Honeywell

Complete User Manual

SmartDrive Compact

Constan and variable torque
Variable Frequency Drives
for Induction motors

Subject to changes without notice

User's Manual

Index

1. SAFETY

ONLY A COMPETENT ELECTRICIAN IS ALLOWED TO CARRY OUT THE ELECTRICAL INSTALLATION!

This manual contains clearly marked cautions and warnings which are intended for your personal safety and to avoid any unintentional damage to the product or connected appliances.

Please read the information included in cautions and warnings carefully:

= **Dangerous voltage**
Risk of death or severe injury

= **General warning**
Risk of damage to the product or connected appliances

1.1 WARNINGS

	**1**	The components of the power unit of the inverter are live when SmartDrive Compact is connected to mains potential. Coming into contact with this voltage is extremely dangerous and may cause death or severe injury. The control unit is isolated from the mains potential.
	**2**	The motor terminals U, V, W (T1, T2, T3) and the possible brake resistor terminals -/+ are live when inverter is connected to mains, even if the motor is not running.
	**3**	The control I/O-terminals are isolated from the mains potential. However, the relay output terminals may have a dangerous control voltage present even when inverter is disconnected from mains.
	**4**	The earth leakage current of SmartDrive Compact inverters exceeds 3.5mA AC. According to standard EN61800-5-1, a reinforced protective ground connection must be ensured.
	**5**	If the inverter is used as a part of a machine, the machine manufacturer is responsible for providing the machine with a main switch (EN 60204-1).

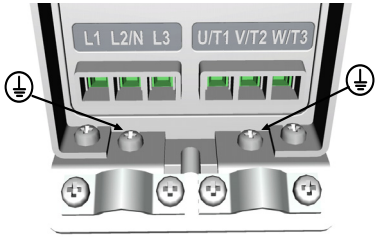
	**6**	If SmartDrive Compact is disconnected from mains while running the motor, it remains live if the motor is energized by the process. In this case the motor functions as a generator feeding energy to the inverter.
	**7**	After disconnecting the inverter from the mains, wait until the fan stops and the indicators on the display go out. Wait 5 more minutes before doing any work on power connections.

1.2 SAFETY INSTRUCTIONS

⚠	1	The SmartDrive Compact inverter has been designed for fixed installations only.
⚠	2	Do not perform any measurements when the inverter is connected to the mains.
⚠	3	Do not perform any voltage withstand tests on any part of SmartDrive Compact. The product safety is fully tested at factory.
⚠	4	Prior to measurements on the motor or the motor cable, disconnect the motor cable from the inverter.
⚠	5	Do not open the cover of SmartDrive Compact. Static voltage discharge from your fingers may damage the components. Opening the cover may also damage the device. If the cover of SmartDrive Compact is opened, warranty becomes void.

1.3 GROUNDING AND EARTH FAULT PROTECTION

The SmartDrive Compact inverter **must always** be earthed with an grounding conductor connected to the grounding terminal. See figure below:



- The earth fault protection inside the inverter protects only the converter itself against earth faults.
- If fault current protective switches are used they must be tested with the drive with earth fault currents that are possible to arise in fault situations.

1.4 BEFORE RUNNING THE MOTOR

Checklist:

Before starting the motor, check that the motor is mounted properly and ensure that the machine connected to the motor allows the motor to be started.

Set the maximum motor speed (frequency) according to the motor and the machine connected to it.

Before reversing the motor shaft rotation direction make sure that this can be done safely.

Make sure that no power correction capacitors are connected to the motor cable.

2. RECEIPT OF DELIVERY

After unpacking the product, check that no signs of transport damages are to be found on the product and that the delivery is complete (compare the type designation of the product to the code below).

Should the drive have been damaged during the shipping, please contact primarily the cargo insurance company or the carrier.

If the delivery does not correspond to your order, contact the supplier immediately.

2.1 TYPE DESIGNATION CODE

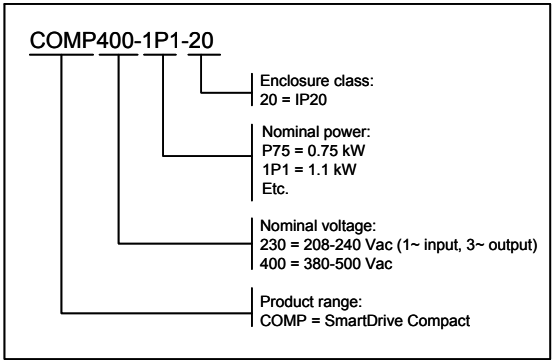


Figure 2.1: SmartDrive Compact type designation code

2.2 STORAGE

If the inverter is to be kept in store before use make sure that the ambient conditions are acceptable:

Storing temperature-40…+70°C

Relative humidity < 95%, no condensation

2.3 MAINTENANCE

In normal operating conditions, SmartDrive Compact inverters are maintenance-free.

2.4 WARRANTY

Honeywell's time of warranty is 30 months from the delivery or 24 months from the commissioning whichever expires first (General Conditions NL92/Orgalime S92).

3. INSTALLATION

3.1 MECHANICAL INSTALLATION

There are two possible ways to mount SmartDrive Compact in the wall; either screw or DIN-rail mounting. The mounting dimensions are given on the back of the drive and on the following page.

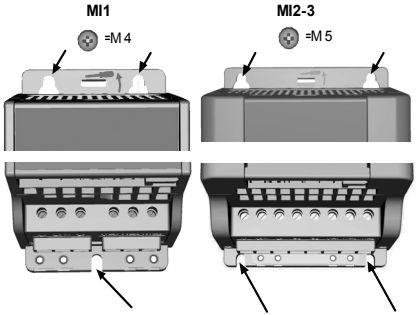


Figure 3.1: Screw mounting

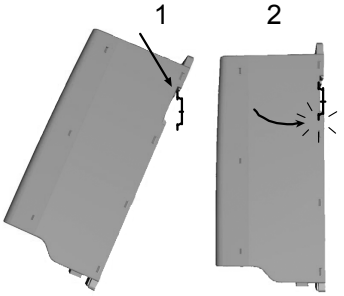


Figure 3.2: DIN-rail mounting

3.1.1 SmartDrive Compact dimensions

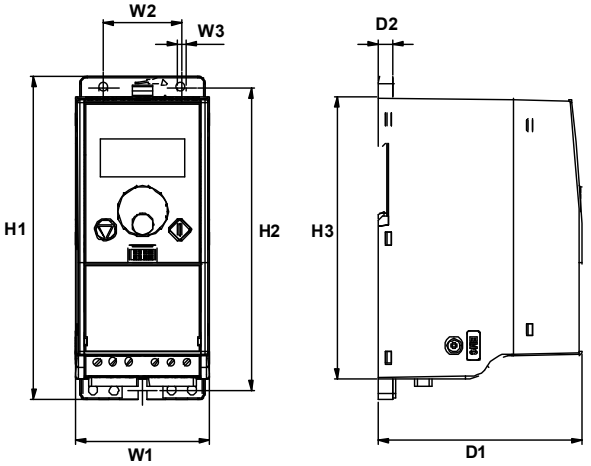


Figure 3.3: SmartDrive Compact dimensions, MI1-MI3

Type	H1	H2	H3	W1	W2	W3	D1	D2
MI1	156,5	147	137,3	65,5	37,8	4,5	98,5	7
MI2	195	183	170	90	62,5	5,5	101,5	7
MI3	262,5	252,3	241,3	100	75	5,5	108,5	7

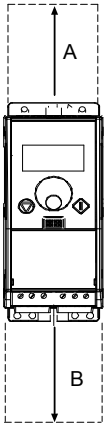
Table 3.1 : SmartDrive Compact dimensions in millimetres

3.1.2 Cooling

Forced air flow cooling is used in all SmartDrive Compact drives.
Enough free space shall be left above and below the inverter to ensure sufficient air circulation and cooling. You will find the required dimensions for free space in the table below:

Type	Dimensions (mm)	
	A	B
MI1	100	50
MI2	100	50
MI3	100	50

Table 3.2 : Dimensions required for cooling



Type	Cooling air required (m^3/h)
MI1	10
MI2	10
MI3	30

Table 3.3 : Required cooling air

Note! Side-to-side installation allowed only if the ambient temperature is **below 40 degrees Celsius**.

3.1.3 EMC-levels

SmartDrive Compact inverters are divided into three classes according to the level of electromagnetic disturbances emitted, the requirements of a power system network and the installation environment (see below). The EMC class of each product is defined in the type designation code.

Category C1 (Honeywell EMC class C): Inverters of this class comply with the requirements of category C1 of the product standard EN 61800-3 (2004). Category C1 ensures the best EMC characteristics and it includes converters the rated voltage of which is less than 1000V and which are intended for use in the 1st environment. This EMC class is meant for highly sensitive areas and can be sometimes required in installations in e.g. hospitals or airport control towers.
NOTE: The requirements of class C1 are fulfilled only as far as the conducted emissions are concerned with an external EMC-filter.

Category C2 (Honeywell EMC class H): All Honeywell SmartDrive Compact inverters comply with the requirements of category C2 of the product standard EN 61800-3 (2004). Category C2 includes converters in fixed installations and the rated voltage of which is less than 1000V. The class H inverters can be used both in the 1st and the 2nd environment. This category fulfills the requirements with normal installations in buildings.

IT networks (Honeywell EMC class T): Inverters of this class fulfil the product standard EN 61800-3 (2004) if intended to be used in IT systems. In IT systems, the networks are isolated from earth, or connected to earth through high impedance to achieve a low leakage current. NOTE: if inverters are used with other supplies, no EMC requirements are complied with. SmartDrive Compact inverters can be easily modified to the requirements of the T-class. This class is very typical requirement also in installations in ships.

Environments in product standard EN 61800-3 (2004)

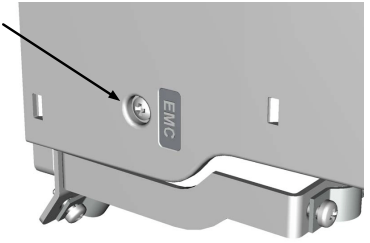
First environment: Environment that includes domestic premises. It also includes establishments directly connected without intermediate transformers to a low-voltage power supply network which supplies buildings used for domestic purposes.

NOTE: houses, apartments, commercial premises or offices in a residential building are examples of first environment locations.

Second environment: Environment that includes all establishments other than those directly connected to a low-voltage power supply network which supplies buildings used for domestic purposes.
NOTE: industrial areas, technical areas of any building fed from a dedicated transformer are examples of second environment locations.

3.1.4 Changing the EMC protection class

The EMC protection class of SmartDrive Compact inverters can be changed from class H by **removing the EMC-capacitor disconnecting screw**, see figure below.
Note! Do not attempt to change the EMC level back to class H. Even if the procedure above is reversed, the inverter will no longer fulfil the EMC requirements of class H!



