
2□0130	R/L1, S/L2, T/L3	4 × 2P	6 to 1/0 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	4 × 2P	6 to 1/0 × 2P	M8	
	⏚	4	4 to 1	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
2□0154	R/L1, S/L2, T/L3	3 × 2P	4 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	3 × 2P	4 to 4/0 × 2P	M10	
	⏚	4	4 to 2/0	M10	17.7 to 22.6 (156 to 200)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
2□0192	R/L1, S/L2, T/L3	1 × 2P	3 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	1 × 2P	3 to 4/0 × 2P	M10	
	⏚	3	4 to 2/0	M10	17.7 to 22.6 (156 to 200)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
2□0248	R/L1, S/L2, T/L3	2/0 × 2P	1 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	2/0 × 2P	1 to 4/0 × 2P	M10	
	⏚	3	4 to 4/0	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)

Table D.4 Wire Gauge and Torque Specifications (Three-Phase 400 V Class)

Model CIMR-U□	Terminal	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Screw Size	Tightening Torque N·m (lb.in.)
4□0011	R/L1, S/L2, T/L3	14	14 to 8	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	14	14 to 8	M5	
	⏚	10	12 to 6	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0014	R/L1, S/L2, T/L3	12	14 to 8	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	12	14 to 8	M5	
	⏚	10	12 to 6	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0021	R/L1, S/L2, T/L3	10	12 to 8	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	10	12 to 8	M5	
	⏚	10	12 to 6	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0027	R/L1, S/L2, T/L3	8	10 to 8	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	8	10 to 8	M5	
	⏚	8	12 to 6	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0034	R/L1, S/L2, T/L3	8	8	M5	2.3 to 2.7 (20.4 to 23.9)
	U/T1, V/T2, W/T3	8	8	M5	
	⏚	8	10 to 6	M6	3.9 to 4.9 (34.7 to 43.4)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0040	R/L1, S/L2, T/L3	8	8 to 3	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	8	8 to 3	M6	
	⏚	8	10 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0052	R/L1, S/L2, T/L3	6	8 to 3	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	6	8 to 3	M6	
	⏚	6	8 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0065	R/L1, S/L2, T/L3	4	6 to 3	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	4	6 to 3	M6	
	⏚	6	6 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0077	R/L1, S/L2, T/L3	3	4 to 3	M6	4 to 6 (35.4 to 53.1)
	U/T1, V/T2, W/T3	3	4 to 3	M6	
	⏚	6	6 to 3	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1 to 1.4 (8.9 to 12.4)
4□0096	R/L1, S/L2, T/L3	1	8 to 1/0 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	1	8 to 1/0 × 2P	M8	
	⏚	4	4 to 1	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0124	R/L1, S/L2, T/L3	4 × 2P	6 to 1/0 × 2P	M8	8 to 10 (70.8 to 88.5)
	U/T1, V/T2, W/T3	4 × 2P	6 to 1/0 × 2P	M8	
	⏚	4	4 to 1	M8	8.8 to 10.8 (78.1 to 95.5)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)

Model CIMR-U□	Terminal	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Screw Size	Tightening Torque N·m (lb.in.)
4□0156	R/L1, S/L2, T/L3	3 × 2P	4 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	3 × 2P	4 to 4/0 × 2P	M10	
	⏚	4	4 to 2/0	M10	17.7 to 22.6 (156 to 200)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0180	R/L1, S/L2, T/L3	2 × 2P	3 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	2 × 2P	3 to 4/0 × 2P	M10	
	⏚	3	4 to 2/0	M10	17.7 to 22.6 (156 to 200)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0216	R/L1, S/L2, T/L3	1/0 × 2P	2 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	1/0 × 2P	2 to 4/0 × 2P	M10	
	⏚	3	4 to 4/0	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0240	R/L1, S/L2, T/L3	1/0 × 2P	1/0 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	1/0 × 2P	1/0 to 4/0 × 2P	M10	
	⏚	2	2 to 4/0	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0302 <1>	R/L1, S/L2, T/L3	3/0 × 2P	1/0 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	3/0 × 2P	1/0 to 4/0 × 2P	M10	
	⏚	1	1 to 300	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0361 <1>	R/L1, S/L2, T/L3	4/0 × 2P	3/0 to 4/0 × 2P	M10	15 to 20 (130 to 173)
	U/T1, V/T2, W/T3	4/0 × 2P	3/0 to 4/0 × 2P	M10	
	⏚	1/0	1/0 to 300	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0414 <1>	R/L1, S/L2, T/L3	300 × 2P	4/0 to 300 × 2P	M12	25 to 35 (217 to 304)
	U/T1, V/T2, W/T3	300 × 2P	4/0 to 300 × 2P	M12	
	⏚	1/0	1/0 to 400	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0477 <1>	R/L1, S/L2, T/L3	3/0 × 4P	300 × 2P 2/0 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	U/T1, V/T2, W/T3	3/0 × 4P	300 × 2P 2/0 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	⏚	1/0	1/0 to 300	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0590 <1>	R/L1, S/L2, T/L3	250 × 4P	3/0 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	U/T1, V/T2, W/T3	250 × 4P	3/0 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	⏚	2/0	2/0 to 300	M12	31.4 to 39.2 (278 to 347)
	p1, n1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4□0720 <1>	X, Y, Z	300 × 4P	250 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	1/0	1/0 to 2/0	M8	5.4 to 6.0 (47.8 to 53.0)
	U/T1, V/T2, W/T3	300 × 4P	250 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	⏚	3/0	3/0 to 300	M12	31.4 to 39.2 (278 to 347)
	r1, ⏦1, t1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
	p1, n1	14	14 to 6	M5	2.0 to 2.5 (17.4 to 21.7)
	p2, n2	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)

Model CIMR-U☐	Terminal	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Screw Size	Tightening Torque N·m (lb.in.)
4☐0900 <1>	X, Y, Z	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	1/0	1/0 to 2/0	M8	5.4 to 6.0 (47.8 to 53.0)
	U/T1, V/T2, W/T3	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	⏚	4/0	4/0 to 300	M12	31.4 to 39.2 (278 to 347)
	r1, ⏛1, t1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
	p1, n1	14	14 to 6	M5	2.0 to 2.5 (17.4 to 21.7)
	p2, n2	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
4☐0930 <1>	X, Y, Z	4/0 × 8P	4/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	1/0	1/0 to 2/0	M8	5.4 to 6.0 (47.8 to 53.0)
	U/T1, V/T2, W/T3	4/0 × 8P	4/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	⏚	4/0	4/0 to 300	M12	31.4 to 39.2 (278 to 347)
	r1, ⏛1, t1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
	p1, n1	14	14 to 6	M5	2.0 to 2.5 (17.4 to 21.7)
	p2, n2	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)

<1> When an EMC filter is installed, additional measures must be taken in order to comply with IEC/EN61800-5-1. *Refer to Internal EMC Filter Installation on page 586*.

Harmonic Filter Module

Table D.5 Harmonic Filter Module Wire Gauge and Torque Specifications for CIMR-U☐4☐0720 to 4☐0930

Model	Terminal	Recomm. Gauge AWG, kcmil	Applicable Gauge AWG, kcmil	Screw Size	Tightening Torque N·m (lb.in.)
EUJ71183☐.☐ <1>	R/L1, S/L2, T/L3	300 × 4P	250 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	X, Y, Z	300 × 4P	250 to 300 × 4P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	1/0	1/0 to 2/0	M8	5.4 to 6.0 (47.8 to 53.0)
	⏚	3/0	3/0 to 300	M12	31.4 to 39.2 (278 to 347)
	r1, ⏛1, t1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
	p2, n2	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
EUJ71184☐.☐ <1>	R/L1, S/L2, T/L3	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	X, Y, Z	4/0 × 8P	300 × 4P 2/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	1/0	1/0 to 2/0	M8	5.4 to 6.0 (47.8 to 53.0)
	⏚	4/0	4/0 to 300	M12	31.4 to 39.2 (278 to 347)
	r1, ⏛1, t1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
	p2, n2	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
EUJ71185☐.☐ <1>	R/L1, S/L2, T/L3	4/0 × 8P	4/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	X, Y, Z	4/0 × 8P	4/0 to 300 × 8P	M12	31.4 to 39.2 (278 to 347)
	X1, Y1, Z1	1/0	1/0 to 2/0	M8	5.4 to 6.0 (47.8 to 53.0)
	⏚	4/0	4/0 to 300	M12	31.4 to 39.2 (278 to 347)
	r1, ⏛1, t1	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)
	p2, n2	14	14 to 12	M4	1.2 to 2.0 (10.4 to 17.4)

<1> When wiring the ground wire, additional measures must be taken in accordance with IEC/EN 61800-5-1.

Closed-Loop Crimp Terminal Recommendations

Yaskawa recommends using closed-loop crimp terminals on all drive models. UL approval requires the use of UL Listed crimp terminals when wiring the drive main circuit terminals on models CIMR-U☐2☐0068 to 2☐0248 and 4☐0052 to 4☐0414. Use only crimping tools as specified by the crimp terminal manufacturer. Yaskawa recommends crimp terminals made by JST and Tokyo DIP (or equivalent) for the insulation cap.

Table D.6 to *Table D.8* match the wire gauges and terminal screw sizes with Yaskawa - recommended crimp terminals, tools, and insulation caps. Refer to the appropriate Wire Gauge and Torque Specifications table for the wire gauge and screw size for your drive model. Place orders with Yaskawa or a Yaskawa representative.

CIMR-U☐2☐0028 to 2☐0248, 4☐0011 to 4☐0590

Table D.6 Closed-Loop Crimp Terminal Size (CIMR-U☐2☐0028 to 2☐0248, 4☐0011 to 4☐0590)

Drive Model	Wire Gauge (AWG, kcmil) R/L1, S/L2, T/L3 U/T1, V/T2, W/T3	Screw Size	Crimp Terminal Model Number	Tool		Insulation Cap Model No.	Code <2>
				Machine No.	Die Jaw		
Three-Phase 200 V Class Drives							
2☐0028	10	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	8 <1>	M5	R8-5	YA-4	AD-901	TP-008	100-054-032
2☐0042	8	M6	R8-6	YA-4	AD-901	TP-008	100-065-184
	6 <1>	M6	R14-6	YA-4	AD-902	TP-014	100-051-261
	4	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
2☐0054	6	M6	R14-6	YA-5	AD-952	TP-014	100-051-261
	4 <1>	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
2☐0068	4 <1>	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
2☐0081	6 <1>	M6	R14-6	YA-5	AD-952	TP-014	100-051-261
	4	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
2☐0104	6	M8	R14-8	YA-4	AD-902	TP-014	100-054-035
	4	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	3	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	2	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1 <1>	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1/0	M8	R60-8	YA-5	AD-955	TP-060	100-051-265
2☐0130	6	M8	R14-8	YA-5	AD-952	TP-014	100-054-035
	4 <1>	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	3	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	2	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1/0	M8	R60-8	YA-5	AD-955	TP-060	100-051-265
2☐0154	4	M10	R22-10	YA-5	AD-953	TP-022	100-061-113
	3 <1>	M10	R22-10	YA-5	AD-953	TP-022	100-061-113
	2	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1/0	M10	R60-10	YA-5	AD-955	TP-060	100-051-266
	2/0	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1	TD-324	TP-100	100-051-269
2☐0192	3	M10	R22-10	YA-5	AD-953	TP-022	100-061-113
	2	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1 <1>	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1/0	M10	R60-10	YA-5	AD-955	TP-060	100-051-266
	2/0	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269

Drive Model	Wire Gauge (AWG, kcmil) R/L1, S/L2, T/L3 U/T1, V/T2, W/T3	Screw Size	Crimp Terminal Model Number	Tool		Insulation Cap Model No.	Code <2>
				Machine No.	Die Jaw		
2□0248	1	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1/0	M10	R60-10	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-051-266
	2/0 <1>	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269
Three-Phase 400 V Class Drives							
4□0011	14 <1>	M5	R2-5	YA-4	AD-900	TP-003	100-123-030
	12	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	10	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	8	M5	R8-5	YA-4	AD-901	TP-008	100-054-032
4□0014	14	M5	R2-5	YA-4	AD-900	TP-003	100-123-030
	12 <1>	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	10	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	8	M5	R8-5	YA-4	AD-901	TP-008	100-054-032
4□0021	12	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	10 <1>	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	8	M5	R8-5	YA-4	AD-901	TP-008	100-054-032
4□0027	10	M5	R5.5-5	YA-4	AD-900	TP-005	100-054-030
	8 <1>	M5	R8-5	YA-4	AD-901	TP-008	100-054-032
4□0034	8 <1>	M5	R8-5	YA-4	AD-901	TP-008	100-054-032
4□0040	8 <1>	M6	R8-6	YA-4	AD-901	TP-008	100-065-184
	6	M6	R14-6	YA-4	AD-902	TP-014	100-051-261
	4	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
4□0052	8	M6	R8-6	YA-4	AD-901	TP-008	100-065-184
	6 <1>	M6	R14-6	YA-4	AD-902	TP-014	100-051-261
	4	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
4□0065	6	M6	R14-6	YA-5	AD-952	TP-014	100-051-261
	4 <1>	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
4□0077	4	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
	3 <1>	M6	R22-6	YA-5	AD-953	TP-022	100-051-262
4□0096	8	M8	R8-8	YA-4	AD-901	TP-008	100-061-111
	6	M8	R14-8	YA-4	AD-902	TP-014	100-054-035
	4	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	3	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	2	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1 <1>	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1/0	M8	R60-8	YA-5	AD-955	TP-060	100-051-265
4□0124	6	M8	R14-8	YA-5	AD-952	TP-014	100-054-035
	4 <1>	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	3	M8	R22-8	YA-5	AD-953	TP-022	100-051-263
	2	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1	M8	R38-8	YA-5	AD-954	TP-038	100-051-264
	1/0	M8	R60-8	YA-5	AD-955	TP-060	100-051-265
4□0156	4	M10	R22-10	YA-5	AD-953	TP-022	100-061-113
	3 <1>	M10	R22-10	YA-5	AD-953	TP-022	100-061-113
	2	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1/0	M10	R60-10	YA-5	AD-955	TP-060	100-051-266
	2/0	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269

Drive Model	Wire Gauge (AWG, kcmil) R/L1, S/L2, T/L3 U/T1, V/T2, W/T3	Screw Size	Crimp Terminal Model Number	Tool		Insulation Cap Model No.	Code <2>
				Machine No.	Die Jaw		
4□0180	3	M10	R22-10	YA-5	AD-953	TP-022	100-061-113
	2 <1>	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1/0	M10	R60-10	YA-5	AD-955	TP-060	100-051-266
	2/0	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269
4□0216	2	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1	M10	R38-10	YA-5	AD-954	TP-038	100-061-114
	1/0 <1>	M10	R60-10	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-051-266
	2/0	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269
4□0240	1/0 <1>	M10	R60-10	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-051-266
	2/0	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269
4□0302	1/0	M10	R60-10	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-051-266
	2/0	M10	70-10	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-064-251
	3/0 <1>	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269
4□0361	3/0	M10	80-10	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-267
	4/0 <1>	M10	R100-10	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-269
4□0414	4/0	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300 <1>	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
4□0477	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	3/0 <1>	M12	80-12	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-268
	4/0	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
4□0590	3/0	M12	80-12	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-268
	4/0	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250 <1>	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273

Drive Model	Wire Gauge (AWG, kcmil) R/L1, S/L2, T/L3 U/T1, V/T2, W/T3	Screw Size	Crimp Terminal Model Number	Tool		Insulation Cap Model No.	Code <2>
				Machine No.	Die Jaw		
4□0720	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	4/0	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300 <1>	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
4□0900	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	3/0	M12	80-12	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-268
	4/0 <1>	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
4□0930	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	4/0 <1>	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273

<1> Recommended wire gauges.
<2> Codes refer to a set of three crimp terminals and three insulation caps. Prepare input and output wiring using two sets for each connection.

Note: Use crimp insulated terminals or insulated shrink tubing for wiring connections. Wires should have a continuous maximum allowable temperature of 75°C 600 Vac UL-approved vinyl-sheathed insulation.

CIMR-U□4□0720 to 4□0930

Table D.7 Closed-Loop Crimp Terminal Size (CIMR-U□4□0720 to 4□0930)

Drive Model	Wire Gauge (AWG, kcmil) X, Y, Z U/T1, V/T2, W/T3	Screw Size	Crimp Terminal Model Number	Tool		Insulation Cap Model No.	Code <2>
				Machine No.	Die Jaw		
Three-Phase 400 V Class Drives							
4□0720	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	4/0	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300 <1>	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
4□0900	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	3/0	M12	80-12	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-268
	4/0 <1>	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273

Drive Model	Wire Gauge (AWG, kcmil) X, Y, Z U/T1, V/T2, W/T3	Screw Size	Crimp Terminal Model Number	Tool		Insulation Cap Model No.	Code <2>
				Machine No.	Die Jaw		
4□0930	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	4/0 <1>	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273

<1> Recommended wire gauges.
<2> Codes refer to a set of three crimp terminals and three insulation caps. Prepare input and output wiring using two sets for each connection.

Note: Use crimp insulated terminals or insulated shrink tubing for wiring connections. Wires should have a continuous maximum allowable temperature of 75°C 600 Vac UL-approved vinyl-sheathed insulation.

