

# Altivar 31

Programming manual

Variable speed drives  
for asynchronous motors



# Contents

---

Warnings	2
Steps for setting up the starter	3
Factory configuration	4
Basic functions	5
Setup - Preliminary recommendations	7
Functions of the display and the keys	8
Remote terminal option	10
Programming	11
Function compatibility	13
List of functions which can be assigned to inputs/outputs	14
Settings menu SET-	16
Motor control menu drC-	20
I/O menu I-O-	23
Control menu CtL-	26
Application functions menu FUn-	37
Fault menu FLt-	60
Communication menu COM-	63
Display menu SUP-	64
Maintenance	67
Faults - Causes - Remedies	68
Configuration/Settings table	70
Index of parameter codes	74
Index of functions	75

**NOTE: Please also refer to the "Installation Guide".**

# Warnings

---

When the drive is powered up, the power components and some of the control components are connected to the line supply. It is extremely dangerous to touch them. *The drive cover must be kept closed.*

In general, the drive power supply must be disconnected before any operation on either the electrical or mechanical parts of the installation or *machine*.

After the ALTIVAR has been switched off and the display has disappeared completely, *wait for 10 minutes before working on the equipment*. This is the time required for the capacitors to discharge.

The motor can be stopped during operation by inhibiting start commands or the speed reference while the drive remains powered up. If personnel safety requires prevention of sudden restarts, this electronic locking system is not sufficient: *fit a cut-off on the power circuit*.

The drive is fitted with safety devices which, in the event of a fault, can shut down the drive and consequently the motor. The motor itself may be stopped by a mechanical blockage. Finally, voltage variations, especially line supply failures, can also cause shutdowns.

If the cause of the shutdown disappears, there is a risk of restarting which may endanger certain machines or installations, especially those which must conform to safety regulations.

*In this case the user must take precautions against the possibility of restarts, in particular by using a low speed detector to cut off power to the drive if the motor performs an unprogrammed shutdown.*

The drive must be installed and set up in accordance with both international and national standards. Bringing the device into conformity is the responsibility of the systems integrator who must observe the EMC directive among others within the European Union.

The specifications contained in this document must be applied in order to comply with the essential requirements of the EMC directive.

The Altivar 31 must be considered as a component: it is neither a machine nor a device ready for use in accordance with European directives (machinery directive and electromagnetic compatibility directive). It is the responsibility of the end user to ensure that the machine meets these standards.

The drive must not be used as a safety device for machines posing a potential risk of material damage or personal injury (lifting equipment, for example). In such applications, overspeed checks and checks to ensure that the trajectory remains under constant control must be made by separate devices which are independent of the drive.

The products and equipment described in this document may be changed or modified at any time, either from a technical point of view or in the way they are operated. Their description can in no way be considered contractual.

# Steps for setting up the starter

---

## 1 - Delivery of the drive

- Check that the drive reference printed on the label is the same as that on the delivery note corresponding to the purchase order.
- Remove the Altivar 31 from its packaging and check that it has not been damaged in transit.

## 2 - Check that the line voltage is compatible with the supply voltage range of the drive

(see the ATV 31 Installation Manual).



- The drive may be damaged if the line voltage is not compatible.

## 3 - Fit the drive

## 4 - Connect the following to the drive:

- The line supply, ensuring that it is:
  - **compatible with the voltage range of the drive**
  - **switched off**
- The motor, ensuring that its coupling corresponds to the line voltage
- The control via the logic inputs
- The speed reference via the logic or analog inputs

## 5 - Switch on the drive, but do not give a run command

## 6 - Configure the following:

The nominal frequency (bFr) of the motor, if it is different from 50 Hz.

## 7 - Configure the following in the drC- menu:

The motor parameters, only if the factory configuration of the drive is not suitable.

## 8 - Configure the following in the I-O-, CtL- and FUn- menus:

The application functions (only if the factory configuration of the drive is not suitable), for example the control mode: 3-wire, or 2-wire transition detection, or 2-wire level detection, or 2-wire level detection with forward direction priority, or local control for ATV31●●●A.



**The user must ensure that the programmed functions are compatible with the wiring diagram used.**

## 9 - Set the following in the SEt- menu:

- The ACC (Acceleration) and dEC (Deceleration) parameters
- The LSP (Low speed when the reference is zero) and HSP (High speed when the reference is maximum) parameters
- The ItH parameter (Motor thermal protection)

## 10 - Start the drive

## Practical recommendations

- Preparations can be made for programming the drive by filling in the configuration and settings tables (see page [70](#)), in particular when the factory configuration has to be changed.
- It is always possible to **return to the factory settings** using the FCS parameter in the drC-, I-O-, CtL- and FUn- menus (set InI to activate the function, see page [22](#), [25](#), [36](#) or [59](#)).
- Auto-tuning, which is performed using the drC- menu, can be applied to optimize performance in terms of accuracy and response time. Auto-tuning measures the stator resistance of the motor in order to optimize the control algorithms.

# Factory configuration

---

## Factory settings

The Altivar 31 is factory-set for the most common operating conditions:

- Display: Drive ready (rdY) with motor stopped, and motor frequency with motor running
- Motor frequency (bFr): 50 Hz
- Constant torque application with sensorless flux vector control (UFt = n)
- Normal stop mode on deceleration ramp (Stt = rMP).
- Stop mode in the event of a fault: Freewheel
- Linear ramps (ACC, dEC): 3 seconds
- Low speed (LSP): 0 Hz
- High speed (HSP): 50 Hz
- Motor thermal current (ItH) = nominal motor current (value depending on drive rating)
- Standstill injection braking current (SdC) = 0.7 x nominal drive current, for 0.5 seconds
- Automatic adaptation of the deceleration ramp in the event of overvoltage on braking
- No automatic restarting after a fault
- Switching frequency 4 kHz
- Logic inputs:
  - LI1, LI2 (2 directions of operation): 2-wire transition detection control, LI1 = forward, LI2 = reverse, inactive on ATV 31●●●●●A drives (not assigned)
  - LI3, LI4: 4 preset speeds (speed 1 = speed reference or LSP, speed 2 = 10 Hz, speed 3 = 15 Hz, speed 4 = 20 Hz).
  - LI5 - LI6: Inactive (not assigned)
- Analog inputs:
  - AI1: Speed reference 0-10 V, inactive on ATV 31●●●●●A (not assigned)
  - AI2: Summed speed reference input 0±10 V
  - AI3: 4-20 mA inactive (not assigned)
- Relay R1: The contact opens in the event of a fault (or drive off)
- Relay R2: Inactive (not assigned)
- Analog output AOC: 0-20 mA inactive (not assigned)

## ATV 31●●●●●A range

When they leave the factory, ATV 31●●●●●A drives are supplied with local control activated: the RUN, STOP buttons and the drive potentiometer are active. Logic inputs LI1 and LI2 and analog input AI1 are inactive (not assigned).

If the above values are compatible with the application, the drive can be used without changing the settings.

# Basic functions

---

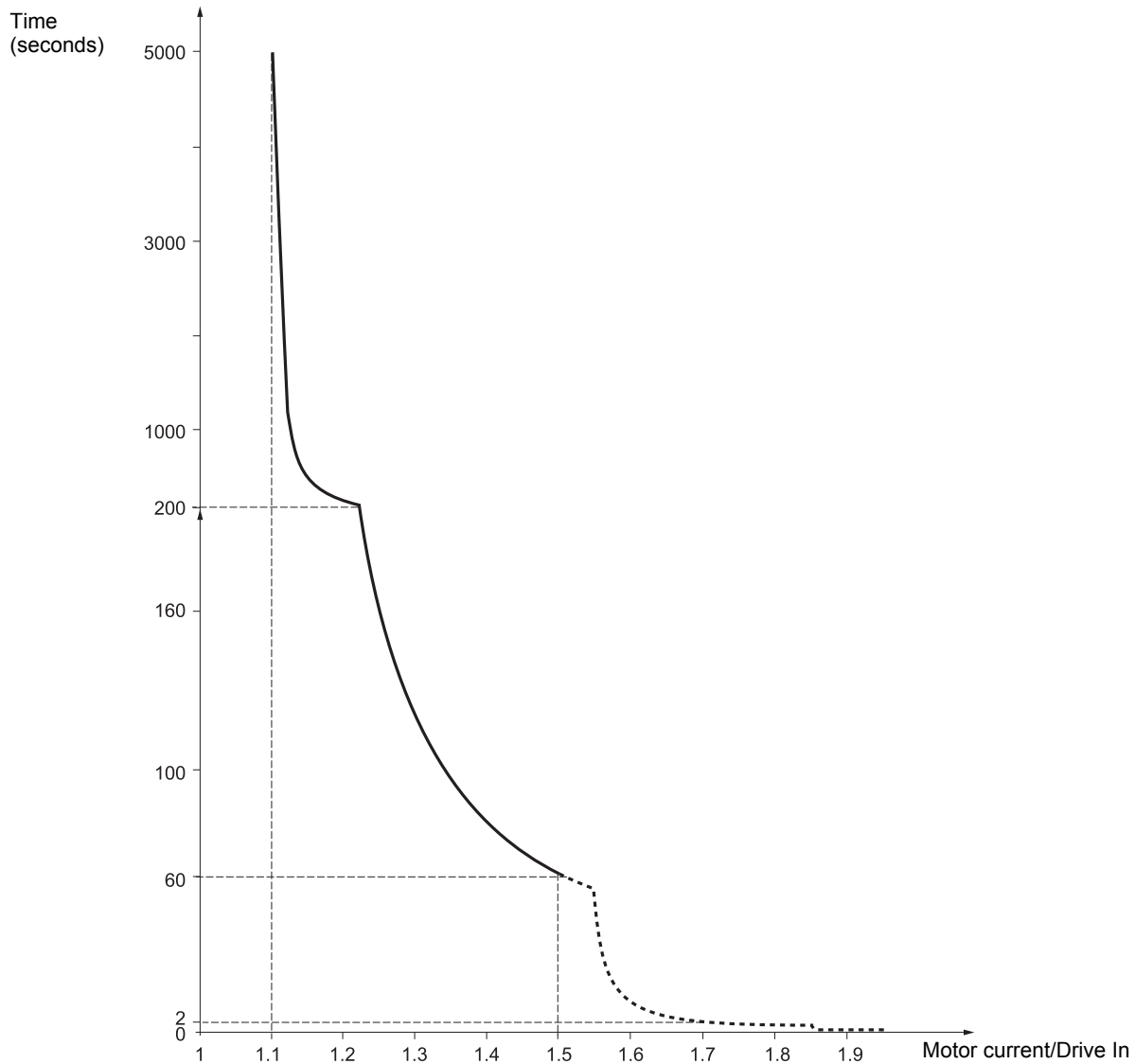
## Drive thermal protection

### Functions:

Thermal protection by PTC probe fitted on the heatsink or integrated in the power module.

Indirect protection of the drive against overloads by tripping in the event of an overcurrent. Typical tripping points:

- Motor current = 185% of nominal drive current: 2 seconds
- Motor current = 150% of nominal drive current: 60 seconds



## Drive ventilation

The fan starts up when the drive is powered up then shuts down after 10 seconds if a run command has not been received.

The fan is powered automatically when the drive is unlocked (operating direction + reference). It is powered down a few seconds after the drive is locked (motor speed < 0.2 Hz and injection braking completed).

# Basic functions

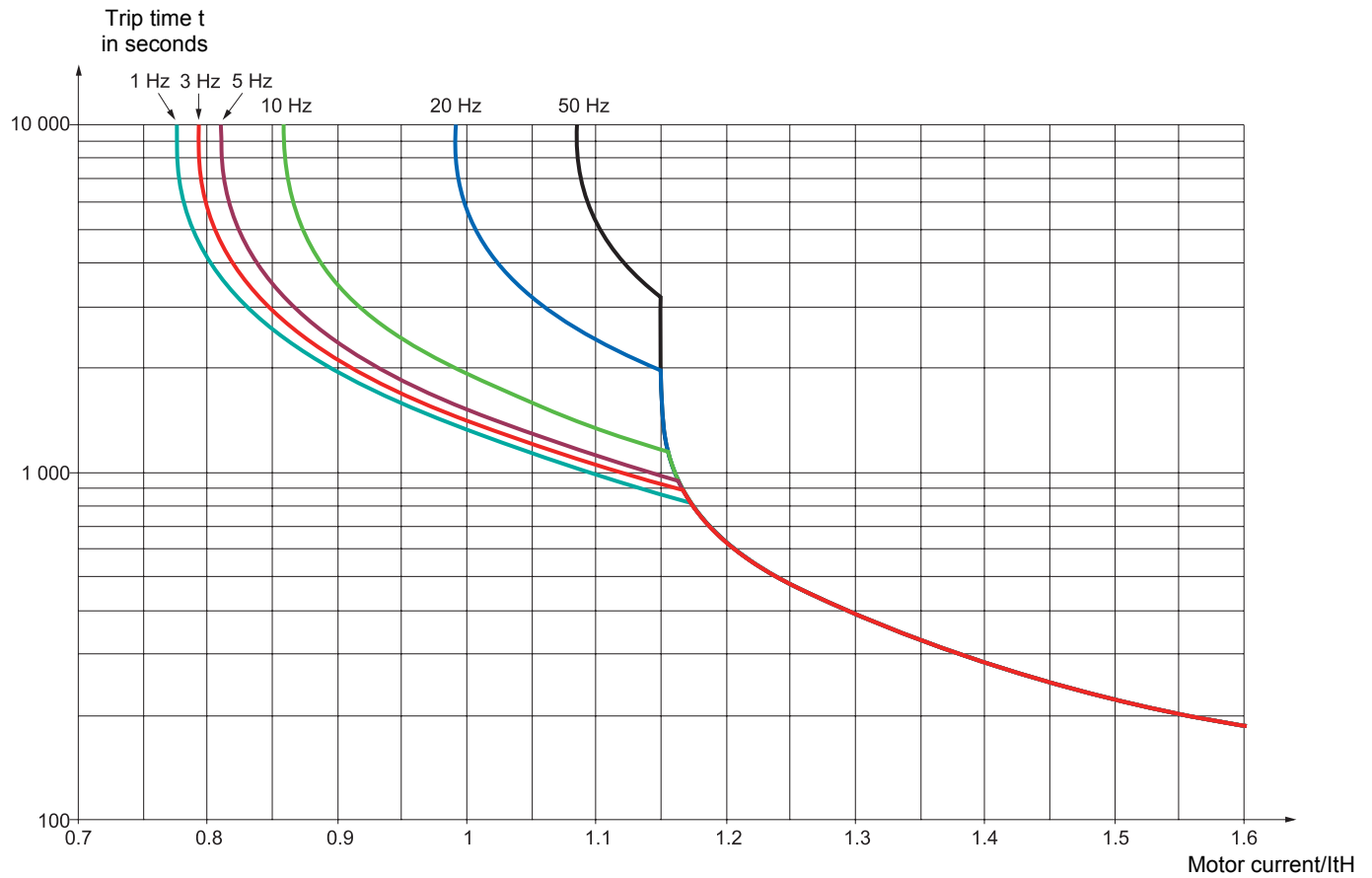
## Motor thermal protection

### Function:

Thermal protection by calculating the  $I^2t$ .  
The protection takes account of self-cooled motors.



**Caution:** The memory of the motor thermal state returns to zero when the drive is disconnected.



# Setup - Preliminary recommendations

---

## Prior to switching on and configuring the drive



- Check that the line voltage is compatible with the supply voltage range of the drive (see pages 3 and 4 of the ATV 31 Installation Manual). The drive may be damaged if the line voltage is not compatible.
- Ensure the logic inputs are switched off (state 0) to prevent accidental starting. Otherwise, an input assigned to the run command may cause the motor to start immediately on exiting the configuration menus.

## With power switching via line contactor



- Avoid operating the contactor frequently (premature ageing of the filter capacitors). Use inputs LI1 to LI6 to control the drive.
- These instructions are vital for cycles < 60 s, otherwise the load resistor may be damaged.

## User adjustment and extension of functions

If necessary, the display and buttons can be used to modify the settings and to extend the functions described in the following pages. It is very easy to **return to the factory settings** using the FCS parameter in the drC-, I-O-, CtL- and FUn- menus (set InI to activate the function, see page [22](#), [25](#), [36](#) or [59](#)).

There are three types of parameter:

- Display: Values displayed by the drive
- Setting: Can be changed during operation or when stopped
- Configuration: Can only be modified when stopped and no braking is taking place. Can be displayed during operation.



- Check that changes to the current operating settings do not present any danger. Changes should preferably be made with the drive stopped.

## Start up

**Important:** In factory settings mode on power-up, or in a manual fault reset or after a stop command, the motor can only be powered once the "forward", "reverse" and "DC injection stop" commands have been reset. If they have not been reset, the drive will display "nSt" but will not start. If the automatic restart function is configured (parameter Atr in the FLt- menu, see page [60](#)), these commands are taken into account without a reset being necessary.

## Test on a low power motor or without a motor

- In factory settings mode, "motor phase loss" detection is active (OPL = YES). To check the drive in a test or maintenance environment without having to switch to a motor with the same rating as the drive (particularly useful in the case of high power drives), deactivate "motor phase loss" detection (OPL = NO).
- Configure the voltage/frequency ratio:  $UFt = L$  (drC- menu on page [21](#))



- Motor thermal protection will not be provided by the drive if the motor current is less than 0.2 times the nominal drive current.

## Using motors in parallel

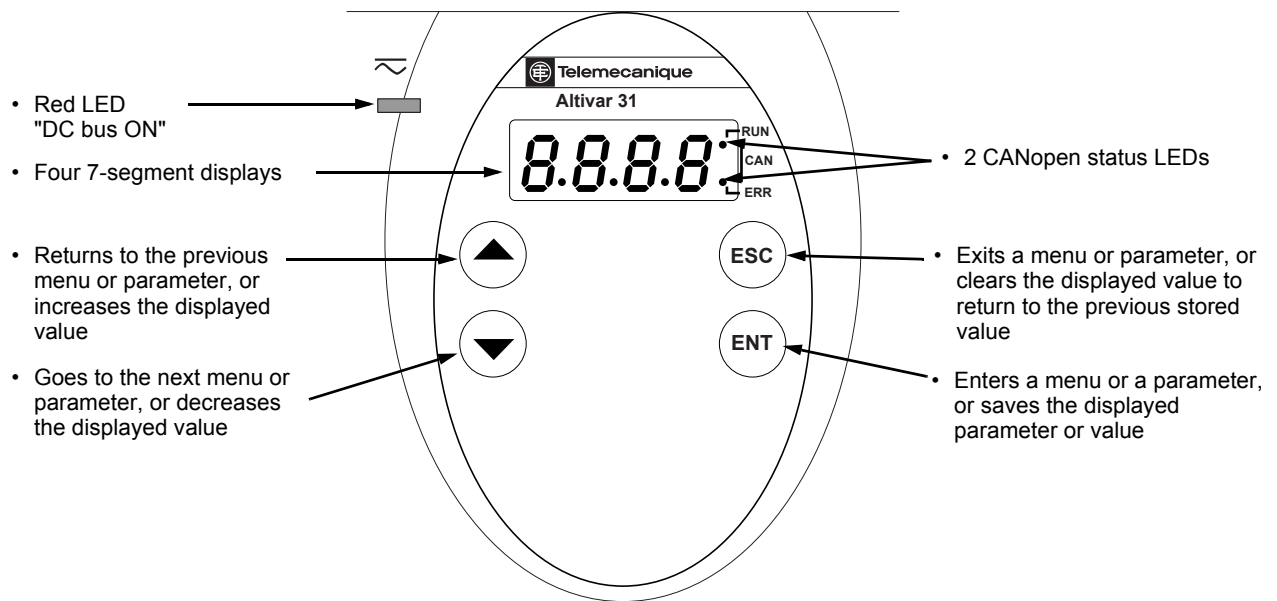
- Configure the voltage/frequency ratio:  $UFt = L$  (drC- menu on page [21](#))



- Motor thermal protection is no longer provided by the drive. Provide an alternative means of thermal protection on every motor.



# Functions of the display and the keys



- Pressing ▲ or ▼ does not store the selection.
- Press and hold down (>2 s) ▲ or ▼ to scroll through the data quickly.

**To save and store the selection: ENT**

The display flashes when a value is stored.

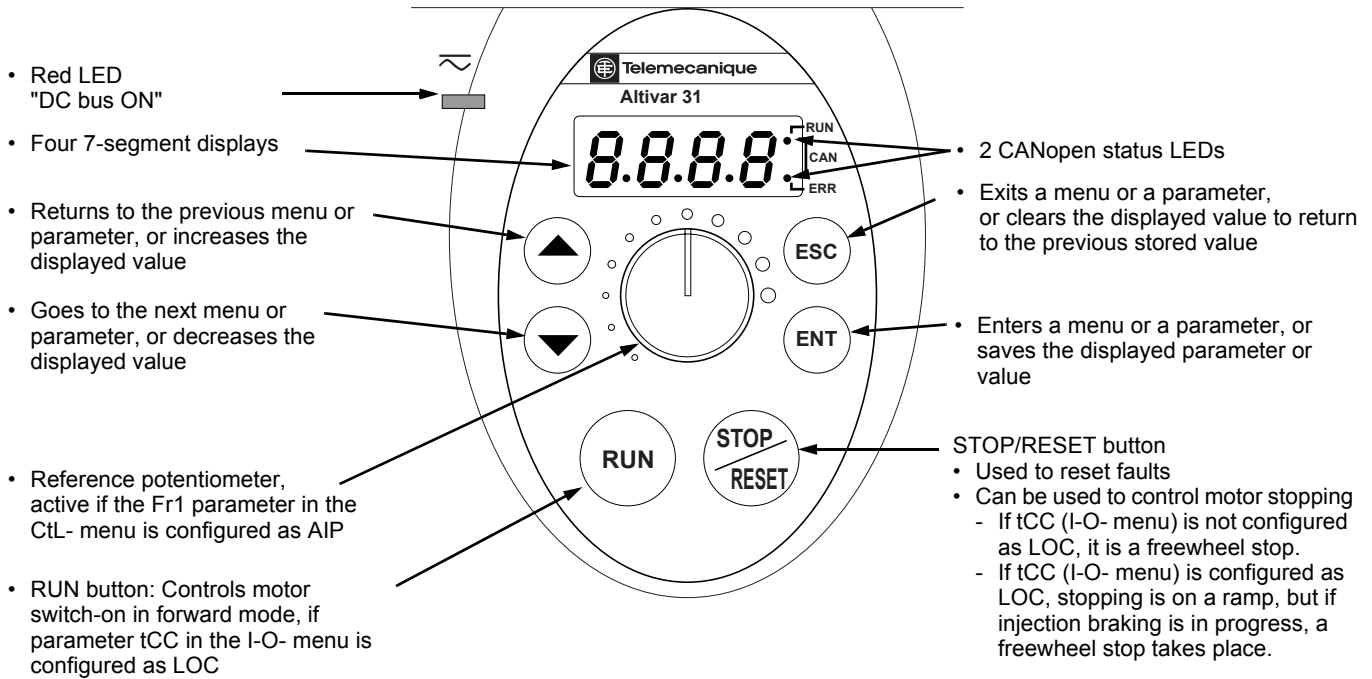
**Normal display, with no fault present and no starting:**

- 43.0: Display of the parameter selected in the SUP- menu (default selection: motor frequency). In current limit 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

**The display flashes to indicate the presence of a fault.**

# Functions of the display and the keys

## ATV31●●●●●●●●A:



- Pressing ▲ or ▼ does not store the selection.
- Press and hold down (>2 s) ▲ or ▼ to scroll through the data quickly.

### To save and store the selection: ENT

The display flashes when a value is stored.

### Normal display, with no fault present and no starting:

- 43.0: Display of the parameter selected in the SUP- menu (default selection: output frequency applied to the motor). In current limit 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

The display flashes to indicate the presence of a fault.

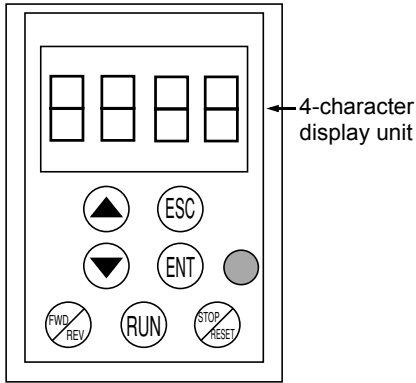
# Remote terminal option

This module is a local control unit which can be mounted on the door of the wall-mounted or floor-standing enclosure. It has a cable with connectors, which is connected to the drive serial link (see the manual supplied with the terminal). It has the same display and the same programming buttons as the Altivar 31 with the addition of a switch to lock access to the menus and three buttons for controlling the drive:

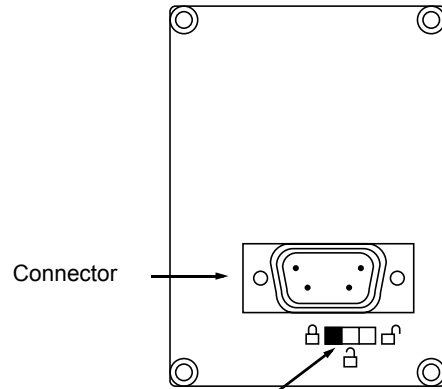
- FWD/REV: reversal of the direction of rotation
- RUN: motor run command
- STOP/RESET: Motor stop command or fault reset

Pressing the button a first time stops the motor, and if DC injection standstill braking is configured, pressing it a second time stops this braking.