3.2 CABLING AND CONNECTIONS

3.2.1 Power cabling

Note! Tightening torque for power cables is 0.5 - 0.6 Nm

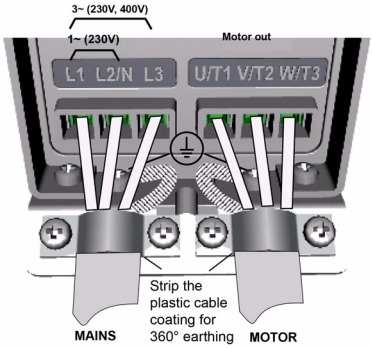


Figure 3.4: SmartDrive Compact power connections, MI1

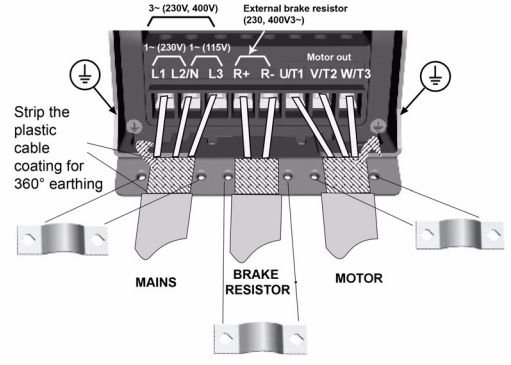


Figure 3.5: SmartDrive Compact power connections, MI2 - MI3

3.2.2 Control cabling

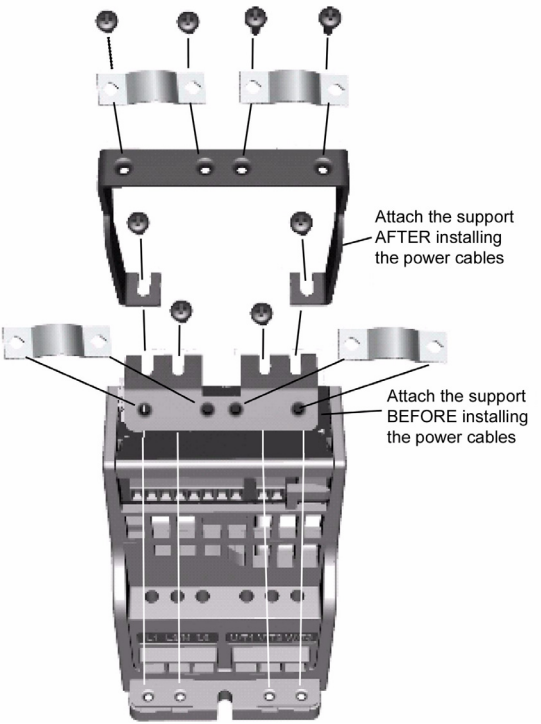


Figure 3.6: Mount the PE- plate and control cable support

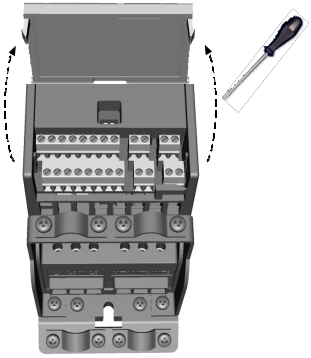


Figure 3.7: Open the cover

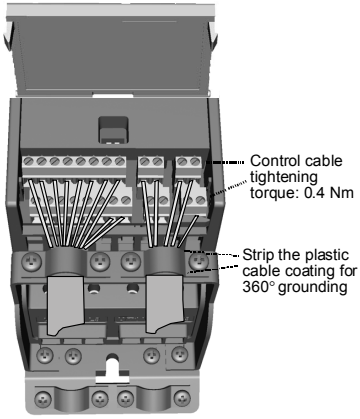


Figure 3.8: Install the control cables. See Chapter 6.2

3.2.3 Cable and fuse specifications

Use cables with heat resistance of at least +70 C. The cables and the fuses must be dimensioned according to the tables below. Installation of cables according to UL regulations is presented in Chapter 3.2.6.

The fuses function also as cable overload protection.
These instructions apply only to cases with one motor and one cable connection from the inverter to the motor. In any other case, ask the factory for more information.

EMC class	Level H (C2)	Level C (C1)
Mains cable types	1	1
Motor cable types	3	3
Control cable types	4	4

Table 3.4 : Cable types required to meet standards. EMC levels are described in Chapter 3.1.3.

Cable type	Description
1	Power cable intended for fixed installation and the specific mains voltage. Shielded cable not required. (NKCABLES/MCMK or similar recommended)
2	Power cable equipped with concentric protection wire and intended for the specific mains voltage. (NKCABLES /MCMK or similar recommended).
3	Power cable equipped with compact low-impedance shield and intended for the specific mains voltage. (NKCABLES /MCCMK, SAB/ÖZCUY-J or similar recommended). *360° grounding of both motor and FC connection required to meet the standard
4	Screened cable equipped with compact low-impedance shield (NKCABLES /Jamak, SAB/ÖZCuY-O or similar).

Table 3.5 : Cable type descriptions

Frame	Type	I_N [A]	Fuse [A]	Mains cable Cu [mm^2]	Terminal cable size (min/max)			
					Main terminal [mm^2]	Earth terminal [mm^2]	Control terminal [mm^2]	Relay terminal [mm^2]
MI1	P25-P75	1.7-3.7	10	2*1.5+1.5	1.5-4	1.5-4	0.5-1.5	0.5-1.5
MI2	1P1-1P5	4.8-7.0	20	2*2.5+2.5	1.5-4	1.5-4	0.5-1.5	0.5-1.5
MI3	2P2	9.6	32	2*6+6	1.5-6	1.5-6	0.5-1.5	0.5-1.5

Table 3.6 : Cable and fuse sizes for SmartDrive Compact, 208 - 240V

Frame	Type	I_N [A]	Fuse [A]	Mains cable Cu [mm²]	Terminal cable size (min/max)			
					Main terminal [mm²]	Earth terminal [mm²]	Control terminal [mm²]	Relay terminal [mm²]
MI1	P37-1P1	1.9-3.3	6	3*1.5+1.5	1.5-4	1.5-4	0.5-1.5	0.5-1.5
MI2	1P5-2P2	4.3-5.6	10	3*1.5+1.5	1.5-4	1.5-4	0.5-1.5	0.5-1.5
MI3	3P0-5P5	7.6-12	20	3*2.5+2.5	1.5-6	1.5-6	0.5-1.5	0.5-1.5

Table 3.7 : Cable and fuse sizes for SmartDrive Compact, 380 - 480V

Note! To fulfil standard EN61800-5-1, the protective conductor should be **at least 10mm² Cu or 16mm Al**. Another possibility is to use an additional protective conductor of at least the same size as the original one.

3.2.4 General cabling rules

1	Before starting the installation, check that none of the components of the inverter is live.
2	Place the motor cables sufficiently far from other cables: • **Avoid** placing the motor cables in long **parallel lines** with other cables • If the motor cable runs in parallel with other cables, the **minimum distance** between the motor cable and other cables is **0,3 m**. • The given distance also applies between the motor cables and signal cables of other systems. • The **maximum length** of the motor cables is **30 m** • The **motor cables** should cross other cables at an angle of **90 degrees**.
3	If cable insulation checks are needed, see Chapter 3.2.7.
4	Connecting the cables: • Strip the motor and mains cables as advised in Figure 3.9. • Connect the mains, motor and control cables into their respective terminals, see Figures 3.4 - 3.8. • Note the tightening torques of **power cables and control cables** given in page 13 and page 15. • For information on cable installation according to UL regulations see Chapter 3.2.6 . • Make sure that the control cable wires do not come in contact with the electronic components of the unit • If an **external brake resistor** (option) is used, connect its cable to the appropriate terminal. • **Check the connection** of the earth cable to the motor and the inverter terminals marked with • Connect the **separate shield of the motor cable to the earth plate** of the inverter, motor and the supply centre

3.2.5 Stripping lengths of motor and mains cables

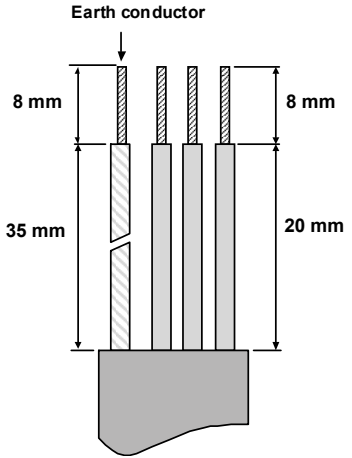


Figure 3.9: Stripping of cables

Note! Strip also the plastic cover of the cables for 360 degree grounding. See Figures 3.4, 3.5 and 3.8.

3.2.6 Cable installation and the UL standards

To meet the UL (Underwriters Laboratories) regulations, a UL-approved copper cable with a minimum heat-resistance of +60/75 ^{0}C must be used.

3.2.7 Cable and motor insulation checks

These checks can be performed as follows if motor or cable insulations are suspected to be faulty.

1. Motor cable insulation checks

Disconnect the motor cable from terminals U/T1, V/T2 and W/T3 of the inverter and from the motor. Measure the insulation resistance of the motor cable between each phase conductor as well as between each phase conductor and the protective ground conductor.

The insulation resistance must be >1MOhm.

2. Mains cable insulation checks

Disconnect the mains cable from terminals L1, L2/N and L3 of the inverter and from the mains. Measure the insulation resistance of the mains cable between each phase conductor as well as between each phase conductor and the protective ground conductor.The insulation resistance must be >1MOhm.

3. Motor insulation checks

Disconnect the motor cable from the motor and open the bridging connections in the motor connection box. Measure the insulation resistance of each motor winding. The measurement voltage must equal at least the motor nominal voltage but not exceed 1000 V. The insulation resistance must be >1MOhm.

4. COMMISSIONING

Before commissioning, note the warnings and instructions listed in Chapter 1!

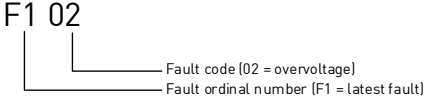
4.1 COMMISSIONING STEPS OF SMARTDRIVE COMPACT

1	Read carefully the safety instructions in Chapter 1 and follow them.
2	After the installation, make sure that: • both the inverter and the motor are grounded • the mains and motor cables comply with the requirements given in Chapter 3.2.3. • the control cables are located as far as possible from the power cables (see Chapter, step 2) and the shields of the shielded cables are connected to protective earth. 
3	Check the quality and quantity of cooling air (Chapter 3.1.2).
4	Check that all Start/Stop switches connected to the I/O terminals are in **Stop**-position.
5	Connect the inverter to mains.
6	Run the Start Up Wizard (The Wizard is explained fully in chapter 9.11) 1. Activate the wizard by pressing STOP for 5 seconds 2. Tune the motor nominal speed 3. Tune the motor nominal current 4. Select the mode (0 = basic, 1 = Fan, 2 = Pump, 3 = Conveyor) Or if the setting is done manually set the parameters of group 1 according to the requirements of your application. At least the following parameters should be set: • motor nominal voltage (par. 1.1) • motor nominal frequency (par. 1.2) • motor nominal speed (par. 1.3) • motor nominal current (par. 1.4) You will find the values needed for the parameters on the motor rating plate.

7	Perform test run **without motor**. Perform either Test A or Test B: **A)** Control from the I/O terminals: • Turn the Start/Stop switch to ON position. • Change the frequency reference (potentiometer). • Check in the Monitoring Menu that the value of Output frequency changes according to the change of frequency reference. • Turn the Start/Stop switch to OFF position. **B)** Control from the keypad: • Move to keypad control by pressing the navigation wheel for 5 seconds. You can also select the keypad as the control place with par. 2.1. • Push the Start button on the keypad. • Check in the Monitoring Menu that the value of Output frequency changes according to the change of frequency reference. • Push the Stop button on the keypad.
8	Run the no-load tests without the motor being connected to the process, if possible. If this is not possible, secure the safety of each test prior to running it. Inform your co-workers of the tests. • Switch off the supply voltage and wait up until the drive has stopped. • Connect the motor cable to the motor and to the motor cable terminals of the inverter. • See to that all Start/Stop switches are in Stop positions. • Switch the mains ON. • Repeat test 7A or 7B.
9	Connect the motor to the process (if the no-load test was run without the motor being connected). • Before running the tests, make sure that this can be done safely. • Inform your co-workers of the tests. • Repeat test 7A or 7B.

