Altivar® 31

Adjustable Speed Drive Controllers
Variadores de velocidad ajustable
Variateurs de vitesse

Programming Manual
Manual de programación
Guide de programmation

Retain for future use. /
Conservar para uso futuro. /
À conserver pour usage ultérieur.

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Telemecanique

ENGLISH

Altivar® 31 Adjustable Speed Drive Controllers

ESPAÑOL

Variadores de velocidad Ajustable Altivar® 31

FRANÇAIS

Variateurs de vitesse Altivar® 31

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SECTION 4: MAINTENANCE AND TROUBLE-SHOOTING

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SECTION 1: INTRODUCTION

PRODUCT RANGE

The Altivar 31 (ATV31) family of adjustable frequency AC drive controllers is used for controlling three-phase asynchronous motors. The controllers range from:

- 0.25 to 3 hp (0.18 to 2.2 kW), 208/230/240 V, single-phase input
- 0.25 to 20 hp (0.18 to 15 kW), 208/230/240 V, three-phase input
- 0.5 to 20 hp (0.37 to 15 kW), 400/460/480 V, three-phase input
- 1 to 20 hp (0.75 to 15 kW), 525/575/600 V, three-phase input

Some ATV31 controllers are available with a reference potentiometer, a run button, and a stop/reset button. These controllers are designated as ATV31••••••A controllers throughout this manual. The symbol "•" in a catalog number designates parts of the number that vary with the rating.

ABOUT THIS DOCUMENT

This manual contains programming instructions for ATV31 drive controllers. The following documentation is also provided with the controller:

- *Altivar 31 Installation Manual,* VVDED303041US
- *Altivar 31 Start-Up Guide,* VVDED303043US

Refer to the *ATV31 Installation Manual* for instructions on receiving, inspection, mounting, installation, and wiring. Refer to the *ATV31 Start-Up Guide* for instructions on bringing the drive controller into service with the factory configuration.

Refer to the Index of Parameter Codes and the Index of Functions on pages 96–97 of for an alphabetical index of the codes and functions discussed in this manual.

NOTE: Throughout this manual, and on the drive keypad display, a dash appears after menu and sub-menu codes to differentiate them from parameter codes. For example, SEt- is a menu, but ACC is a parameter.

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HAZARD CATEGORIES AND SPECIAL SYMBOLS

The following symbols and special messages may appear in this manual or on the equipment to warn of potential hazards.

A lightening bolt or ANSI man symbol in a “Danger” or “Warning” safety label on the equipment indicates an electrical hazard which will result in personal injury if the instructions are not followed.

An exclamation point symbol in a safety message in the manual indicates potential personal injury hazards. Obey all safety messages introduced by this symbol to avoid possible injury or death.

Symbol	Name
	Lightening Bolt
	ANSI Man
	Exclamation Point

⚠ DANGER

DANGER indicates an imminently hazardous situation which, if not avoided, **will result in** death or serious injury.

⚠ WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, **can result in** death or serious injury.

⚠ CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, **can result in** minor or moderate injury.

CAUTION

CAUTION, used without the safety alert symbol, indicates a potentially hazardous situation which, if not avoided, **can result in** property damage.

PRODUCT SUPPORT

For support and assistance, contact the Product Support Group. The Product Support Group is staffed from 8:00 am until 6:00 pm Eastern time to assist with product selection, start-up, and diagnosis of product or application problems. Emergency phone support is available 24 hours a day, 365 days a year.

Telephone	919-266-8600
Toll Free	888-Square D (888-778-2733)
E-mail	drive.products.support@us.schneider-electric.com
Fax	919-217-6508

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START-UP OVERVIEW

The following procedure is an overview of the minimum steps necessary for bringing an ATV31 drive controller into service. Refer to the *ATV31 Installation Manual* for the mounting, wiring, and bus voltage measurement steps. Refer to the appropriate sections of this manual for the programming steps.

1. Mount the drive controller. Refer to the *ATV31 Installation Manual*.
2. Make the following connections to the drive controller. Refer to the *ATV31 Installation Manual*:
   - — Connect the grounding conductors.
   - — Connect the line supply. Ensure that it is within the voltage range of the drive controller.
   - — Connect the motor. Ensure that its rating corresponds to the drive controller's voltage.
3. Power up the drive controller, but do not give a run command.
4. Configure bFr (motor nominal frequency) if it is other than 50 Hz. bFr appears on the display the first time the drive controller is powered up. It can be accessed in the drC- menu (page 29) anytime.
5. Configure the parameters in the drC- menu if the factory configuration is not suitable. Refer to page 12 for the factory settings.
6. Configure the parameters in the I-O-, CtL-, and FUn- menus if the factory configuration is not suitable. Refer to page 12 for the factory settings.
7. Configure the following parameters in the SEt- menu (pages 25–29):
   - — ACC (acceleration) and dEC (deceleration)
   - — LSP (low speed when the reference is zero) and HSP (high speed when the reference is at its maximum)
   - — ItH (motor thermal protection)
8. Remove power from the drive controller and follow the bus voltage measurement procedure in the *ATV31 Installation Manual*. Then connect the control wiring to the logic and analog inputs.
9. Power up the drive controller, then issue a run command via the logic input (refer to the *ATV31 Start-Up Guide*).
10. Adjust the speed reference.

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PRELIMINARY RECOMMENDATIONS

Precautions

Before powering up and configuring the drive controller, read and observe the following precautions.

⚠ DANGER

UNINTENDED EQUIPMENT OPERATION

- Before powering up and configuring the drive controller, ensure that the logic inputs are switched off (State 0) to prevent unintended starting.
- An input assigned to the run command may cause the motor to start immediately upon exiting the configuration menus.

Failure to follow these instructions will result in death or serious injury.

⚠ WARNING

LOSS OF CONTROL

- The designer of any control scheme must consider the potential failure modes of control paths and, for certain critical control functions, provide a means to achieve a safe state during and after a path failure.
- Examples of critical control functions are Emergency Stop and Overtravel Stop.
- Separate or redundant control paths must be provided for critical control functions.

Failure to follow these instructions can result in death, serious injury, or equipment damage.

CAUTION

DAMAGED EQUIPMENT

Do not operate or install any drive controller that appears damaged.

Failure to follow this instruction can result in equipment damage.

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Starting from Line Power

If you are starting the drive controller from line power, ensure that parameter tCt is not set to trn (see page 33), and limit operations of the line contactor to fewer than one per minute **to avoid premature failure of the filter capacitors and precharge resistors**. The recommended method of control is through inputs LI1 to LI6. The motor thermal state memory returns to zero when line power is removed from the drive controller.

Power Up after a Manual Fault Reset or Stop Command

If parameter tCt is at its factory setting (trn), when the drive controller is powered up after a manual fault reset or a stop command, the forward, reverse, and DC injection stop commands must be reset for the drive controller to start. If they are not reset, the drive controller will display nSt and will not start. If automatic restart is configured (parameter Atr in the FLt- menu, see page 79) the reset is not necessary.

Test on a Low Power Motor or without a Motor

With the factory configuration, motor phase loss detection (OPL) is active. To check the drive controller in a test or maintenance environment without having to switch to a motor with the same rating as the drive controller, disable motor phase loss detection and configure the voltage/frequency ratio (UFt) to L, constant torque (see page 31). The drive controller will not provide motor thermal protection if the motor current is less than 0.2 times the nominal drive current.

Using Motors in Parallel

When using motors in parallel, configure the voltage/frequency ratio, UFt, to L (constant torque) and provide an alternate means of thermal protection on every motor. The drive controller cannot provide adequate motor thermal protection for each motor.

Operation on an Impedance Grounded System

When using the drive controller on a system with an isolated or impedance grounded neutral, use a permanent insulation monitor compatible with non-linear loads.

ATV31••••••M2[1] and N4 drive controllers feature built-in radio frequency interference (RFI) filters which have capacitors to ground. These filters can be disconnected from ground when using the drive controller on an impedance grounded system to increase the operating life of their capacitors. Refer to the *ATV31 Installation Manual* for more information.

Programming Recommendations

Refer to “Start-Up Overview” on page 9 for the minimum programming steps necessary for bringing the drive controller into service.

Use the configuration settings tables beginning on page 91 to prepare and record the drive configuration before programming the drive controller. It is always possible to **return to the factory settings** by setting the FCS parameter to InI in the drC-, I-O-, CtL-, or FUn- menus. See pages 32, 35, 49, and 77.

When first commissioning an ATV31 drive controller for a 60 Hz system, perform a factory parameter reset. Be sure to set bFr to 60 Hz.

We recommend using the auto-tuning function to optimize the drive controller’s accuracy and response time. Auto-tuning measures the stator resistance of the motor to optimize the control algorithms. See page 31.

[1] Throughout this manual, the symbol “•” in a catalog number denotes the portion of the number that varies with the drive controller rating.

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FACTORY SETTINGS

The ATV31 drive controller is supplied ready for use in most applications, with the factory settings shown in Table 1.

Table 1: Factory Settings

Function	Code	Factory Setting
Display	—	rdy with motor stopped, motor frequency (for example, 50 Hz) with motor running
Motor frequency	bFr	50 Hz
Type of voltage/frequency ratio	UFt	n: sensorless flux vector control for constant torque applications
Normal stop mode	Stt	Stn: normal stop on deceleration ramp
Stop mode in the event of a fault	EPL	YES: freewheel stop
Linear ramps	ACC, dEC	3 seconds
Low speed	LSP	0 Hz
High speed	HSP	50 Hz
Frequency loop gain	FLG, StA	Standard
Motor thermal current	ItH	Nominal motor current (value depends on the drive controller rating)
DC injection braking	SdC	0.7 x nominal drive controller current for 0.5 seconds
Deceleration ramp adaptation	brA	YES: automatic adaptation of the deceleration ramp in the event of overvoltage on braking
Automatic restart	Atr	nO: no automatic restart after a fault
Switching frequency	SFr	4 kHz
Logic inputs	LI1, LI2	2-wire transition detection control: LI1 = forward, LI2 = reverse. Not assigned on ATV31••••••A[1] drive controllers
	LI3, LI4	4 preset speeds: speed 1 = speed reference or LSP (see page 26) speed 2 = 10 Hz speed 3 = 15 Hz speed 4 = 20 Hz
	LI5, LI6	Not assigned
Analog inputs	AI1	Speed reference 0–10 V. Not assigned on ATV31••••••A[1] drive controllers.
	AI2	Summed speed reference input 0 ±10 V
	AI3	4–20 mA, not assigned
Relays	R1	The contact opens in the event of a fault or if power is removed from the drive controller.
	R2	Not assigned
Analog output	AOC	0–20 mA, not assigned

[1] ATV31••••••A range drive controllers have a reference potentiometer, a run button, and a stop/reset button. They are factory set for local control with the run button, the stop/reset button, and the reference potentiometer active. Logic inputs LI1 and LI2 and analog input AI1 are inactive (not assigned).

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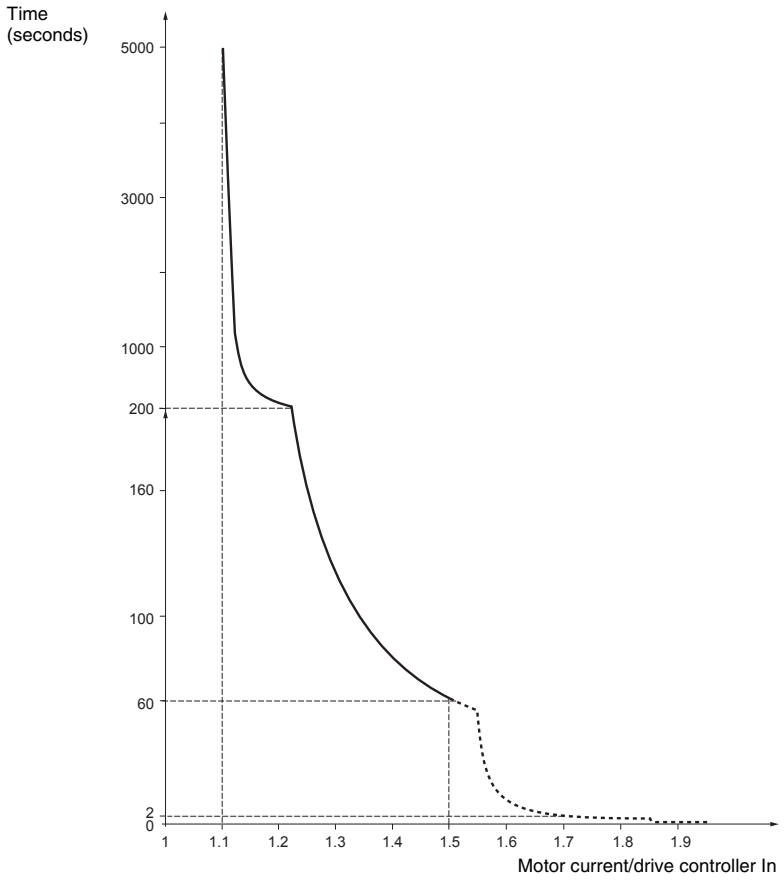
DRIVE THERMAL PROTECTION

Thermal protection of the drive controller is achieved with a positive temperature coefficient (PTC) resistor on the heatsink or power module. In the event of an overcurrent, the drive controller trips to protect itself against overloads. Typical tripping points are:

- Motor current is 185% of nominal drive controller current for 2 seconds
- Motor current is 150% of nominal drive controller current for 60 seconds



Ventilation

The fan starts when the drive controller is powered up, but stops after 10 seconds if a run command is not received. The fan starts automatically when the drive controller receives an operating direction and reference. It stops a few seconds after motor speed is less than 0.2 Hz and injection braking is completed.

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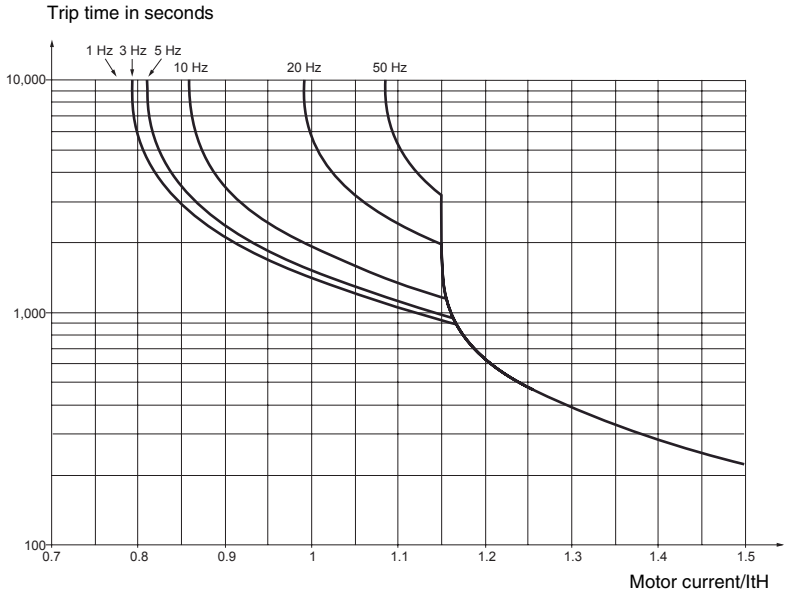
MOTOR THERMAL PROTECTION

Motor thermal protection is achieved by continuous calculation of I^2t. The protection is available for self-cooled motors.

NOTE: The motor thermal state memory returns to zero when line power is removed from the drive controller.



CAUTION

INADEQUATE MOTOR THERMAL PROTECTION

The use of external overload protection is required under the following conditions:

- Starting from line power
- Running multiple motors
- Running motors rated at less than 0.2 times the nominal drive current
- Using motor switching

Failure to follow this instruction can result in equipment damage.

Refer to “Preliminary Recommendations” on pages 10–11 for more information about external overload protection.

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SECTION 2: PROGRAMMING

⚠ DANGER

UNQUALIFIED USER

- This equipment must be installed, programmed, and serviced only by qualified personnel.
- The application of this product requires expertise in the design and programming of control systems. Only persons with such expertise should be allowed to program, install, alter, and apply this product.
- Qualified personnel performing diagnostics or troubleshooting that requires electrical conductors to be energized must comply with NFPA 70 E - Standard for Electrical Safety Requirements for Employee Workplaces and OSHA Standards - 29 CFR Part 1910 Subpart S Electrical.

Failure to follow these instructions will result in death or serious injury.

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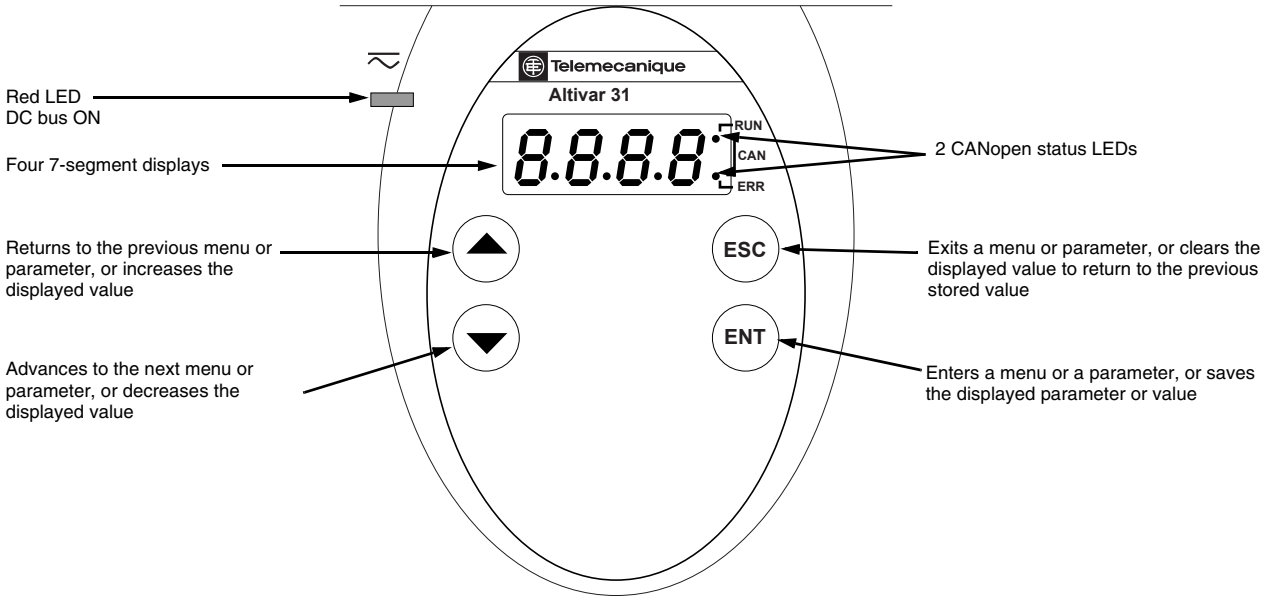
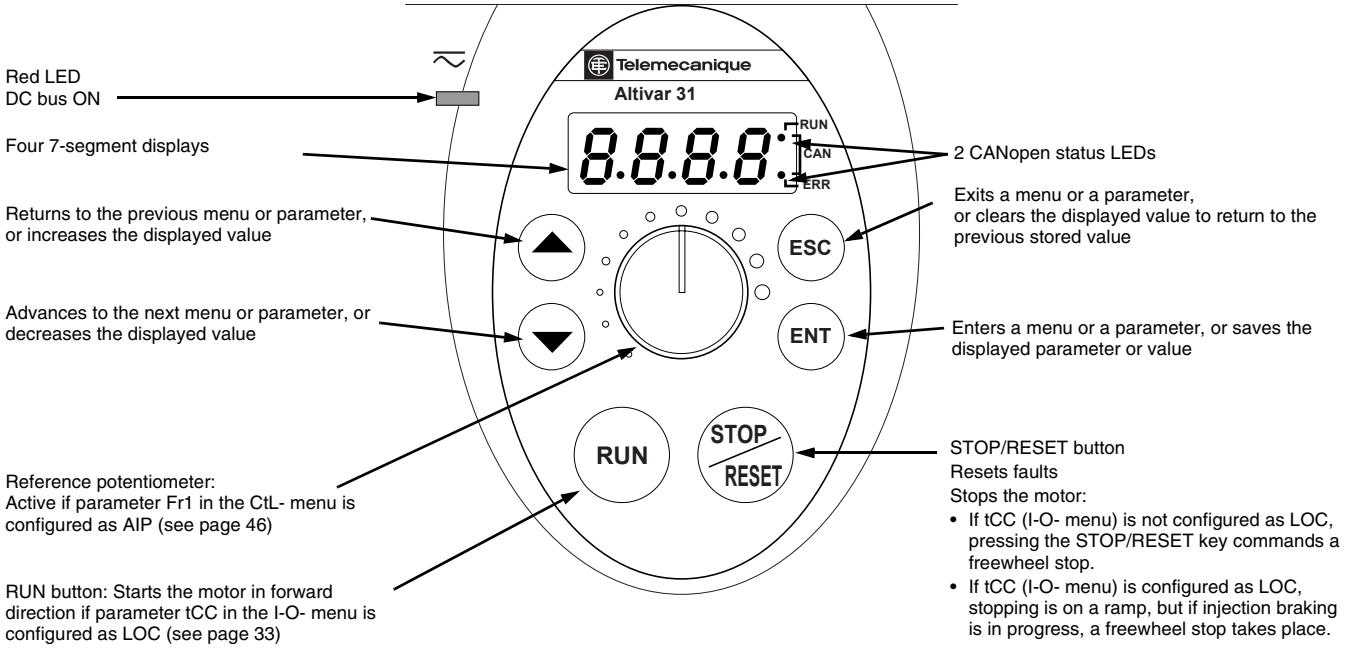
DRIVE KEYPAD DISPLAY

ATV31•••••• Controllers



ATV31••••••A Controllers

ATV31••••••A controllers have a reference potentiometer, a run button, and a stop/reset button.



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Key Functions

- Press and hold down (longer than 2 seconds) the ▲ or ▼ keys to scroll through the data quickly.
- Pressing ▲ or ▼ does not store the selection.
- To store the selection, press the ENT key.The display flashes when a value is stored.

A normal display with no fault present and no run command shows:

- The value of one of the display parameters (see page 84). The default display is motor frequency, for example 43.0. In current limiting mode, the display flashes.
- Init: Initialization sequence
- rdY: Drive ready
- dcb: DC injection braking in progress
- nSt: Freewheel stop
- FSt: Fast stop
- tUn: Auto-tuning in progress

If a fault is present, the display flashes.

nSt: Freewheel Stop

If the display shows the code nSt, one of the following conditions is indicated:

1. With the factory configuration, when the drive controller is powered up after a manual fault reset or stop command, the forward, reverse, and DC injection stop commands must be reset for the drive controller to start. If they are not reset, the drive controller will display nSt and will not start. If automatic restart is configured, the reset is not necessary.
2. If the reference channel or the control channel is assigned to Modbus or CANopen (see page 36), the drive controller will display nSt on power up and remain stopped until the communication bus sends a command.
3. If a forward or reverse run command is present when the drive controller is powered up and the drive controller is set for 3-wire control or for 2-wire control with “trn” transition (see page 33) the drive controller will display nSt and will not run until the run command is cycled and a valid speed reference is given.

