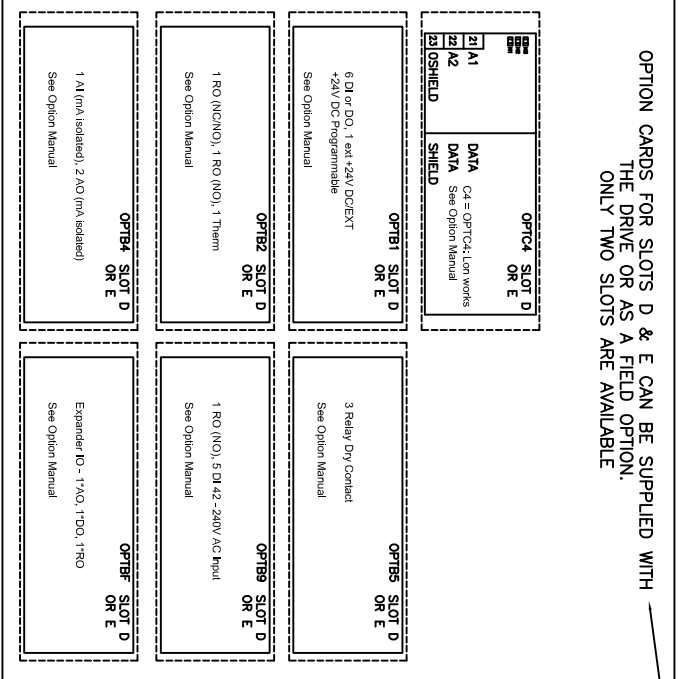
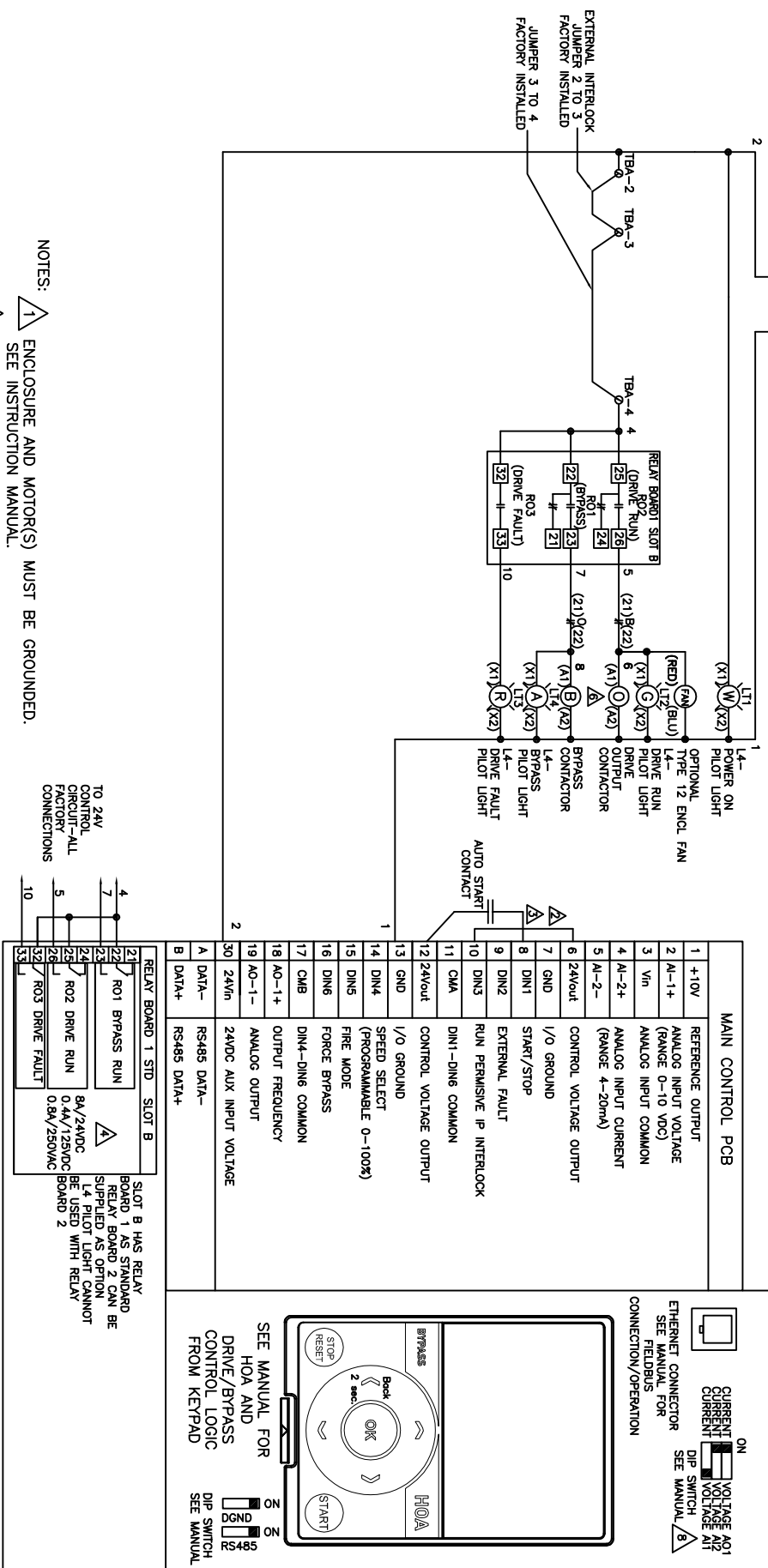