Harmonic Filter Module

Table D.8 Harmonic Filter Module Closed-Loop Crimp Terminal Size for CIMR-U□4□0720 to 4□0930

Model	Wire Gauge (AWG, kcmil) R/L1, S/L2, T/L3 X, Y, Z	Screw Size	Crimp Terminal Model Number	Tool		Insulation Cap Model No.	Code <2>
				Machine No.	Die Jaw		
Three-Phase 400 V Class Harmonic Filter Modules							
EUJ71183□.□	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	4/0	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300 <1>	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
EUJ71184□.□	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	3/0	M12	80-12	YF-1 YET-300-1	TD-323 TD-312	TP-080	100-051-268
	4/0 <1>	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
EUJ71185□.□	1/0	M12	R60-12	YF-1 YET-300-1	TD-321 TD-311	TP-060	100-066-160
	2/0	M12	70-12	YF-1 YET-300-1	TD-322 TD-311	TP-080	100-054-036
	4/0 <1>	M12	R100-12	YF-1 YET-300-1	TD-324 TD-312	TP-100	100-051-270
	250	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273
	300	M12	R150-12	YF-1 YET-300-1	TD-325 TD-313	TP-150	100-051-273

<1> Recommended wire gauges.
<2> Codes refer to a set of three crimp terminals and three insulation caps. Prepare input and output wiring using two sets for each connection.

Note: Use crimp insulated terminals or insulated shrink tubing for wiring connections. Wires should have a continuous maximum allowable temperature of 75°C 600 Vac UL-approved vinyl-sheathed insulation.

■ Low Voltage Wiring for Control Circuit Terminals

Wire low voltage wires with NEC Class 1 circuit conductors. Refer to national state or local codes for wiring. If external power supply used, it shall be UL Listed Class 2 power source only or equivalent. Refer to NEC Article 725 Class 1, Class 2, and Class 3 Remote-Control, Signaling, and Power Limited Circuits for requirements concerning class 1 circuit conductors and class 2 power supplies.

Table D.9 Control Circuit Terminal Power Supply

Input/Output	Terminal Signal	Power Supply Specifications
Open Collector Outputs	DM+, DM-	Requires class 2 power supply.
Digital inputs/outputs	S1 to S8, SN, SC, SP, HC, H1, H2	Use the internal LVLC power supply of the drive. Use class 2 for external power supply.
Analog inputs/outputs	+V, -V, A1, A2, A3, AC, AM, FM, RP, MP	

■ Drive Short-Circuit Rating

The drive is suitable for use on a circuit capable of delivering not more than 100,000 RMS symmetrical Amperes, 240 Vac maximum (200 V Class) and 480 Vac maximum (400 V class: 4E□□□□ and 4W□□□□), and 500 Vac maximum (400 V class: 4A□□□□ and 4P□□□□) with built-in fuses manufactured by Hinode Electric Co., Ltd. and Mersen.

■ Branch Circuit Protection

For installation in the United States, branch circuit protection must be provided in accordance with the National Electrical Code (NEC) and any applicable local codes.

For installation in Canada, branch circuit protection must be provided in accordance with the Canadian Electrical Code and any applicable provincial codes.

◆ Drive Motor Overload Protection

Set parameter E2-01 (motor rated current) to the appropriate value to enable motor overload protection. The internal motor overload protection is UL Listed and in accordance with the NEC and CEC.

■ E2-01 Motor Rated Current

Setting Range: 10% to 150% of the drive rated current

Default Setting: Model Dependent

Parameter E2-01 (motor rated current) protects the motor if parameter L1-01 is not set to 0 (default is 1, enabling protection for standard induction motors).

If Auto-Tuning has been performed successfully, the motor data entered to T1-04 and T2-06 is automatically written into parameter E2-01. If Auto-Tuning has not been performed, manually enter the correct motor rated current to parameter E2-01.

■ L1-01 Motor Overload Protection Selection

The drive has an electronic overload protection function (oL1) based on time, output current, and output frequency, which protects the motor from overheating. The electronic thermal overload function is UL-recognized, so it does not require an external thermal relay for single motor operation.

This parameter selects the motor overload curve used according to the type of motor applied.

Table D.10 Overload Protection Settings

Setting	Description	
0	Disabled	Disabled the drive's internal motor overload protection.
1	Standard fan cooled motor (default)	Selects protection characteristics for a standard self cooled motor with limited cooling capabilities when running below the rated speed. The motor overload detection level (oL1) is automatically reduces when running below the motor rated speed.
2	Drive duty motor with a speed range of 1:10	Selects protection characteristics for a motor with self-cooling capability within a speed range of 10:1. The motor overload detection level (oL1) is automatically reduced when running below 1/10 of the motor rated speed.
3	Vector motor with a speed range of 1:100	Selects protection characteristics for a motor capable of cooling itself at any speed – including zero speed (externally cooled motor). The motor overload detection level (oL1) is constant over the entire speed range.
4	Permanent Magnet motor with variable torque	Selects protection characteristics for a variable torque PM motor. The motor overload detection level (oL1) is automatically reduces when running below the motor rated speed.
5	Permanent Magnet motor with constant torque	Selects protection characteristics for a constant torque PM motor. The motor overload detection level (oL1) is constant over the whole speed range.

Setting	Description	
6	Standard fan cooled motor (50 Hz)	Selects protection characteristics for a standard self cooled motor with limited cooling capabilities when running below the rated speed. The motor overload detection level (oL1) is automatically reduces when running below the motor rated speed.

When connecting the drive to more than one motor for simultaneous operation, disable the electronic overload protection (L1-01 = 0) and wire each motor with its own motor thermal overload relay.

Enable the motor overload protection (L1-01 = 1 to 6) when connecting the drive to a single motor, unless another motor overload preventing device is installed. The drive electronic thermal overload function causes an oL1 fault, which shuts off the output of the drive and prevents additional overheating of the motor. The motor temperature is continually calculated as long as the drive is powered up.

■ L1-02 Motor Overload Protection Time

Setting Range: 0.1 to 5.0 min

Factory Default: 1.0 min

Parameter L1-02 determines how long the motor is allowed to operate before the oL1 fault occurs when the drive is running at 50 Hz and at 150% of the full load amp rating (E2-01) of the motor. Adjusting the value of L1-02 can shift the set of oL1 curves up the y axis of the diagram below, but will not change the shape of the curves.

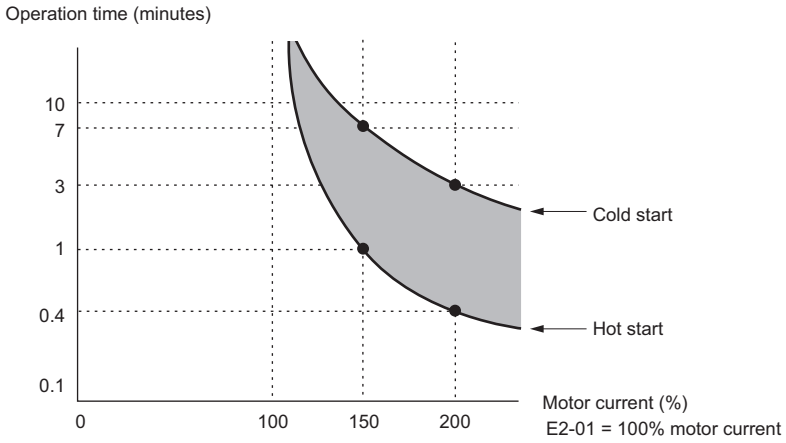


Figure D.20 Motor Overload Protection Time

■ L1-03 Motor Overheat Alarm Operation Selection (PTC Input)

Setting	Description
0	Ramp to Stop
1	Coast to Stop
2	Fast-Stop
3	Alarm Only (default setting)

■ L1-04 Motor Overheat Fault Operation Selection (PTC Input)

Setting	Description
0	Ramp to Stop
1	Coast to Stop (default setting)
2	Fast-Stop

D.4 Safe Disable Input Function

This section explains the Safe Disable function. Contact Yaskawa or a Yaskawa representative if more information is required.

◆ Safety Standards

The TUV mark indicates compliance with safety standards.

Figure D.21 TUV mark

Table D.11 Safety Standards and Applicable Harmonized Standards

Safety Standards	Applicable Harmonized Standards
Functional Safety	IEC/EN 61508 series: 2010 (SIL3)
	IEC 62061/A1:2012 (SIL CL 3)
	EN 62061/A1:2013 (SIL CL 3)
	IEC 61800-5-2: 2007 (SIL3)
	EN 61800-5-2: 2007 (SIL3)
Safety of Machinery	EN ISO 13849-1/AC:2008 (PL e (Cat.3))
EMC	IEC/EN 61326-3-1: 2008 (EMC-related)

The Safe Disable function is in compliance with these standards.

◆ Specifications

The Safe Disable inputs provide a stop function in compliance with “Safe Torque Off” as defined in the IEC/EN 61800-5-2. Safe Disable inputs have been designed to meet the requirements of the EN ISO 13849-1 and IEC/EN 61508.

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

Table D.12 Specifications for Safe Disable Function

Inputs / Outputs		• Input signal specifications Signal ON level: 18 to 28 Vdc Signal OFF level: -4 to 4 Vdc • Inputs: 2 Safe Disable inputs H1, H2 • Outputs: 1 Safe Disable Monitor output EDM (DM+, DM-)
Response Time from Input Open to Drive Output Stop		Less than 3 ms
Response Time from Input Open of H1 and H2 Terminals to EDM		Less than 4 ms
Failure Probability	Demand Rate Low	PFD = $11.04E^{-6}$
	Demand Rate High or Continuous	PFH = $2.67E^{-9}$
Performance Level		The Safe Disable inputs satisfy the following requirements (DC from EDM considered). Performance Level (PL) e according to EN ISO 13849-1
HFT (Hardware Fault Tolerance)		N = 1
Classification of Subsystem		Type B

◆ Precautions

DANGER! *Sudden Movement Hazard. Improper use of the Safe Disable function will result in serious injury or death. Make sure the entire system or machinery uses the Safe Disable function in compliance with safety requirements. When implementing the Safe Disable function into the safety system of a machine, a thorough risk assessment and validation for the whole system must be carried out to ensure it complies with relevant safety norms (e.g., ISO/EN 13849, IEC/EN 61508, IEC/EN 62061).*

DANGER! *Sudden Movement Hazard. 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 degrees (electrically). Ensure this condition will not affect the safety of the application when using the Safe Disable function. Failure to comply will result in death or serious injury.*

DANGER! *Electrical Shock Hazard. 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. Failure to comply will result in death or serious injury.*

WARNING! *Sudden Movement Hazard. If the motor is subjected to an external force, use a mechanical brake that meets the safety requirements of entire system or machinery to stop the machine connected to the load. The motor will move when an external gravitational force in the vertical axis is applied even if the Safety Disable function is in operation. Failure to comply may result in serious injury or death.*

WARNING! *Sudden Movement Hazard. Connect the Safe Disable inputs to the devices in compliance with safety requirements. Failure to comply will result in death or serious injury.*

WARNING! *Sudden Movement Hazard. 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.*

WARNING! *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.*

WARNING! *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. Failure to comply may result in serious injury or death.*

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.*

NOTICE: *When utilizing the Safe Disable function, use only the EMC filters recommended in* ***Internal EMC Filter Installation on page 586****.*

◆ Using the Safe Disable Function

The Safe Disable inputs offer a stop function in compliance with “Safe Torque Off,” as defined in IEC/EN 61800-5-2. Safe Disable inputs have been designed to meet the requirements in ***Table D.11***.

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 (terminals H1 and H2). 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 photocoupler output is available to monitor the status of the Safe Disable terminals DM+ and DM-. ***Refer to Output Terminals on page 92*** for signal specifications when using this output.

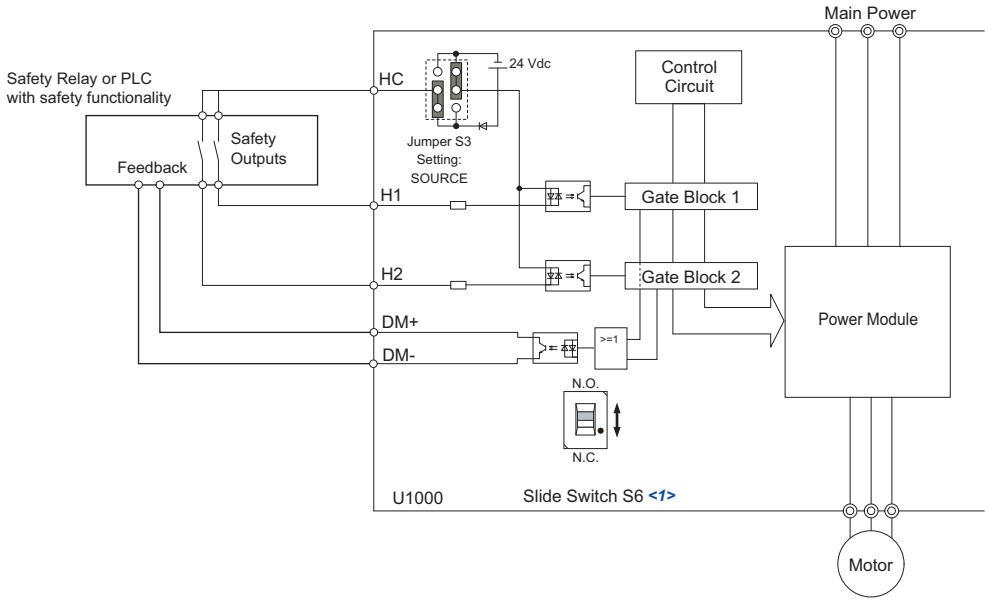
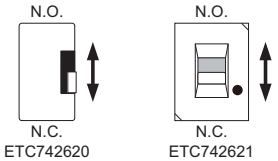


Figure D.22 Safe Disable Function Wiring Example (Source Mode)

<1> Available slide switch S6 is models ETC742620 and ETC742621.



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

Figure D.23 illustrates a Safe Disable input operation example.

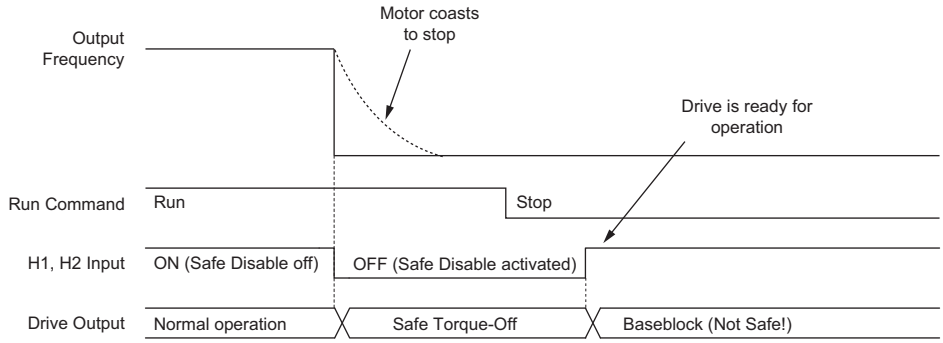


Figure D.23 Safe Disable Operation

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, it 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

Table D.13 explains the drive output and Safe Disable monitor state depending on the Safe Disable inputs.

Table D.13 Safety Input and EDM Terminal Status

Safe Disable Input Status		Safe Disable Status Monitor, DM+ - DM-		Drive Output Status	Digital Operator Display
Input 1, H1-HC	Input 2, H2-HC	S6 Selected N.C.	S6 Selected N.O.		
OFF	OFF	ON	OFF	Safely disabled, “Safe Torque Off”	Hbb (flashes)
ON	OFF	OFF	ON	Safely disabled, “Safe Torque Off”	HbbF (flashes)
OFF	ON	OFF	ON	Safely disabled, “Safe Torque Off”	HbbF (flashes)
ON	ON	OFF	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 Alarm Codes, Causes, and Possible Solutions on page 358* to resolve possible errors.

If a fault in the safety circuit of the drive is detected, “SCF” will be displayed in the LCD operator. This indicates damage to the drive. Refer to *Fault Displays, Causes, and Possible Solutions on page 346* for details.

■ Validating Safe Disable Function

When you start-up, replace parts or conduct maintenance, you must always perform the following validation test on the safe disable inputs after completing the wiring. (Check results should be maintained as a record of tests performed.)

- When the H1 and H2 signals turn OFF, confirm that “Hbb” is displayed on the LCD operator, and that the motor is not in operation.
- Monitor the ON/OFF status of the H1 and H2 signals and confirm the EDM signal by referring to *Table D.13*.

If the ON/OFF status of the signals do not coincide with the display, the following must be considered: an error in the external device, disconnection of the external wiring, short circuit in the external wiring, or a failure in the drive. Find the cause and correct the problem.

- Confirm that the EDM signal is OFF while in normal operation.
- In normal operation, confirm the EDM signal by referring to *Table D.13*.

Appendix: E

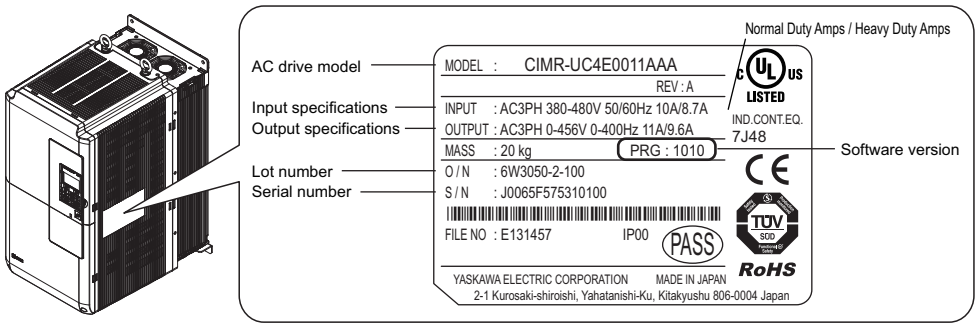
Quick Reference Sheet

This section provides tables to keep record of the drive specification, motor specification and drive settings. Fill in the data after commissioning the application and have them ready when contacting Yaskawa or a Yaskawa representative for technical assistance.

