VICTOR VIC300

دفترچه نصب و راه اندازی فارسی

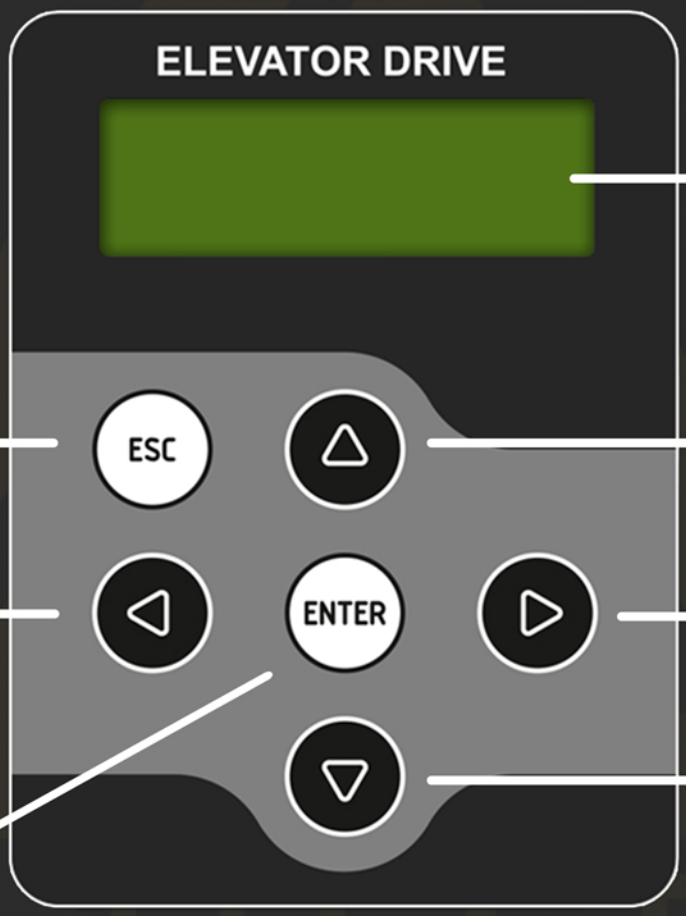
گروه فنی مهندسی دلتا آسانسور

ASYNCHRONOUS / SYNCHRONOUS Controls

DELTALIFT.IR | گروه فنی مهندسی دلتا آسانسور

۰۲۱-۸۸۵۳۱۶۶۷ ۰۸۱ ۱۸۱۳ ۰۹۱۹

کیپد


ELEVATOR DRIVE
ESC
ENTER
صفحه نمایش
خروج - بازگشت
منو بعدی
جابه جایی بین مقادیر
جابه جایی بین مقادیر
منو قبلی
تائید - ورود به منو

ابعاد

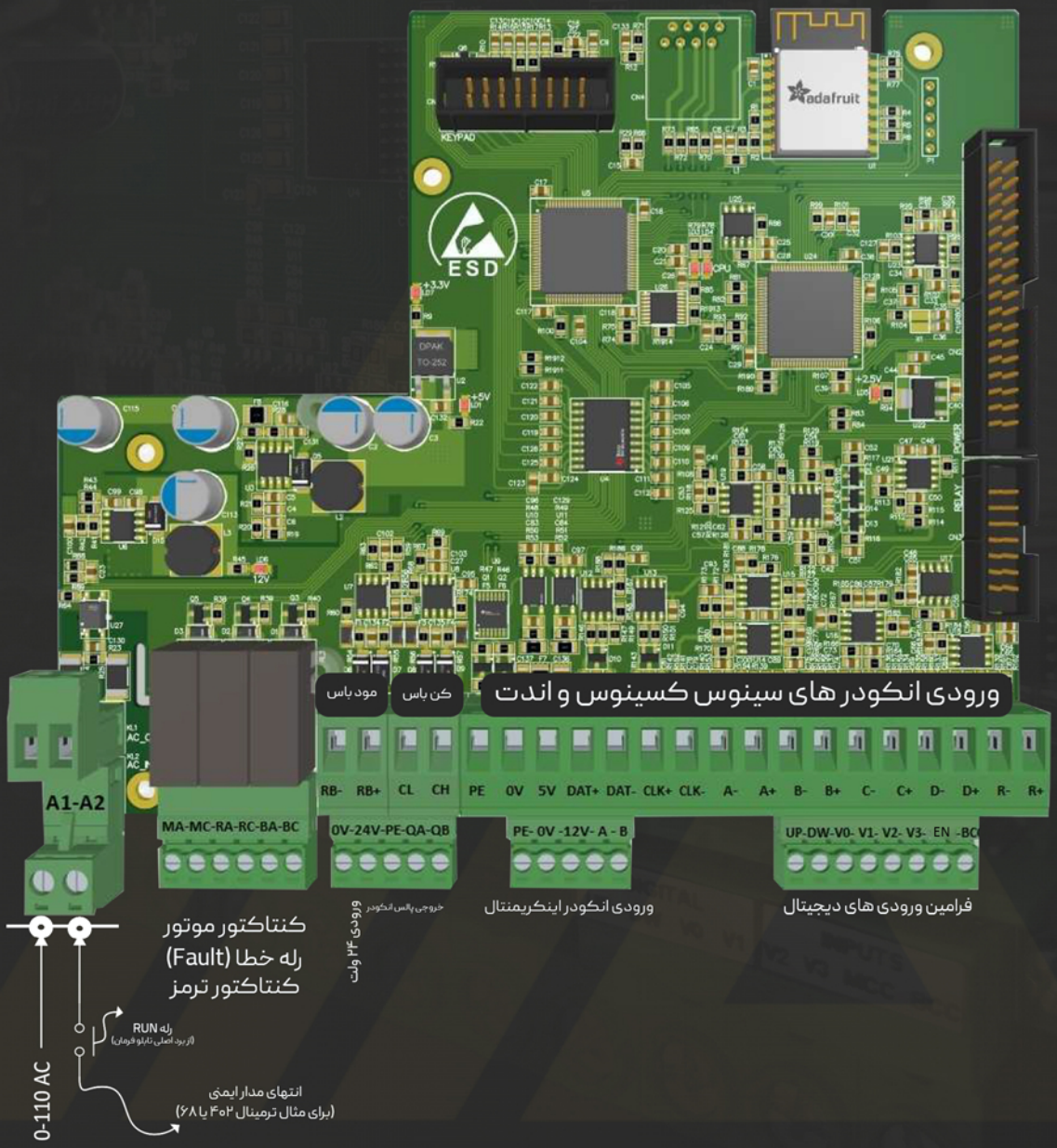
Size (width * length * height mm)	180*320*200
Operating temperature	-20 ± 60 °C
Protection Class	IP20
Moisture	%95
Network Control Input	3 X 380VAC, 50Hz, N

