



Frequently Asked Questions SPM Relay

1. Is the SPM a drop in replacement for the uSPM?

Functionally the SPM is a replacement for the older uSPM.

The following points detail the differences between the uSPM and the SPM when retrofitting :

1. Cutout size for SPM is smaller. An MPSPM retrofit panel can be ordered to retrofit the SPM into existing uSPM cutouts.
2. Terminal numbers have changed but, terminal labels and functions remain the same.
3. The VDN module has changed and the SPM must be used with the new VDN supplied with it. The CM and DCCT are the same and can be used with the SPM or uSPM.
4. All options on the uSPM except for PF Regulation (which can be ordered) have been made standard on the SPM.

2. What do I do if I forget my password?

If a non 0000 password has been entered for access to the programming section it must be entered to gain write access. If this password has been forgotten it can be recovered in the following manner:

1. Using the GE key go to the programming section.
2. Press the scroll up key.
3. When asked to enter the password, press and hold the scroll up key and then without releasing press and hold the enter key. While both keys are held and encrypted password will appear on the screen.
4. Record this password and contact the GE Multilin service center and they can decode the password for you.

3. What causes a run time fault?

A run time fault is initiated by the SPM when it calculates a metered value beyond its acceptable range. The two most common causes of this are:

1. SPM measures a starting current higher than the programmed locked rotor current.
 - Solution - program LR AMPS with maximum current value seen during a start.
2. SPM measures the field Ohms to be beyond range of DCCT.
 - Turn HIGH FIELD setpoint OFF and check calibration of DCCT and CM.

4. What is the cause of an incomplete sequence trip and how do I correct it?

An incomplete sequence trip is issued if the motor fails to synchronize in a set amount of time.

1. Has the INC SEQ DLY been set long enough to allow the motor to start?
2. Check the wiring of the VDN. Is it connected correctly across the field discharge resistor? (Ring type motors)
3. Has the SYNC SLIP setting been set to the correct level? (Ring type motors)
4. Measure the frequency at the Vf +/- terminals and make sure it is falling below the programmed slip level. If it is not check wiring, grounding and motor.

5. What is the SPM internal CT burden?

The CT burden is 16mOhms or .4VA at 1xCT.

6. What is the power consumption to the SPM?

The SPM draws 10VA nominal at 120VAC.

7. Why do I get a long lockout time if my motor trips or fails to start?

The lockout time is variable. It is calculated to protect the motor from overheating and subsequent breakdown of the amortisseur winding. This heating is caused during motor acceleration. If the lockout time is too long it can be decreased by selecting a higher RUNTIME curve setting or by setting a longer STALL TIME. Note: If either of these changes are done make sure that you have not gone beyond the motor manufacturer's specifications. To avoid lockouts entirely, tripping or stopping the motor during or shortly after a start should be avoided where possible.