E.1 DRIVE AND MOTOR SPECIFICATIONS 614
E.2 BASIC PARAMETER SETTINGS. 615
E.3 USER SETTING TABLE 616

E.1 Drive and Motor Specifications

◆ Drive Specifications



Items	Value
Model	CIMR-U
Serial Number	
Software Version (PRG)	
Options used (Option cards, etc.)	

◆ Motor Specifications

■ Induction Motor

Items	Value	Items	Value
Manufacturer		**Motor Rated Current**	A
Model		**Motor Base Frequency**	Hz
Motor Rated Power	kW	**Number of Motor Poles**	
Motor Rated Voltage	V	**Motor Rated Speed (T1-07)**	min^{-1}

■ Permanent Magnet Motor

Items	Value	Items	Value
Manufacturer		**Induction Voltage Constant**	mVs/rad
Model		**Induction Voltage Constant**	$mV/(min^{-1})$
PM Motor Rated Power	kW	**PM Motor Rated Current**	A
PM Motor Rated Voltage	V	**PM Motor Base Frequency**	Hz
d-Axis Inductance	mH	**Number of PM Motor Poles**	
q-Axis Inductance	mH	**PM Motor Base Speed**	min^{-1}

■ Motor Speed Encoder (if used)

Items	Value	Items	Value
Manufacturer		**Resolution**	
Interface		–	–

E.2 Basic Parameter Settings

Use these tables to keep record of the most important parameters. Have these data available when contacting the technical support.

◆ Basic Setup

Item	Setting Value	Memo	Item	Setting Value	Memo
Control Mode	A1-02 =		Frequency Reference Source	b1-01 =	
Normal/Heavy Duty Selection	C6-01 =		Run Command Source	b1-02 =	

◆ V/f Pattern Setup

Item	Setting Value	Memo	Item	Setting Value	Memo
V/f Pattern Selection	E1-03 =		Middle Output Frequency	E1-07 =	
Max. Output Frequency	E1-04 =		Mid. Output Freq. Voltage	E1-08 =	
Maximum Voltage	E1-05 =		Min. Output Frequency	E1-09 =	
Base Frequency	E1-06 =		Min. Output Freq. Voltage	E1-10 =	

◆ Motor Setup

	Item	Setting Value	Memo	Item	Setting Value	Memo
Induction Motor	Motor Rated Current	E2-01 =		Number of Motor Poles	E2-04 =	
	Motor Rated Slip	E2-02 =		Line-to-Line Resistance	E2-05 =	
	Motor No-Load Current	E2-03 =		Motor Leakage Inductance	E2-06 =	
PM Motor	Motor Code Selection	E5-01 =		Motor d-Axis Inductance	E5-06 =	
	Motor Rated Power	E5-02 =		Motor q-Axis Inductance	E5-07 =	
	Motor Rated Current	E5-03 =		Induction Volt. Const.1	E5-09 =	
	Number of Motor Poles	E5-04 =		Encoder Z-pulse Offset	E5-11 =	
	Motor Stator Resistance	E5-05 =		Induction Volt. Const. 2	E5-24 =	

◆ Multi-Function Digital Inputs

Terminal	Input Used	Setting Value and Function Name	Memo	Terminal	Input Used	Setting Value and Function Name	Memo
S1		H1-01 =		S5		H1-05 =	
S2		H1-02 =		S6		H1-06 =	
S3		H1-03 =		S7		H1-07 =	
S4		H1-04 =		S8		H1-08 =	

◆ Pulse Train Input/Analog Inputs

Terminal	Input Used	Setting Value and Function Name	Memo
RP		H6-01 =	
A1		H3-02 =	
A2		H3-10 =	
A3		H3-06 =	

◆ Multi-Function Digital Outputs

Terminal	Output Used	Setting Value and Function Name	Memo
M1-M2		H2-01 =	
M3-M4		H2-02 =	
M5-M6		H2-03 =	

◆ Monitor Outputs

Terminal	Output Used	Setting Value and Function Name	Memo
FM		H4-01 =	
AM		H4-04 =	
MP		H6-06 =	

E.3 User Setting Table

Use the Verify Menu to see which parameters have been changed from their original default settings.

- The diamond below the parameter number indicates that the parameter setting can be changed during run.
- Parameter names in boldface type are included in the Setup Group of parameters which can be set by A1-06 = 0).

No.	Name	User Setting
A1-00◆	Language Selection	
A1-01◆	Access Level Selection	
A1-02	**Control Method Selection**	
A1-03	Initialize Parameters	
A1-04	Password	
A1-05	Password Setting	
A1-06	Application Preset	
A1-07	DriveWorksEZ Function Selection	
A2-01 to A2-32	User Parameters 1 to 32	
A2-33	User Parameter Automatic Selection	
b1-01	**Frequency Reference Selection 1**	
b1-02	**Run Command Selection 1**	
b1-03	**Stopping Method Selection**	
b1-04	Reverse Operation Selection	
b1-05	Action Selection below Minimum Output Frequency	
b1-06	Digital Input Reading	
b1-07	LOCAL/REMOTE Run Selection	
b1-08	Run Command Selection while in Programming Mode	
b1-14	Phase Order Selection	
b1-15	Frequency Reference Selection 2	
b1-16	Run Command Selection 2	
b1-17	Run Command at Power Up	
b1-21	Start Condition Selection at Closed Loop Vector Control	
b1-24	Commercial Power Switching Selection	
b1-25	Commercial Power Switching Output Frequency Non-coincidence Level	
b1-26	Commercial Power Switching Output Frequency Coincidence Level	
b1-36	Auto-Tuning Error Detection	
b2-01	DC Injection Braking Start Frequency	
b2-02	DC Injection Braking Current	
b2-03	DC Injection Braking Time at Start	
b2-04	DC Injection Braking Time at Stop	
b2-08	Magnetic Flux Compensation Value	
b3-01	Speed Search Selection at Start	
b3-03	Speed Search Deceleration Time	
b3-05	Speed Search Delay Time	
b3-06	Output Current 1 during Speed Search	
b3-08	Current Control Gain during Speed Search (Speed Estimation Type)	
b3-09	Current Control Integral Time during Speed Search (Speed Estimation Type)	
b3-10	Speed Search Detection Compensation Gain	
b3-12	Minimum Current Detection Level during Speed Search	
b3-14	Bi-Directional Speed Search Selection (Speed Estimation Type, Speed Estimation 2 Type, Current Detection 3 Type)	
b3-17	Speed Search Restart Current Level	
b3-18	Speed Search Restart Detection Time	
b3-19	Number of Speed Search Restarts	
b3-24	Speed Search Method Selection	
b3-25	Speed Search Wait Time	
b3-27	Start Speed Search Select	
b3-29	Speed Search Induced Voltage Level	
b3-31	Speed Search Operation Current Level 1 (Common)	
b3-32	Speed Search Operation Current Level 2 (Current Detection 2)	
b3-33	Speed Search Selection when Driving Instruction is Input in Uv	

No.	Name	User Setting
b3-50	Backspin Search Direction Judgment Time 1	
b3-51	Backspin Search Direction Judgment Time 2	
b3-52	Backspin Search Deceleration Time 1	
b3-53	Backspin Search Deceleration Time 2	
b3-59	PM Speed Search DC Injection Braking Time at Low Speed	
b4-01	Timer Function On-Delay Time	
b4-02	Timer Function Off-Delay Time	
b4-03	H2-01 ON Delay Time	
b4-04	H2-01 OFF Delay Time	
b4-05	H2-02 ON Delay Time	
b4-06	H2-02 OFF Delay Time	
b4-07	H2-03 ON Delay Time	
b4-08	H2-03 OFF Delay Time	
b5-01	PID Function Setting	
b5-02◆	Proportional Gain Setting (P)	
b5-03◆	Integral Time Setting (I)	
b5-04◆	Integral Limit Setting	
b5-05◆	Derivative Time (D)	
b5-06◆	PID Output Limit	
b5-07◆	PID Offset Adjustment	
b5-08◆	PID Primary Delay Time Constant	
b5-09	PID Output Level Selection	
b5-10◆	PID Output Gain Setting	
b5-11	PID Output Reverse Selection	
b5-12	PID Feedback Loss Detection Selection	
b5-13	PID Feedback Loss Detection Level	
b5-14	PID Feedback Loss Detection Time	
b5-15	PID Sleep Function Start Level	
b5-16	PID Sleep Delay Time	
b5-17	PID Accel/Decel Time	
b5-18	PID Setpoint Selection	
b5-19◆	PID Setpoint Value	
b5-20	PID Setpoint Scaling	
b5-34◆	PID Output Lower Limit	
b5-35◆	PID Input Limit	
b5-36	PID Feedback High Detection Level	
b5-37	PID Feedback High Detection Time	
b5-38	PID Setpoint User Display	
b5-39	PID Setpoint Display Digits	
b5-40	Frequency Reference Monitor Content during PID	
b5-47	PID Output Reverse Selection 2	
b6-01	Dwell Reference at Start	
b6-02	Dwell Time at Start	
b6-03	Dwell Reference at Stop	
b6-04	Dwell Time at Stop	
b7-01◆	Droop Control Gain	
b7-02◆	Droop Control Delay Time	
b7-03	Droop Control Limit Selection	
b8-01	Energy Saving Control Selection	
b8-02◆	Energy Saving Gain	
b8-03◆	Energy Saving Control Filter Time Constant	
b8-04	Energy Saving Coefficient Value	
b8-05	Power Detection Filter Time	
b8-06	Search Operation Voltage Limit	
b8-16	Energy Saving Parameter (Ki) for PM Motors	
b8-17	Energy Saving Parameter (Kt) for PM Motors	

No.	Name	User Setting
b8-27	q-Axis Current Compensation Method when Output Voltage is Limited	
b9-01	Zero Servo Gain	
b9-02	Zero Servo Completion Width	
C1-01◆	**Acceleration Time 1**	
C1-02◆	**Deceleration Time 1**	
C1-03◆	Acceleration Time 2	
C1-04◆	Deceleration Time 2	
C1-05◆	Acceleration Time 3 (Motor 2 Accel Time 1)	
C1-06◆	Deceleration Time 3 (Motor 2 Decel Time 1)	
C1-07◆	Acceleration Time 4 (Motor 2 Accel Time 2)	
C1-08◆	Deceleration Time 4 (Motor 2 Decel Time 2)	
C1-09◆	Fast-Stop Time	
C1-10	Accel/Decel Time Setting Units	
C1-11	Accel/Decel Time Switching Frequency	
C2-01	S-Curve Characteristic at Accel Start	
C2-02	S-Curve Characteristic at Accel End	
C2-03	S-Curve Characteristic at Decel Start	
C2-04	S-Curve Characteristic at Decel End	
C3-01◆	Slip Compensation Gain	
C3-02◆	Slip Compensation Primary Delay Time	
C3-03	Slip Compensation Limit	
C3-04	Slip Compensation Selection during Regeneration	
C3-05	Output Voltage Limit Operation Selection	
C3-21◆	Motor 2 Slip Compensation Gain	
C3-22◆	Motor 2 Slip Compensation Primary Delay Time	
C3-23	Motor 2 Slip Compensation Limit	
C3-24	Motor 2 Slip Compensation Selection during Regeneration	
C4-01◆	Torque Compensation Gain	
C4-02◆	Torque Compensation Primary Delay Time	
C4-03	Torque Compensation at Forward Start	
C4-04	Torque Compensation at Reverse Start	
C4-05	Torque Compensation Time Constant	
C4-07◆	Motor 2 Torque Compensation Gain	
C5-01◆	ASR Proportional Gain 1	
C5-02◆	ASR Integral Time 1	
C5-03◆	ASR Proportional Gain 2	
C5-04◆	ASR Integral Time 2	
C5-05	ASR Limit	
C5-06	ASR Primary Delay Time Constant	
C5-07	ASR Gain Switching Frequency	
C5-08	ASR Integral Limit	
C5-12	Integral Operation during Accel/Decel	
C5-17	Motor Inertia	
C5-18	Load Inertia Ratio	
C5-21◆	Motor 2 ASR Proportional Gain 1	
C5-22◆	Motor 2 ASR Integral Time 1	
C5-23◆	Motor 2 ASR Proportional Gain 2	
C5-24◆	Motor 2 ASR Integral Time 2	
C5-25	Motor 2 ASR Limit	
C5-26	Motor 2 ASR Primary Delay Time Constant	
C5-27	Motor 2 ASR Gain Switching Frequency	
C5-28	Motor 2 ASR Integral Limit	
C5-32	Integral Operation during Accel/Decel for Motor 2	
C5-37	Motor 2 Inertia	
C5-38	Motor 2 Load Inertia Ratio	
C6-01	**Drive Duty Selection**	
C6-02	**Carrier Frequency Selection**	
C6-03	Carrier Frequency Upper Limit	
C6-04	Carrier Frequency Lower Limit	
C6-05	Carrier Frequency Proportional Gain	
C6-09	Carrier Frequency during Rotational Auto-Tuning	
C7-43	Input Voltage Offset Adjustment	
C7-56	Power Factor Control Selection	
C7-60	Output Voltage Limit Mode Selection	

No.	Name	User Setting
d1-01◆	**Frequency Reference 1**	
d1-02◆	**Frequency Reference 2**	
d1-03◆	**Frequency Reference 3**	
d1-04◆	**Frequency Reference 4**	
d1-05◆	Frequency Reference 5	
d1-06 ◆	Frequency Reference 6	
d1-07◆	Frequency Reference 7	
d1-08◆	Frequency Reference 8	
d1-09 ◆	Frequency Reference 9	
d1-10◆	Frequency Reference 10	
d1-11◆	Frequency Reference 11	
d1-12◆	Frequency Reference 12	
d1-13◆	Frequency Reference 13	
d1-14◆	Frequency Reference 14	
d1-15◆	Frequency Reference 15	
d1-16◆	Frequency Reference 16	
d1-17◆	**Jog Frequency Reference**	
d2-01	Frequency Reference Upper Limit	
d2-02	Frequency Reference Lower Limit	
d2-03	Master Speed Reference Lower Limit	
d3-01	Jump Frequency 1	
d3-02	Jump Frequency 2	
d3-03	Jump Frequency 3	
d3-04	Jump Frequency Width	
d4-01	Frequency Reference Hold Function Selection	
d4-03◆	Frequency Reference Bias Step (Up/Down 2)	
d4-04◆	Frequency Reference Bias Accel/Decel (Up/Down 2)	
d4-05◆	Frequency Reference Bias Operation Mode Selection (Up/Down 2)	
d4-06	Frequency Reference Bias (Up/Down 2)	
d4-07◆	Analog Frequency Reference Fluctuation Limit (Up/Down 2)	
d4-08◆	Frequency Reference Bias Upper Limit (Up/Down 2)	
d4-09◆	Frequency Reference Bias Lower Limit (Up/Down 2)	
d4-10	Up/Down Frequency Reference Limit Selection	
d4-11	Bi-directional Output Selection	
d4-12	Stop Position Gain	
d5-01	Torque Control Selection	
d5-02	Torque Reference Delay Time	
d5-03	Speed Limit Selection	
d5-04	Speed Limit	
d5-05	Speed Limit Bias	
d5-06	Speed/Torque Control Switchover Time	
d5-08	Unidirectional Speed Limit Bias	
d6-01	Field Weakening Level	
d6-02	Field Weakening Frequency Limit	
d6-03	Field Forcing Selection	
d6-06	Field Forcing Limit	
d7-01◆	Offset Frequency 1	
d7-02◆	Offset Frequency 2	
d7-03◆	Offset Frequency 3	
E1-03	**V/f Pattern Selection**	
E1-04	**Maximum Output Frequency**	
E1-05	**Maximum Voltage**	
E1-06	**Base Frequency**	
E1-07	Middle Output Frequency	
E1-08	Middle Output Frequency Voltage	
E1-09	**Minimum Output Frequency**	
E1-10	Minimum Output Frequency Voltage	
E1-11	Middle Output Frequency 2	
E1-12	Middle Output Frequency Voltage 2	
E1-13	**Base Voltage**	
E1-22	Input Voltage Setting	
E2-01	**Motor Rated Current**	
E2-02	Motor Rated Slip	
E2-03	Motor No-Load Current	