توضیحات مهم

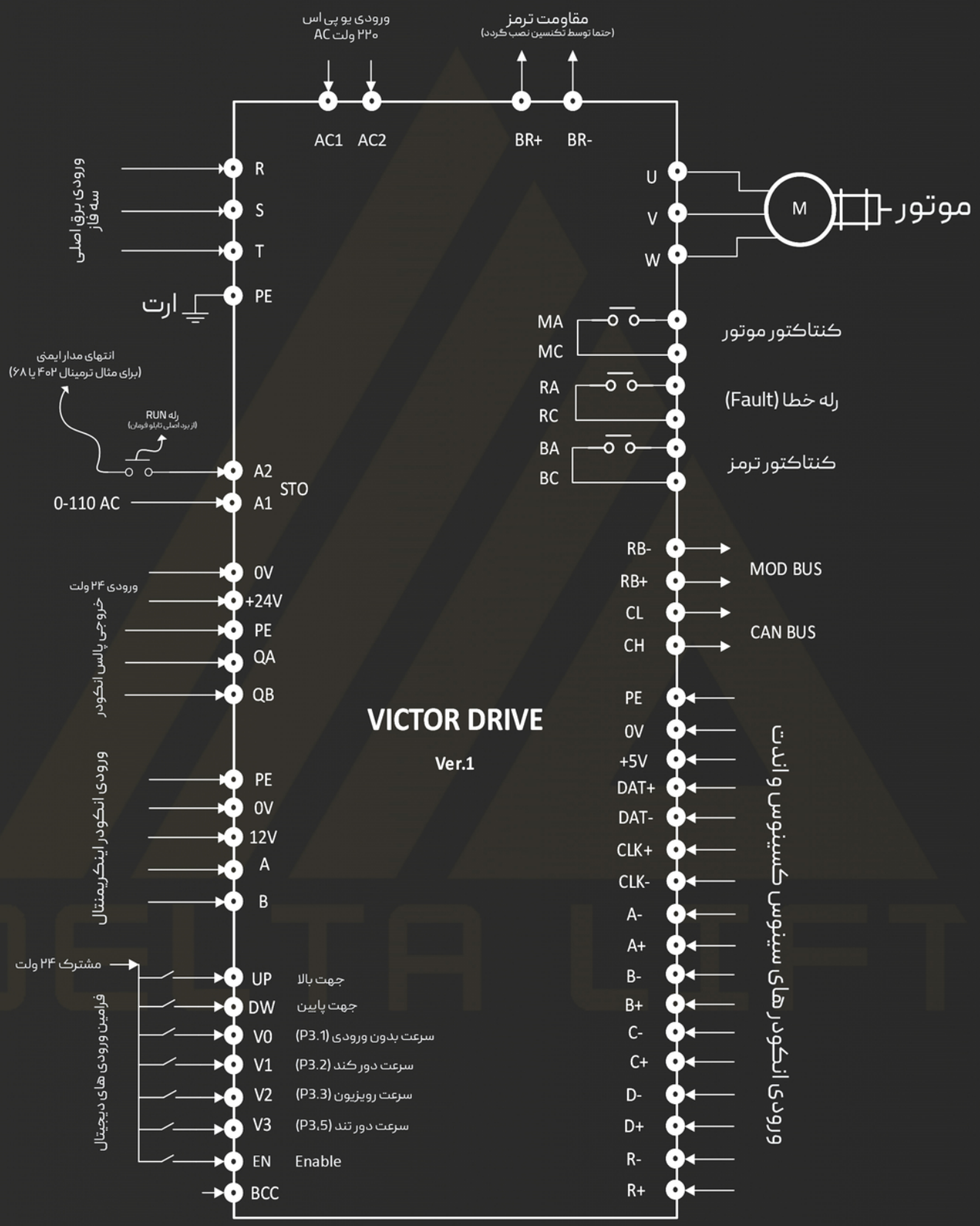
عدم توجه به این موارد امکان آسیب دیدن دستگاه شما را افزایش می دهد :

