Eaton’s CP to CPX retrofit kits provide a cost-effective solution to upgrade the electronic and key power components on legacy 18-pulse drive assemblies without removing or replacing the enclosure. The CP to CPX retrofit kit is designed to replace the obsolete SV9000 drive and other legacy components for which spare parts come with high prices and limited availability. By upgrading the drive, a wide array of communication, I/O and control capabilities become available.

**Features and benefits**
- Certified on-site installation and startup
- Communication cards available:
  - CANopen (slave), Modbus® D9 type connector
  - Johnson Controls N2, Modbus TCP
  - BACnet, EtherNet/IP
  - RS-232 with D9 connection
- Boards available:
  - RS-232 adapter board (8 bidirectional terminals)
  - I/O expander (thermistor input, 2 relay output, and analog input, 2 analog output)
  - Relay board (3 relay outputs)
  - RTD board (3 inputs)
  - I/O board (Vac interface)
- 100 kAIC short-circuit withstand rating
- Surge protection device included
- Re-engineered pre-charged circuit included
- Upgraded diode bridge included
- Brake chopper option available
- 3-year parts and labor warranty on replaced components with factory startup

**Opportunities to retrofit**
- SV9000 drives sized M5 through M10
- Variable torque applications up to 600 hp
- Constant torque applications up to 400 hp
- Current ratings up to 730 A

**Conversion kits by chassis**

<table>
<thead>
<tr>
<th>Chassis size</th>
<th>Cabinet rating</th>
<th>Ampere rating</th>
<th>Variable torque rating</th>
<th>Constant torque rating</th>
<th>Complete upgrade with 3-contactor bypass</th>
<th>Estimated installation time (hours)</th>
<th>Complete upgrade with no bypass</th>
<th>Estimated installation time (hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M5</td>
<td>21–34</td>
<td>23–38</td>
<td>15–25</td>
<td>10–20</td>
<td>M5CPDRVWB</td>
<td>13</td>
<td>M5CPDRVNB</td>
<td>14</td>
</tr>
<tr>
<td>M6</td>
<td>40–96</td>
<td>46–105</td>
<td>30–75</td>
<td>25–60</td>
<td>M6CPDRVWB</td>
<td>15</td>
<td>M6CPDRVNB</td>
<td>16</td>
</tr>
<tr>
<td>M7</td>
<td>124–180</td>
<td>140–205</td>
<td>100–150</td>
<td>75–150</td>
<td>M7CPDRVWB</td>
<td>16</td>
<td>M7CPDRVNB</td>
<td>18</td>
</tr>
<tr>
<td>M9</td>
<td>361–510</td>
<td>385–520</td>
<td>300–400</td>
<td>300–400</td>
<td>M9CPDRVNB</td>
<td>24</td>
<td>M9CPDRVNB</td>
<td>24</td>
</tr>
<tr>
<td>M10</td>
<td>590–840</td>
<td>590–730</td>
<td>500–600</td>
<td>400</td>
<td>M10CPDRVNB</td>
<td>24</td>
<td>M10CPDRVNB</td>
<td>24</td>
</tr>
</tbody>
</table>

For drives rated 250 hp CT, only the VT rating is available. For CT ratings, the enclosure must be replaced.

For drives rated 400 hp CT, only the VT rating is available. For CT ratings, the enclosure must be replaced.

**Note:** The rating plate is the overriding document; all drives should be sized per the drive’s nameplate.
Retrofit kit components

- Contactor (no bypass option)
- Fuse block (no bypass option)
- Surge protection device
- Fuse holder (with bypass option)
- Diodes
- Keypad mounting kit
- Flange kit
- Resistors and control relay
- Contactor (with bypass option)
- DIN rail (with bypass option)
- Drive (sold separately)

Note: Actual model and quantity of diodes depends on the selected kit.

Note: Mounting hardware included. Components and quantities vary by kit selected.