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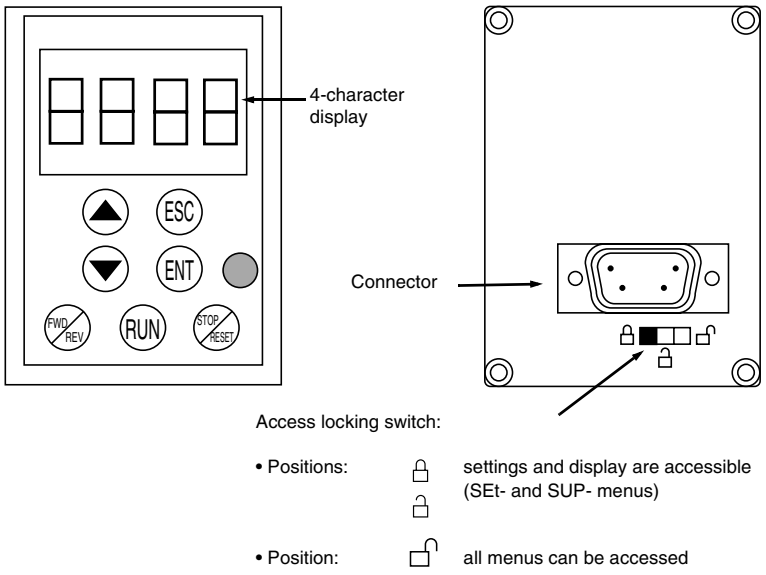
REMOTE KEYPAD DISPLAY

The optional remote keypad display is a local control unit that can be wall-mounted on the door of an enclosure. It has a cable with connectors for connection to the drive serial link (refer to the manual supplied with the display). The remote keypad display has the same display and programming buttons as the drive controller, with the addition of a switch to lock access to the menu and three buttons for commanding the drive controller:

- FWD/REV commands the direction of rotation.
- RUN commands the motor to run.
- STOP/RESET commands the motor to stop or resets a fault. Pressing the STOP/RESET button once stops the motor; pressing it a second time stops DC injection braking if it is configured.

In order for the remote keypad display to be active, the tbr parameter in the COM- menu must remain at the factory setting, 19.2 (19,200 bps, see page 82).



NOTE: Password protection has priority over the access locking switch. See page 86.

Placing the access locking switch in the locked position also prevents the drive settings from being accessed via the drive controller keypad. **When the remote keypad display is disconnected, if the access locking switch is in the locked position, *the drive controller keypad also remains locked*.**

Saving and Loading Configurations

Up to four complete configurations can be stored in the remote keypad display and transferred to other drive controllers of the same rating. Four different operations for the same device can also be stored on the terminal. See the SCS and FCS parameters in the drC-, I-O-, CtL-, or FUn- menus. See pages 32, 35, 49, and 77.

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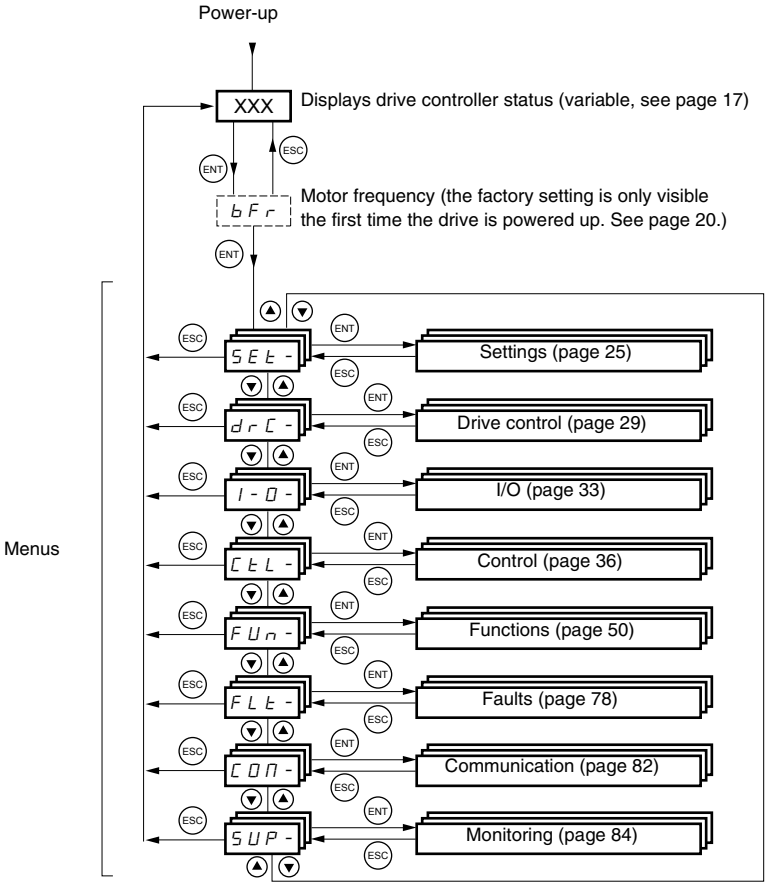
ACCESSING THE MENUS



For added convenience, some parameters can be accessed in more than one menu. For example, return to factory settings (FCS) and saving the configuration (SCS) are available in multiple menus.

NOTE: Throughout this guide, a dash appears after menu codes to differentiate them from parameter codes. For example, SEt- is a menu, but ACC is a parameter.

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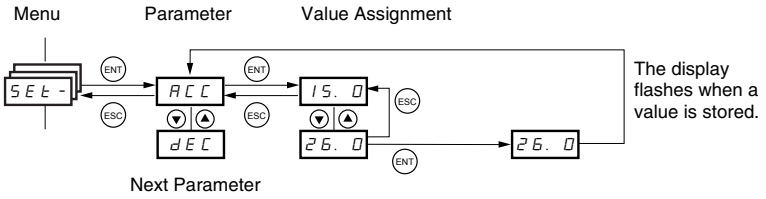
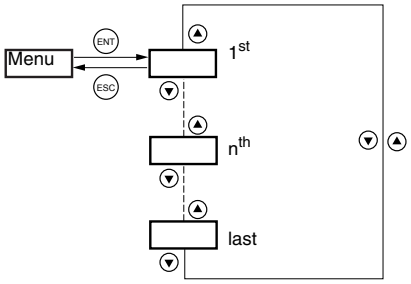
ACCESSING THE PARAMETERS

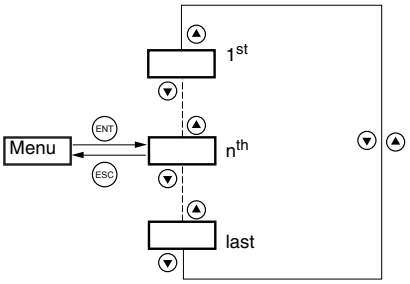
The following figure illustrates how to access parameters and assign their values. To store the parameter value, press the ENT key. The display flashes when a value is stored.



All of the menus are drop-down type menus. Once you have reached the last parameter in a list, press the ▼ key to return to the first parameter. From the first parameter in the list, press the ▲ key to jump to the last parameter.



If you have modified a parameter in a menu and you return to that menu without accessing another menu in the meantime, you will be taken directly to the parameter you last modified. See the illustration below. If you have accessed another menu or have restarted the drive controller since the modification, you will be taken to the first parameter in the menu. See the illustration above.



bFr Parameter

Motor frequency, bFr, can only be modified when the drive controller is stopped and not receiving a run command.

Code	Description	Adjustment range	Factory setting
bFr	Motor frequency	50 or 60 Hz	50 Hz
	This is the first parameter displayed when the drive controller is first powered up. bFr can be modified at any time in the drC- menu. Modifying this parameter also modifies the values of the following parameters: HSP (page 26), Ftd (page 29), FrS (page 30), and tFr (page 32).		

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FUNCTION COMPATIBILITY

Automatic restart, catch on the fly, and reverse direction are only available as described below:

- Automatic restart is only available in 2-wire control (tCC = 2C and tCt = LEL or PFO, see page 33).
- Catch on the fly is only available in 2-wire control (tCC = 2C and tCt = LEL or PFO, see page 33). It is deactivated if automatic DC injection braking is configured as DC (AdC = Ct, see page 55).
- Reverse direction is only available on ATV31•••••A controllers if local control is active (tCC = LOC, see page 33).

The choice of application functions is limited by the number of I/O available and by the fact that some functions are incompatible with one another as illustrated in the figure below. Functions which are not listed in the figure are fully compatible. If there is an incompatibility between functions, the first function configured will prevent the others from being configured.

	Summing inputs	+/- Speed [1]	Management of limit switches	Preset speeds	PI regulator	Jog operation	Brake sequence	DC injection stop	Fast stop	Freewheel stop
Summing inputs		●		↑	●	↑				
+/- Speed [1]	●			●	●	●				
Management of limit switches					●					
Preset speeds	←	●			●	↑				
PI regulator	●	●	●	●		●	●			
Jog operation	←	●		←	●		●			
Brake sequence					●	●		●		
DC injection stop							●			↑
Fast stop										↑
Freewheel stop								←	←	

[1] Excluding a special application with reference channel Fr2 (see pages 41 and 43).

● Incompatible functions

Compatible functions

Not applicable

← ↑ Functions which cannot be active at the same time. The arrow points to the function that has priority.

Stop functions have priority over run commands. Speed references via logic command have priority over analog references.

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LOGIC AND ANALOG INPUT APPLICATION FUNCTIONS

Tables 2–5 list the functions that can be assigned to the logic and analog inputs and their factory assignments. A single input can activate several functions at the same time. For example, reverse and second ramp can be assigned to one input. When more than one function is assigned to an input, ensure that the functions are compatible. Use the LIA- and AIA- sub-menus of the SUP- menu (see page 86) to display the functions assigned to the inputs and to check their compatibility.

Table 2: Logic Inputs

Function	Code	See Page:	Factory Setting	
			ATV31•••••	ATV31•••••A
Not assigned	—	—	LI5–LI6	LI1–LI2 LI5–LI6
Forward	—	—	LI1	
2 preset speeds	PS2	58	LI3	LI3
4 preset speeds	PS4	58	LI4	LI4
8 preset speeds	PS8	58	—	—
16 preset speeds	PS16	59	—	—
2 preset PI references	Pr2	68	—	—
4 preset PI references	Pr4	68	—	—
+ speed	USP	63	—	—
- speed	dSP	63	—	—
Jog operation	JOG	60	—	—
Ramp switching	rPS	52	—	—
Switching for 2nd current limit	LC2	73	—	—
Fast stop via logic input	FSt	53	—	—
DC injection via logic input	dCI	53	—	—
Freewheel stop via logic input	nSt	54	—	—
Reverse	rrS	33	LI2	—
External fault	EtF	80	—	—
RESET (fault reset)	rSF	79	—	—
Forced local mode	FLO	82	—	—
Reference switching	rFC	47	—	—
Control channel switching	CCS	48	—	—
Motor switching	CHP	74	—	—
Limiting of forward motion (limit switch)	LAF	76	—	—
Limiting of reverse motion (limit switch)	LAr	76	—	—
Fault inhibit	InH	81	—	—

Table 3: Analog Inputs

Function	Code	See Page:	Factory Setting	
			ATV31•••••	ATV31•••••A
Not assigned	—	—	AI3	AI1 - AI3
Reference 1	Fr1	46	AI1	AIP (potentiometer)
Reference 2	Fr2	46		—
Summing input 2	SA2	56	AI2	AI2
Summing input 3	SA3	56	—	—
PI regulator feedback	PIF	68	—	—

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Table 4: Analog and Logic Outputs

Function	Code	See Page:	Factory Setting
Not assigned	—	—	AOC/AOV
Motor current	OCr	34	—
Motor frequency	rFr	34	—
Motor torque	OLO	34	—
Power supplied by the drive controller	OPr	34	—
Drive fault (logic data)	FLt	34	—
Drive running (logic data)	rUn	34	—
Frequency threshold reached (logic data)	FtA	34	—
High speed (HSP) reached (logic data)	FLA	34	—
Current threshold reached (logic data)	CtA	34	—
Frequency reference reached (logic data)	SrA	34	—
Motor thermal threshold reached (logic data)	tSA	34	—
Brake sequence (logic data)	bLC	34	—

Table 5: Relays

Function	Code	See Page:	Factory Setting
Not assigned	—	—	R2
Drive fault	FLt	34	R1
Drive running	rUn	34	—
Frequency threshold reached	FtA	34	—
High speed (HSP) reached	FLA	34	—
Current threshold reached	CtA	34	—
Frequency reference reached	SrA	34	—
Motor thermal threshold reached	tSA	34	—
Brake sequence	bLC	34	—

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SECTION 3: MENUS

⚠ DANGER

UNINTENDED EQUIPMENT OPERATION

Ensure that changes to the operating settings do not present any danger, especially when making adjustments while the drive controller is running the motor.

Failure to follow these instructions will result in death or serious injury.

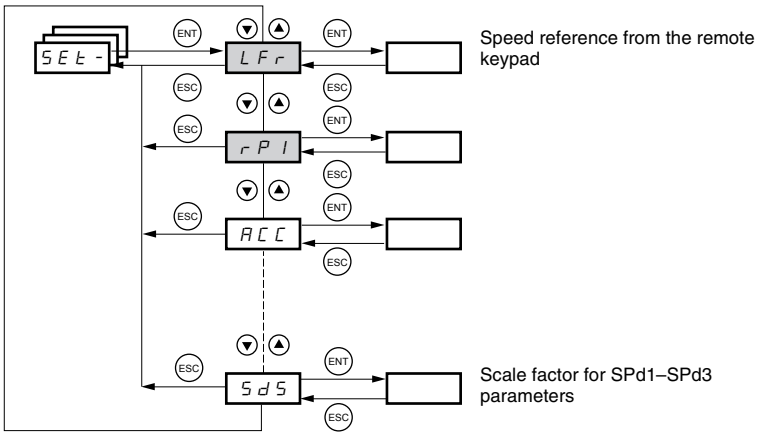
CAUTION

MOTOR OVERHEATING

- This drive controller does not provide direct thermal protection for the motor.
- Use of a thermal sensor in the motor may be required for protection at all speeds or loading conditions.
- Consult the motor manufacturer for the thermal capability of the motor when operated over the desired speed range.

Failure to follow these instructions can result in equipment damage.

SETTINGS MENU SEt-



The parameters in the SEt- menu can be modified with the drive controller running or stopped. However, we recommend making modifications to the settings with the drive controller stopped.

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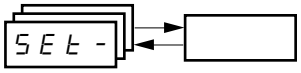

Code	Description		Adjustment Range	Factory Setting
LFr[1]	Speed reference from the remote keypad.		0 to HSP	
	This parameter appears if LCC = YES (page 48) or if Fr1/Fr2 = LCC (page 46), and if the remote keypad is online. In this case, LFr can also be accessed via the drive controller keypad. LFr is reset to 0 when the drive controller is powered down.			
rPI[1]	Internal PI regulator reference	See page 64.	0.0 to 100%	0
ACC	Acceleration ramp time		0.1 to 999.9 s	3 s
	Defined as the time it takes for the motor to go from 0 Hz to FrS (nominal frequency, see page 30).			
AC2	2nd acceleration ramp time	See page 52.	0.1 to 999.9 s	5 s
dE2	2nd deceleration ramp time	See page 52.	0.1 to 999.9 s	5 s
dEC	Deceleration ramp time		0.1 to 999.9 s	3 s
	Defined as the time it takes for the motor to go from FrS (nominal frequency, see page 30) to 0 Hz. Ensure that dEC is not set too low for the load.			
tA1	Start of custom acceleration ramp, rounded as a percentage of total ramp time (ACC or AC2)	See page 51.	0 to 100	10%
tA2	End of custom acceleration ramp, rounded as a percentage of total ramp time (ACC or AC2)	See page 51.	0 to (100-tA1)	10%
tA3	Start of custom deceleration ramp, rounded as a percentage of total ramp time (dEC or dE2)	See page 51.	0 to 100	10%
tA4	End of custom deceleration ramp, rounded as a percentage of total ramp time (dEC or dE2)	See page 51.	0 to (100-tA3)	10%
LSP	Low speed		0 to HSP	0 Hz
	Minimum reference			
HSP	High speed		LSP to tFr	bFr
	Maximum reference. Ensure that this setting is suitable for the motor and the application.			
ItH	Current used for motor thermal protection.		0.2 to 1.5 In[2]	Varies with drive controller rating
	Set ItH to the full-load amperes (FLA) indicated on the motor nameplate. Refer to OLL on page 80 if you wish to suppress motor thermal protection.			

[1] Also accessible in the SUP- menu.

[2] In is the nominal drive controller current indicated on the drive controller nameplate.

These parameters appear regardless of how the other menus have been configured.
They only appear in the Settings menu.

These parameters only appear if the corresponding function has been selected in another menu. To facilitate programming, they can also be accessed and adjusted from the menu where the corresponding function is found. A detailed description of these functions can be found on the indicated pages.

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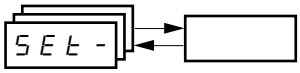
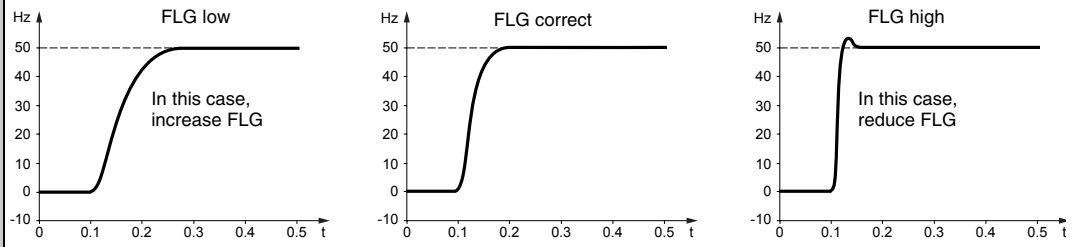
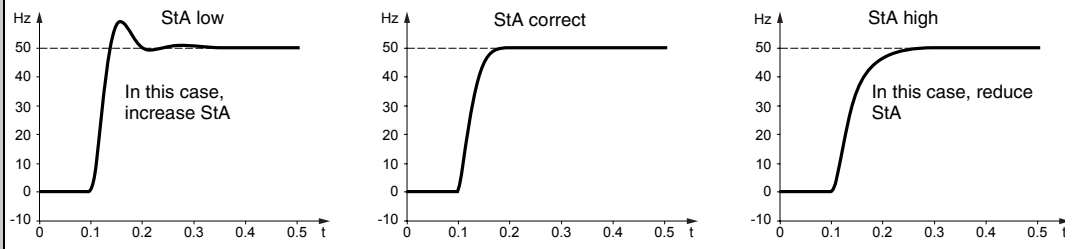


Code	Description		Adjustment Range	Factory Setting
UFr	IR compensation or voltage boost		0 to 100%	20
	If UFt (page 31) = n or nLd, UFr is IR compensation. If UFt = L or P, UFr is voltage boost. Used to optimize torque at very low speed. Increase UFr if the torque is insufficient. To avoid operating instability, ensure that the value of UFr is not too high for a warm motor. *NOTE: Modifying UFt (page 31) will cause UFr to return to the factory setting (20%).*			
FLG	Frequency loop gain		1 to 100%	20
	This parameter can only be accessed if UFt (page 31) = n or nLd. FLG adjusts the speed ramp based on the inertia of the driven load. If the value is too low, the response time is longer. If the value is too high, operating instability can result. 			
StA	Frequency loop stability		1 to 100%	20
	This parameter can only be accessed if UFt (page 31) = n or nLd. After a period of acceleration or deceleration, StA adapts the return to a steady state to the dynamics of the machine. If the value is too low, overspeed or operating instability can result. If the value is too high, the response time is longer. 			
SLP	Slip compensation		0 to 150%	100
	This parameter can only be accessed if UFt (page 31) = n or nLd. SLP adjusts slip compensation for fine tuning of speed regulation. If the slip setting < actual slip, the motor is not rotating at the correct speed in steady state. If the slip setting > actual slip, the motor is overcompensated and the speed is unstable.			
IdC	Level of DC injection braking current activated via a logic input or selected as a stop mode.[1]	See page 53.	0 to In (In is the nominal drive controller current indicated on the nameplate).	0.7 In
tdC	Total DC injection braking time selected as a stop mode.[1]	See page 53.	0.1 to 30 s	0.5 s
tdC1	Automatic DC injection time	See page 55.	0.1 to 30 s	0.5 s
SdC1	Level of automatic DC injection current	See page 55.	0 to 1.2 In	0.7 In
tdC2	2nd automatic DC injection time	See page 55.	0 to 30 s	0 s
SdC2	2nd level of DC injection current	See page 55.	0 to 1.2 In	0.5 In

[1] These settings are not related to the Automatic DC Injection function.

These parameters only appear if the corresponding function has been selected in another menu. To facilitate programming, they can also be accessed and adjusted from the menu where the corresponding function is found. A detailed description of these functions can be found on the indicated pages.

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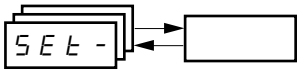

Code	Description		Adjustment Range	Factory Setting
JPF	Skip frequency		0 to 500	0 Hz
	JPF prevents prolonged operation at a frequency range of ± 1 Hz around JPF. This function avoids a critical speed which leads to resonance. Setting the function to 0 renders it inactive.			
JF2	2nd skip frequency		0 to 500	0 Hz
	JF2 prevents prolonged operation at a frequency range of ± 1 Hz around JF2. This function avoids a critical speed which leads to resonance. Setting the function to 0 renders it inactive.			
JGF	Jog operating frequency	See page 60.	0 to 10 Hz	10 Hz
rPG	PI regulator proportional gain	See page 68.	0.01 to 100	1
rIG	PI regulator integral gain	See page 68.	0.01 to 100/s	1/s
FbS	PI feedback multiplication coefficient	See page 68.	0.1 to 100	1
PIC	Reversal of the direction of correction of the PI regulator	See page 68.	nO - YES	nO
rP2	2nd preset PI reference	See page 68.	0 to 100%	30%
rP3	3rd preset PI reference	See page 68.	0 to 100%	60%
rP4	4th preset PI reference	See page 68.	0 to 100%	90%
SP2	2nd preset speed	See page 59.	0 to 500 Hz	10 Hz
SP3	3rd preset speed	See page 59.	0 to 500 Hz	15 Hz
SP4	4th preset speed	See page 59.	0 to 500 Hz	20 Hz
SP5	5th preset speed	See page 59.	0 to 500 Hz	25 Hz
SP6	6th preset speed	See page 59.	0 to 500 Hz	30 Hz
SP7	7th preset speed	See page 59.	0 to 500 Hz	35 Hz
SP8	8th preset speed	See page 59.	0 to 500 Hz	40 Hz
SP9	9th preset speed	See page 59.	0 to 500 Hz	45 Hz
SP10	10th preset speed	See page 59.	0 to 500 Hz	50 Hz
SP11	11th preset speed	See page 59.	0 to 500 Hz	55 HZ
SP12	12th preset speed	See page 59.	0 to 500 Hz	60 Hz
SP13	13th preset speed	See page 59.	0 to 500 Hz	70 Hz
SP14	14th preset speed	See page 59.	0 to 500 Hz	80 Hz
SP15	15th preset speed	See page 59.	0 to 500 Hz	90 Hz
SP16	16th preset speed	See page 59.	0 to 500 Hz	100 Hz
CL1	Current limit		0.25 to 1.5 In[1]	1.5 In
	Used to limit the torque and the temperature rise of the motor.			
CL2	2nd current limit	See page 73.	0.25 to 1.5 In	1.5 In
tLS	Low speed operating time		0 to 999.9 s	0 (no time limit)
	After operation at LSP for a defined period, a motor stop is requested automatically. The motor restarts if the frequency reference is greater than LSP and if a run command is still present.			
rSL	Restart error threshold (wake-up threshold)	See page 69.	0 to 100%	0
UFr2	IR compensation, motor 2	See page 75.	0 to 100%	20
FLG2	Frequency loop gain, motor 2	See page 75.	1 to 100%	20
StA2	Stability, motor 2	See page 75.	1 to 100%	20
SLP2	Slip compensation, motor 2	See page 75.	0 to 150%	100%

[1] In is the nominal drive controller current indicated on the drive controller nameplate.