هنگام استفاده از درایو ویکتور درایو دستورالعمل ها را دنبال کنید.
اگر محصول خریداری شده دارای قسمت آسیب دیده است، از آن محصول استفاده نکنید!
از تماس محصول با مایعات جلوگیری کنید.
مقادیر توان و ولتاژ محصول سفارش داده شده و محصول تحویل شده را مقایسه کنید. اگر مناسب پروژه شما نیست ، لطفا با شرکت تماس بگیرید.
گارانتی محصول از تاریخ خروج از کارخانه شروع می شود. محصولاتی که دوره گارانتی آنها منقضی شده است با هزینه ای مقرون به صرفه تعمیر می شود. در طول دوره گارانتی، دستگاه تعمیر می شود.
از درایو در محیط هایی که ممکن است باعث آتش سوزی شود استفاده نکنید. در محیط گاز قابل اشتعال استفاده نشود.
مواد مغناطیسی و رسانا را داخل دستگاه نریزید. ممکن است باعث آتش سوزی و انفجار شود.
هنگام اتصال کابل مطمئن شوید که برق قطع شده است. اطمینان حاصل کنید که اتصال زمین (ارت) برقرار می شود.

نمای کلی ترمینال ها



نقشه سیم کشی


ورودی یو پی اس
۲۲۰ ولت AC
مقاومت ترمز
(حتما توسط تکنسین نصب گردد)
AC1
AC2
BR+
BR-
ورودی برق اصلی
سه فاز
R
S
T
PE
ارت
U
V
W
M
موتور
MA
MC
کنتاکتور موتور
RA
RC
رله خطا (Fault)
BA
BC
کنتاکتور ترمز
انتهای مدار ایمنی
(برای مثال ترمینال ۴۰۲ یا ۶۸)
رله RUN
(از برد اصلی تابلو فرمان)
A2
STO
0-110 AC
A1
RB-
RB+
MOD BUS
CL
CH
CAN BUS
0V
ورودی ۲۴ ولت
+24V
PE
QA
QB
خروجی پالس انکودر
VICTOR DRIVE
Ver.1
PE
0V
+5V
DAT+
DAT-
CLK+
CLK-
A-
A+
B-
B+
C-
C+
D-
D+
R-
R+
ورودی انکودر های سینوس کسینوس و اینت
PE
0V
12V
A
B
ورودی انکودر اینکریمنتال
مشترک ۲۴ ولت
UP
جهت بالا
DW
جهت پایین
V0
(P3.1) سرعت بدون ورودی
V1
(P3.2) سرعت دور کند
V2
(P3.3) سرعت رویزیون
V3
(P3,5) سرعت دور تند
EN
Enable
BCC
فرامین ورودی های دیجیتال

تعاریف ترمینال ها

POWER BOARD TERMINAL	
BR-	Braking Resistor Connection
BR+	Braking Resistor Connection
R	3 Phase 380 VAC Mains Supply
S	3 Phase 380 VAC Mains Supply
T	3 Phase 380 VAC Mains Supply
PE	Ground
AC1	UPS Rescue Supply Input 220 VAC
AC2	UPS Rescue Supply Input 220 VAC
U	U Motor Phase Connection
V	V Motor Phase Connection
W	W Motor Phase Connection

CONTROL BOARD TERMINAL	
24	24 Vdc Supply Input
0	0 Vdc Supply Input
PE	SHIELD
QA	Encoder Simulation outputs
QB	Encoder Simulation outputs
PE	SHIELD
0	Encoder Supply 0 Vdc
12V	Encoder Supply 12Vdc
A	Encoder A channel Pulse Input
B	Encoder B channel Pulse Input
STO AI	End of safety circuit (for example 402 or 68 terminal)
STO A2	0-110VAC (Connect to zero 110 Vac)
MA	Motor contactor Contact COM
MC	Motor contactor Contact NO
RA	Driver Fault Contact COM
RC	Driver Fault Contact NO
BA	Brake Contact COM
BC	Brake Contact NO
R+	Serial Communication Modbus
R-	Serial Communication Modbus
RS+	Serial Communication Can bus
RS-	Serial Communication Can bus

CONTROL BOARD TERMINAL	
UP	UP Direction (Forward)
DW	DOWN Direction (Reverse)
VO	Speed 0
V1	Speed 1
V2	Speed 2
V3	Speed 3
MCC	Enable
BCC	NC
ENDAT ENCODER	
OV	0 V Encoder Supply Common
+5V	Encoder Supply 5 Vdc
PE	SHIELD
DAT+	Encoder DATA+
DAT-	Encoder DATA-
CLK+	Encoder CLOCK+
CLK-	Encoder CLOCK-
A+	Encoder A +
A-	Encoder A -
B+	Encoder B +
B-	Encoder B -
SINCOS ENCODER	
OV	0 V Encoder Supply Common
+5V	Encoder Supply 5 Vdc
PE	SHIELD
R-	Encoder R-
R+	Encoder R+
D-	Encoder COS-
D+	Encoder COS+
C-	Encoder SIN-
C+	Encoder SIN+
B-	Encoder B -
B+	Encoder B +
A-	Encoder A -
A+	Encoder A +

