



NOTES:

- ENCLOSURE AND MOTOR(S) MUST BE GROUNDED. SEE INSTRUCTION MANUAL.
- JUMPER IS FACTORY INSTALLED TO ENABLE START PERMISSIVE. CAN BE REPLACED WITH N/C CONTACT.
- CLOSE TERMINALS 6 TO 8 OR 8 TO 12 TO START IN AUTO MODE - SEE MANUAL.
- RELAYS SHOWN IN DE-ENERGIZED STATE.
- WHEN PSG120F IS SUPPLIED, L3 WILL BE WIRED TO 1L3.

TO 24V CONTROL OR FACTORY CONNECTIONS

DO NOT MAKE ANY CONNECTIONS TO DC+, R+, R-, TERMINALS. THESE TERMINALS ARE USED FOR OPTIONAL DYNAMIC BRAKING

ALTERNATE CONTROL PCB DIP SWITCH CONFIG SHOWN BELOW

ON OFF PS485
CURRENT VOLTAGE A1
CURRENT VOLTAGE A2

OPTION CARDS FOR SLOTS D & E CAN BE SUPPLIED WITH THE DRIVE OR AS A FIELD OPTION. ONLY TWO SLOTS ARE AVAILABLE

(SEE NOTE B)

OPTION 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. 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. COMMUNICATION WIRE TO BE SHIELDED. KEYPAD CABLE MUST BE LESS THEN 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.

OPTION CODE: PE

ADDED TABS 0009 THRU 0016 AND 1009 THRU 1016; ADDED HEATER TO SCHEMATIC ON TABS 0009 THRU 0016 AND 1009 THRU 1016;

THIRD ANGLE PROJECTION

FILE TYPE: AutoCAD
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G.O. NUMBER: HMAX
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DR: RAK
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ECO NUMBER: ECO-041338
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TITLE: HMAX FRAME SIZES 4-7
INTELLIDISCONNECT

PRODUCT: HMAX

DWG TYPE: SCHEMATIC

SHEET: 1 OF 1