5. FAULT TRACING

When a fault is detected by the inverter control electronics, the drive is stopped and the symbol F together with the ordinal number of the fault and the fault code appear on the display in the following format, e.g:



The fault can be reset by pressing the Stop button on the control keypad or via the I/O terminal or fieldbus. The faults with time labels are stored in the Fault history menu which can be browsed. The different fault codes, their causes and correcting actions are presented in the table below.:

Fault code	Fault name	Possible cause	Correcting actions
1	Overcurrent	Inverter has detected too high a current (>4*I_N) in the motor cable: • Sudden heavy load increase • Short circuit in motor cables • Unsuitable motor	Check loading. Check motor size. Check cables.
2	Overvoltage	The DC-link voltage has exceeded the internal safety limit: • Too short a deceleration time • High overvoltage spikes in mains	Increase the deceleration time (P.4.3).
3	Earth fault	Current measurement has detected extra leakage current at start: • Insulation failure in cables or motor	Check motor cables and motor.
8	System fault	• Component failure • Faulty operation	Reset the fault and restart. Should the fault recur, contact technical support.
9	Undervoltage	The DC-link voltage has exceeded the internal safety limit: • Most probable cause: too low a supply voltage • Inverter internal fault • Power outages	In case of temporary supply voltage break reset the fault and restart the inverter. Check the supply voltage. If it is adequate, an internal failure has occurred. Contact technical support.

Table 5.1 : Fault codes

Fault code	Fault name	Possible cause	Correcting actions
11	Output phase supervision	Current measurement has detected that there is no current in one motor phase	Check motor cable and motor.
13	Inverter undertemperature	IGBT switch temperature is under -10 °C	Check the ambient temperature.
14	Inverter overtemperature	IGBT switch temperature is over 120 C. Overtemperature warning is issued when the IGBT switch temperature exceeds 110 °C	Check that the cooling air flow is not blocked. Check the ambient temperature. Make sure that the switching frequency is not too high in relation to ambient temperature and motor load.
15	Motor stalled	Motor stall protection has tripped	Check motor.
16	Motor overtemperature	Motor overheating has been detected by inverter motor temperature model. Motor is overloaded	Decrease the motor load. If no motor overload exists, check the temperature model parameters.
17	Motor Underload	Motor underload protection has detected a low load situation	FAN: check that belt is not broken. PUMP: check that pump is not dry.
22	EEPROM checksum fault	Parameter save fault • Faulty operation • Component failure	Contact technical support.
25	Microcontroller watchdog fault	• Faulty operation • Component failure	Reset the fault and restart. Should the fault recur, contact technical support.
27	Back EMF protection		
34	Internal bus communication	Ambient interference or defective hardware	Should the fault recur, contact technical support.
35	Application fault	Application does not function	Contact technical support.
50	Analogue input I_{in} < 4mA (selected signal range 4 to 20 mA)	Current at the analogue input is < 4mA • Control cable is broken or loose • Signal source has failed	Check the current loop circuitry.

Table 5.1 : Fault codes

Fault code	Fault name	Possible cause	Correcting actions
51	External fault	Digital input fault. Digital input has been programmed as external fault input and this input is active	Check the programming and the device indicated by the external fault information. Check also the cabling of this device.
53	Fieldbus fault	The data connection between the fieldbus Master and the fieldbus of the drive broken	Check installation. If installation is correct contact the nearest Honeywell technical support.
57	Identification fault	Identification run has failed	Run command was removed before completion of identification run. Motor is not connected to inverter. There is load on motor shaft.

Table 5.1 : Fault codes

6. SMARTDRIVE COMPACT CONTROL CONNECTIONS

6.1 INTRODUCTION

SmartDrive Compact is equipped with following control inputs and outputs:

Control I/O
6 Digital inputs
2 Analogue inputs
1 Analogue output
1 Digital output
2 Relay outputs
RS-485 Interface

Table 6.1: Control I/O connections in SmartDrive Compact

This section provides you with a description and instructions of the I/O-signals.

The speed reference can be selected from the analogue inputs, fieldbus, preset speeds or keypad.

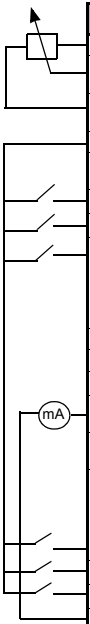
Basic properties:

- Digital inputs DI1…DI6 are freely programmable. The user can assign a single input to many functions
- Digital-, relay- and analogue outputs are freely programmable

Special features:

- Programmable Start/Stop and Reverse signal logic
- Reference scaling
- Programmable start and stop functions
- DC-brake at start and stop
- Programmable U/f curve
- Adjustable switching frequency
- Autorestart function after fault
- Protections and supervisions (all fully programmable; off, warning, fault):
  - Current signal input fault
  - External fault
  - Undervoltage fault Earth fault
  - Motor thermal, stall and underload protection
- Fieldbus communication
- 8 preset speeds
- Analogue input range selection, signal scaling and filtering
- PI-controller

6.2 CONTROL I/O



Terminal		Signal	Factory preset	Description
1	+10Vre	Ref. voltage out		Maximum load 10 mA
2	AI1	Analog signal in 1	Freq. reference P)	0 - +10 V Ri = 200 k Ω (min)
3	GND	I/O signal ground		Ground for reference and controls
6	24Vout	24V output for DI's		± 20%, max. load 50 mA
7	GND	I/O signal ground		Ground for reference and controls
8	DI1	Digital input 1	Start forward P)	0 - +30 V Ri = 12 k Ω min
9	DI2	Digital input 2	Start reverse P)	
10	DI3	Digital input 3	Preset speed B0 P)	0 - +30V Ri = 12 k Ω min B0 active = Preset speed 1 (default 10Hz) B0 & B1 = Preset speed 3 (default 20 Hz)
A	A	RS485 signal A	FB Communication	Modbus
B	B	RS485 signal B	FB Communication	Modbus
4	AI2	Analog signal in 2	PI actual value P)	0(4) - 20 mA, Ri = 200 Ω
5	GND	I/O signal ground		Ground for reference and controls
13	GND	I/O signal ground		Ground for reference and controls
14	DI4	Digital input 4	Preset speed B1P)	0 - +30V Ri = 12 k Ω W minB1 active = Preset speed 2 (default 15Hz) B0 & B1 = Preset speed 3 (default 20 Hz)
15	DI5	Digital input 5	Fault reset P)	0 - +30 V Ri = 12 k Ω min
16	DI6	Digital input 6	Disable PI contr. P)	
18	AO		Output frequency P)	0(4) - 20 mA, RL = 500 Ω
20	DO	Digital signal out	Active = READY P)	Open collector, max. load 48V/50mA
22	RO 13	Relay out 1	Active = RUN P)	Max. switching load: 250Vac/2A or 250Vdc/ 0,4A
23	RO 14			
24	RO 22	Relay out 2	Active = FAULT P)	Max. switching load: 250Vac/2A or 250Vdc/ 0,4A
25	RO 21			
26	RO 24			

Table 6.2: Default I/O configuration and connections
P) = Programmable function, see parameter lists and descriptions, chapters 8 and 9

7. CONTROL PANEL

7.1 GENERAL

The panel is integrated to the drive consisting of corresponding application card and an overlay on the drive cover with status display and button clarifications.

The Control panel consists of an LCD display with backlight and a keypad including a navigation wheel, a green START button and a red STOP button (see Figure 7.1).

7.2 DISPLAY

The display includes 14-segment and 7-segment blocks, arrowheads and clear text unit symbols. The arrowheads, when visible, indicate some information about the drive, which is printed in clear text on the overlay (numbers 1…14 in the figure below). The arrowheads are grouped in 3 groups with the following meanings and English overlay texts (see Figure 7.1):

Group 1 - 5; Drive status

1 = Drive is ready to start (READY)
2 = Drive is running (RUN)
3 = Drive has stopped (STOP)
4 = Alarm condition is active (ALARM)
5 = Drive has stopped due to a fault (FAULT)

Group 6 - 10; Control selections

6 = Motor is rotating forward (FWD)
7 = Motor is rotating reverse (REV)
8 = I/O terminal block is the selected control place (I/O)
9 = Keypad is the selected control place (KEYPAD)
10 = Fieldbus is the selected control place (BUS)

Group 11 - 14; Navigation main menu

11 = Reference main menu (REF)
12 = Monitoring main menu (MON)
13 = Parameter main menu (PAR)
14 = Fault history main menu (FLT)

Figure 7.1: SmartDrive Compact Control panel

7.3 KEYPAD

The keypad section of the control panel consists of a navigation wheel and START and STOP buttons (see Figure 7.1). The navigation wheel is used for navigating on the panel display, but it also works as a reference potentiometer when KEYPAD has been selected as the control place of the drive. The wheel has two separate functions;

- Rotating the wheel e.g. for changing parameter value (12 steps / round)
- Pressing the wheel e.g. for accepting the new value.

The drive stops always, regardless of the selected control place, by pressing the keypad STOP button. The drive starts by pressing the keypad START button, but only if the selected control place is KEYPAD.

7.4 NAVIGATION ON THE SMARTDRIVE COMPACT CONTROL PANEL

This chapter provides you with information on navigating the menus on SmartDrive Compact and editing the values of the parameters.

7.4.1 Main menu

The menu structure of SmartDrive Compact control software consists of a main menu and several submenus. Navigation in the main menu is shown below:

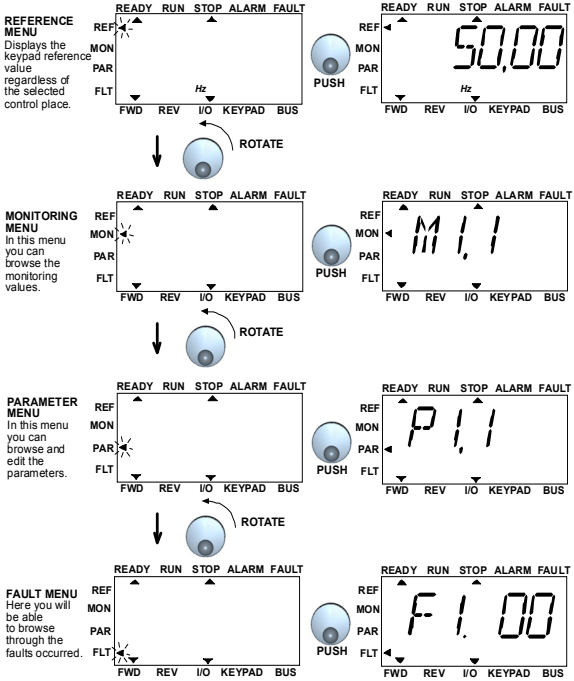


Figure 7.2: The main menu of SmartDrive compact

7.4.2 Reference menu

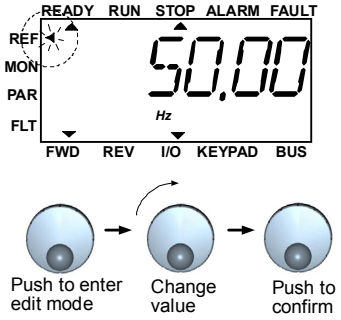


Figure 7.3: Reference menu display

Move to the reference menu with the navigation wheel (see Figure 7.2). The reference value can be changed with the navigation wheel as shown in Figure 7.3. The reference value follows the rotation continuously (= without separate new value acceptance) .