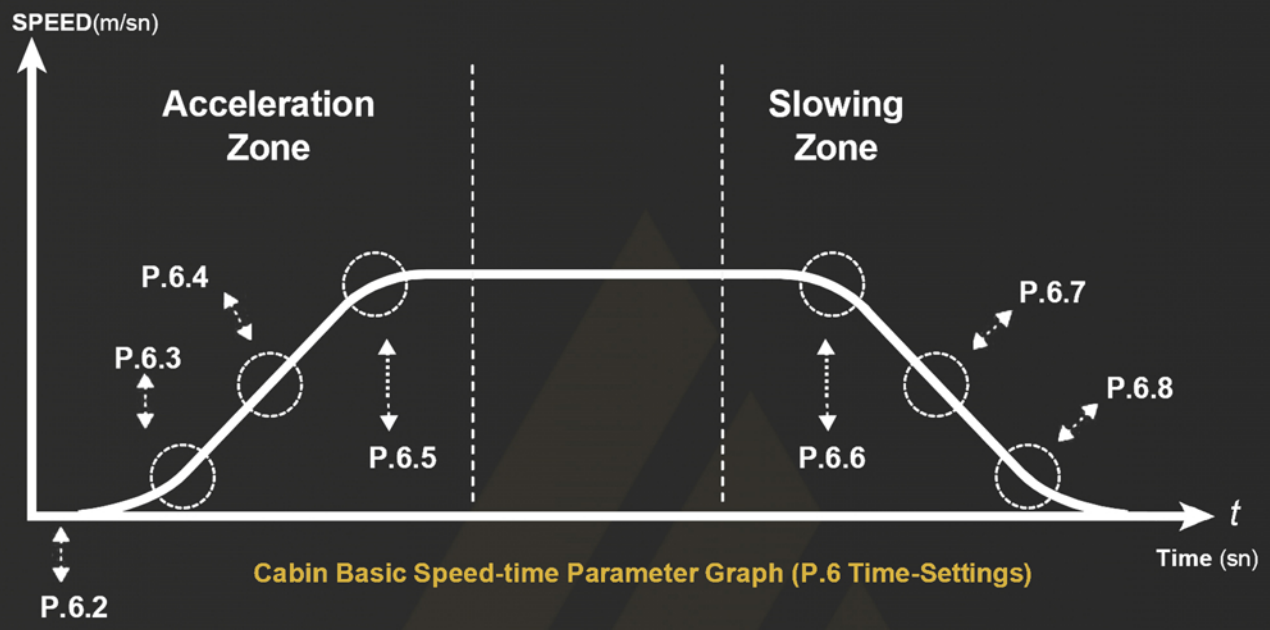
MULTIPLE SPEEDS

SPEED INPUTS	V0	V1	V3	V2
No Speed	0	0	0	0
Multi Speed 1	1	0	0	0
Multi Speed 2	0	1	0	0
Multi Speed 3	1	1	0	0
Multi Speed 4	0	0	0	1
Multi Speed 5	1	0	0	1
Multi Speed 6	0	1	0	1
Multi Speed 7	1	1	0	1
Multi Speed 8	0	0	1	0
Multi Speed 9	1	0	1	0
Multi Speed 10	0	1	1	0
Multi Speed 11	1	1	1	0
Multi Speedl2	0	0	1	1
Multi Speed 13	1	0	1	1
Multi Speed 14	0	1	1	1
Multi Speed 15	1	1	1	1

