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VFD TROUBLESHOOTING GUIDE

Problem	Possible Causes
OVERVOLTAGE The inverter's internal DC link voltage is too high	<ul style="list-style-type: none"> • The supply voltage is too high • Trying to decelerate a large inertia load too quickly • The brake resistor is open circuit
UNDERVOLTAGE The inverter's internal DC link voltage is too low	<ul style="list-style-type: none"> • The supply voltage is too low • The supply has been lost • A supply phase is missing
OVERCURRENT The motor current being drawn from the inverter is too high	<ul style="list-style-type: none"> • Trying to accelerate or decelerate a large inertia load too quickly • Application of shock load to motor • Short circuit between motor phases • Short circuit between motor phase and earth • Motor output cables too long or too many parallel motors connected to the inverter • Fixed or auto boost levels are set too high
HEATSINK The inverter heatsink temperature is too high	<ul style="list-style-type: none"> • The ambient air temperature is too high • Poor ventilation or spacing between inverters
EXTERNAL TRIP User trip caused via control terminals	<ul style="list-style-type: none"> • +24V not present on external trip
MOTOR STALLED The motor has stalled (not rotating)	<ul style="list-style-type: none"> • Motor loading too great • Current limit is set too low • Stall trip duration set too low • Fixed or auto boost levels set too high
BRAKE RESISTOR External dynamic braking resistor has been overloaded	<ul style="list-style-type: none"> • Trying to decelerate a large inertia load too quickly or too often
BRAKE SWITCH Internal dynamic braking switch has been overloaded	<ul style="list-style-type: none"> • Trying to decelerate a large inertia load too quickly or too often
AMBIENT TEMP	<ul style="list-style-type: none"> • Ambient temperature in the drive is too high
SPEED FEEDBACK	<ul style="list-style-type: none"> • Faulty encoder • Noise in feedback loop