These parameters only appear if the corresponding function has been selected in another menu. To facilitate programming, they can also be accessed and adjusted from the menu where the corresponding function is found. A detailed description of these functions can be found on the indicated pages.

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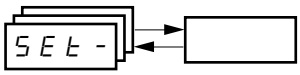
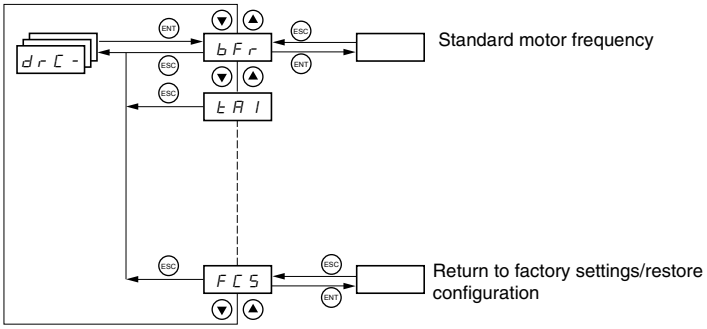


Code	Description	Adjustment Range	Factory Setting
Ftd	Motor frequency threshold above which the relay contact (R1 or R2) closes, or output AOV = 10 V. R1, R2, or dO must be assigned to FtA.	0 to 500 Hz	bFr
ttd	Motor thermal state threshold above which the relay contact (R1 or R2) closes, or output AOV = 10 V. R1, R2, or dO must be assigned to tSA.	0 to 118%	100%
Ctd	Motor current threshold beyond which the relay contact (R1 or R2) closes, or output AOV = 10 V. R1, R2, or dO must be assigned to CtA.	0 to 1.5 In[1]	In[1]
SdS	Scale factor for display parameter SPd1/SPd2/SPd3 (see SUP- menu on page 85)	0.1 to 200	30
	Used to scale a value (such as motor speed) in proportion to the output frequency rFr. If SdS ≤ 1, SPd1 is displayed (possible definition = 0.01). If 1 < SdS ≤ 10, SPd2 is displayed (possible definition = 0.1). If SdS > 10, SPd3 is displayed (possible definition = 1). If SdS > 10 and SdS x rFr > 9999: Display of Spd3 = $\frac{\text{SdS x rFr}}{1000}$ (to 2 decimal places). For example, if SdS x rFr equals 24,223, the display shows 24.22. If SdS > 10 and SdS x rFr > 65535, the display shows 65.54. Example: Display motor speed for a 4-pole motor, 1500 rpm at 50 Hz (synchronous speed): SdS = 30 SPd3 = 1500 at rFr = 50 Hz		
SFr	Switching frequency See page 32.	2.0 to 16 kHz	4 kHz
	This parameter can also be accessed in the drC- menu.		

[1] In is the nominal drive controller current indicated on the drive controller nameplate.

DRIVE CONTROL MENU drC-



With the exception of tUn, drive control parameters can only be modified when the drive controller is stopped and no run command is present. This menu can be accessed with the access locking switch on the remote keypad display in the 🔓 position. Drive controller performance can be optimized by:

- Setting the drive control parameters to the values on the motor nameplate
- Performing an auto-tune operation (on a standard asynchronous motor)

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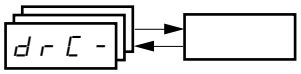

Code	Description	Adjustment Range	Factory Setting
bFr	Motor frequency	50 or 60 Hz	50
	This parameter modifies the presets of the following parameters: HSP (page 26), Ftd (page 29), FrS (page 30), and tFr (page 32).		
UnS	Nominal motor voltage indicated on the nameplate	Varies with drive controller rating	Varies with drive controller rating
	ATV31•••M2: 100 to 240 V ATV31•••M3X: 100 to 240 V ATV31•••N4: 100 to 500 V ATV31•••S6X: 100 to 600 V		
FrS	Nominal motor frequency indicated on the nameplate	10 to 500 Hz	50 Hz
	The ratio $\frac{\text{UnS (in volts)}}{\text{FrS (in Hz)}}$ must not exceed the following values: ATV31•••M2: 7 ATV31•••M3X: 7 ATV31•••N4: 14 ATV31•••S6X: 17 *NOTE: Changing the setting of bFr to 60 Hz also changes the setting of FrS to 60 Hz.*		
nCr	Nominal motor current indicated on the nameplate	0.25 to 1.5 In[1]	Varies with drive controller rating
nSP	Nominal motor speed indicated on the nameplate	0 to 32760 rpm	Varies with drive controller rating
	0 to 9999 rpm, then 10.00 to 32.76 krpm If the nameplate indicates synchronous speed and slip (in Hz or as a percentage) instead of nominal speed, calculate nominal speed as follows: Nominal speed = Synchronous speed x $\frac{\text{100 - slip as a\%}}{\text{100}}$ or Nominal speed = Synchronous speed x $\frac{\text{50 - slip in Hz}}{\text{50}}$ (50 Hz motors) or Nominal speed = Synchronous speed x $\frac{\text{60 - slip in Hz}}{\text{60}}$ (60 Hz motors)		
COS	Motor power factor indicated on the nameplate	0.5 to 1	Varies with drive controller rating

[1] In is the nominal drive controller current indicated on the drive controller nameplate.

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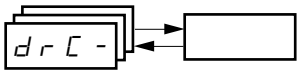
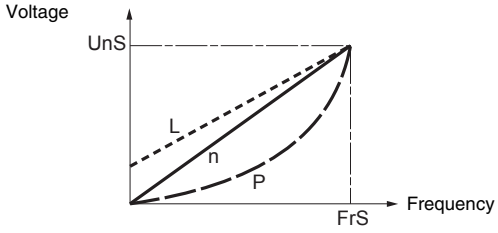


Code	Description	Adjustment Range	Factory Setting
rSC	Cold state stator resistance	See below.	nO
	nO: Function inactive. For applications that do not require high performance or do not tolerate automatic auto-tuning (passing a current through the motor) each time the drive is powered up. InIt: Activates the function. Used to improve low-speed performance, whatever the thermal state of the motor. XXXX: Value of cold state stator resistance used, in mΩ ***NOTE: We recommended that you activate this function for lifting and handling applications. This function should only be activated when the motor is cold.*** When rSC = InIt, parameter tUn is forced to POn. At the next run command, the stator resistance is measured with an auto-tune. The value of parameter rSC then changes to this measured stator resistance value (XXXX) and is maintained at that value; tUn remains forced to POn. Parameter rSC remains at InIt as long as the stator resistance measurement has not been performed. Value XXXX can be forced or modified using the ▲ ▼ keys.		
tUn	Motor control auto-tuning	See below.	nO
	Before performing an auto-tune, ensure that all the drive control parameters (UnS, FrS, nCr, nSP, COS) are configured correctly. Parameter tUn can be modified with the drive controller running; however, an auto-tune will only be performed if no run or braking command is present. nO: Auto-tuning is not performed. YES: Auto-tuning is performed as soon as possible, then the parameter automatically switches to dOnE or, in the event of a fault, to nO. The tnF fault is displayed if tnL = YES (see page 81). dOnE: Auto-tuning is completed and the measured stator resistance will be used to control the motor. rUn: Auto-tuning is performed each time a run command is sent. POn: Auto-tuning is performed each time the controller is powered up. LI1 to LI6: Auto-tuning is performed when the logic input assigned to this function transitions from 0 to 1. Note: tUn is forced to POn if rSC is any value other than nO. Auto-tuning will only be performed if no run or braking command is present. If a freewheel stop or fast stop function is assigned to a logic input, this input must be set to 1 (active at 0). Auto-tuning may last for 1 to 2 seconds. Wait for the display to change to dOnE or nO. Interrupting auto-tuning may result in an auto-tuning fault (see page 88) and cause the motor to be improperly tuned. During auto-tuning, the motor operates at nominal current.		
tUS	Auto-tuning status (status information only, cannot be modified)	See below.	tAb
	tAb: The default stator resistance value is used to control the motor. PEnd: Auto-tuning has been requested but not yet performed. PrOG: Auto-tuning is in progress. FAIL: Auto-tuning has failed. dOnE: Auto-tuning is complete. The stator resistance measured by the auto-tuning function is used to control the motor. Strd: Auto-tuning is complete. The cold state stator resistance is used to control the motor (rSC must be other than nO).		
UFt	Selection of the voltage/frequency ratio	See below.	n
	L: Constant torque (for motors connected in parallel or special motors) P: Variable torque (pump and fan applications) n: Sensorless flux vector control (for constant torque applications) nLd: Energy savings (for variable torque applications not requiring high dynamics. This behaves in a similar way to the P ratio at no load and the n ratio with load.) 		

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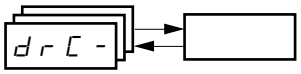
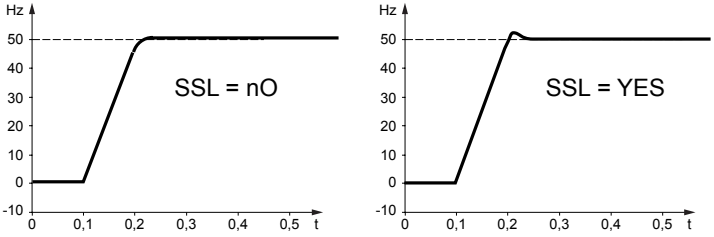


Code	Description	Adjustment Range	Factory Setting
nrd	Random switching frequency	See below.	YES
	This function randomly modulates the switching frequency to reduce motor noise. YES: Frequency with random modulation nO: Fixed frequency		
SFr	Switching frequency[1]	2.0 to 16 kHz	4 kHz
	Adjust this setting to reduce audible motor noise. If the switching frequency is set to a value higher than 4 kHz, in the event of excessive temperature rise, the drive controller automatically reduces the switching frequency. It increases it again when the temperature returns to normal. If the switching frequency is set above the factory setting (4 kHz), refer to the *ATV31 Installation Manual* for derating curves.		
tFr	Maximum output frequency	10 to 500 Hz	60 Hz
	The factory setting is 60 Hz, or 72 Hz if bFr is set to 60 Hz.		
SrF	Suppression of the speed loop filter	See below.	nO
	nO: The speed loop filter is active (prevents the reference from being exceeded). YES: The speed loop filter is suppressed. In position control applications, this setting reduces the response time, but the reference may be exceeded.  		
SCS	Saving the configuration[2]	See below.	nO
	nO: Function inactive Str1: Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save is performed. Use this function to keep another configuration in reserve, in addition to the current configuration. The drive controller is factory set with the current configuration and the backup configuration both initialized to the factory configuration. If the remote keypad display is connected to the drive controller, up to four additional settings are available: FIL1, FIL2, FIL3, and FIL4. Use these selections to save up to four configurations in the remote keypad display's EEPROM memory. SCS automatically switches to nO as soon as the save is performed.		
FCS	Return to factory settings/Restore configuration[2]	See below.	nO
	nO: Function inactive rECI: Replaces the current configuration with the backup configuration previously saved by SCS (SCS set to Strl). rECI is visible only if the backup configuration has been saved. FCS automatically changes to nO as soon as this action is performed. InI: Replaces the current configuration with the factory settings. FCS automatically switches to nO as soon as this action is performed. If the remote keypad display is connected to the drive controller, up to four additional selections are available corresponding to backup files loaded in the remote keypad display's EEPROM memory: FIL1, FIL2, FIL3, and FIL4. These selections replace the current configuration with the corresponding backup configuration in the remote keypad display. FCS automatically changes to nO as soon as this action is performed. Note: If nAd briefly appears on the display once the parameter has switched to nO, the configuration transfer is not possible and has not been performed (because the controller ratings are different, for example). If nter briefly appears on the display once the parameter has switched to nO, a configuration transfer error has occurred and the factory settings must be restored using InI. In both cases, check the configuration to be transferred before trying again. *NOTE: For rECI, InI, and FIL1 to FIL4 to take effect, you must press and hold down the ENT key for 2 s.*		

[1] This parameter can also be accessed in the Settings menu, SEt-. See page 25.

[2] SCS and FCS can be accessed in several configuration menus, but their settings affect all menus and parameters as a whole.

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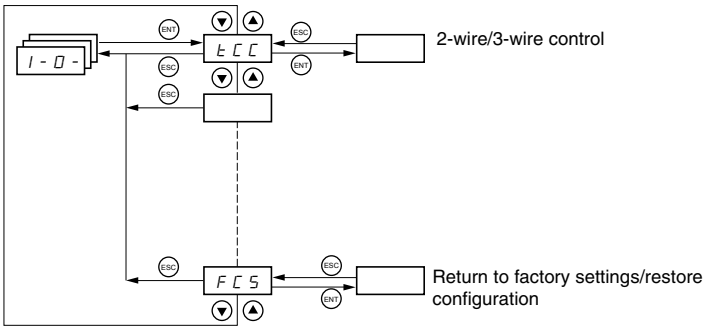
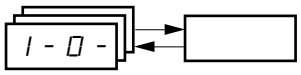
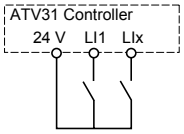
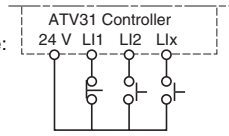
I/O MENU I-O-



I/O parameters can only be modified when the drive controller is stopped and no run command is present. This menu can be accessed with the access locking switch on the remote keypad display in the position.



Code	Description	Factory Setting
tCC	Type of control: 2-wire, 3-wire, or local	2C ATV31••••••A: LOC
	Control configuration: 2C = 2-wire control 3C = 3-wire control LOC = Local control, for ATV31••••••A controllers only. This option is not available if parameter LAC = L3 (see page 46). 2-wire control (maintained contact): The state of the input (open or closed) controls running or stopping. Wiring example: LI1: forward LIx: reverse  3-wire control (pulse control): A forward or reverse pulse is sufficient to control startup. A stop pulse is sufficient to control stopping. Wiring example: LI1: stop LI2: forward LIx: reverse  *NOTE: To change the assignment of tCC, press the ENT key for 2 s. This causes the following functions to return to their factory setting: rrS, tCt, and all functions affecting logic inputs.*	
tCt	Type of 2-wire control (parameter only accessible if tCC = 2C)	trn
	LEL: If the forward or reverse input is high when the drive controller is powered up, the drive controller will start the motor. If both inputs are high on power up, the drive controller will run forward. trn: The forward or reverse input must transition from low to high before the drive controller will start the motor. If the forward or reverse input is high when the drive controller is powered up, the input must be cycled before the drive controller will start the motor. PFO: Same as LEL, but the forward input has priority over the reverse input. If forward is activated while the controller is running in reverse, the drive controller will run in the forward direction.	
rrS	Reverse operation via logic input	if tCC = 2C: LI2 if tCC = 3C: LI3 if tCC = LOC: nO
	If rrS = nO, reverse operation is not assigned to a logic input. Reverse operation may still be commanded by another means, such as negative voltage on AI2, a serial link command, or the remote keypad. nO: Not assigned LI2: Logic input LI2, can be accessed if tCC = 2C LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6	

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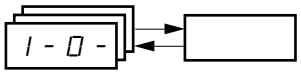
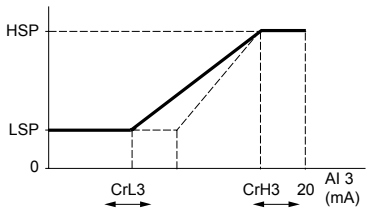
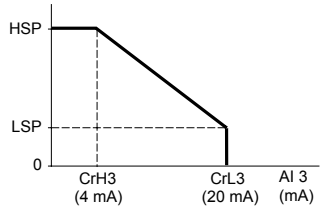


Code	Description	Factory Setting
CrL3 CrH3	Value for low speed (LSP) on input AI3, can be set between 0 and 20 mA Value for high speed (HSP) on input AI3, can be set between 4 and 20 mA	4 mA 20 mA
	These two parameters are used to configure the input for 0–20 mA, 4–20 mA, 20–4 mA, etc. Frequency  Example: 20–4 mA Frequency 	
AOIt	Configuration of the analog output	0A
	0A: 0–20 mA configuration (use terminal AOC) 4A: 4–20 mA configuration (use terminal AOC) 10U: 0–10 V configuration (use terminal AOV)	
dO	Analog/logic output AOC/AOV	nO
	nO: Not assigned OCr: Motor current. 20 mA or 10 V corresponds to twice the nominal drive controller current. rFr: Motor frequency. 20 mA or 10 V corresponds to the maximum frequency tFr (page 32). Otr: Motor torque. 20 mA or 10 V corresponds to twice the nominal motor torque. OPr: Power supplied by the drive. 20 mA or 10 V corresponds to twice the nominal drive controller power. Making the following assignments changes the analog output to a logic output (refer to the *ATV31 Installation Manual* for more information). With these assignments, configure AOt to 0 A. FLt: Drive fault rUn: Drive running FtA: Frequency threshold reached (Ftd parameter in the SEt- menu, page 29) FLA: High speed (HSP) reached CtA: Current threshold reached (Ctd parameter in the SEt- menu, page 29) SrA: Frequency reference reached tSA: Motor thermal threshold reached (ttd parameter in the SEt- menu, page 29) bLC: Brake sequence (status information only. bLC can be only be activated or deactivated from the FUn- menu, see page 72). APL: Loss of 4–20 mA signal, even if LFL = nO (page 81) The logic output state is 1 (24 V) when the selected assignment is active, except for FLt which is in state 1 if the drive controller is not faulted.	
r1	Relay R1	FLt
	nO: Not assigned FLt: Drive fault rUn: Drive running FtA: Frequency threshold reached (Ftd parameter in the SEt- menu, page 29) FLA: High speed (HSP) reached CtA: Current threshold reached (Ctd parameter in the SEt- menu, page 29) SrA: Frequency reference reached tSA: Motor thermal threshold reached (ttd parameter in the SEt- menu, page 29) APL: Loss of 4–20 mA signal, even if LFL = nO (page 81) The relay is powered up when the selected assignment is active, except for FLt which is powered up if the drive controller is not faulted.	
r2	Relay R2	nO
	nO: Not assigned FLt: Drive fault rUn: Drive running FtA: Frequency threshold reached (Ftd parameter in the SEt- menu, page 29) FLA: High speed (HSP) reached CtA: Current threshold reached (Ctd parameter in the SEt- menu, page 29) SrA: Frequency reference reached tSA: Motor thermal threshold reached (ttd parameter in the SEt- menu, page 29) bLC: Brake sequence (status information only. bLC can be only be activated or deactivated from the FUn- menu, see page 72). APL: Loss of 4–20 mA signal, even if LFL = nO (page 81) The relay is powered up when the selected assignment is active, except for FLt which is powered up if the drive controller is not faulted.	

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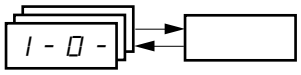

Code	Description	Factory Setting
SCS	Saving the configuration[1]	nO
	nO: Function inactive Str I: Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save is performed. Use this function to keep another configuration in reserve, in addition to the current configuration. The drive controller is factory set with the current configuration and the backup configuration both initialized to the factory configuration. If the remote keypad display is connected to the drive controller, up to four additional settings are available: FIL 1, FIL 2, FIL 3, and FIL 4. Use these selections to save up to four configurations in the remote keypad display's EEPROM memory. SCS automatically switches to nO as soon as the save is performed.	
FCS	Return to factory settings/restore configuration[1]	nO
	nO: Function inactive rECI: Replaces the current configuration with the backup configuration previously saved by SCS (SCS set to Strl). rECI is visible only if the backup configuration has been saved. FCS automatically changes to nO as soon as this action is performed. InI: Replaces the current configuration with the factory settings. FCS automatically switches to nO as soon as this action is performed. If the remote keypad display is connected to the drive controller, up to four additional selections are available corresponding to backup files loaded in the remote keypad display's EEPROM memory: FIL 1, FIL 2, FIL 3, and FIL 4. These selections replace the current configuration with the corresponding backup configuration in the remote keypad display. FCS automatically changes to nO as soon as this action is performed. Note: If nAd briefly appears on the display once the parameter has switched to nO, the configuration transfer is not possible and has not been performed (because the controller ratings are different, for example). If nEr briefly appears on the display once the parameter has switched to nO, a configuration transfer error has occurred and the factory settings must be restored using InI. In both cases, check the configuration to be transferred before trying again. *NOTE: For rECI, InI, and FIL1 to FIL4 to take effect, you must press and hold down the ENT key for 2 s.*	

[1] SCS and FCS can be accessed in several configuration menus, but their settings affect all menus and parameters as a whole.

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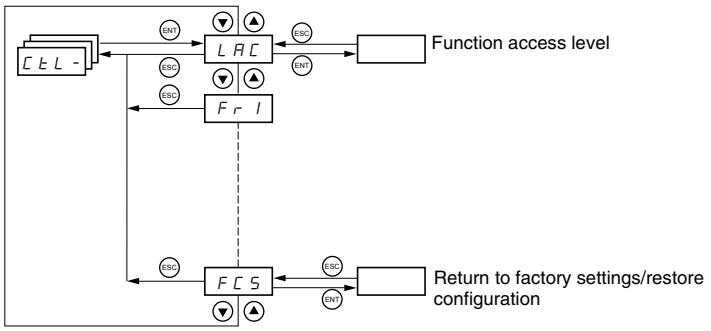
CONTROL MENU CTL-



Control parameters can only be modified when the drive controller is stopped and no run command is present. This menu can be accessed with the access locking switch on the remote keypad display in the position.