پارامترها

تنظیمات اصلی - گروه P0	
P0.0: Language	English
P0.1: Lcd back light	90,00%
P0.2: Lcd contrast	80,00%
P0.3: Control type	Parallel port
P0.4: Parallel speed input	Multi speeds
P0.5: Rescue voltage	290V
P0.6: Low dc bus level	340V
P0.7: Low dc bus detect time	1.000S
P0.8: Rescue direction	In command dir..
P0.9: Current rescue threshold	10A
P0.10: Total operation time	0 Day
P0.11: Total running time	0 Day
P0.12: Hammer mode	Off
P0.13: Firmware code	V5.30
P0.14: Back to factory setting	No
تنظیمات موتور - گروه P1	
P1.0: Motor control type	Close control
P1.1: Motor power	7.5 KW
P1.2: Motor current	18 A
P1.3: Motor frequency	50 HZ
P1.4: Motor rpm	1380 rpm
P1.5: Motor voltage	380V
P1.6: Number of poles	4P
P1.7: Motor rated slip	1,40 Hz
P1.8: Motor direction	Straight dicer.
P1.9: Motor no load current	32.00%
P1.10: Motor auto tune	Off
تنظیمات انکودر - گروه P2	
P2.0: Encoder type	Incremental encoder
P2.1: Encoder pulse number	1024PPR
P2.2: Encoder offset angle	0,0o
P2.3: Encoder filter time	5ms
P2.4: Encoder direction	Straight direction
P2.5>Encoder fault rate	20%
P2.6>Encoder learning	Off
سرعت های ویژه - گروه P3	
P3.0: Car speed	1,000 m/sec
P3.1: Slow speed	0,080 m/sec
P3.2: Leveling speed	0,025 m/sec
P3.3: Revision speed	0,200 m/sec
P3.4: Middle speed	0,800 m/sec
P3.5: High speed	1,000 m/sec
P3.6: Rescue speed	0,050 m/sec
P3.7: Hammer speed	0,050 m/sec
سرعت های اولویت دار - گروه P4	
P4.0: Car speed	1,00 m/sec
P4.1: Only direction	0,00 m/sec
P4.2:V0 Speed	0,025 m/sec
P4.3: V1 Speed	0,800 m/sec
P4.4: V2 Speed	0,200 m/sec
P4.5: V3 Speed	1,000 m/sec
P4.6: V2+V3	0,010 m/sec
P4.7: Rescue speed	0,050 m/sec
P4.8: Hammer speed	0,050 m/sec
سرعت های چند گانه (Multi Speeds) - گروه P5	
P5.0: Car speed	1,000m/sec
P5. 1: Only direction	No speed
P5.2: Multiple speed 1	0,000m/sec
P5.3: Multiple speed 2	0,000m/sec
P5.4: Multiple speed 3	0,000m/sec
P5.5: Multiple speed 4	0,000m/sec
P5.6: Multiple speed5	0,000m/sec
P5.7: Multiple speed 6	0,000m/sec
P5.8: Multiple speed 7	0,000m/sec
P5.9: Multiple speed 8	0,000m/sec
P5.10: Multiple speed 9	0,000m/sec
P5.11: Multiple speed 10	0,000m/sec
P5.12: Multiple speed 11	0,000m/sec
P5.13: Multiple speed 12	0,000m/sec
P5.14: Multiple speed 13	0,000m/sec
P5.15: Multiple speed 14	0,000m/sec
P5.16: Multiple speed 15	0,000m/sec
P5.17: Rescue speed	No speed
P5.18: Hammer speed	No speed
تنظیمات زمان - گروه P6	
P6.0: Direction delay	1,00sec
P6.1: Magnetization time	0,5sec
P6.2: Speed delay	0,8sec
P6.3: Accel int jerk	1,50sec
P6.4: Acceleration time	2,20sec
P6.5: Accel end jerk	1,30sec
P6.6: Deceleration int jerk	1,30sec
P6.7: Deceleration time	1,60sec
P6.8: Deceleration end jerk	1,40sec
P6.9: Current down delay	0,00sec
P6.10: Contactor delay	0,5 sec
تنظیمات PID - گروه P7	
P7.0: Current Kp	1.4
P7.1: Current Ki	1
P7.2: Current Kd	0
P7.3: Zero speed Kp	100
P7.4: Zero speed Ki	120
P7.5: zero speed Kd	0,5
P7.6: Low speed Kp	70
P7.7: Low speed Ki	30
P7.8: Low speed Kd	0,5
P7.9: Medium speed Kp	120
P7.10: Medium speed Ki	25
P7.11: Medium speed Kd	0,2
P7.12: High speed Kp	140
P7.13: High speed Ki	5
P7.14: High speed Kd	0,1
P7.15: Low Speed Switching frequency	1,00%
P7.16: High Speed Switching frequency	60%
P7.17: Carrier frequency	8KHz
P7.18: Low Speed Current Limit	100%
P7.19: Low Speed Overcurrent Detection Time	10,0s
P7.20: High Speed Current Limit	120%
P7.21: High Speed Overcurrent Detection Time	10s
P7.22: Zero Speed Detection FRECUENCY	0,2 Hz
P7.23: Maximum torque	1.5
P7.24: Braking voltage	650V
P7.25: Input phase lost	0
نمایش خطا ها - گروه P8	
P8.0: Auto. Reset time	3,0 SEC
P8.1: Auto reset number	10
P8.2: Erase errors?	NO
P8.3-22: Error log 1 -Error log20	
نصب سریع - گروه P9	
P9.0: Motor control type	Close loop
P9.1: Motor power	7.5 Kw
P9.2: Motor current	18 A
P9.3: Motor frequency	50 Hz
P9.4: Motor speed	1380rpm
P9.5: Motor voltage	380V
P9.6: Number of motor poles	4P
P9.7: Encoder type	Incremental encoder
P9.8: Car speed	1,000m/sec

شکل موج حرکتی



Cabin Basic Speed-time Parameter Graph (P.6 Time-Settings)

ثابت نگه داشتن کابین در هنگام شروع حرکت

به منظور ثابت نگه داشتن کابین آسانسور با تزریق DC درابتدای حرکت؛
در موتورهای آسنکرون ، پارامتر P.6.2 را می توان تا 0.5 ثانیه افزایش داد. (تاخیر سرعت P.6.2)
در موتورهای سنکرون ، پارامترP.6.2 را می توان تا 0.8 ثانیه افزایش داد. (تاخیر سرعت P.6.2)

شروع حرکت و انتقال به سرعت نامی

P.6.3 زمان شروع اکسلریشن از این پارامتر تنظیم می شود.
P.6.4 زمان رسیدن کابین به سرعت نامی از این پارامتر تنظیم می شود.
P.6.5 زمان رمپ هنگام نزدیک شدن به سرعت نامی از این پارامتر تنظیم می شود.

