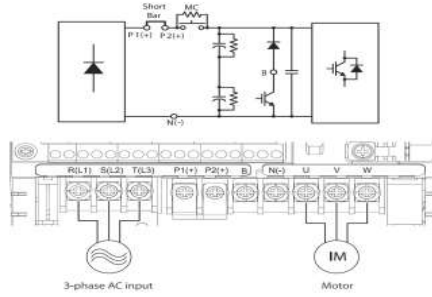


CİHAZ TİPİ: LS ELECTRIC, H100 - HIZLI DEVREYE ALMA PARAMETRELERİ

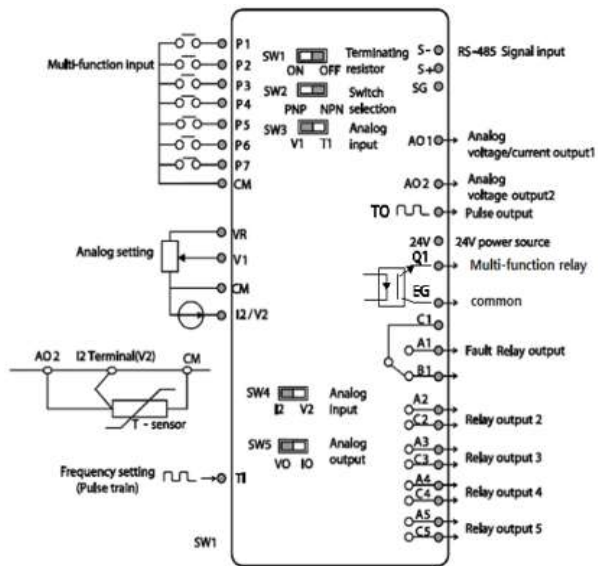
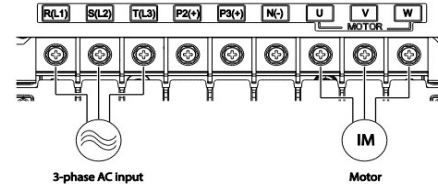
Par. No	Değeri	Birim	Açıklama
CNF 01			Dil seçimi
CNF 40	1		Parametreleri sıfırlama
CNF 48	1		Parametreleri kaydet (Bilgisayardan bağılıysanız yapılan değişikliklerden kaydedin)
CNF 46	1		Parametreleri cihazdan panele kaydet
CNF 47	1		Parametreleri panelden cihaza yükle
DRV 03	20-60	sn.	Rampa 1 Hızlanma süresi (Motor gücüne göre rampalar artırılmalıdır)
DRV 04	20-60	sn.	Rampa 1 Yavaşlama süresi (Motor gücüne göre rampalar artırılmalıdır)
DRV 06			Kumanda Kaynağı 0=Keypad, 1=Terminal
DRV 07			Frekans Kaynağı 0= Keypad, 2= V1 Terminal, 4= V2 Terminal, 5= I2 Terminal, 6= Haberleşme, 10= V3 Terminal, 11= I3 Terminal
DRV 11	.....	Hz.	JOG frekansı
DRV 12		sn.	JOG hızlanma süresi
DRV 13		sn.	JOG yavaşlama süresi
DRV 18	50	Hz.	Besleme (Base) frekansı
DRV 20	.....	Hz.	Maksimum frekans
DRV 21			Hız gösterge birimi 0= Hz, 1= rpm
Adv 10	1		Enerji kesintisinden sonra otomatik çalışma, 0=kapalı, 1=açık
ADV 24			Frekans limitleme , 0= Kapalı, 1= Açık (Min-Maks frekans belirlemek için açık olmalıdır)
ADV 25		Hz.	Minimum frekans (Asenkron motorlarda düşük devir çalışmak zararlıdır.Min 20Hz önlr.)
ADV 26		Hz.	Maksimum frekans
ADV 50	2		Otomatik Enerji Tasarrufu, 0=kapalı, 2=otomatik (SERVİSE DANIŞMADAN AÇMAYINIZ)
ADV 64			Sürücü soğutma fanı çalışma durumu 0=start komutu gelince, 1= her zaman, 2= sıcaklığa göre
PRT 5	11		Faz kaybı hatası (Soldaki bit giriş, sağdaki bit çıkış faz kaybını temsil eder)
PRT 6	10	V.	Faz kaybı hatası vermesi için algılanan voltaj farkı
PRT 8	11		Otomatik Hata Resetleme Fonksiyonu 00=Kapalı, 11=Açık
PRT 9	0-10		Otomatik Hata Resetleme Deneme Sayısı (0-10 arası değer girilebilir)
PRT 10	0.0 - 60.0	sn.	Otomatik Hata Resetleme Denemeleri Arasındaki Süre (Önerilen 5.0 sn.)