7.4.3 Monitoring menu

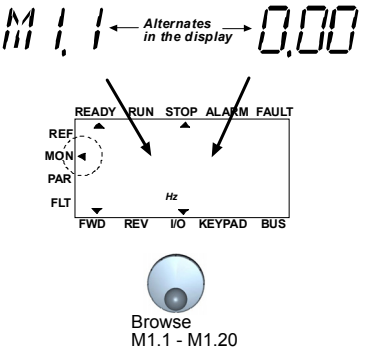


Figure 7.4: Monitoring menu display

Monitoring values mean actual values of measured signals as well as statuses of some control settings. They are visible in display, but they cannot be edited. The monitoring values are listed in Table 7.1.

Pushing the navigation wheel once in this menu takes the user to the next level, where the monitoring value, e.g. M1.11 and value are visible (see Figure 7.2). The monitoring values can be browsed by rolling the navigation wheel clockwise, as shown in Figure 7.4.

Code	Monitoring signal	Unit	ID	Description
M1.1	Output frequency	Hz	1	Frequency to the motor
M1.2	Frequency reference	Hz	25	
M1.3	Motor shaft speed	rpm	2	Calculated motor speed
M1.4	Motor current	A	3	Measured motor current
M1.5	Motor torque	%	4	Calculated actual/nominal torque of the motor
M1.6	Motor power	%	5	Calculated actual/nominal power of the motor
M1.7	Motor voltage	V	6	Motor voltage
M1.8	DC-link voltage	V	7	Measured DC-link voltage
M1.9	Unit temperature	C°	8	Heat sink temperature
M1.10	Motor temperature	C°		Calculated motor temperature
M1.11	Analogue input 1	%	13	AI1 value
M1.12	Analogue input 2	%	14	AI2 value
M1.13	Analogue output	%	26	AO1
M1.14	DI1, DI2, DI3		15	The status of digital inputs
M1.15	DI4, DI5, DI6		16	The status of digital inputs
M1.16	RO1, RO2, DO		17	The statuse of Relays and digital output
M1.17	PI setpoint	%	20	In percent of the maximum process reference
M1.18	PI feedback	%	21	In percent of the maximum actual value
M1.19	PI error value	%	22	In percent of the maximum error value
M1.20	PI Output	%	23	In percent of the maximum output value

Table 7.1 : SmartDrive Compact monitoring signals

7.4.4 Parameter menu

In Parameter menu only the Quick setup parameter list is shown by default. By giving the right value to the parameter 13.1 it is possible to open other advanced parameter groups. The parameter lists and descriptions can be found in chapters 8 and 9.

The following figure shows the parameter menu view:

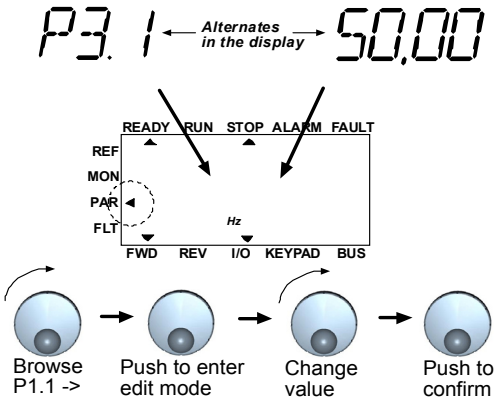


Figure 7.5: Parameter menu

7.4.5 Fault history menu

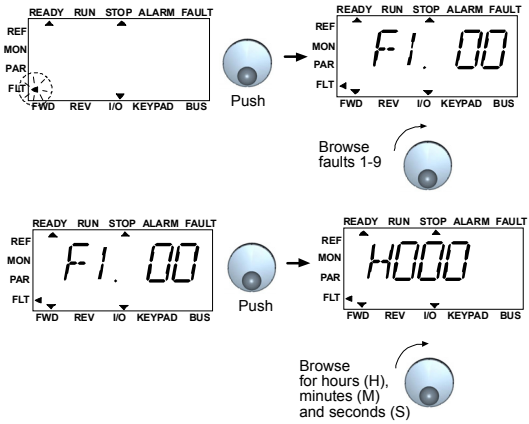


Figure 7.6: Fault history menu

In Fault history menu you can browse through 9 latest faults (see Figure 7.6). If a fault is active, the relevant fault number (e.g. F1 02) alternates in the display with main menu. When you browse between the faults, the fault codes of active faults are blinking. The active faults can be reset by pressing the STOP button for 1 second. If the fault cannot be reset, the blinking continues. It is possible to navigate in the menu structure also when there are active faults present, but the display returns automatically to the fault menu if buttons or navigation wheel are not pressed or navigation is not rotated. The operating hour, minute and second values at the fault instant are shown in the value menu (operating hours = displayed reading x 1000 h).

Note! The whole fault history can be cleared by pressing STOP button for 5 sec time when the drive is stopped and Fault history menu is selected in the diisplay. When you are in main menu pressing STOP button will start the Start Up Wizard and return all parameter settings to factory defaults.

See Chapter 5 in for fault descriptions.

8. PARAMETERS

On the next pages you can find the lists of parameters within the respective parameter groups. The parameter descriptions are given in Chapter 9.

NOTE: Parameters can only be changed when drive is in stop mode!

Explanations:

Code:	Location indication on the keypad; Shows the operator the present Monitoring value number or Parameter number
Parameter:	Name of monitoring value or parameter
Min:	Minimum value of parameter
Max:	Maximum value of parameter
Unit:	Unit of parameter value; given if available
Default:	Factory preset value
ID:	ID number of the parameter (used with fieldbus control)
	More information on this parameter available in chapter 9: 'Parameter descriptions' click on the parameter name.

8.1 QUICK SETUP PARAMETERS (VIRTUAL MENU, SHOWS WHEN PAR. 3.1 = 1)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P1.1	Motor nominal voltage	180	690	V	230 400 575	110	Check rating plate on the motor
P1.2	Motor nom. frequency	30	320	Hz	50,00	111	Check rating plate on the motor
P1.3	Motor nominal speed	300	20000	rpm	1440	112	Default applies for a 4-pole motor.
P1.4	Motor nominal current	0,2 x I_{Nunit}	2,0 x I_{Nunit}	A	I_{Nunit}	113	Check rating plate on the motor
P1.5	Motor cos φ	0,30	1,00		0,85	120	Check rating plate on the motor
P1.7	Current limit	0,2 x I_{Nunit}	2 x I_{Nunit}	A	1,5 x I_{Nunit}	107	
P1.15	Torque boost	0	1		0	109	**0** = Not used **1** = Used
P2.1	Control place	1	3		1	125	**1** = I/O terminal **2** = Keypad **3** = Fieldbus
P2.2	Start function	0	1		0	505	**0** = Ramp **1** = Flying start
P2.3	Stop function	0	1		0	506	**0** = Coasting **1** = Ramp
P3.1	Min frequency	0,00	P3.2	Hz	0,00	101	
P3.2	Max frequency	P3.1	320	Hz	50,00	102	
P3.3	I/O reference	0	4		3	117	**0** = Preset Speeds (0-7) **1** = Keypad Reference **2** = Fieldbus Reference **3** = AI1 **4** = AI2
P3.4	If P3.3 = 0, Preset speed 0	0,00	P3.2	Hz	5,00	124	Activated by digital inputs
P3.5	Preset speed 1	0,00	P3.2	Hz	10,00	105	Activated by digital inputs
P3.6	Preset speed 2	0,00	P3.2	Hz	15,00	106	Activated by digital inputs
P3.7	Preset speed 3	0,00	P3.2	Hz	20,00	126	Activated by digital inputs
P4.2	Acceleration time	0,1	3000	s	1,0	103	Acceleration time from 0 Hz to maximum frequency
P4.3	Deceleration time	0,1	3000	s	1,0	104	Deceleration time from maximum frequency to 0 Hz
P6.1	AI1 Signal range	0	3		0	379	**0** = Voltage 0…10 V **1** = Voltage 2…10 V

Table 8.1: Quick setup parameters

Code	Parameter	Min	Max	Unit	Default	ID	Note
P6.5	AI2 Signal range	2	3		3	390	**2** = Current 0…20 mA **3** = Current 4…20 mA
P10.4	Automatic restart	0	1		0	731	**0** = Not used **1** = Used
P13.1	Parameter conceal	0	1		1	115	**0** = All parameters visible **1** = Only quick setup parameter group visible

Table 8.1: Quick setup parameters

8.2 MOTOR SETTINGS (CONTROL PANEL: MENU PAR -> P1)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P1.1	Motor nominal voltage	180	500	V	230 400	110	Check rating plate on the motor
P1.2	Motor nominal frequency	30	320	Hz	50,00	111	Check rating plate on the motor
P1.3	Motor nominal speed	300	20000	rpm	1440	112	Default applies for a 4-pole motor.
P1.4	Motor nominal current	0,2 x I_{Nunit}	2,0 x I_{Nunit}	A	I_{Nunit}	113	Check rating plate on the motor
P1.5	Motor cos φ	0,30	1,00		0,85	120	Check rating plate on the motor
P1.7	Current limit	0,2 x I_{Nunit}	2 x I_{Nunit}	A	1,5 x I_{Nunit}	107	
P1.8	Motor control mode	0	1		0	600	**0** = Frequency control **1** = Speed control
P1.9	U/f ratio selection	0	2		0	108	**0** = Linear **1** = Squared **2** = Programmable
P1.10	Field weakening point	30,00	320	Hz	50,00	602	
P1.11	Voltage at field weakening point	10,00	200	%	100,00	603	% of Nominal voltage of the motor
P1.12	U/f curve midpoint frequency	0,00	P1.10	Hz	50,00	604	
P1.13	U/f curve midpoint voltage	0,00	P1.11	%	100,00	605	% of Nominal voltage of the motor
P1.14	Output voltage at zero frequency	0,00	40,00	%	0,00	606	% of Nominal voltage of the motor
P1.15	Torque boost	0	1		0	109	**0** = Not used **1** = Used
P1.16	Switching frequency	1,5	16,0	kHz	6,0	601	
P1.17	Brake chopper	0	2		0	504	**0** = Disabled **1** = Used in Run state **2** = Used in Run and Stop state
P1.18	Motor identification	0	1		0	631	**1** = Identification without run after start command

Table 8.2: Motor settings

NOTE! These parameters are shown, when **P13.1 = 0**.

8.3 START/STOP SETUP (CONTROL PANEL: MENU PAR -> P2)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P2.1	Control place	1	3		1	125	**1** = I/O terminal **2** = Keypad **3** = Fieldbus
P2.2	Start function	0	1		0	505	**0** = Ramp **1** = Flying start
P2.3	Stop function	0	1		0	506	**0** = Coasting **1** = Ramp
P2.4	Start/Stop logic	0	3		0	300	**DI1** **DI2** **0** Start Fwd Start reverse **1** Start Reverse **2** Start Pulse Stop Pulse **3** Start Fwd Start Rv REAF REAF
P2.5	Local/remote	0	1			211	**0** = Remote **1** = Keypad

Table 8.3: Start/stop setup

8.4 FREQUENCY REFERENCES (CONTROL PANEL: MENU PAR -> P3)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P3.1	Min frequency	0,00	P3.2	Hz	0,00	101	
P3.2	Max frequency	P3.1	320	Hz	50,00	102	
P3.3	I/O reference	0	4		3	117	**0** = Preset Speeds (0-7) **1** = Keypad Reference **2** = Fieldbus Reference **3** = AI1 **4** = AI2
P3.4	If P3.3 = 0, Preset speed 0	0,00	P3.2	Hz	5,00	124	Activated by digital inputs
P3.5	Preset speed 1	0,00	P3.2	Hz	10,00	105	Activated by digital inputs
P3.6	Preset speed 2	0,00	P3.2	Hz	15,00	106	Activated by digital inputs
P3.7	Preset speed 3	0,00	P3.2	Hz	20,00	126	Activated by digital inputs
P3.8	Preset speed 4	0,00	P3.2	Hz	25,00	127	Activated by digital inputs
P3.9	Preset speed 5	0,00	P3.2	Hz	30,00	128	Activated by digital inputs
P3.10	Preset speed 6	0,00	P3.2	Hz	40,00	129	Activated by digital inputs
P3.11	Preset speed 7	0,00	P3.2	Hz	50,00	130	Activated by digital inputs

Table 8.4: Frequency references

NOTE! These parameters are shown, when **P13.1 = 0**.