برای اینکه دیرتر به سرعت مورد نظر برسیم مقدار P.6.4 کاهش می دهیم.(شتاب P.6.4)
برای اینکه دیرتر به سرعت مورد نظر برسیم مقدار P.6.4 افزایش می دهیم.(شتاب P.6.4)
P.6.5 و P.6.3 برای انتقال نرمتر در طول اجرای اکسلریشن افزایش می یابد. (شروع شتاب P.6.3)
در طول اجرای اکسلریشن، مقدار P.6.5 و P.6.3 برای انتقال تیز تر کاهش می‌یابد. (رسیدن به شتاب P.6.5)

زمان دور اندازی تا توقف

P.6.6 زمان شروع سرعت دور کند.
P.6.7 زمان اجرای دسلریشن.
P.6.8 زمان رسیدن به انتهای دسلریشن.

زمان لازم برای توقف کابین آسانسور از این پارامتر تنظیم می شود. P.6.7 زمان دسلریشن.
P.6.7 برای توقف نرمتر افزایش می یابد. P.6.7 برای توقف تیزتر کاهش می‌یابد.
برای شروع دسلریشن نرمتر، پارامتر P.6.6 (زمان شروع دسلریشن) افزایش می یابد.
برای دسلریشن تیزتر ، P.6.6 (زمان شروع دسلریشن) افزایش می یابد.
برای توقف نرم تر، پارامتر P.6.8 افزایش می یابد.
برای توقف تیزتر، پارامتر P.6.8کاهش می یابد.

توجه: اگر مقادیر P.6.7 و P.6.6 خیلی زیاد باشد، آسانسور ممکن است از طبقه مورد نظر عبور کند.

نکات کلیدی

بازگشت به تنظیمات کارخانه

برای بازگشت به تنظیمات کارخانه پارامتر P0.14 را روی Yes قرار می دهیم و ENTER می کنیم .

مقاومت ترمز پیشنهادی

برای درایو های ۷٫۵ کیلووات

۱۵۰۰ تا ۱۲۰۰ w ۶۰Ω

برای درایو های ۱۱ کیلووات

۲۵۰۰ تا ۲۰۰۰ w ۴۰Ω

نکته مهم راجع به STO

STO یکی از استاندارد های روز اروپا می باشد که رعایت آن در تمامی تابلو فرمان ها ضروری است .
به بیان ساده تر یک مدار ایمنی مضاعف می باشد و باید طبق نقشه ، سیم کشی شود .

در صورتی که هنوز مدار ایمنی تابلو فرمان را سیم کشی نکرده اید ، میتوانید به صورت موقت به ترمینال A2 ولتاژ 110v و به ترمینال A1 ولتاژ 0/110v متصل کنید .

توجه کنید که در صورت اتصال ولتاژ 110v به ترمینال های مذکور امکان وارد شدن به پارامتر هارا نخواهید داشت .

توجه کنید که برای اتوتیون نیاز دارید که مدار STO را متصل کرده باشید (چه موقت ، چه دائم)

تنظیمات سرعت ویژه

ابتدا از گروه P0 ، پارامتر P0.4 Parallel Speed Input را روی گزینه Special Speed قرار می دهیم.

پارامتر	سرعت پیشفرض	عنوان سرعت	ترمینال
P3.1	0.08 m/sec	سرعت بدون ورودی	V0
P3.2	0.025 m/sec	سرعت دور کند (Leveling)	V1
P3.3	0.2 m/sec	سرعت رویزیون (Revision)	V2
P3.5	1 m/sec	سرعت دور تند (High)	V3

نکته:
در صورت عدم نیاز به سرعت بدون ورودی ، مقدار آن را صفر کنید .

نصب سریع ، اتوتیون

ابتدا مشخصات موتور را طبق پلاک موتور در گروه P9 وارد می کنیم

نصب سریع - گروه P9	
P9.0: Motor control type	Close loop ✕
P9.1: Motor power	7.5 Kw
P9.2: Motor current	18 A
P9.3: Motor frequency	50 Hz
P9.4: Motor speed	1380rpm
P9.5: Motor voltage	380V
P9.6: Number of motor poles	4P
P9.7: Encoder type	Incremental encoder
P9.8: Car speed	1,000m/sec

✕ Close loop Synchronous برای موتور های گیرلس ، Open loop Asynchronous برای موتور های اپن لوپ و Close loop Asynchronous برای موتور های گیربکسی

سپس پارامتر P1.10 را روی On قرار می دهیم.

در نهایت در مود رویزیون جهت گرفته و منتظر اتمام اتوتیون می مانیم.

توجه کنید که اتوتیون در موتور های گیربکسی (اپن لوپ و کلوز لوپ) می تواند تا ۱ دقیقه نیز طول بکشد.
خواهشمند است در هنگام اجرای مراحل اتوتیون صبور باشید .