Control Channels

Control commands, such as forward and reverse, and speed reference commands can be sent to the drive controller from the sources specified in Table 6. ATV31 drive controllers allow you to assign control and reference sources to separate control channels (Fr1, Fr2, Cd1, or Cd2, see pages 46–47) and to switch between them. For example, you might assign LCC to reference channel 1 and CAn to reference channel 2 and switch between the two reference sources. It is also possible to use separate sources for control and reference commands. This is called mixed mode operation. These functions are explained in detail in the sections beginning on page 38.

Table 6: Control and Reference Sources

Control Sources (CMD)		Reference Sources (rFr)	
tEr:	Terminal (LI)	AI1, AI2, AI3:	Terminal
LOC:	Drive keypad (RUN/STOP) on ATV31••••••A controllers only	AIP:	Potentiometer on ATV31••••••A only
LCC:	Remote keypad display (RJ45 socket)	LCC:	Drive keypad (on ATV31•••••• and ATV31••••••A controllers) or remote keypad display
Mdb:	Modbus (RJ45 socket)	Mdb:	Modbus (RJ45 socket)
CAn:	CANopen (RJ45 socket)	CAn:	CANopen (RJ45 socket)

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION

The stop buttons on ATV31••••••A drive controllers and on the remote keypad display can be programmed to not have priority. To retain stop key priority, set PSt to YES (see page 49).

Failure to follow this instruction can result in death, serious injury, or equipment damage.

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Parameter LAC

Use parameter LAC (page 46) in the CtL- menu to select levels of function access and to set the control and reference sources.

1. LAC = L1: Level 1—access to standard functions. Control and reference commands come from one source. See “Parameter LAC = L1 or L2” on page 38.
2. LAC = L2: Level 2—access to all of the level 1 functions, plus the advanced functions listed below. Control and reference commands come from one source. See “Parameter LAC = L1 or L2” on page 38.
   - — +/- Speed (motorized potentiometer)
   - — Brake control
   - — Switching for 2nd current limit
   - — Motor switching
   - — Management of limit switches
3. LAC = L3: Level 3—access to all of the level 2 functions. Control and reference commands can come from separate sources. See “Parameter LAC = L3” on page 39.

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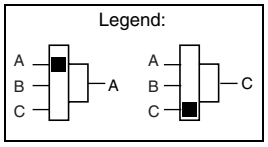
Parameter LAC = L1 or L2

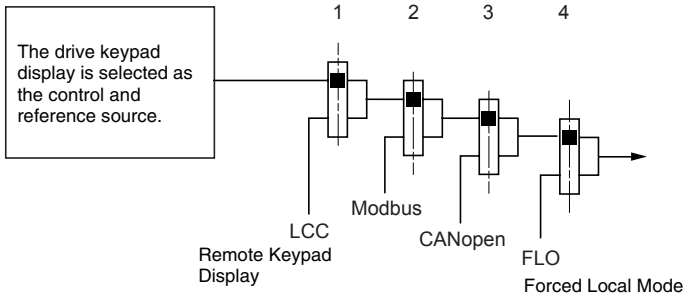
If parameter LAC is set to L1 or L2, the control and reference commands come from one source. The possible control and reference sources, and the settings that specify them, are:

- Control and reference via the input terminals or the drive keypad display in forced local (see FLO on page 82)
- Control and reference via the Modbus serial link
- Control and reference via the CANopen serial link
- Control and reference via the remote keypad display (see LCC on page 48)

NOTE: Modbus or CANopen is selected online by writing the appropriate control word (refer to the protocol-specific documentation).

The diagram below illustrates the order of priority when more than one control and reference source is specified. In the diagram, information flows from left to right. At step 1, LCC is not set to YES to enable the remote keypad display, so the drive keypad display is selected as the control and reference source. At steps 2–4, Modbus, CANopen, and forced local control are not set to YES, so the drive keypad display remains the selected source. The order of priority, therefore, is forced local, CANopen, Modbus, and the drive keypad display or the remote keypad display. For example, if forced local mode were enabled, it would have priority over any other setting. Similarly, if CANopen were enabled, it would have priority over any other setting except for FLO. Refer to the diagrams on pages 41 and 42 for more detail.





- On ATV31••••• drive controllers with the factory configuration, control and reference commands come from the control terminals.
- On ATV31•••••A drive controllers with the factory configuration, control commands come from the drive keypad display and reference commands come from a summation of the reference potentiometer and AI1 on the control terminals.
- With a remote keypad display, if LCC = YES (see page 48), control and reference commands come from the remote keypad display. The reference frequency is set by parameter LFr in the SEt- menu (see page 26).

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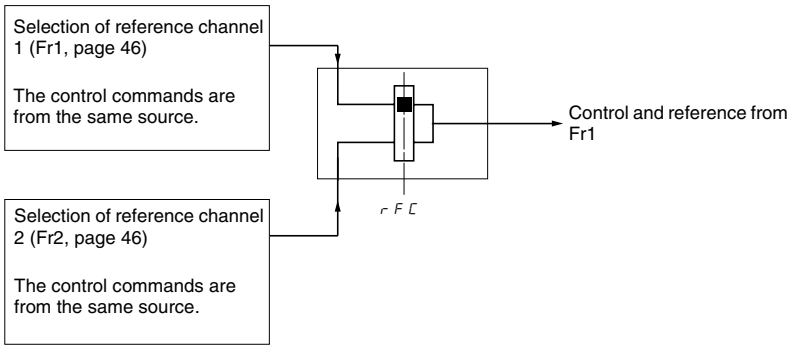
Parameter LAC = L3

If parameter LAC is set to L3:

- The control and reference channels can be combined (parameter CHCF = SIM, see page 47), *or*
- The control and reference channels can be separate (parameter CHCF = SEP, see page 47)

Parameter CHCF = SIM

The following figure illustrates combined control and reference sources:



Use parameter rFC (page 47) to select reference channel Fr1 or Fr2, or to configure a logic input or a control word bit for remote switching between the two channels. Refer to the diagram on page 44.

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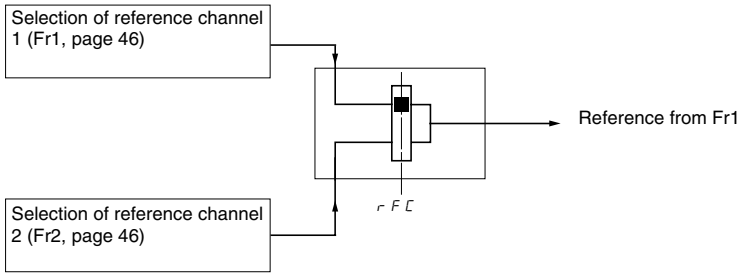
Parameter CHCF = SEP

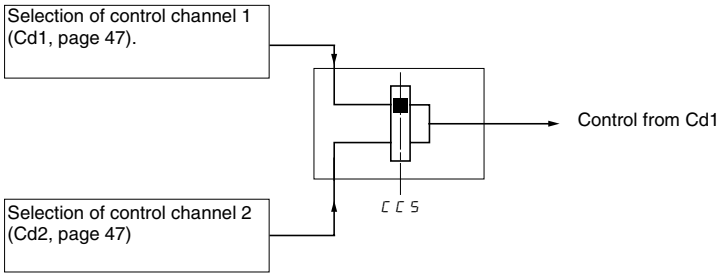
The following figures illustrate separate control and reference channels (parameter CHCF = SEP).

Separate Reference Channels:



Use parameter rFC (page 47) to select reference channel Fr1 or Fr2, or to configure a logic input or a control word bit for remote switching between the two channels.

Separate Control Channels:



Use parameter CCS (page 48) to select control channel Cd1 or Cd2, or to configure a logic input or a control word bit for remote switching between the two channels.

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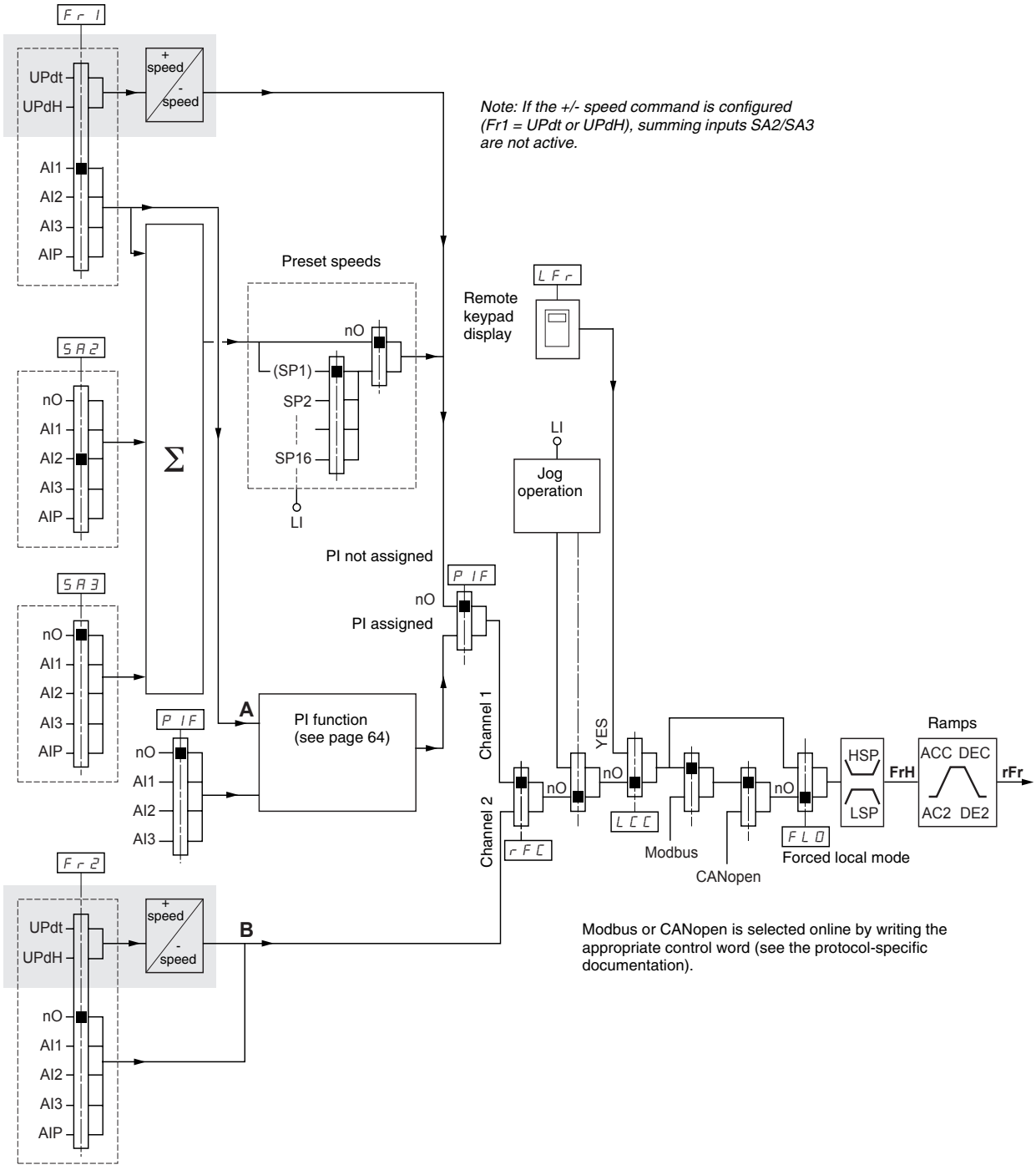
Reference Channel for LAC = L1 or L2



Modbus or CANopen is selected online by writing the appropriate control word (see the protocol-specific documentation).

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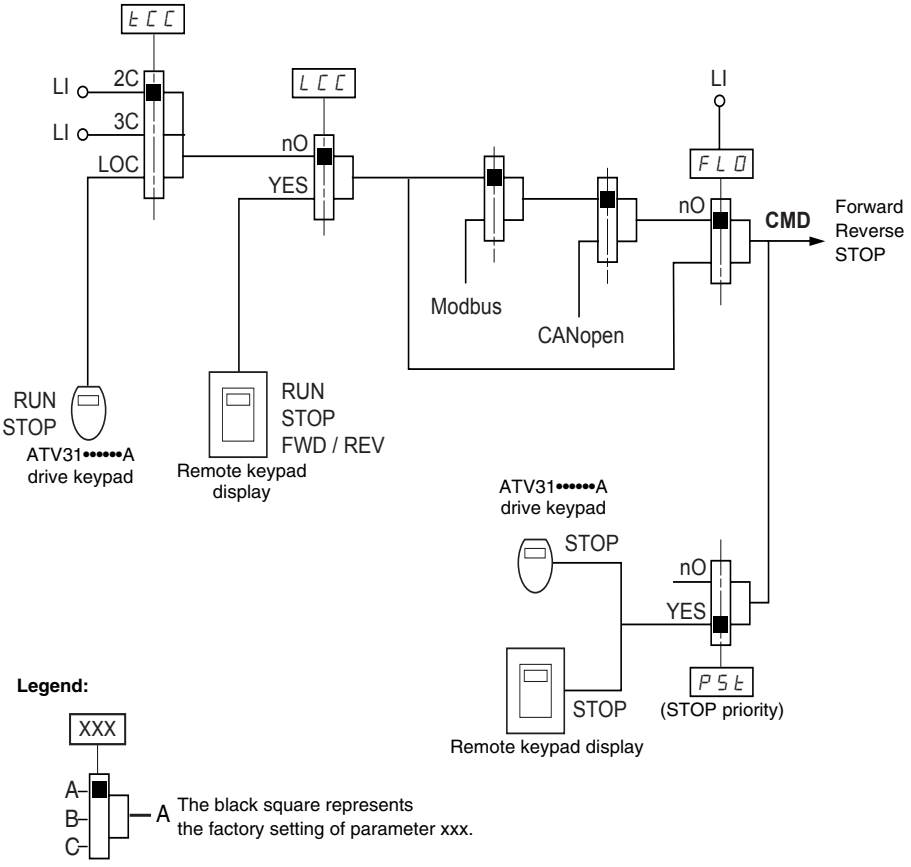
Control Channel for LAC = L1 or L2

The settings of parameters FLO, LCC, and the selection of Modbus or CANopen protocol determine both the reference and control channels. The order of priority is FLO, CANopen, Modbus, and LCC.



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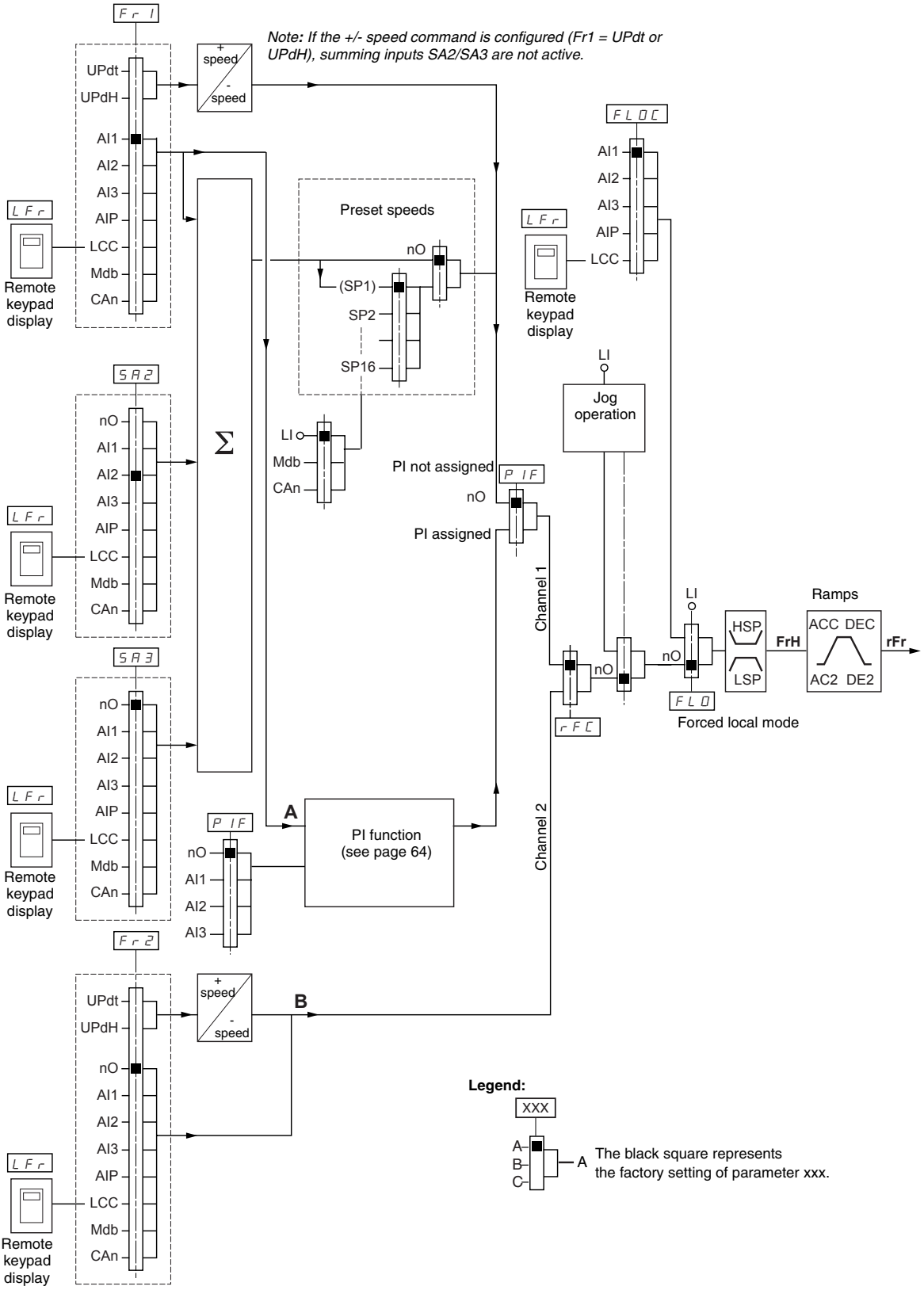
Reference Channel for LAC = L3



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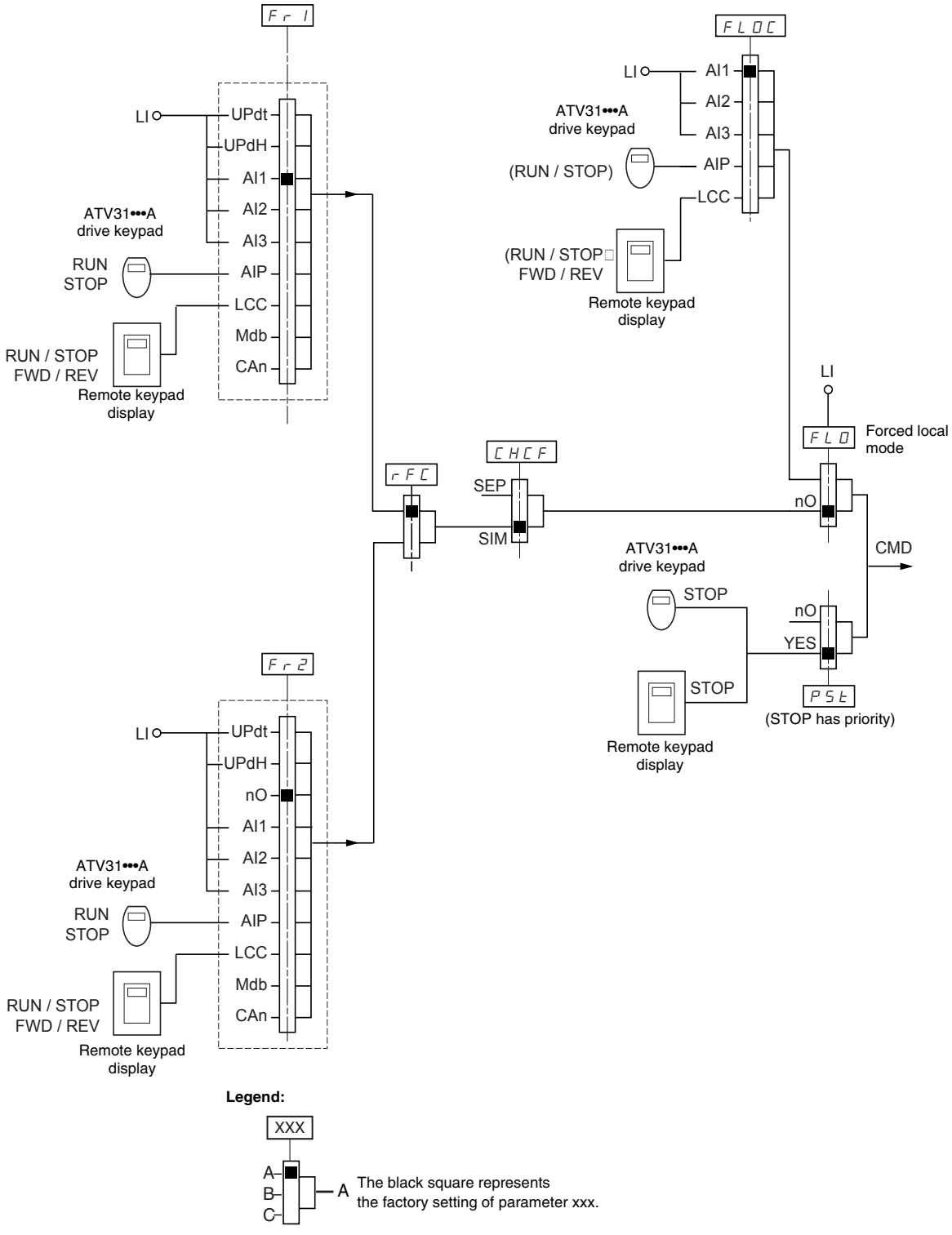
Control Channel for LAC = L3: CHCF = SIM, Combined Reference and Control

If CHCF is set to SIM (see page 47), parameters Fr1, Fr2, FLO, and FLOC determine both the reference and control source. For example, if the reference is via the analog input on the terminal block, control is via the logic input on the terminal block.