PRT 50	0100		Aşırı akımı engellemek için rampa uzatma fonksiyonu (Çizgi yukarıda ise 1, aşağıda ise 0 durumunu temsil eder. Belirtilen 0100 bit durumunu seçiniz)
CON 70	1		Flying start (dönen motoru yakalama) çalışma modu.
CON 71	b1111		Flying start (dönen motoru yakalama) aktif (Bit durumlandır.)
CON 72	100	%	Flying start (dönen motoru yakalama) frekans arama akım değeri
In 8	0	V.	V1 nolu Analog Giriş; minimum voltaj 0V
In 10	10	V.	V1 nolu Analog Giriş; maksimum voltaj 10V
In 38	0	V.	V2 nolu Analog Giriş; minimum voltaj 0V
In 40	10	V.	V2 nolu Analog Giriş; maksimum voltaj 10V
In 53	4	mA	I2 nolu Analog Giriş; minimum akım
In 55	20	mA	I2 nolu Analog Giriş; maksimum akım
Bas 10			0= 60 Hz Nominal Motor Frekansı 1= 50 Hz Nominal Motor Frekansı
DRV 14		Kw.	Nominal motor gücü
Bas 11			Motor Kutup Sayısı
Bas 13	.....	A.	Nominal motor akımı
Bas 15	.....	V.	Nominal Motor Voltajı
Bas 19	.....	V.	Sürücü Besleme Voltajı (Daha doğru motor kontrolü için ölçüm sonucunu yazınız)
Bas 20			1= Otomatik Motor Tanıma (Döndürerek) 2= Otomatik Motor Tanıma (Döndürmeden)
In 65			Terminal P1 Dijital Giriş: 1 İleri Yön Start
In 66			Terminal P2 Dijital Giriş: 2 Geri Yön Start
In 67			Terminal P3 Dijital Giriş: 15 Acil Stop (NC bekler)
In 68			Terminal P4 Dijital Giriş: 3 Hata Reset
In 69			Terminal P5 Dijital Giriş: 7 Düşük Hız (Speed-L)
In 70			Terminal P6 Dijital Giriş: 8 Orta Hız (Speed-M)
In 71			Terminal P7 Dijital Giriş: 9 Yüksek Hız (Speed-H)
OUT 31	Röle-1 İşlevi		4= Dış Hata
OUT 32	Röle-2 İşlevi		6= JOG Start
OUT 33,34,35 (Röle3-4-5)			5= Çalışma izni (NO bekler) 38= İleri JOG 39= Geri JOG 40= Yangın Modu (Fire Mod) 14= Çalışıyor (Röle-2 Fabrika Değeri) 15= Duruyor 16= Sürücü Hazır 29= Sürücü Hata (Röle-1 Fabrika Değeri)

LS ELECTRIC H100 GÜÇ VE KUMANDA BAĞLANTISI

0.75–30 kW (3-Phase)



37–90 kW (3-Phase)



LS ELECTRIC H100 HATA MESAJLARI

9.2 Troubleshooting Fault Trips

When a fault trip or warning occurs due to a protection function, refer to the following table for possible causes and remedies.