لیست خطا ها (بخش اول)

شماره	کد خطا	شرح خطا	علل احتمالی خطا
01	Module Overcurrent, OC for IGBT	IGBT signals error.	* There may be short circuit in U, V, W motor outputs. Check the motor connections. * The IGBT may be overheated because the fans are defective. Check whether the fans are rotating. * Because the parameter settings are wrong, the motor may draw excessive current and the IGBT may be heating. Check the parameter settings. * IGBT supply voltage may be low. Check the mains voltage. * If there is an error in rescue, it means that the power of the UPS is not enough. *If the lift operates when it is about to stop, increase the contactor drop delay from the main controller.
02	Sensor Trouble, ADC Fault	Driver current output information cannot be read correctly.	* Driver current reading circuit may be broken.
03	Extreme HEAT, Radiator Overheat	The temperature of the drive has risen above the specified degree.	* Make sure that the driver ventilation fans are running. * Check the conformity of the minimum mounting distances for the products around the drive. * Check the ventilation of the panel and engine room.
04	Brake Unit Error, Fault Brake Unit	BR-BR + input was not active within [T02] time after drive pulled the BR relay.	* Make sure that the brake contactor is activated. * Make sure that the mechanical brake lining pulls fully. * Make sure that the mechanical brake control switches are correctly wired and working properly. * BR input to the defined terminal (BR +, BR-), make sure that the connection is made correctly.
05	Waste Fuse, Fault Fuse Blown	Driver CPU fuses have failed.	* Driver CPU fuse circuit may be broken.
06	Torque Protection, Over- torque Protec	Tuning process (Motor recognition) could not be done correctly.	* Make sure that the motor label values are entered correctly on the device. * Make sure the motor cables are connected correctly. * Make sure that motor contactors are pulled during tuning.
07	High Voltage, DC Bus OV	DC bus voltage has increased.	* The braking resistor may not be connected. Check that the braking resistor is connected to the BR- and BR + terminals. * Braking resistor value may be wrong. Make sure that a suitable resistor is installed for the driver and motor power.
08	Low Voltage, DC Bus UV	DC bus voltage has dropped.	* The braking resistor may not be connected. Check that the braking resistor is connected to the BR- and BR + terminals. * Braking resistor value may be wrong. Make sure that a suitable resistor is installed for the driver and motor power.
09	Output Phase Loss, Phase Loss Output	Output phases are disappearing.	* If mains supply is active: Mains voltage may be low. Check the voltages at the R S T terminals. * If battery rescue is active: Check the battery supply circuit at the UPS terminals.
10	Encoder Fault	The motor speed information detected from the encoder doesn't reach the specified reference.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the encoder pulse number ([P2.1]) parameter is set correctly.
11	Encoder Fault	The motor speed information detected from the encoder doesn't reach the specified reference.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the encoder pulse number ([P2.1]) parameter is set correctly.
12	OC During Stopping	Drive draws excessive current in stop.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the mechanical brakes are fully opened. * Make sure the deceleration ramp is not set with an excessively steep acceleration. * Check the accuracy of the elevator counterweight balance. * Make sure that the driver is selected correctly according to the motor current.
13	R-Speed Detuning	The elevator moves in the desired direction	* Encoder tips may be reversed. Check the encoder connections. * U, V, W motor ends may be reversed. Check the motor connections.
14	OS During Stopping	The driver is driving with excessive speed in stop.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the mechanical brakes are fully opened. * Make sure the deceleration ramp is not set with an excessively steep acceleration. A * Check the accuracy of the elevator counterweight balance. * Make sure that the driver is selected correctly according to the motor current.
15	Motor Phase Reverse, M ph wrong	Motor rotation direction is opposite to encoder rotation direction.	* Check the encoder direction parameter [P2.4]. * Phase sequence (U, V, W) may be reversed at motor connection. (Check [P1.8])
16	FWD Overspeed	Motor speed information detected from the encoder, 15% above the specified reference speed.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the encoder pulse number ([P2.1]) parameter is set correctly.
17	Down Direction Overspeed	Motor speed information detected from the encoder, 15% above the specified reference speed.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the encoder pulse number ([P2.1]) parameter is set correctly.
18	UVW Encoder Phase Error	Motor rotation direction is opposite to encoder rotation direction	* Check the encoder direction parameter [P2.4]. * Phase sequence (U, V, W) may be reversed at motor connection. (Check [P1.8])
19	EnDat Comm. Fault	Cannot communicate with the encoder card (EnDat) in synchronous motor.	* Make sure that the EnDat card is mounted correctly on the motherboard. * Check if the RUN led on the EnDat card blinks periodically.
20	UVW Overcurrent	Drive current output information cannot be read correctly.	* Check the encoder direction parameter [P2.4]. * Phase sequence (U, V, W) may be reversed at motor connection. (Check [P1.8])
21	Brake Check Fault	There may be no braking resistor or open circuit.	* The braking resistor may not be connected. Check that the braking resistor is connected to the BR- and BR + terminals. * The resistance may have been roasted and open circuit.
22	Overvoltage Input	There is a problem in R, S, T, mains supply inputs.	* Supply Input Phases have unbalanced Phase voltage. One or two phases are overloaded. * Check the panel and building phase loads.
23	Speed Deviation, Spd Deviation	If the motor speed information detected from the encoder is different from the specified reference, it has failed.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the encoder pulse number ([P2.1]) parameter is set correctly.