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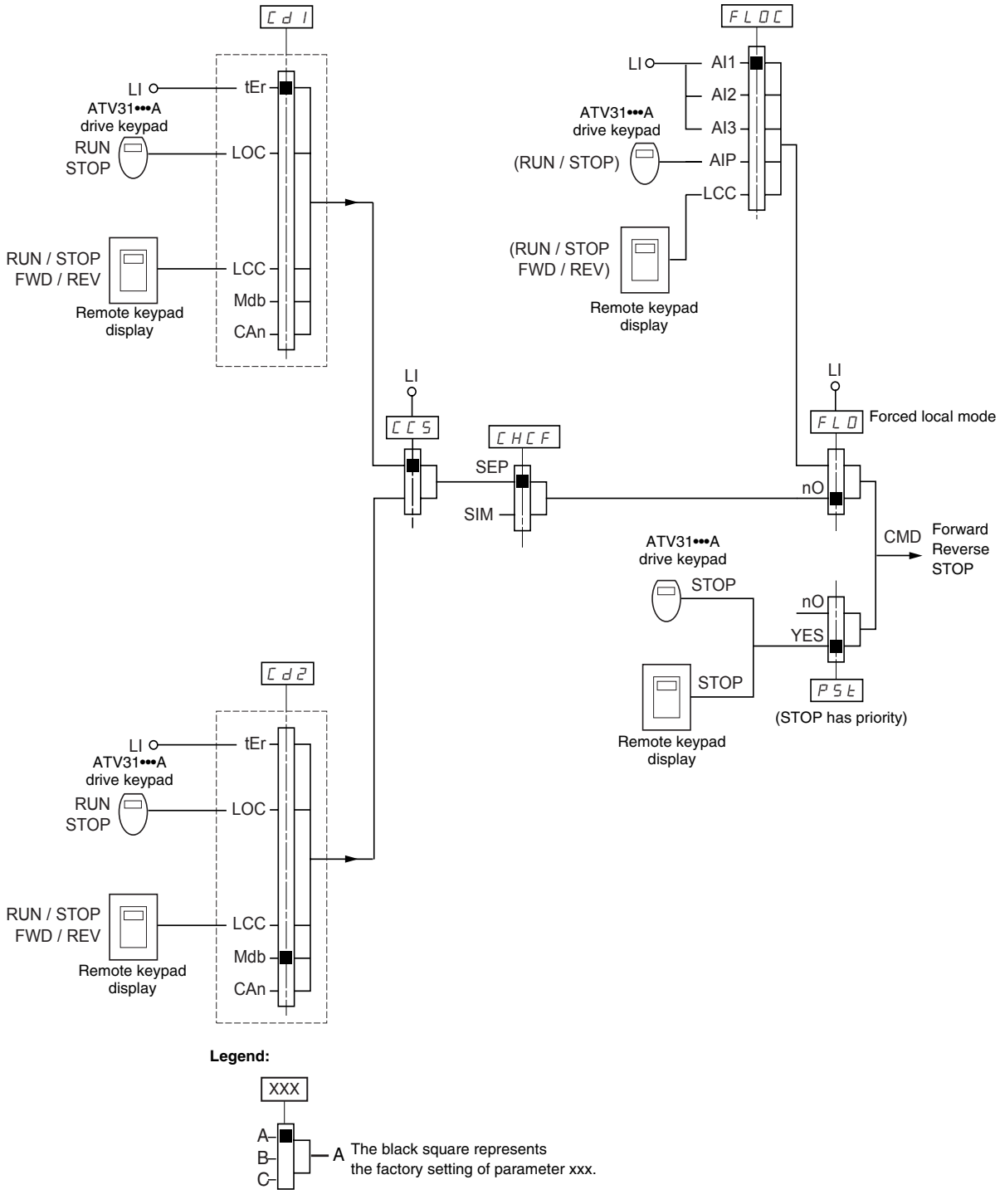
Control Channel for LAC = L3: CHCF = SEP, Mixed Mode (Separate Reference and Control)

Parameters FLO and FLOC are common to reference and control. For example, if the reference in forced local mode is via the analog input on the terminal block, control in forced local mode is via the logic input on the terminal block.



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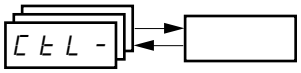
Refer to the function compatibility table on page 21. It is not possible to configure incompatible control functions. The first function configured will prevent any functions that are incompatible with it from being configured.



Code	Description	Adjustment Range	Factory Setting
LAC	Function access level	See below.	L1
	L1: Level 1—access to standard functions. L2: Level 2—access to the level 1 functions plus the following advanced functions in the FUn- menu: • +/- speed • Brake control • Switching for second current limit • Motor switching • Management of limit switches L3: Level 3—access to all of the level 2 functions plus mixed mode operation. Assigning L3 to LAC restores parameters Fr1 (below), Cd1 (page 47), CHCF (page 47), and tCC (page 33) to their factory settings (on ATV31••••••A drive controllers, tCC is reset to 2C). If LAC is set to L3, you must restore the factory setting with parameter FCS (page 49) to set LAC back to L1 or to change it to L2. If LAC is set to L2, you must restore the factory setting with parameter FCS to set LAC back to L1. If LAC is set to L2, you can change LAC to L3 without using parameter FCS. *NOTE: In order to change the assignment of LAC, you must press and hold down the ENT key for 2 seconds.*		
Fr1	Configuration of reference 1	See below.	AI1 AIP for ATV31••••••A
	AI1: Analog input AI1 AI2: Analog input AI2 AI3: Analog input AI3 AIP: Potentiometer (ATV31••••••A) If LAC = L2 or L3, the following additional assignments are possible: UPdt: + speed/- speed via LI[1] UPdH: + speed/- speed via ▲▼ on the drive keypad display (ATV31 or ATV31••••••A) or on the remote keypad display. For operation, display the frequency rFr (see page 85).[1] If LAC = L3, the following additional assignments are possible: LCC: Reference via the remote keypad display, LFr parameter in the SEt- menu page 26. Mdb: Reference via Modbus CAn: Reference via CANopen		
Fr2	Configuration of reference 2	See below.	nO
	nO: Not assigned AI1: Analog input AI1 AI2: Analog input AI2 AI3: Analog input AI3 AIP: Potentiometer (ATV31••••••A only) If LAC = L2 or L3, the following additional assignments are possible: UPdt: + speed/- speed via LI[1] UPdH:+ speed/- speed via ▲▼ on the drive keypad display (ATV31 or ATV31••••••A) or on the remote keypad display. For operation, display the frequency rFr (see page 85).[1] If LAC = L3, the following additional assignments are possible: LCC: Reference via the remote keypad display, LFr parameter in the SEt- menu page 26. Mdb: Reference via Modbus CAn: Reference via CANopen		

[1] Only one of the UPdt/UPdH assignments is permitted on each reference channel.

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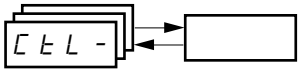

Code	Description	Adjustment Range	Factory Setting
rFC	Reference switching	See below.	Fr1
	Use parameter rFC to select channel Fr1 or Fr2, or to configure a logic input or a control bit for remote switching of Fr1 or Fr2. Fr1: Reference = Reference 1 Fr2: Reference = Reference 2 LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following additional assignments are possible: C111: Bit 11 of the Modbus control word C112: Bit 12 of the Modbus control word C113: Bit 13 of the Modbus control word C114: Bit 14 of the Modbus control word C115: Bit 15 of the Modbus control word C211: Bit 11 of the CANopen control word C212: Bit 12 of the CANopen control word C213: Bit 13 of the CANopen control word C214: Bit 14 of the CANopen control word C215: Bit 15 of the CANopen control word The reference can be switched with the drive controller running. Fr1 is active when the logic input or control word bit is in state 0. Fr2 is active when the logic input or control word bit is in state 1.		
CHCF	Mixed mode (separate control and reference channels)	See below.	SIM
	CHCF can be accessed if LAC = L3. SIM: Combined control and reference channels SEP: Separate control and reference channels		
Cd1	Configuration of control channel 1	See below.	tEr LOC for ATV31••••••A
	Cd1 can be accessed if CHCF = SEP and LAC = L3. tEr: Terminal block control LOC: Drive keypad display control (ATV31••••••A only) LCC: Remote keypad display control Mdb: Control via Modbus CAn: Control via CANopen		
Cd2	Configuration of control channel 2	See below.	Mdb:
	Cd2 can be accessed if CHCF = SEP and LAC = L3. tEr: Terminal block control LOC: Drive keypad display control (ATV31••••••A only) LCC: Remote keypad display control Mdb: Control via Modbus CAn: Control via CANopen		

These parameters only appear if the function has been enabled.

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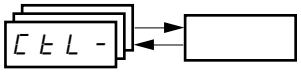

Code	Description	Adjustment Range	Factory Setting
CCS	Control channel switching	See below.	Cd1
	CCS can be accessed if CHCF = SEP and LAC = L3. Use parameter CCS to select channel Cd1 or Cd2, or to configure a logic input or a control bit for remote switching of Cd1 or Cd2. Cd 1: Control channel = Channel 1 Cd2: Control channel = Channel 2 LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 C111: Bit 11 of the Modbus control word C112: Bit 12 of the Modbus control word C113: Bit 13 of the Modbus control word C114: Bit 14 of the Modbus control word C115: Bit 15 of the Modbus control word C211: Bit 11 of the CANopen control word C212: Bit 12 of the CANopen control word C213: Bit 13 of the CANopen control word C214: Bit 14 of the CANopen control word C215: Bit 15 of the CANopen control word Channel 1 is active when the input or control word bit is in state 0. Channel 2 is active when the input or control word bit is in state 1.		
COP	Copy channel 1 to channel 2. (The copy is possible only in this direction.)	See below.	nO
	COP can be accessed if LAC = L3. nO: No copy SP: Copy reference Cd: Copy control ALL: Copy control and reference If channel 2 is controlled via the terminal block, channel 1 control is not copied. If channel 2 reference is set via AI1, AI2, AI3, or AIP, channel 1 reference is not copied. The reference copied is FrH (before the ramp) unless the channel 2 reference is set via +/- speed. In this case, the reference copied is rFr (after ramp). *NOTE: Copying the control and/or the reference may change the direction of rotation.*		
LCC	Control via the remote keypad display	See below.	nO
	LCC can only be accessed if the drive controller is equipped with a remote keypad display, and if LAC = L1 or L2. nO: Function inactive YES: Enables control of the drive controller with the STOP/RESET, RUN, and FWD/REV buttons on the remote keypad display. The speed reference is given by parameter LFr in the SEt- menu. Only the freewheel, fast stop, and DC injection stop commands remain active on the terminal block. If the remote keypad display is not connected, the drive controller will lock on an SLF fault.		

These parameters only appear if the function has been enabled.

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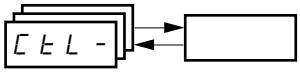

Code	Description	Adjustment Range	Factory Setting
PSt	Stop priority	See below.	YES
	PSt gives priority to the STOP key on the drive keypad display (ATV31••••••A only) or on the remote keypad display, regardless of the control channel selected (terminal block or communication bus). If set to nO, the active control channel has priority. If the active control channel is the local or remote keypad display, the stop button retains priority, regardless of the setting of PSt. *NOTE: To change the assignment of PSt, you must press and hold down the ENT key for 2 seconds* nO: Function inactive YES: STOP key priority **⚠ WARNING** **DISABLED STOP COMMAND** Disabling the stop key on the drive keypad display or the remote keypad display will prevent the drive controller from stopping when the stop key is pressed. An external stop command must be installed to stop the motor. **Failure to follow this instruction can result in death, serious injury, or equipment damage.**		
rOt	Direction of operation	See below.	dFr
	Direction of operation allowed for the RUN key on the drive keypad display (ATV31••••••A only). dFr: Forward drS: Reverse bOt: On ATV31•••••• drive controllers, both directions are authorized; on ATV31••••••A controllers, only the forward direction is possible.		
SCS	Saving the configuration[1]	See below.	See below.
	nO: Function inactive StrI: Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save is performed. Use this function to keep another configuration in reserve, in addition to the current configuration. The drive controller is factory set with the current configuration and the backup configuration both initialized to the factory configuration. If the remote keypad display is connected to the drive controller, up to four additional settings are available: FIL1, FIL2, FIL3, and FIL4. Use these selections to save up to four configurations in the remote keypad display's EEPROM memory. SCS automatically switches to nO as soon as the save is performed.		
FCS	Return to factory settings/Restore configuration[1]	See below.	See below.
	nO: Function inactive rECI: Replaces the current configuration with the backup configuration previously saved by SCS (SCS set to Strl). rECI is visible only if the backup configuration has been saved. FCS automatically changes to nO as soon as this action is performed. InI: Replaces the current configuration with the factory settings. FCS automatically switches to nO as soon as this action is performed. If the remote keypad display is connected to the drive controller, up to four additional selections are available corresponding to backup files loaded in the remote keypad display's EEPROM memory: FIL1, FIL2, FIL3, and FIL4. These selections replace the current configuration with the corresponding backup configuration in the remote keypad display. FCS automatically changes to nO as soon as this action is performed. Note: If nAd briefly appears on the display once the parameter has switched to nO, the configuration transfer is not possible and has not been performed (because the controller ratings are different, for example). If nEr briefly appears on the display once the parameter has switched to nO, a configuration transfer error has occurred and the factory settings must be restored using InI. In both cases, check the configuration to be transferred before trying again. *NOTE: For rECI, InI, and FIL1 to FIL4 to take effect, you must press and hold down the ENT key for 2 s.*		

[1] SCS and FCS can be accessed in several configuration menus, but their settings affect all menus and parameters as a whole.

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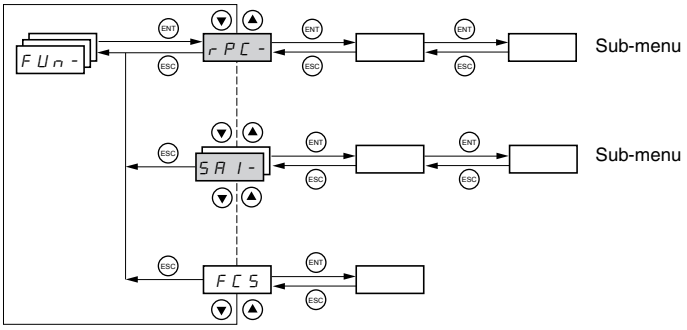
APPLICATION FUNCTIONS MENU FUN-



Application function parameters can only be modified when the drive controller is stopped and with no run command present. On the remote keypad display, this menu can be accessed with the access locking switch in the position.

Some functions in this menu have numerous parameters. To simplify programming and to minimize scrolling, these functions are grouped into sub-menus. Like menus, sub-menus are identified by a dash. For example, LIA- is a sub-menu, but LIn is a parameter.

It is not possible to configure incompatible application functions. The first function configured will prevent any functions that are incompatible with it from being configured. Refer to the function compatibility table on page 21.

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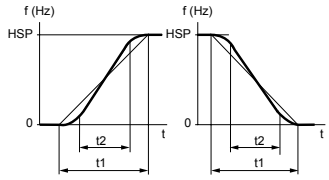
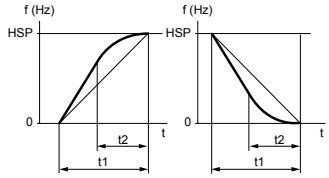
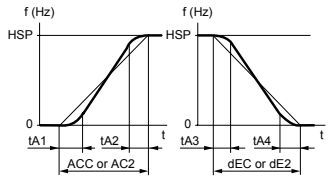
Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
rPC -		Ramp adjustment		
	rPt	Ramp type Defines the shape of the acceleration and deceleration ramps.		LIn
		LIn: Linear S: S ramp U: U ramp CUS: Customized S ramps  The curve coefficient is fixed, with t2 = 0.6 x t1 with t1 = set ramp time. U ramps  The curve coefficient is fixed, with t2 = 0.5 x t1 with t1 = set ramp time. Customized ramps  tA1: Can be set between 0 and 100% (of ACC or AC2) tA2: Can be set between 0 and (100% - tA1) (of ACC or AC2) tA3: Can be set between 0 and 100% (of dEC or dE2) tA4: Can be set between 0 and (100% - tA3) (of dEC or dE2)		
	tAI	Start of CUS-type acceleration ramp rounded as a percentage of total ramp time (ACC or AC2).	0 to 100%	10%

These parameters only appear if the function has been enabled.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
rPC- (continued)	tA2	End of CUS-type acceleration ramp rounded as a percentage of total ramp time (ACC or AC2)	0 to (100% - tA1)	10%
	tA3	Start of CUS-type deceleration ramp rounded as a percentage of total ramp time (dEC or dE2)	0 to 100%	10%
	tA4	End of CUS-type deceleration ramp as a percentage of total ramp time (dEC or dE2)	0 to (100% - tA3)	10%
	ACC dEC	Acceleration and deceleration ramp times[1]	0.1 to 999.9 s	3 s
		Acceleration ramp time for the motor to go from 0 Hz to FrS (parameter in the drC- menu, see page 30). Deceleration ramp time for the motor to go from FrS to 0 Hz. Ensure that the value of dEC is not set too low for the load.		
	rPS	Ramp switching	See below.	nO
		This function remains active regardless of the control channel. nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word ACC and dEC are enabled when the logic input or control word bit is in state 0. AC2 and dE2 are enabled when the logic input or control word bit is in state 1.		
	Frt	Ramp switching threshold	0 to 500 Hz	0
		The second ramp is switched if the value of Frt is not equal to 0 and the output frequency is greater than Frt. Setting Frt to 0 deactivates it. Ramp switching threshold can be combined with switching via a logic input or a control word bit as follows:		
		LI or bit / **Frequency** / **Ramp** 0 / <Frt / ACC, dEC 0 / >Frt / AC2, dE2 1 / <Frt / AC2, dE2 1 / >Frt / AC2, dE2		
	AC2	2nd acceleration ramp time[1]: Enabled via logic input (rPS) or frequency threshold (Frt).	0.1 to 999.9 s	5 s
	dE2	2nd deceleration ramp time[1]: Enabled via logic input (rPS) or frequency threshold (Frt).	0.1 to 999.9 s	5 s
	brA	Deceleration ramp adaptation	See below.	YES
		Activating this function automatically adapts the deceleration ramp if it has been set at too low a value for the inertia of the load. nO: Function inactive YES: Function active brA is incompatible with applications requiring positioning on a ramp or the use of a braking resistor. brA is forced to nO if brake control (bLC) is assigned (page 72).		

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

These parameters only appear if the function has been enabled.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
StC -		Stop modes		
	Stt	Normal stop type	See below.	RMP
		Type of stop executed when the run command disappears or a stop command appears. rMP: Follow ramp FSt: Fast stop nSt: Freewheel stop dCI: DC injection stop		
	FSt	Fast stop via logic input	See below.	nO
		nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word Fast stop is activated when the state of the logic input changes to 0 or the control word bit changes to 1. Fast stop is a stop on the deceleration reduced by the coefficient specified by parameter dCF. If the logic input falls back to state 1 and the run command is still active, the motor will only restart if 2-wire control is configured (tCC = 2C and tCt = LEL or PFO, see page 33). Otherwise, a new run command must be sent.		
	dCF	Coefficient for dividing the deceleration ramp time for fast stopping.	0, 1 to 10	4
		This parameter only appears if FST is assigned. Ensure that the reduced ramp is not too low for the load. The value 0 corresponds to the minimum ramp.		
	dCI	DC injection via logic input	See below.	nO
		nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word Braking is activated when the state of the logic input or control word bit is 1.		
	IdC	Level of DC injection braking current activated via logic input or selected as stop mode [1, 2]	0 to In [3]	0.7 In [3]
		After 5 seconds, the injection current is peak limited at 0.5 Ith.		
	tdC	Total DC injection braking time when dCI is selected as the normal stop type (see Stt above). [1, 2]	0.1 to 30 s	0.5 s

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

[2] These settings are not related to the automatic DC injection function.

[3] In corresponds to the nominal drive current indicated in the *ATV31 Installation Manual* and on the drive controller nameplate.

These parameters only appear if the function has been enabled.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
StC- (continued)	nSt	Freewheel stop via logic input		nO
		nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 Freewheel stop is activated when the logic input is at state 0. If the input returns to state 1 and the run command is still active, the motor will only restart if 2-wire control is configured. Otherwise, a new run command must be sent.		

⚠ WARNING

NO HOLDING TORQUE

- DC injection braking does not provide holding torque at zero speed.
- DC injection braking does not function during a loss of power or during a drive controller fault.
- When required, use a separate brake for holding torque.

EXCESSIVE DC INJECTION BRAKING

- Application of DC injection braking for long periods of time can cause motor overheating and damage.
- Protect the motor from extended periods of DC injection braking.

Failure to follow these instructions can result in death, serious injury, or equipment damage.

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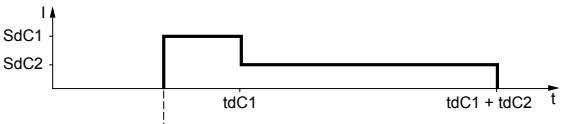
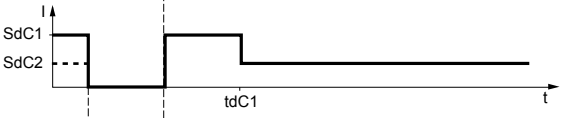
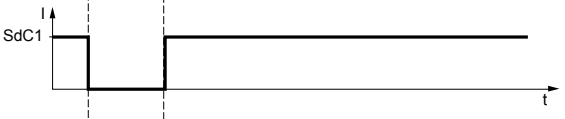
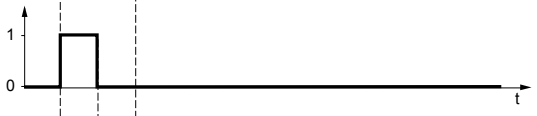
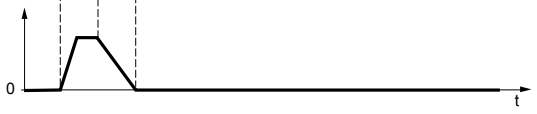
Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
AdC -		Automatic DC injection. See page 53.		
	AdC	Automatic DC injection (at the end of the ramp)	See below.	YES
		nO: No injection YES: DC injection for an adjustable period Ct: Continuous DC injection *NOTE: If this parameter is set to Yes or Ct, DC current is injected even if a run command has not been sent. The parameter can be accessed with the drive controller running.*		
	tdC1	Automatic injection time [1]	0.1 to 30 s	0.5 s
	SdC1	Level of automatic DC injection current [1]	0 to 1.2 In [2]	0.7 In [2]
		Note: Ensure that the motor will withstand this current without overheating.		
	tdC2	2nd automatic DC injection time [1]	0 to 30 s	0 s
	SdC2	2nd level of automatic DC injection current [1]	0 to 1.2 In [2]	0.5 In [2]
		NOTE: Ensure that the motor will withstand this current without overheating.		

AdC	SdC2	Operation
YES	x	
Ct	≠ 0	
Ct	= 0	
Run command		
Speed		

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

[2] In corresponds to the nominal drive current indicated in the *ATV31 Installation Manual* and on the drive controller nameplate.

These parameters only appear if the function has been enabled.

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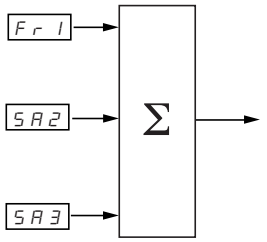
Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
SA1-		Summing inputs Can be used to sum one or two inputs with reference Fr1.		
	SA2	Summing input 2	See below.	AI2
		nO: Not assigned AI1: Analog input AI1 AI2: Analog input AI2 AI3: Analog input AI3 AIP: Potentiometer (ATV31••••••A drive controllers only) If LAC = L3, the following assignments are possible: Mdb: Reference via Modbus CAn: Reference via CANopen LCC: Reference via the remote keypad display, LFr parameter in the SEt- menu page 26.		
	SA3	Summing input 3	See below.	nO
		nO: Not assigned AI1: Analog input AI1 AI2: Analog input AI2 AI3: Analog input AI3 AIP: Potentiometer (ATV31••••••A drive controllers only) If LAC = L3, the following assignments are possible: Mdb: Reference via Modbus CAn: Reference via CANopen LCC: Reference via the remote keypad display (LFr parameter in the SEt- menu. See page 26.)		