View of the front panel:



View of the rear panel:



Access locking switch:

- positions:  $\left\{ \begin{array}{l} \text{closed lock symbol} \\ \text{open lock symbol} \end{array} \right\}$  settings and display accessible (SEt- and SUP- menus)
- position:  $\square$  all menus can be accessed

**Note:** Customer password protection has priority on the switch.



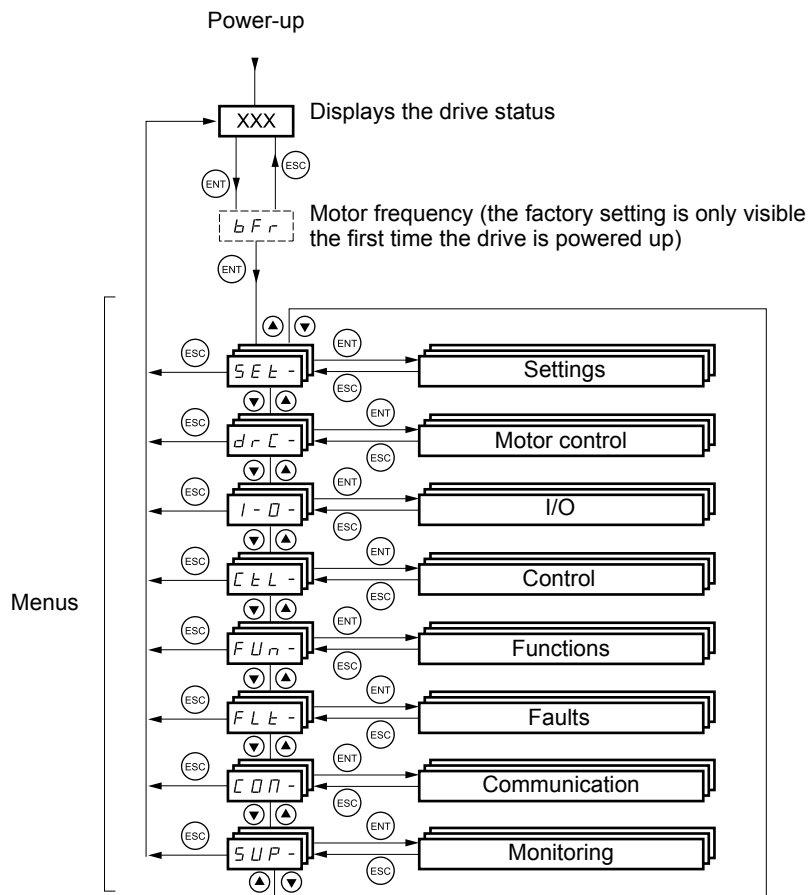
- The access locking switch on the remote terminal also prevents the drive settings being accessed via the keypad.
- When the remote terminal is disconnected, if the drive has been locked, the keypad will remain locked.
- In order for the remote terminal to be active, the tbr parameter in the COM- menu must remain in factory settings mode: 19.2 (see page 73).

## Saving and loading configurations

Up to four complete configurations for ATV 31 drives can be stored on the remote terminal. These configurations can be saved, transported and transferred from one drive to another of the same rating. 4 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- and FUn- menus.

# Programming

## Access to menus



Some parameters can be accessed in a number of menus for increased user-friendliness:

- Entering settings
- Return to factory settings
- Restoring and saving the configuration

**A dash appears after menu and sub-menu codes to differentiate them from parameter codes.**

Examples: FUn- menu, ACC parameter.

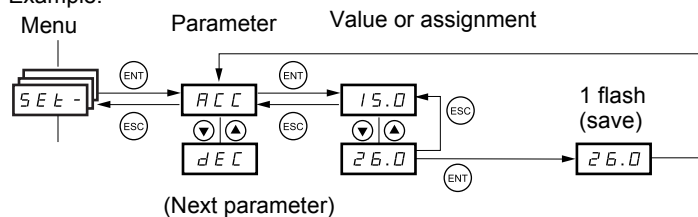
# Programming

## Accessing menu parameters

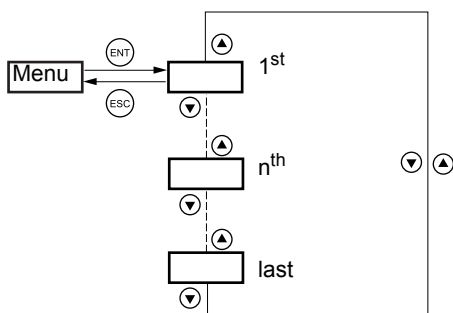
To save and store the selection: **ENT**

The display flashes when a value is stored.

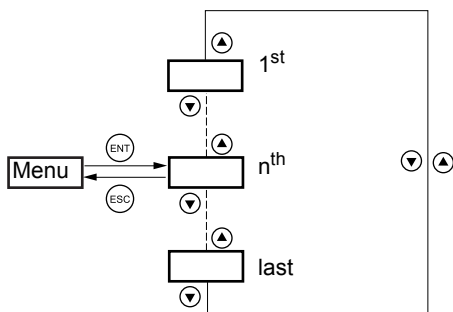
Example:



All the menus are "drop-down" type menus, which means that after the last parameter, if you continue to press **▼**, you will return to the first parameter and, conversely, you can switch from the first parameter to the last parameter by pressing **▲**.



If, after modifying any of the parameters ( $n^{\text{th}}$ ), you quit a menu and return to this menu without having accessed another menu in the meantime, you will be taken directly to the  $n^{\text{th}}$  parameter (see below). If, in the meantime, you have accessed another menu or have restarted the system, you will always be taken to the first parameter in the menu (see above).



## Configuration of the bFr parameter

This parameter can only be modified in stop mode without a run command.

**bFr**

Code	Description	Adjustment range	Factory setting
<i>bFr</i>	<p><b>Standard motor frequency</b></p> <p>This parameter is only visible the first time the drive is switched on. It can be modified at any time in the drC- menu.</p> <p>50 Hz: IEC 60 Hz: NEMA</p> <p>This parameter modifies the presets of the following parameters: HSP page <a href="#">16</a>, Ftd page <a href="#">19</a>, FrS page <a href="#">20</a> and tFr page <a href="#">22</a>.</p>		50

# Function compatibility

## Incompatible functions

The following functions will be inaccessible or deactivated in the cases described below:

### Automatic restart

This is only possible for 2-wire level detection control (tCC = 2C and tCt = LEL or PFO).

### Flying restart

This is only possible for 2-wire level detection control (tCC = 2C and tCt = LEL or PFO).  
This function is locked if automatic standstill injection is configured as DC (AdC = Ct).

### Reverse

On the ATV31...A range only, this function is locked if local control is active (tCC = LOC).

## Function compatibility table

The choice of application functions may be limited by the number of I/O and by the fact that some functions are incompatible with one another. Functions which are not listed in this table are fully compatible.

**If there is an incompatibility between functions, the first function configured will prevent the remainder 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 special application with reference channel Fr2 (see diagrams 28 and 30)

● Incompatible functions    □ Compatible functions    ■ Not applicable

Priority functions (functions which cannot be active simultaneously):

← ↑ The function indicated by the arrow has priority over the other.

Stop functions have priority over run commands.

Speed references via logic command have priority over analog references.

## ⚠ Logic and analog input application functions

Each of the functions on the following pages can be assigned to one of the inputs.

A single input can activate several functions at the same time (reverse and 2<sup>nd</sup> ramp for example). **The user must therefore ensure that these functions are compatible.**

The SUP- display menu (parameters LIA and AIA on page 66) can be used to display the functions assigned to each input in order to check their compatibility.

# List of functions which can be assigned to inputs/outputs

Logic inputs	Page	Code	Factory setting	
			ATV31●●●	ATV31●●●A
Not assigned	-	-	LI5 - LI6	LI1 - LI2 LI5 - LI6
Forward	-	-	LI1	
2 preset speeds	<a href="#">44</a>	<i>P S 2</i>	LI3	LI3
4 preset speeds	<a href="#">44</a>	<i>P S 4</i>	LI4	LI4
8 preset speeds	<a href="#">44</a>	<i>P S 8</i>		
16 preset speeds	<a href="#">45</a>	<i>P S 16</i>		
2 preset PI references	<a href="#">51</a>	<i>P r 2</i>		
4 preset PI references	<a href="#">51</a>	<i>P r 4</i>		
+ speed	<a href="#">48</a>	<i>U S P</i>		
- speed	<a href="#">48</a>	<i>d S P</i>		
Jog operation	<a href="#">46</a>	<i>J O G</i>		
Ramp switching	<a href="#">38</a>	<i>r P S</i>		
Switching for 2 <sup>nd</sup> current limit	<a href="#">55</a>	<i>L C 2</i>		
Fast stop via logic input	<a href="#">39</a>	<i>F S t</i>		
DC injection via logic input	<a href="#">39</a>	<i>d C I</i>		
Freewheel stop via logic input	<a href="#">40</a>	<i>n S t</i>		
Reverse	<a href="#">23</a>	<i>r r 5</i>	LI2	
External fault	<a href="#">61</a>	<i>E t F</i>		
RESET (fault reset)	<a href="#">60</a>	<i>r S F</i>		
Forced local mode	<a href="#">63</a>	<i>F L D</i>		
Reference switching	<a href="#">34</a>	<i>r F C</i>		
Control channel switching	<a href="#">35</a>	<i>C C 5</i>		
Motor switching	<a href="#">56</a>	<i>C H P</i>		
Limiting of forward motion (limit switch)	<a href="#">58</a>	<i>L R F</i>		
Limiting of reverse motion (limit switch)	<a href="#">58</a>	<i>L R r</i>		
Fault inhibit	<a href="#">62</a>	<i>I n H</i>		

Analog inputs	Page	Code	Factory setting	
			ATV31●●●	ATV31●●●A
Not assigned	-	-	AI3	AI1 - AI3
Reference 1	<a href="#">33</a>	<i>F r 1</i>	AI1	AIP (potentiometer)
Reference 2	<a href="#">33</a>	<i>F r 2</i>		
Summing input 2	<a href="#">42</a>	<i>S R 2</i>	AI2	AI2
Summing input 3	<a href="#">42</a>	<i>S R 3</i>		
PI regulator feedback	<a href="#">51</a>	<i>P I F</i>		

Analog/logic output	Page	Code	Factory setting	
			ATV31●●●	ATV31●●●A
Not assigned	-	-	AOC/AOV	
Motor current	<a href="#">24</a>	<i>D C r</i>		
Motor frequency	<a href="#">24</a>	<i>r F r</i>		
Motor torque	<a href="#">24</a>	<i>D L D</i>		
Power supplied by the drive	<a href="#">24</a>	<i>D P r</i>		
Drive fault (logic data)	<a href="#">24</a>	<i>F L t</i>		
Drive running (logic data)	<a href="#">24</a>	<i>r U n</i>		
Frequency threshold reached (logic data)	<a href="#">24</a>	<i>F t R</i>		
High speed (HSP) reached (logic data)	<a href="#">24</a>	<i>F L R</i>		
Current threshold reached (logic data)	<a href="#">24</a>	<i>C t R</i>		
Frequency reference reached (logic data)	<a href="#">24</a>	<i>S r R</i>		
Motor thermal threshold reached (logic data)	<a href="#">24</a>	<i>t S R</i>		
Brake sequence (logic data)	<a href="#">54</a>	<i>b L C</i>		

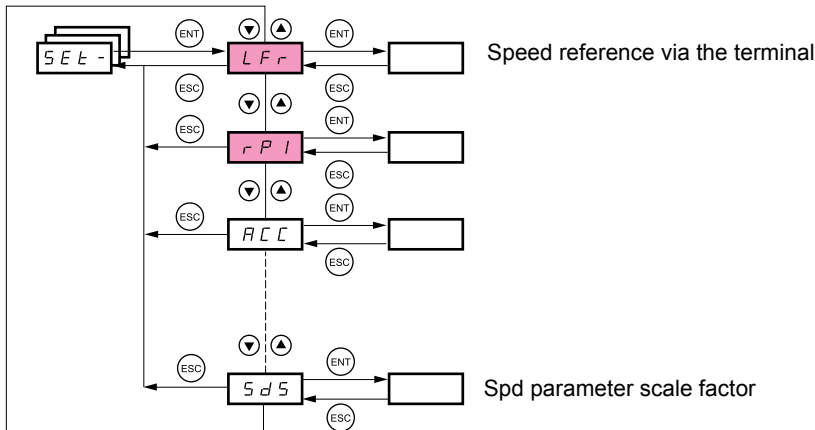
## List of functions which can be assigned to inputs/outputs

---

Relay	Page	Code	Factory setting
Not assigned	-	-	R2
Drive fault	<a href="#">24</a>	<i>F L t</i>	R1
Drive running	<a href="#">24</a>	<i>r U n</i>	
Frequency threshold reached	<a href="#">24</a>	<i>F t R</i>	
High speed (HSP) reached	<a href="#">24</a>	<i>F L R</i>	
Current threshold reached	<a href="#">24</a>	<i>C t R</i>	
Frequency reference reached	<a href="#">24</a>	<i>S r R</i>	
Motor thermal threshold reached	<a href="#">24</a>	<i>t S R</i>	
Brake sequence	<a href="#">54</a>	<i>b L C</i>	



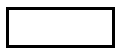
# Settings menu SEt-



The adjustment parameters can be modified with the drive running or stopped.



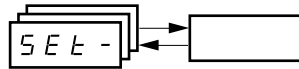
Check that it is safe to make changes during operation. Changes should preferably be made in stop mode.



These parameters appear regardless of how the other menus have been configured.



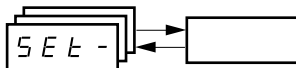
These parameters only appear if the corresponding function has been selected in another menu. When the corresponding function is also accessible and adjustable from within the configuration menu, to aid programming their description is detailed in these menus, on the pages indicated.


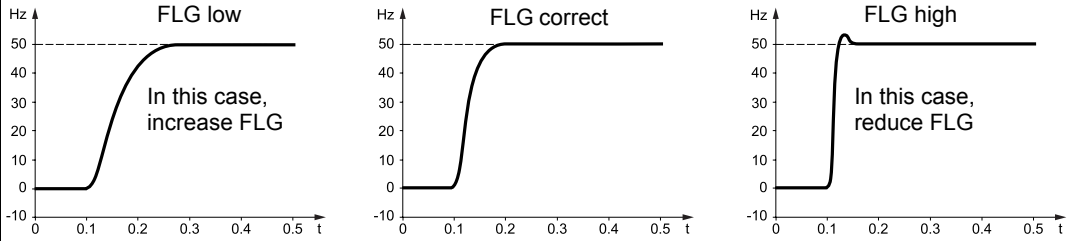
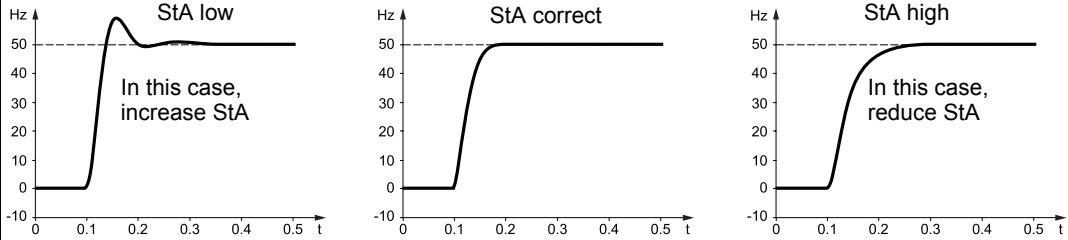


Code	Description	Adjustment range	Factory setting
<b>LFr</b>	<b>Speed reference via the remote terminal</b> This parameter appears if LCC = YES (page 35) or if Fr1/Fr2 = LCC (page 33), and if the remote terminal is online. In this case, LFr can also be accessed via the drive keypad. LFr is reset to 0 when the drive is powered down.	0 to HSP	
<b>rPI</b>	<b>Internal PI regulator reference</b> See page 51	0.0 to 100%	0
<b>ACC</b>	<b>Acceleration ramp time</b> Defined as the acceleration time between 0 and the nominal frequency FrS (parameter in the drC- menu).	0.1 to 999.9 s	3 s
<b>AC2</b>	<b>2<sup>nd</sup> acceleration ramp time</b> See page 38	0.1 to 999.9 s	5 s
<b>dE2</b>	<b>2<sup>nd</sup> deceleration ramp time</b> See page 38	0.1 to 999.9 s	5 s
<b>dEC</b>	<b>Deceleration ramp time</b> Defined as the deceleration time between the nominal frequency FrS (parameter in the drC- menu) and 0. Check that the value of dEC is not too low in relation to the load to be stopped.	0.1 to 999.9 s	3 s
<b>tA1</b>	<b>Start of CUS-type acceleration ramp rounded as % of total ramp time (ACC or AC2)</b> See page 37	0 to 100	10%
<b>tA2</b>	<b>End of CUS-type acceleration ramp rounded as % of total ramp time (ACC or AC2)</b> See page 37	0 to (100-tA1)	10%
<b>tA3</b>	<b>Start of CUS-type deceleration ramp rounded as % of total ramp time (dEC or dE2)</b> See page 37	0 to 100	10%
<b>tA4</b>	<b>End of CUS-type deceleration ramp rounded as % of total ramp time (dEC or dE2)</b> See page 37	0 to (100-tA3)	10%
<b>LSP</b>	<b>Low speed</b> (Motor frequency at min. reference)	0 to HSP	0 Hz
<b>HSP</b>	<b>High speed</b> (Motor frequency to max. reference): Check that this setting is suitable for the motor and the application.	LSP to tFr	bFr
<b>lIH</b>	<b>Motor thermal protection - max. thermal current</b> Set lIH to the nominal current on the motor rating plate. Please refer to OLL on page 61 if you wish to suppress thermal protection.	0.2 to 1.5 ln (1)	According to drive rating

(1) ln corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

# Settings menu SEt-



Code	Description	Adjustment range	Factory setting
<i>UFR</i>	<b>IR compensation/voltage boost</b> - For UfT (page 21) = n or nLd: IR compensation - For UfT = L or P: Voltage boost Used to optimize the torque at very low speed (increase UFR if the torque is insufficient). Check that the value of UFR is not too high for when the motor is warm (risk of instability).  Modifying UfT (page 21) will cause UFR to return to the factory setting (20%).	0 to 100%	20
<i>FLG</i>	<b>Frequency loop gain</b> Parameter can only be accessed if UfT (page 21) = n or nLd. The FLG parameter adjusts the drive's ability to follow the speed ramp based on the inertia of the machine being driven. Too high a gain may result in operating instability.	1 to 100%	20
			
<i>StA</i>	<b>Frequency loop stability</b> Parameter can only be accessed if UfT (page 21) = n or nLd. Used to adapt the return to steady state after a speed transient (acceleration or deceleration), according to the dynamics of the machine. Gradually increase the stability to avoid any overspeed.	1 to 100%	20
			
<i>SLP</i>	<b>Slip compensation</b> Parameter can only be accessed if UfT (page 21) = n or nLd. Used to adjust the slip compensation value fixed by nominal motor speed. The speeds given on motor rating plates are not necessarily exact. <ul style="list-style-type: none"> <li>• If slip setting &lt; actual slip: the motor is not rotating at the correct speed in steady state.</li> <li>• If slip setting &gt; actual slip: the motor is overcompensated and the speed is unstable.</li> </ul>	0 to 150%	100
<i>IdC</i>	<b>Level of DC injection braking current activated via logic input or selected as stop mode (2).</b> See page 39	0 to In (1)	0.7 In (1)
<i>t dC</i>	<b>Total DC injection braking time selected as stop mode (2).</b> See page 39	0.1 to 30 s	0.5 s
<u><i>t dC 1</i></u>	<b>Automatic standstill DC injection time</b> See page 41	0.1 to 30 s	0.5 s
<u><i>S dC 1</i></u>	<b>Level of automatic standstill DC injection current</b> See page 41	0 to 1.2 In (1)	0.7 In (1)
<u><i>t dC 2</i></u>	<b>2<sup>nd</sup> automatic standstill DC injection time</b> See page 41	0 to 30 s	0 s
<u><i>S dC 2</i></u>	<b>2<sup>nd</sup> level of standstill DC injection current</b> See page 41	0 to 1.2 In (1)	0.5 In (1)

(1) In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

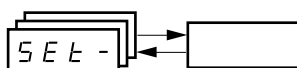
(2) Caution: These settings are not related to the "automatic standstill DC injection" function.



These parameters only appear if the corresponding function has been selected in another menu. When the corresponding function is also accessible and adjustable from within the configuration menu, to aid programming their description is detailed in these menus, on the pages indicated.

Those which are underlined appear in factory settings mode.

# Settings menu SEt-



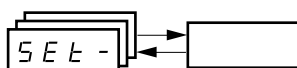
Code	Description	Adjustment range	Factory setting
<i>JPF</i>	<b>Skip frequency</b> Prevents prolonged operation at a frequency range of $\pm 1$ Hz around JPF. This function prevents a critical speed which leads to resonance. Setting the function to 0 renders it inactive.	0 to 500	0 Hz
<i>JF2</i>	<b>2<sup>nd</sup> skip frequency</b> Prevents prolonged operation at a frequency range of $\pm 1$ Hz around JF2. This function prevents a critical speed which leads to resonance. Setting the function to 0 renders it inactive.	0 to 500	0 Hz
<i>JGF</i>	<b>Jog operating frequency</b> See page 46	0 to 10 Hz	10 Hz
<i>rPG</i>	<b>PI regulator proportional gain</b> See page 51	0.01 to 100	1
<i>rIG</i>	<b>PI regulator integral gain</b> See page 51	0.01 to 100/s	1/s
<i>FbS</i>	<b>PI feedback multiplication coefficient</b> See page 51	0.1 to 100	1
<i>PI C</i>	<b>Reversal of the direction of correction of the PI regulator</b> See page 51	nO - YES	nO
<i>rP2</i>	<b>2<sup>nd</sup> preset PI reference</b> See page 51	0 to 100%	30%
<i>rP3</i>	<b>3<sup>rd</sup> preset PI reference</b> See page 51	0 to 100%	60%
<i>rP4</i>	<b>4<sup>th</sup> preset PI reference</b> See page 51	0 to 100%	90%
<i>SP2</i>	<b>2<sup>nd</sup> preset speed</b> See page 45	0 to 500 Hz	10 Hz
<i>SP3</i>	<b>3<sup>rd</sup> preset speed</b> See page 45	0 to 500 Hz	15 Hz
<i>SP4</i>	<b>4<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	20 Hz
<i>SP5</i>	<b>5<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	25 Hz
<i>SP6</i>	<b>6<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	30 Hz
<i>SP7</i>	<b>7<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	35 Hz
<i>SP8</i>	<b>8<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	40 Hz
<i>SP9</i>	<b>9<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	45 Hz
<i>SP10</i>	<b>10<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	50 Hz
<i>SP11</i>	<b>11<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	55 Hz
<i>SP12</i>	<b>12<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	60 Hz
<i>SP13</i>	<b>13<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	70 Hz
<i>SP14</i>	<b>14<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	80 Hz
<i>SP15</i>	<b>15<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	90 Hz
<i>SP16</i>	<b>16<sup>th</sup> preset speed</b> See page 45	0 to 500 Hz	100 Hz
<i>CL1</i>	<b>Current limit</b> Used to limit the torque and the temperature rise of the motor.	0.25 to 1.5 In (1)	1.5 In (1)
<i>CL2</i>	<b>2<sup>nd</sup> current limit</b> See page 55	0.25 to 1.5 In (1)	1.5 In (1)
<i>ELS</i>	<b>Low speed operating time</b> Following 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. Caution: Value 0 corresponds to an unlimited time	0 to 999.9 s	0 (no time limit)
<i>rSL</i>	<b>Restart error threshold ("wake-up" threshold)</b> See page 52	0 to 100%	0
<i>UFr2</i>	<b>IR compensation, motor 2</b> See page 57	0 to 100%	20
<i>FLG2</i>	<b>Frequency loop gain, motor 2</b> See page 57	1 to 100%	20
<i>SLR2</i>	<b>Stability, motor 2</b> See page 57	1 to 100%	20
<i>SLP2</i>	<b>Slip compensation, motor 2</b> See page 57	0 to 150%	100%

(1) In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.



These parameters only appear if the corresponding function has been selected in another menu. When the corresponding function is also accessible and adjustable from within the configuration menu, to aid programming their description is detailed in these menus, on the pages indicated.  
Those which are underlined appear in factory settings mode.

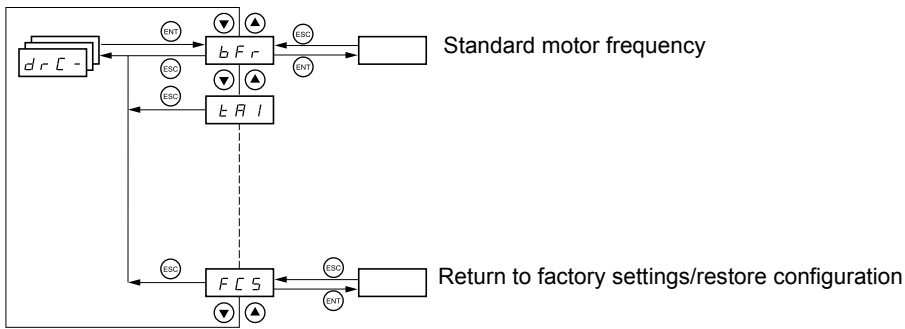
# Settings menu SEt-



Code	Description	Adjustment range	Factory setting
<i>F t d</i>	<b>Motor frequency threshold</b> above which the relay contact (R1 or R2 = FtA) closes or output AOV = 10 V (dO = StA)	0 to 500 Hz	bFr
<i>t t d</i>	<b>Motor thermal state threshold</b> above which the relay contact (R1 or R2 = tSA) closes or output AOV = 10 V (dO = tSA)	0 to 118%	100%
<i>C t d</i>	<b>Motor current threshold</b> beyond which the relay contact (R1 or R2 = CtA) closes or output AOV = 10 V (dO = CtA)	0 to 1.5 In (1)	In (1)
<i>S d S</i>	<p><b>Scale factor for display parameter SPd1/SPd2/SPd3 (SUP-menu on page 65)</b></p> <p>Used to scale a value in proportion to the output frequency rFr: the machine speed, the motor speed, etc.</p> <ul style="list-style-type: none"> <li>- If <math>SdS \leq 1</math>, SPd1 is displayed (possible definition = 0.01)</li> <li>- If <math>1 &lt; SdS \leq 10</math>, SPd2 is displayed (possible definition = 0.1)</li> <li>- If <math>SdS &gt; 10</math>, SPd3 is displayed (possible definition = 1)</li> <li>- If <math>SdS &gt; 10</math> and <math>SdS \times rFr &gt; 9999</math>:</li> </ul> <p>Display of Spd3 = <math>\frac{SdS \times rFr}{1000}</math> to 2 decimal places</p> <p>Example: For 24 223, display is 24.22</p> <ul style="list-style-type: none"> <li>- If <math>SdS &gt; 10</math> and <math>SdS \times rFr &gt; 65535</math>, display locked at 65.54</li> </ul> <p>Example: Display motor speed for 4-pole motor, 1500 rpm at 50 Hz (synchronous speed):  <math>SdS = 30</math>  <math>SPd3 = 1500</math> at <math>rFr = 50</math> Hz</p>	0.1 to 200	30
<i>S F r</i>	<p><b>Switching frequency</b></p> <p>See page 22</p> <p>This parameter can also be accessed in the drC- menu.</p>	2.0 to 16 kHz	4 kHz

(1) In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

# Motor control menu drC-

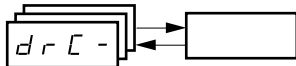



With the exception of tUn, which can power up the motor, parameters can only be modified in stop mode, with no run command present.