8.5 RAMPS AND BRAKES SETUP (CONTROL PANEL: MENU PAR -> P4)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P4.1	Ramp shape	0,0	10,0	s	0,0	500	**0** = Linear **>0** = S-curve ramp time
P4.2	Acceleration time	0,1	3000	s	1,0	103	
P4.3	Deceleration time	0,1	3000	s	1,0	104	
P4.4	DC braking current	Unit dep.	Unit dep.	A	Varies	507	
P4.5	DC braking time at start	0,00	600.00	s	0	516	**0** = DC brake is off at start
P4.6	Frequency to start DC braking during ramp stop	0,10	10,00	Hz	1,50	515	
P4.7	DC braking time at stop	0,00	600.00	s	0	508	**0** = DC brake is off at stop
P4.8	Flux brake	0	3			520	**0** = Off **2** = Chopper **1** = On **3** = Full mode
P4.9	Flux braking current	0	7,4	A		519	
P4.10	Ramp shape 2	0,0	10,0	s	0,0	501	**0** = Linear **>0** = S-curve ramp time
P4.11	Acceleration time 2	0,1	3000	s	1,0	502	
P4.12	Deceleration time 2	0,1	3000	s	1,0	503	

Table 8.5: Motor control parameters

8.6 DIGITAL INPUTS (CONTROL PANEL: MENU PAR -> P5)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P5.1	Start signal 1	0	6		1	403	**0** = Not used **1** = DI1 **2** = DI2 **3** = DI3 **4** = DI4 **5** = DI5 **6** = DI6
P5.2	Start signal 2	0	6		2	404	As parameter 5.1
P5.3	Reverse	0	6		0	412	As parameter 5.1
P5.4	Ext. fault Close	0	6		0	405	As parameter 5.1
P5.5	Ext. fault Open	0	6		0	406	As parameter 5.1
P5.6	Fault reset	0	6		5	414	As parameter 5.1
P5.7	Run enable	0	6		0	407	As parameter 5.1

Table 8.6: Digital inputs

Code	Parameter	Min	Max	Unit	Default	ID	Note
P5.8	Preset speed B0	0	6		3	419	As parameter 5.1
P5.9	Preset speed B1	0	6		4	420	As parameter 5.1
P5.10	Preset speed B2	0	6		0	421	As parameter 5.1
P5.11	Disable PI	0	6		6	1020	As parameter 5.1
P5.12	Force to I/O	0	1 6 (RS485)		0	409	As parameter 5.1
P5.13	Ramp time select	0	6		0	408	As parameter 5.1

Table 8.6: Digital inputs

8.7 ANALOGUE INPUTS (CONTROL PANEL: MENU PAR -> P6)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P6.1	AI1 Signal range	0	3		0	379	**0** = Voltage 0…10 V **1** = Voltage 2…10 V
P6.2	AI1 filter time	0,0	10,0	s	0,1	378	0 = no filtering
P6.3	AI1 Custom min	-100,0	100,0	%	0,0	380	0,0 = no min scaling
P6.4	AI1 Custom max	-100,0	100,0	%	100,0	381	100,0 = no max scaling
P6.5	AI2 signal range	2	3		3	390	**2** = Current 0…20 mA **3** = Current 4…20 mA
P6.6	AI2 filter time	0,0	10,0	s	0,1	389	0 = no filtering
P6.7	AI2 Custom min	-100,0	100,0	%	0,0	391	0,0 = no min scaling
P6.8	AI2 Custom max	-100,0	100,0	%	100,0	392	100,0 = no max scaling

Table 8.7: Analoque inputs

8.8 DIGITAL AND ANALOGUE OUTPUTS (CONTROL PANEL: MENU PAR -> P7)

Code	Parameter	Min	Max	Unit	Default	ID	Selections
P7.1	Relay output 1 content	0	11		2	313	**0** = Not used **1** = Ready **2** = Run **3** = Fault **4** = Fault Inverted **5** = Warning **6** = Reversed **7** = At Speed **8** = Motor Regulator Active **9** = FBControlWord.B13 **10** = FBControlWord.B14 **11** = FBControlWord.B15
P7.2	Relay output 2 content	0	8		3	314	**As parameter 7.1**
P7.3	Digital output 1 content	0	8		1	312	**As parameter 7.1**
P7.4	Analogue output function	0	4		1	307	**0** = Not in use **1** = Output freq. (0-f_{max}) **2** = Output current (0-I_{nMotor}) **3** = Torque (0-Nominal torque) **4** = PI controller output
P7.5	Analogue output minimum	0	1		1	310	**0** = 0 mA **1** = 4 mA
P7.6	Relay 2 invert	0	1		0	489	**1** = Relay 2 inverted

Table 8.8: Digital and analogue outputs

8.9 PROTECTIONS (CONTROL PANEL: MENU PAR -> P9)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P9.1	Response to 4mA reference fault	0	2		1	700	**0** = No response **1** = Warning **2** = Fault, stop acc. to P2.3
P9.2	Response to under voltage fault	0	2		2	727	
P9.3	Earth fault protection	0	2		2	703	
P9.4	Stall protection	0	2		1	709	
P9.5	Underload protection	0	2		0	713	
P9.6	Reserved						
P9.7	Thermal protection of the motor	0	2		2	704	
P9.8	Motor ambient temperature	-20	100	C	40	705	
P9.9	Motor cooling factor at zero speed	0,0	150,0	%	40,0	706	
P9.10	Motor thermal time constant	1	200	min	45	707	
P9.11	Motor Phase Supervision	0	2	unit	2	702	**0** = No response **1** = Warning **2** = Fault, stop mode after fault according to P2.3

Table 8.9: Protections

NOTE! These parameters are shown, when **P13.1 = 0**.

8.10 AUTORESTART PARAMETERS (CONTROL PANEL: MENU PAR -> P10)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P10.1	Wait time	0,10	10,00	s	0,50	717	Delay before automatic restart after a fault has disappeared
P10.2	Trial time	0,00	60,00	s	30,00	718	Defines the time before the inverter tries to automatically restart the motor after the fault has disappeared
P10.3	Start function	0	2		0	719	**0** = Ramp **1** = Flying start **2** = According to P4.2
P10.4	Automatic restart	0	1		0	731	**0** = Disabled **1** = Enabled

Table 8.10: Autorestart parameters

NOTE! These parameters are shown, when **P13.1 = 0**.

8.11 PI CONTROL PARAMETERS (CONTROL PANEL: MENU PAR -> P12)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P12.1	PI activation	0	2		0	163	**0** = Not used **1** = PI for motor control **2** = PI for external use
P12.2	PI controller gain	0,0	1000	%	100,0	118	
P12.3	PI controller I-time	0,00	320,0	s	10,00	119	
P12.4	Keypad PI reference	0,0	100,0	%	0,0	167	
P12.5	Setpoint source	0	3		0	332	**0** = Keypad PI reference, P12.4 **1** = Fieldbus **2** = AI1 **3** = AI2
P12.6	Feedback source	0	2		2	334	**0** = Fieldbus **1** = AI1 **2** = AI2
P12.7	Feedback minimum	0,0	100,0	%	0,0	336	0 = No minimum scaling
P12.8	Feedback maximum	0,0	100,0	%	100,0	337	100,0 = No maximum scaling
P12.9	Error value inversion	0	1		0	340	**0** = No inversion (Feedback<Setpoint->Increase PI Output) **1** = Inverted (Feedback<Setpoint->Decrease PI Output)

Table 8.11: PI control parameters

NOTE! These parameters are shown, when **P13.1 = 0.**

8.12 EASY USAGE MENU (CONTROL PANEL: MENU PAR -> P0)

Code	Parameter	Min	Max	Unit	Default	ID	Note
P13.1	Parameter conceal	0	1		1	115	**0** = All parameters visible **1** = Only quick setup parameter group visible
P13.2	Drive setup	0	3		0	540	**0** = Basic **1** = Pump drive **2** = Fan drive **3** = Conveyor drive (HP) **NOTE!** Visible only duriing Startup wizard

Table 8.12: Easy usage menu parameters

8.13 SYSTEM PARAMETERS

Code	Parameter	Min	Max	Default	ID	Note
Software information (MENU PAR -> S1)						
S1.1	System SW				2314	
S1.2	System SW version				835	
S1.3	Power SW ID				2315	
S1.4	Power SW version				834	
S1.5	Application SW ID				837	
S1.6	Application SW revision				838	
S1.7	System load				839	
RS485 information (MENU PAR -> S2)						
S2.1	Communication status				808	Format: **xx.yyy** **xx** = 0 - 64 (Number of error messages) **yyy** = 0 - 999 (Number of correct messages)
S2.2	Fieldbus protocol	0	1	0	809	**0** = FB disabled **1** = Modbus
S2.3	Slave address	1	255	1	810	
S2.4	Baud rate	0	5	5	811	**0** = 300, **1** = 600, **2** = 1200, **3** = 2400, **4** = 4800, **5** = 9600,
S2.5	Number of stop bits	0	1	1	812	**0** = 1, **1** = 2
S2.6	Parity type	0	0	0	813	**0** = None (locked)

Table 8.13: System parameters

Code	Parameter	Min	Max	Default	ID	Note
S2.7	Communication time-out	0	255	0	814	**0** = Not used, **1** = 1 second, **2** = 2 seconds, etc.
S2.8	Reset communica-tion status				815	**1** = Resets par. S2.1
Total counters (MENU PAR -> S3)						
S3.1	MWh counter				827	
S3.2	Power on days				828	
S3.3	Power on hours				829	
User settings (MENU PAR -> S4)						
S4.1	Display contrast	0	15	7	830	Adjusts the display contrast
S4.2	Default page	0	20	0	2318	Defines which monitoring page (1.1. - 1.20) is shown after startup. **0** = Not used
S4.3	Restore factory defaults	0	1	0	831	**1** = Restores factory defaults for all parameters

Table 8.13: System parameters

NOTE! These parameters are shown, when **P13.1 = 0**.

9. PARAMETER DESCRIPTIONS

On the next pages you can find the descriptions of certain parameters. The descriptions have been arranged according to parameter group and number.

9.1 MOTOR SETTINGS (CONTROL PANEL: MENU PAR -> P1)

1.8 MOTOR CONTROL MODE

With this parameter the user can select the motor control mode. The selections are:

0 = Frequency control:

The I/O terminal, keypad and fieldbus references are frequency references and the inverter controls the output frequency (output frequency resolution = 0.01 Hz)

1 = Speed control:

The I/O terminal, keypad and fieldbus references are speed references and the inverter controls the motor speed.

1.9 U/F RATIO SELECTION

There are three selections for this parameter:

0 = Linear:

The voltage of the motor changes linearly with the frequency in the constant flux area from 0 Hz to the field weakening point where the nominal voltage is supplied to the motor. Linear U/f ratio should be used in constant torque applications. See Figure 9.1.

This default setting should be used if there is no special need for another setting.

