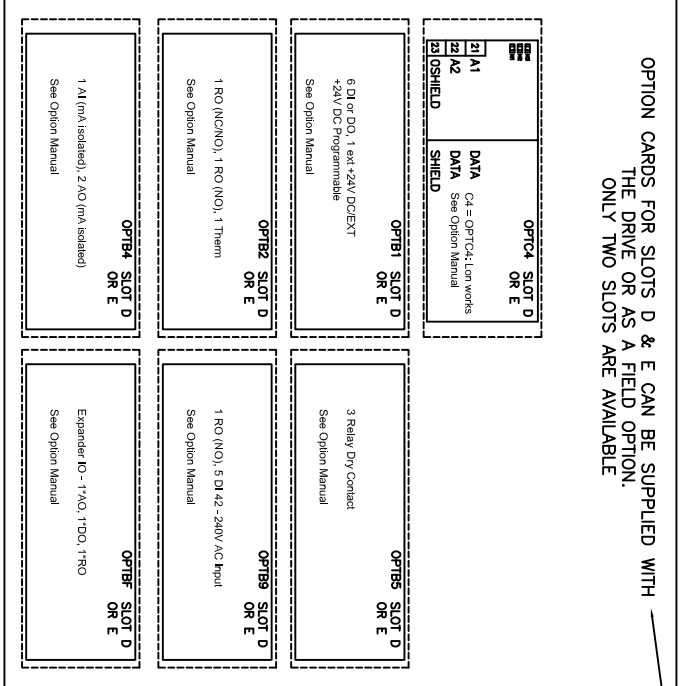
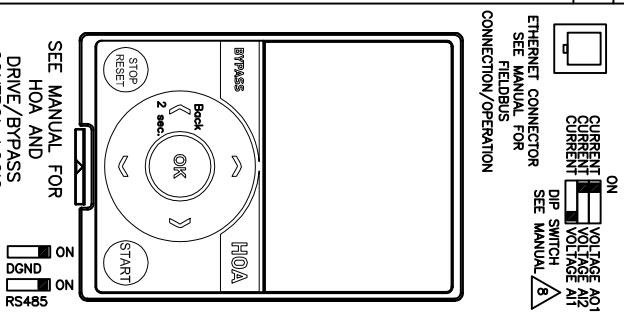
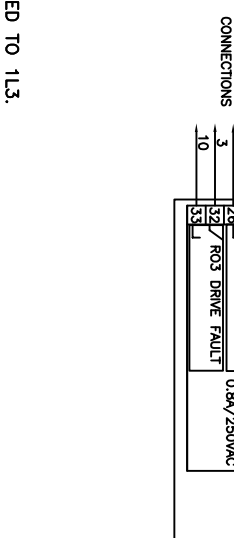


MAIN CONTROL PCB	RELAY BOARD 1 STD. SLOT B	RELAY BOARD 2 CAN BE SUPPLIED AS OPTION
1 +10V	22/23	22/23
2 AI-1+	24	24
3 VIn	25	25
4 AI-2+	26	26
5 AI-2-	27	27
6 24Vout	28	28
7 GND	29	29
8 DN1	30	30
9 DN2	31	31
10 DN3	32	32
11 CMA	33	33
12 24Vout	34	34
13 GND	35	35
14 DN4	36	36
15 DN5	37	37
16 DN6	38	38
17 CAB	39	39
18 AO-1+	40	40
19 AO-1-	41	41
20 24VIn	42	42
A DATA-	43	43
B DATA+	44	44



- 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 PSG60F/PSG120F IS SUPPLIED, L3 WILL BE WIRED TO 1L3.
  - ELECTRIC INTERLOCK BY VFD SOFTWARE
  - 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



**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. 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.  
**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.