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

Drive performance can be optimized by:

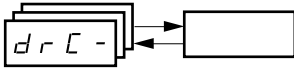
- Entering the values given on the motor rating plate in the drive menu
- Performing an auto-tune operation (on a standard asynchronous motor)


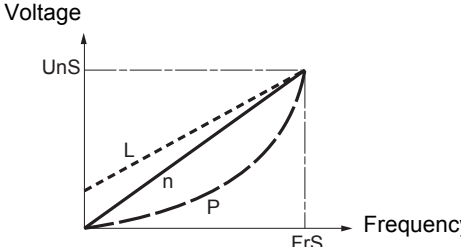


Code	Description	Adjustment range	Factory setting
bFr	<b>Standard motor frequency</b>		50
	50 Hz: IEC 60 Hz: NEMA This parameter modifies the presets of the following parameters: HSP page 16, Ftd page 19, FrS page 20 and tFr page 22.		
Un5	<b>Nominal motor voltage given on the rating plate</b>	According to drive rating	According to drive 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		
Fr5	<b>Nominal motor frequency given on the rating plate</b>	10 to 500 Hz	50 Hz
	 The ratio $\frac{UnS \text{ (in volts)}}{FrS \text{ (in Hz)}}$ must not exceed the following values: ATV31●●●M2: 7 max. ATV31●●●M3X: 7 max. ATV31●●●N4: 14 max. ATV31●●●S6X: 17 max. The factory setting is 50 Hz, or preset to 60 Hz if bFr is set to 60 Hz.		
nCr	<b>Nominal motor current given on the rating plate</b>	0.25 to 1.5 In (1)	According to drive rating
nSP	<b>Nominal motor speed given on the rating plate</b>	0 to 32760 RPM	According to drive rating
	0 to 9999 RPM then 10.00 to 32.76 KRPM If, rather than the nominal speed, the rating plate indicates the synchronous speed and the slip in Hz or as a %, calculate the nominal speed as follows: • Nominal speed = Synchronous speed x $\frac{100 - \text{slip as a \%}}{100}$ or • Nominal speed = Synchronous speed x $\frac{50 - \text{slip in Hz}}{50}$ (50 Hz motors) or • Nominal speed = Synchronous speed x $\frac{60 - \text{slip in Hz}}{60}$ (60 Hz motors)		
CP5	<b>Motor Cos Phi given on the rating plate</b>	0.5 to 1	According to drive rating

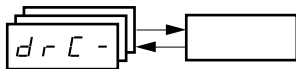
(1) In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

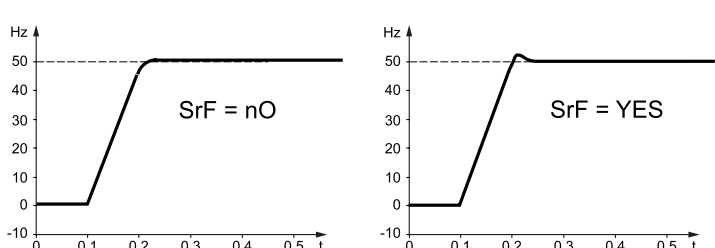

# Motor control menu drC-



Code	Description	Adjustment range	Factory setting
rSC	<p><b>Cold state stator resistance</b></p> <p>nD: Function inactive. For applications which do not require high performance or do not tolerate automatic autotuning (passing a current through the motor) each time the drive is powered up. InIt: Activates the function. To improve low-speed performance whatever the thermal state of the motor. XXX: Value of cold state stator resistance used, in mΩ. <b>Caution:</b></p> <ul style="list-style-type: none"> <li>It is strongly recommended that this function is activated in Lifting and Handling applications.</li> <li>The function should only be activated (InIt) when the motor is in cold state.</li> <li>When rSC = InIt, parameter tUn is forced to POn. At the next run command, the stator resistance is measured with an auto-tune. Parameter rSC then changes to this value (XXX) and maintains it; tUn remains forced to POn. Parameter rSC remains at InIt as long as the measurement has not been performed.</li> <li>Value XXXX can be forced or modified using the ▲ ▼ keys.</li> </ul>		n0
tUn	<p><b>Motor control auto-tuning</b></p> <p>It is essential that all the motor parameters (UnS, FrS, nCr, nSP, COS) are configured correctly before performing auto-tuning. nD: Auto-tuning not performed. YES: Auto-tuning is performed as soon as possible, then the parameter automatically switches to dOnE or nO in the event of a fault (the tnF fault is displayed if tnL = YES (see page 62). dOnE: Use of the values given the last time auto-tuning was performed. rUn: Auto-tuning is performed every time a run command is sent. POn: Auto-tuning is performed on every power-up. L1I to L1B: Auto-tuning is performed on the transition from 0 → 1 of a logic input assigned to this function. <b>Caution:</b> tUn is forced to POn if rSC is other than nO. Auto-tuning is only performed if no command has been activated. 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. Do not interrupt; wait for the display to change to "dOnE" or "nO".</p> <p> During auto-tuning the motor operates at nominal current.</p>		n0
tUs	<p><b>Auto-tuning status</b> (information only, cannot be modified)</p> <p>tAb: The default stator resistance value is used to control the motor. PEnd: Auto-tuning has been requested but not yet performed. PrDG: Auto-tuning in progress FRIL: Auto-tuning has failed. dOnE: The stator resistance measured by the auto-tuning function is used to control the motor. SerD: The cold state stator resistance (rSC other than nO) that is used to control the motor.</p>		tAb
UFk	<p><b>Selection of the type of voltage/frequency ratio</b></p> <p>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 saving, for variable torque applications not requiring high dynamics (behaves in a similar way to the P ratio at no load and the n ratio on load)</p> <p>Voltage</p>  <p>FrS</p>		n

# Motor control menu drC-

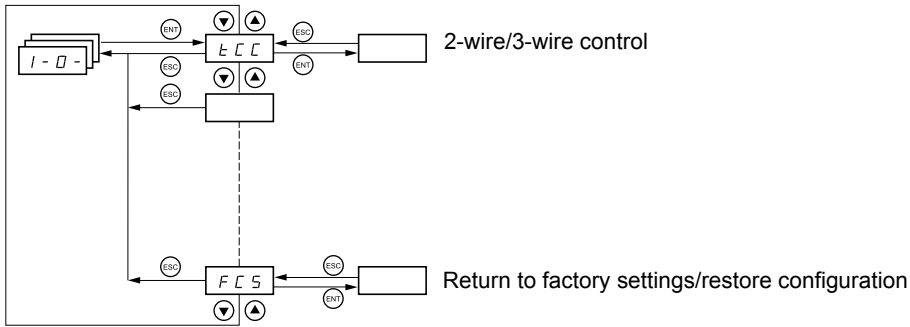



Code	Description	Adjustment range	Factory setting
<i>n r d</i>	<b>Random switching frequency</b> <i>Y E S</i> : Frequency with random modulation <i>n O</i> : Fixed frequency Random frequency modulation prevents any resonance which may occur at a fixed frequency.		YES
<i>5 F r</i>	<b>Switching frequency</b> (1) The frequency can be adjusted to reduce the noise generated by the motor. If the frequency has been set to a value higher than 4 kHz, in the event of an excessive rise in temperature, the drive will automatically reduce the switching frequency and increase it again once the temperature has returned to normal.	2.0 to 16 kHz	4 kHz
<i>t F r</i>	<b>Maximum output frequency</b> The factory setting is 60 Hz, or preset to 72 Hz if bFr is set to 60 Hz.	10 to 500 Hz	60 Hz
<i>5 r F</i>	<b>Suppression of the speed loop filter</b> <i>n O</i> : The speed loop filter is active (prevents the reference being exceeded). <i>Y E S</i> : The speed loop filter is suppressed (in position control applications, this reduces the response time and the reference may be exceeded). 		nO
<i>5 C 5</i>	<b>Saving the configuration</b> (1) <i>n O</i> : Function inactive <i>5 t r I</i> : Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save has been performed. This function is used to keep another configuration in reserve, in addition to the current configuration. When drives leave the factory the current configuration and the backup configuration are both initialized with the factory configuration. • If the remote terminal option is connected to the drive, the following additional selection options will appear: <i>F I L 1</i> , <i>F I L 2</i> , <i>F I L 3</i> , <i>F I L 4</i> (files available in the remote terminal's EEPROM memory for saving the current configuration). They can be used to store between 1 and 4 different configurations which can also be stored on or even transferred to other drives of the same rating. SCS automatically switches to nO as soon as the save has been performed.		nO
<i>F C 5</i>	<b>Return to factory settings/restore configuration</b> (1) <i>n O</i> : Function inactive <i>r E C I</i> : The current configuration becomes identical to the backup configuration previously saved by SCS = StrI. rECI is only visible if the backup has been carried out. FCS automatically changes to nO as soon as this action has been performed. <i>I n I</i> : The current configuration becomes identical to the <b>factory setting</b> . FCS automatically changes to nO as soon as this action has been performed. • If the remote terminal option is connected to the drive, the following additional selection options appear, as long as the corresponding files have been loaded in the remote terminal's EEPROM memory (0 to 4 files): <i>F I L 1</i> , <i>F I L 2</i> , <i>F I L 3</i> , <i>F I L 4</i> . They enable the current configuration to be replaced with one of the 4 configurations which may be loaded on the remote terminal. FCS automatically changes to nO as soon as this action has been performed. <b>Caution:</b> If <i>n A d</i> appears on the display briefly once the parameter has switched to nO, this means that the configuration transfer is not possible and has not been performed (different drive ratings for example). If <i>n E r</i> appears on the display briefly once the parameter has switched to nO, this means that 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.  For rECI, InI and FL1 to FL4 to be taken into account, the ENT key must be held down for 2 s.		nO

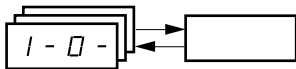
(1)SCS and FCS can be accessed via several configuration menus but they concern all menus and parameters as a whole.

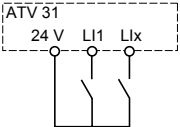
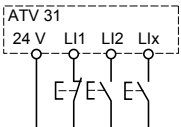
(2)Parameter can also be accessed in the settings menu (SEt-).

# I/O menu I-O-

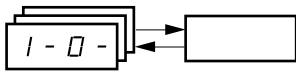


The parameters can only be modified when the drive is stopped and no run command is present. On the optional remote terminal, this menu can be accessed with the switch in the  position.



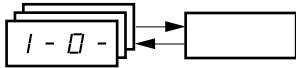
Code	Description	Factory setting
<b>E L L</b>	<b>2-wire/3-wire control (Type of control)</b> Control configuration: <b>2 L</b> = 2-wire control <b>3 L</b> = 3-wire control <b>L O L</b> = local control (drive RUN/STOP/RESET) for ATV31●●●A only (invisible if LAC = L3, see page 33).  2-wire control: The open or closed state of the input controls running or stopping.  Wiring example: L11: forward L1x: reverse    3-wire control (pulse control): A "forward" or "reverse" pulse is sufficient to control starting, a "stop" pulse is sufficient to control stopping. Example of wiring: L11: stop L12: forward L1x: reverse  	2C ATV31●●●A: LOC
<b>E L L</b>	<b>Type of 2-wire control</b> (parameter only accessible if tCC = 2C) <b>L E L</b> : State 0 or 1 is taken into account for run or stop. <b>E r n</b> : A change of state (transition or edge) is necessary to initiate operation, in order to prevent accidental restarts after a break in the power supply. <b>P F D</b> : State 0 or 1 is taken into account for run or stop, but the "forward" input always takes priority over the "reverse" input.	trn
<b>r r 5</b>	<b>Reverse operation via logic input</b>  If rrS = nO, reverse operation is active, by means of negative voltage on AI2 for example. <b>n O</b> : Not assigned <b>L 1 2</b> : Logic input LI2, can be accessed if tCC = 2C <b>L 1 3</b> : Logic input LI3 <b>L 1 4</b> : Logic input LI4 <b>L 1 5</b> : Logic input LI5 <b>L 1 6</b> : Logic input LI6	if tCC = 2C: LI2 if tCC = 3C: LI3 if tCC = LOC: nO






Code	Description	Factory setting
<i>CrL3</i> <i>CrH3</i>	<p><b>Value for low speed (LSP) on input AI3</b>, can be set between 0 and 20 mA</p> <p><b>Value for high speed (HSP) on input AI3</b>, can be set between 4 and 20 mA</p> <p>These two parameters are used to configure the input for 0-20 mA, 4-20 mA, 20-4 mA, etc.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Frequency</p> </div> <div style="text-align: center;"> <p>Example: 20 - 4 mA</p> </div> </div>	4 mA 20 mA
<i>AO1E</i>	<p><b>Configuration of the analog output</b></p> <p><i>0A</i>: 0 - 20 mA configuration (use terminal AOC)</p> <p><i>4A</i>: 4 - 20 mA configuration (use terminal AOC)</p> <p><i>10U</i>: 0 - 10 V configuration (use terminal AOV)</p>	0A
<i>dD</i>	<p><b>Analog/logic output AOC/AOV</b></p> <p><i>nD</i>: Not assigned</p> <p><i>DCr</i>: Motor current. 20 mA or 10 V corresponds to twice the nominal drive current.</p> <p><i>DFr</i>: Motor frequency. 20 mA or 10 V corresponds to the maximum frequency tFr (page 22).</p> <p><i>DEr</i>: Motor torque. 20 mA or 10 V corresponds to twice the nominal motor torque.</p> <p><i>DP r</i>: Power supplied by the drive. 20 mA or 10 V corresponds to twice the nominal drive power.</p> <p>Making the following assignments (1) will transform the analog output to a logic output (see the diagram in the Installation Manual):</p> <p><i>FLt</i>: Drive fault</p> <p><i>rUn</i>: Drive running</p> <p><i>FtR</i>: Frequency threshold reached (Ftd parameter in the SEt- menu, page 19)</p> <p><i>FLR</i>: High speed (HSP) reached</p> <p><i>CtR</i>: Current threshold reached (Ctd parameter in the SEt- menu, page 19)</p> <p><i>SrR</i>: Frequency reference reached</p> <p><i>tSR</i>: Motor thermal threshold reached (ttd parameter in the SEt- menu, page 19)</p> <p><i>bLC</i>: Brake sequence (for information, as this assignment can be only be activated or deactivated from the FUn- menu, see page 54)</p> <p><i>RPL</i>: Loss of 4-20 mA signal, even if LFL = nO (page 62)</p> <p>The logic output is in state 1 (24 V) when the selected assignment is active, with the exception of FLt (state 1 if the drive is not faulty).</p> <p> (1) With these assignments, <b>configure AOT = 0A</b>.</p>	nO
<i>r1</i>	<p><b>Relay r1</b></p> <p><i>nD</i>: Not assigned</p> <p><i>FLt</i>: Drive fault</p> <p><i>rUn</i>: Drive running</p> <p><i>FtR</i>: Frequency threshold reached (Ftd parameter in the SEt- menu, page 19)</p> <p><i>FLR</i>: High speed (HSP) reached</p> <p><i>CtR</i>: Current threshold reached (Ctd parameter in the SEt- menu, page 19)</p> <p><i>SrR</i>: Frequency reference reached</p> <p><i>tSR</i>: Motor thermal threshold reached (ttd parameter in the SEt- menu, page 19)</p> <p><i>RPL</i>: Loss of 4-20 mA signal, even if LFL = nO (page 62)</p> <p>The relay is powered up when the selected assignment is active, with the exception of FLt (powered up if the drive is not faulty).</p>	FLt
<i>r2</i>	<p><b>Relay r2</b></p> <p><i>nD</i>: Not assigned</p> <p><i>FLt</i>: Drive fault</p> <p><i>rUn</i>: Drive running</p> <p><i>FtR</i>: Frequency threshold reached (Ftd parameter in the SEt- menu, page 19)</p> <p><i>FLR</i>: High speed (HSP) reached</p> <p><i>CtR</i>: Current threshold reached (Ctd parameter in the SEt- menu, page 19)</p> <p><i>SrR</i>: Frequency reference reached</p> <p><i>tSR</i>: Motor thermal threshold reached (ttd parameter in the SEt- menu, page 19)</p> <p><i>bLC</i>: Brake sequence (for information, as this assignment can be only be activated or deactivated from the FUn- menu, see page 54)</p> <p><i>RPL</i>: Loss of 4-20 mA signal, even if LFL = nO (page 62)</p> <p>The relay is powered up when the selected assignment is active, with the exception of FLt (powered up if the drive is not faulty).</p>	nO

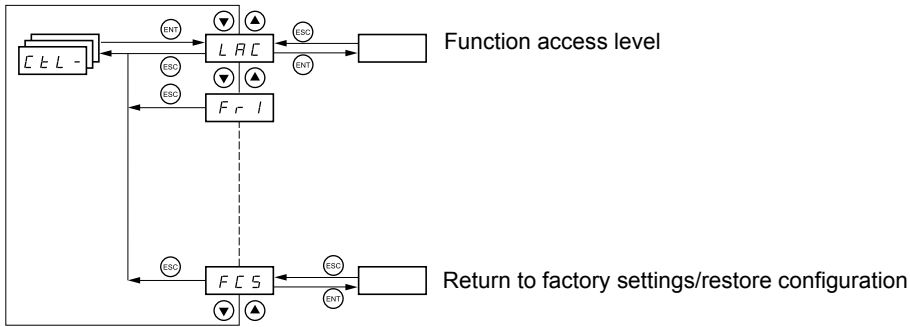
## I/O menu I-O-




Code	Description	Factory setting
<b>5 C 5</b>	<b>Saving the configuration</b> (1)	
	<p><i>n O</i>: Function inactive</p> <p><b>5 E r I</b>: Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save has been performed. This function is used to keep another configuration in reserve, in addition to the current configuration. When drives leave the factory the current configuration and the backup configuration are both initialized with the factory configuration.</p> <ul style="list-style-type: none"> <li>If the remote terminal option is connected to the drive, the following additional selection options will appear: <b>F I L 1</b>, <b>F I L 2</b>, <b>F I L 3</b>, <b>F I L 4</b> (files available in the remote terminal's EEPROM memory for saving the current configuration). They can be used to store between 1 and 4 different configurations which can also be stored on or even transferred to other drives of the same rating. SCS automatically switches to nO as soon as the save has been performed.</li> </ul>	
<b>F C 5</b>	<b>Return to factory settings/restore configuration</b> (1)	
	<p><i>n O</i>: Function inactive</p> <p><b>r E C I</b>: The current configuration becomes identical to the backup configuration previously saved by SCS = StrI. rECI is only visible if the backup has been carried out. FCS automatically changes to nO as soon as this action has been performed.</p> <p><b>I n I</b>: The current configuration becomes identical to the <b>factory setting</b>. FCS automatically changes to nO as soon as this action has been performed.</p> <ul style="list-style-type: none"> <li>If the remote terminal option is connected to the drive, the following additional selection options appear, as long as the corresponding files have been loaded in the remote terminal's EEPROM memory (0 to 4 files): <b>F I L 1</b>, <b>F I L 2</b>, <b>F I L 3</b>, <b>F I L 4</b>. They enable the current configuration to be replaced with one of the 4 configurations that may be loaded on the remote terminal. FCS automatically changes to nO as soon as this action has been performed.</li> </ul> <p><b>Caution:</b> If <b>n A d</b> appears on the display briefly once FCS has switched to nO, this means that the configuration transfer is not possible and has not been performed (different drive ratings for example). If <b>n E r</b> appears on the display briefly once the parameter has switched to nO, this means that 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.</p> <p> For rECI, InI and FL1 to FL4 to be taken into account, the ENT key must be held down for 2 s.</p>	

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

# Control menu CtL-



The parameters can only be modified when the drive is stopped and no run command is present. On the optional remote terminal, this menu can be accessed with the switch in the  position.

## Control and reference channels

Run commands (forward, reverse, etc.) and references can be sent using the following methods:

Command CMD	Reference rFr
tEr: Terminal (LI.)	AI1-AI2-AI3: Terminal
LOC: Keypad (RUN/STOP) on ATV31●●●A only	AIP: Potentiometer on ATV31●●●A only
LCC: Remote terminal (RJ45 socket)	LCC: ATV31 keypad or ATV31●●●A keypad or remote terminal
Mdb: Modbus (RJ45 socket)	Mdb: Modbus (RJ45 socket)
CAn: CANopen (RJ45 socket)	CAn: CANopen (RJ45 socket)

### Note:

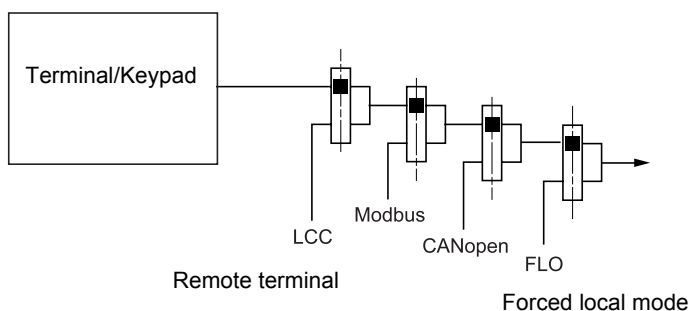
The STOP keys on the keypad and the remote terminal may retain priority (PSt parameter in the CtL- menu).

The LAC parameter in the CtL- menu can be used to select priority modes for the control and reference channels. It has 3 function levels:

- LAC = L1: Basic functions, with priority via communication bus. **This level is interchangeable with ATV28.**
- LAC = L2: Provides the option of additional functions compared with L1:
  - +/- speed (motorized potentiometer)
  - Brake control
  - Switching for 2nd current limit
  - Motor switching
  - Management of limit switches
- LAC = L3: Same options as with L2, plus mixed mode for control and reference channels.

### These channels can be combined as follows if parameter LAC = L1 or L2.

Highest priority to lowest priority: Local forcing, CANopen, Modbus, Remote terminal, Terminal/Keypad (from right to left in the diagram below).



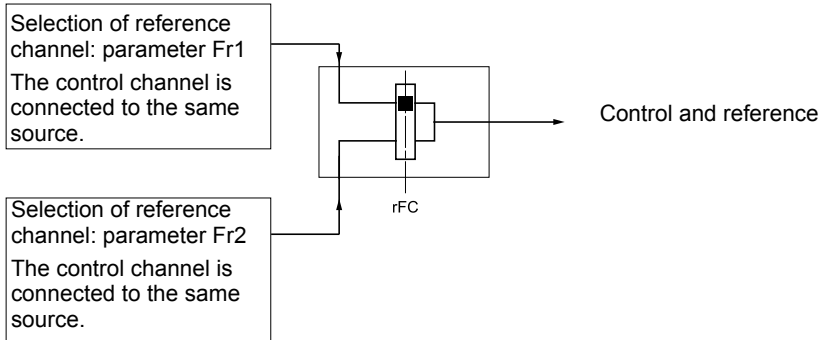
See the detailed diagrams on pages [28](#) and [29](#).

- On ATV31 drives, in factory settings mode, control and reference are managed by the terminal.
- On ATV31●●●A drives, in factory settings mode, control is via the keypad and the reference is set via the potentiometer for this keypad.
- With a remote terminal, if LCC = YES (CtL- menu), control and reference are managed by the remote terminal (reference via LFr, SET-menu).

# Control menu CtL-

These channels can be combined in other ways described below if LAC = L3.

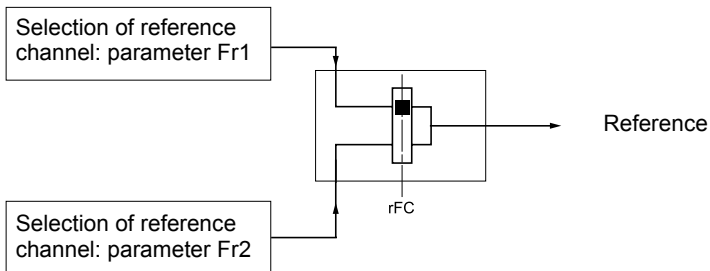
## Combined control and reference (parameter CHCF = SIM):



Parameter rFC can be used to select channel Fr1 or Fr2 or to configure a logic input or a control word bit for remote switching of either. See the detailed diagrams on pages [30](#) et [32](#).