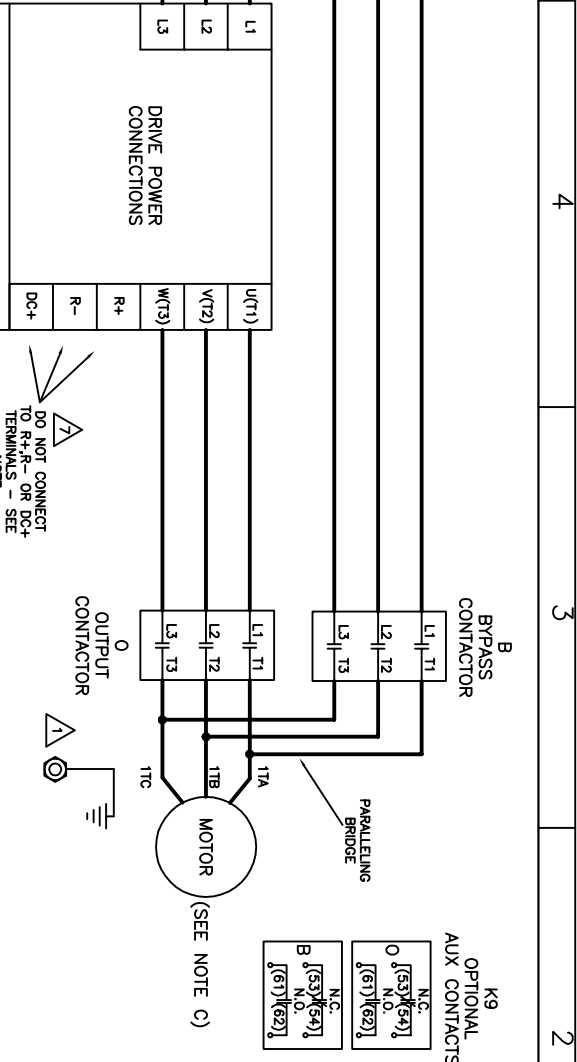
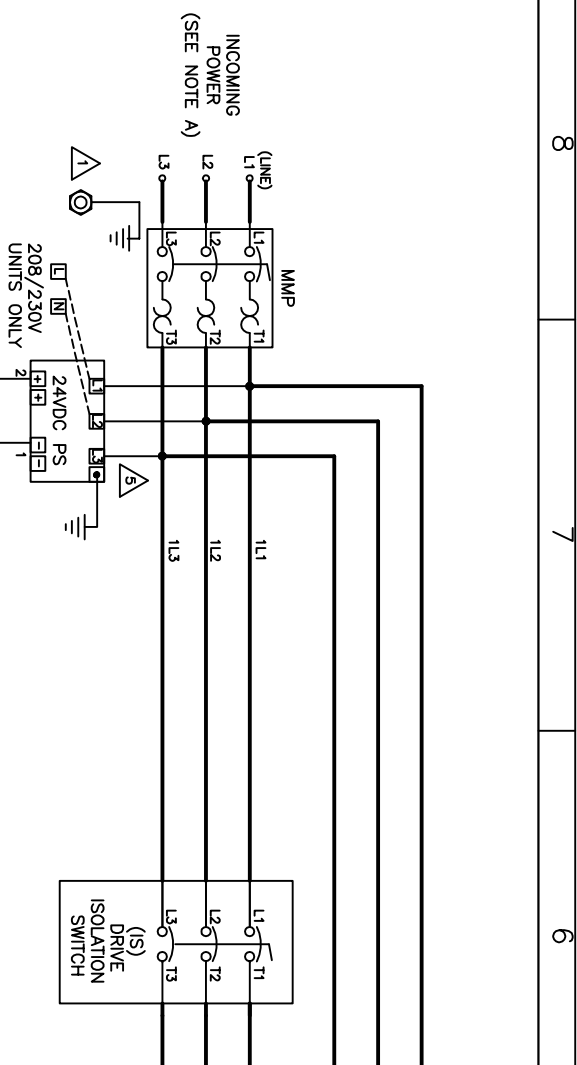