No.	Name	User Setting
E2-04	**Number of Motor Poles**	
E2-05	Motor Line-to-Line Resistance	
E2-06	Motor Leakage Inductance	
E2-07	Motor Iron-Core Saturation Coefficient 1	
E2-08	Motor Iron-Core Saturation Coefficient 2	
E2-09	Motor Mechanical Loss	
E2-10	Motor Iron Loss for Torque Compensation	
E2-11	**Motor Rated Power**	
E3-01	Motor 2 Control Mode Selection	
E3-04	Motor 2 Maximum Output Frequency	
E3-05	Motor 2 Maximum Voltage	
E3-06	Motor 2 Base Frequency	
E3-07	Motor 2 Mid Output Frequency	
E3-08	Motor 2 Mid Output Frequency Voltage	
E3-09	Motor 2 Minimum Output Frequency	
E3-10	Motor 2 Minimum Output Frequency Voltage	
E3-11	Motor 2 Mid Output Frequency 2	
E3-12	Motor 2 Mid Output Frequency Voltage 2	
E3-13	Motor 2 Base Voltage	
E4-01	Motor 2 Rated Current	
E4-02	Motor 2 Rated Slip	
E4-03	Motor 2 Rated No-Load Current	
E4-04	Motor 2 Motor Poles	
E4-05	Motor 2 Line-to-Line Resistance	
E4-06	Motor 2 Leakage Inductance	
E4-07	Motor 2 Motor Iron-Core Saturation Coefficient 1	
E4-08	Motor 2 Motor Iron-Core Saturation Coefficient 2	
E4-09	Motor 2 Mechanical Loss	
E4-10	Motor 2 Iron Loss	
E4-11	Motor 2 Rated Power	
E5-01	Motor Code Selection (for PM Motors)	
E5-02	Motor Rated Power (for PM Motors)	
E5-03	Motor Rated Current (for PM Motors)	
E5-04	Number of Motor Poles (for PM Motors)	
E5-05	Motor Stator Resistance (for PM Motors)	
E5-06	Motor d-Axis Inductance (for PM Motors)	
E5-07	Motor q-Axis Inductance (for PM Motors)	
E5-09	Motor Induction Voltage Constant 1 (for PM Motors)	
E5-11	Encoder Z-pulse Offset (for PM Motors)	
E5-24	Motor Induction Voltage Constant 2 (for PM Motors)	
E5-25	Polarity Switch for Initial Polarity Estimation (for PM Motors)	
F1-01	PG 1 Pulses Per Revolution	
F1-02	Operation Selection at PG Open Circuit (PGo)	
F1-03	Operation Selection at Overspeed (oS)	
F1-04	Operation Selection at Speed Deviation (dEv)	
F1-05	PG 1 Rotation Selection	
F1-06	PG 1 Division Rate for PG Pulse Monitor	
F1-08	Overspeed Detection Level	
F1-09	Overspeed Detection Delay Time	
F1-10	Excessive Speed Deviation Detection Level	
F1-11	Excessive Speed Deviation Detection Delay Time	
F1-12	PG 1 Gear Teeth 1	
F1-13	PG 1 Gear Teeth 2	
F1-14	PG Open-Circuit Detection Time	
F1-18	dv3 Detection Selection	
F1-19	dv4 Detection Selection	
F1-20	PG Option Card Disconnect Detection 1	
F1-21	PG 1 Signal Selection	
F1-30	PG Option Card Port for Motor 2 Selection	
F1-31	PG 2 Pulses Per Revolution	
F1-32	PG 2 Rotation Selection	
F1-33	PG 2 Gear Teeth 1	
F1-34	PG 2 Gear Teeth 2	
F1-35	PG 2 Division Rate for PG Pulse Monitor	

No.	Name	User Setting
F1-36	PG Option Card Disconnect Detection 2	
F1-37	PG2 Signal Selection	
F1-50	Encoder Selection	
F1-51	PGoH Detection Level	
F1-52	Communication Speed of Serial Encoder Selection	
F2-01	Analog Input Option Card Operation Selection	
F2-02◆	Analog Input Option Card Gain	
F2-03◆	Analog Input Option Card Bias	
F3-01	Digital Input Option Card Input Selection	
F3-03	Digital Input Option DI-A3 Data Length Selection	
F4-01	Terminal V1 Monitor Selection	
F4-02◆	Terminal V1 Monitor Gain	
F4-03	Terminal V2 Monitor Selection	
F4-04◆	Terminal V2 Monitor Gain	
F4-05◆	Terminal V1 Monitor Bias	
F4-06◆	Terminal V2 Monitor Bias	
F4-07	Terminal V1 Signal Level	
F4-08	Terminal V2 Signal Level	
F5-01	Terminal P1-PC Output Selection	
F5-02	Terminal P2-PC Output Selection	
F5-03	Terminal P3-PC Output Selection	
F5-04	Terminal P4-PC Output Selection	
F5-05	Terminal P5-PC Output Selection	
F5-06	Terminal P6-PC Output Selection	
F5-07	Terminal M1-M2 Output Selection	
F5-08	Terminal M3-M4 Output Selection	
F5-09	DO-A3 Output Mode Selection	
F6-01	Communications Error Operation Selection	
F6-02	External Fault from Comm. Option Detection Selection	
F6-03	External Fault from Comm. Option Operation Selection	
F6-04	bUS Error Detection Time	
F6-06	Torque Reference/Torque Limit Selection from Comm. Option	
F6-07	Multi-Step Speed Enable/Disable Selection when NetRef/ComRef is Selected	
F6-08	Reset Communication Parameters	
F6-10	CC-Link Node Address	
F6-11	CC-Link Communications Speed	
F6-14	CC-Link bUS Error Auto Reset	
F6-20	MECHATROLINK Station Address	
F6-21	MECHATROLINK Frame Size	
F6-22	MECHATROLINK Link Speed	
F6-23	MECHATROLINK Monitor Selection (E)	
F6-24	MECHATROLINK Monitor Selection (F)	
F6-25	Operation Selection at MECHATROLINK Watchdog Timer Error (E5)	
F6-26	MECHATROLINK bUS Errors Detected	
F6-30	PROFIBUS-DP Node Address	
F6-31	PROFIBUS-DP Clear Mode Selection	
F6-32	PROFIBUS-DP Data Format Selection	
F6-35	CANopen Node ID Selection	
F6-36	CANopen Communication Speed	
F6-50	DeviceNet MAC Address	
F6-51	DeviceNet Communication Speed	
F6-52	DeviceNet PCA Setting	
F6-53	DeviceNet PPA Setting	
F6-54	DeviceNet Idle Mode Fault Detection	
F6-55	DeviceNet Baud Rate Monitor	
F6-56	DeviceNet Speed Scaling	
F6-57	DeviceNet Current Scaling	
F6-58	DeviceNet Torque Scaling	
F6-59	DeviceNet Power Scaling	
F6-60	DeviceNet Voltage Scaling	
F6-61	DeviceNet Time Scaling	
F6-62	DeviceNet Heartbeat Interval	
F6-63	DeviceNet Network MAC ID	

No.	Name	User Setting
F6-64 to F6-71	Reserved	
F7-01	IP Address 1	
F7-02	IP Address 2	
F7-03	IP Address 3	
F7-04	IP Address 4	
F7-05	Subnet Mask 1	
F7-06	Subnet Mask 2	
F7-07	Subnet Mask 3	
F7-08	Subnet Mask 4	
F7-09	Gateway Address 1	
F7-10	Gateway Address 2	
F7-11	Gateway Address 3	
F7-12	Gateway Address 4	
F7-13	Address Mode at Startup	
F7-14	Duplex Mode Selection	
F7-15	Communication Speed Selection	
F7-16	Communication Loss Time-out	
F7-17	EtherNet/IP Speed Scaling Factor	
F7-18	EtherNet/IP Current Scaling Factor	
F7-19	EtherNet/IP Torque Scaling Factor	
F7-20	EtherNet/IP Power Scaling Factor	
F7-21	EtherNet/IP Voltage Scaling Factor	
F7-22	EtherNet/IP Time Scaling	
F7-23 to F7-32	Dynamic Output Assembly Parameters	
F7-33 to F7-42	Dynamic Input Assembly Parameters	
H1-01	Multi-Function Digital Input Terminal S1 Function Selection	
H1-02	Multi-Function Digital Input Terminal S2 Function Selection	
H1-03	Multi-Function Digital Input Terminal S3 Function Selection	
H1-04	Multi-Function Digital Input Terminal S4 Function Selection	
H1-05	Multi-Function Digital Input Terminal S5 Function Selection	
H1-06	Multi-Function Digital Input Terminal S6 Function Selection	
H1-07	Multi-Function Digital Input Terminal S7 Function Selection	
H1-08	Multi-Function Digital Input Terminal S8 Function Selection	
H2-01	Terminal M1-M2 Function Selection (relay)	
H2-02	Terminal M3-M4 Function Selection (Relay)	
H2-03	Terminal M5-M6 Function Selection (Relay)	
H2-06	Power Consumption Output Unit Selection	
H2-07	Memobus Regs1 Address Select	
H2-08	Memobus Regs1 Bit Select	
H2-09	Memobus Regs2 Address Select	
H2-10	Memobus Regs2 Bit Select	
H3-01	Terminal A1 Signal Level Selection	
H3-02	Terminal A1 Function Selection	
H3-03◆	Terminal A1 Gain Setting	
H3-04◆	Terminal A1 Bias Setting	
H3-05	Terminal A3 Signal Level Selection	
H3-06	Terminal A3 Function Selection	
H3-07◆	Terminal A3 Gain Setting	
H3-08◆	Terminal A3 Bias Setting	
H3-09	Terminal A2 Signal Level Selection	
H3-10	Terminal A2 Function Selection	
H3-11◆	Terminal A2 Gain Setting	
H3-12◆	Terminal A2 Bias Setting	
H3-13	Analog Input Filter Time Constant	
H3-14	Analog Input Terminal Enable Selection	
H3-16	Terminal A1 Offset	
H3-17	Terminal A2 Offset	

No.	Name	User Setting
H3-18	Terminal A3 Offset	
H4-01	Multi-Function Analog Output Terminal FM Monitor Selection	
H4-02◆	**Multi-Function Analog Output Terminal FM Gain**	
H4-03◆	Multi-Function Analog Output Terminal FM Bias	
H4-04	Multi-Function Analog Output Terminal AM Monitor Selection	
H4-05◆	Multi-Function Analog Output Terminal AM Gain	
H4-06◆	Multi-Function Analog Output Terminal AM Bias	
H4-07	Multi-Function Analog Output Terminal FM Signal Level Selection	
H4-08	Multi-Function Analog Output Terminal AM Signal Level Selection	
H5-01	Drive Node Address	
H5-02	Communication Speed Selection	
H5-03	Communication Parity Selection	
H5-04	Stopping Method After Communication Error (CE)	
H5-05	Communication Fault Detection Selection	
H5-06	Drive Transmit Wait Time	
H5-07	RTS Control Selection	
H5-09	CE Detection Time	
H5-10	Unit Selection for MEMOBUS/Modbus Register 0025H	
H5-11	Communications ENTER Function Selection	
H5-12	Run Command Method Selection	
H5-17	Operation Selection when Unable to Write into EEPROM	
H5-18	Filter Time Constant for Motor Speed Monitoring	
H6-01	Pulse Train Input Terminal RP Function Selection	
H6-02◆	Pulse Train Input Scaling	
H6-03◆	Pulse Train Input Gain	
H6-04◆	Pulse Train Input Bias	
H6-05◆	Pulse Train Input Filter Time	
H6-06◆	Pulse Train Monitor Selection	
H6-07◆	Pulse Train Monitor Scaling	
H6-08	Pulse Train Input Minimum Frequency	
L1-01	**Motor Overload Protection Selection**	
L1-02	Motor Overload Protection Time	
L1-03	Motor Overheat Alarm Operation Selection (PTC input)	
L1-04	Motor Overheat Fault Operation Selection (PTC input)	
L1-05	Motor Temperature Input Filter Time (PTC input)	
L1-08	oL1 Current Lvl	
L1-09	oL1 Current Lvl (for 2nd motor)	
L1-13	Continuous Electrothermal Operation Selection	
L2-01	Momentary Power Loss Operation Selection	
L2-02	Momentary Power Loss Ride-Thru Time	
L2-03	Momentary Power Loss Minimum Baseblock Time	
L2-04	Momentary Power Loss Voltage Recovery Ramp Time	
L2-07	Momentary Power Loss Voltage Recovery Acceleration Time	
L2-13	Power Supply Frequency Fault Detection Gain	
L2-21	Low Input Voltage Detection Level	
L2-27	Power Supply Frequency Fault Detection Width	
L3-01	Stall Prevention Selection during Acceleration	
L3-02	Stall Prevention Level during Acceleration	
L3-03	Stall Prevention Limit during Acceleration	
L3-04	Stall Prevention Selection during Deceleration	
L3-05	Stall Prevention Selection during Run	
L3-06	Stall Prevention Level during Run	
L3-14	Stall Prevention Level during Deceleration	
L3-22	Deceleration Time at Stall Prevention during Acceleration	
L3-23	Automatic Reduction Selection for Stall Prevention during Run	
L3-27	Stall Prevention Detection Time	
L3-36	Vibration Suppression Gain during Acceleration (with Current Limit)	
L3-39	Current-limited Integral Time Constant during Acceleration	

No.	Name	User Setting
L3-40	Current-limited Maximum S-curve Selection during Acceleration	
L3-41	Vibration Suppression Gain during Deceleration (with Current Limit)	
L3-44	Current-limited Integral Time Constant during Deceleration	
L3-45	Current-limited Maximum S-curve Selection during Deceleration	
L4-01	Speed Agreement Detection Level	
L4-02	Speed Agreement Detection Width	
L4-03	Speed Agreement Detection Level (+/-)	
L4-04	Speed Agreement Detection Width (+/-)	
L4-05	Frequency Reference Loss Detection Selection	
L4-06	Frequency Reference at Reference Loss	
L4-07	Speed Agree Detection Selection	
L5-01	Number of Auto Restart Attempts	
L5-02	Auto Restart Fault Output Operation Selection	
L5-04	Fault Reset Interval Time	
L5-05	Fault Reset Operation Selection	
L6-01	Torque Detection Selection 1	
L6-02	Torque Detection Level 1	
L6-03	Torque Detection Time 1	
L6-04	Torque Detection Selection 2	
L6-05	Torque Detection Level 2	
L6-06	Torque Detection Time 2	
L6-08	Mechanical Weakening Detection Operation	
L6-09	Mechanical Weakening Detection Speed Level	
L6-10	Mechanical Weakening Detection Time	
L6-11	Mechanical Weakening Detection Start Time	
L7-01	Forward Torque Limit	
L7-02	Reverse Torque Limit	
L7-03	Forward Regenerative Torque Limit	
L7-04	Reverse Regenerative Torque Limit	
L7-06	Torque Limit Integral Time Constant	
L7-07	Torque Limit Control Method Selection during Accel/Decel	
L7-16	Torque Limit Process at Start	
L8-02	Overheat Alarm Level	
L8-07	Output Phase Loss Protection	
L8-09	Output Ground Fault Detection Selection	
L8-10	Heatsink Cooling Fan Operation Selection	
L8-11	Heatsink Cooling Fan Off Delay Time	
L8-12	Ambient Temperature Setting	
L8-15	oL2 Characteristics Selection at Low Speeds	
L8-18	Software Current Limit Selection	
L8-19	Frequency Reduction Rate during Overheat Pre-Alarm	
L8-27	Overcurrent Detection Gain	
L8-29	Current Unbalance Detection (LF2)	
L8-32	Cooling Fan Failure Selection	
L8-35	Installation Method Selection	
L8-38	Carrier Frequency Reduction Selection	
L8-40	Carrier Frequency Reduction Off-Delay Time	
L8-41	High Current Alarm Selection	
L8-93	LSo Detection Time at Low Speed	
L8-94	LSo Detection Level at Low Speed	
L8-95	Average LSo Frequency at Low Speed	
L9-03	Carrier Frequency Reduction Level Selection	
L9-12	SoH Alarm Selection during bb	
n1-01	Hunting Prevention Selection	
n1-02	Hunting Prevention Gain Setting	
n1-03	Hunting Prevention Time Constant	
n1-05	Hunting Prevention Gain while in Reverse	
n1-09	Vibration Suppression Level	
n1-10	Suppression Frequency	
n1-11	Suppression Auxiliary Frequency	
n1-12	Vibration Suppression Time Constant	

No.	Name	User Setting
n2-01	Speed Feedback Detection Control (AFR) Gain	
n2-02	Speed Feedback Detection Control (AFR) Time Constant 1	
n3-13	Overexcitation Deceleration Gain	
n5-01	Feed Forward Control Selection	
n5-02	Motor Acceleration Time	
n5-03	Feed Forward Control Gain	
n6-01	Online Tuning Selection	
n6-05	Online Tuning Gain	
n8-01	Initial Rotor Position Estimation Current	
n8-02	Pole Attraction Current	
n8-03	Current Startup Time	
n8-04	Pole Attraction Time	
n8-11	Induction Voltage Estimation Gain 2	
n8-14	Polarity Compensation Gain 3	
n8-15	Polarity Compensation Gain 4	
n8-21	Motor Ke Gain	
n8-35	Initial Rotor Position Detection Selection	
n8-36	High Frequency Injection Level	
n8-37	High Frequency Injection Amplitude	
n8-39	Low Pass Filter Cutoff Frequency for High Frequency Injection	
n8-41	HFI Overlap Pole Detection Pgain	
n8-45	Speed Feedback Detection Control Gain (for PM Motors)	
n8-47	Pull-In Current Compensation Time Constant (for PM Motors)	
n8-48	Pull-In Current (for PM Motors)	
n8-49	d-Axis Current for High Efficiency Control (for PM Motors)	
n8-51	Acceleration/Deceleration Pull-In Current (for PM Motors)	
n8-54	Voltage Error Compensation Time Constant	
n8-55	Load Inertia	
n8-57	High Frequency Injection	
n8-62	Output Voltage Limit (for PM Motors)	
n8-63	Output Voltage Limit Proportional Gain (for PM Motors)	
n8-64	Output Voltage Limit Integral Time (for PM Motors)	
n8-66	Output Voltage Limit Output Filter Time Constant (for PM Motors)	
n8-69	Speed Calculation Gain	
n8-72	Speed Estimation Method Selection	
n8-84	Polarity Judge Current	
o1-01◆	Drive Mode Unit Monitor Selection	
o1-02◆	User Monitor Selection After Power Up	
o1-03	Digital Operator Display Selection	
o1-04	V/f Pattern Display Unit	
o1-05◆	LCD Contrast Control	
o1-10	User-Set Display Units Maximum Value	
o1-11	User-Set Display Units Decimal Display	
o2-01	LO/RE (LOCAL/REMOTE) Key Function Selection	
o2-02	STOP Key Function Selection	
o2-03	User Parameter Default Value	
o2-04	Drive Model Selection	
o2-05	Frequency Reference Setting Method Selection	
o2-06	Operation Selection when Digital Operator is Disconnected	
o2-07	Motor Direction at Power Up when Using Operator	
o2-19	Selection of Parameter Write During UV	
o3-01	Copy Function Selection	
o3-02	Copy Allowed Selection	
o4-01	Cumulative Operation Time Setting	
o4-02	Cumulative Operation Time Selection	
o4-03	Cooling Fan Maintenance Operation Time Setting	
o4-05	Capacitor Maintenance Setting	
o4-07	DC Bus Pre-charge Relay Maintenance Setting	
o4-11	U2, U3 Initialize Selection	
o4-12	kWh Monitor Initialization	
o4-13	Number of Run Commands Counter Initialization	

