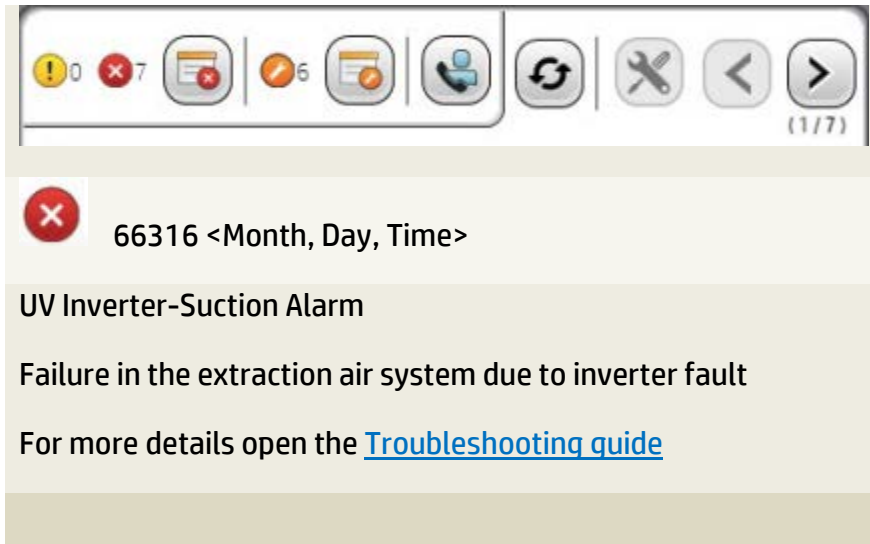


FB10000 Error Message Troubleshooting

Error ID: 66316 - UV – UV High Voltage Guard is Opened



Possible Causes

- [Q5 is tripped](#)
- [Cabinet Extraction fan is not properly connected](#)
- [Motor windings are not properly connected](#)
- [Frequency Inverter A5 and plug X5 are not properly connected](#)