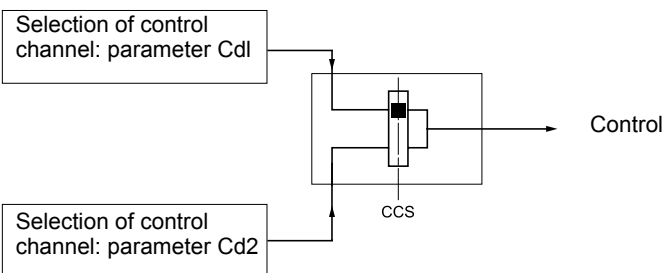
## Separate control and reference (parameter CHCF = SEP):

### Reference



Parameter rFC can be used to select channel Fr1 or Fr2 or to configure a logic input or a control word bit for remote switching of either.

### Control

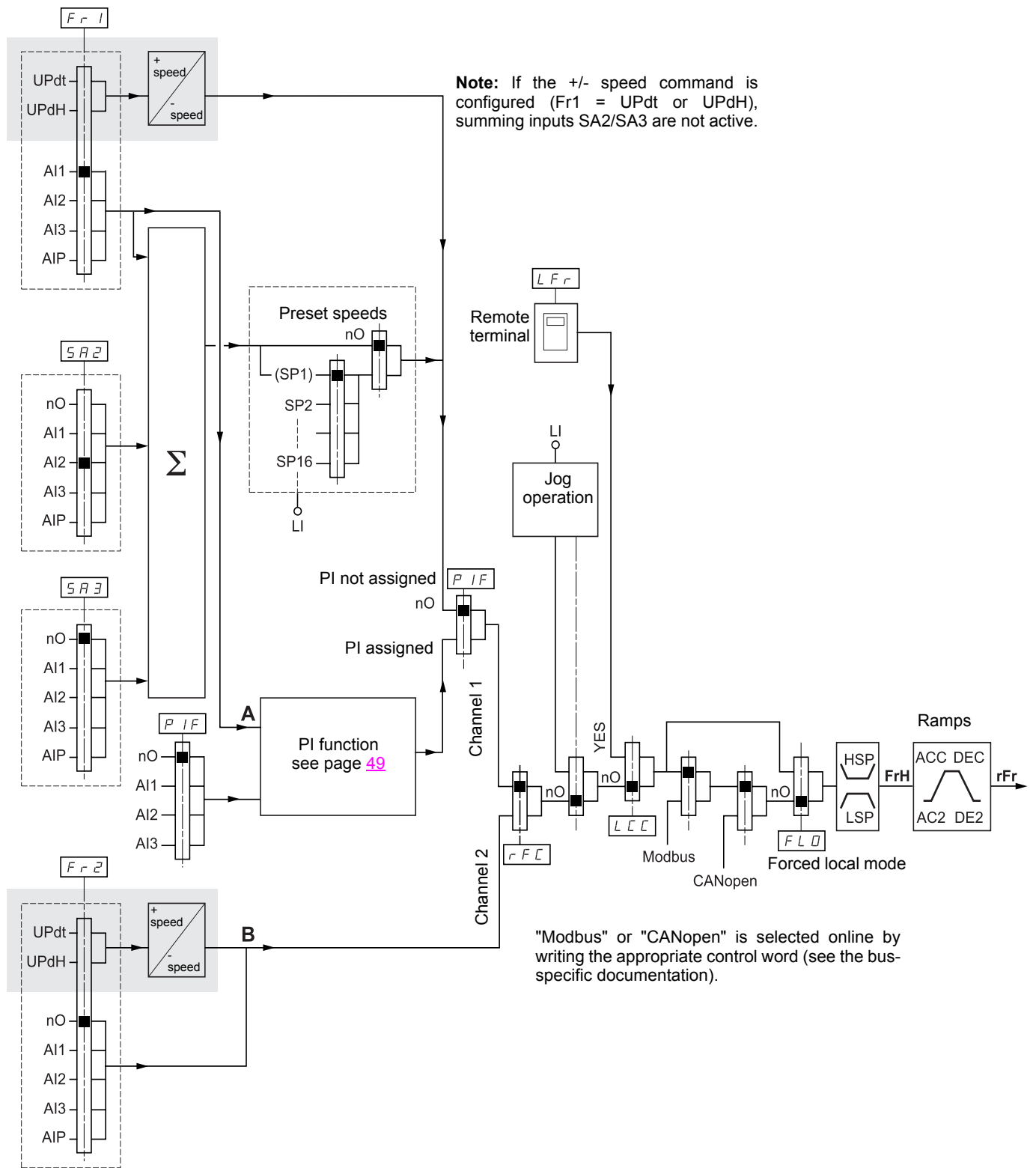


Parameter CCS can be used to select channel Cd1 or Cd2 or to configure a logic input or a control word bit for remote switching of either.

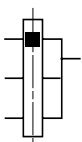
See the detailed diagrams on pages [30](#) and [31](#).

# Control menu CtL-

## Reference channel for LAC = L1 or L2



### Key:



Parameter:  
The black square represents  
the factory setting assignment

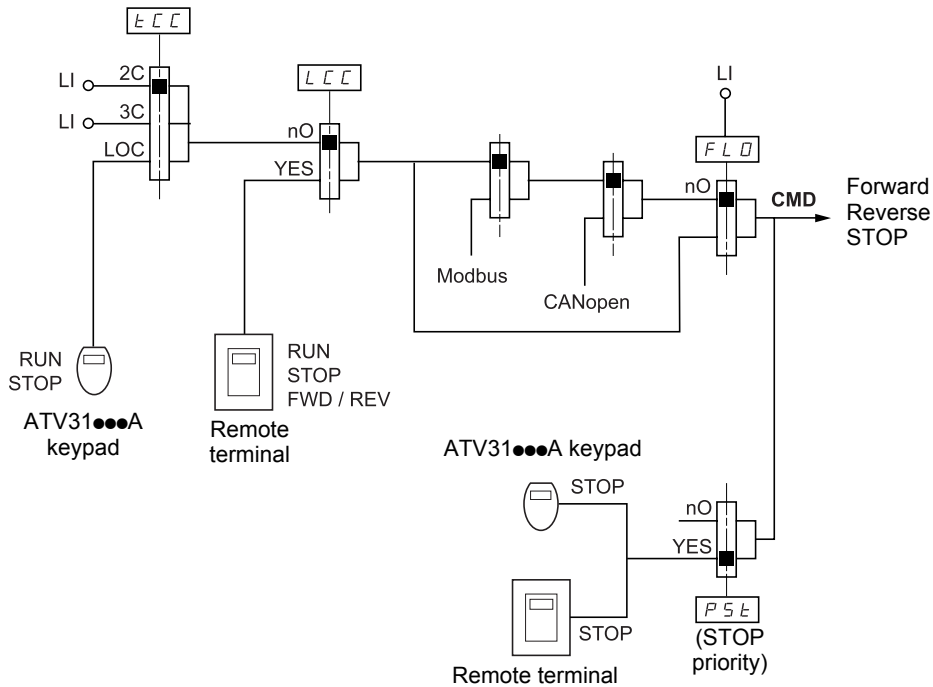


Function accessible for LAC = L2

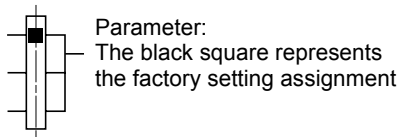
# Control menu CtL-

## Control channel for LAC = L1 or L2

Parameters FLO, LCC and the selection of the Modbus or CANopen bus are common to the reference and control channels.  
 Example: LCC = YES sets the drive to control **and** reference via the remote terminal.

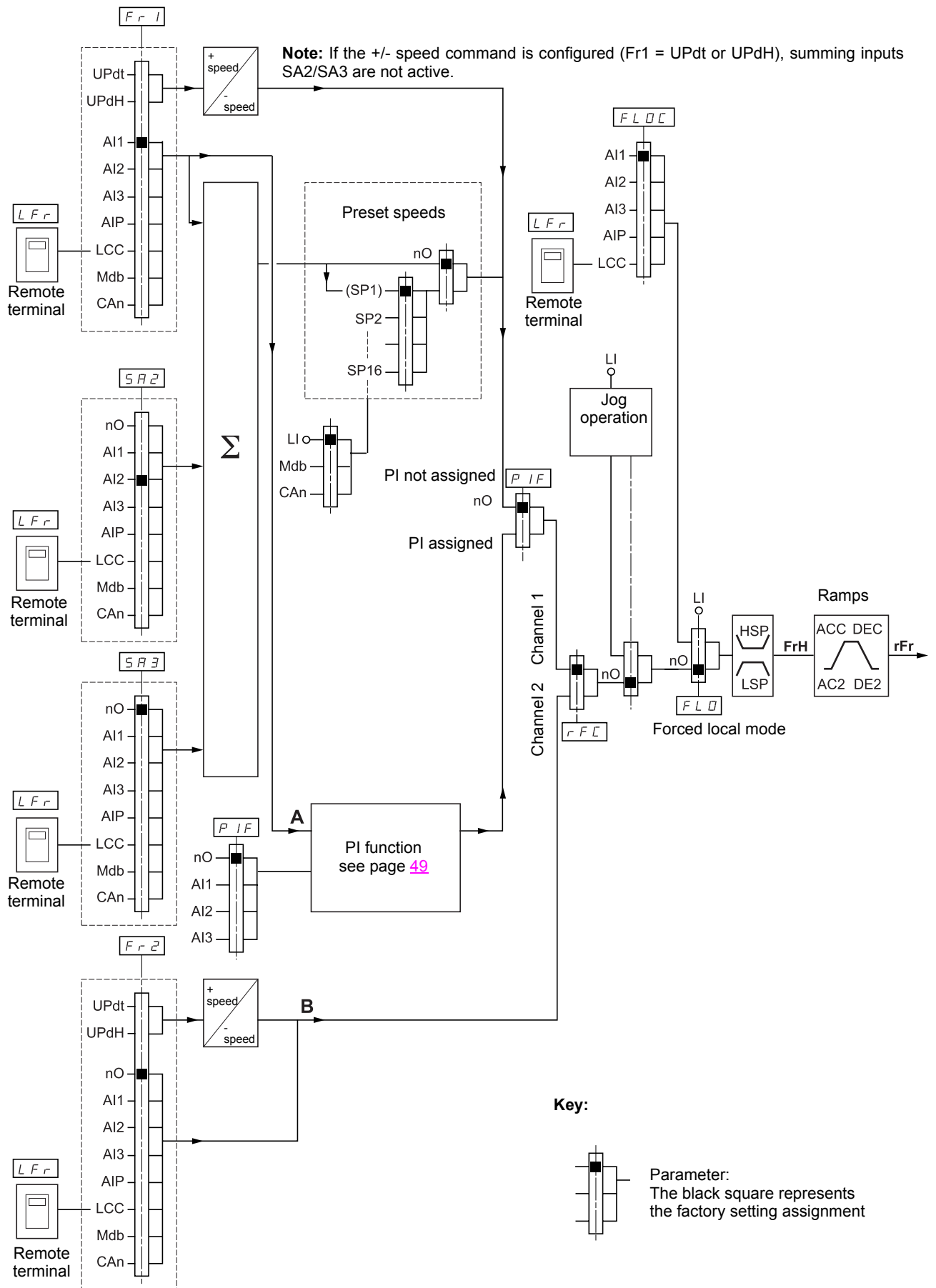


**Key:**



# Control menu CtL-

## Reference channel for LAC = L3



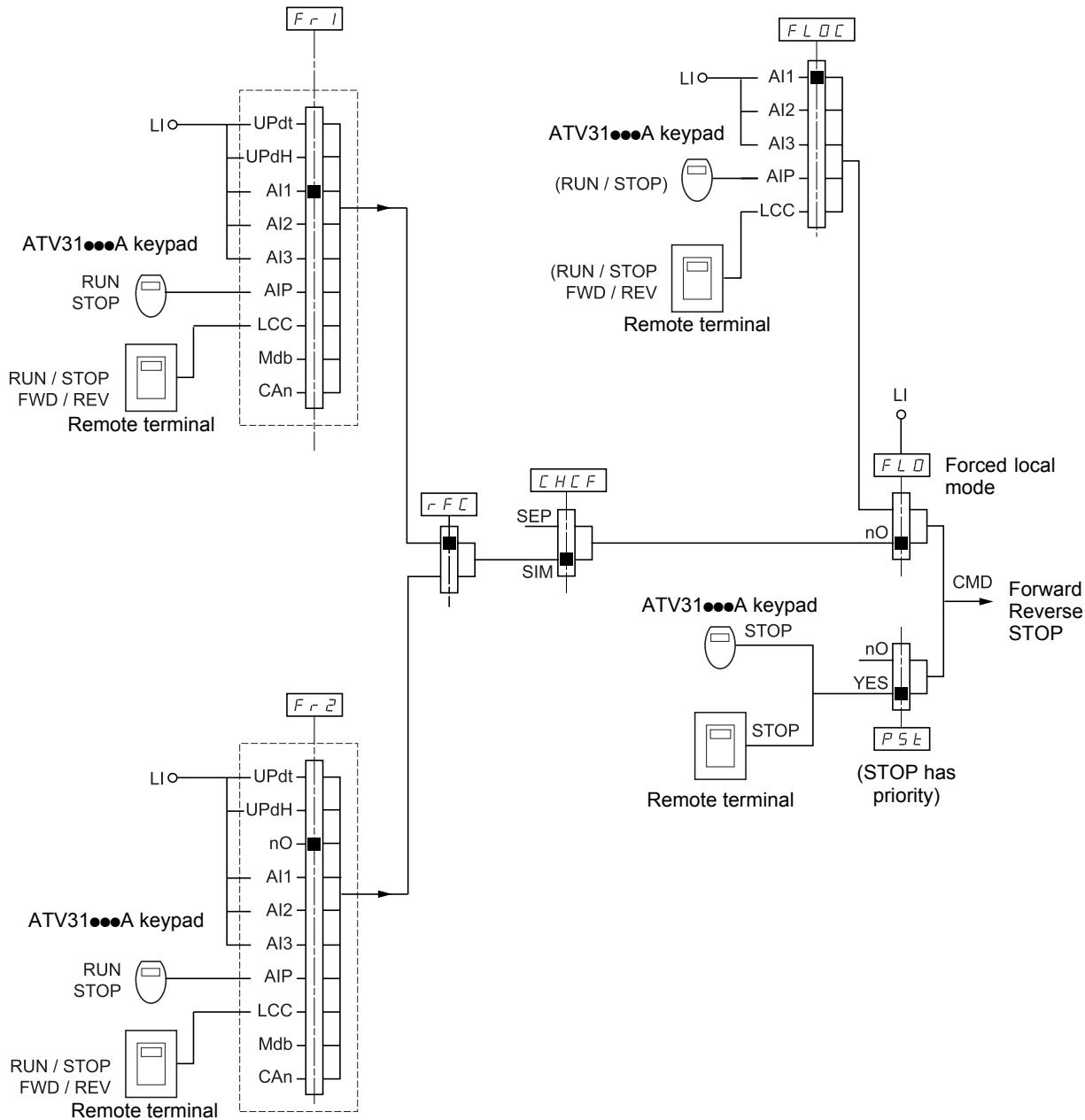
# Control menu CtL-

## Control channel for LAC = L3

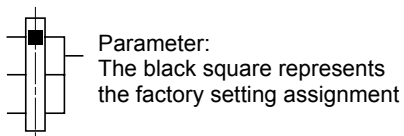
### Combined reference and control

Parameters Fr1, Fr2, rFC, FLO and FLOC are common to reference and control. The control channel is therefore determined by the reference channel.

Example: If reference Fr1 = AI1 (analog input on terminal block) control is via LI (logic input on terminal block)..



#### Key:





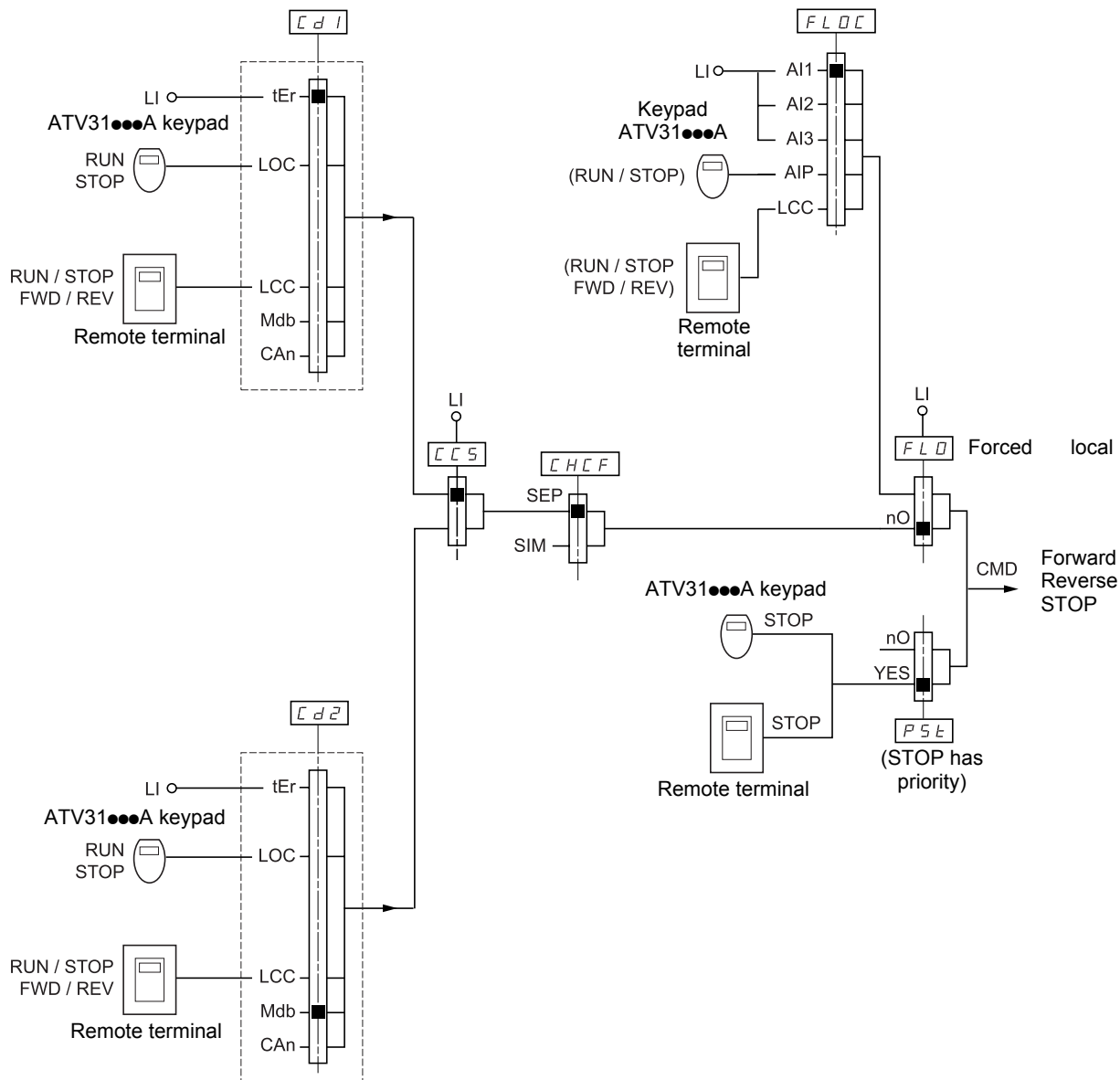
# Control menu CtL-

## Control channel for LAC = L3

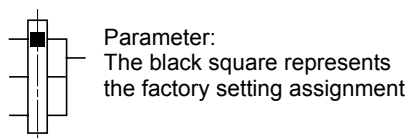
### Mixed mode (separate reference and control)

Parameters FLO and FLOC are common to reference and control.

Example: If the reference is in local forced mode via AI1 (analog input on terminal block) control in local forced mode is via LI (logic input on terminal block).



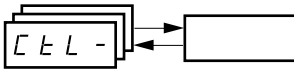
#### Key:




# Control menu CtL-



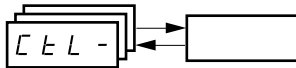
There may be an incompatibility between functions (see the incompatibility table [13](#)). In this case, the first function configured will prevent the remainder being configured.



Code	Description	Adjustment range	Factory setting
<i>LAC</i>	<p><b>Function access level</b></p> <p><i>L1</i>: Access to standard functions. Significantly, this level is interchangeable with ATV28.</p> <p><i>L2</i>: Access to advanced functions in the FUn- menu:</p> <ul style="list-style-type: none"> <li>- +/- speed (motorized potentiometer)</li> <li>- Brake control</li> <li>- Switching for second current limit</li> <li>- Motor switching</li> <li>- Management of limit switches</li> </ul> <p><i>L3</i>: Access to advanced functions and management of mixed control modes.</p> <p> <b>Assigning LAC to L3 will restore the factory settings of the Fr1 (below), Cd1 (page <a href="#">34</a>), CHCF (page <a href="#">34</a>), and tCC (page <a href="#">23</a>) parameters. The latter is forced to "2C" on ATV31●●●A. L3 can only be restored to L2 or L1 and L2 to L1 by means of a "factory setting" via FCS (page <a href="#">36</a>).</b></p> <p>In order to change the assignment of LAC, you must press and hold down the "ENT" key for 2 seconds.</p>		L1
<i>Fr1</i>	<p><b>Configuration reference 1</b></p> <p><i>R11</i>: Analog input AI1  <i>R12</i>: Analog input AI2  <i>R13</i>: Analog input AI3  <i>R1P</i>: Potentiometer (ATV31●●●A only)</p> <p>If LAC = L2 or L3, the following additional assignments are possible:</p> <p><i>UPdL</i>: (1) + speed/- speed via LI  <i>UPdH</i>: (1) + speed/- speed via keys ▲ ▼ on the ATV31 or ATV31●●●A keypad or remote terminal. For operation, display the frequency rFr (see page <a href="#">65</a>)</p> <p>If LAC = L3, the following additional assignments are possible:</p> <p><i>LCC</i>: Reference via the remote terminal, LFr parameter in the SEt- menu page <a href="#">16</a>.  <i>Pdb</i>: Reference via Modbus  <i>CRn</i>: Reference via CANopen</p>		AI1 AIP for ATV31●●●A
<i>Fr2</i>	<p><b>Configuration reference 2</b></p> <p><i>nD</i>: Not assigned  <i>R11</i>: Analog input AI1  <i>R12</i>: Analog input AI2  <i>R13</i>: Analog input AI3  <i>R1P</i>: Potentiometer (ATV31●●●A only)</p> <p>If LAC = L2 or L3, the following additional assignments are possible:</p> <p><i>UPdL</i>: (1) + speed/- speed via LI  <i>UPdH</i>: (1) + speed/- speed via keys ▲ ▼ on the ATV31 or ATV31●●●A keypad or remote terminal. For operation, display the frequency rFr (see page <a href="#">65</a>)</p> <p>If LAC = L3, the following additional assignments are possible:</p> <p><i>LCC</i>: Reference via the remote terminal, LFr parameter in the SEt- menu page <a href="#">16</a>.  <i>Pdb</i>: Reference via Modbus  <i>CRn</i>: Reference via CANopen</p>		nO

(1)Caution: You cannot assign UPdL to Fr1 or Fr2 and UPdH to Fr1 or Fr2 at the same time. Only one of the UPdL/UPdH assignments is permitted on each reference channel.

# Control menu CtL-

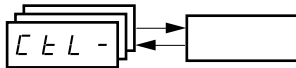



Code	Description	Adjustment range	Factory setting
<i>rFC</i>	<p><b>Reference switching</b></p> <p>Parameter rFC can be used to select channel Fr1 or Fr2 or to configure a logic input or a control bit for remote switching of Fr1 or Fr2.  <i>Fr1</i>: Reference = Reference 1  <i>Fr2</i>: Reference = Reference 2  <i>L11</i>: Logic input LI1  <i>L12</i>: Logic input LI2  <i>L13</i>: Logic input LI3  <i>L14</i>: Logic input LI4  <i>L15</i>: Logic input LI5  <i>L16</i>: Logic input LI6</p> <p>If LAC = L3, the following additional assignments are possible:</p> <p><i>C111</i>: Bit 11 of the Modbus control word  <i>C112</i>: Bit 12 of the Modbus control word  <i>C113</i>: Bit 13 of the Modbus control word  <i>C114</i>: Bit 14 of the Modbus control word  <i>C115</i>: Bit 15 of the Modbus control word  <i>C211</i>: Bit 11 of the CANopen control word  <i>C212</i>: Bit 12 of the CANopen control word  <i>C213</i>: Bit 13 of the CANopen control word  <i>C214</i>: Bit 14 of the CANopen control word  <i>C215</i>: Bit 15 of the CANopen control word</p> <p>The reference can be switched with the drive 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.</p>		Fr1
<i>CHCF</i>	<p><b>Mixed mode</b> (control channels separated from reference channels)</p> <p>Can be accessed if LAC = L3  <i>511</i>: Combined  <i>5EP</i>: Separate</p>		SIM
<i>Cd1</i>	<p><b>Configuration of control channel 1</b></p> <p>Can be accessed if CHCF = SEP and LAC = L3  <i>EEr</i>: Terminal block control  <i>LDC</i>: Keypad control (ATV31●●●A only)  <i>LCC</i>: Remote terminal control  <i>Mdb</i>: Control via Modbus  <i>CAn</i>: Control via CAN</p>		tEr LOC for ATV31●●●A
<i>Cd2</i>	<p><b>Configuration of control channel 2</b></p> <p>Can be accessed if CHCF = SEP and LAC = L3  <i>EEr</i>: Terminal block control  <i>LDC</i>: Keypad control (ATV31●●●A only)  <i>LCC</i>: Remote terminal control  <i>Mdb</i>: Control via Modbus  <i>CAn</i>: Control via CAN</p>		Mdb:



These parameters only appear if the function has been enabled.