No.	Name	User Setting
o4-19	Power Unit Price	
q1-01 to q6-07	DriveWorksEZ Parameters	
r1-01 to r1-40	DriveWorksEZ Connection Parameter 1 to 20 (upper/lower)	
T1-00	Motor 1/Motor 2 Selection	
T1-01	Auto-Tuning Mode Selection	
T1-02	Motor Rated Power	
T1-03	Motor Rated Voltage	
T1-04	Motor Rated Current	
T1-05	Motor Base Frequency	
T1-06	Number of Motor Poles	
T1-07	Motor Base Speed	
T1-08	PG Number of Pulses Per Revolution	
T1-09	Motor No-Load Current (Stationary Auto-Tuning)	
T1-10	Motor Rated Slip (Stationary Auto-Tuning)	
T1-11	Motor Iron Loss	
T2-01	PM Motor Auto-Tuning Mode Selection	
T2-02	PM Motor Code Selection	
T2-03	PM Motor Type	
T2-04	PM Motor Rated Power	
T2-05	PM Motor Rated Voltage	
T2-06	PM Motor Rated Current	
T2-07	PM Motor Base Frequency	
T2-08	Number of PM Motor Poles	
T2-09	PM Motor Base Speed	
T2-10	PM Motor Stator Resistance	
T2-11	PM Motor d-Axis Inductance	
T2-12	PM Motor q-Axis Inductance	
T2-13	Induced Voltage Constant Unit Selection	
T2-14	PM Motor Induced Voltage Constant (Ke)	
T2-15	Pull-In Current Level for PM Motor Tuning	
T2-16	PG Number of Pulses Per Revolution for PM Motor Tuning	
T2-17	Encoder Z-Pulse Offset	
T3-01	Inertia Tuning Frequency Reference	
T3-02	Inertia Tuning Reference Amplitude	
T3-03	Motor Inertia	
T3-04	ASR Response Frequency	

Index

Symbols

+V 91

Numerics

1800 min^{-1} Type Yaskawa SMRA Series SPM Motor Settings 531
24 V Control Power Supply Board Wiring 109
2-Wire Initialization 165
3-Wire Initialization 166
3-Wire Sequence 256
3-Wire Sequence Wiring Diagram 257
5th Most Recent Fault 517

A

A1 91
A1-02 (Motor 1 Control Mode) Dependent Parameters 522
A2 91
A2 Signal Selection 98
A3 91
A3 Analog/PTC Input Selection 98
AC 91, 92
Accel/Decel Time 339, 449
Accel/Decel Time Setting Units 206
Accel/Decel Time Switching Frequency 207
Acceleration Error 345, 369
Acceleration Time 205
Acceleration Time Pull-In Current 506
Acceleration/Deceleration Pull-In Current (for PM Motors) . . 321
Access Level Selection 158, 164
Action Selection below Minimum Output Frequency 175
Adjusted Slip Calculation Error 368
Adjusting the ASR Parameters 211
AEr 358
AFR 314
AFR Gain 336
AFR Time Constant 1 336
AI-A3 428
AI-A3 Settings 250
Alarm 345
ALARM (ALM) LED Displays 121
Alarm Outputs for Maintenance Monitors 390
Alarm Register 007FH Contents 569
Alarms and Errors 340
ALM LED Light 119
Altitude 48
AM 92
AM/FM Signal Selection 98
Ambient Temperature 48
Ambient Temperature and Installation Method Derating 453
Ambient Temperature Setting 308, 453, 502
Analog Filter Time Constant 339
Analog Frequency Reference Fluctuation Limit 226
Analog Frequency Reference Sample/Hold 262
Analog Input Card Settings 250
Analog Input Filter Time Constant 279
Analog Input Option Card Bias 250
Analog Input Option Card Gain 250
Analog Input Option Card Operation Selection 250
Analog Input Terminal Enable Selection 280
Analog Inputs / Pulse Train Input 91
Analog Monitor Card Settings 251
AO-A3 428
AO-A3 Settings 251
Aov 341, 346
Application Notes 20
Application Presets 135
Application Selection 135
Applications with Specialized Motors 25
ASR 211
ASR Gain Auto-Tuning 143
ASR Gain Switching Frequency 214
ASR Integral Limit 214
ASR Integral Time 213
ASR Limit 214
ASR Primary Delay Time Constant 214
ASR Proportional Gain 213
ASR Response Frequency 154
Attachment for External Heatsink 443
Auto Restart Fault Output Operation Selection 301
Auto Restart Operation Selection 501
Automatic Reduction Selection for Stall Prevention during Run 298, 499
Automatic Speed Regulator 211
Auto-Tuning 141, 144, 148
Auto-Tuning Codes 368
Auto-Tuning Error Displays 345
Auto-Tuning Errors 345
Auto-Tuning Fault Codes 146
Auto-Tuning Fault Detection 368
Auto-Tuning Fault Solutions 368
Auto-Tuning for Induction Motors 141
Auto-Tuning for Permanent Magnet Motors 142
Auto-Tuning Input Data 142, 143, 144
Auto-Tuning Interruption and Fault Codes 146
Auto-Tuning Mode Selection 149, 510
AUv 341, 343, 346
Average Pull-Out Frequency at Low Speed 311

B

Backing Up Parameter Values 158
Base Frequency 237
Base Voltage 237
Baseblock 343, 358
Baseblock Signal Input 343
Basic Auto-Tuning Preparations 144
Basic Start-up and Motor Tuning 129
bb 343, 358
Before Auto-Tuning the Drive 144
Bi-Directional Output Selection 227
Bi-Directional Speed Search Selection 186
Braking Torque 449
Broadcast Messages 567
bUS 341, 343, 346, 358
bUSy 358
Buzzing Sound from Motor at 2 kHz 381

C

Cable Length Between Drive and Motor 89
CALL 343, 359
Cannot Change Parameter Settings 376
Cannot Reset 343, 359
CANopen Parameters 255
Capacitor Maintenance 517
Capacitor Maintenance Setting 329, 509
Capacitor Maintenance Time 361
Carrier Frequency 216
Carrier Frequency and Current Derating 452
Carrier Frequency Derating 453
Carrier Frequency during Rotational Auto-Tuning 218

Carrier Frequency Lower Limit 218
Carrier Frequency Proportional Gain 218
Carrier Frequency Reduction 503
Carrier Frequency Reduction Off-Delay Time 311
Carrier Frequency Reduction Selection 310
Carrier Frequency Selection 217, 336, 337
Carrier Frequency Setting Error 344, 367
Carrier Frequency Upper Limit 218
CC-Link Parameters 255
CE 341, 343, 346, 359
CE Detection Time 551
CE Low Voltage Directive Compliance 583
CF 341, 346
Changing Parameter Settings or Values 125
Closed Loop Vector control 30
Closed Loop Vector Control for PM Motors 30
Coast to stop 173
Coast to Stop with Timer 174
Command Messages from Master to Drive 554
Communication Error 372
Communication Fault Detection Selection 551
Communication Option Card 253
Communication Option Card Reference 518
Communication Parity Selection 550
Communication Speed of Serial Encoder Selection 250
Communication Speed Selection 550
Communications Enter Function Selection 552
Communications Error Operation Selection 254
Communications Timing 554
Comparing Parameter Settings 373
Component Names 35
Compressor Application 137
Connected Machinery Vibrates When Motor Rotates 380
Connecting a Noise Filter 442
Connecting a Surge Absorber 442
Connecting Peripheral Devices 429
Connecting to a PC (USB) 103
Connection of a Motor PTC 290
Continuous Electrothermal Operation Selection 292
Control Circuit Error 341, 347
Control Circuit Input Terminals 91
Control Circuit Output Terminals 92
Control Circuit Overvoltage 342, 344, 355
Control Circuit Terminal Arrangement 93
Control Circuit Terminal Block Functions 91
Control Circuit Undervoltage 344, 364
Control Circuit Undervoltage Fault 342, 357
Control Circuit Voltage 513
Control Circuit Wiring 91
Control Fault 341, 346
Control I/O Connections 98
Control Method Selection 165
Control Method Selection Error 366
Control Mode 165, 513
Control Mode Dependent Parameter Default Values 522
Control Mode Mismatch 372
Control Mode Selection 30
Control Modes and their Features 30
Control Monitors 521
Control Power Supply Undervoltage 342
Control Power Supply Voltage Fault 357
Conveyor Application 136
Cooling Fan Maintenance 517
Cooling Fan Maintenance Setting (Operation Time) 509
Cooling Fan Maintenance Time 361
Cooling Fan Operation Time 517
Cooling Fan Operation Time Setting 328
CoPy 372
Copy Allowed Selection 328
Copy Errors 345
Copy Function 159, 327
Copy Function Errors 340
Copy Function Selection 327
Copy Unit Error 372
CopyUnitManager 159
CPEr 372
CPF06 347
CPF11 to CPF14 347
CPF20 341
CPF21 341
CPF22 341
CPF23 341
CPF24 341
CPF25 . . . . . 341, 347
CPyE 372
CRC-16 556
CRC-16 Checksum Calculation Example 556
CrST 343, 359
CSEr 372
Cumulative Operation Time 517
Cumulative Operation Time at 5th Most Recent Fault 517
Cumulative Operation Time at Most Recent Fault 517
Cumulative Operation Time at Previous Fault 516
Cumulative Operation Time Selection 328, 509
Cumulative Operation Time Setting 328, 509
Current Alarm 343, 361
Current Detection Error 345, 370
Current Fault 516
Current Imbalance 341
Current Unbalance Detection (LF2) 310, 503
Current-limited Integral Time Constant during Acceleration . 299
Current-limited Integral Time Constant during Deceleration . 299
Current-limited Maximum S-curve Selection during Acceleration 299
Current-limited Maximum S-curve Selection during Deceleration 299
Cyclic Redundancy Check 556

D

D Control 191
d References 471
Daily Inspection 386
Damping Resistor Overheat 341, 343, 347
d-Axis ACR Output 519
d-Axis Current for High Efficiency Control (for PM Motors) . 320
DC Bus Pre-Charge Relay Maintenance Setting 329
DC Bus Voltage 513
DC Bus Voltage at Previous Fault 516
DC Injection Braking 379
DC Injection Braking at Stop 380
DC Injection Braking Current 180, 380
DC Injection Braking Input Timing Diagram 264
DC Injection Braking Start Frequency 180
DC Injection Braking Time at Start 181
DC Injection Braking Time at Stop 181
DC Injection Braking to Stop 173
Deceleration Time 205
Deceleration Time at Stall Prevention during Acceleration 298, 499
Defaults by Drive Model Selection (o2-04) and ND/HD (C6-01) 526
Delay Timers 190
Derivative Time (D) 194
dEv 341, 343, 347, 359

DeviceNet Parameters 255
dFPS 372
DI-A3 428
DI-A3 Settings 251
Diagnosing and Resetting Faults 374
Digital Input Card Settings 251
Digital Input Option Card Input Selection 251
Digital Input Option DI-A3 Data Length Selection 251
Digital Input Reading 177
Digital Input Sink / Source / External Power Supply Selection 99
Digital Operator 119
Digital Operator Dimensions 53
Digital Operator Display 611
Digital Operator Display Selection 324, 508
Digital Operator Installation Methods and Required Tools 54
Digital Operator Keypad Functions 325
Digital Operator Menu and Screen Structure 122
Digital Operator Remote Installation 53
Digital Operator Remote Usage 53
Digital Output Card Settings 253
Digital Output Option Card Terminal Function Selection 253
DIP Switch S1 98
DIP Switch S1 Settings 102
DIP Switch S2 98
DIP Switch S4 98
DIP Switch S4 Settings 102
Disabling and Enabling the Drive Output 610
DM- 92
DM+ 92
dnE 343, 359
DO-A3 428
DO-A3 Output Mode Selection 253
DO-A3 Settings 253
doH 341, 343, 347
Drive Derating Data 452
Drive Disabled 343, 359
Drive Does Not Allow Selection of Rotational Auto-Tuning 378
Drive Duty Mode Selection 216
Drive Mode 123, 124
Drive Mode Unit Monitor Selection 324, 507
Drive Model Mismatch 372
Drive Model Selection 326
Drive Models and Types 56
Drive Motor Overload Protection 606
Drive Operation Status at Previous Fault 516
Drive Overheat 343
Drive Overload 342, 354
Drive Ready 113
Drive Replacement 421
Drive Short-Circuit Rating 606
Drive Slave Address 550
Drive Specifications 449
Drive Standard Connection Diagram 67, 69, 584
Drive Status 514
Drive Transmit Wait Time 551
Drive Unit Setting Error 344
Drive Watt Loss Data 451
Drive/kVA Selection 508
DriveWizard Plus 159, 428
DriveWorksEZ 428
DriveWorksEZ Connection Parameters 330
DriveWorksEZ Custom Monitor 1 to 10 521
DriveWorksEZ Fault 348
DriveWorksEZ Function Selection 169
DriveWorksEZ Monitors 332
DriveWorksEZ Parameters 330
Droop Control 201
Droop Control Delay Time 202
Droop Control Gain 201
Droop Control Limit Selection 202
During commercial power operation 275
During Frequency Output Time Chart 274
During Run 2, Motor Switch Command Input 344
During Run Time Chart 267
dv1 347
dv2 348
dv3 348
dv3 Detection Selection 249
dv4 348
dv4 Detection Selection 249
dv7 348
dWAL 343, 348
Dwell Function 200, 339
Dwell Reference at Start 201
Dwell Reference at Stop 201
Dwell Time at Start 201
Dwell Time at Stop 201
DWEZ Connection Parameters 509
DWEZ Version Control Monitor 1 to 3 521
dWF1 348
dWFL 348

E

E (G) 91
E3-01 (Motor 2 Control Mode) Dependent Parameters 524
EEPROM Write Error 341, 349
EF 343, 360
EF0 . . . . . .341, 349, 360
EF1 . . . . . .349, 360
EF1 to EF7 . . . . . .341, 343
EF2 . . . . . .349, 360
EF3 . . . . . .349, 360
EF4 . . . . . .349, 360
EF5 . . . . . .349, 360
EF6 . . . . . .349, 360
EF7 . . . . . .349, 360
EF8 . . . . . .349, 360
Electrical Installation 63
EMC Filter and Drive Installation for CE Compliance 587
EMC Filter Installation 586
EMC Guidelines Compliance 586
Enclosure Types 34
Encoder Selection 249
Encoder Z-Pulse Offset 153, 246
End 372
End1 . . . . . .345, 368
End2 . . . . . .345, 368
End3 . . . . . .345, 368
End4 368
End5 368
End6 368
End7 368
Energy Saving 202
Energy Saving Coefficient Value 202
Energy Saving Control Filter Time Constant 202
Energy Saving Control Selection 202
Energy Saving Gain 202
Enter Command 570
Enter command necessary 552
Enter command not necessary 552
Enter Command Types 570
Enter Data from the Motor Nameplate 147

Entering the "Safe Torque Off" State 610
Er-01 . . . . . 345, 368
Er-02 . . . . . 345, 369
Er-03 . . . . . 345, 369
Er-04 . . . . . 345, 369
Er-05 . . . . . 345, 369
Er-08 . . . . . 345, 369
Er-09 . . . . . 345, 369
Er-10 369
Er-11 . . . . . 345, 370
Er-12 . . . . . 345, 370
Er-13 370
Er-14 370
Er-15 370
Er-16 370
Er-17 370
Er-18 370
Er-19 370
Er-20 370
Er-21 371
Er-25 371
Err 341, 349
Error Reading Data 373
Error Writing Data 372
Errors and Displays When Using the Copy Function. 345
European Standards 576
Excessive Motor Oscillation and Erratic Rotation 379
Excessive PID Feedback 341, 343, 349, 360
Excessive Speed Deviation Detection Delay Time 248
Excessive Speed Deviation Detection Level 248
Excessive V/f Setting 345, 368
Exhaust Fan Application. 136
Exterior and Mounting Dimensions 56
External 24 Vdc Power Supply 99
External Digital Operator Connection Fault. 355
External Fault 349, 360
External Fault (input terminal S1 to S7). 341, 343
External Fault from Comm. Option Detection Selection 254
External Fault from Comm. Option Operation Selection. 254
External Interlock 113