Summing Inputs



NOTE: AI2 is an input, ± 10 V, which can allow a subtraction by summing a negative signal.

Refer to the diagrams on pages 41 and 43.

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Preset Speeds

Parameter PSS, preset speeds, allows 2, 4, 8, or 16 preset speeds, requiring 1, 2, 3, or 4 logic inputs respectively.

The preset speeds must be assigned in the following order: PS2, then PS4, then PS8, then PS16.

Refer to the following table for combining inputs to activate the various preset speeds:

16 speeds LI (PS16)	8 speeds LI (PS8)	4 speeds LI (PS4)	2 speeds LI (PS2)	Speed reference
0	0	0	0	Reference [1]
0	0	0	1	SP2
0	0	1	0	SP3
0	0	1	1	SP4
0	1	0	0	SP5
0	1	0	1	SP6
0	1	1	0	SP7
0	1	1	1	SP8
1	0	0	0	SP9
1	0	0	1	SP10
1	0	1	0	SP11
1	0	1	1	SP12
1	1	0	0	SP13
1	1	0	1	SP14
1	1	1	0	SP15
1	1	1	1	SP16

[1] See the diagrams on page 41 and page 43: Reference 1 = (SP1).

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
PSS-		Preset speeds		
	PS2	2 preset speeds Selecting the assigned logic input activates the function. nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word	See below.	If tCC = 2C: LI3 If tCC = 3C: nO If tCC = LOC: LI3
	PS4	4 preset speeds Selecting the assigned logic input activates the function. *NOTE: Ensure that PS2 has been assigned before assigning PS4.* nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word	See below.	If tCC = 2C: LI4 If tCC = 3C: nO If tCC = LOC: LI4
	PS8	8 preset speeds Selecting the assigned logic input activates the function. *NOTE: Ensure that PS4 has been assigned before assigning PS8.* nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word	See below.	nO

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
		16 preset speeds	See below.	nO
	PS16	Selecting the assigned logic input activates the function. *NOTE: Ensure that PS8 has been assigned before assigning PS16.* nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word		
	SP2	2nd preset speed [1]	0.0 to 500.0 Hz	10 Hz
	SP3	3rd preset speed [1]	0.0 to 500.0 Hz	15 Hz
	SP4	4th preset speed [1]	0.0 to 500.0 Hz	20 Hz
	SP5	5th preset speed [1]	0.0 to 500.0 Hz	25 Hz
	SP6	6th preset speed [1]	0.0 to 500.0 Hz	30 Hz
	SP7	7th preset speed [1]	0.0 to 500.0 Hz	35 Hz
	SP8	8th preset speed [1]	0.0 to 500.0 Hz	40 Hz
	SP9	9th preset speed [1]	0.0 to 500.0 Hz	45 Hz
	SP10	10th preset speed [1]	0.0 to 500.0 Hz	50 Hz
	SP11	11th preset speed [1]	0.0 to 500.0 Hz	55 Hz
	SP12	12th preset speed [1]	0.0 to 500.0 Hz	60 Hz
	SP13	13th preset speed [1]	0.0 to 500.0 Hz	70 Hz
	SP14	14th preset speed [1]	0.0 to 500.0 Hz	80 Hz
	SP15	15th preset speed [1]	0.0 to 500.0 Hz	90 Hz
	SP16	16th preset speed [1]	0.0 to 500.0 Hz	100 Hz

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

These parameters only appear if the function has been enabled.

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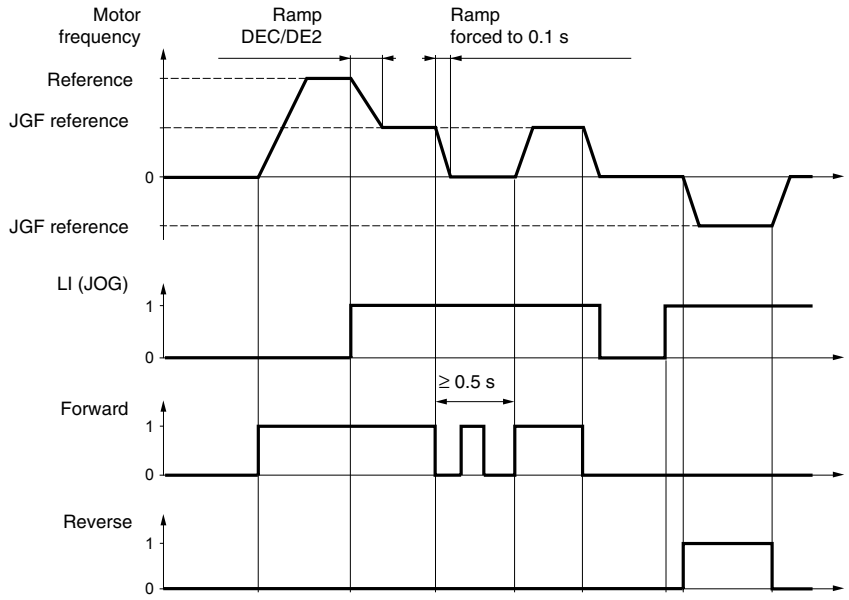
Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
JOG-		Jog operation		
		Jog operation	See below.	If tCC = 2C: nO If tCC = 3C: LI4 If tCC = LOC: nO
	JOG	Selecting the assigned logic input activates the function. nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 Example: 2-wire control operation (tCC = 2C)  		
	JGF	Jog operation reference [1]	0 to 10 Hz	10 Hz

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

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+/- Speed

This function can only be accessed if:

1. Parameter LAC is set to L2 or L3 (see page 46).
2. Incompatible functions are not active (see page 21).
3. Parameter Fr1 or Fr2 is set to UPdt or UPdH.

The following sections describe two types of +/- speed operation: use of single action buttons and use of double action buttons. A pendant station is an example application of both.

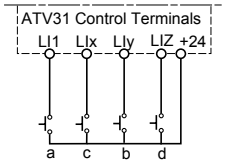
Single Action Buttons

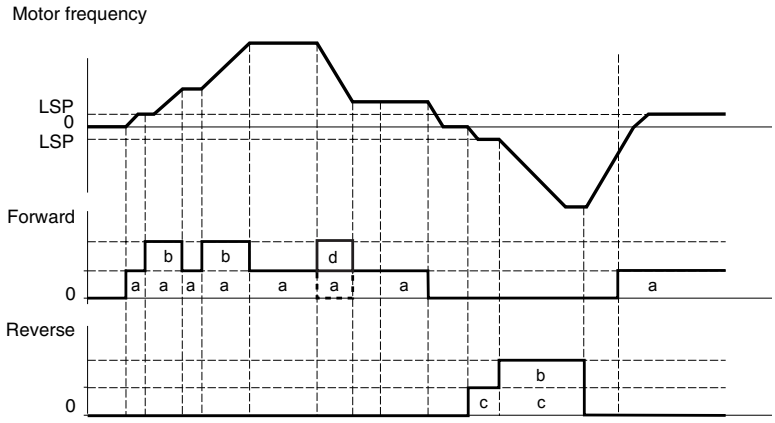
Single action buttons require two logic inputs and two directions of rotation. The input assigned to the + speed command increases the speed, the input assigned to the - speed command decreases the speed.

	- speed	**speed maintained**	**+ speed**
Forward direction	a and d	a	a and b
Reverse direction	c and d	c	c and b

Example of wiring:

LI1: forward
LIx: reverse
LIy: + speed (USP)
LIz: - speed (DSP)





The maximum speed is set by HSP (see page 26).

NOTE: If the reference is switched via rFC (see page 47) from any reference channel to another with +/- speed, the value of reference rFr (after ramp) is copied at the same time. This prevents the speed from being incorrectly reset to zero when switching takes place.

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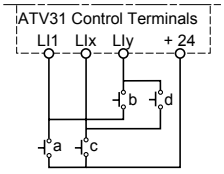
Double Action Buttons

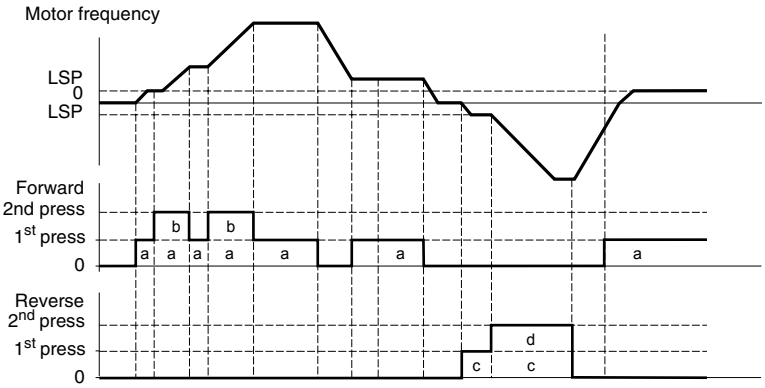
Only one logic input, assigned to + speed, is required for double action buttons. Double action buttons typically have two detents. Press the button to the first detent to maintain speed; press it to the second detent to increase speed. Each action closes a contact. Refer to the following table.

	Released (- speed)	Press to 1st detent (speed maintained)	Press to 2nd detent (+ speed)
Forward direction	–	a	a and b
Reverse direction	–	c	c and d

Example of wiring:

LI1: forward
LIx: reverse
LIy: + speed (USP)





Use of double action buttons is incompatible with 3-wire control.

The maximum speed is set by HSP (see page 26).

NOTE: If the reference is switched via rFC (see page 47) from any reference channel to another with +/- speed, the value of reference rFr (after ramp) is copied at the same time. This prevents the speed from being incorrectly reset to zero when switching takes place.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
UPd -		+/- Speed (motorized potentiometer) This function can only be accessed if LAC = L2 or L3 and UPdH or UPdt is active (see page 46).		
	USP	+ Speed Can only be accessed if UPdt is active.	See below.	nO
		Selecting the assigned logic input activates the function. nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6		
	dSP	- Speed Can only be accessed if UPdt is active.	See below.	nO
		Selecting the assigned logic input activates the function. nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6		
	Str	Save reference	See below.	nO
		Associated with the +/- speed function, this parameter can be used to save the reference: When the run commands are removed, the reference is saved to RAM. When the mains supply or the run commands are removed, the reference is saved to EEPROM. On the next start-up, the speed reference is the last reference saved. nO: No save rAM: Save to RAM EEP: Save to EEPROM		

These parameters only appear if the function has been enabled.

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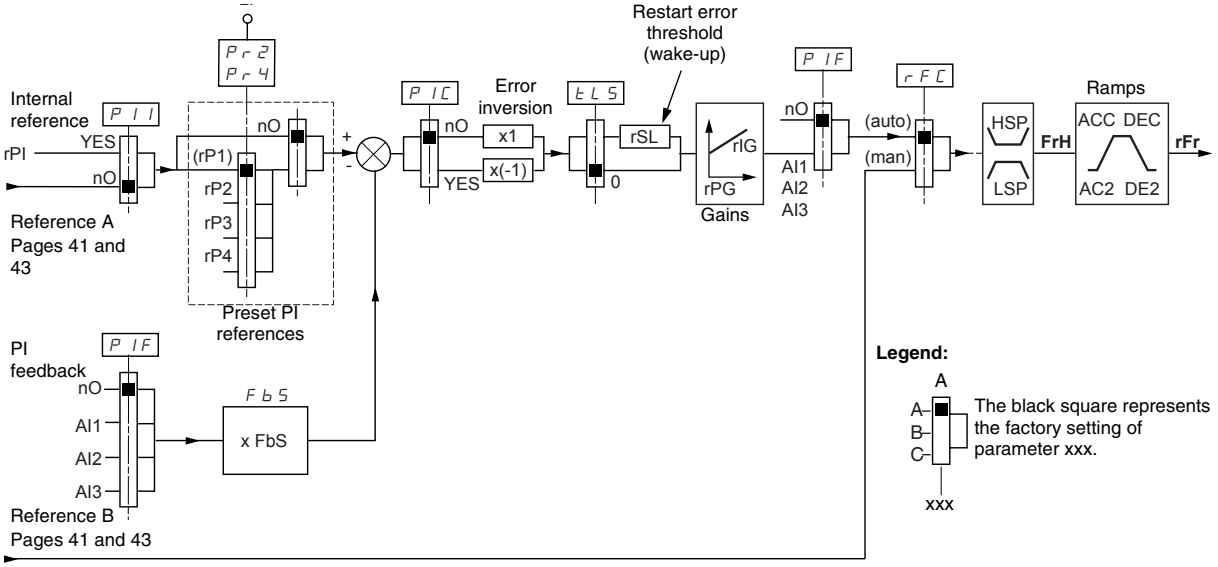
PI Regulator

PI regulator provides regulation of a process using feedback from a sensor that sends a signal to the drive controller. This function is often used for pump and fan applications. The PI regulator function is activated by assigning an analog input to PI regulator feedback (PIF).



The **PI regulator feedback** parameter (PIF, see page 68) must be assigned to one of the analog inputs (AI1, AI2, or AI3).

The **PI reference** can be assigned to the following parameters, in order of priority:

- Preset references via logic inputs (rP2, rP3, and rP4, see page 68)
- Internal reference (rPI, see page 69)
- Reference Fr1 (see page 46)

Refer to the following table for combining logic inputs for preset PI references.

LI (Pr4)	LI (Pr2)	Pr2 = nO	Reference
			rPI or Fr1
0	0		rPI or Fr1
0	1		rP2
1	0		rP3
1	1		rP4

The following parameters can also be accessed in the Settings menu (SEt-, beginning on page 25):

- Internal reference (rPI)
- Preset references (rP2, rP3, rP4)
- Regulator proportional gain (rPG)
- Regulator integral gain (rIG)
- PI feedback multiplication coefficient (FbS):

  The FbS parameter can be used to scale the reference to the variation range of the PI feedback (sensor range).

  For example, Pressure control:
  PI reference (process) = 0 to 5 bar = 0 to 100%
  Range of pressure sensor = 0 to 10 bar
  FbS = Maximum sensor scale / Maximum process
  FbS = 10 / 5 = 2

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- rSL parameter:

  Can be used to set the PI error threshold above which the PI regulator is reactivated (wake-up) after a stop due to the maximum time of operation at low speed being exceeded (tLS).

- Reversal of the direction of correction (PIC):

  If PIC = nO, the speed of the motor increases when the error is positive. An example application is pressure control with a compressor.

  If PIC = YES, the speed of the motor decreases when the error is positive. An example application is temperature control with a cooling fan.

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Manual–Automatic Operation with PI Regulator

This function combines PI regulator and switching of reference rFC (page 47). The speed reference is given by Fr2 or by the PI function, depending on the state of the logic input.

Setting up the PI Regulator

1. Configure the drive controller for PI regulator. See the diagram on page 64.
2. Perform a test with the factory configuration. In most cases, the factory settings are sufficient. To optimize the drive controller, gradually adjust rPG or rIG independently and observe the effect on PI feedback in relation to the reference.
3. If the factory settings are unstable or the reference is incorrect, perform a test with a speed reference in manual mode (without PI regulator) and with the drive controller on load for the speed range of the system:
   - — In steady state, the speed must remain stable at the reference, and the PI feedback signal must be stable.
   - — In transient state, the speed must follow the ramp then stabilize quickly, and the PI feedback must follow the speed.

   If this is not the case, check the drive controller settings and the sensor signal and cabling.
4. Enable PI regulator.
5. Set brA to nO (no auto-adaptation of the ramp).
6. Set the speed ramps (ACC, dEC) to the minimum permitted by the application without triggering an ObF fault.
7. Set the integral gain (rIG) to the minimum value.
8. Observe the PI feedback and the reference.
9. Perform several RUN/STOP cycles, or vary the load or reference rapidly.
10. Set the proportional gain (rPG) to obtain the ideal compromise between response time and stability in transient phases (slight overshoot and 1 to 2 oscillations before stabilizing).
11. If the reference varies from the preset value in steady state, gradually increase the integral gain (rIG) and reduce the proportional gain (rPG) in the event of instability (pump applications) to find a compromise between response time and static precision. Refer to the figure on page 64.
12. Perform in-production tests throughout the reference range.

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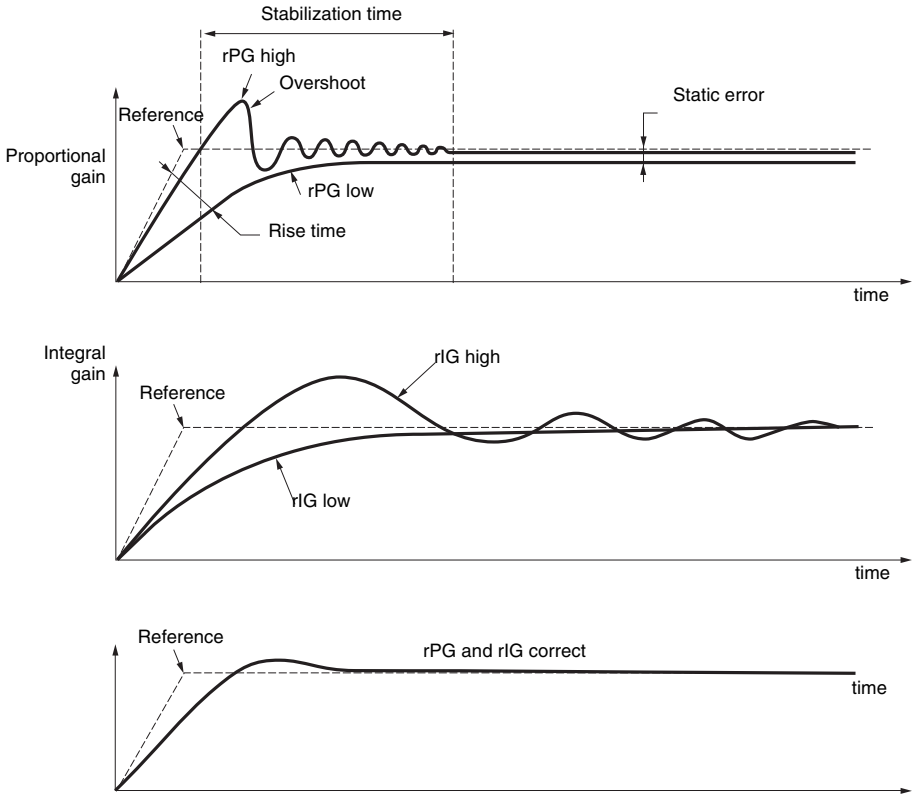

The oscillation frequency depends on the application.

Parameter	Rise Time	Overshoot	Stabilization Time	Static Error
rPG	↘↘	↗	=	↘
rIG	↘	↗↗	↗	↘↘

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
PI-		PI regulator		
	PIF	PI regulator feedback	See below.	nO
		nO: Not assigned AI1: Analog input AI1 AI2: Analog input AI2 AI3: Analog input AI3		
	rPG	PI regulator proportional gain [1]	0.01 to 100	1
		Contributes to dynamic performance during rapid changes in the PI feedback.		
	rIG	PI regulator integral gain [1]	0.01 to 100	1
		Contributes to static precision during slow changes in the PI feedback.		
	FbS	PI feedback multiplication coefficient [1]	0.1 to 100	1
		For process adaptation		
	PIC	Reversal of the PI regulator direction of correction [1]	See below.	nO
		nO: normal YES: reverse		
	Pr2	2 preset PI references	See below.	nO
		Selecting the assigned logic input activates the function. nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word		
	Pr4	4 preset PI references	See below.	nO
		Selecting the assigned logic input activates the function. *NOTE: Ensure that Pr2 has been assigned before assigning Pr4.* nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word		
	rP2	2nd preset PI reference [1]	0 to 100%	30%
		Only appears if Pr2 has been enabled by selecting an input.		
	rP3	3rd preset PI reference [1]	0 to 100%	60%
		Only appears if Pr4 has been enabled by selecting an input.		
	rP4	4th preset PI reference [1]	0 to 100%	90%
		Only appears if Pr4 has been enabled by selecting an input.		

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

These parameters only appear if the function has been enabled.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
PI- (continued)	rSL	Restart after error threshold (wake-up threshold)	0 to 100%	0
		If the PI and low speed operating time (tLS, see page 28) functions are configured for the same time, the PI regulator may attempt to set a speed lower than LSP. This results in unsatisfactory operation which consists of a cycle of starting, operating at low speed, then stopping. Parameter rSL (restart error threshold) can be used to set a minimum PI error threshold for restarting after a stop at prolonged LSP. The function is inactive if tLS = 0.		
	PII	Internal PI regulator reference		nO
		nO: The PI regulator reference is Fr1, except for UPdH and UPdt (+/- speed cannot be used as the PI regulator reference). YES: The PI regulator reference is parameter rPI.		
	rPI	Internal PI regulator reference [1]	0 to 100%	0

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

These parameters only appear if the function has been enabled.

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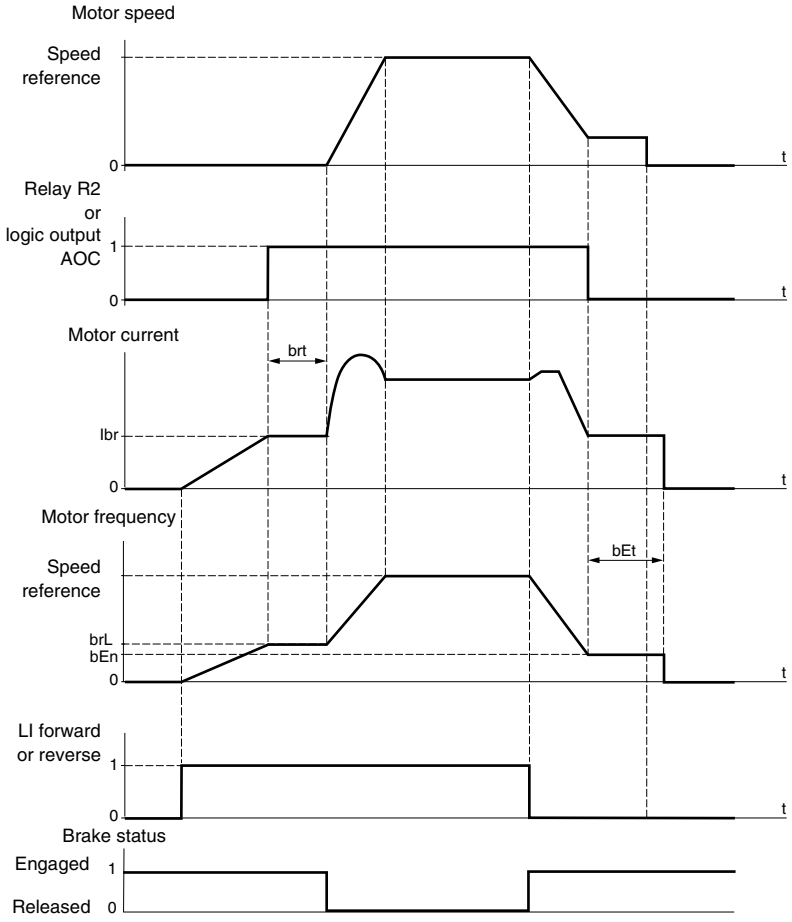
Brake Control

Brake control enables the drive controller to manage an electromagnetic brake. This function can only be accessed if LAC = L2 or L3 (page 42) and no incompatible functions are programmed (see page 21). It can be assigned to relay R2 or to logic output AOC.