# Control menu CtL-

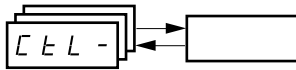



Code	Description	Adjustment range	Factory setting
<b>C C S</b>	<b>Control channel switching</b> Can be accessed if CHCF = SEP and LAC = L3 Parameter CCS can be used to select channel Cd1 or Cd2 or to configure a logic input or a control bit for remote switching of Cd1 or Cd2. <i>C d 1</i> : Control channel = Channel 1 <i>C d 2</i> : Control channel = Channel 2 <i>L 1 1</i> : Logic input LI1 <i>L 1 2</i> : Logic input LI2 <i>L 1 3</i> : Logic input LI3 <i>L 1 4</i> : Logic input LI4 <i>L 1 5</i> : Logic input LI5 <i>L 1 6</i> : Logic input LI6 <i>C 1 1 1</i> : Bit 11 of the Modbus control word <i>C 1 1 2</i> : Bit 12 of the Modbus control word <i>C 1 1 3</i> : Bit 13 of the Modbus control word <i>C 1 1 4</i> : Bit 14 of the Modbus control word <i>C 1 1 5</i> : Bit 15 of the Modbus control word <i>C 2 1 1</i> : Bit 11 of the CANopen control word <i>C 2 1 2</i> : Bit 12 of the CANopen control word <i>C 2 1 3</i> : Bit 13 of the CANopen control word <i>C 2 1 4</i> : Bit 14 of the CANopen control word <i>C 2 1 5</i> : 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.		Cd1
<b>C O P</b>	<b>Copy channel 1 to channel 2</b> (copy only in this direction)  Can be accessed if LAC = L3 <i>n O</i> : No copy <i>S P</i> : Copy reference <i>C d</i> : Copy control <i>R L L</i> : Copy control and reference <ul style="list-style-type: none"> <li>If channel 2 is controlled via the terminal block, channel 1 control is not copied.</li> <li>If channel 2 reference is set via AI1, AI2, AI3 or AIP, channel 1 reference is not copied.</li> <li>The reference copied is FrH (before ramp) unless the channel 2 reference is set via +/- speed. In this case, the reference copied is rFr (after ramp)</li> </ul>  - Copying the control and/or the reference may change the direction of rotation.		nO
<b>L C C</b>	<b>Control via remote terminal</b>  Parameter can only be accessed with the remote terminal option and if LAC = L1 or L2. <i>n O</i> : Function inactive <i>Y E S</i> : Enables control of the drive using the STOP/RESET, RUN and FWD/REV buttons on the terminal. The speed reference is then 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 drive/terminal connection is cut or if the terminal has not been connected, the drive locks in an SLF fault.		nO
<b>P S t</b>	<b>Stop priority</b>  This function gives priority to the STOP key on the keypad (ATV31●●●A only) or the STOP key on the remote terminal, regardless of the control channel (terminal block or communication bus). <i>n O</i> : Function inactive <i>Y E S</i> : STOP key priority In order to change the assignment of PSt, you must press and hold down the "ENT" key for 2 seconds.		YES
<b>r O t</b>	<b>Direction of operation authorized</b>  Direction of operation authorized for the RUN key on the keypad (ATV31●●●A only) or the RUN key on the remote terminal. <i>d F r</i> : Forward <i>d r S</i> : Reverse <i>b O t</i> : Both directions are authorized (except for the keypad on the ATV31●●●A: Forward only).		dFr



These parameters only appear if the function has been enabled.

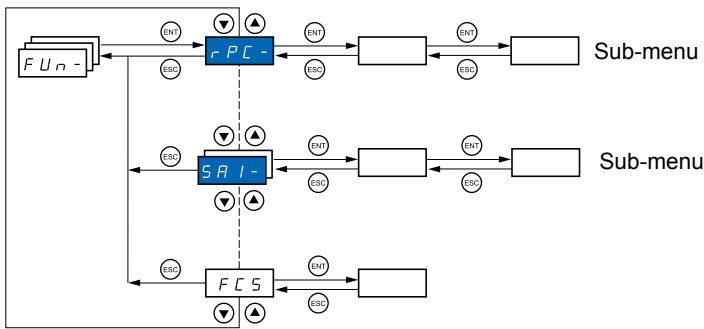
# Control menu CtL-



Code	Description	Adjustment range	Factory setting
5 C 5	<p><b>Saving the configuration (1)</b></p> <p><i>n O</i>: Function inactive</p> <p><i>S E r I</i>: Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save has been performed. This function is used to keep another configuration in reserve, in addition to the current configuration.</p> <p>When drives leave the factory the current configuration and the backup configuration are both initialized with the factory configuration.</p> <ul style="list-style-type: none"> <li>If the remote terminal option is connected to the drive, the following additional selection options will appear: <i>F I L 1</i>, <i>F I L 2</i>, <i>F I L 3</i>, <i>F I L 4</i> (files available in the remote terminal's EEPROM memory for saving the current configuration). They can be used to store between 1 and 4 different configurations which can also be stored on or even transferred to other drives of the same rating. SCS automatically switches to nO as soon as the save has been performed.</li> </ul>		
F C 5	<p><b>Return to factory settings/Restore configuration (1)</b></p> <p><i>n O</i>: Function inactive</p> <p><i>r E C I</i>: The current configuration becomes identical to the backup configuration previously saved by SCS = Str1. rECI is only visible if the backup has been carried out. FCS automatically changes to nO as soon as this action has been performed.</p> <p><i>I n I</i>: The current configuration becomes identical to the <b>factory setting</b>. FCS automatically changes to nO as soon as this action has been performed.</p> <ul style="list-style-type: none"> <li>If the remote terminal option is connected to the drive, the following additional selection options appear, as long as the corresponding files have been loaded in the remote terminal's EEPROM memory (0 to 4 files): <i>F I L 1</i>, <i>F I L 2</i>, <i>F I L 3</i>, <i>F I L 4</i>. They enable the current configuration to be replaced with one of the 4 configurations that may be loaded on the remote terminal. FCS automatically changes to nO as soon as this action has been performed.</li> </ul> <p><b>Caution:</b> If <i>n H d</i> appears on the display briefly once FCS has switched to nO, this means that the configuration transfer is not possible and has not been performed (different drive ratings for example). If <i>n E r</i> appears on the display briefly once the parameter has switched to nO, this means that 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.</p> <p> For rECI, InI and FL1 to FL4 to be taken into account, the ENT key must be held down for 2 s.</p>		

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

# Application functions menu FUN-



The parameters can only be modified when the drive is stopped and no run command is present. On the optional remote terminal, this menu can be accessed with the switch in the position.

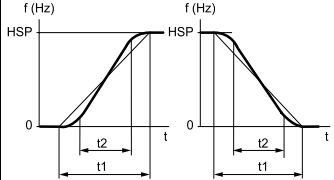
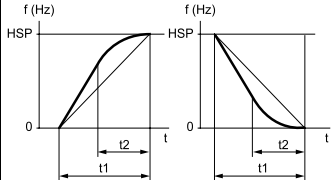
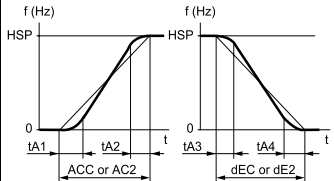
Some functions have numerous parameters. In order to clarify programming and avoid having to scroll through endless parameters, these functions have been grouped in sub-menus.

Like menus, sub-menus are identified by a dash after their code: for example.



There may be an incompatibility between functions (see the incompatibility table 13). In this case, the first function configured will prevent the remainder being configured.



Code	Description	Adjustment range	Factory setting
<b>r P C -</b>	<b>Ramps</b>		
<i>r P E</i>	<b>Type of ramp</b> Defines the shape of the acceleration and deceleration ramps.  <i>L I n</i> : Linear <i>S</i> : S ramp <i>U</i> : U ramp <i>C U S</i> : Customized		Lin
	<b>S ramps</b>  <p>The curve coefficient is fixed, with <math>t_2 = 0.6 \times t_1</math> with <math>t_1 =</math> set ramp time.</p>		
	<b>U ramps</b>  <p>The curve coefficient is fixed, with <math>t_2 = 0.5 \times t_1</math> with <math>t_1 =</math> set ramp time.</p>		
	<b>Customized ramps</b>  <p>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)</p>		
<b>E R I</b>	<b>Start of CUS-type acceleration ramp rounded as % of total ramp time (ACC or AC2)</b>	0 to 100	10%



These parameters only appear if the function has been enabled.

# Application functions menu FUN-



Code	Description	Adjustment range	Factory setting															
<i>r P C</i> - (continued)	<i>t A 2</i>	End of CUS-type acceleration ramp rounded as % of total ramp time (ACC or AC2)	0 to (100-tA1) 10%															
	<i>t A 3</i>	Start of CUS-type deceleration ramp rounded as % of total ramp time (dEC or dE2)	0 to 100 10%															
	<i>t A 4</i>	End of CUS-type deceleration ramp as % of total ramp time (dEC or dE2)	0 to (100-tA3) 10%															
	<i>A C C</i> <i>d E C</i>	Acceleration and deceleration ramp times (1) Defined for accelerating and decelerating between 0 and the nominal frequency FrS (parameter in the drC- menu). Check that the value of dEC is not too low in relation to the load to be stopped.	0.1 to 999.9 s 0.1 to 999.9 s	3 s 3 s														
<i>r P S</i>	<b>Ramp switching</b> This function remains active regardless of the control channel. <i>n O</i> : Not assigned <i>L 1 1</i> : Logic input LI1 <i>L 1 2</i> : Logic input LI2 <i>L 1 3</i> : Logic input LI3 <i>L 1 4</i> : Logic input LI4 <i>L 1 5</i> : Logic input LI5 <i>L 1 6</i> : Logic input LI6  If LAC = L3, the following assignments are possible:  <i>C d 1 1</i> : Bit 11 of the Modbus or CANopen control word <i>C d 1 2</i> : Bit 12 of the Modbus or CANopen control word <i>C d 1 3</i> : Bit 13 of the Modbus or CANopen control word <i>C d 1 4</i> : Bit 14 of the Modbus or CANopen control word <i>C d 1 5</i> : 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.		nO															
<i>F r t</i>	<b>Ramp switching threshold</b> The second ramp is switched if the value of Frt is not equal to 0 (0 deactivates the function) and the output frequency is greater than Frt. Threshold ramp switching can be combined with switching via LI or bit as follows:	0 to 500 Hz	0															
	<table border="1"> <thead> <tr> <th>LI or bit</th> <th>Frequency</th> <th>Ramp</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>&lt;Frt</td> <td>ACC, dEC</td> </tr> <tr> <td>0</td> <td>&gt;Frt</td> <td>AC2, dE2</td> </tr> <tr> <td>1</td> <td>&lt;Frt</td> <td>AC2, dE2</td> </tr> <tr> <td>1</td> <td>&gt;Frt</td> <td>AC2, dE2</td> </tr> </tbody> </table>	LI or bit	Frequency	Ramp	0	<Frt	ACC, dEC	0	>Frt	AC2, dE2	1	<Frt	AC2, dE2	1	>Frt	AC2, dE2		
LI or bit	Frequency	Ramp																
0	<Frt	ACC, dEC																
0	>Frt	AC2, dE2																
1	<Frt	AC2, dE2																
1	>Frt	AC2, dE2																
<i>A C 2</i>	<b>2<sup>nd</sup> acceleration ramp time (1):</b> Enabled via logic input (rPS) or frequency threshold (Frt).	0.1 to 999.9 s	5 s															
<i>d E 2</i>	<b>2<sup>nd</sup> deceleration ramp time (1):</b> Enabled via logic input (rPS) or frequency threshold (Frt).	0.1 to 999.9 s	5 s															
<i>b r A</i>	<b>Deceleration ramp adaptation</b> Activating this function automatically adapts the deceleration ramp, if this has been set at too low a value for the inertia of the load. <i>n O</i> : Function inactive <i>Y E 5</i> : Function active. The function is incompatible with applications requiring: • Positioning on a ramp • The use of a braking resistor (no guarantee of the function operating correctly) brA is forced to nO if brake control (bLC) is assigned (page 54).		YES															

(1)Parameter can also be accessed in the SET- menu.



These parameters only appear if the function has been enabled.

# Application functions menu FUN-



Code	Description	Adjustment range	Factory setting
<b>SEt-</b>	<b>Stop modes</b>		
<b>SEt</b>	<b>Normal stop mode</b> Stop mode on disappearance of the run command or appearance of a stop command. <i>rP</i> : On ramp <i>FSt</i> : Fast stop <i>nSt</i> : Freewheel stop <i>dCI</i> : DC injection stop		Stn
<b>FSt</b>	<b>Fast stop via logic input</b> <i>nD</i> : Not assigned <i>L11</i> : Logic input LI1 <i>L12</i> : Logic input LI2 <i>L13</i> : Logic input LI3 <i>L14</i> : Logic input LI4 <i>L15</i> : Logic input LI5 <i>L16</i> : Logic input LI6  If LAC = L3, the following assignments are possible:  <i>Cd11</i> : Bit 11 of the Modbus or CANopen control word <i>Cd12</i> : Bit 12 of the Modbus or CANopen control word <i>Cd13</i> : Bit 13 of the Modbus or CANopen control word <i>Cd14</i> : Bit 14 of the Modbus or CANopen control word <i>Cd15</i> : Bit 15 of the Modbus or CANopen control word  The stop is activated when the logic state of the input changes to 0 and the control word bit changes to 1. The fast stop is a stop on a reduced ramp via parameter dCF. If the input falls back to state 1 and the run command is still active, the motor will only restart if 2-wire level control has been configured (tCC = 2C and tCt = LEL or PFO, see page 23). In other cases, a new run command must be sent.		n0
<b>dCF</b>	<b>Coefficient for dividing the deceleration ramp time for fast stopping.</b> Ensure that the reduced ramp is not too low in relation to the load to be stopped. The value 0 corresponds to the minimum ramp.	0 to 10	4
<b>dCI</b>	<b>DC injection via logic input</b> <i>nD</i> : Not assigned <i>L11</i> : Logic input LI1 <i>L12</i> : Logic input LI2 <i>L13</i> : Logic input LI3 <i>L14</i> : Logic input LI4 <i>L15</i> : Logic input LI5 <i>L16</i> : Logic input LI6  If LAC = L3, the following assignments are possible:  <i>Cd11</i> : Bit 11 of the Modbus or CANopen control word <i>Cd12</i> : Bit 12 of the Modbus or CANopen control word <i>Cd13</i> : Bit 13 of the Modbus or CANopen control word <i>Cd14</i> : Bit 14 of the Modbus or CANopen control word <i>Cd15</i> : Bit 15 of the Modbus or CANopen control word  Braking is activated when the logic state of the input or control word bit is at 1.		n0
<b>IdC</b>	<b>Level of DC injection braking current activated via logic input or selected as stop mode (1)(3)</b> After 5 seconds the injection current is peak limited at 0.5 Ith if it is set at a higher value.	0 to In (2)	0.7 In (2)
<b>t dC</b>	<b>Total DC injection braking time selected as normal stop mode (1)(3)</b>	0.1 to 30 s	0.5 s

(1)Parameter can also be accessed in the settings menu (SEt-).

(2)In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

(3)Caution: These settings are not related to the "automatic standstill DC injection" function.



These parameters only appear if the function has been enabled.



# Application functions menu FUn-



Code		Description	Adjustment range	Factory setting
SEI - (continued)	nSE	<b>Freewheel stop via logic input</b>		n0
		<p>nD: 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</p> <p>The stop is activated when the input is in logic state 0. If the input falls back to state 1 and the run command is still active, the motor will only restart if 2-wire level control has been configured. In other cases, a new run command must be sent.</p>		

# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
<b>AdC -</b>	<b>Standstill DC injection</b>		
<b>AdC</b>	<b>Automatic standstill DC injection (at the end of the ramp)</b> <i>n 0</i> : No injection <i>Yes</i> : Standstill injection for adjustable period <i>Ct</i> : Continuous standstill injection ⚠ This parameter gives rise to the injection of current even if a run command has not been sent. It can be accessed with the drive running.		YES
<b>EdC 1</b>	<b>Automatic standstill DC injection time (1)</b>	0.1 to 30 s	0.5 s
<b>SdC 1</b>	<b>Level of automatic standstill DC injection current (1)</b> ⚠ Check that the motor will withstand this current without overheating.	0 to 1.2 In (2)	0.7 In (2)
<b>EdC 2</b>	<b>2<sup>nd</sup> automatic standstill DC injection time (1)</b>	0 to 30 s	0 s
<b>SdC 2</b>	<b>2<sup>nd</sup> level of standstill DC injection current (1)</b> ⚠ Check that the motor will withstand this current without overheating.	0 to 1.2 In (2)	0.5 In (2)

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

(1)Parameter can also be accessed in the settings menu (SEt-).

(2)In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

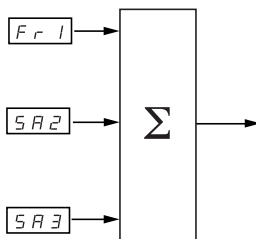
These parameters only appear if the function has been enabled.

# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
<b>5A1-</b>	<b>Summing inputs</b> Can be used to sum one or two inputs to reference Fr1 only.		
5A2	<b>Summing input 2</b> nO: Not assigned A11: Analog input AI1 A12: Analog input AI2 A13: Analog input AI3 A1P: Potentiometer (type A drives only)  If LAC = L3, the following assignments are possible:  Pdb: Reference via Modbus CAN: Reference via CANopen LCC: Reference via the remote terminal, LFr parameter in the SEt- menu page 16.		AI2
5A3	<b>Summing input 3</b> nO: Not assigned A11: Analog input AI1 A12: Analog input AI2 A13: Analog input AI3 A1P: Potentiometer (type A drives only)  If LAC = L3, the following assignments are possible:  Pdb: Reference via Modbus CAN: Reference via CANopen LCC: Reference via the remote terminal, LFr parameter in the SEt- menu page 16.		nO

## Summing inputs



### Note:

AI2 is an input  $\pm 10$  V, which can allow a subtraction by summing a negative signal.

See the complete diagrams on pages 28 and 30.

# Application functions menu FUn-

---

## Preset speeds

2, 4, 8 or 16 speeds can be preset, requiring 1, 2, 3 or 4 logic inputs respectively.

The following order of assignments must be observed: PS2, then PS4 then PS8, then PS16.

Combination table for preset speed inputs

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 [28](#) and page [30](#): Reference 1 = (SP1).

# Application functions menu FUN-



Code	Description	Adjustment range	Factory setting
<b>P55-</b>	<b>Preset speeds</b>		
<b>P52</b>	<p><b>2 preset speeds</b></p> <p>Selecting the assigned logic input activates the function.</p> <p>n0: Not assigned  L11: Logic input LI1  L12: Logic input LI2  L13: Logic input LI3  L14: Logic input LI4  L15: Logic input LI5  L16: Logic input LI6</p> <p>If LAC = L3, the following assignments are possible:</p> <p>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</p>		<p>If tCC = 2C: LI3  If tCC = 3C: n0  If tCC = LOC: LI3</p>
<b>P54</b>	<p><b>4 preset speeds</b></p> <p>Selecting the assigned logic input activates the function.  Check that PS2 has been assigned before assigning PS4.</p> <p>n0: Not assigned  L11: Logic input LI1  L12: Logic input LI2  L13: Logic input LI3  L14: Logic input LI4  L15: Logic input LI5  L16: Logic input LI6</p> <p>If LAC = L3, the following assignments are possible:</p> <p>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</p>		<p>If tCC = 2C: LI4  If tCC = 3C: n0  If tCC = LOC: LI4</p>
<b>P58</b>	<p><b>8 preset speeds</b></p> <p>Selecting the assigned logic input activates the function.  Check that PS4 has been assigned before assigning PS8.</p> <p>n0: Not assigned  L11: Logic input LI1  L12: Logic input LI2  L13: Logic input LI3  L14: Logic input LI4  L15: Logic input LI5  L16: Logic input LI6</p> <p>If LAC = L3, the following assignments are possible:</p> <p>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</p>		n0

# Application functions menu FUN-



Code		Description	Adjustment range	Factory setting
	<b>PS16</b>	<b>16 preset speeds</b> Selecting the assigned logic input activates the function. Check that PS8 has been assigned before assigning PS16.  nD: Not assigned L11: Logic input LI1 L12: Logic input LI2 L13: Logic input LI3 L14: Logic input LI4 L15: Logic input LI5 L16: 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		n0
	<b>SP2</b>	<b>2<sup>nd</sup> preset speed (1)</b>	0.0 to 500.0 Hz	10 Hz
	<b>SP3</b>	<b>3<sup>rd</sup> preset speed (1)</b>	0.0 to 500.0 Hz	15 Hz
	<b>SP4</b>	<b>4<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	20 Hz
	<b>SP5</b>	<b>5<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	25 Hz
	<b>SP6</b>	<b>6<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	30 Hz
	<b>SP7</b>	<b>7<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	35 Hz
	<b>SP8</b>	<b>8<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	40 Hz
	<b>SP9</b>	<b>9<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	45 Hz
	<b>SP10</b>	<b>10<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	50 Hz
	<b>SP11</b>	<b>11<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	55 Hz
	<b>SP12</b>	<b>12<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	60 Hz
	<b>SP13</b>	<b>13<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	70 Hz
	<b>SP14</b>	<b>14<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	80 Hz
	<b>SP15</b>	<b>15<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	90 Hz
	<b>SP16</b>	<b>16<sup>th</sup> preset speed (1)</b>	0.0 to 500.0 Hz	100 Hz

(1)Parameter can also be accessed in the settings menu (SEt-).



These parameters only appear if the function has been enabled.

# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
<b>JOG-</b>	<b>Jog operation</b>		
<b>JOG</b>	<b>Jog operation</b>		If tCC = 2C: n0 If tCC = 3C: LI4 If tCC = LOC: n0
	Selecting the assigned logic input activates the function. n0: 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)		
<b>JGF</b>	<b>Jog operation reference (1)</b>	0 to 10 Hz	10 Hz

(1)Parameter can also be accessed in the settings menu (SEt-).

These parameters only appear if the function has been enabled.

# Application functions menu FUn-

## +/- speed

The function can only be accessed if LAC = L2 or L3 (see page 33).  
Two types of operation are available.

**1 Use of single action buttons:** Two logic inputs are required in addition to the operating direction(s).  
The input assigned to the "+ speed" command increases the speed, the input assigned to the "- speed" command decreases the speed.

**2 Use of double action buttons:** Only one logic input assigned to "+ speed" is required.

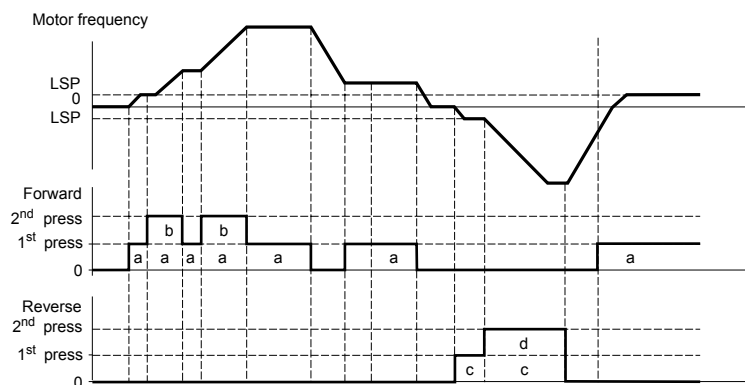
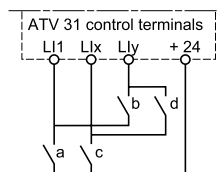
+ speed/- speed with double action buttons:

Description: 1 button pressed twice for each direction of rotation. Each action closes a contact.

	Released (- speed)	1 <sup>st</sup> press (speed maintained)	2 <sup>nd</sup> press (+ speed)
Forward button	–	a	a and b
Reverse button	–	c	c and d

Example of wiring:

Ll1: forward  
Llx: reverse  
Lly: + speed



This type of +/- speed is incompatible with 3-wire control.

**Whichever type of operation is selected, the max. speed is set by HSP (see page 16).**

**Note:**

If the reference is switched via rFC (see page 34) 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 being incorrectly reset to zero when switching takes place.



# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
<b>UPd-</b>	<b>+/- speed (motorized potentiometer)</b> The function can only be accessed if LAC = L2 or L3 and UPdH or UPdt has been selected (see page 33).		
<b>USP</b>	<b>+ speed</b> Can only be accessed for UPdt. Selecting the assigned logic input activates the function. nD: Not assigned L11: Logic input LI1 L12: Logic input LI2 L13: Logic input LI3 L14: Logic input LI4 L15: Logic input LI5 L16: Logic input LI6		n0
<b>dSP</b>	<b>- speed</b> Can only be accessed for UPdt. Selecting the assigned logic input activates the function. nD: Not assigned L11: Logic input LI1 L12: Logic input LI2 L13: Logic input LI3 L14: Logic input LI4 L15: Logic input LI5 L16: Logic input LI6		n0
<b>SEr</b>	<b>Save reference</b> Associated with the "+/- speed" function, this parameter can be used to save the reference: • When the run commands disappear (saved to RAM) • When the mains supply or the run commands disappear (saved to EEPROM) On the next start-up, the speed reference is the last reference saved. nD: No save rRP: Save to RAM EEP: Save to EEPROM		n0



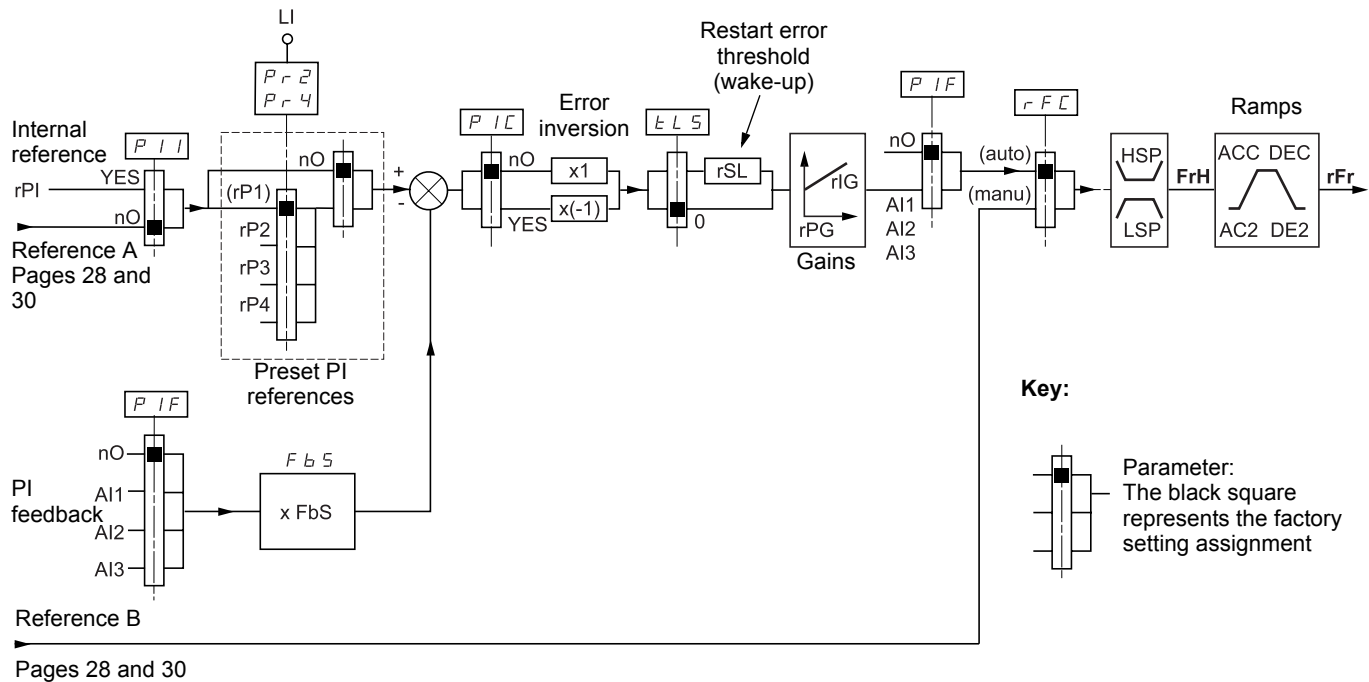
These parameters only appear if the function has been enabled.

# Application functions menu FUN-

## PI regulator

### Diagram

The function is activated by assigning an analog input to the PI feedback (measurement).



### PI feedback:

The PI feedback must be assigned to one of the analog inputs (AI1, AI2 or AI3).

### PI reference:

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

- Preset references via logic inputs (rP2, rP3, rP4)
- Internal reference (rPI)
- Reference Fr1 (see page 33)

Combination table 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

### Parameters which can be accessed in the settings menu (SEt-):

- Internal reference (rPI)
- Preset references (rP2, rP3, rP4)
- Regulator proportional gain (rPG)
- Regulator integral gain (rIG)
- FbS parameter:  
The FbS parameter can be used to scale the reference on the basis of the variation range of the PI feedback (sensor rating).  
E.g.: Pressure control  
PI reference (process) 0 - 5 bar (0 - 100%)  
Rating of pressure sensor 0 - 10 bar  
FbS = Max. sensor scale/Max. process  
FbS = 10/5= 2
- rSL parameter:  
Can be used to set the PI error threshold above which the PI regulator will be reactivated (wake-up) after a stop due to the max. time threshold being exceeded at low speed (tLS).
- Reversal of the direction of correction (PIC): If PIC = nO, the speed of the motor will increase when the error is positive, for example: pressure control with a compressor. If PIC = YES, the speed of the motor will decrease when the error is positive, for example: temperature control via a cooling fan.

# Application functions menu FUn-

## "Manual - Automatic" operation with PI

This function combines the PI regulator and the switching of reference rFC (page 34). 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 Configuration in PI mode

See the diagram on page 49.

#### 2 Perform a test in factory settings mode (in most cases, this will be sufficient).

To optimize the drive, adjust rPG or rIG gradually and independently and observe the effect on the 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 on load for the speed range of the system:

- In steady state, the speed must be stable and comply with the reference and the PI feedback signal must be stable.
- In transient state, the speed must follow the ramp and stabilize quickly and the PI feedback must follow the speed.

If this is not the case, see the settings for the drive and/or sensor signal and cabling.

Switch to PI mode.

Set brA to no (no auto-adaptation of the ramp).

Set the speed ramps (ACC, dEC) to the minimum permitted by the mechanics without triggering an ObF fault.

Set the integral gain (rIG) to minimum.

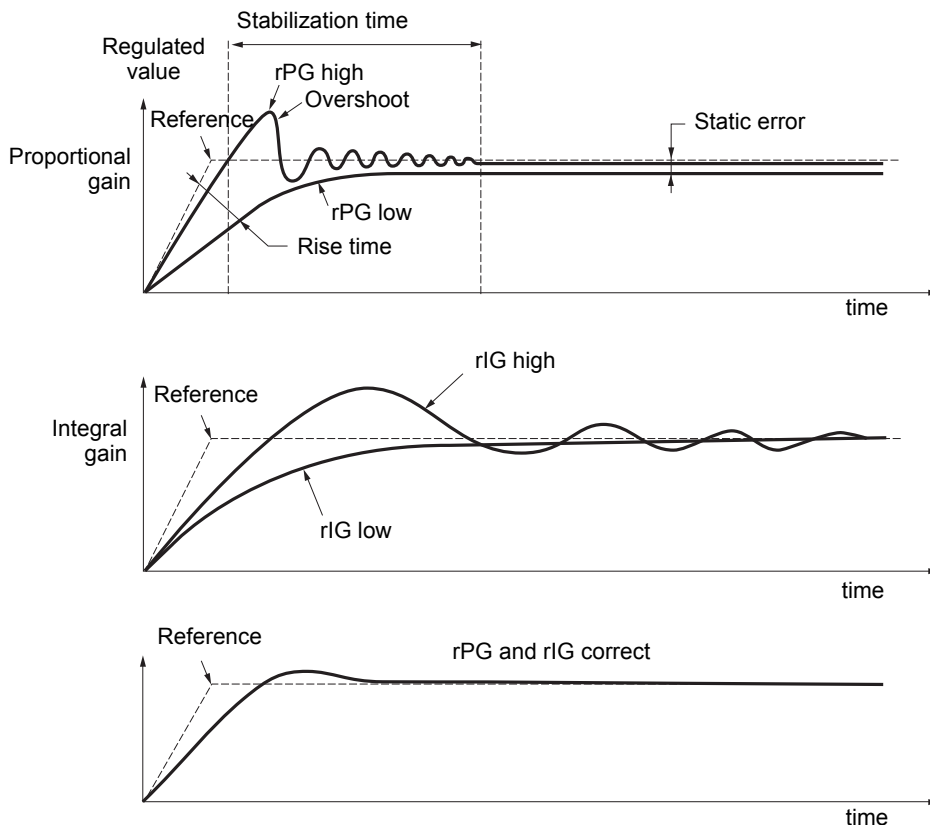
Observe the PI feedback and the reference.

Do several RUN/STOP or vary the load or reference rapidly.

Set the proportional gain (rPG) in order to ascertain the ideal compromise between response time and stability in transient phases (slight overshoot and 1 to 2 oscillations before stabilizing).

If the reference varies from the preset value in steady state, gradually increase the integral gain (rIG), reduce the proportional gain (rPG) in the event of instability (pump applications), find a compromise between response time and static precision (see diagram).

Perform in-production tests throughout the reference range.



The oscillation frequency depends on the system kinematics.

Parameter	Rise time	Overshoot	Stabilization time	Static error
rPG ↗	↘ ↘	↗	=	↘
rIG ↗	↘	↗ ↗	↗	↘ ↘

# Application functions menu FUN-



Code	Description	Adjustment range	Factory setting
<b>PI-</b>	<b>PI regulator</b>		
<b>PIF</b>	<b>PI regulator feedback</b>		nO
	nO: Not assigned A I 1: Analog input AI1 A I 2: Analog input AI2 A I 3: Analog input AI3		
<b>rPG</b>	<b>PI regulator proportional gain (1)</b>	0.01 to 100	1
	Contributes to dynamic performance during rapid changes in the PI feedback.		
<b>rIG</b>	<b>PI regulator integral gain (1)</b>	0.01 to 100	1
	Contributes to static precision during slow changes in the PI feedback.		
<b>FbS</b>	<b>PI feedback multiplication coefficient (1)</b>	0.1 to 100	1
	For process adaptation		
<b>PII</b>	Reversal of the direction of correction of the PI regulator (1)		nO
	nO: normal Y E 5: reverse		
<b>Pr2</b>	<b>2 preset PI references</b>		nO
	Selecting the assigned logic input activates the function. nO: Not assigned L I 1: Logic input LI1 L I 2: Logic input LI2 L I 3: Logic input LI3 L I 4: Logic input LI4 L I 5: Logic input LI5 L I 6: Logic input LI6  If LAC = L3, the following assignments are possible: C d I 1: Bit 11 of the Modbus or CANopen control word C d I 2: Bit 12 of the Modbus or CANopen control word C d I 3: Bit 13 of the Modbus or CANopen control word C d I 4: Bit 14 of the Modbus or CANopen control word C d I 5: Bit 15 of the Modbus or CANopen control word		
<b>Pr4</b>	<b>4 preset PI references</b>		nO
	Selecting the assigned logic input activates the function. Check that Pr2 has been assigned before assigning Pr4. nO: Not assigned L I 1: Logic input LI1 L I 2: Logic input LI2 L I 3: Logic input LI3 L I 4: Logic input LI4 L I 5: Logic input LI5 L I 6: Logic input LI6  If LAC = L3, the following assignments are possible: C d I 1: Bit 11 of the Modbus or CANopen control word C d I 2: Bit 12 of the Modbus or CANopen control word C d I 3: Bit 13 of the Modbus or CANopen control word C d I 4: Bit 14 of the Modbus or CANopen control word C d I 5: Bit 15 of the Modbus or CANopen control word		
<b>rP2</b>	<b>2<sup>nd</sup> preset PI reference (1)</b>	0 to 100%	30%
	Only appears if Pr2 has been enabled by selecting an input.		
<b>rP3</b>	<b>3<sup>rd</sup> preset PI reference (1)</b>	0 to 100%	60%
	Only appears if Pr4 has been enabled by selecting an input.		
<b>rP4</b>	<b>4<sup>th</sup> preset PI reference (1)</b>	0 to 100%	90%
	Only appears if Pr4 has been enabled by selecting an input.		

(1)Parameter can also be accessed in the settings menu (SEt-).



These parameters only appear if the function has been enabled.

# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
P I - (continued)	r S L	<b>Restart error threshold ("wake-up" threshold)</b>	0 to 100%
		If the "PI" and "Low speed operating time"(tLS) (see page 18) functions are configured at the same time, the PI regulator may attempt to set a speed lower than LSP. This results in unsatisfactory operation which consists of starting, operating at low speed then stopping, and so on... 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.	0
	P I I	<b>Internal PI regulator reference</b>	n0
	n 0: The PI regulator reference is Fr1, except for UPdH and UPdt (+/- speed cannot be used as the PI regulator reference). Y E S: The PI regulator reference is internal via parameter rPI.		
	r P I	<b>Internal PI regulator reference (1)</b>	0 to 100%
			0

(1)Parameter can also be accessed in the settings menu (SEt-).



These parameters only appear if the function has been enabled.

# Application functions menu FUN-

## Brake control

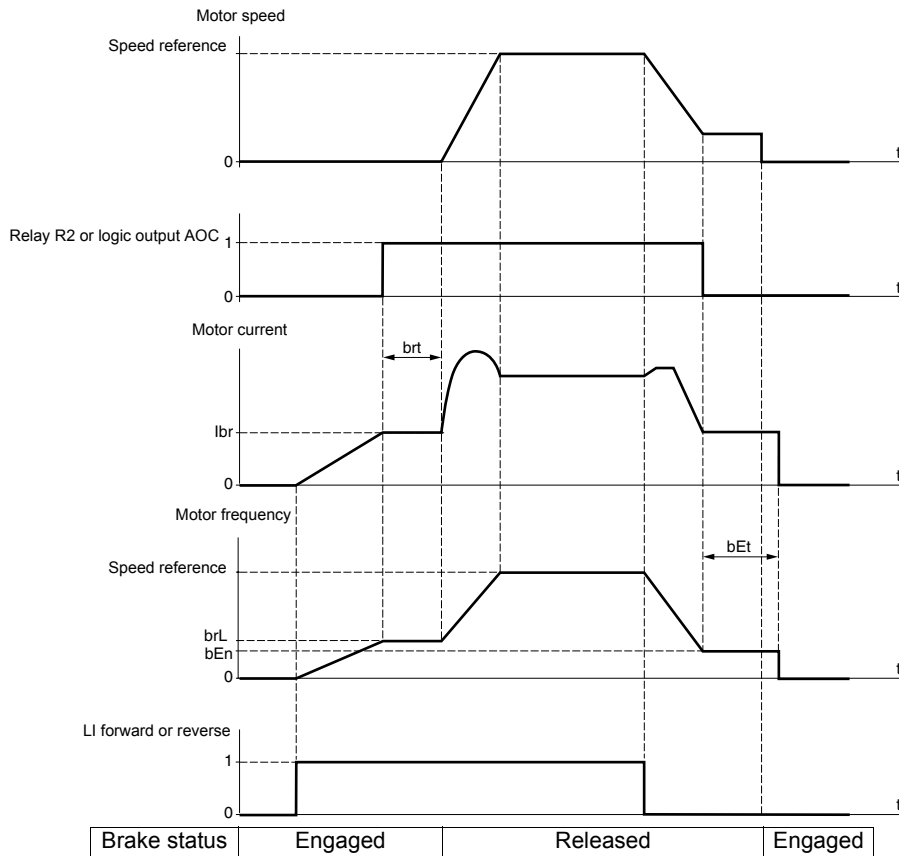
The function can only be accessed if LAC = L2 or L3 (page 28).

This function, which can be assigned to relay R2 or to logic output AOC, enables the drive to manage an electromagnetic brake.

### Principle:

Synchronize brake release with the build-up of torque during start-up and brake engage at zero speed on stopping, to prevent jolting.

### Brake sequence



Settings which can be accessed in the FUN- menu:

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

Recommended settings for brake control:

#### 1 Brake release frequency:

- Horizontal movement: Set to 0.
- Vertical movement: Set to a frequency equal to the nominal slip of the motor in Hz.

#### 2 Brake release current (*ibr*):

- Horizontal movement: Set to 0.
- Vertical movement: Preset the nominal current of the motor then adjust it in order to prevent jolting on start-up, making sure that the maximum load is held when the brake is released.

#### 3 Brake release time (*brt*):

Adjust according to the type of brake. It is the time required for the mechanical brake to release.

#### 4 Brake engage frequency (*bEn*)

- Horizontal movement: Set to 0.
- Vertical movement: Set to a frequency equal to the nominal slip of the motor in Hz. **Caution: *bEn* maxi = LSP, you must therefore first set LSP to a sufficient value.**

#### 5 Brake engage time (*bEt*):


Adjust according to the type of brake. It is the time required for the mechanical brake to engage.

#### 6 Brake release pulse:


- Horizontal movement: Set to nO.
- Vertical movement: Set to YES and check 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 commanded in order to maintain the load whilst the brake is releasing.

# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
<b>b L C -</b>	<b>Brake control</b> The function can only be accessed if LAC = L2 or L3 (page 28).		
<b>b L C</b>	<b>Brake control configuration</b> n 0: Not assigned r 2: Relay R2 d 0: Logic output AOC If bLC is assigned, parameter FLr (page 61) and brA (page 38) are forced to nO, and parameter OPL (page 61) is forced to YES.		nO
<b>b r L</b>	<b>Brake release frequency</b>	0.0 to 10.0 Hz	According to drive rating
<b>l b r</b>	<b>Motor current threshold for brake release</b>	0 to 1.36 In (1)	According to drive rating
<b>b r t</b>	<b>Brake release time</b>	0 to 5 s	0.5 s
<b>L S P</b>	<b>Low speed</b> Motor frequency at min. reference. This parameter can also be modified in the SET- menu (page 16).	0 to HSP (page 16)	0 Hz
<b>b E n</b>	<b>Brake engage frequency threshold</b> n 0: Not adjusted 0 to LSP: Adjustment range (Hz) If bLC is assigned and bEn remains equal to nO, the drive will lock on a bLF fault at the first run command.	nO - 0 to LSP	nO
<b>b E t</b>	<b>Brake engage time</b>	0 to 5 s	0.5s
<b>b I P</b>	<b>Brake release pulse</b> n 0: Whilst the brake is releasing, the motor torque direction corresponds to the direction of rotation commanded. y e s: Whilst the brake is releasing, the motor torque direction is always forward, regardless of the direction of operation commanded.  Check that the motor torque direction for "Forward" control corresponds to the upward direction of the load. If necessary, reverse two motor phases.		nO

(1) In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

 These parameters only appear if the function has been enabled.

# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
<b>LC2-</b>	<b>Switching for second current limit</b> The function can only be accessed if LAC = L2 or L3 (page 28).		
LC2	<b>Switching for second current limit</b> Selecting the assigned logic input activates the function. n0: Not assigned L11: Logic input LI1 L12: Logic input LI2 L13: Logic input LI3 L14: Logic input LI4 L15: Logic input LI5 L16: 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 18). CL2 is enabled when the logic input or control word bit is in state 1.		n0
<b>LC2</b>	<b>2<sup>nd</sup> current limit (1)</b>	0.25 to 1.5 In (2)	1.5 In (2)

(1)Parameter can also be accessed in the settings menu (SEt-).

(2)In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.





These parameters only appear if the function has been enabled.



# Application functions menu FUn-



Code	Description	Adjustment range	Factory setting
<b>CHP-</b>	<b>Motor switching</b> The function can only be accessed if LAC = L2 or L3 (page 28).		
<b>CHP</b>	<b>Switching, motor 2</b>  nD: Not assigned L11: Logic input LI1 L12: Logic input LI2 L13: Logic input LI3 L14: Logic input LI4 L15: Logic input LI5 L16: 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 therefore be provided. - If you use this function, do not use the tUn auto-tuning function (page 21) on motor 2 and do not configure tUn = rUn or POn. - Changes to parameters are only taken into account when the drive is locked.		n0
<b>UnS2</b>	<b>Nominal motor voltage (motor 2) given on the rating plate</b>  ATV31...M2: 100 to 240 V ATV31...M3X: 100 to 240 V ATV31...N4: 100 to 500 V ATV31...S6X: 100 to 600 V	According to drive rating	According to drive rating
<b>FrS2</b>	<b>Nominal motor frequency (motor 2) given on the rating plate</b>   The ratio $\frac{UnS \text{ (in volts)}}{FrS \text{ (in Hz)}}$ must not exceed the following values  ATV31...M2: 7 max. ATV31...M3X: 7 max. ATV31...N4: 14 max. ATV31...S6X: 17 max. The factory setting is 50 Hz, or 60 Hz if bFr is set to 60 Hz.	10 to 500 Hz	50 Hz
<b>nCr2</b>	<b>Nominal motor current (motor 2) given on the rating plate</b>	0.25 to 1.5 In (2)	According to drive rating
<b>nSP2</b>	<b>Nominal motor speed (motor 2) given on the rating plate</b>  0 to 9999 RPM then 10.00 to 32.76 KRPM If, rather than the nominal speed, the rating plate indicates the synchronous speed and the slip in Hz or as a %, calculate the nominal speed as follows:  • Nominal speed = Synchronous speed x $\frac{100 - \text{slip as a \%}}{100}$ or • Nominal speed = Synchronous speed x $\frac{50 - \text{slip in Hz}}{50}$ (50 Hz motors) or • Nominal speed = Synchronous speed x $\frac{60 - \text{slip in Hz}}{60}$ (60 Hz motors)	0 to 32760 RPM	According to drive rating

(1)Parameter can also be accessed in the settings menu (SEt-).

(2)In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.



These parameters only appear if the function has been enabled.

# Application functions menu FUN-



Code	Description	Adjustment range	Factory setting	
<b>CHP -</b> (continued)	<b>COS2</b>	<b>Motor Cos Phi (motor 2) given on the rating plate</b>	0.5 to 1	According to drive rating
	<b>UFL2</b>	<b>Selection of the type of voltage/frequency ratio motor 2</b>		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 saving, for variable torque applications not requiring high dynamics (behaves in a similar way to the P ratio at no load and the n ratio on load).		
	<b>UFR2</b>	<b>IR compensation/Voltage boost, motor 2 (1)</b>	0 to 100%	20
		For Uft2 = n or nLd: IR compensation. For Uft2 = L or P: Voltage boost. Used to optimize the torque at very low speed (increase UFR2 if the torque is insufficient). Check that the value of UFR2 is not too high for when the motor is warm (risk of instability). Modifying Uft2 will cause UFR2 to return to the factory setting (20%).		
<b>FLG2</b>	<b>Frequency loop gain, motor 2 (1)</b>	1 to 100%	20	
	Parameter can only be accessed if Uft2 = n or nLd. The FLG2 parameter adjusts the drive's ability to follow the speed ramp based on the inertia of the machine being driven. Too high a gain may result in operating instability.			
<b>StA2</b>	<b>Frequency loop stability, motor 2 (1)</b>	1 to 100%	20	
	Parameter can only be accessed if Uft2 = n or nLd. Used to adapt the return to steady state after a speed transient (acceleration or deceleration), according to the dynamics of the machine. Gradually increase the stability to avoid any overspeed.			
<b>SLP2</b>	<b>Slip compensation, motor 2 (1)</b>	0 to 150%	100	
	Parameter can only be accessed if Uft2 = n or nLd. Used to adjust the slip compensation value fixed by nominal motor speed. The speeds given on motor rating plates are not necessarily exact. <ul style="list-style-type: none"> <li>• If slip setting &lt; actual slip: the motor is not rotating at the correct speed in steady state.</li> <li>• If slip setting &gt; actual slip: the motor is overcompensated and the speed is unstable.</li> </ul>			

(1)Parameter can also be accessed in the settings menu (SEt-).

These parameters only appear if the function has been enabled.

# Application functions menu FUN-

## Management of limit switch

The function can only be accessed if LAC = L2 or L3 (page 28).

It can be used to manage the operation of one or two limit switches (1 or 2 directions of operation):

- Assignment of one or two logic inputs (forward limit, reverse limit)
  - Selection of the type of stop (on ramp, fast or freewheel)
- Following 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.

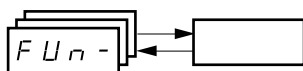



Code	Description	Adjustment range	Factory setting
<b>L5t-</b>	<b>Management of limit switches</b> The function can only be accessed if LAC = L2 or L3 (page 28).		
<i>L R F</i>	<b>Limit, forward direction</b> <i>n D</i> : Not assigned <i>L I 1</i> : Logic input LI1 <i>L I 2</i> : Logic input LI2 <i>L I 3</i> : Logic input LI3 <i>L I 4</i> : Logic input LI4 <i>L I 5</i> : Logic input LI5 <i>L I 6</i> : Logic input LI6		nO
<i>L R r</i>	<b>Limit, reverse direction</b> <i>n D</i> : Not assigned <i>L I 1</i> : Logic input LI1 <i>L I 2</i> : Logic input LI2 <i>L I 3</i> : Logic input LI3 <i>L I 4</i> : Logic input LI4 <i>L I 5</i> : Logic input LI5 <i>L I 6</i> : Logic input LI6		nO
<b>L R 5</b>	<b>Type of limit switch stop</b> <i>r P P</i> : On ramp <i>F 5 t</i> : Fast stop <i>n 5 t</i> : Freewheel stop		nSt



These parameters only appear if the function has been enabled via the selection of a logic input.

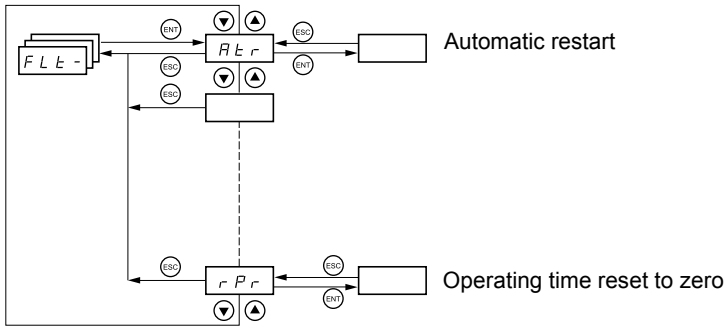
# Application functions menu FUn-




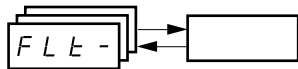
SCS	<b>Saving the configuration (1)</b>	nO
<p>nD: Function inactive</p> <p>SEr I: Saves the current configuration (but not the result of auto-tuning) to EEPROM. SCS automatically switches to nO as soon as the save has been performed. This function is used to keep another configuration in reserve, in addition to the current configuration.</p> <p>When drives leave the factory the current configuration and the backup configuration are both initialized with the factory configuration.</p> <ul style="list-style-type: none"> <li>If the remote terminal option is connected to the drive, the following additional selection options will appear: <i>FL 1</i>, <i>FL 2</i>, <i>FL 3</i>, <i>FL 4</i> (files available in the remote terminal's EEPROM memory for saving the current configuration). They can be used to store between 1 and 4 different configurations which can also be stored on or even transferred to other drives of the same rating.</li> </ul> <p>SCS automatically switches to nO as soon as the save has been performed.</p>		
FCS	<b>Return to factory setting/restore configuration (1)</b>	nO
<p>nD: Function inactive</p> <p>rEC I: The current configuration becomes identical to the backup configuration previously saved by SCS = StrI. rECI is only visible if the backup has been carried out. FCS automatically changes to nO as soon as this action has been performed.</p> <p>In I: The current configuration becomes identical to the <b>factory setting</b>. FCS automatically changes to nO as soon as this action has been performed.</p> <ul style="list-style-type: none"> <li>If the remote terminal option is connected to the drive, the following additional selection options appear, as long as the corresponding files have been loaded in the remote terminal's EEPROM memory (0 to 4 files): <i>FL 1</i>, <i>FL 2</i>, <i>FL 3</i>, <i>FL 4</i>. They enable the current configuration to be replaced with one of the 4 configurations that may be loaded on the remote terminal.</li> </ul> <p>FCS automatically changes to nO as soon as this action has been performed.</p> <p><b>Caution:</b> If nAd appears on the display briefly once FCS has switched to nO, this means that the configuration transfer is not possible and has not been performed (different drive ratings for example). If nEr appears on the display briefly once the parameter has switched to nO, this means that a configuration transfer error has occurred and the factory settings must be restored using InI.</p> <p>In both cases, check the configuration to be transferred before trying again.</p> <p> For rECI, InI and FL1 to FL4 to be taken into account, the ENT key must be held down for 2 s.</p>		


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

# Fault menu FLt-



The parameters can only be modified when the drive is stopped and no run command is present. On the optional remote terminal, this menu can be accessed with the switch in the  position.