F

Fast Stop Sequence. 261
Fast Stop Time 206
Fault Causes and Solutions. 346
Fault Detection 346
Fault Displays. 341, 342, 346
Fault History. 331, 374, 517
Fault Relay 92
Fault Reset Interval Time 301, 501
Fault Reset Methods 375
Fault Reset Operation Selection 301, 501
Fault Restart 301
Fault Trace 331, 374, 516
Fault Trace / History Register Contents 568
Fault Trace Example. 374
Faults 340, 341
FbH. 341, 343, 349, 360
FbL 341, 343, 349, 360
Fdv 341, 343, 350, 361
Feed Forward Control. 315
Feed Forward Control Diagram 315
Feed Forward Control Gain 316
Feed Forward Control Selection. 316
Ferrule Dimensions 94
Ferrule Terminal Types and Sizes. 94
Ferrule-Type Wire Terminals 94
Field Forcing 232
Field Forcing Limit 232
Field Forcing Selection 232
Field Weakening. 232
Field Weakening Frequency Limit. 232
Field Weakening Level. 232
Fine-Tuning Advanced Open Loop Vector Control for PM Motors 338
Fine-Tuning Closed Loop Vector Control 337
Fine-Tuning Closed Loop Vector Control for PM Motors. . . . 338
Fine-Tuning Open Loop Vector Control 336
Fine-Tuning Open Loop Vector Control for PM Motors 337
Fine-Tuning V/f Control and V/f Control with PG 336
FJOG/RJOG Operation 260
FM 92
Formula to calculate the amount of voltage drop. 83
Forward Regenerative Torque Limit 306, 502
Forward Torque Limit 306, 502
Forward/Reverse Run Command Input Error 360
Frequency Accuracy (Temperature Fluctuation) 449
Frequency Control Range. 449
Frequency Detection 1 Time Chart 268
Frequency Detection 2 Time Chart 269
Frequency Detection 3 Example with a Positive L3-04 Value. 272
Frequency Detection 4 Example with Positive L3-04 Value. 272
Frequency Reduction Rate during Overheat Pre-Alarm. 309, 503
Frequency Reference 220, 512
Frequency Reference at Previous Fault 516
Frequency Reference at Reference Loss 300, 500
Frequency Reference Bias 226
Frequency Reference Bias (Up/Down 2). 520
Frequency Reference Bias Accel/Decel 225
Frequency Reference Bias Lower Limit 227
Frequency Reference Bias Operation Mode Selection 226
Frequency Reference Bias Step 225
Frequency Reference Bias Upper Limit. 226
Frequency Reference from MEMOBUS/Modbus Comm.. . . . 518
Frequency Reference Hold. 223
Frequency Reference Hold Function Selection 223
Frequency Reference Loss Detection Selection. 300, 500
Frequency Reference Lower Limit 222
Frequency Reference Monitor Content During PID 199
Frequency Reference Selection 459
Frequency Reference Selection 1. . . . . 170, 377
Frequency Reference Selection 2. 178
Frequency Reference Setting / Decimal Display 508
Frequency Reference Setting and User-Set Display 508
Frequency Reference Setting Hierarchy 220
Frequency Reference Setting Method Selection 326, 508
Frequency Reference Source Selection 518
Frequency Reference Upper Limit. 222
Frequency Setting Resolution 449
Frequency Setting Signal 449
Function Code 555
Function Key (F1, F2) 119
Function Key 1 (F1). 120
Function Key 2 (F2). 120
Functions for Terminals S1 to S8. 256

G

General Safety Information 17
GF. 341, 350
Ground Fault 341, 350
Ground Wiring 90

H

H1 91
H1 Multi-Function Digital Input Selections 486
H1/H2 Sink/Source Selection 98
H2 91
H3 Multi-Function Analog Input Settings 494
Harmonic Filter
Module 31, 41, 62, 75, 81, 88, 391, 392, 600, 605
Hbb 343, 361
HbbF 343, 361
HC 91
HCA 343, 361
HD 217
Heatsink Cooling Fan Off-Delay Time 308
Heatsink Cooling Fan Operation Delay Time 502
Heatsink Cooling Fan Operation Selection 308, 502
Heatsink Overheat 342, 343, 353, 362
Heatsink Overheat Warning 362
Heatsink Temperature 517
Heavy Duty 217, 446
Heavy Duty Ratings 446
High Current Alarm Selection 311
High Frequency Injection 321
High Frequency Injection Amplitude 319
High Frequency Injection Level 319
High Performance Operation Using OLV or CLV 131
Hoist Application 137
Horizontal Suspension 50
Humidity 48
Hunting Prevention 313
Hunting Prevention Gain 336
Hunting Prevention Gain Setting 313, 504
Hunting Prevention Gain while in Reverse 313, 504
Hunting Prevention Selection 313, 504
Hunting Prevention Time Constant 313, 504
HVAC Fan Application 136

I

I Control 191
iFEr 372
IG 92
Incorrect Input Voltage Adjustment 344, 367
Induced Noise 442
Induced Voltage Constant Unit Selection 153
Induction Voltage Error 370
Inertia Detection Error 370
Inertia Tuning 143
Inertia Tuning Frequency Reference 154
Inertia Tuning Reference Amplitude 154
Initial Operation 129
Initial Rotor Position Detection Selection 319
Initial Rotor Position Estimation Current 317
Initialization 164
Initialization required 365
Initialize Parameters 158, 165
Input Power Frequency Fault Detection Gain 293
Input Pulse Monitor 514
Input Terminal Status 513
Input Terminal Status at Previous Fault 516
Input Terminals 128
Input Voltage Offset Adjustment 218
Input Voltage Setting 238
Inrush Prevention Circuit Fault 357
Inrush Prevention Relay Maintenance Setting 509
Inspection 386, 387
install 50
Installation Environment 48
Installation Method Selection 310
Installation Orientation 49
Installation Orientation and Spacing 49
Installation Spacing 49
Installing a Leakage Breaker 441
Installing a Magnetic Contactor 442
Installing a Molded Case Circuit Breaker (MCCB) 441
Installing a Motor Thermal Overload (oL) Relay on the
Drive Output 443
Installing Peripheral Devices 441
Insulation Barrier 82
Insulation Cap 82
Integral Limit Setting 194
Integral Operation during Accel/Decel 215
Integral Operation during Accel/Decel for Motor 2 216
Integral Time Setting (I) 194
Interlock Circuit Example 113
Internal Resistance Fault 342, 356
Inversion Detection 348
Inversion Prevention Detection 348
IP00 57
IP20/UL Type 1 60

J

Jog Frequency Reference 220
Jump Frequency 222, 339
Jump Frequency Width 222
Jumper S3 98
Jumper S5 98
Jumper S5 Settings 102

K

Keys and Displays on the Digital Operator 119
kWh Monitor Initial Value Selection 509
kWh Monitor Initialization 329

L

L Protection Function 498
L2 294
Language Selection 164
LCD Display 120
LCD Operator 428
Leakage Inductance Alarm 368
Leakage Inductance Error 370
LED Check 517
LF 341, 350
LF2 . . . . . .341, 350
Line-to-Line Motor Resistance Online Tuning 505
Line-to-Line Resistance Error 345, 369
LO/RE 121, 128, 155
LO/RE (LOCAL/REMOTE) Key Function Selection 325
LO/RE LED 121
LO/RE Light 119
Load Current 506
Load Falls When Brake is Applied 379
Load Inertia 321, 507
Load Inertia Ratio 215
LOCAL 128
LOCAL/REMOTE Key Function Selection 508
LOCAL/REMOTE Run Selection 177
Locations of Jumpers and Switches on the Terminal Board 98
Loopback Test 557
Loss of Reference Function 300
Low Input Voltage Detection Level 294
Low Voltage Wiring 606
Low Voltage Wiring for Control Circuit Terminals 606
LSo 341, 351
LT-1 361

LT-2. 361
LT-3. 362

M

M1. 92
M2. 92
M3. 92
M4. 92
M5. 92
M6. 92
MA 92
Magnetic Flux Compensation Value. 181
Main Circuit Connection Diagram 71, 90
Main Circuit Protective Cover 82
Main Circuit Terminal and Motor Wiring 89
Main Circuit Terminal Functions 81
Main Circuit Terminal Wiring 90
Main Circuit Wiring 81
Maintenance 389, 390
Maintenance Alarms 390
Maintenance Monitor Settings 328
Maintenance Monitors 331, 517
Master Speed Reference Lower Limit 222
Maximum Output Frequency 237
Maximum Voltage 237
MB 92
MC 92
Mechanical Installation 45
Mechanical Weakening Detection 303
Mechanical Weakening Detection 1 . . . . . 342, 344, 354, 362
Mechanical Weakening Detection 2 356
Mechanical Weakening Detection Operation 304, 501
Mechanical Weakening Detection Speed Level 304, 501
Mechanical Weakening Detection Start Time 304, 501
Mechanical Weakening Detection Time. 304, 501
MECHATROLINK Parameters 255
MEMOBUS/Modbus Comm. Test Mode Complete 363
MEMOBUS/Modbus Communication. 92
MEMOBUS/Modbus Communication Error 341, 343, 346, 359
MEMOBUS/Modbus Communication Test Mode Error 363
MEMOBUS/Modbus Communications 545
MEMOBUS/Modbus Communications Reference 518
MEMOBUS/Modbus Data Table 559
MEMOBUS/Modbus Error Code. 514
MEMOBUS/Modbus Error Codes 571
MEMOBUS/Modbus Setup Parameters. 550
MEMOBUS/Modbus Specifications 547
MEMOBUS/Modbus Switch Settings 100, 104
MEMOBUS/Modbus Termination 104
MEMOBUS/Modbus Test Mode Complete 344
Menu Structure for Digital Operator 122
Message Format 555
Mid Output Voltage A. 336, 337
Middle Output Frequency. 237
Middle Output Frequency 2 237
Middle Output Frequency Voltage 237
Middle Output Frequency Voltage 2 237
Minimum Output Frequency 237
Minimum Output Frequency Voltage 237
Minimum Output Voltage. 336, 337
Minimum Wait Time for Sending Messages 554
Minor Alarms 343
Minor Fault. 369
Minor Fault and Alarm Displays 343
Minor Faults 343
Minor Faults and Alarms 340, 343
Model Number and Nameplate Check 31
Model, Voltage Class, Capacity Mismatch 372
Modes. 123
Momentary Overcurrent Protection 449
Momentary Power Loss Minimum Baseblock Time 293, 498
Momentary Power Loss Operation Selection. 292, 498
Momentary Power Loss Ride-Thru 292, 449
Momentary Power Loss Ride-Thru Time 293, 498
Momentary Power Loss Voltage Recovery Acceleration Time 293, 499
Momentary Power Loss Voltage Recovery Ramp Time 293, 498
Monitor Output. 92
Monitor Parameters 331, 512
Most Recent Fault 517
Motor 1 Parameters 238
Motor 1/Motor 2 Selection. 148
Motor 2 ASR Gain Switching Frequency 216
Motor 2 ASR Integral Limit. 216
Motor 2 ASR Integral Time 215
Motor 2 ASR Limit 215
Motor 2 ASR Primary Delay Time Constant 215
Motor 2 ASR Proportional Gain 215
Motor 2 Base Frequency 242
Motor 2 Base Voltage. 242
Motor 2 Control Mode Selection 241
Motor 2 Inertia 216
Motor 2 Iron Loss. 244
Motor 2 Leakage Inductance 243
Motor 2 Line-to-Line Resistance 243
Motor 2 Load Inertia Ratio. 216
Motor 2 Max Output Frequency. 242
Motor 2 Max Voltage 242
Motor 2 Mechanical Loss. 244
Motor 2 Mid Output Frequency 242
Motor 2 Mid Output Frequency 2 242
Motor 2 Mid Output Frequency Voltage 242
Motor 2 Mid Output Frequency Voltage 2 242
Motor 2 Minimum Output Frequency 242
Motor 2 Minimum Output Frequency Voltage. 242
Motor 2 Motor Iron-Core Saturation Coefficient 1 243
Motor 2 Motor Iron-Core Saturation Coefficient 2 244
Motor 2 Motor Poles 243
Motor 2 Parameters 242
Motor 2 Rated Current 242
Motor 2 Rated No-Load Current 243
Motor 2 Rated Power 244
Motor 2 Rated Slip 243
Motor 2 Slip Compensation Gain 209
Motor 2 Slip Compensation Limit 209
Motor 2 Slip Compensation Primary Delay Time 209
Motor 2 Slip Compensation Selection during Regeneration. 209
Motor 2 Torque Compensation Gain 211
Motor Acceleration Time 316
Motor Base Frequency 147, 149, 510
Motor Base Speed 150, 510
Motor Code Selection (for PM Motors). 244, 531
Motor Data Error 345, 368
Motor d-Axis Current at Previous Fault. 516
Motor d-Axis Inductance (for PM Motors) 245
Motor Direction at Power Up when Using Operator 327, 508
Motor Direction Error 369
Motor Does Not Rotate 377
Motor Excitation Current (Id) 519
Motor Feedback Resolver Interface 428
Motor Hunting and Oscillation Control Parameters 339

Motor Induction Voltage Constant 1 (for PM Motors). 246
Motor Induction Voltage Constant 2 (for PM Motors). 246
Motor Inertia 154, 215
Motor Iron Core Saturation Coefficient Error 345
Motor Iron Loss 150, 510
Motor Iron Loss for Torque Compensation 240
Motor Iron-Core Saturation Coefficient. 368
Motor Iron-Core Saturation Coefficient 1 240
Motor Iron-Core Saturation Coefficient 2 240
Motor is Too Hot 378
Motor Leakage Inductance. 239
Motor Line-to-Line Resistance 239
Motor Mechanical Loss 240
Motor No-Load Current 150, 239
Motor Overheat 343, 362
Motor Overheat 1 (PTC input). 342
Motor Overheat 2 (PTC input). 342
Motor Overheat Alarm (PTC Input). 353
Motor Overheat Alarm Operation Selection 291, 498
Motor Overheat Fault (PTC Input). 353
Motor Overheat Fault Operation Selection 291, 498
Motor Overload 342, 354
Motor Overload Estimate (oL1). 518
Motor Overload Protection Selection. 287, 498, 606
Motor Overload Protection Time 289, 498, 607
Motor Parameters 234
Motor Performance Fine-Tuning 336
Motor PG Feedback Line Driver Interface 428
Motor PG Feedback Open Collector Interface. 428
Motor Poles 147
Motor Produces Insufficient Torque. 380
Motor Protection 287
Motor Protection Function 354
Motor Protection Using a Positive Temperature Coefficient 290
Motor PTC Characteristics. 291
Motor q-Axis Current at Previous Fault. 516
Motor q-Axis Inductance (for PM Motors) 245
Motor Rated Current 147, 149, 238, 245, 510, 606
Motor Rated Power 149, 240, 245, 510
Motor Rated Slip 150, 238
Motor Rated Voltage 147, 149, 510
Motor Rotates After the Drive Output is Shut Off. 380
Motor Rotates Faster Than the Frequency Reference 379
Motor Rotates in One Direction Only 378
Motor Secondary Current (Iq) 519
Motor Selection 261
Motor Selection 1/2 510
Motor Speed. 513
Motor Speed at Previous Fault. 516
Motor Speed Error 345
Motor Speed Error 2. 370
Motor Speed Fault 370
Motor Stalls During Acceleration or With Large Loads 378
Motor Stator Resistance (for PM Motors) 245
Motor Switch during Run. 363
Motor Temperature Input Filter Time 291, 498
Motor Wiring 89
MP 92
Multi-Function Analog Input Selection Error 344, 366
Multi-Function Analog Input Terminal Settings 280
Multi-Function Analog Inputs 277
Multi-Function Analog Output Terminal AM Bias 283
Multi-Function Analog Output Terminal AM Gain 283
Multi-Function Analog Output Terminal AM Monitor Selection. 283
Multi-Function Analog Output Terminal AM Signal Level Selection. 284
Multi-Function Analog Output Terminal FM Bias 283
Multi-Function Analog Output Terminal FM Gain 283
Multi-Function Analog Output Terminal FM Monitor Selection. 283
Multi-Function Analog Output Terminal FM Signal Level Selection. 284
Multi-Function Analog Outputs. 282
Multi-Function Digital Input Terminal Settings 256
Multi-Function Digital Inputs 91, 256
Multi-Function Digital Output. 92
Multi-Function Digital Output Terminal Settings 266
Multi-Function Digital Outputs 266
Multi-Function Input Selection Error 365
Multi-Function Input Setting Error 344
Multiple Drive Wiring 90
Multi-Step Speed Selection 220

N

n Advanced Performance Set Up 504
Nameplate 31
Navigating the Drive and Programming Modes 123
ND 217
ndAT. 372
NetRef/ComRef Function Selection 254
Network Termination 549
Noise From the Drive or Output Lines When the Drive is Powered On 379
No-Load Current Alarm. 368
No-Load Current Error. 345, 369
No-Load Operation 155
No-Load Operation Test Run. 155
Normal Duty 217, 446
Normal Duty Ratings. 446
Notes on Controlling the Brake when Using the Hoist Application Preset 138
Notes on Inertia Tuning and ASR Gain Auto-Tuning 146
Notes on Motor Operation 24
Notes on Rotational Auto-Tuning 144
Notes on Stationary Auto-Tuning 145
nSE. 341
Number of Auto Restart Attempts 301, 501
Number of Motor Poles 149, 239, 245, 510
Number of PM Motor Poles. 152
Number of Run Commands 517
Number of Run Commands Counter Initialization 329
Number of Speed Search Restarts 186