1 = Squared:

The voltage of the motor changes following a squared curve form with the frequency in the area from 0 Hz to the field weakening point where the nominal voltage is also supplied to the motor. The motor runs undermagnetised below the field weakening point and produces less torque, power losses and electromechaniqal noise. Squared U/f ratio can be used in applications where torque demand of the load is proportional to the square of the speed, e.g in centrifugal fans and pumps

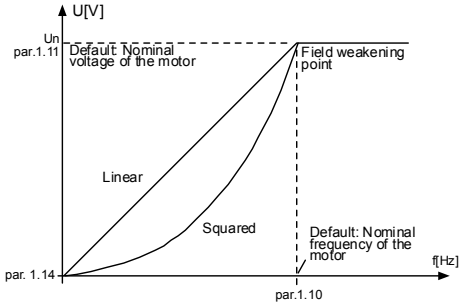


Figure 9.1: Linear and squared change of motor voltage

2 = Programmable U/f curve:

The U/f curve can be programmed with three different points. Programmable U/f curve can be used if the other settings do not satisfy the needs of the application.

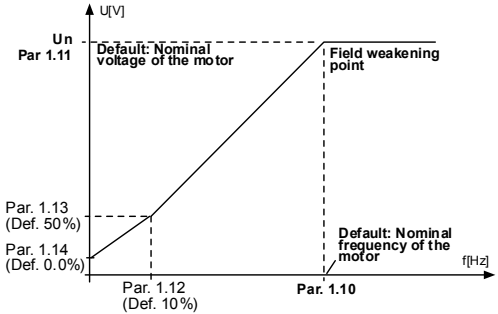


Figure 9.2: Programmable U/f curve

1.10 FIELD WEAKENING POINT

The field weakening point is the output frequency at which the output voltage reaches the value set with par. 1.11.

1.11 VOLTAGE AT FIELD WEAKENING POINT

Above the frequency at the field weakening point, the output voltage remains at the value set with this parameter. Below the frequency at the field weakening point, the output voltage depends on the setting of the U/f curve parameters. See parameters 1.9 - 1.14 and Figures 9.1 and 9.2.

When the parameters 1.1 and 1.2 (nominal voltage and nominal frequency of the motor) are set, the parameters 1.10 and 1.11 are automatically given the corresponding values. If you need different values for the field weakening point and the voltage, change these parameters after setting the parameters 1.1 and 1.2.

1.12 U/F CURVE, MIDDLE POINT FREQUENCY

If the programmable U/f curve has been selected with the parameter 1.9, this parameter defines the middle point frequency of the curve. See Figure 9.2.

1.13 U/F CURVE, MIDDLE POINT VOLTAGE

If the programmable U/f curve has been selected with the parameter 1.9, this parameter defines the middle point voltage of the curve. See Figure 9.2.

1.14 OUTPUT VOLTAGE AT ZERO FREQUENCY

This parameter defines the zero frequency voltage of the curve. See Figures 9.1 and 9.2.

1.15 TORQUE BOOST

The voltage to the motor changes automatically with high load torque which makes the motor produce sufficient torque to start and run at low frequencies. The voltage increase depends on the motor type and power. Automatic torque boost can be used in applications with high load torque, e.g. in conveyors.

0 = Disabled

1 = Enabled

Note: In high torque - low speed applications - it is likely that the motor will overheat. If the motor has to run a prolonged time under these conditions, special attention must be paid to cooling the motor. Use external cooling for the motor if the temperature tends to rise too high.

1.16 SWITCHING FREQUENCY

Motor noise can be minimised using a high switching frequency. Increasing the switching frequency reduces the capacity of the inverter unit.

Switching frequency for SmartDrive Compact: 1.5…16 kHz.

1.17 BRAKE CHOPPER

Note: An internal brake chopper is installed in three phase supply MI2 and MI3 size drives

0 = No brake chopper used

1 = Brake chopper used in Run state

2 = Used in Run and Stop state

When the inverter is decelerating the motor, the energy stored to the inertia of the motor and the load are fed into an external brake resistor, if the brake chopper has been activated. This enables the inverter to decelerate the load with a torque equal to that of acceleration (provided that the correct brake resistor has been selected). See separate Brake resistor installation manual.

9.2 START/STOP SETUP (CONTROL PANEL: MENU PAR -> P2)

2.1 CONTROL PLACE

With this parameter, the user can select the active control place. The selections are:

1 = I/O terminal

2 = Keypad

3 = Fieldbus

Note: Local/Remote control mode can be toggled by pressing the navigation wheel for 5 seconds. P2.1 will have no effect in local mode.

Local = Keypad is the control place

Remote = P2.1 defines the control place

2.2 START FUNCTION

The user can select two start functions for SmartDrive Compact with this parameter:

0 = Ramp start

The inverter starts from 0 Hz and accelerates to the set frequency reference within the set acceleration time (P4.2). (Load inertia or starting friction may cause prolonged acceleration times).

1 = Flying start

The inverter is able to start also a running motor by applying a small torque to motor and searching for the frequency corresponding to the speed the motor is running at. The searching starts from the maximum frequency towards the actual frequency until the correct value is detected. Thereafter, the output frequency will be increased/decreased to the set reference value according to the set acceleration/deceleration parameters.

Use this mode if the motor is rotating when the start command is given. With the flying start, it is possible to ride through short mains voltage interruptions.

2.3 STOP FUNCTION

Two stop functions can be selected in this application:

0 = Coasting

The motor coasts to a halt without control from the inverter after the Stop command.

1 = Ramp stop

After the Stop command, the speed of the motor is decelerated according to the set deceleration parameters.

If the regenerated energy is high it may be necessary to use an external braking resistor for to be able to decelerate the motor in acceptable time.

2.4 START/STOP LOGIC

With this parameter the user can select the start/stop logic.

0 = DI1 = Start forward
DI2 = Start reverse

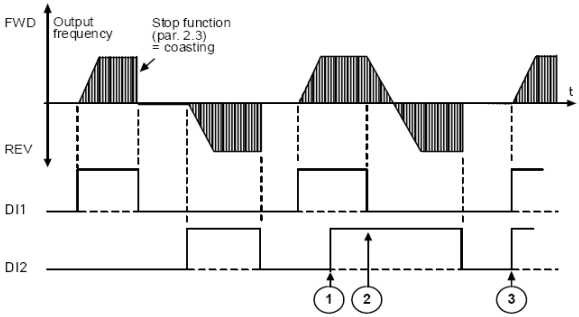


Figure 9.3: Start/Stop logic, selection 0

① The first selected direction has the highest priority.
② When the DIN1 contact opens the direction of rotation starts the change.
③ If Start forward (DI1) and Start reverse (DI2) signals are active simultaneously the Start forward signal (DI1) has priority.

1 = DI1 = Start
DI2 = Reverse

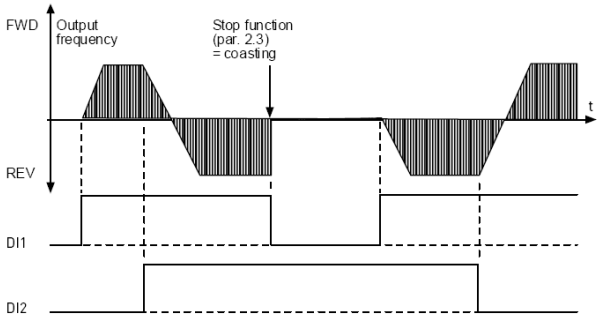


Figure 9.4: Start/Stop logic, selection 1

2 = DI1 = Start pulse
DI2 = Stop pulse

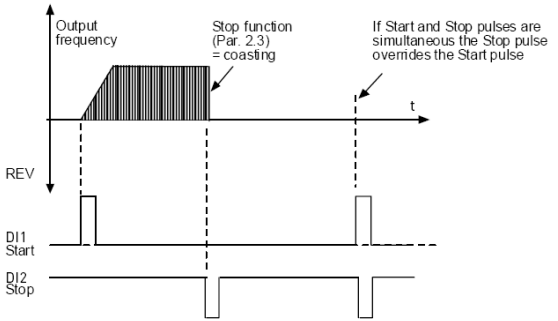


Figure 9.5: Start/Stop logic, selection 2

3 = DI1 = Start forward, rising edge after fault
DI2 = Start reverse, rising edge after fault

2.5 LOCAL/REMOTE

This parameter defines whether the control place of the drive is remote (I/O or FieldBus) or Keypad. Keypad can also be selected as control place by pressing the navigation wheel for 5 seconds.

The priority order of selecting control place is

1. Navigation wheel
2. Forced from I/O
3. Parameter 2.1

9.3 FREQUENCY REFERENCES (CONTROL PANEL: MENU PAR -> P3)

3.3 I/O REFERENCE

Defines the selected frequency reference source when the drive is controlled from the I/O terminal.

0 = Preset speed 0 - 7
1 = Keypad reference
2 = Reference from Fieldbus (FBSpeedReference)
3 = AI1 reference (terminals 2 and 3, e.g. potentiometer)
4 = AI2 reference (terminal 4 and 5, e.g. transducer)

3.4 - 3.11 PRESET SPEEDS 0 - 7

These parameters can be used to determine frequency references that are applied when appropriate combinations of digital inputs are activated. Preset speeds can be activated from digital inputs despite of the active control place.

Parameter values are automatically limited between the minimum and maximum frequencies. (par. 3.1, 3.2).

Speed	Preset speed B2	Preset speed B1	Preset speed B0
If P3.3 = 0, Preset speed 0			
Preset speed 1			x
Preset speed 2		x	
Preset speed 3		x	x
Preset speed 4	x		
Preset speed 5	x		x
Preset speed 6	x	x	
Preset speed 7	x	x	x

Table 9.1: Preset speeds 1 - 7

9.4 RAMPS & BRAKES SETUP (CONTROL PANEL: MENU PAR -> P4)

4.1 RAMP SHAPE
4.10 RAMP SHAPE 2

The start and end of the acceleration and deceleration ramp can be smoothed with this parameter. Setting value 0 gives a linear ramp shape which causes acceleration and deceleration to act immediately to the changes in the reference signal.

Setting value 0.1…10 seconds for this parameter produces an S-shaped acceleration/deceleration. The acceleration and deceleration times are determined with parameters 4.2 and 4.3.

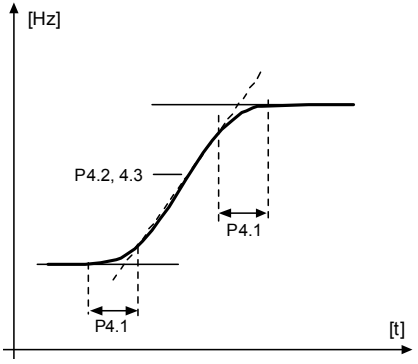


Figure 9.6: S-shaped acceleration/deceleration

4.2 ACCELERATION TIME
4.3 DECELERATION TIME
4.11 ACCELERATION TIME 2
4.12 DECELERATION TIME 2

These limits correspond to the time required for the output frequency to accelerate from the zero frequency to the set maximum frequency, or to decelerate-from the set maximum frequency to zero frequency.

The user can set two different acceleration/deceleration time sets for one application.

The active set can be selected with the selected digital input (par. 5.13)

4.5 DC BRAKING TIME AT START

DC-brake is activated when the start command is given. This parameter defines the time before the brake is released. After the brake is released, the output frequency increases according to the set start function by par. 2.2.

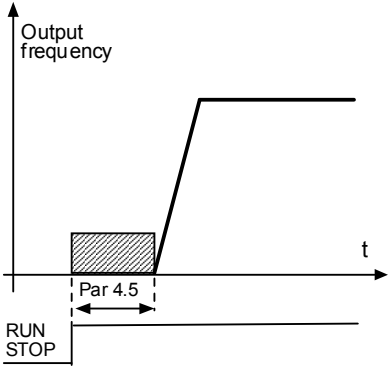


Figure 9.7: DC braking time at start

4.6 FREQUENCY TO START DC BRAKING DURING RAMP STOP

The output frequency at which the DC-braking is applied. See Figure 9.9.

