Troubleshooting and fault elimination



5 Troubleshooting and fault elimination

Status		Cause	Remedy
e.g. 50 . 0	Present output frequency	Trouble free operation	
OFF	Stop (outputs U, V, W inhibited)	LOW signal at terminal 28	Set terminal 28 to HIGH
Inh	Inhibit (outputs U, V, W inhibited)	Controller is set up for CANopen operation (see C01)	Start the controller via CANopen
SEP	Output frequency = 0 Hz (outputs U, V, W inhibited)	Setpoint = 0 Hz (C31 = 0)	Setpoint selection
		Quick stop activated through digital input	Deactivate Quick stop
br	DC-injection brake active	DC-injection brake activatedvia digital inputautomatically	 Deactivate DC-injection brake digital input = LOW automatically after holding time c06 has expired
EL	Current limit reached	Controllable overload	Automatically (see C22)
LU	Undervoltage on DC bus	Mains voltage too low	Check mains voltage
dEC	Overvoltage on DC bus during deceleration (warning)	Excessively short deceleration time (C13)	Automatically if overvoltage < 1 s, DU , if overvoltage > 1 s
nEd	No access to code	Can only be changed when the controller is in DFF or Inh	Set terminal 28 to LOW or inhibit through CANopen

Error		Cause	Remedy ⁽¹⁾
c۶	Data on EPM not valid	Data not valid for controller	 Use EPM providing valid data Load Lenze setting
EF		Data error	
GF		OEM data not valid	
FI	EPM error	EPM missing or defective	Power down and replace EPM
CFG	Digital inputs not uniquely assigned	E1E3 assigned with the same digital signals	Each digital signal can only be used once
		Either just "UP" or "DOWN" used	Assign the missing digital signal to a second terminal
dF	Dynamic braking fault	Dynamic braking resistors are overheating	Increase deceleration time (C13)
EEr	External error	Digital input "TRIP set" is active	Remove external error
F2FD, JF	Internal fault		Please contact Lenze
FE3	CAN communication timeout	Monitored CAN messages not received	 Check h48 for cause Increase timeout settings Check CAN wiring
FC5	CAN initialization failed	CAN controller failure	Perform CAN reset (h58)Cycle power
LC	Automatic start inhibited	c42 = 0	LOW-HIGH signal change at terminal 28

(1) The drive can only be restarted if the error message has been reset; see c70





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Error		Cause	Remedy ⁽¹⁾
00 1	Short-circuit or overload	Short-circuit	Find reason for short-circuit; check motor cable
		Excessive capacitive charging current of the motor cable	Use shorter motor cables with lower charging current
		Acceleration time (C12) too short	Increase acceleration timeCheck controller selection
		Defective motor cable	Check wiring
		Internal fault in motor	Check motor
		Frequent and long overload	Check controller selection
065	Earth fault	Grounded motor phase	Check motor/motor cable
		Excessive capacitive charging current of the motor cable	Use shorter motor cables with lower charging current
006	Motor overload (I ² t overload)	 Motor is thermally overloaded, due to: impermissable continuous current frequent or too long acceleration processes 	Check controller selectionCheck setting of c20
ОН	Controller overtemperature	Controller too hot inside	 Reduce controller load Improve cooling
00	Overvoltage on DC bus	Mains voltage too high	Check mains voltage
		Excessively short deceleration time or motor in generator mode	Increase deceleration time or use dynamic braking option
		Earth leakage on the motor side	Check motor/motor cable (separate motor from controller)
rSt	Faulty auto-TRIP reset	More than 8 errors in 10 minutes	Depends on the error
SF	Single phase fault	A mains phase has been lost	Check mains voltage

(1) The drive can only be restarted if the error message has been reset; see c70