Recommended actions

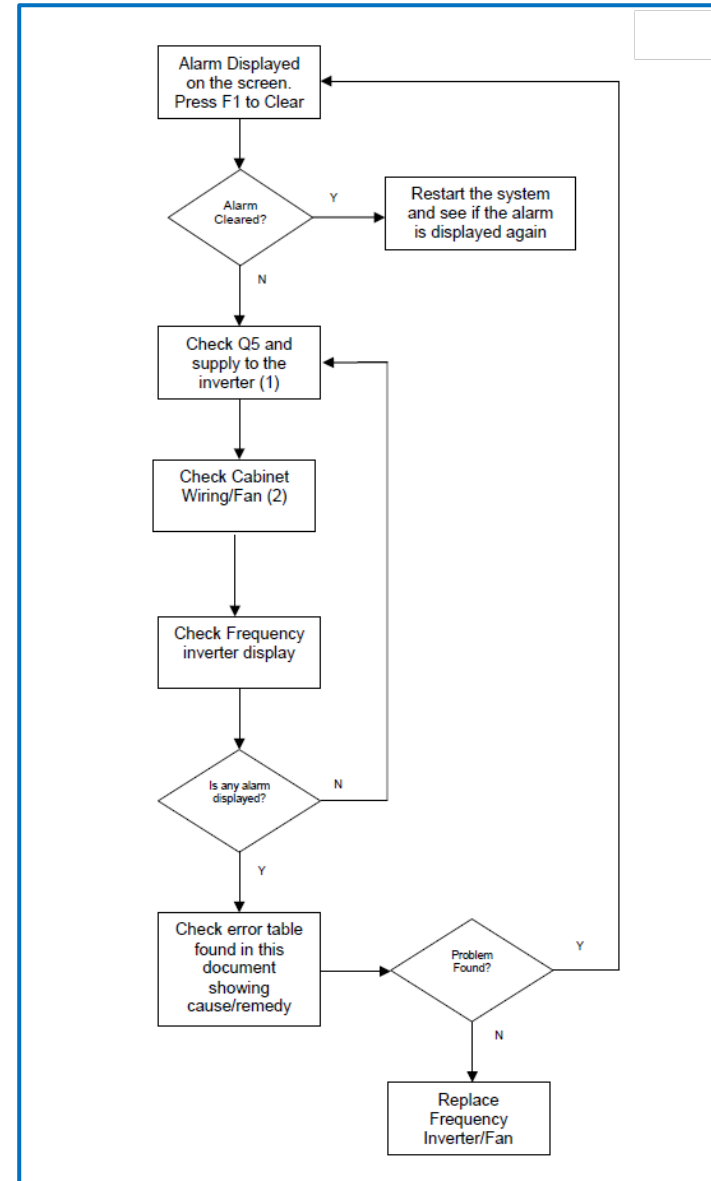
Q5 is tripped

1. Check that Q5 is not tripped.
2. Check that the supply to the inverter is correct.



Cabinet Extraction fan is not properly connected

1. Check that the extract fan is connected.
2. Check that there are no damaged pins in the plug.



Motor windings are not properly connected

1. Check motor windings using a voltmeter with resistance measuring mode.
 - X5.A1- X5.A2 = $3\ \Omega$
 - X5.A2- X5.A3 = $3\ \Omega$
 - X5.A1- X5.A3 = $3\ \Omega$

Frequency Inverter A5 and plug X5 are not properly connected

1. Check connections between inverter (A5) and plug (X5).
2. Switch off the cabinet and wait for 30 seconds.
3. After that, using a voltmeter in continuity check mode, perform the following checks.



4. Open the cabinet and check the display in the inverter. Compare it with the following tables:

Note: Fault detection codes require a power reset after the fault is cleared.

(See also Baldwin HMI Alarms No. 15 and 16)



Code	Name	Probable cause	Remedy
b L F	[BRAKE CONTROL FAULT]	<ul style="list-style-type: none"> • Brake release current not reached • Brake engage frequency threshold [Brake engage freq] (bEn) = [No] (nO) (not set) whereas the brake control [Brake assignment] (bLC) is assigned 	<ul style="list-style-type: none"> • Check the drive/motor connection • Check the motor windings • Check the [Brake release I FW] (lbr) setting in the [APPLICATION FUNCT.] (FUN-) menu, page 81 • Apply the recommended settings for [Brake engage freq] (bEn), pages 80 and 81
C r F	[PRECHARGE FAULT]	<ul style="list-style-type: none"> • Precharge relay control or damaged precharge resistor 	<ul style="list-style-type: none"> • Replace the drive
E E F	[EEPROM FAULT]	<ul style="list-style-type: none"> • Internal memory 	<ul style="list-style-type: none"> • Check the environment (electromagnetic compatibility) • Replace the drive
I F 1	[INTERNAL FAULT]	<ul style="list-style-type: none"> • Unknown rating 	<ul style="list-style-type: none"> • Replace the drive • Restart the drive • Contact your local B&R office
I F 2	[INTERNAL FAULT]	<ul style="list-style-type: none"> • HMI card not recognized • HMI card incompatible • No display present 	
I F 3	[INTERNAL FAULT]	<ul style="list-style-type: none"> • EEPROM 	
I F 4	[INTERNAL FAULT]	<ul style="list-style-type: none"> • Industrial EEPROM 	



Code	Name	Probable cause	Remedy
O C F	[OVERCURRENT]	<ul style="list-style-type: none"> • Parameters in the [SETTINGS] (SE-) and [MOTOR CONTROL] (drC-) menus are incorrect • Inertia or load too high • Mechanical locking 	<ul style="list-style-type: none"> • Check the parameters in [SETTINGS] (SE-), page 29, and [MOTOR CONTROL] (drC-) page 38 • Check the size of the motor/drive/load • Check the state of the mechanism
S C F	[MOTOR SHORT CIRCUIT]	<ul style="list-style-type: none"> • Short-circuit or grounding at the drive output • Significant ground leakage current at the drive output if several motors are connected in parallel 	<ul style="list-style-type: none"> • Check the cables connecting the drive to the motor, and the motor insulation • Reduce the switching frequency • Connect chokes in series with the motor
S O F	[OVERSPEED]	<ul style="list-style-type: none"> • Instability or • Driving load too high 	<ul style="list-style-type: none"> • Check the motor, gain and stability parameters • Add a braking resistor • Check the size of the motor/drive/load
E n F	[AUTO TUNING FAULT]	<ul style="list-style-type: none"> • Special motor or motor whose power is not suitable for the drive • Motor not connected to the drive 	<ul style="list-style-type: none"> • Use the L ratio or the [Var. torque] (P) ratio (see [U/F mot 1 selected] (Uft), page 41) • Check that the motor is present during auto-tuning • If an output contactor is being used, close it during auto-tuning