4.7 DC BRAKING TIME AT STOP

Determines if braking is ON or OFF and the braking time of the DC-brake when the motor is stopping. The function of the DC-brake depends on the stop function, par. 2.3.

0 = DC brake is not in use

>0 = DC brake is in use and its function depends on the Stop function, (par. 2.3). The DC braking time is determined with this parameter.

Par. 2.3 = 0 (Stop function = Coasting):

After the stop command, the motor coasts to a stop without control from the inverter.

With the DC injection, the motor can be electrically stopped in the shortest possible time, without using an optional external braking resistor.

The braking time is scaled by the frequency when the DC-braking starts. If the frequency is greater than the nominal frequency of the motor, the set value of parameter 4.7 determines the braking time. When the frequency is 10% of the nominal, the braking time is 10% of the set value of parameter 4.7.

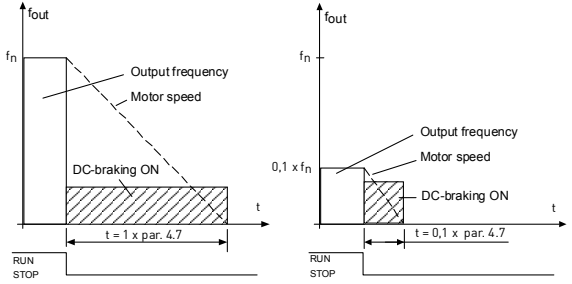


Figure 9.8: DC-braking time when Stop mode = Coasting

Par. 2.3 = 1 (Stop function = Ramp):

After the Stop command, the speed of the motor is reduced according to the set deceleration parameters, if the inertia of of the motor and load allows that, to the speed defined with parameter 4.6, where the DC-braking starts.

The braking time is defined with parameter 4.7. If high inertia exists, it is recommended to use an external braking resistor for faster deceleration. See Figure 9.9.

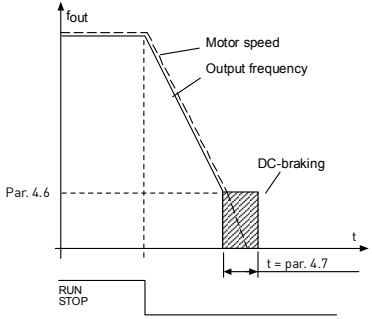


Figure 9.9: DC-braking time when Stop mode = Ramp

4.8 FLUX BRAKE

Instead of DC braking, flux braking is a useful form of braking with motors of max. 15kW.

When braking is needed, the frequency is reduced and the flux in the motor is increased, which in turn increases the motor's capability to brake. Unlike DC braking, the motor speed remains controlled during braking.

Activation mode	Description
0 = Off	Not used
1 = On	Normal mode. Activates flux bracking during deceleration regardless of load.
2 = Chopper	Emulates the behavior of a braking chopper by activating flux bracking based on DC-link voltage. Minimizes the heating up of the motor in applications with frequent speed changes.
3 = Full mode	Activates flux bracking both during deceleration and on generative shock loads at constant speed. Offers the highest performance in demanding applications.

Note! Flux braking converts the energy into heat at the motor, and should be used intermittently to avoid motor damage.

9.5 DIGITAL INPUTS (CONTROL PANEL: MENU PAR -> P5)

The selections for these parameters are:

0 = Not used
1 = DI1
2 = DI2
3 = DI3
4 = DI4
5 = DI5
6 = DI6

5.1 START SIGNAL 1
5.2 START SIGNAL 2
5.3 REVERSE
5.4 EXTERNAL FAULT (CLOSE)
5.5 EXTERNAL FAULT (OPEN)
5.6 FAULT RESET
5.7 RUN ENABLE
5.8 PRESET SPEED B0
5.9 PRESET SPEED B1
5.10 PRESET SPEED B2
5.11 DISABLE PI
5.12 FORCE TO I/O

The control place is forced to I/O by activating the digital input that this function is programmed to.

The priority order of selecting control place is

1. Navigation wheel
2. Forced from I/O
3. Parameter 2.1

5.13 RAMP TIME SELECTION

Contact open: Acceleration/Deceleration time 1 selected
Contact closed: Acceleration/Deceleration time 2 selected

Set Acceleration/Deceleration times with parameters 4.2 and 4.3 and the alternative ramp times with 4.11 and 4.12.

9.6 ANALOQUE INPUTS (CONTROL PANEL: MENU PAR -> P6)

6.2 AI1 SIGNAL FILTER TIME
6.6 AI2 SIGNAL FILTER TIME

This parameter, given a value greater than 0, activates the function that filters out disturbances from the incoming analogue signal. Long filtering time makes the regulation response slower. See Figure 9.10.

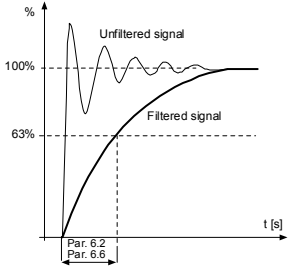


Figure 9.10: AI1 and AI2 signal filtering

9.7 DIGITAL AND ANALOQUE OUTPUTS (CONTROL PANEL: MENU PAR -> P7)

7.1 RELAY OUTPUT 1 FUNCTION
7.2 RELAY OUTPUT 2 FUNCTION
7.3 DIGITAL OUTPUT 1 FUNCTION

Setting	Signal content
0 = Not used	Not in operation
1 = Ready	The inverter is ready to operate
2 = Run	The inverter operates (motor is running)
3 = Fault	A fault trip has occurred
4 = Fault inverted	A fault trip has not occurred
5 = Alarm	An alarm has occurred
6 = Reversed	The reverse command has been selected
7 = At speed	The output frequency has reached the set reference
8 = Motor regulator activated	One of the limit regulators (e.g. current limit, voltage limit) is activated

Table 9.2: Output signals via RO1, RO2 and DO1

9.8 MOTOR THERMAL PROTECTION (PARAMETERS 9.7 - 9.10)

The motor thermal protection is to protect the motor from overheating. The Honeywell drive is capable of supplying higher than nominal current to the motor. If the load requires this high current there is a risk that the motor will be thermally overloaded. This is the case especially at low frequencies. At low frequencies the cooling effect of the motor is reduced as well as its capacity. If the motor is equipped with an external fan the load reduction at low speeds is small.

The motor thermal protection is based on a calculated model and it uses the output current of the drive to determine the load on the motor.

The motor thermal protection can be adjusted with parameters. The thermal current I_T specifies the load current above which the motor is overloaded. This current limit is a function of the output frequency.

CAUTION! The calculated model does not protect the motor if the airflow to the motor is reduced by blocked air intake grill

9.7 THERMAL PROTECTION OF THE MOTOR

0 = No response

1 = Warning

2 = Fault, stop mode after fault according to parameter 2.3

If tripping is selected the drive will stop and activate the fault stage. Deactivating the protection, i.e. setting parameter to 0, will reset the thermal model of the motor to 0%.

9.8 MOTOR AMBIENT TEMPERATURE

When the motor ambient temperature must be taken into consideration, it is recommended to set a value for this parameter. The value can be set between -20 and 100 degrees Celsius.

9.9 MOTOR COOLING FACTOR AT ZERO SPEED

The cooling power can be set between 0-150.0% x cooling power at nominal frequency. See Figure 9.11.

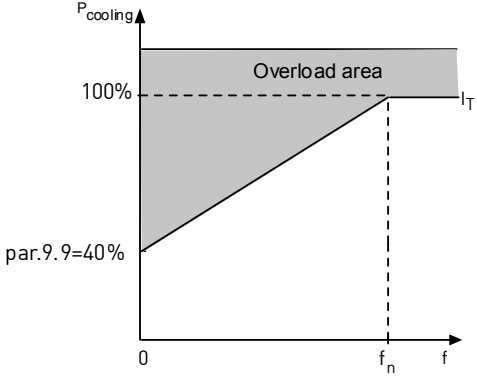


Figure 9.11: Motor cooling power

9.10 MOTOR THERMAL TIME CONSTANT

This time can be set between 1 and 200 minutes.

This is the thermal time constant of the motor. The bigger the motor, the bigger the time constant. The time constant is the time within which the calculated thermal model has reached 63% of its final value.

The motor thermal time is specific to the motor design and it varies between different motor manufacturers.

If the motor's t6-time (t6 is the time in seconds the motor can safely operate at six times the rated current) is known (given by the motor manufacturer) the time constant parameter can be set basing on it. As a rule of thumb, the motor thermal time constant in minutes equals to 2xt6. If the drive is in stop state the time constant is internally increased to three times the set parameter value. See also Figure 9.12.

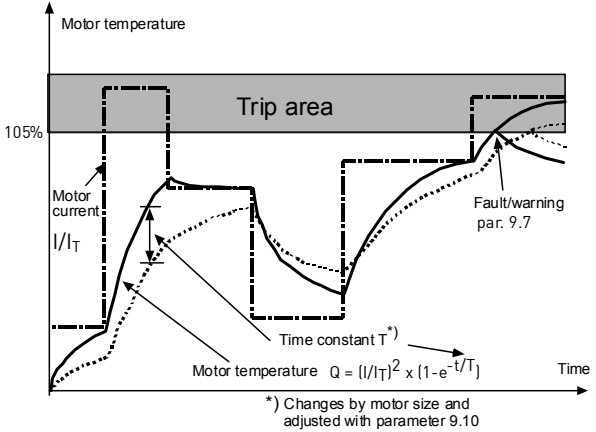


Figure 9.12: Motor temperature calculation

9.11 MOTOR PHASE SUPERVISION

Motor phase supervision of the motor ensures that the motor phases have an approximately equal current.

Settings for P9.11, range 0-2:

Activation Mode	Description
0	No response
1	Warning
2	Fault, stop mode after fault according to ID506 (P2.3 stop function)

9.9 AUTORESTART PARAMETERS (CONTROL PANEL: MENU PAR -> P10)

10.2 AUTOMATIC RESTART, TRIAL TIME

The Automatic restart function restarts the inverter when the faults have disappeared and the waiting time has elapsed.

The time count starts from the first autorestart. If the number of faults occurring during the trial time exceeds three, the fault state becomes active. Otherwise the fault is cleared after the trial time has elapsed and the next fault starts the trial time count again. See Figure 9.13.

If a single fault remains during the trial time, a fault state is true.

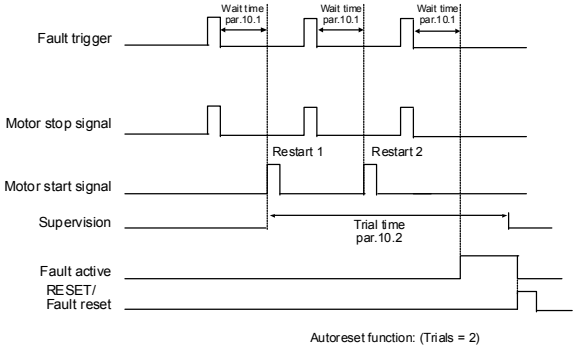


Figure 9.13: Automatic restart

9.10 PI CONTROL PARAMETERS (CONTROL PANEL: MENU PAR -> P12)

12.2 PI CONTROLLER GAIN

This parameter defines the gain of the PI controller. If the value of the parameter is set to 100% a change of 10% in the error value causes the controller output to change by 10%.

12.3 PI CONTROLLER I-TIME

This parameter defines the integration time of the PI controller. If this parameter is set to 1,00 second the controller output is changed by a value corresponding to the output caused from the gain every second. (Gain*Error)/s.