To prevent jolts, synchronize the brake release with torque build-up during startup, and synchronize the brake engage with zero speed on stopping. Refer to the following figure for braking sequence.



The following parameters can be accessed in the FUn- menu (see page 72):

- Brake release frequency (brL)
- Brake release current (Ibr)
- Brake release time (brt)
- Brake engage frequency (bEn)
- Brake engage time (bEt)
- Brake release pulse (bIP)

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The following are the recommended settings for brake control:

1. Brake release frequency (brL):
   - — Horizontal movement: Set to 0.
   - — Vertical movement: Set to the nominal slip of the motor in Hz.
2. Brake release current (Ibr):
   - — Horizontal movement: Set to 0.
   - — Vertical movement: Set to the nominal current of the motor at first, then adjust the release current to prevent jolting on start-up. Ensure that the maximum load is held when the brake is released.
3. Brake release time (brt):
   - — Adjust according to the type of brake. Brake release time is the time required for the mechanical brake to release.
4. Brake engage frequency (bEn):
   - — Set to twice the nominal slip of the motor, then adjust according to the result.

   NOTE: The maximum value of bEn is LSP. Ensure that LSP is set to a sufficient value.
5. Brake engage time (bEt):
   - — Adjust according to the type of brake. This is the time required for the mechanical brake to engage.
6. Brake release pulse (bIP):
   - — Horizontal movement: Set to nO.
   - — Vertical movement: Set to YES and ensure that the motor torque direction for forward control corresponds to the upward direction of the load. If necessary, reverse two motor phases. This parameter generates motor torque in an upward direction, regardless of the direction of operation, to maintain the load while the brake is releasing.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
bLC-		Brake control This function can only be accessed if LAC = L2 or L3 (page 42).		
	bLC	Brake control configuration	See below.	nO
		nO: Not assigned r2: Relay R2 dO: Logic output AOC If bLC is assigned, parameter FLr (page 80) and brA (page 52) are forced to nO, and parameter OPL (page 80) is forced to YES.		
	brL	Brake release frequency	0.0 to 10.0 Hz	Varies with drive controller rating
	Ibr	Motor current threshold for brake release	0 to 1.36 In [1]	Varies with drive controller rating
	brt	Brake release time	0 to 5 s	0.5 s
	LSP	Low speed	0 to HSP (page 26)	0 Hz
		Motor frequency at minimum reference. This parameter can also be modified in the SEt- menu (page 26).		
	bEn	Brake engage frequency threshold	nO, 0 to LSP Hz	nO
		nO: Not set If bLC is assigned and bEn = nO, the drive controller will trip on bLF fault at start-up.		
	bEt	Brake engage time	0 to 5 s	0.5 s
	bIP	Brake release pulse	See below.	nO
		nO: While the brake is releasing, the motor torque direction corresponds to the commanded direction of rotation. YES: While the brake is releasing, the motor torque direction is always forward, regardless of the commanded direction of rotation. Ensure that the motor torque direction for Forward control corresponds to the upward direction of the load. If necessary, reverse two motor phases.		

[1] In corresponds to the nominal drive current indicated in the *ATV31 Installation Manual* and on the drive controller nameplate.

These parameters only appear if the function has been enabled.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
LC2-		Switching for second current limit This function can only be accessed if LAC = L2 or L3 (page 42).		
	LC2	Switching for second current limit	See below.	nO
		Selecting the assigned logic input activates the function. nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word CL1 is enabled when the logic input or control word bit is in state 0 (SEt- menu page 28). CL2 is enabled when the logic input or control word bit is in state 1.		
	CL2	2nd current limit [1]	0.25 to 1.5 In [2]	1.5 In [2]

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

[2] In corresponds to the nominal drive current indicated in the *ATV31 Installation Manual* and on the drive controller nameplate.

These parameters only appear if the function has been enabled.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
CHP-		Motor switching This function can only be accessed if LAC = L2 or L3 (page 42).		
	CHP	Switching, motor 2	See below.	nO
		nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word Cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word LI or bit = 0: Motor 1 LI or bit = 1: Motor 2 • The motor switching function disables motor thermal protection. An external means of motor thermal protection must be provided. See the caution message on page 14. • If you use this function, do not use the tUn auto-tuning function (page 31) on motor 2 and do not configure tUn to rUn or POn. • Changes to parameters do not take effect until the drive controller is stopped.		
	UnS2	Nominal motor voltage (motor 2) given on the nameplate	Varies with drive controller rating	Varies with drive controller rating
		ATV31•••M2: 100 to 240 V ATV31•••M3X: 100 to 240 V ATV31•••N4: 100 to 500 V ATV31•••S6X:100 to 600 V		
	FrS2	Nominal motor frequency (motor 2) given on the nameplate	10 to 500 Hz	50 Hz
		The ratio $\frac{\text{UnS (in V)}}{\text{FrS (in Hz)}}$ must not exceed the following values ATV31•••M2: 7 max. ATV31•••M3X: 7 max ATV31•••N4: 14 max. ATV31•••S6X: 17 max. Changing the setting of bFr to 60 Hz also changes the setting of FrS2 to 60 Hz.		
	nCr2	Nominal motor current (motor 2) given on the nameplate	0.25 to 1.5 In [1]	Varies with drive controller rating
	nSP2	Nominal motor speed (motor 2) given on the nameplate	0 to 32760 RPM	Varies with drive controller rating
		0 to 9999 rpm, then 10.00 to 32.76 krpm If the nameplate indicates synchronous speed and slip (in Hz or as a percentage) instead of nominal speed, calculate nominal speed as follows: Nominal speed = Synchronous speed x $\frac{\text{100 - slip as a\%}}{\text{100}}$ or Nominal speed = Synchronous speed x $\frac{\text{50 - slip in Hz}}{\text{50}}$ (50 Hz motors) or Nominal speed = Synchronous speed x $\frac{\text{60 - slip in Hz}}{\text{60}}$ (60 Hz motors)		

[1] In corresponds to the nominal drive current indicated in the *ATV31 Installation Manual* and on the drive controller nameplate.

These parameters only appear if the function has been enabled.

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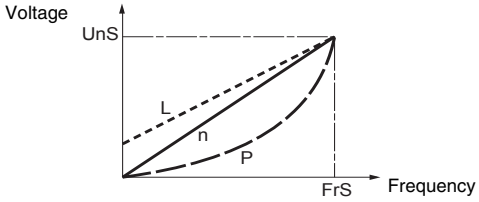
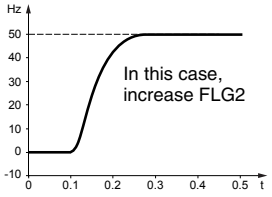
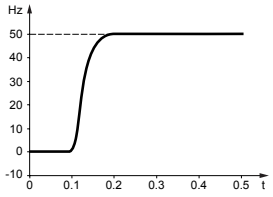
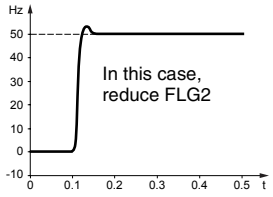
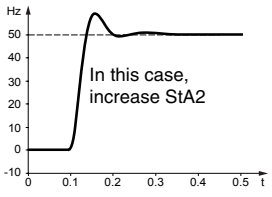
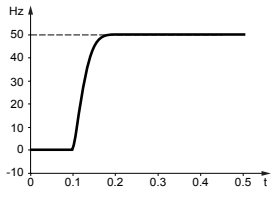
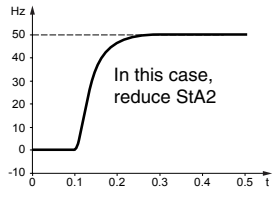
Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
CHP - (continued)	COS2	Motor power factor (motor 2) given on the nameplate	0.5 to 1	Varies with drive controller rating
	UFt2	Selection of the type of voltage/frequency ratio (motor 2)	See below.	n
		L: Constant torque (for motors connected in parallel or special motors) P: Variable torque (pump and fan applications) n: Sensorless flux vector control (for constant torque applications) nLd: Energy savings (for variable torque applications not requiring high dynamics. This behaves in a similar way to the P ratio at no load and the n ratio at load). 		
	UFr2	IR compensation/Voltage boost (motor 2) [1]	0 to 100%	20
		For UFt2 = n or nLd: IR compensation. For UFt2 = L or P: Voltage boost. Used to optimize the torque at low speed. Increase UFr2 if the torque is insufficient. To avoid operating instability, ensure that the value of UFr2 is not too high for a warm motor. Modifying UFt2 causes UFr2 to return to the factory setting (20%).		
	FLG2	Frequency loop gain (motor 2) [1]	1 to 100%	20
		FLG2 can only be accessed if UFt2 = n or nLd (see page 75).This parameter adjusts the speed ramp based on the inertia of the driven load. If the value is too low, the response time is longer. If the value is too high, overspeed or operating instability can result. FLG2 low  FLG2 correct  FLG2 high 		
	StA2	Frequency loop stability (motor 2) [1]	1 to 100%	20
		StA2 can only be accessed if UFt2 = n or nLd (see page 75). This parameter adapts the return to steady state after a speed transient (acceleration or deceleration) according to the dynamics of the driven machine. Gradually increase the stability to avoid any overspeed. If the value is too low, overspeed or operating instability can result. If the value is too high, the response time is longer. StA2 low  StA2 correct  StA2 high 		
	SLP2	Slip compensation (motor 2) [1]	0 to 150%	100
		SLP2 can only be accessed if UFt2 = n or nLd (see page 75). This parameter adjusts the slip compensation value fixed by nominal motor speed. If the slip setting < actual slip, the motor is not rotating at the correct speed in steady state. If the slip setting > actual slip, the motor is overcompensated and the speed is unstable.		

[1] Can also be accessed in the Settings menu, SEt-. See page 25.

These parameters only appear if the function has been enabled.

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Management of Limit Switches

This function can be used to manage the operation of one or two limit switches, in 1 or 2 directions of operation. It can only be accessed if LAC = L2 or L3 (see page 42). To use the function:

- Assign one or two logic inputs to forward limit and reverse limit.
- Select the type of stop (on ramp, fast, or freewheel stop). After a stop, the motor is permitted to restart in the opposite direction only.
- The stop is performed when the input is in state 0. The direction of operation is authorized in state 1.

Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
LSt-		Management of limit switches LSt- can only be accessed if LAC = L2 or L3 (page 42).		
	LAF	Limit, forward direction	See below.	nO
		nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6		
	LAr	Limit, reverse direction	See below.	nO
		nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6		
	LAS	Type of limit switch stop	See below.	nSt
		rP: On ramp FSt: Fast stop nSt: Freewheel stop		

These parameters only appear if the function has been enabled.

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Sub-menu	Parameter	Description	Adjustment Range	Factory Setting
		Saving the configuration [1]	See below.	nO
	SCS	nO: Function inactive StrI: Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save is performed. Use this function to keep another configuration in reserve, in addition to the current configuration. The drive controller is factory set with the current configuration and the backup configuration both initialized to the factory configuration. If the remote keypad display is connected to the drive controller, up to four additional settings are available: FIL1, FIL2, FIL3, and FIL4. Use these selections to save up to four configurations in the remote keypad display's EEPROM memory. SCS automatically switches to nO as soon as the save is performed.		
		Return to factory setting/restore configuration [1]	See below.	nO
	FCS	nO: Function inactive rECI: Replaces the current configuration with the backup configuration previously saved by SCS (SCS set to Strl). rECI is visible only if the backup configuration has been saved. FCS automatically changes to nO as soon as this action is performed. InI: Replaces the current configuration with the factory settings. FCS automatically switches to nO as soon as this action is performed. If the remote keypad display is connected to the drive controller, up to four additional selections are available corresponding to backup files loaded in the remote keypad display's EEPROM memory: FIL1, FIL2, FIL3, and FIL4. These selections replace the current configuration with the corresponding backup configuration in the remote keypad display. FCS automatically changes to nO as soon as this action is performed. Note: If nAd briefly appears on the display once the parameter has switched to nO, the configuration transfer is not possible and has not been performed (because the controller ratings are different, for example). If nEr briefly appears on the display once the parameter has switched to nO, a configuration transfer error has occurred and the factory settings must be restored using InI. In both cases, check the configuration to be transferred before trying again. *NOTE: For rECI, InI, and FIL1 to FIL4 to take effect, you must press and hold down the ENT key for 2 s.*		

[1] SCS and FCS can be accessed via several configuration menus but they concern all menus and parameters as a whole.

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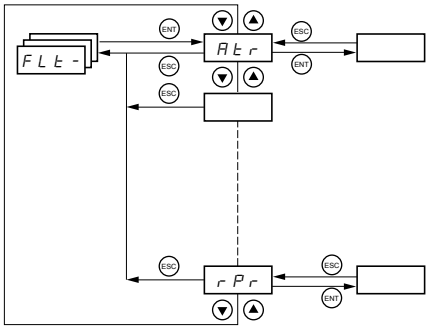
FAULT MENU FLT-



Fault Menu parameters can only be modified when the drive is stopped and no run command is present.

On the optional remote keypad display, this menu can be accessed with the switch in the position.

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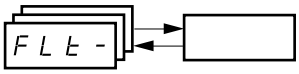

Code	Description	Factory Setting
Atr	Automatic restart	nO
	nO: Function inactive YES: Automatic restart after locking on a fault, if the cause of the fault is not longer present and the other operating conditions permit the restart. The restart is performed by a series of automatic attempts separated by increasingly longer waiting periods: 1 s, 5 s, 10 s, then once per minute for the period defined by tAr. If the restart has not taken place once the maximum duration of restart time, tAr, has elapsed, the procedure is aborted and the drive controller remains locked until power is cycled. The following faults permit automatic restart: External fault (EPF) Loss of 4-20 mA reference (LFF) CANopen fault (COF) System overvoltage (OSF) Loss of a line phase (PHF) Loss of a motor phase (OPF) DC bus overvoltage (ObF) Motor overload (OLF) Serial link (SLF) Drive overheating (OHF) This function requires 2-wire control (tCC = 2C) with tCt = LEL or PFO (page 33). Ensure that an automatic restart will not endanger personnel or equipment in any way. Refer to the Warning message below.	
tAr	Maximum duration of restart process	5 minutes
	5: 5 minutes 10: 10 minutes 30: 30 minutes 1h: 1 hour 2h: 2 hours 3h: 3 hours Ct: Unlimited This parameter appears if Atr = YES. It can be used to limit the number of consecutive restarts on a recurrent fault.	
rSF	Reset fault	no
	nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6	

These parameters only appear if the function has been enabled.

⚠ WARNING

UNINTENDED EQUIPMENT OPERATION

- Automatic Restart can only be used for machines or installations that present no danger in the event of automatic restarting, either for personnel or equipment.
- If Automatic Restart is active, R1 will only indicate a fault after the restart sequence has timed out.
- Equipment operation must conform to national and local safety regulations.

Failure to follow these instructions can result in death, serious injury, or equipment damage.

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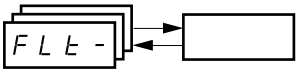

Code	Description	Factory Setting
FLr	Catch on the fly (automatically catch a spinning load on ramp)	nO
	Enables a smooth restart of a spinning load if the run command is maintained after the following events: • Loss of line supply or disconnection • Fault reset or automatic restart. See the warning on page 79. • Freewheel stop The speed given by the drive controller resumes from the estimated speed of the motor at the time of the restart, then follows the ramp to the reference speed. This function requires 2-wire control (tCC = 2C) with tCt = LEL or PFO. nO: Function inactive YES: Function active When the function is enabled, it activates at each run command, resulting in a slight delay (1 second maximum) before start. FLr is forced to nO if brake control (bLC) is assigned (page 72).	
EtF	External fault	nO
	nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 If LAC = L3, the following assignments are possible: Cd11: Bit 11 of the Modbus or CANopen control word Cd12: Bit 12 of the Modbus or CANopen control word Cd13: Bit 13 of the Modbus or CANopen control word cd14: Bit 14 of the Modbus or CANopen control word Cd15: Bit 15 of the Modbus or CANopen control word	
EPL	Stop mode in the event of an external fault (EtF)	YES
	nO: Fault ignored YES: Fault with a freewheel stop rMP: Fault with a stop on the ramp FSt: Fault with a fast stop	
OPL	Configuration of motor phase loss fault	YES
	nO: Function inactive YES: Triggering of OPF fault OAC: No fault is triggered, but output voltage is monitored to avoid an overcurrent when the link with the motor is re-established and a catch on the fly occurs, even if FLr = nO. To be used with a downstream contactor. OPL is forced to YES if brake control (bLC) is assigned (page 72).	
IPL	Configuration of line phase loss fault	YES
	This parameter is only accessible on three-phase drives. nO: Fault ignored YES: Fault with fast stop	
OHL	Stop mode in the event of a drive overheating fault (OHF)	YES
	nO: Fault ignored YES: Fault with a freewheel stop rMP: Fault with a stop on the ramp FSt: Fault with a fast stop	
OLL	Stop mode in the event of a motor overload fault (OLF)	YES
	nO: Fault ignored YES: Fault with a freewheel stop rMP: Fault with a stop on the ramp FSt: Fault with a fast stop	

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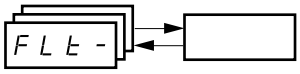

Code	Description	Adjustment Range	Factory Setting
SLL	Stop mode in the event of a Modbus serial link fault (SLF)	See below.	YES
	nO: Fault ignored YES: Fault with a freewheel stop rMP: Fault with a stop on the ramp FSt: Fault with a fast stop		
COL	Stop mode in the event of a CANopen serial link fault (COF)	See below.	YES
	nO: Fault ignored YES: Fault with a freewheel stop rMP: Fault with a stop on the ramp FSt: Fault with a fast stop		
tnL	Configuration of auto-tuning fault (tnF)	See below.	YES
	nO: Fault ignored (the drive controller reverts to the factory settings) YES: Fault with drive controller locked		
LFL	Stop mode in the event of a loss of 4 - 20 mA signal fault (LFF)	See below.	nO
	nO: Fault ignored (only value possible if CrL3 ≤3 mA, see page 34) YES: Fault with a freewheel stop LFF: The drive controller switches to the fallback speed (see LFF parameter below) rLS: The drive controller maintains the speed at which it was running when the fault occurred until the fault is no longer present. rMP: Fault with a stop on the ramp FSt: Fault with a fast stop Before setting LFL to YES, rMP, or FSt, check the connection of input AI3. Otherwise, the drive controller may immediately switch to an LFF fault.		
LFF	Fallback speed	0 to 500 Hz	10 Hz
	Fallback speed setting for stopping in the event of a fault		
drn	Derated operation in the event of an undervoltage	See below.	nO
	nO: Function inactive YES: The line voltage monitoring threshold is: ATV31•••M2: 130 V ATV31•••M3X: 130 V ATV31•••N4: 270 V ATV31•••S6X: 340 V In this case, a line choke must be used and the performance of the drive controller cannot be guaranteed. In order to assign this function, you must press and hold down the ENT key for 2 seconds.		
StP	Controlled stop on loss of mains power	See below.	nO
	nO: Lock the drive controller and stop the motor on a freewheel nrS: Use the inertia to maintain the drive controller power supply as long as possible rMP: Stop on the active ramp (dEC or dE2) FSt: Fast stop. The stopping time depends on the inertia and the braking ability of the drive controller.		
InH	Fault inhibit	See below.	nO
	CAUTION **LOSS OF FAULT PROTECTION** Inhibiting faults may damage the drive controller beyond repair by preventing shutdown upon occurrence of a fault. **Failure to follow this precaution can result in equipment damage.** nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 Fault monitoring is active when the input is in state 0. It is inactive when the input is in state 1. All active faults are reset when the input state changes from 1 to 0. *NOTE: To assign this function, you must press and hold down the ENT key for 2 seconds.*		
rPr	Operating time reset to zero	See below.	nO
	nO: No rtH: Operating time reset to zero The rPr parameter is automatically set to nO as soon as the reset to zero is performed.		

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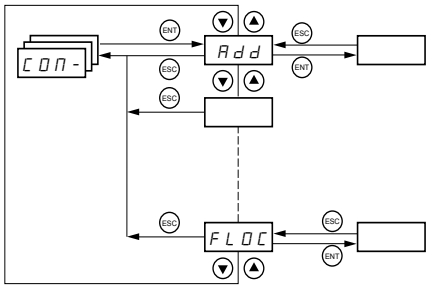
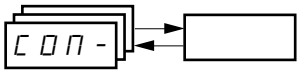
COMMUNICATION MENU COM-



The Communication menu parameters can only be modified when the drive controller is stopped and no run command is present. Modifications to parameters Add, tbr, tFO, AdCO, and bdCO take effect only after a restart.

On the optional remote keypad display, this menu can be accessed with the switch in the position.



Code	Description	Adjustment Range	Factory Setting
Add	Modbus: Drive address	1 to 247	1
tbr	Modbus: Transmission speed		19200 bps
	4.8: 4800 bps 9.6: 9600 bps 19.2: 19200 bps *NOTE: The remote keypad display can only be used with the transmission speed set to 19200 bps.*		
tFO	Modbus communication format	See below.	8E1
	8O1: 8 data bits, odd parity, 1 stop bit 8E1: 8 data bits, even parity, 1 stop bit 8n1: 8 data bits, no parity, 1 stop bit 8n2: 8 data bits, no parity, 2 stop bits *NOTE: The remote keypad display can only be used with the communication format set to 8 data bits, even parity, 1 stop bit.*		
ttO	Modbus: Time-out	0.1 to 10 s	10 s
AdCO	CANopen: Drive address	0 to 127	0
bdCO	CANopen: Transmission speed	See below.	125
	10.0: 10 kbps 20.0: 20 kbps 50.0: 50 kbps 125.0: 125 kbps 250.0: 250 kbps 500.0: 500 kbps 1000: 1000 kbps		
ErCO	CANopen: Error registry (read-only)	See below.	
	0: No error 1: Bus off error 2: Life time error 3: CAN overrun 4: Heartbeat error		
FLO	Forced local mode	See below.	nO
	nO: Not assigned LI1: Logic input LI1 LI2: Logic input LI2 LI3: Logic input LI3 LI4: Logic input LI4 LI5: Logic input LI5 LI6: Logic input LI6 In forced local mode, the terminal block and drive keypad display regain control of the drive controller.		