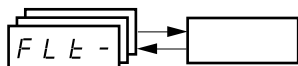


Code	Description	Factory setting
<b>R E r</b>	<b>Automatic restart</b> <i>n D</i> : Function inactive <b>Y E 5</b> : Automatic restart, after locking on a fault, if the fault has disappeared and the other operating conditions permit the restart. The restart is performed by a series of automatic attempts separated by increasingly longer waiting periods: 1 s, 5 s, 10 s, then 1 min for the following periods. If the restart has not taken place once the configurable time tAr has elapsed, the procedure is aborted and the drive remains locked until it is powered down then powered up. The following faults permit this function: 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) The drive safety relay remains activated if this function is active. The speed reference and the operating direction must be maintained. Use 2-wire control (tCC = 2C) with tCt = LEL or PFO (page 23).  <b>Check that an automatic restart will not endanger personnel or equipment in any way.</b>	n0
<b>t A r</b>	<b>Max. duration of restart process</b> <b>5</b> : 5 minutes <i>1 D</i> : 10 minutes <i>3 D</i> : 30 minutes <i>1 h</i> : 1 hour <i>2 h</i> : 2 hours <i>3 h</i> : 3 hours <i>L E</i> : Unlimited This parameter appears if Atr = YES. It can be used to limit the number of consecutive restarts on a recurrent fault.	5
<b>r S F</b>	<b>Reset of current fault</b> <i>n D</i> : Not assigned <i>L 1 1</i> : Logic input LI1 <i>L 1 2</i> : Logic input LI2 <i>L 1 3</i> : Logic input LI3 <i>L 1 4</i> : Logic input LI4 <i>L 1 5</i> : Logic input LI5 <i>L 1 6</i> : Logic input LI6	no



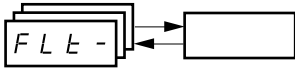
These parameters only appear if the function has been enabled.



## Fault menu FLt-



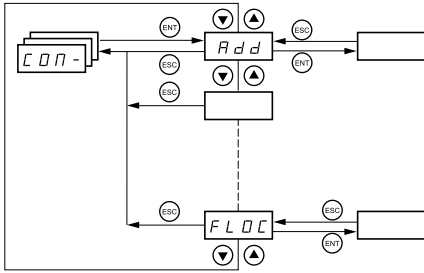
Code	Description	Factory setting
<i>FLr</i>	<p><b>Flying restart</b> (automatic catching a spinning load on ramp)</p> <p>Used to enable a smooth restart if the run command is maintained after the following events:</p> <ul style="list-style-type: none"> <li>- Loss of line supply or disconnection</li> <li>- Reset of current fault or automatic restart</li> <li>- Freewheel stop</li> </ul> <p>The speed given by the drive resumes from the estimated speed of the motor at the time of the restart, then follows the ramp to the reference speed.</p> <p>This function requires 2-wire control (tCC = 2C) with tCt = LEL or PFO.</p> <p><i>nD</i>: Function inactive  <i>YES</i>: Function active</p> <p>When the function is operational, it activates at each run command, resulting in a slight delay (1 second max.).</p> <p>FLr is forced to nO if brake control (bLC) is assigned (page 54).</p>	nO
<i>ELF</i>	<p><b>External fault</b></p> <p><i>nD</i>: Not assigned  <i>L11</i>: Logic input LI1  <i>L12</i>: Logic input LI2  <i>L13</i>: Logic input LI3  <i>L14</i>: Logic input LI4  <i>L15</i>: Logic input LI5  <i>L16</i>: Logic input LI6</p> <p>If LAC = L3, the following assignments are possible:</p> <p><i>Cd11</i>: Bit 11 of the Modbus or CANopen control word  <i>Cd12</i>: Bit 12 of the Modbus or CANopen control word  <i>Cd13</i>: Bit 13 of the Modbus or CANopen control word  <i>Cd14</i>: Bit 14 of the Modbus or CANopen control word  <i>Cd15</i>: Bit 15 of the Modbus or CANopen control word</p>	nO
<i>EPL</i>	<p><b>Stop mode in the event of an external fault EPF</b></p> <p><i>nD</i>: Fault ignored  <i>YES</i>: Fault with freewheel stop  <i>rPP</i>: Fault with stop on ramp  <i>FSE</i>: Fault with fast stop</p>	YES
<i>OPL</i>	<p><b>Configuration of motor phase loss fault</b></p> <p><i>nD</i>: Function inactive  <i>YES</i>: Triggering of OPF fault  <i>OPL</i>: No fault triggered but management of the output voltage in order to avoid an overcurrent when the link with the motor is re-established and flying restart even if FLr = nO. To be used with downstream contactor.</p> <p>OPL is forced to YES if brake control (bLC) is assigned (page 54).</p>	YES
<i>IPL</i>	<p><b>Configuration of line phase loss fault</b></p> <p>This parameter is only accessible on 3-phase drives.</p> <p><i>nD</i>: Fault ignored  <i>YES</i>: Fault with fast stop</p>	YES
<i>DHL</i>	<p><b>Stop mode in the event of a drive overheating fault OHF</b></p> <p><i>nD</i>: Fault ignored  <i>YES</i>: Fault with freewheel stop  <i>rPP</i>: Fault with stop on ramp  <i>FSE</i>: Fault with fast stop</p>	YES
<i>DLL</i>	<p><b>Stop mode in the event of a motor overload fault OLF</b></p> <p><i>nD</i>: Fault ignored  <i>YES</i>: Fault with freewheel stop  <i>rPP</i>: Fault with stop on ramp  <i>FSE</i>: Fault with fast stop</p>	YES


## Fault menu FLt-

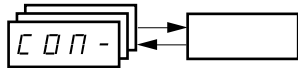


Code	Description	Adjustment range	Factory setting
5 L L	<b>Stop mode in the event of a Modbus serial link fault SLF</b>		YES
	<i>n D</i> : Fault ignored <i>Y E S</i> : Fault with freewheel stop <i>r P P</i> : Fault with stop on ramp <i>F S t</i> : Fault with fast stop		
C O L	<b>Stop mode in the event of a CANopen serial link fault COF</b>		YES
	<i>n D</i> : Fault ignored <i>Y E S</i> : Fault with freewheel stop <i>r P P</i> : Fault with stop on ramp <i>F S t</i> : Fault with fast stop		
t n L	<b>Configuration of auto-tuning fault tnF</b>		YES
	<i>n D</i> : Fault ignored (the drive reverts to the factory settings) <i>Y E S</i> : Fault with drive locked		
L F L	<b>Stop mode in the event of a loss of 4 - 20 mA signal fault LFF</b>		nO
	<i>n D</i> : Fault ignored (only value possible if CrL3 ≤ 3 mA, see page 24) <i>Y E S</i> : Fault with freewheel stop <i>L F F</i> : The drive switches to the fallback speed (LFF parameter) <i>r L S</i> : The drive maintains the speed at which it was travelling when the fault occurred until the fault has disappeared. <i>r P P</i> : Fault with stop on ramp <i>F S t</i> : Fault with fast stop  Before setting LFL to YES, rMP or FSt, check the connection of input AI3. Otherwise, the drive may immediately switch to an LFF fault.		
L F F	<b>Fallback speed</b>	0 to 500 Hz	10 Hz
	Fallback speed setting for stopping in the event of a fault		
d r n	<b>Derated operation in the event of an overvoltage</b>		nO
	<i>n D</i> : Function inactive <i>Y E S</i> : 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 cannot be guaranteed. In order to assign this function, you must press and hold down the "ENT" key for 2 seconds.		
5 t P	<b>Controlled stop on mains power break</b>		nO
	<i>n D</i> : Locking of the drive and freewheel stopping of the motor <i>P P S</i> : This stop mode uses the inertia to maintain the drive power supply as long as possible. <i>r P P</i> : Stop according to the valid ramp (dEC or dE2) <i>F S t</i> : Fast stop, the stopping time depends on the inertia and the braking ability of the drive.		
I n H	<b>Fault inhibit</b>		nO
	 Inhibiting faults may damage the drive beyond repair. This would invalidate the guarantee.  <i>n D</i> : Not assigned <i>L I 1</i> : Logic input LI1 <i>L I 2</i> : Logic input LI2 <i>L I 3</i> : Logic input LI3 <i>L I 4</i> : Logic input LI4 <i>L I 5</i> : Logic input LI5 <i>L I 6</i> : 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 on a rising edge (from 1 to 0) of the input. In order to assign this function, you must press and hold down the "ENT" key for 2 seconds.		
r P r	<b>Operating time reset to zero</b>		nO
	<i>n D</i> : No <i>r E H</i> : Operating time reset to zero The rPr parameter automatically falls back to nO as soon as the reset to zero is performed.		

# Communication menu COM-



The parameters can only be modified when the drive is stopped and no run command is present. Modifications to parameters Add, tbr, tFO, AdCO and bdCO are only taken into account following a restart. On the optional remote terminal, this menu can be accessed with the switch in the  position.



Code	Description	Adjustment range	Factory setting
<i>Rdd</i>	<b>Modbus: Drive address</b>	1 to 247	1
<i>tbr</i>	<b>Modbus: Transmission speed</b> 4.8: 4800 bps 9.6: 9600 bps 19.2: 19200 bps ( <b>Caution:</b> The remote terminal can only be used with this value.)		19200
<i>tFD</i>	<b>Modbus communication format</b> BD1: 8 data bits, odd parity, 1 stop bit BE1: 8 data bits, even parity, 1 stop bit ( <b>Caution:</b> The remote terminal can only be used with this value.) BN1: 8 data bits, no parity, 1 stop bit BN2: 8 data bits, no parity, 2 stop bits		8E1
<i>ttd</i>	<b>Modbus: Time-out</b>	0.1 to 10 s	10 s
<i>AdCO</i>	<b>CANopen: Drive address</b>	0 to 127	0
<i>bdCO</i>	<b>CANopen: Transmission speed</b> 10.0: 10 kbps 20.0: 20 kbps 50.0: 50 kbps 125.0: 125 kbps 250.0: 250 kbps 500.0: 500 kbps 1000.0: 1000 kbps		125
<i>ErCO</i>	<b>CANopen: Error registry (read-only)</b> 0: "No error" 1: "Bus off error" 2: "Life time error" 3: "CAN overrun" 4: "Heartbeat error"		
<i>FLD</i>	<b>Forced local mode</b> n0: Not assigned L11: Logic input LI1 L12: Logic input LI2 L13: Logic input LI3 L14: Logic input LI4 L15: Logic input LI5 L16: Logic input LI6 In forced local mode, the terminal block and display terminal regain control of the drive.		n0
<i>FLCC</i>	<b>Selection of the reference and control channel in forced local mode</b> Can only be accessed if LAC = 3 In forced local mode, only the speed reference is taken into account. PI functions, summing inputs, etc. are not active. See the diagrams on pages 28 to 31. R11: Analog input AI1, logic inputs LI R12: Analog input AI2, logic inputs LI R13: Analog input AI3, logic inputs LI R1P: Potentiometer (type A drives only), RUN/STOP buttons LCC: Remote terminal: LFr reference page 16, RUN/STOP/FWD/REV buttons.		AI1 AIP for ATV31●●●A

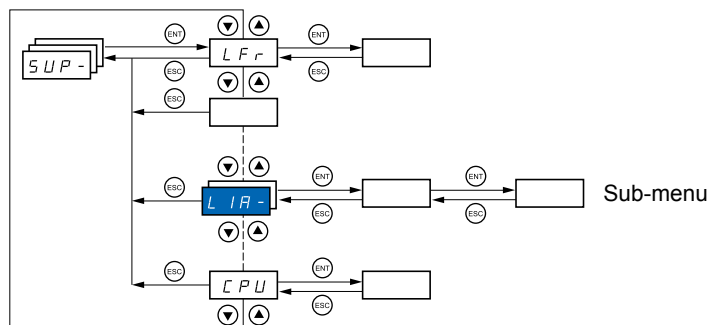


These parameters only appear if the function has been enabled.



# Display menu SUP-

---



**Parameters can be accessed with the drive running or stopped.**  
**On the optional remote terminal, this menu can be accessed with the switch in any position.**

Some functions have numerous parameters. In order to clarify programming and avoid having to scroll through endless parameters, these functions have been grouped in sub-menus.

Like menus, sub-menus are identified by a dash after their code: **LIR-** for example.

When the drive is running, the value displayed is that of one of the monitoring parameters. By default, the value displayed is the output frequency applied to the motor (rFr parameter).

Whilst the value of the new monitoring parameter required is being displayed, press and hold down the "ENT" key (2 seconds) to confirm the change of monitoring parameter and store this. From now on, the value of this parameter will be displayed while the drive is running (even after it has been disconnected).

If the new choice is not confirmed by pressing the "ENT" key a second time, the drive will return to the previous parameter after it has been switched off.

# Display menu SUP-



Code	Description	Variation range
<i>L F r</i>	<b>Frequency reference for control via built-in terminal or remote terminal</b>	0 to 500 Hz
<i>r P I</i>	<b>Internal PI reference</b>	0 to 100%
<i>F r H</i>	<b>Frequency reference before ramp</b> (absolute value)	0 to 500 Hz
<i>r F r</i>	<b>Output frequency applied to the motor</b>	- 500 Hz to + 500 Hz
<i>S P d 1</i> or <i>S P d 2</i> or <i>S P d 3</i>	<b>Output value in customer units</b> SPd1 or SPd2 or SPd3 depending on the SdS parameter, see page 19 (SPd3 in factory settings mode).	
<i>L C r</i>	<b>Current in the motor</b>	
<i>D P r</i>	<b>Motor power</b> 100% = Nominal motor power, calculated using the parameters entered in the drC- menu.	
<i>U L n</i>	<b>Line voltage</b> (gives the line voltage via the DC bus, motor running or stopped)	
<i>t H r</i>	<b>Motor thermal state</b> 100% = Nominal thermal state 118% = "OLF" threshold (motor overload)	
<i>t H d</i>	<b>Drive thermal state</b> 100% = Nominal thermal state 118% = "OHF" threshold (motor overload)	
<i>L F t</i>	<b>Last fault</b> <i>b L F</i> : Brake control fault <i>C F F</i> : Configuration (parameters) incorrect <i>C F I</i> : Configuration (parameters) invalid <i>C D F</i> : Communication fault line 2 (CANopen) <i>C r F</i> : Capacitor pre-charge fault <i>E E F</i> : EEPROM memory fault <i>E P F</i> : External fault <i>I n F</i> : Internal fault <i>L F F</i> : 4 - 20 mA fault on AI3 <i>n O F</i> : No fault saved <i>D b F</i> : DC bus overvoltage fault <i>D C F</i> : Overcurrent fault <i>D H F</i> : Drive overheating fault <i>D L F</i> : Motor overload fault <i>D P F</i> : Motor phase loss fault <i>D S F</i> : Line supply overvoltage fault <i>P H F</i> : Line supply phase loss fault <i>S C F</i> : Motor short-circuit fault (phase, earth) <i>S L F</i> : Modbus communication fault <i>S O F</i> : Motor overspeed fault <i>t n F</i> : Auto-tuning fault <i>U S F</i> : Line supply undervoltage fault	
<i>D t r</i>	<b>Motor torque</b> 100% = Nominal motor torque, calculated using the parameters entered in the drC- menu.	
<i>r t H</i>	Operating time Total time the motor has been powered up: 0 to 9999 (hours), then 10.00 to 65.53 (kilo-hours). Can be reset to zero by the rPr parameter in the FLt- menu (see page 62).	0 to 65530 hours



These parameters only appear if the function has been enabled.

# Display menu SUP-



Code	Description
<i>L 0 d</i>	<p><b>Terminal locking code</b></p> <p>Enables the drive configuration to be protected using an access code.</p> <p> <b>Caution: Before entering a code, do not forget to make a careful note of it.</b></p> <ul style="list-style-type: none"> <li><i>OFF</i>: No access locking codes           <ul style="list-style-type: none"> <li>To lock access, enter a code (2 to 9999). The display can be incremented using . Now press "ENT". "On" appears on the screen to indicate that the parameters have been locked.</li> </ul> </li> <li><i>On</i>: A code is locking access (2 to 9999)           <ul style="list-style-type: none"> <li><b>To unlock access</b>, enter the code (incrementing the display using ) and press "ENT". The code remains on the display and access is unlocked until the next power down. Parameter access will be locked again on the next power-up.</li> <li><b>If an incorrect code is entered</b>, the display changes to "On" and the parameters remain locked.</li> </ul> </li> <li>XXXX: Parameter access is unlocked (the code remains on the screen).           <ul style="list-style-type: none"> <li><b>To reactivate locking with the same code</b> 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.</li> <li><b>To lock access with a new code</b> 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.</li> <li><b>To clear locking</b> 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 until the next restart.</li> </ul> </li> </ul> <p>When access is locked using a code, only the monitoring parameters can be accessed, with only a temporary choice of parameter displayed.</p>
<i>L U S</i>	<p><b>State of auto-tuning</b></p> <p><i>L A b</i>: The default stator resistance value is used to control the motor.</p> <p><i>P E n d</i>: Auto-tuning has been requested but not yet performed.</p> <p><i>P r o g</i>: Auto-tuning in progress.</p> <p><i>F A I L</i>: Auto-tuning has failed.</p> <p><i>d O n e</i>: The stator resistance measured by the auto-tuning function is used to manage the drive.</p> <p><i>S t r d</i>: The cold stator resistance (rSC other than nO) that is used to control the motor.</p>
<i>U d P</i>	<p><b>Indicates the ATV31 firmware version.</b></p> <p>E.g.: 1102 = V1.1 IE02.</p>
<b>L I A -</b>	<p><b>Logic input functions</b></p> <p>Can be used to display the functions assigned to each input. If no functions have been assigned, nO is displayed. Use the  and  arrows to scroll through the functions. If a number of functions have been assigned to the same input, check that they are compatible.</p> <p><i>L 1 1 A</i> <i>L 1 2 A</i> <i>L 1 3 A</i> <i>L 1 4 A</i> <i>L 1 5 A</i> <i>L 1 6 A</i></p> <p><i>L 1 5</i></p> <p>Can be used to display the state of the logic inputs (using the segments of the display: high = 1, low = 0)</p> <p>State 1 </p> <p>State 0 </p> <p>LI1 LI2 LI3 LI4 LI5 LI6</p> <p>Example above: LI1 and LI6 are at 1, LI2 to LI5 are at 0.</p>
<b>A I A -</b>	<p><b>Analog input functions</b></p> <p>Can be used to display the functions assigned to each input. If no functions have been assigned, nO is displayed. Use the  and  arrows to scroll through the functions. If a number of functions have been assigned to the same input, check that they are compatible.</p> <p><i>A 1 1 A</i> <i>A 1 2 A</i> <i>A 1 3 A</i></p>

# Maintenance

---

## Servicing

The Altivar 31 does not require any preventative maintenance. It is nevertheless advisable to perform the following regularly:

- Check the condition and tightness of connections.
- Ensure that the temperature around the unit remains at an acceptable level and that ventilation is effective (average service life of fans: 3 to 5 years depending on the operating conditions).
- Remove any dust from the drive.

## Assistance with maintenance, fault display

If a problem arises during setup or operation, ensure that the recommendations relating to the environment, mounting and connections have been observed.

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

## Clearing the fault

Cut the power supply to the drive in the event of a non-resettable fault.

Wait for the display to go off completely.

Find the cause of the fault in order to correct it.

The drive is unlocked after a fault by:

- Switching off the drive until the display disappears completely, then switching on again
- Automatically in the cases described in the "automatic restart" function (FLt- menu, Atr = YES)
- Via a logic input when this input is assigned to the "fault reset" function (FLt- menu, rSF = LI●)

## Monitoring menu:

This is used to prevent and find the causes of faults by displaying the drive status and its current values.

## Spares and repairs:

Consult Schneider Electric product support.

# Faults - Causes - Remedies

## Drive does not start, no fault displayed

- If the display does not light up, check the power supply to the drive.
- The assignment of the "Fast stop" or "Freewheel stop" functions will prevent the drive from starting if the corresponding logic inputs are not powered up. The ATV31 then displays "nSt" in freewheel stop mode and "FSt" in fast stop mode. This is normal since these functions are active at zero so that the drive will be stopped safely if there is a wire break.
- Check that the run command input(s) have been actuated in accordance with the chosen control mode (tCC parameter in the I-O- menu).
- If an input is assigned to the limit switch function and this input is at zero, the drive can only be started up by sending a command for the opposite direction (see page 58).
- If the reference channel (page 28) or the control channel (page 29) is assigned to Modbus or CANopen, the drive displays nSt on power-up and remains at stop until the communication bus sends a command.

## Faults which cannot be reset automatically

The cause of the fault must be removed before resetting by switching off and then on again.

CrF, SOF, tnF, bLF and OPF faults can also be reset remotely via logic input (rSF parameter in the FLt- menu page 60).