Code	Name	Probable cause	Remedy
O L F	[MOTOR OVERLOAD]	<ul style="list-style-type: none"> Triggered by excessive motor current [Cold stator resist.] (rSC) parameter value incorrect 	<ul style="list-style-type: none"> Check the [Mot. therm. current] (IH) setting, page 30, of the motor thermal protection, check the motor load. Wait for the drive to cool before restarting Re-measure [Cold stator resist.] (rSC), page 30
O P F	[MOTOR PHASE LOSS]	<ul style="list-style-type: none"> Loss of one phase at drive output Output contactor open Motor not connected or motor power too low Instantaneous instability in the motor current 	<ul style="list-style-type: none"> Check the connections from the drive to the motor If an output contactor is being used, set [Output Phase Loss] (OPL) to [Output cut] (OAC) ([FAULT MANAGEMENT] (FLT-) menu, page 30) Test on a low-power motor or without a motor: In factory settings mode, motor output phase loss detection is active ([Output Phase Loss] (OPL) = [Yes] (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 ([Output Phase Loss] (OPL) = [No] (nO)). Check and optimize the [IR compensation] (UFR), [Rated motor volt.] (UnS), and [Rated mot. current] (nCr) parameters, and perform an [Auto tuning] (tUn) operation, page 40
O S F	[MAINS OVERVOLTAGE]	<ul style="list-style-type: none"> Line voltage is too high Disturbed line supply 	<ul style="list-style-type: none"> Check the line voltage
P H F	[INPUT PHASE LOSS]	<ul style="list-style-type: none"> Drive incorrectly supplied or a fuse blown Failure of one phase Three-phase ACOPOSinverter X84 used on a single-phase line supply Unbalanced load This protection only operates with the drive on load 	<ul style="list-style-type: none"> Check the power connection and the fuses Reset Use a three-phase line supply Disable the detection by setting [Input phase loss] (IPL) = [No] (nO) ([FAULT MANAGEMENT] (FLT-) menu, page 30)
S L F	[MODBUS FAULT]	<ul style="list-style-type: none"> Interruption in communication on the Modbus bus Remote display terminal enabled ([HMI command] (LCC) = [Yes] (YES), page 38) and terminal disconnected. 	<ul style="list-style-type: none"> Check the communication bus Refer to the relevant product documentation. Check the link with the remote display terminal.



Code	Name	Probable cause	Remedy
C F F	[INCORRECT CONFIG.]	<ul style="list-style-type: none"> The current configuration is inconsistent Addition or removal of an option 	<ul style="list-style-type: none"> Return to factory settings or retrieve the backup configuration, if it is valid. See the [Restore config.] (FCS) parameter, page 43
C F I	[INVALID CONFIG]	<ul style="list-style-type: none"> Invalid configuration The configuration loaded in the drive via the serial link is inconsistent 	<ul style="list-style-type: none"> Check the configuration loaded previously. Load a consistent configuration.
U S F	[UNDervOLTAGE]	<ul style="list-style-type: none"> Insufficient line supply Transient voltage dip Damaged precharge resistor 	<ul style="list-style-type: none"> Check the voltage and the voltage parameter Tripping threshold in [UNDervOLTAGE] (USF) <ul style="list-style-type: none"> 8164S2*****.00X-1: 160 V 8164T2*****.00X-1: 160 V 8164T4*****.00X-1: 300 V Replace the drive