O

oC. 341, 351
oFA00. . . . . .341, 351
oFA01. . . . . .341, 352
oFA03 to oFA06. 352
oFA10. 352
oFA11. 352
oFA12 to oFA17. 352
oFA30 to oFA43. . . . . .341, 352
oFb00 352
oFb01 352
oFb02 352
oFb03 to oFb11 352
oFb12 to oFb17 352
oFC00. 352
oFC01. 352
oFC02. 353
oFC03 to oFC11. 353
oFC12 to oFC17. 353
Offset Frequency 233, 520

oH 342, 343, 353, 362
oH1 . . . . . 342, 353
oH2 . . . . . 343, 362
oH3 . . . . . 342, 343, 353, 362
oH4 . . . . . 342, 353
oL1 . . . . . 342, 354
oL2 . . . . . 342, 354, 381
oL2 Characteristics Selection at Low Speeds 309, 502
oL3 . . . . . 342, 343, 354, 362
oL4 . . . . . 342, 343, 354, 362
oL5 . . . . . 342, 344, 354, 362
Online Tuning Gain 317
Online Tuning Selection 317
oPE 365
oPE Fault Parameter 365, 514
oPE01 . . . . . 344, 365
oPE02 . . . . . 344, 365
oPE03 . . . . . 344, 365
oPE04 . . . . . 344, 365
oPE05 . . . . . 344, 366
oPE06 . . . . . 344, 366
oPE07 . . . . . 344, 366
oPE08 . . . . . 344, 366
oPE09 . . . . . 344, 366
oPE10 . . . . . 344, 366
oPE11 . . . . . 344, 367
oPE13 . . . . . 344, 367
oPE15 . . . . . 344, 367
oPE18 . . . . . 344, 367
oPE20 . . . . . 344, 367
oPE30 . . . . . 344, 367
Open Loop Vector Control 30, 337, 346, 379, 380
Open Loop Vector Control for IPM Motors 30
Open Loop Vector Control for PM Motors 30
Open Loop Vector Control Mode Tuning 336
Open Loop Vector Control Mode Tuning Parameters 336, 337, 338
Open Loop Vector Control Mode Tuning Parameters . . . 337, 338
Operating with the Load Connected 157
Operation Error Displays 344
Operation Errors 340, 344
Operation Selection at Deviation (dEv) 248
Operation Selection at Overspeed (oS) 247
Operation Selection at PG Open Circuit (PGo) 247
Operation Selection when Digital Operator is Disconnected 327, 508
Operation Status Monitors 331, 332, 512, 519
Operation with Permanent Magnet Motors 132
Operator Connection Fault 342
Operator Programming Errors 365
Operator Related Parameters 507
Operator Related Settings 324
oPr 342, 355
Option Card Communications Error 343
Option Card Connection Error at Option Port CN5-A 351
Option Card Connection Error at Option Port CN5-C 352
Option card error occurred at option port CN5-A 352
Option card error occurred at option port CN5-B 352
Option card error occurred at option port CN5-C 353
Option Card External Fault 341, 349, 360
Option Card Fault at Option Port CN5-A 352
Option Card Fault at Option Port CN5-B 352
Option Card Fault at Option Port CN5-C 352, 353
Option Card Installation 431
Option Communication Error 341, 346, 358
Option Frequency Reference 518
Option Settings 247
Option Unit Fault 341
Options 425
oS 342, 344, 355, 363
Oscillation or Hunting 380
Output Current 513
Output Current 1 During Speed Search 185
Output Current at Previous Fault 516
Output Current Imbalance 350
Output Frequency 512
Output Frequency after Soft Start 514
Output Frequency at Previous Fault 516
Output Frequency is not as High as Frequency Reference . . . 381
Output Frequency Reduction During Overheat Alarm 307
Output Frequency Resolution 449
Output Ground Fault Detection Selection 308, 502
Output of speed control (ASR) (for Simple V/f PG) 519
Output Phase Loss 341, 350
Output Phase Loss Protection 502
Output Phase Loss Protection Selection 308
Output Power 513
Output Power at Previous Fault 516
Output Terminal Status 513
Output Terminal Status at Previous Fault 516
Output Voltage at Previous Fault 516
Output Voltage Limit (for PM Motors) 322
Output Voltage Limit Integral Time (for PM Motors) 322
Output Voltage Limit Mode Selection 219
Output Voltage Limit Operation Selection 208
Output Voltage Limit Output Filter Time Constant (for PM Motors) 322
Output Voltage Limit Proportional Gain (for PM Motors) . . . 322
Output Voltage Reference 513
Output Voltage Reference (Vd) 519
Output Voltage Reference (Vq) 519
ov 342, 344, 355, 363
ov Suppression Function Selection 499
Overcurrent 341, 351
Overcurrent Detection Gain 309, 503
Overexcitation Deceleration 314
Overexcitation Deceleration Gain 315, 351, 505
Overheat 1 (Heatsink Overheat) 353
Overheat Alarm Level 306, 502
Overheat Pre-Alarm Operation Selection 307, 502
Overload Protection 449
Overspeed (for Control Mode with PG) 355, 363
Overspeed (for Simple V/f with PG) 344
Overspeed Detection Delay Time 247
Overspeed Detection Level 247
Overtorque 1 . . . . . 343, 362
Overtorque 2 . . . . . 343, 362
Overtorque Detection 1 . . . . . 342, 354
Overtorque Detection 2 . . . . . 342, 354
Overtorque Detection Operation 302
Overvoltage Protection 449

P

P Control 191
Parameter Access Level 158
Parameter Change 358
Parameter Range Setting Error 365
Parameter Selection Error 344, 366
Parameter Settings 125
Parameters that Change with the Motor Code Selection (for PM Motors) 531
Parameters to Minimize Motor Hunting and Oscillation 339
PASS 344, 363
Password 158, 166

Password Setting 166
Password Settings 158
Peak Hold Current 517
Peak Hold Output Frequency 518
Performance Life 389
Performance Life Monitors Maintenance Monitors 389
Periodic Inspection 387
Periodic Maintenance 389
Peripheral Devices 425
Permanent Magnet Motor Control 132
PG 1 Division Rate for PG Pulse Monitor 248
PG 1 Gear Teeth 1 248
PG 1 Gear Teeth 2 248
PG 1 Pulses Per Revolution 247
PG 1 Rotation Selection 248
PG 1 Signal Selection 249
PG 2 Division Rate for PG Pulse Monitor 248
PG 2 Gear Teeth 1 248
PG 2 Gear Teeth 2 248
PG 2 Pulses Per Revolution 247
PG 2 Rotation Selection 248
PG 2 Signal Selection 249
PG Disconnect (for any control modes using a PG option card) 355
PG Disconnect (for Control Mode with PG) 363
PG Disconnect (for Simple V/f with PG) 342, 344
PG Hardware Fault (detected when using a PG-X3 option card) 355, 363
PG Number of Pulses Per Revolution 150
PG Number of Pulses Per Revolution for PM Motor Tuning 153
PG Open-Circuit Detection Time 247
PG Option Card Disconnection Detection 1 249
PG Option Card Disconnection Detection 2 249
PG Option Card Port for Motor 2 Selection 249
PG Speed Control Card Settings 247
PG-B3 428
PG-B3 Settings 247
PG-F3 428
PG-F3 Setting Error 344, 367
PGo 342, 344, 355, 363
PGoH 355, 363
PGoH Detection Level 250
PG-RT3 428
PG-X3 428
PG-X3 Settings 247
Phase Order Detection Fault 342, 344, 356, 363
Phase Order Selection 178
PID Accel/Decel Time 198
PID Block Diagram 193
PID Control 191
PID Control Selection Error 344
PID Control Selection Fault 366
PID Feedback 519
PID Feedback High Detection Level 197
PID Feedback High Detection Time 197
PID Feedback Input Methods 192
PID Feedback Loss 341, 343, 349, 360
PID Feedback Loss Detection Selection 196
PID Feedback Low Detection Level 197
PID Feedback Low Detection Time 197
PID Fine Tuning 200
PID Function Setting 194
PID Input (feedback) 519
PID Input Limit 199
PID Monitors 331, 519
PID Offset Adjustment 195
PID Output 519
PID Output Fault 380
PID Output Gain Setting 195
PID Output Level Selection 195
PID Output Limit 195
PID Output Lower Limit 199
PID Output Reverse Selection 195
PID Primary Delay Time Constant 195
PID Setpoint 519
PID Setpoint Display Digits 199
PID Setpoint Input Methods 192
PID Setpoint Scaling 198
PID Setpoint Selection 198
PID Setpoint User Display 199
PID Setpoint Value 198
PID Sleep 197
PID Sleep Delay Time 198
PID Sleep Function Start Level 198
PM Inductance Error 370
PM Motor Auto-Tuning Mode Selection 151
PM Motor Base Frequency 152
PM Motor Base Speed 152
PM Motor Code Selection 151
PM Motor Control Tuning 317
PM Motor d-Axis Inductance 152
PM Motor Induced Voltage Constant 153
PM Motor Parameter Settings 142
PM Motor q-Axis Inductance 152
PM Motor Rated Current 152
PM Motor Rated Power 151
PM Motor Rated Voltage 152
PM Motor Settings 244
PM Motor Stator Resistance 152
PM Motor Type 151
PM Stationary Auto-Tuning 142
PM Stationary Auto-Tuning for Stator Resistance 142
Pole Attraction Current 318
Power Detection Filter Time 203
Power Factor Control Selection 219
Power Ratings (Three-Phase 200 V Class) 447
Power Ratings (Three-Phase 400 V Class) 448
Power Supply Frequency Fault 341, 343, 350, 361
Power Supply Frequency Fault Detection Width 294
Power Supply Overvoltage 341, 346
Power Supply Terminal Block TB1 Wiring 111
Power Supply Undervoltage 341, 343, 346
Power Unit Price 330
Powering Up the Drive 134
Predefined V/f Patterns 234
Preface 16
Preparing the Ends of Shielded Cables 95
Preset Reference Timing Diagram 221
Previous Fault 516
PROFIBUS-DP Parameters 255
Programming Mode 123, 124
Proportional Gain Setting (P) 194
PTC 290
Pull-In Current (for PM Motors) 320, 506
Pull-In Current Compensation Time Constant (for PM Motors) 320, 506
Pull-In Current during Accel/Decel for PM 356
Pull-In Current Level for PM Motor Tuning 153
Pull-Out Detection 311, 342, 356
Pull-Out Detection Level at Low Speed 311
Pull-Out Detection Time at Low Speed 311
Pull-Out Frequency 311
Pull-put 351

Pulse Monitor Selection Error 367
Pulse Output Connection Using External Voltage Supply 101
Pulse Output Connection Using Internal Voltage Supply 101
Pulse Train Input Bias 286
Pulse Train Input Filter Time 286
Pulse Train Input Gain 285
Pulse Train Input Minimum Frequency 286
Pulse Train Input Scaling 285
Pulse Train Input Terminal RP Function Selection 284
Pulse Train Input/Output 284
Pulse Train Monitor Scaling 286
Pulse Train Monitor Selection 286

Q

q-Axis ACR Output 519
q-Axis Current Compensation Method when Output Voltage is Limited 203

R

R- 92
R+ 92
Ramp to stop 172
Rated Current Depending on Carrier Frequency 452
Rated Current Setting Alarm 345, 368
Rated Slip Error 345, 369
rdEr 373
READ 328
rEAd 373
Reading Drive MEMOBUS/Modbus Register Contents 557
Reading Parameter Settings 373
Reattaching the Digital Operator 78
Reattaching the Front Cover 79
Reattaching the Terminal Cover on an IP00 Enclosure Drive 77
Reattaching the Terminal Cover on an IP20/UL Type 1 Enclosure Drive 76
Reattaching the Top Protective Cover 80
REMOTE 128
Removing the Digital Operator 78
Removing the Front Cover 78
Removing the Terminal Cover on an IP00 Enclosure Drive 77
Removing the Terminal Cover on an IP20/UL Type 1 Enclosure Drive 76
Removing the Top Protective Cover 80
Removing Wires from the Terminal Board 95
Replacement Parts 389
Replacing the Drive 422
Reset Communication Parameters 255
Resistance Tuning Error 368
Response Messages from Drive to Master 554
Returning to Normal Operation after Safe Disable 610
Reverse Direction Output Example Time Chart 273
Reverse Operation Selection 175
Reverse Prohibited Error 370
Reverse Regenerative Torque Limit 306, 502
Reverse Torque Limit 306, 502
Rotational Auto-Tuning 141, 144
Rotational Auto-Tuning for V/f Control 141
RP 91
RS-422 Interface 549
RS-422/485 Termination Resistor 98
RS-485 Interface 548
RTS Control Selection 551
rUn 344, 363
Run Command at Power Up 178
Run Command Input Error 343
Run Command Method Selection 552
Run Command Selection 377, 459
Run Command Selection 1 171
Run Command Selection 2 178
Run Command Selection Error 344
Run command selection while in Programming Mode 177
Run Command Source Selection 518
Run Command/Frequency Reference Source Selection Error 366
RUN LED 121
RUN LED and Drive Operation 121
RUN LED Status and Meaning 121
RUN Light 119
Run Speed after Soft Starter at Previous Fault 516

S

S- 92
S+ 92
S1 91
S2 91
S3 91
S4 91
S5 91
S6 91
S7 91
S8 91
Safe Disable Circuit 609
Safe Disable Function Wiring Example (Source Mode) 609
Safe Disable Input Function 608
Safe Disable Input Sink / Source / External Power Supply Selection 100
Safe Disable Inputs 91
Safe Disable Monitor Output Function and Digital Operator Display 610
Safe Disable Signal Input 343, 361
Safe Disable Status Monitor 610
Safe Torque Off 610
Safety Circuit Fault 342, 355
Safety Hazard Definitions 17
Safety Information 17
Safety Input and EDM Terminal Status 610
Safety Monitor Output 92
Save Disable Signal Input 361
SC 91
SCF 342, 355
S-Curve Characteristics 207, 339
SE 344, 363
Search Operation Voltage Limit 203
Self-diagnosing function of the serial communication interface circuits 572
SEr 342, 355
Serial Communication Terminals 92
Serial Communication Transmission Error 343, 359
Serial Communications Cable Connection Terminals (TB5) 548
Serviceable Parts 421
Setup Group 127
Setup Group Parameters 128
Setup Mode 127
Shielded Twisted-Pair Cables 95
Simple Motor Setup Using V/f Control 130
Simple Positioning Stop 174
Simplified Setup Using the Setup Group 127
Sinking Mode (NPN) 99
Sinking/Sourcing Mode Selection for Safe Disable Inputs . . . 100
Sinking/Sourcing Mode Switch for Digital Inputs 99
Slave Address 555
Slip Compensation 207

Slip Compensation Gain. 207, 336
Slip Compensation Limit 208
Slip Compensation Primary Delay Time 208, 336
Slip Compensation Selection during Regeneration 208
SN. 91
Snubber Discharge Resistor Overheat 342, 356
Soft Charge Bypass Relay Maintenance 517
Soft Charge Bypass Relay Maintenance Time. 362
Soft Charge Circuit Fault 342
Soft CLA Selection. 503
Software Current Limit Selection 309
Software No. (Flash) 514
Software No. (ROM) 514
Software version. 31
SoH. 342, 356
SoH Alarm Selection during bb 312
Sourcing Mode (PNP) 99
SP 91
Speed Agree 1 Time Chart 267
Speed Agree 2 Time Chart 271
Speed Agree Detection Selection 300
Speed Agreement Detection Level. 299, 500
Speed Agreement Detection Level (+/-). 299, 500
Speed Agreement Detection Width 299, 500
Speed Agreement Detection Width (+/-) 299, 500
Speed Control Accuracy. 449
Speed Control Integral Time 1 363
Speed Control Loop Auto-Tuning 143
Speed Control Proportional Gain 1 363
Speed Control Range 449
Speed Deviation (for Control Mode with PG) 347
Speed Deviation (for Simple V/f with PG) 341, 343
Speed Deviation (when using a PG option card) 359
Speed Feedback Detection Contol (AFR) Tuning 314
Speed Feedback Detection Control (AFR) Gain 314, 504
Speed Feedback Detection Control (AFR) Time Constant 1. . . . . 314, 504
Speed Feedback Detection Control Gain (for PM Motors). 320, 506
Speed Limit 231
Speed Limit Bias 229, 231
Speed Limit Selection 231
Speed Limitation 229
Speed Response 449
Speed Search 181, 355
Speed Search Deceleration Time 184
Speed Search Delay Time 185
Speed Search Detection Compensation Gain. 185
Speed Search Estimation Type. 354
Speed Search Method Selection. 186
Speed Search Operation Current Level 1 (Current Detection 2). 187
Speed Search Operation Current Level 2 (Current Detection 2). 187
Speed Search Restart Current Level. 186
Speed Search Restart Detection Time 186
Speed Search Selection at Start 184
Speed Search Wait Time. 187
Speed/Torque Control Switchover Time 231
SrC 342, 344, 356, 363
Srr. 342, 356
Stall Prevention 294, 339
Stall Prevention Detection Time 298
Stall Prevention during Deceleration 354
Stall Prevention Level during Acceleration 499
Stall Prevention Level during Run. 298, 499
Stall Prevention Limit during Acceleration 296, 499
Stall Prevention Selection during Acceleration 294, 499
Stall Prevention Selection during Deceleration 296, 499
Stall Prevention Selection during Run. 297, 499
Standard Connection Diagram. 66
Standards 449
Starting Torque. 449
Start-Up Flowcharts. 129
Station Address Setting Error (CC-Link, CANopen, MECHATROLINK). 358
Stationary Auto-Tuning 145
Stationary Auto-Tuning 2. 141
Stationary Auto-Tuning for Line-to-Line Resistance 141
Stator Resistance Error. 370
Status Display 134
STo 342, 356
STOP button Input 345, 369
STOP Key Function Selection 326, 508
Stop Position Gain 227
Stopping Method after Communication Error 550
Stopping Method Selection 172
Storage Temperature 48
Suppression Auxiliary Frequency 314
Suppression Frequency 314
SvE. 356
Switches and Jumpers on the Terminal Board. 98
Switching Between LOCAL and REMOTE 128
Switching Between Torque and Speed Control 230