لیست خطا ها (بخش دوم)

شماره	کد خطا	شرح خطا	علل احتمالی خطا
24	UVW Encoder Discount.	Motor rotation direction is opposite to encoder rotation direction.	* Check the encoder direction parameter [P2.4]. * Phase sequence (U, V, W) may be reversed at motor connection. (Check [P1.8])
25	Fan Check Fault	The fan may not be working.	* Check if the cooling fans are running.
26	Enc Not Autotuned	Error in encoder identification.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the encoder pulse number ([P2.1]) parameter is set correctly.
27	Rms Cur Over	Output current exceeded device capacity.	* Motor currents may be increasing because the acceleration is too sudden. Decrease the PA acceleration. * V / F table may be set incorrectly. Intermediate frequency voltage and min. decrease the frequency voltage. * Device power may be small compared to the motor. Check that a suitable capacity device is used for the motor. * Make sure that the brakes are opened if it gives in open car systems. * Make sure of the encoder operating voltage and connections in closed loop systems.
28	SINCOS Enc Fault	Sin Cos Encoder operating error.	* Make sure the connection of Sin Cos encoder. * Check the encoder [(P2.0)] parameter.
29	Input Phase_lost	There is a problem in R, S, T, mains supply inputs. Received from the encoder.	* Supply voltage may be low. * One of the supply input phases may be missing. * There may be a short-term interruption in the supply inputs. * There may be loose wires or connections in the supply line. * There can be huge differences between phases.
30	OS Protection	Overspeed information has been received from the encoder.	* The motor speed may have exceeded the desired reference speed. Check the engine settings. * The encoder resolution may have been entered incorrectly, please check it. Also make sure that the encoder cable is away from the motor cable. * If it gives at the moment of first movement, make sure that the brake contactor feed is taken from the FRA FRB terminals. * If it is an asynchronous machine, put the Drive in Open Loop, if it does not fail, focus on the encoder. * If this error is received occasionally, increase the speed gains in the drive's PID settings slightly.
31	Motor High Speed	Drive draws over current Overspeed information received from the encoder.	* Make sure that the motor label values are entered correctly on the device. * Make sure that the mechanical brakes are fully opened. * Make sure the acceleration ramp is not set with an excessively steep acceleration. * Check the accuracy of the elevator counterweight balance. * Make sure that the driver is selected correctly according to the motor current.
32	Ground Protec	Earth connection error.	* Check Drive, Encoder, Panel and Building ground connection sequentially.
33	Capacity Alarm	DC Bus voltage is below the specified lower limit.	* Make sure that the mains power input (R, S, T,) is not cut off. * Check the voltage levels of the mains input phases.
34	Ext Fault	Error encountered outside of the specified errors.	
35	Out Unbalance	U, V, W Phase outputs imbalance.	* Check the output phase cable connections.
36	Param. Setup Err	The device parameter is different from the saved value.	* Check the relevant Parameter.
37	Short-circuit	There may be no braking resistor or open circuit.	* The braking resistor may not be connected. Check that the braking resistor is connected to the BR- and BR + terminals. * Braking resistor value may be wrong. Make sure that a suitable resistor is installed for the driver and motor power.
38	Cur-Peak To Large	Unbalanced amount of current is drawn from motor U, V, W erminals. One or both phases are overloaded.	* Contactor feet may not pass. Check the connections of the contactor legs. For testing, connect the motor directly to the driver U-V-W outputs. If the fault goes on the contactors or there is a problem with their connections. Check it out. * There may be a problem with the motor windings. Measure the ohmic resistance of the motor windings, they should be equal to each other. Do not forget that the main contactors are kept in short circuit with thei r closed contacts unless synchronous motors are driven.
39	Out-Cont. Fault	An unbalanced amount of current is drawn from the motor U, V, W terminals. One or both of the phases are overloaded.	* Contactor feet may not pass. Check the connections of the contactor legs. For testing, connect the motor directly to the driver U-V-W outputs. If the error goes away, it means there is a problem with the contactors or their connections. Check it out. * There may be a problem with the motor windings. Measure the ohmic resistance of the motor windings, they should be equal to each other. Do not forget that the main contactors are kept in short circuit with their closed contacts unless synchronous motors are driven.
40	Sensor Fault	Drive current output information cannot be read correctly.	* Driver current reading circuit may be broken.
41	Brake Switch Fault	Driver, Motor and Brake control have error	* The braking resistor may not be connected. Check that the braking resistor is connected to the BR- and BR + terminals. * The resistance may have been roasted and open circuit. * Check the operation of the Mechanical Brake. * Check the signals of the control card.
42	IGBT Short-circuit	IGBT short circuit fault	* The driver IGBT circuit may have failed.
43	In-Power Abnormal	Unbalanced amount of current is drawn from driver R, S, T ends. One or both phases are overloaded.	* Supply Input Phases have unbalanced Phase voltage. One or two phases are overloaded. * Check the panel and building phase loads.

Thank you for choosing VIC300

از انتخاب شما سپاسگزاریم

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