12.7 FEEDBACK MINIMUM
12.8 FEEDBACK MAXIMUM

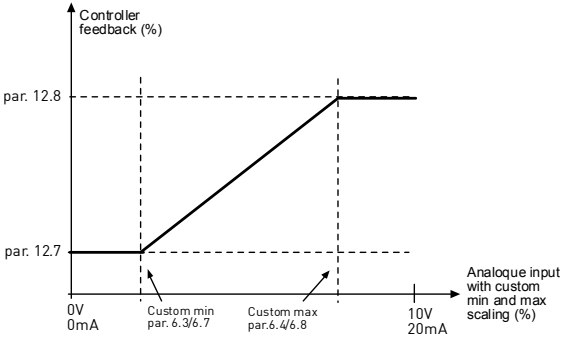


Figure 9.14: Feedback minimum and maximum

9.11 EASY USAGE MENU (CONTROL PANEL: MENU PAR -> P9)

13.2 DRIVE SETUP

With this parameter you can easily set up your drive for four different applications.

Note! This parameter is only visible when the Startup Wizard is active. The startup wizard will start in first power-up. It can also be started as follows. See the figures below.

NOTE! Running the startup wizard will always return all parameter settings to their factory defaults!

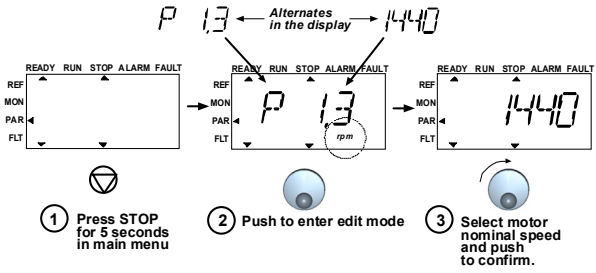


Figure 9.15: Startup wizard

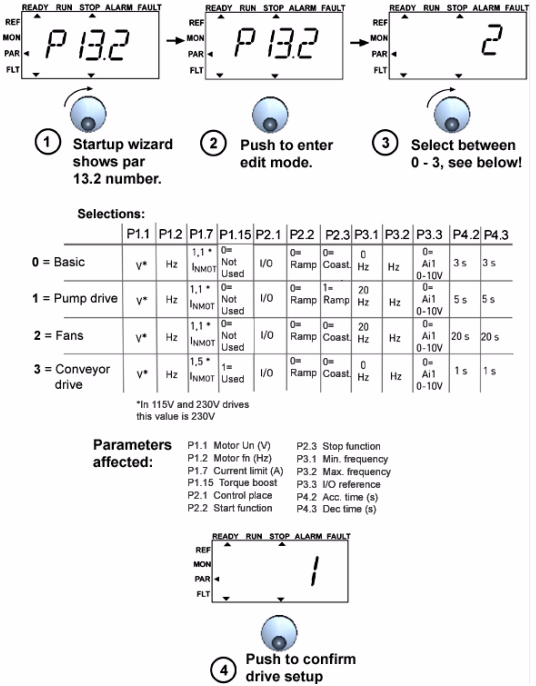


Figure 9.16: Drive setup

9.12 FIELDBUS PARAMETERS (CONTROL PANEL: MENU PAR -> S2)

The built-in Modbus connection of SmartDrive Compact supports the following function codes:

- 03 Read Holding Registers
- 04 Read Input Registers
- 06 Preset Single Registers

9.12.1 Modbus process data

Process data is an address area for fieldbus control. Fieldbus control is active when the value of parameter 2.1 (Control place) is 3 (=fieldbus). The contents of the process data has been determined in the application. The following tables present the process data contents in the GP Application.

ID	Modbus register	Name	Scale	Type
2101	32101, 42101	FB Status Word	-	Binary coded
2102	32102, 42102	FB General Status Word	-	Binary coded
2103	32103, 42103	FB Actual Speed	0,01	%
2104	32104, 42104	Motor freq.	0,01	+/- Hz
2105	32105, 42105	Motor speed	1	+/- Rpm
2106	32106, 42106	Motor current	0,01	A
2107	32107, 42107	Motor torque	0,1	+/- % (of nominal)
2108	32108, 42108	Motor power	0,1	+/- % (of nominal)
2109	32109, 42109	Motor voltage	0,1	V
2110	32110, 42110	DC voltage	1	V
2111	32111, 42111	Active fault	-	Fault code

Table 9.3: Output process data

ID	Modbus register	Name	Scale	Type
2001	32001, 42001	FB Control Word	-	Binary coded
2002	32002, 42002	FB General Control Word	-	Binary coded
2003	32003, 42003	FB Speed Reference	0,01	%
2004	32004, 42004	PI Control Reference	0,01	%
2005	32005, 42005	PI Actual value	0,01	%
2006	32006, 42006	-	-	-
2007	32007, 42007	-	-	-
2008	32008, 42008	-	-	-
2009	32009, 42009	-	-	-
2010	32010, 42010	-	-	-
2011	32011, 42011	-	-	-

Table 9.4: Input process data

15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
-	-	-	-	-	-	-	-	-	Z	AREF	W	FLT	DIR	RUN	RDY

Table 9.5: Status Word

Information about the status of the device and messages is indicated in the Status word. The Status word is composed of 16 bits the meanings of which are described in the table below:

15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
MSB															LSB

Table 9.6: Actual speed

This is actual speed of the inverter. The scaling is -10000...10000. In the application, the value is scaled in percentage of the frequency area between set minimum and maximum frequency.

15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	RST	DIR	RUN

Table 9.7: Control word

In Honeywell applications, the three first bits of the control word are used to control the inverter. However, you can customise the content of the control word for your own applications because the control word is sent to the inverter as such.

15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
MSB															LSB

Table 9.8: Speed reference

This is the Reference 1 to the inverter. Used normally as Speed reference. The allowed scaling is 0...10000. In the application, the value is scaled in percentage of the frequency area between the set minimum and maximum frequencies.

Bit	Description	
	Value = 0	Value = 1
RUN	Stop	Run
DIR	Clockwise	Counter-clockwise
RST	Rising edge of this bit will reset active fault	
RDY	Drive not ready	Drive ready
FLT	No fault	Fault active
W	No warning	Warning active
AREF	Ramping	Speed reference reached
Z	-	Drive is running at zero speed

Table 9.9: Bit definitions

10. TECHNICAL DATA

10.1 SMARTDRIVE COMPACT TECHNICAL DATA

Mains connection	Input voltage U_{in}	380 - 480V, -15%...+10% 3~ 208…240V, -15%...+10% 1~
	Input frequency	45…66 Hz
	Line current THD	> 120%
	Connection to mains	Once per minute or less (normal case)
Supply network		SmartDrive Compact cannot be used with corner grounded networks
Motor connection	Output voltage	0 - U_{in}
	Output current	Continuous rated current I_N at ambient temperature max. +50ºC, overload 1.5 x I_N max. 1min/ 10min
	Starting current / torque	Current 2 x I_N for 2 secs in every 20 sec period. Torque depends on motor
	Output frequency	0…320 Hz
	Frequency resolution	0,01 Hz
Control characteristics	Control method	Frequency Control U/f Open Loop Sensorless Vector Control
	Switching frequency	1...16 kHz; Factory default 6 kHz
	Frequency reference	Resolution 0.01 Hz
	Field weakening point	30…320 Hz
	Acceleration time	0.1…3000 sec
	Deceleration time	0.1…3000 sec
	Braking torque	100%*T_N with brake option (only in 400V $\geq$ 1,5 kW) 30%*T_N without brake option

Table 10.1 : SmartDrive Compact technical data

Ambient conditions	Ambient operating temperature	-10°C (no frost)…+50°C: rated loadability I_N
	Storage temperature	-40°C…+70°C
	Relative humidity	0…95% RH, non-condensing, non-corrosive, no dripping water
	Air quality: - chemical vapours - mech. particles	IEC 721-3-3, unit in operation, class 3C2 IEC 721-3-3, unit in operation, class 3S2
	Altitude	100% load capacity (no derating) up to 1000m. 1% derating for each 100m above 1000m; max. 2000m
	Vibration: EN60068-2-6	3...150 Hz Displacement amplitude 1(peak) mm at 3...15.8 Hz Max acceleration amplitude 1 G at 15.8...150 Hz
	Shock IEC 68-2-27	UPS Drop Test (for applicable UPS weights) Storage and shipping: max 15 G, 11 ms (in package)
	Enclosure class	IP20
EMC	Immunity	Complies with EN50082-1, -2, EN61800-3
	Emissions	Complies as standard with EN61800-3 category C2 (Honeywell level H: normal public electricity network requirements). Category C1with external EMC-filter (Honeywell level C: special requirements for installations in extremely sensitive areas)
Standards		For EMC: EN61800-3, For safety: UL508C, EN61800-5
Certificates and manufacturer's declarations of conformity		For safety: CB, CE, UL, cUL, For EMC: CE, CB, c-tick (see unit nameplate for more detailed approvals)

Table 10.1 : SmartDrive Compact technical data

10.2 POWER RATINGS

10.2.1 SmartDrive Compact - Mains voltage 208 - 240 V

Mains voltage 208-240 V, 50/60 Hz, 1~ series					
Product code	Rated loadability		Motor shaft power	Nominal input current	Mechanical size and weight (kg)
	100% contin. current I_N [A]	150% overload current [A]	P [kW]	[A]	
COMP230-P25-20	1,7	2,6	0,25	4,2	MI1 0,55
COMP230-P37-20	2,4	3,6	0,37	5,7	MI1 0,55
COMP230-P55-20	2,8	4,2	0,55	6,6	MI1 0,55
COMP230-P75-20	3,7	5,6	0,75	8,3	MI2 0,70
COMP230-1P1-20	4,8	7,2	1,1	11,2	MI2 0,70
COMP230-1P5-20	7,0	10,5	1,5	14,1	MI2 0,70
COMP230-2P2-20*	9,6	14,4	2,2	15,8	MI3 0,99

Table 10.2 : SmartDrive Compact power ratings, 208 - 240 V, 1~

* The maximum ambient operating temperature of COMP230-2P2-20 is **+40°C!**

10.2.2 SmartDrive Compact - Mains voltage 380 - 480 V

Mains voltage 380-480 V, 50/60 Hz, 3~ series					
Product code	Rated loadability		Motor shaft power	Nominal input current	Mechanical size and weight (kg)
	100% continuous current I_N [A]	150% overload current [A]	380-480V supply P [kW]	[A]	
COMP400-P37-20	1,3	2,0	0,37	2,2	MI1 0,55
COMP400-P55-20	1,9	2,9	0,55	2,8	MI1 0,55
COMP400-P75-20	2,4	3,6	0,75	3,2	MI1 0,55
COMP400-1P1-20	3,3	5,0	1,1	4,0	MI2 0,70
COMP400-1P5-20	4,3	6,5	1,5	5,6	MI2 0,70
COMP400-2P2-20	5,6	8,4	2,2	7,3	MI2 0,70
COMP400-3P0-20	7,6	11,4	3,0	9,6	MI3 0,99
COMP400-4P0-20	9,0	13,5	4,0	11,5	MI3 0,99
COMP400-5P5-20*	12,0	18,0	5,5	14,9	MI3 0,99

Table 10.3 : SmartDrive Compact power ratings, 380 - 480 V

* The maximum ambient operating temperature of COMP400-5P5-20 is **+40°C!**

Note 1: The input currents are calculated values with 100 kVA line transformer supply.
Note 2: The mechanical dimensions of the units are given in Chapter 3.1.1.

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