Fault	Probable cause	Remedy
<b>b L F</b> Brake sequence	<ul style="list-style-type: none"> <li>• Brake release current not reached</li> <li>• Brake engage frequency bEn = nO (not adjusted) when brake logic bLC is assigned.</li> </ul>	<ul style="list-style-type: none"> <li>• Check the drive/motor connection.</li> <li>• Check the motor windings.</li> <li>• Check the lbr setting in the FUn- menu (see page 54).</li> <li>• Carry out the recommended adjustment of bEn (see pages 53 and 54).</li> </ul>
<b>CrF</b> Capacitor load circuit	<ul style="list-style-type: none"> <li>• Load relay control fault or charging resistor damaged</li> </ul>	<ul style="list-style-type: none"> <li>• Replace the drive.</li> </ul>
<b>EEF</b> EEPROM fault	<ul style="list-style-type: none"> <li>• Internal memory fault</li> </ul>	<ul style="list-style-type: none"> <li>• Check the environment (electromagnetic compatibility).</li> <li>• Replace the drive.</li> </ul>
<b>Inf</b> Internal fault	<ul style="list-style-type: none"> <li>• Internal fault</li> </ul>	<ul style="list-style-type: none"> <li>• Check the environment (electromagnetic compatibility).</li> <li>• Replace the drive.</li> </ul>
<b>OCF</b> Overcurrent	<ul style="list-style-type: none"> <li>• Incorrect parameters in the SEt- and drC- menus</li> <li>• Inertia or load too high</li> <li>• Mechanical blockage</li> </ul>	<ul style="list-style-type: none"> <li>• Check the SEt- and drC- parameters.</li> <li>• Check the size of the motor/drive/load.</li> <li>• Check the state of the mechanism.</li> </ul>
<b>SCF</b> Motor short-circuit	<ul style="list-style-type: none"> <li>• Short-circuit or earthing at the drive output</li> <li>• Significant earth leakage current at the drive output when several motors are connected in parallel</li> </ul>	<ul style="list-style-type: none"> <li>• Check the cables connecting the drive to the motor, and the motor insulation.</li> <li>• Reduce the switching frequency.</li> <li>• Connect chokes in series with the motor.</li> </ul>
<b>SOF</b> Overspeed	<ul style="list-style-type: none"> <li>• Instability or</li> <li>• Driving load too high</li> </ul>	<ul style="list-style-type: none"> <li>• Check the motor, gain and stability parameters.</li> <li>• Add a braking resistor.</li> <li>• Check the size of the motor/drive/load.</li> </ul>
<b>tnF</b> Auto-tuning fault	<ul style="list-style-type: none"> <li>• Special motor or motor whose power is not suitable for the drive</li> <li>• Motor not connected to the drive</li> </ul>	<ul style="list-style-type: none"> <li>• Use the L or the P ratio (see Uft page 21).</li> <li>• Check the presence of the motor during auto-tuning.</li> <li>• If a downstream contactor is being used, close it during auto-tuning.</li> </ul>

# Faults - Causes - Remedies

## Faults which can be reset with the automatic restart function, after the cause has disappeared

These faults can also be reset by switching the drive off and on again or via a logic input (rSF parameter in the FLt- menu page [60](#))

Fault	Probable cause	Remedy
<b>C O F</b> CANopen fault	<ul style="list-style-type: none"> <li>• Interruption in communication on the CANopen bus</li> </ul>	<ul style="list-style-type: none"> <li>• Check the communication bus.</li> <li>• Please refer to the product-specific documentation.</li> </ul>
<b>E P F</b> External fault	<ul style="list-style-type: none"> <li>• According to user</li> </ul>	<ul style="list-style-type: none"> <li>• According to user</li> </ul>
<b>L F F</b> Loss of 4-20mA	<ul style="list-style-type: none"> <li>• Loss of the 4-20 mA reference on input AI3</li> </ul>	<ul style="list-style-type: none"> <li>• Check the connection on input AI3.</li> </ul>
<b>O b F</b> Overvoltage during deceleration	<ul style="list-style-type: none"> <li>• Braking too sudden or driving load</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the deceleration time.</li> <li>• Install a braking resistor if necessary.</li> <li>• Activate the brA function (page <a href="#">38</a>) if it is compatible with the application.</li> </ul>
<b>O H F</b> Drive overheated	<ul style="list-style-type: none"> <li>• Drive temperature too high</li> </ul>	<ul style="list-style-type: none"> <li>• Check the motor load, the drive ventilation and the environment. Wait for the drive to cool down before restarting.</li> </ul>
<b>O L F</b> Motor overload	<ul style="list-style-type: none"> <li>• Triggered by excessive motor current</li> </ul>	<ul style="list-style-type: none"> <li>• Check the lth setting (motor thermal protection) (page <a href="#">16</a>), check the motor load. Wait for the drive to cool down before restarting.</li> </ul>
<b>O P F</b> Motor phase loss	<ul style="list-style-type: none"> <li>• Loss of one phase at drive output</li> <li>• Downstream contactor open</li> <li>• Motor not connected or motor power too low</li> <li>• Instantaneous instability in the motor current</li> </ul>	<ul style="list-style-type: none"> <li>• Check the connections from the drive to the motor.</li> <li>• If a downstream contactor is being used, set OPL to OAC (FLt- menu page <a href="#">61</a>).</li> <li>• Test on a low power motor or without a motor: In factory settings mode, motor phase loss detection is active (OPL = YES). To check the drive in a test or maintenance environment without having to switch to a motor with the same rating as the drive (particularly useful in the case of high power drives), deactivate motor phase loss detection (OPL = no).</li> <li>• Check and optimize the UFr (page <a href="#">17</a>), UnS and nCr (page <a href="#">20</a>) parameters and perform auto-tuning with tUn (page <a href="#">21</a>).</li> </ul>
<b>O S F</b> Overvoltage	<ul style="list-style-type: none"> <li>• Line voltage too high</li> <li>• Disturbed line supply</li> </ul>	<ul style="list-style-type: none"> <li>• Check the line voltage.</li> </ul>
<b>P H F</b> Line phase failure	<ul style="list-style-type: none"> <li>• Drive incorrectly supplied or a fuse blown</li> <li>• Failure of one phase</li> <li>• 3-phase ATV31 used on a single phase line supply</li> <li>• Unbalanced load</li> </ul> <p>This protection only operates with the drive on load.</p>	<ul style="list-style-type: none"> <li>• Check the power connection and the fuses.</li> <li>• Reset.</li> <li>• Use a 3-phase line supply.</li> <li>• Disable the fault by setting IPL = nO (FLt- menu page <a href="#">61</a>).</li> </ul>
<b>S L F</b> Modbus fault	<ul style="list-style-type: none"> <li>• Interruption in communication on the Modbus bus</li> </ul>	<ul style="list-style-type: none"> <li>• Check the communication bus.</li> <li>• Please refer to the product-specific documentation.</li> </ul>

## Faults which can be reset as soon as their cause disappears

Fault	Probable cause	Remedy
<b>C F F</b> Configuration fault	<ul style="list-style-type: none"> <li>• The current configuration is inconsistent.</li> </ul>	<ul style="list-style-type: none"> <li>• Return to factory settings or call up the backup configuration, if it is valid. See the FCS parameter in the I-O-, drC-, CtL- or FUN- menu.</li> </ul>
<b>C F I</b> Configuration fault via serial link	<ul style="list-style-type: none"> <li>• Invalid configuration</li> <li>• The configuration loaded in the drive via the serial link is inconsistent.</li> </ul>	<ul style="list-style-type: none"> <li>• Check the configuration loaded previously.</li> <li>• Load a consistent configuration.</li> </ul>
<b>U S F</b> Undervoltage	<ul style="list-style-type: none"> <li>• Line supply too low</li> <li>• Transient voltage dip</li> <li>• Damaged load resistor</li> </ul>	<ul style="list-style-type: none"> <li>• Check the voltage and the voltage parameter.</li> <li>• Replace the drive.</li> </ul>

# Configuration/Settings table

Drive ATV 31.....  
 Customer ID no. (if applicable).....

## 1st level adjustment parameter

bFr


Code	Factory setting	Customer setting
bFr	50	

Settings menu 

Code	Factory setting	Customer setting
ACC	3 s	s
ACC	5 s	s
dE2	5 s	s
dEC	3 s	s
EA1	10%	%
EA2	10%	%
EA3	10%	%
EA4	10%	%
LSP	0 Hz	Hz
HSP	bFr	Hz
IeH	According to drive rating	A
UFR	20%	%
FLG	20%	%
SEa	20%	%
SLP	100 Hz	%
IdC	0.7 In (1)	A
EdC	0.5 s	s
EdC1	0.5 s	s
SdC1	0.7 In (1)	A
EdC2	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	Customer 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
EL5	0 (no time limit)	s
rSL	0	
UFR2	20%	%
FLG2	20%	%
SEa2	20%	%
SLP2	100%	%
FEd	bFr	Hz
EEd	100%	%
CEd	In (1)	A
Sd5	30	
SFr	4 kHz	kHz

(1) In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

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

# Configuration/Settings table

## Motor control menu

Code	Factory setting	Customer setting
<i>b F r</i>	50 Hz	Hz
<i>U n S</i>	According to drive rating	V
<i>F r S</i>	50 Hz	Hz
<i>n C r</i>	According to drive rating	A
<i>n S P</i>	According to drive rating	RPM
<i>C D S</i>	According to drive rating	
<i>r S C</i>	nO	

Code	Factory setting	Customer setting
<i>t U S</i>	tAb	
<i>U F t</i>	n	
<i>n r d</i>	YES	
<i>S F r</i>	4 kHz	kHz
<i>t F r</i>	60 Hz	Hz
<i>S r F</i>	nO	

## I/O menu


Code	Factory setting	Customer setting
<i>t C C</i>	2C ATV31●●●A: LOC	
<i>t C t</i>	trn	
<i>r r S</i>	if tCC = 2C, LI2 if tCC = 3C, LI3 if tCC = LOC: nO	
<i>C r L t</i>	4 mA	mA
<i>C r H t</i>	20 mA	mA

Code	Factory setting	Customer setting
<i>R D I t</i>	0A	
<i>d D</i>	nO	
<i>r I</i>	FLt	
<i>r t</i>	nO	

## Control menu

Code	Factory setting	Customer setting
<i>L R C</i>	L1	
<i>F r 1</i>	AI1 AIP for ATV31●●●A	
<i>F r 2</i>	nO	
<i>r F C</i>	Fr1	
<i>C H C F</i>	SIM	
<i>C d 1</i>	tEr LOC for ATV31●●●A	

Code	Factory setting	Customer setting
<i>C d 2</i>	Mdb	
<i>C C S</i>	Cd1	
<i>C D P</i>	nO	
<i>L C C</i>	nO	
<i>P S t</i>	YES	
<i>r D t</i>	dFr	

 These parameters only appear if the corresponding function has been enabled.



# Configuration/Settings table


Application functions menu



Code	Factory setting	Customer setting
<i>r P C -</i>	<i>r P t</i>	LIn
	<i>t A 1</i>	10% %
	<i>t A 2</i>	10% %
	<i>t A 3</i>	10% %
	<i>t A 4</i>	10% %
	<i>A C C</i>	3 s s
	<i>d E C</i>	3 s s
	<i>r P 5</i>	nO
	<i>F r t</i>	0 Hz
	<i>A C 2</i>	5 s s
	<i>d E 2</i>	5 s s
	<i>b r A</i>	YES
<i>S t C -</i>	<i>S t t</i>	Stn
	<i>F S t</i>	nO
	<i>d C F</i>	4
	<i>d C 1</i>	nO
	<i>I d C</i>	0.7 In A
	<i>t d C</i>	0.5 s s
	<i>n S t</i>	nO
<i>A d C -</i>	<i>A d C</i>	YES
	<i>t d C 1</i>	0.5 s s
	<i>S d C 1</i>	0.7 In (1) A
	<i>t d C 2</i>	0 s s
	<i>S d C 2</i>	0.5 In (1) A
<i>S A 1 -</i>	<i>S A 2</i>	AI2
	<i>S A 3</i>	nO
<i>P 5 5 -</i>	<i>P 5 2</i>	If tCC = 2C: LI3 If tCC = 3C: LI4 If tCC = LOC: LI3
	<i>P 5 4</i>	If tCC = 2C: LI4 If tCC = 3C: nO If tCC = LOC: LI4
	<i>P 5 B</i>	nO
	<i>P 5 1 6</i>	nO
	<i>S P 2</i>	10 Hz Hz
	<i>S P 3</i>	15 Hz Hz
	<i>S P 4</i>	20 Hz Hz
	<i>S P 5</i>	25 Hz Hz
	<i>S P 6</i>	30 Hz Hz
	<i>S P 7</i>	35 Hz Hz
	<i>S P 8</i>	40 Hz Hz
	<i>S P 9</i>	45 Hz Hz
	<i>S P 1 0</i>	50 Hz Hz
	<i>S P 1 1</i>	55 Hz Hz
	<i>S P 1 2</i>	60 Hz Hz
	<i>S P 1 3</i>	70 Hz Hz
	<i>S P 1 4</i>	80 Hz Hz
	<i>S P 1 5</i>	90 Hz Hz
	<i>S P 1 6</i>	100 Hz Hz

Code	Factory setting	Customer setting
<i>J O G -</i>	<i>J O G</i>	If tCC = 2C: nO If tCC = 3C: LI4 If tCC = LOC: nO
	<i>J G F</i>	10 Hz Hz
<i>U P d -</i>	<i>U S P</i>	nO
	<i>d S P</i>	nO
	<i>S t r</i>	nO
<i>P I -</i>	<i>P I F</i>	nO
	<i>r P G</i>	1
	<i>r I G</i>	1
	<i>F b 5</i>	1
	<i>P I C</i>	nO
	<i>P r 2</i>	nO
	<i>P r 4</i>	nO
	<i>r P 2</i>	30% %
	<i>r P 3</i>	60% %
	<i>r P 4</i>	90% %
	<i>r 5 L</i>	0
	<i>P 1 1</i>	nO
	<i>r P 1</i>	0% %
<i>b L C -</i>	<i>b L C</i>	nO
	<i>b r L</i>	According to drive rating Hz
	<i>I b r</i>	A
	<i>b r t</i>	0.5 s s
	<i>b E n</i>	nO Hz
	<i>b E t</i>	0.5 s s
	<i>b I P</i>	nO
<i>L C 2 -</i>	<i>L C 2</i>	nO
	<i>C L 2</i>	1.5 In (1) A
<i>C H P -</i>	<i>C H P</i>	nO
	<i>U n 5 2</i>	According to drive rating V
	<i>F r 5 2</i>	50 Hz Hz
	<i>n C r 2</i>	A
	<i>n 5 P 2</i>	According to drive rating RPM
	<i>C O 5 2</i>	n
	<i>U F t 2</i>	20% %
	<i>U F r 2</i>	20% %
	<i>F L G 2</i>	20% %
	<i>S t A 2</i>	20% %
	<i>S L P 2</i>	100 Hz Hz
<i>L 5 t -</i>	<i>L A F</i>	nO
	<i>L A r</i>	nO
	<i>L A 5</i>	nSt

(1) In corresponds to the nominal drive current indicated in the Installation Manual and on the drive rating plate.

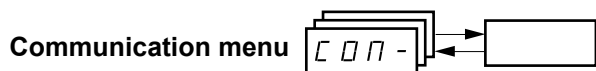
 These parameters only appear if the corresponding function has been enabled. They can also be accessed in the SET menu.

# Configuration/Settings table



Code	Factory setting	Customer setting
<i>Flr</i>	nO	
<i>Flr</i>	5	
<i>r5F</i>	nO	
<i>FLr</i>	nO	
<i>EeF</i>	nO	
<i>EPL</i>	YES	
<i>DPL</i>	YES	
<i>IPL</i>	YES	
<i>DHL</i>	YES	
<i>DLL</i>	YES	

Code	Factory setting	Customer setting
<i>SLL</i>	YES	
<i>COL</i>	YES	
<i>EnL</i>	YES	
<i>LFL</i>	nO	
<i>LFF</i>	10 Hz	Hz
<i>drn</i>	nO	
<i>SEp</i>	nO	
<i>InH</i>	nO	
<i>rPr</i>	nO	



Code	Factory setting	Customer setting
<i>Add</i>	1	
<i>Ebr</i>	19200	
<i>EFD</i>	8E1	
<i>EeD</i>	10 s	s
<i>AdCO</i>	0	

Code	Factory setting	Customer setting
<i>bdcO</i>	125	
<i>FLD</i>	nO	
<i>FLCC</i>	A11 AIP for ATV31●●●A	



These parameters only appear if the corresponding function has been enabled.

# Index of parameter codes

<i>ACC</i>	<a href="#">38</a>
<i>ACC</i>	<a href="#">38</a>
<i>AdC</i>	<a href="#">41</a>
<i>AdCO</i>	<a href="#">63</a>
<i>Add</i>	<a href="#">63</a>
<i>A11A</i>	<a href="#">66</a>
<i>A12A</i>	<a href="#">66</a>
<i>A13A</i>	<a href="#">66</a>
<i>ADIt</i>	<a href="#">24</a>
<i>Akr</i>	<a href="#">60</a>
<i>bdCO</i>	<a href="#">63</a>
<i>bEn</i>	<a href="#">54</a>
<i>bEt</i>	<a href="#">54</a>
<i>bFr</i>	<a href="#">20</a>
<i>bIP</i>	<a href="#">54</a>
<i>bLC</i>	<a href="#">54</a>
<i>brA</i>	<a href="#">38</a>
<i>brL</i>	<a href="#">54</a>
<i>brt</i>	<a href="#">54</a>
<i>CCS</i>	<a href="#">35</a>
<i>Cd1</i>	<a href="#">34</a>
<i>Cd2</i>	<a href="#">34</a>
<i>CHCF</i>	<a href="#">34</a>
<i>CHP</i>	<a href="#">56</a>
<i>CL2</i>	<a href="#">55</a>
<i>CL1</i>	<a href="#">18</a>
<i>COd</i>	<a href="#">66</a>
<i>COP</i>	<a href="#">35</a>
<i>COS</i>	<a href="#">20</a>
<i>COS2</i>	<a href="#">57</a>
<i>CrH3</i>	<a href="#">24</a>
<i>CrL3</i>	<a href="#">24</a>
<i>Ctd</i>	<a href="#">19</a>
<i>dCF</i>	<a href="#">39</a>
<i>dC1</i>	<a href="#">39</a>
<i>dE2</i>	<a href="#">38</a>
<i>dEC</i>	<a href="#">16</a>
<i>dO</i>	<a href="#">24</a>
<i>drn</i>	<a href="#">62</a>
<i>dSP</i>	<a href="#">48</a>
<i>EPL</i>	<a href="#">61</a>
<i>ErCO</i>	<a href="#">63</a>
<i>EeF</i>	<a href="#">61</a>
<i>FbS</i>	<a href="#">51</a>
<i>FCS</i>	<a href="#">22</a>
<i>FLG</i>	<a href="#">17</a>
<i>FLG2</i>	<a href="#">57</a>
<i>FLO</i>	<a href="#">63</a>
<i>FLDC</i>	<a href="#">63</a>
<i>FLr</i>	<a href="#">61</a>
<i>Fr1</i>	<a href="#">33</a>
<i>Fr2</i>	<a href="#">33</a>
<i>FrH</i>	<a href="#">65</a>
<i>FrS</i>	<a href="#">20</a>
<i>FrS2</i>	<a href="#">56</a>
<i>Fre</i>	<a href="#">38</a>
<i>FSt</i>	<a href="#">39</a>
<i>Ftd</i>	<a href="#">19</a>
<i>HSP</i>	<a href="#">16</a>
<i>Ibr</i>	<a href="#">54</a>
<i>IdC</i>	<a href="#">39</a>
<i>InH</i>	<a href="#">62</a>
<i>IPL</i>	<a href="#">61</a>
<i>IeH</i>	<a href="#">16</a>
<i>JF2</i>	<a href="#">18</a>
<i>JGF</i>	<a href="#">46</a>
<i>JOG</i>	<a href="#">46</a>
<i>JPF</i>	<a href="#">18</a>
<i>LAC</i>	<a href="#">33</a>
<i>LAF</i>	<a href="#">58</a>
<i>LAr</i>	<a href="#">58</a>
<i>LAS</i>	<a href="#">58</a>
<i>LCC2</i>	<a href="#">55</a>
<i>LCC</i>	<a href="#">35</a>
<i>LCr</i>	<a href="#">65</a>
<i>LFF</i>	<a href="#">62</a>
<i>LFL</i>	<a href="#">62</a>
<i>LFr</i>	<a href="#">65</a>
<i>LFe</i>	<a href="#">65</a>
<i>L11A</i>	<a href="#">66</a>
<i>L12A</i>	<a href="#">66</a>
<i>L13A</i>	<a href="#">66</a>
<i>L14A</i>	<a href="#">66</a>
<i>L15A</i>	<a href="#">66</a>
<i>L16A</i>	<a href="#">66</a>
<i>L15</i>	<a href="#">66</a>
<i>LSP</i>	<a href="#">16</a>
<i>nCr</i>	<a href="#">20</a>
<i>nCr2</i>	<a href="#">56</a>
<i>nrd</i>	<a href="#">22</a>
<i>nSP</i>	<a href="#">20</a>
<i>nSP2</i>	<a href="#">56</a>
<i>nSt</i>	<a href="#">40</a>
<i>OHL</i>	<a href="#">61</a>
<i>OLL</i>	<a href="#">61</a>
<i>OPL</i>	<a href="#">61</a>
<i>OPr</i>	<a href="#">65</a>
<i>Or</i>	<a href="#">65</a>
<i>PIC</i>	<a href="#">51</a>
<i>PIF</i>	<a href="#">51</a>
<i>Pr2</i>	<a href="#">51</a>
<i>Pr4</i>	<a href="#">51</a>
<i>PS16</i>	<a href="#">45</a>
<i>PS2</i>	<a href="#">44</a>
<i>PS4</i>	<a href="#">44</a>
<i>PSB</i>	<a href="#">44</a>
<i>PSt</i>	<a href="#">35</a>
<i>r1</i>	<a href="#">24</a>
<i>r2</i>	<a href="#">24</a>
<i>rFC</i>	<a href="#">34</a>
<i>rFr</i>	<a href="#">65</a>
<i>rIG</i>	<a href="#">51</a>
<i>rOt</i>	<a href="#">35</a>
<i>rP2</i>	<a href="#">51</a>
<i>rP3</i>	<a href="#">51</a>
<i>rP4</i>	<a href="#">51</a>
<i>rPG</i>	<a href="#">51</a>
<i>rP1</i>	<a href="#">52</a>
<i>rP1</i>	<a href="#">65</a>
<i>rPr</i>	<a href="#">62</a>
<i>rPS</i>	<a href="#">38</a>
<i>rPt</i>	<a href="#">37</a>
<i>rrS</i>	<a href="#">23</a>
<i>rSC</i>	<a href="#">21</a>
<i>rSF</i>	<a href="#">60</a>
<i>rSL</i>	<a href="#">52</a>
<i>rth</i>	<a href="#">65</a>
<i>SA2</i>	<a href="#">42</a>
<i>SA3</i>	<a href="#">42</a>
<i>SCS</i>	<a href="#">22</a>
<i>SdC1</i>	<a href="#">41</a>
<i>SdC2</i>	<a href="#">41</a>
<i>SdS</i>	<a href="#">19</a>
<i>SFr</i>	<a href="#">22</a>
<i>SLL</i>	<a href="#">62</a>
<i>SLP</i>	<a href="#">17</a>
<i>SLP2</i>	<a href="#">57</a>
<i>SP10</i>	<a href="#">45</a>
<i>SP11</i>	<a href="#">45</a>
<i>SP12</i>	<a href="#">45</a>
<i>SP13</i>	<a href="#">45</a>
<i>SP14</i>	<a href="#">45</a>
<i>SP15</i>	<a href="#">45</a>
<i>SP16</i>	<a href="#">45</a>
<i>SP2</i>	<a href="#">45</a>
<i>SP3</i>	<a href="#">45</a>
<i>SP4</i>	<a href="#">45</a>
<i>SP5</i>	<a href="#">45</a>
<i>SP6</i>	<a href="#">45</a>
<i>SP7</i>	<a href="#">45</a>
<i>SP8</i>	<a href="#">45</a>
<i>SP9</i>	<a href="#">45</a>
<i>SPd1</i>	<a href="#">65</a>
<i>SPd2</i>	<a href="#">65</a>
<i>SPd3</i>	<a href="#">65</a>
<i>SrF</i>	<a href="#">22</a>
<i>StA</i>	<a href="#">17</a>
<i>StA2</i>	<a href="#">57</a>
<i>StP</i>	<a href="#">62</a>
<i>St</i>	<a href="#">48</a>
<i>Stt</i>	<a href="#">39</a>
<i>TA1</i>	<a href="#">37</a>
<i>TA2</i>	<a href="#">38</a>
<i>TA3</i>	<a href="#">38</a>
<i>TA4</i>	<a href="#">38</a>
<i>TAr</i>	<a href="#">60</a>
<i>tbr</i>	<a href="#">63</a>
<i>tCC</i>	<a href="#">23</a>
<i>tCt</i>	<a href="#">23</a>
<i>tDC</i>	<a href="#">39</a>
<i>tDC1</i>	<a href="#">41</a>
<i>tDC2</i>	<a href="#">41</a>
<i>tFr</i>	<a href="#">22</a>
<i>tHd</i>	<a href="#">65</a>
<i>tHr</i>	<a href="#">65</a>
<i>tLS</i>	<a href="#">18</a>
<i>ttd</i>	<a href="#">19</a>
<i>ttO</i>	<a href="#">63</a>
<i>tUn</i>	<a href="#">21</a>
<i>tUS</i>	<a href="#">21</a>
<i>tUS</i>	<a href="#">66</a>
<i>UDP</i>	<a href="#">66</a>
<i>UFr</i>	<a href="#">17</a>
<i>UFr2</i>	<a href="#">57</a>
<i>UFe</i>	<a href="#">21</a>
<i>UFe2</i>	<a href="#">57</a>
<i>ULn</i>	<a href="#">65</a>
<i>UnS</i>	<a href="#">20</a>
<i>UnS2</i>	<a href="#">56</a>
<i>USP</i>	<a href="#">48</a>

# Index of functions

---

<a href="#">+/- speed</a>	<a href="#">47</a>
<a href="#">2-wire/3-wire control</a>	<a href="#">23</a>
<a href="#">Analog/logic output AOC/AOV</a>	<a href="#">24</a>
<a href="#">Automatic restart</a>	<a href="#">60</a>
<a href="#">Automatic standstill DC injection</a>	<a href="#">41</a>
<a href="#">Brake control</a>	<a href="#">53</a>
<a href="#">CANopen: Drive address</a>	<a href="#">63</a>
<a href="#">Control and reference channels</a>	<a href="#">26</a>
<a href="#">Control channel switching</a>	<a href="#">35</a>
<a href="#">Current limit</a>	<a href="#">18</a>
<a href="#">DC injection via logic input</a>	<a href="#">39</a>
<a href="#">Deceleration ramp adaptation</a>	<a href="#">38</a>
<a href="#">Drive thermal protection</a>	<a href="#">5</a>
<a href="#">Drive ventilation</a>	<a href="#">5</a>
<a href="#">Fast stop via logic input</a>	<a href="#">39</a>
<a href="#">Flying restart (automatic catching a spinning load on ramp)</a>	<a href="#">61</a>
<a href="#">Forced local mode</a>	<a href="#">63</a>
<a href="#">Freewheel stop via logic input</a>	<a href="#">40</a>
<a href="#">Function access level</a>	<a href="#">33</a>
<a href="#">Jog operation</a>	<a href="#">46</a>
<a href="#">Management of limit switch</a>	<a href="#">58</a>
<a href="#">Modbus: Drive address</a>	<a href="#">63</a>
<a href="#">Motor control auto-tuning</a>	<a href="#">21</a>
<a href="#">Motor switching</a>	<a href="#">56</a>
<a href="#">Motor thermal protection</a>	<a href="#">6</a>
<a href="#">Motor thermal protection - max. thermal current</a>	<a href="#">16</a>
<a href="#">PI regulator</a>	<a href="#">49</a>
<a href="#">Preset speeds</a>	<a href="#">43</a>
<a href="#">Ramp switching</a>	<a href="#">38</a>
<a href="#">Ramps</a>	<a href="#">37</a>
<a href="#">Reference switching</a>	<a href="#">34</a>
<a href="#">Relay r1</a>	<a href="#">24</a>
<a href="#">Relay r2</a>	<a href="#">24</a>
<a href="#">Reset of current fault</a>	<a href="#">60</a>
<a href="#">Return to factory settings/restore configuration</a>	<a href="#">22</a>
<a href="#">Saving the configuration</a>	<a href="#">22</a>
<a href="#">Selection of the type of voltage/frequency ratio</a>	<a href="#">21</a>
<a href="#">Skip frequency</a>	<a href="#">18</a>
<a href="#">Stop modes</a>	<a href="#">39</a>
<a href="#">Summing inputs</a>	<a href="#">42</a>
<a href="#">Switching for second current limit</a>	<a href="#">55</a>
<a href="#">Switching frequency</a>	<a href="#">22</a>