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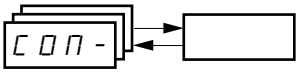

Code	Description	Adjustment Range	Factory Setting
FLOC	Selection of the reference and control channel in forced local mode Can only be accessed if LAC = 3	See below.	AI1 AIP for ATV31••••••A
	In forced local mode, only the speed reference is taken into account. PI functions, summing inputs, etc. are not active. Refer to the diagrams on pages 42 to 45. AI1: Analog input AI1, logic inputs LI AI2: Analog input AI2, logic inputs LI AI3: Analog input AI3, logic inputs LI AIP: Potentiometer (ATV31••••••A controllers only), RUN/STOP buttons LCC: Remote keypad display: LFr reference (page 26), RUN/STOP/FWD/REV buttons		

These parameters only appear if the function has been enabled.

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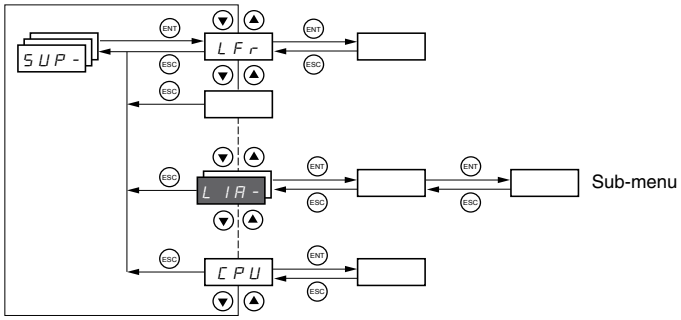
DISPLAY MENU SUP-



The display menu parameters can be accessed with the drive controller running or stopped. This menu can be accessed with the access locking switch on the remote keypad display in any position.

Some functions have numerous parameters. To simplify programming and to keep parameter lists short, these functions have been grouped in sub-menus. Like menus, sub-menus are identified by a dash after their code. For example, LIA- is a submenu.

When the drive controller is running, the value of one of the display parameters is shown. To change the parameter displayed, scroll to the desired display parameter and press the ENT key. To retain your selection as the new default, press and hold the ENT key again for 2 seconds. The value of this parameter will be displayed during operation, even after power to the drive controller has been cycled. If the new choice is not confirmed by pressing the ENT key a second time, the drive controller will return to the previous parameter after power is cycled.

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Code	Description	Adjustment Range
LFr	Frequency reference for control via the drive controller keypad or the remote keypad display	0 to 500 Hz
rPI	Internal PI reference	0 to 100%
FrH	Frequency reference before ramp (absolute value)	0 to 500 Hz
rFr	Output frequency applied to the motor	- 500 Hz to + 500 Hz
SPd1 or SPd2 or SPd3	Output value in customer units SPd1, SPd2, or SPd3 depending on the SdS parameter, see page 29. Factory setting is SPd3.	
LCr	Motor current	
OPr	Motor power 100% = Nominal motor power, calculated using the parameters entered in the drC- menu.	
ULn	Line voltage (Vac) calculated from the measured voltage on the DC bus	
tHr	Motor thermal state 100% = Nominal thermal state 118% = OLF threshold (motor overload)	
tHd	Drive thermal state 100% = Nominal thermal state 118% = OHF threshold (drive overheating)	
LFt	Last fault bLF: Brake control fault CFF: Configuration (parameters) incorrect CFI: Configuration (parameters) invalid COF: Communication fault line 2 (CANopen) CrF: Capacitor pre-charge fault EEF: EEPROM memory fault EPF: External fault InF: Internal fault LFF: 4 - 20 mA fault on AI3 nOF: No fault saved ObF: DC bus overvoltage fault OCF: Overcurrent fault OHF: Drive overheating fault OLF: Motor overload fault OPF: Motor phase loss fault OSF: Line supply overvoltage fault PHF: Line supply phase loss fault SCF: Motor short-circuit fault (phase, earth) SLF: Modbus communication fault SOF: Motor overspeed fault tnF: Auto-tuning fault USF: Line supply undervoltage fault	
Otr	Motor torque 100% = Nominal motor torque, calculated using the parameters entered in the drC- menu.	
rtH	Operating time	0 to 65530 hours
	Total time the motor has been powered up: 0 to 9999 (hours), then 10.00 to 65.53 (khours). Can be reset to zero by the rPr parameter in the FLt- menu (see page 81).	

These parameters only appear if the function has been enabled.

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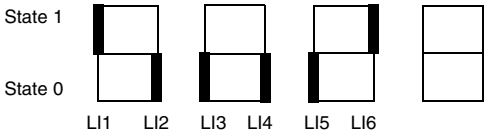
Code		Description
		Terminal locking code
	COd	Allows the drive configuration to be protected with an access locking code. *NOTE: Before entering a code, be sure to record it.* OFF: No access locking code • **To lock the access**, use the ▲ key to enter a code (2 to 9999) and press ENT. “ON” appears on the screen to indicate that the parameters have been locked. On: A code (2 to 9999) is locking the access to the drive controller • **To unlock the access**, use the ▲ key to enter the access code (2 to 9999) and press ENT. The code remains on the display and the access is unlocked until the next time the power is removed from the controller. Parameter access will be locked again the next time power is reapplied. • **If an incorrect code is entered**, the display changes to “ON” and the parameters remain locked. XXXX: Parameter access is unlocked (the code remains on the screen). • **To reactivate locking with the same code** when the parameters have been unlocked, return to ON. using the ▼ button then press ENT. “ON” appears on the screen to indicate that the parameters have been locked. • **To lock the access with a new code** when the parameters have been unlocked, enter a new code (increment the display using ▲ or ▼) and press ENT. “ON” appears on the screen to indicate that the parameters have been locked. • **To clear locking** when the parameters have been unlocked, return to OFF using the ▼ button and press ENT. “OFF” remains on the screen. The parameters are unlocked and will remain unlocked. When the access is locked using a code, only the display parameters are accessible, with only a temporary choice of the parameter displayed.
	tUS	Auto-tuning status. See page 31. tAb: The default stator resistance value is used to control the motor. PEnd: Auto-tuning has been requested, but not yet performed. PrOG: Auto-tuning in progress. FAIL: Auto-tuning has failed. dOnE: Auto-tuning is complete. The stator resistance measured by the auto-tuning function is used to control the motor. Strd: Auto-tuning is complete. The cold stator resistance (rSC other than nO) is used to control the motor.
	UdP	Indicates the ATV31 firmware version. For example, 1102 = V1.1 IE02.
LIA-		Logic input functions
	LI1A LI2A LI3A LI4A LI5A LI6A	Can be used to display the functions assigned to each input. If no functions are assigned, nO is displayed. Use ▲ and ▼ to scroll through the functions. If a number of functions have been assigned to the same input, ensure that they are compatible.
	LIS	Can be used to display the state of the logic inputs (using the segments of the display: high = 1, low = 0)  Example above: LI1 and LI6 are at 1, LI2–LI5 are at 0.
AIA-		Analog input functions
	AI1A AI2A AI3A	Can be used to display the functions assigned to each input. If no functions have been assigned, nO is displayed. Use ▲ and ▼ to scroll through the functions. If a number of functions are assigned to the same input, ensure that they are compatible.

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SECTION 4: MAINTENANCE AND TROUBLESHOOTING

PRECAUTIONS

Read the following safety statements before proceeding with any maintenance or troubleshooting procedures.

⚠ DANGER

HAZARDOUS VOLTAGE

- Disconnect all power before servicing the drive controller.
- Read and understand these procedure and the precaution on page 16 of this manual before servicing the ATV31 drive controllers.
- Installation, adjustment, and maintenance of these drive controllers must be performed by qualified personnel.

Failure to follow this instruction will result in death or serious injury.

ROUTINE MAINTENANCE

Perform the following steps at regular intervals:

- Check the condition and tightness of the connections.
- Make sure that the ventilation is effective and that the temperature around the drive controller remains at an acceptable level.
- Remove dust and debris from the drive controller, if necessary.

NORMAL DISPLAY

A normal display with no fault present and no run command shows:

- The value of one of the display parameters (see page 84).
- Init: Initialization sequence
- rdY: Drive ready
- dcb: DC injection braking in progress
- nSt: Freewheel stop. See page 17.
- FSt: Fast stop
- tUn: Auto-tuning in progress

FAULT DISPLAY

If a problem arises during setup or operation, ensure that all ambient environment, mounting, and connection recommendations have been followed.

The first fault detected is stored and displayed, flashing, on the screen. The drive controller locks and the fault relay (RA-RC) contact opens, if it has been configured for this function.

Drive Controller Does Not Start, No Fault Displayed

If the drive controller will not start and there is no display indication, consider the following:

1. Check the power supply to the drive controller.
2. The assignment of the fast stop or freewheel stop functions prevents the drive controller from starting if the corresponding logic inputs are not powered up. In this case, the drive controller displays nSt in freewheel stop mode and FSt in fast mode. This is normal, since these functions are active at zero speed so that the drive controller will stop safely if there is a wire break.
3. Ensure that the run command inputs have been actuated in accordance with the chosen control mode (tCC parameter in the I-O- menu. See page 33).

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4. If an input is assigned to the limit switch function and this input is at state 0, the drive controller can only be started by sending a command for the opposite direction (see page 76).
5. If the reference channel (page 41) or the control channel (page 42) is assigned to Modbus or CANopen, the drive controller displays nSt on power up and remains stopped until the communication bus sends a command.

Clearing Faults

The drive controller can be unlocked after a fault by the following methods:

- Removing power from the drive controller until the display clears.
- Automatically, if the automatic restart function is enabled (parameter Atr is set to Yes, see page 79)
- By a logic input, if a logic input is assigned to the fault reset function (parameter rSF assigned to LI•, see page 79)

Faults Which Cannot Be Automatically Reset

Faults which cannot be automatically reset are listed in the table below. To clear these faults:

1. Remove power from the drive controller.
2. Wait for the display to go off completely.
3. Determine the cause of the fault and correct it.
4. Reapply power.

bLF, CrF, OCF, SOF, and tnF can also be reset remotely via a logic input. Refer to the rSF parameter on page 79.

Fault	Probable Cause	Remedy
bLF Brake sequence	Brake release current not reached	• Check the drive controller and motor connections. • Check the motor windings. • Check the Ibr setting in the FUn- menu. Refer to page 72.
CrF Precharge circuit fault	Precharge circuit damaged	• Reset the drive controller. • Replace the drive controller.
InF Internal fault	• Internal fault • Internal connection fault	• Remove sources of electromagnetic interference. • Replace the drive controller.
OCF Overcurrent	• Incorrect parameter settings in the SEt- and drC- menus • Acceleration too rapid • Drive controller and/or motor undersized for load • Mechanical blockage	• Check the SEt- and drC- parameters. • Ensure that the size of the motor and drive controller is sufficient for the load. • Clear the mechanical blockage.
SCF Motor short circuit	• Short circuit or grounding at the drive controller output • Significant ground leakage current at the drive controller output if several motors are connected in parallel	• Check the cables connecting the drive controller to the motor, and check the motor insulation. • Reduce the switching frequency. • Connect output filters in series with the motor.
SOF Overspeed	• Instability • Overhauling load	• Check the motor, gain, and stability parameters. • Add a braking resistor. • Check the size of the motor, drive controller, and load.
tnF Auto-tuning fault	• Motor or motor power not suitable for the drive controller • Motor not connected to the drive controller	• Use the L or the P ratio (see UFt on page 31). • Check the presence of the motor during auto-tuning. • If a downstream contactor is being used, close it during auto-tuning.

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Faults Which Can Be Automatically Reset

After the cause of the fault has been removed, the faults in the table below can be reset:

- With the automatic restart function. Refer to the Atr parameter in the FLt- menu on page 79.
- Via a logic input. Refer to the rSF parameter in the FLt- menu on page 79.
- By cycling power to the drive controller.

Fault	Probable Cause	Remedy
CnF Serial link failure CANopen	Loss of communication between the drive controller and communication device or remote keypad.	• Check the communication bus. • Refer to the product-specific documentation.
EPF External fault	User defined	User defined
LFF Loss of 4-20 mA follower	Loss of the 4-20 mA reference on input AI3	Check the connection on input AI3.
obF Overvoltage during deceleration	• Braking too rapidly • Overhauling load	• Increase the deceleration time. • Install a braking resistor if necessary. • Activate the brA function if it is compatible with the application. Refer to page 52.
OHF Drive overload	• Drive controller or ambient temperature are too high. • Continuous motor current load is too high.	Check the motor load, the drive controller ventilation, and the environment. Wait for the drive controller to cool before restarting.
OLF Motor overload	• Thermal trip due to prolonged motor overload • Motor power rating too low for the application	Check the ItH setting (motor thermal protection, page 26), check the motor load. Allow the motor to cool before restarting.
OPF Motor phase failure	• Loss of phase at drive controller output • Downstream contactor open • Motor not connected • Instability in the motor current • Drive controller oversized for motor	• Check the connections from the drive controller to the motor. • If a downstream contactor is being used, set OPL to OAC. Refer to page 80. • Test the drive controller on a low power motor or without a motor: set OPL to nO. Refer to page 80. • Check and optimize the UFr (page 27), UnS (page 30), and nCr (page 30) parameters and perform auto-tuning (page 31).
OSF Overvoltage during steady state operation or during acceleration	• Line voltage too high • Line supply transients	• Check the line voltage. Compare with the drive controller nameplate rating. • Reset the drive controller.
PHF Input phase failure	• Input phase loss, blown fuse • Three-phase drive controller used on a single phase line supply • Input phase imbalance • Transient phase fault *NOTE: This protection only operates with the drive controller running under load.*	• Check the connections and the fuses. • Disable the fault by setting IPL to nO. Refer to page 80. • Verify that the input power is correct. • Supply three-phase power if needed.
SLF Serial link failure Modbus	Loss of connection between the drive controller and the communication device or the remote keypad display.	• Check the communication connection. • Refer to the product-specific documentation.

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Faults That Reset When the Fault Is Cleared

Fault	Probable Cause	Remedy
CFF Configuration fault	The parameter configurations are not suited to the application.	Restore the factory settings or load the backup configuration, if it is valid. See parameter FCS in the drC- menu, page 35.
CFI Configuration fault via serial link	The parameter configurations loaded in the drive controller via the serial link are not suited to the application.	• Check the configuration loaded previously. • Load a compatible configuration.
USF Undervoltage	• Line supply too low • Transient voltage dip • Damaged precharge resistor	• Check the line voltage. • Check the setting of the UNS parameter. See page 30. • Replace the drive controller.

CONFIGURATION SETTINGS TABLES

Use the configuration settings tables beginning on page 91 to prepare and record the configuration before programming the drive controller. It is always possible to **return to the factory settings** by setting the FCS parameter to Init in the drC-, I-O-, CtL-, or FUn- menus. See pages 32, 35, 49, or 77.

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Drive Controller and Customer ID

Drive Controller ATV31.....

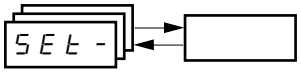
Customer ID no. (if applicable).....

1st level Adjustment Parameter

bFr

Code	Factory Setting	Custom Setting
bFr	50	

Settings Menu



Code	Factory Setting	Custom Setting
ACC	3 s	s
AC2	5 s	s
dE2	5 s	s
dEC	3 s	s
tA1	10%	%
tA2	10%	%
tA3	10%	%
tA4	10%	%
LSP	0 Hz	Hz
HSP	bFr	Hz
ItH	According to drive rating	A
UFr	20%	%
FLG	20%	%
StA	20%	%
SLP	100 Hz	%
IdC	0.7 In (1)	A
tdC	0.5 s	s
tdC1	0.5 s	s
SdC1	0.7 In (1)	A
tdC2	0 s	s
SdC2	0.5 In (1)	A
JPF	0 Hz	Hz
JF2	0 Hz	Hz
JGF	10 Hz	Hz
rPG	1	
rIG	1 / s	/ s
Fbs	1	
PIC	nO	

Code	Factory Setting	Custom Setting
rP2	30%	%
rP3	60%	%
rP4	90%	%
SP2	10 Hz	Hz
SP3	15 Hz	Hz
SP4	20 Hz	Hz
SP5	25 Hz	Hz
SP6	30 Hz	Hz
SP7	35 Hz	Hz
SP8	40 Hz	Hz
SP9	45 Hz	Hz
SP10	50 Hz	Hz
SP11	55 HZ	Hz
SP12	60 Hz	Hz
SP13	70 Hz	Hz
SP14	80 Hz	Hz
SP15	90 Hz	Hz
SP16	100 Hz	Hz
CL1	1.5 In [1]	A
CL2	1.5 In [1]	A
tLS	0 (no time limit)	s
rSL	0	
UFr2	20%	%
FLG2	20%	%
StA2	20%	%
SLP2	100%	%
Ftd	bFr	Hz
ttd	100%	%
Ctd	In [1]	A
Sds	30	
SFr	4 kHz	kHz

[1] In corresponds to the nominal drive current indicated in the *ATV31 Installation Manual* and on the drive controller nameplate.

These parameters only appear if the corresponding function is enabled.
The majority can also be accessed and adjusted in the function configuration menu.
Those which are underlined appear in factory settings mode.

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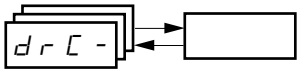
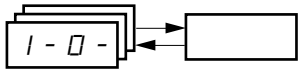
Drive Control Menu



Code	Factory Setting	Custom Setting
bFr	50 Hz	Hz
UnS	Varies with drive rating	V
FrS	50 Hz	Hz
nCr	Varies with drive rating	A
nSP	Varies with drive rating	RPM
COS	Varies with drive rating	
rSC	nO	

Code	Factory Setting	Custom Setting
tUS	tAb	
UFt	n	
nrd	YES	
SFr	4 kHz	kHz
tFr	60 Hz	Hz
SrF	nO	

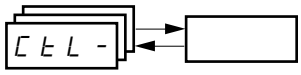
I/O Menu



Code	Factory Setting	Custom Setting
tCC	2C ATV31••••••A: LOC	
tCt	trn	
rrS	if tCC = 2C, LI2 if tCC = 3C, LI3 if tCC = LOC: nO	
CrL3	4 mA	mA
CrH3	20 mA	mA

Code	Factory Setting	Custom Setting
AOIt	0A	
dO	nO	
r1	FLt	
r2	nO	

Control Menu



Code	Factory Setting	Custom Setting
LAC	L1	
Fr1	AI1 AIP for ATV31••••••A	
Fr2	nO	
rFC	Fr1	
CHCF	SIM	
Cd1	tEr LOC for ATV31••••••A	

Code	Factory Setting	Custom Setting
Cd2	Mdb	
CCS	Cd1	
COP	nO	
LCC	nO	
PSt	YES	
rOt	dFr	

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Application Functions Menu

Code		Factory Setting	Custom Setting
rPC-	rPt	LIn	
	tA1	10%	%
	tA2	10%	%
	tA3	10%	%
	tA4	10%	%
	ACC	3 s	s
	dEC	3 s	s
	rPS	nO	
	Frt	0	Hz
	AC2	5 s	s
	dE2	5 s	s
	brA	YES	
StC-	Stt	Stn	
	FSt	nO	
	dCF	4	
	dCI	nO	
	IdC	0.7 In	A
	tdC	0.5 s	s
	nSt	nO	
AdC-	AdC	YES	
	tdC1	0.5 s	s
	SdC1	0.7 In [1]	A
	tdC2	0 s	s
	SdC2	0.5 In [1]	A
SAI-	SA2	AI2	
	SA3	nO	

Code		Factory Setting	Custom Setting
JOG-	JOG	If tCC = 2C: nO If tCC = 3C: LI4 If tCC = LOC: nO	
	JGF	10 Hz	Hz
UPd-	USP	nO	
	dSP	nO	
	Str	nO	
PI-	PIF	nO	
	rPG	1	
	rIG	1	
	FbS	1	
	PIC	nO	
	Pr2	nO	
	Pr4	nO	
	rP2	30%	%
	rP3	60%	%
	rP4	90%	%
	rSL	0	
	PII	nO	
	rPI	0%	%
bLC-	bLC	nO	
	brL	Varies with drive controller rating	Hz
	Ibr		A
	brt	0.5 s	s
	bEn	nO	Hz
	bEt	0.5 s	s
	bIP	nO	
LC2-	LC2	nO	
	CL2	1.5 In [1]	A

[1] In corresponds to the nominal drive current indicated in the *ATV31 Installation Manual* and on the drive controller nameplate.

These parameters only appear if the corresponding function is enabled. They can also be accessed in the SEt- menu.

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Application Functions Menu (Continued)

Code		Factory Setting	Custom Setting
P55 -	P52	If tCC = 2C: LI3 If tCC = 3C: LI4 If tCC = LOC: LI3	
	P54	If tCC = 2C: LI4 If tCC = 3C: nO If tCC = LOC: LI4	
	P58	nO	
	P516	nO	
	SP2	10 Hz	Hz
	SP3	15 Hz	Hz
	SP4	20 Hz	Hz
	SP5	25 Hz	Hz
	SP6	30 Hz	Hz
	SP7	35 Hz	Hz
	SP8	40 Hz	Hz
	SP9	45 Hz	Hz
	SP10	50 Hz	Hz
	SP11	55 Hz	Hz
	SP12	60 Hz	Hz
	SP13	70 Hz	Hz
	SP14	80 Hz	Hz
	SP15	90 Hz	Hz
	SP16	100 Hz	Hz

Code		Factory Setting	Custom Setting
CHP -	CHP	nO	
	UnS2	Varies with drive controller rating	V
	FrS2	50 Hz	Hz
	nCr2	Varies with drive controller rating	A
	nSP2		RPM
	COS2		
	UFt2	n	
	UFr2	20%	%
	FLG2	20%	%
	StA2	20%	%
	SLP2	100 Hz	Hz
LSt -	LAF	nO	
	LAr	nO	
	LAS	nSt	

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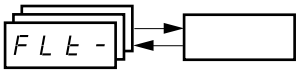
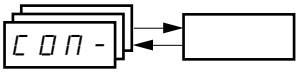
Fault Menu 

Code	Factory Setting	Custom Setting
Atr	nO	
tAr	5	
rSF	nO	
FLr	nO	
EtF	nO	
EPL	YES	
OPL	YES	
IPL	YES	
OHL	YES	
OLL	YES	

Code	Factory Setting	Custom Setting
SLL	YES	
COL	YES	
tnL	YES	
LFL	nO	
LFF	10 Hz	Hz
drn	nO	
StP	nO	
InH	nO	
rPr	nO	

These parameters only appear if the corresponding function is enabled.

Communication Menu 

Code	Factory Setting	Custom Setting
Add	1	
tbr	19200	
tFO	8E1	
ttO	10 s	s
AdCO	0	

Code	Factory Setting	Custom Setting
bdCO	125	
FLO	nO	
FLOC	AI1 AIP for ATV31••••••A	

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INDEX OF PARAMETER CODES

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INDEX OF FUNCTIONS

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