-(SEE NOTE B)

NOTE A: INCOMING POWER CONNECTION:

RUN CABLING IN SEPARATE METAL CONDUIT OR WIRE TRAY
DO NOT RUN WITH CONTROL WIRING OR MOTOR CABLES.
CABLES TO BE SIZED PER NEC.

NOTE B: I/O CONNECTION:
 PROVIDE LOW IMPEDANCE GROUND CONNECTION TO DRIVE CHASSIS.
 DO NOT CONNECT TO B+, B- TERMINALS. THESE TERMINALS ARE USED FOR EXTERNAL BRAKING IF REQUIRED.

NOTE B: I/O CONNECTION:

RUN 110VAC AND 24VDC CONTROL WIRING IN SEPARATE CONDUIT.
CONDUITATION MUST BE SCHEDULED

COMMUNICATION WIRE TO BE SHIELDED..
KEYPAD CABLE MUST BE LESS THEN 20 FEET

KEYPAD CABLE MUST BE LESS THAN 20 FEET.

NOTE C: MOTOR CONNECTION:

RUN MOTOR CABLES IN SEPARATE METAL CONDUIT OR WIRE TRAY.
DO NOT RUN WITH CONTROL WIRING OR POWER CABLES.

CABLES TO BE SIZED PER NEC.

PROVIDE LOW IMPEDANCE GROUND CONNECTION BETWEEN MOTOR AND DRIVE.

15 L4

A

- 1 ENCLOSURE AND MOTOR(S) MUST BE GROUNDED.
SEE INSTRUCTION MANUAL.
- 2 JUMPER IS FACTORY INSTALLED TO ENABLE START PERMISSIVE. CAN BE REPLACED WITH N/C CONTACT.
- 3 CLOSE TERMINALS 6 TO 8 OR 8 TO 12 TO START IN AUTO MODE – SEE MANUAL
- 4 RELAYS SHOWN IN DE-ENERGIZED STATE.
- 5 WHEN PSG60F/PSG120F IS SUPPLIED, L3 WILL BE WIRED TO 1L3.
- 6 ELECTRIC INTERLOCK BY VFD SOFTWARE
- 7 DO NOT MAKE ANY CONNECTIONS TO DC+, R+, R- TERMINALS. THESE TERMINALS ARE USED FOR OPTIONAL DYNAMIC BRAKING
- 8 ALTERNATE CONTROL PCB DIP SWITCH CONFIG SHOWN BELOW

OFF RS485
VOLTAGE AO1
VOLTAGE AI2
VOLTAGE AI1
CURRENT
CURRENT
CURRENT

ADDED TABS 0010 THRU 0018
AND 1010 THRU 1018;
ADDED HEATER TO SCHEMATIC
ON 0010 THRU 0018 AND
1010 THRU 1018;

DWG. S		ANGLE SECTION
B		

FLY

DR	DATE
RAK	01/21/13

FRAME SIZES 4-7

AFD	DATE
PJF	01/21/13

DWG TYPE
SCHEMATIC

ECO NUMBER	REVISION
ECO-041338	005

DWG. NO.
285447-0009

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