Type	Cause	Remedy	Type	Cause	Remedy	
Over Load	The load is greater than the motor's rated capacity.	Ensure that the motor and inverter have appropriate capacity ratings.	Out Phase Open	The set value for electronic thermal protection is too low.	Set an appropriate electronic thermal level.	
	The set value for the overload trip level (PRT-21) is too low.	Increase the set value for the overload trip level.		The inverter has been operated at low speed for an extended duration.	Replace the motor with a model that supplies extra power to the cooling fan.	
Under Load	There is a motor-load connection problem.	Replace the motor and inverter with models with lower capacity.		The magnetic contactor on the output side has a connection fault.	Check the magnetic contactor on the output side.	
	The set value for underload level (PRT-24) is less than the system's	Reduce the set value for the underload level.		The output wiring is faulty.	Check the output wiring.	
Type	Cause	Remedy		The magnetic contactor on the input side has a connection fault.	Check the magnetic contactor on the input side.	
				In Phase Open	The input wiring is faulty.	Check the input wiring.
Over Current1	minimum load.			The DC link capacitor needs to be replaced.	Replace the DC link capacitor. Contact the retailer or the LS ELECTRIC customer service center.	
	Acc/Dec time is too short, compared to load inertia (GD ²).	Increase Acc/Dec time.		Inverter OLT	The load is greater than the rated motor capacity.	Replace the motor and inverter with models that have increased capacity.
	The inverter load is greater than the rated capacity.	Replace the inverter with a model that has increased capacity.			The torque boost level is too high.	Reduce the torque boost level.
	The inverter supplied an output while the motor was idling.	Operate the inverter after the motor has stopped or use the speed search function (CON-70).		Over Heat	There is a problem with the cooling system.	Determine if a foreign object is obstructing the air inlet, outlet, or vent.
The mechanical brake of the motor is operating too fast.	Check the mechanical brake.	The inverter cooling fan has been operated for an extended period.	Replace the cooling fan.			
Over Voltage	Deceleration time is too short for the load inertia (GD ²).	Increase the acceleration time.	Over Current2	The ambient temperature is too high.	Keep the ambient temperature below 50 °C.	
	A generative load occurs at the inverter output.	Use the braking unit.		Output wiring is short-circuited.	Check the output wiring.	
Low Voltage	The input voltage is too high.	Determine if the input voltage is above the specified value.	NTC Open	There is a fault with the electronic semiconductor (IGBT).	Do not operate the inverter. Contact the retailer or the LS ELECTRIC customer service center.	
	The input voltage is too low.	Determine if the input voltage is below the specified value.		The ambient temperature is too low.	Keep the ambient temperature above -10 °C.	
	A load greater than the power capacity is connected to the system (a welder, direct motor connection, etc.)	Increase the power capacity.	Fan Lock / In Fan	There is a fault with the internal temperature sensor.	Contact the retailer or the LS ELECTRIC customer service center.	
The magnetic contactor connected to the power source has a faulty connection.	Replace the magnetic contactor.	A foreign object is obstructing the fan's air vent.		Remove the foreign object from the air inlet or outlet.		
Low Voltage2	The input voltage has decreased during the operation.	Determine if the input voltage is above the specified value.	Ground Trip	The cooling fan needs to be replaced.	Replace the cooling fan.	
	An input phase-loss has occurred.	Check the input wiring.		E-Thermal		
The power supply magnetic contactor is faulty.	Replace the magnetic contactor.					
A ground fault has occurred in the inverter output wiring.	Check the output wiring.					
The motor insulation is damaged.	Replace the motor.					
The motor has overheated.	Reduce the load or operation frequency.					
The inverter load is greater than the rated capacity.	Replace the inverter with a model that has increased capacity.					