T

T Motor Tuning 510
Task Complete 372
Temperature Derating 453
Terminal A1 Bias Setting. 277
Terminal A1 Function Selection 277
Terminal A1 Gain Setting 277
Terminal A1 Signal Level Selection 277
Terminal A2 Bias Setting. 279
Terminal A2 Function Selection 279
Terminal A2 Gain Setting 279
Terminal A2 Input Signal Selection. 102
Terminal A2 Signal Level Selection 278
Terminal A3 Analog/PTC Input Selection 102
Terminal A3 Bias Setting. 278
Terminal A3 Function Selection 278
Terminal A3 Gain Setting 278
Terminal A3 Signal Level Selection 278
Terminal AM/FM Signal Selection 102
Terminal Board 421
Terminal Board not connected. 341
Terminal Board Wiring Guide 95
Terminal Connections for Communication Self-Diagnostics. 572
Terminal Cover 76
Terminal M1-M2 Function Selection. 266
Terminal M1-M2 Output Selection 253
Terminal M3-M4 Function Selection. 266
Terminal M3-M4 Output Selection 253
Terminal M5-M6 Function Selection. 266
Terminal P1-PC Output Selection 253
Terminal P2-PC Output Selection 253
Terminal P3-PC Output Selection 253
Terminal P4-PC Output Selection 253
Terminal P5-PC Output Selection 253
Terminal P6-PC Output Selection 253
Terminal V1 Monitor Bias. 252
Terminal V1 Monitor Gain. 252
Terminal V1 Monitor Selection 251

Terminal V1 Signal Level. 252
Terminal V2 Monitor Bias 252
Terminal V2 Monitor Gain 252
Terminal V2 Monitor Selection 251
Terminal V2 Signal Level. 252
Termination. 104
Test Run 144, 146, 147, 148, 155
Test Run Checklist 160
Test Run with Load Connected 157
Tightening Torque 83
Timer Function Off-Delay Time. 190
Timer Function On-Delay Time 190
Too Many Speed Search Restarts 342, 355
Top Protective Cover 80
Top Protective Covers, Reattaching 77
Top Protective Covers, Removing 76, 77
Torque Compensation. 210
Torque Compensation at Forward Start 210
Torque Compensation at Reverse Start 210
Torque Compensation Gain 210, 336
Torque Compensation Primary Delay Time 210, 336
Torque Compensation Primary Delay Time Constant 1 336
Torque Compensation Time Constant 211
Torque Control 228
Torque Control Block Diagram 228
Torque Control Input Value Selection 228
Torque Control Reference Sources. 228
Torque Control Selection 231
Torque Control Setting Error 367
Torque Detection 302
Torque Detection Level 1 . . . . . 303, 501
Torque Detection Level 2 . . . . . 303, 501
Torque Detection Selection 1 . . . . . 302, 501
Torque Detection Selection 2 . . . . . 302, 501
Torque Detection Time 1 . . . . . 303, 501
Torque Detection Time 2 . . . . . 303, 501
Torque Limit. 304, 449
Torque Limit Control Method Selection during Accel/Decel 306, 502
Torque Limit Integral Time Constant. 306, 502
Torque Limit Process at Start 306
Torque Limits 339
Torque Reference 513
Torque Reference at Previous Fault 516
Torque Reference Delay Time 231
Torque Reference/Torque Limit Selection from Comm. Option. 254
Torque Saturation Error 370
Torque Specifications, Three Phase 200 V Class 84, 597
Torque Specifications, Three Phase 400 V Class 85, 598
transport 50
Traveling Application. 140
Troubleshooting 333
Troubleshooting without Fault Display 376
Tuning Errors 340
Types of Alarms, Faults, and Errors 340
Types of Auto-Tuning for Induction Motors 141
Types of Auto-Tuning for Permanent Magnet Motors 142

U

U Monitors 512
U1000 Models 29
U2, U3 Initialization. 329, 509
UL Standards 596
UL/cUL Mark. 596
UL3. . . . . 342, 344, 356, 364
UL4. . . . . 342, 344, 356, 364
UL5 . . . . . 344, 356
Undertorque 1. 344
Undertorque 2. 344
Undertorque Detection 1 . . . . . 342, 356, 364
Undertorque Detection 2 . . . . . 342, 356, 364
Undertorque Detection Operation 302
Undervoltage 3 357
Undervoltage 3 (Soft-Charge Bypass Circuit Fault) 357
Undervoltage Protection. 449
Unexpected Noise from Connected Machinery 380
Unidirectional Speed Limit Bias 232
Unit. 50
  Installation 50
  Transport 50
Unit Capacity Setting Fault 365
Unit Code 326
Unit Selection for MEMOBUS/Modbus Register 0025H 551
Unstable Motor Speed when Using PM. 381
Up/Down 2 Function 223
Up/Down 2 Operations. 265
Up/Down Command Operation 260
Up/Down Frequency Reference Limit Selection 227
USB Copy Unit 159, 428
USB port (type-B) 103
User Monitor Selection after Power Up. 324, 508
User Parameter Automatic Selection 158, 169, 458
User Parameter Default Value 158, 326, 508
User Parameters 158
User Parameters 1 to 32 . . . . . 158, 169, 458
User Set Speed Agree 1 Time Chart. 268
User Set Speed Agree 2 Example with a Positive L3-04 Value. 271
User-Set Display Units Decimal Display. 325
User-Set Display Units Maximum Value 325
Using the Pulse Train Output 101
Using the Safe Disable Function 609
Uv. 344, 364
Uv1. . . . . 342, 357
Uv2. . . . . 342, 357
Uv3. . . . . 342, 357

V

-V 91
V/f Characteristics 449
V/f Control 30
V/f Control Mode Tuning. 336
V/f Control Mode Tuning Parameters 336
V/f control using motor speed feedback 30
V/f Control with Simple Speed Feedback 285
V/f Data Setting Error 344, 366
V/f Gain During Speed Search. 185
V/f Pattern Default Values 525
V/f Pattern Defaults 525
V/f Pattern Display Unit. 325
V/f Pattern for Motor 1. 234
V/f Pattern for Motor 2. 241
V/f Pattern Selection 234, 379
vAEr 373
VERIFY 328
Verify Menu 126
Verifying Parameter Changes. 126
Vertical Suspension 51
vFyE 373
Vibration Suppression Gain during Acceleration (with Current Limit). 298
Vibration Suppression Gain during Deceleration (with Current Limit). 298

Vibration Suppression Level 313
Vibration Suppression Time Constant 314
Voltage Class, Capacity Mismatch 373
Voltage Error Compensation Time Constant 321
vrFy 373

W

Warranty Information 26
Water Supply Pump Application 135
Watt Hour Output Example 276
Watt Hour Output Unit Selection 276
Watt Loss 200 V Class Three Phase Models 451
Watt Loss 400 V Class Three Phase Models 451
Wire Gauge, Three Phase 200 V Class. 84, 597
Wire Gauge, Three Phase 400 V Class. 85, 598
Wire Gauges 83, 93
Wiring Checklist. 114
Wiring Diagram for 2-Wire Sequence 263
Wiring Distance 218
Wiring the Control Circuit Terminal 94
WRITE 328
Writing Parameter Settings 372
Writing to Multiple Registers 558

Z

Z Pulse Correction Error 371
Z Pulse Fault. 347
Z Pulse Noise Fault Detection 348
Z Pulse Offset Tuning. 142
Zero Servo 204
Zero Servo Completion Width 204
Zero Servo Fault. 356
Zero Servo Gain 204
Zero-Speed Time Chart 267

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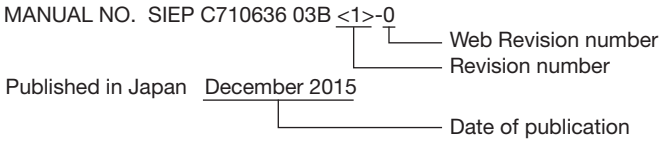
The revision dates and the numbers of the revised manuals appear on the bottom of the back cover.



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Low Harmonics Regenerative Matrix Converter

YASKAWA U1000 Series

Technical Manual

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YASKAWA

YASKAWA ELECTRIC CORPORATION

In the event that the end user of this product is to be the military and said product is to be employed in any weapons systems or the manufacture thereof, the export will fall under the relevant regulations as stipulated in the Foreign Exchange and Foreign Trade Regulations. Therefore, be sure to follow all procedures and submit all relevant documentation according to any and all rules, regulations and laws that may apply.

Specifications are subject to change without notice for ongoing product modifications and improvements.

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YASKAWA

YASKAWA U1000 Series Matrix Converter Supplemental Manual (Guidelines on ship classification requirements)

Introduction

This supplemental manual lists the conditions required to conform to a certificate of ship classifications for the U1000 Series. Carefully read this document and *YASKAWA U1000 Series Technical Manual* and fully understand the safety information and precautions for the product before using it.

This document is an English translation of the content in Japanese-language document No. EZZ023628.

Document No. EZZ023682_3
Revised in April, 2025

◆ Applicable Models

CIMR-U■4E0011A□□ to CIMR-U■4E0414A□□

■: A (for Japan)

C (for Europe)

◆ Details on Standards Certification

Details on standards certification are given next. Use the product according to the following environment classes.

[Certification Details]

Classification Society	Certificate No.	Corresponding Period (Year and Month of Manufacture) *1
ABS (American Bureau of Shipping)	21-2192273-PDA	Shipped in August 2018
LR (Lloyd's Register)	LR22423040TA	Shipped in August 2018
DNV	TAE00002A7	Shipped in August 2018
KR (Korean Register of Shipping)	TKY38568-AC001	Shipped in August 2018
BV (Bureau Veritas)	52006/B0 BV	Shipped in August 2018

*1 Check *Identifying Standards Compliance* for the corresponding period.

[Environment Classes]

Classification Society	Environment Class	
ABS	General Power Distribution Zone	
LR	ENV2, General Power Distribution Zone	
DNV	Temperature Class	A
	Humidity Class	B
	Vibration Class	A
	EMC Class	A
	Enclosure Class	The Matrix Converter is to be used inside a control panel or metallic enclosure. Select the control panel or metallic enclosure according to the installation location.
KR	General Power Distribution Zone	
BV	General Power Distribution Zone	

◆ Identifying Standards Compliance

Applicable products are those that have shipped from the designated production site (J0) on and after the corresponding period in the *Details on Standards Certification*.

Refer to the serial number (S/N) listed on the rating nameplate of the Matrix Converter.

Configuration of Rating Nameplate

J0	□□	□	□□□□□□□□□□
Production Site	Year	Month	Control No.

Serial Number

The serial number consists of a 2-character production site, 3-character year and month of manufacture, and 10-character control number.

The year of manufacture is the last two digits of the year. The month of manufacture is 1 to 9 for January to September, X for October, Y for November, and Z for December.

◆ Precautions

The following information lists precautions for compliance with ship classification requirements with the product in a system.

■ For EMC measures, the recommended radio noise filter listed below or an equivalent component must be connected to the power supply input terminals (R/L1, S/L2, and T/L3) and FE (ground) of the Matrix Converter. The applicability and number of connections of the radio noise filter depends on the model. Refer to *Applicability* below before using the component.

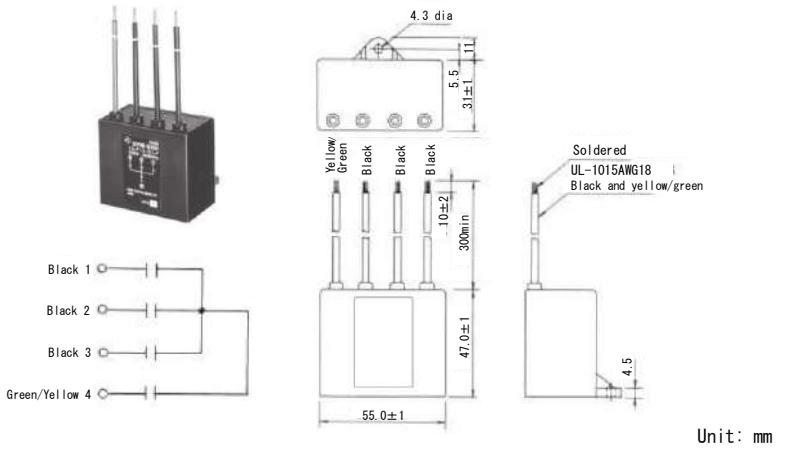
When connecting the radio noise filter, prepare the ends of the wires using crimp terminals.

For the installation method, follow the **EMC Guidelines Compliance** sections in *D.2 European Standards* of *YASKAWA U1000 Series Technical Manual*, but also add the parts described in *Installation Method* below.

[Recommended Radio Noise Filter]

• Manufacturer:

Okaya Electric Industries Co., Ltd.



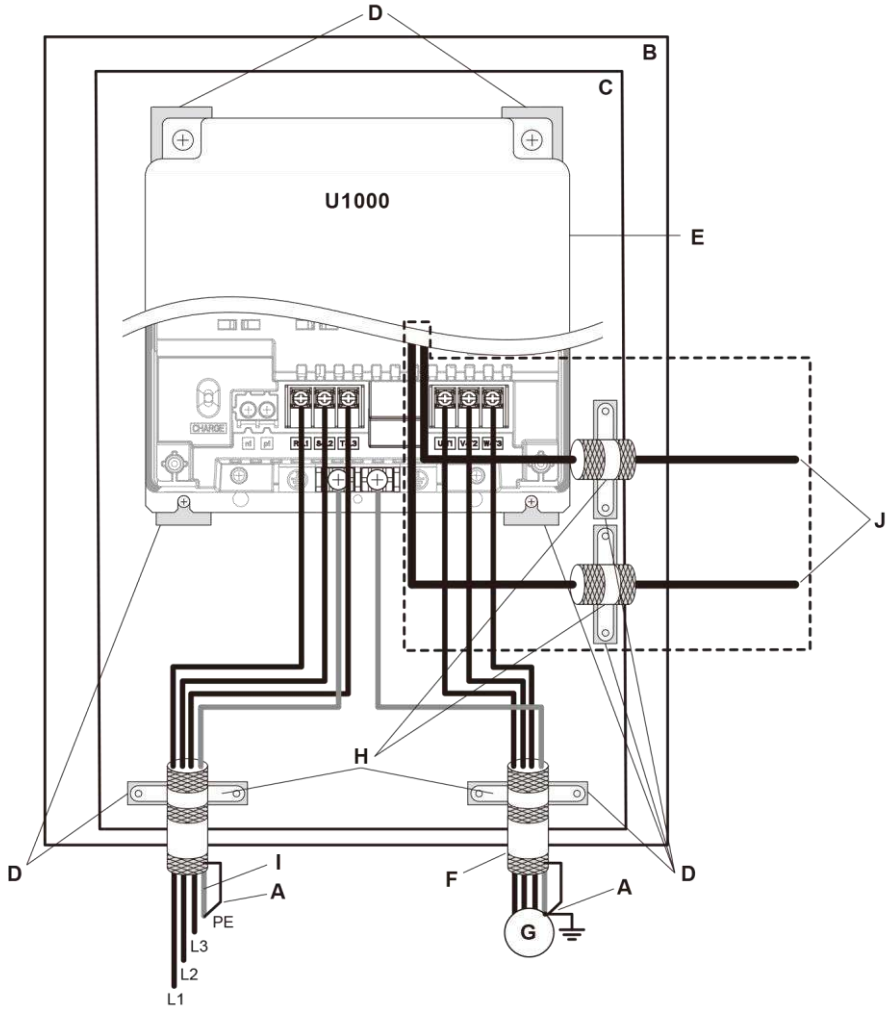
Unit: mm

[Applicability]

Applicable Models (CIMR-U*4E□□□□) □□□□ Corresponds to the Below Values	Applicability/ Number of Connections	Model	Specification	Code
0011 - 0034	1 pc.	3XYHB-105·104 (500 Vac)	500 Vac 1.0UFX3/0.1UFX1 20%	100-234-281
0040 - 0077	2 pcs. (connected in parallel)			
0096 - 0124	1 pc.			
0156 - 0180	Not applicable			
0216 - 0240	1 pc.			
0302 - 0414	Not applicable			

[Installation Method]

As shown in the following diagram, the signal cables must be clamped with cable clamps (refer to the sections enclosed by dotted lines in the diagram).



A – Ground the cable shield
B – Enclosure panel
C – Metal plate
D – Grounding surface (remove any paint or sealant)
E – Drive
F – Motor cable (braided shield cable, max. 10 m)
G – Motor
H – Cable clamp
I – Ground plate (scrape off any visible paint)
J – Signal cable (multi-function digital inputs, multi-function analog inputs, MEMOBUS/Modbus serial communication, etc.)

■ Use the Matrix Converter with the internal EMC filter enabled (ON).

Set the internal EMC filter according to *Enable the Internal EMC Filter* in *YASKAWA U1000 Series Technical Manual*.

■ As a measure for power supply fluctuations, use the Matrix Converter with the parameters changed as shown in the following table.

Parameter No.	Function	Default Setting	Changed Setting
L2-27	Power Frequency Fault Detection Width	Setting: ±6 Hz	Setting: ±7 Hz
L2-21	Low Input Voltage Detection Level	Setting: 300 V	Setting: 285 V

■ As a measure for vibration, attach a damper (wire rope isolator) recommended in the below table or an equivalent product to the mounting of the Matrix Converter.

・ Manufacturer: Enidine Co., Ltd.

Yaskawa offers the following metal brackets only.

Applicable Models (CIMR-U*4E□□□□) □□□□ Corresponds to the Below Values	Metal Bracket (Set)		Wire Rope Isolator	
	Code	Model	Drawing No./ Model	Quantity
0011 - 0034	100-233-867	EZZ023634A	WR4-800-10-DM	4
0040 - 0077	100-233-868	EZZ023634B	WR4-200-10-DM	4
0096 - 0124	100-233-869	EZZ023634C	WR4-100-10-DM	4
0156 - 0180	100-233-870	EZZ023634D	WR8-500-08-DM	4
0216 - 0240	100-233-871	EZZ023634E	WR8-500-08-DM	6
0302 - 0414			WR8-400-08-DM	6

■ This product is certified for use inside a metallic enclosure. Use this product inside a metallic enclosure.

■ Select the environmental specifications (moisture resistance, dust resistance, vibration resistance, gas resistance, and oil resistance) according to the environment in which product will be used.

■ Check compliance with ship classification requirements for the final system in which the Matrix Converter has been incorporated.