

WIRE COLOR SCHEME

- BLACK - LINE VOLTAGE
- RED - AC CONTROL
- WHITE - AC GROUNDED CIRCUIT CONDUCTOR
- BLUE - DC CONTROL
- GREEN - CHASSIS GROUND

TERMINAL IDENTIFICATION

- [X] - DRIVE TERMINAL
- [⊗] - CUSTOMER TERMINAL

WARNING!
THE FOLLOWING TABLE LISTS THE PARAMETERS THAT ARE SET DIFFERENT FROM THE DRIVE DEFAULT SETTINGS. ADDITIONAL PARAMETER SETTINGS MAY BE REQUIRED FOR YOUR APPLICATION.

DRIVE PARAMETER SETTINGS

| PARAMETER # | NAME | SETTING | VALUE |
|-------------|-------------------|---------|----------------------|
| 0-02 | MOTOR SPEED UNIT | 1 | HZ |
| 0-03 | REGIONAL SETTINGS | 1 | NORTH AMERICA |
| 1-03 | TORQUE CHAR. | 3 | AUTO ENERGY OPTIM VT |
| 5-02 | TERMINAL 29 TYPE | 1 | OUTPUT |
| 5-31 | TERMINAL 29 | 5 | RUNNING |
| 14-20 | RESET MODE | 13 | INFINITE AUTO REST |

NOTES:

- * INDICATES COMPONENTS NOT SUPPLIED BY MANUFACTURER.
- REFER TO THE INSTALLATION AND OPERATION MANUAL FOR DRIVE FUNCTIONS AND PARAMETER SETTINGS.
- FEEDER CIRCUIT PROTECTION, INPUT POWER AND MOTOR WIRING MUST BE SELECTED IN ACCORDANCE WITH THE N.E.C., ANY APPLICATION LOCAL CODES AND THE LOAD CURRENT RATING.
- REPLACE JUMPER 'J1' WITH NORMALLY CLOSED SAFETY INTERLOCK CONTACT AS NECESSARY. CONTACT MUST BE RATED 1/4 HP @ 120VAC MINIMUM.
- PANEL MAY REQUIRE DERATING, CONSULT DRIVE MANUAL OR FACTORY FOR FOLLOWING CONDITIONS:
 - HIGHER SWITCHING FREQUENCY THAN DRIVE DEFAULT
 - HIGHER THAN PANEL LISTED AMBIENT TEMPERATURES
 - ELEVATION ABOVE 3300 FEET (1000 METERS)
 - LONG MOTOR LEAD LENGTHS

| | | | | | | | | | | | |
|-----|---------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----|-------|-----|------------------------------------------------------------------------------|--------|------------------|---------|
| B | | | - NOTICE - | | DRN | NAME | | NEMA 3R,208V,3C , MAIN DISC, MAIN & DRIVE FUSE ,3MB,SINGLE MOTOR,4 FAN | | | Danfoss |
| A | SP10119 | 11/10 | THIS DOCUMENT CONTAINS PROPRIETARY INFORMATION OF DANFOSS DRIVES. IT IS LOANED BY DANFOSS DRIVES SUBJECT TO THE CONDITIONS THAT IT AND THE INFORMATION EMBODIED THEREIN SHALL BE USED ONLY FOR RECORD AND REFERENCE PURPOSES, SHALL NOT BE USED OR CAUSED TO BE USED IN ANY WAY PREJUDICIAL TO THE INTERESTS OF DANFOSS DRIVES, SHALL NOT BE REPRODUCED OR COPIED IN WHOLE OR IN PART, OR DISCLOSED TO ANYONE WITHOUT THE DIRECT WRITTEN PERMISSION OF DANFOSS DRIVES AND SHALL BE RETURNED UPON REQUEST. | | DTM | MODEL | | | | | |
| DR | SP10076 | 09/10 | | | APR | DTM | VLT | PAGE 1 OF 2 | SIZE A | DWG NO. 185B1734 | |
| REV | ECN | DATE | | | | | | | | | |

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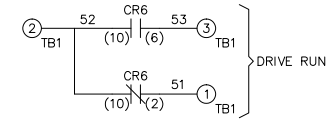
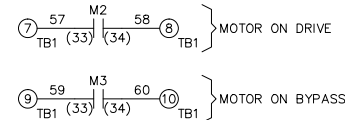
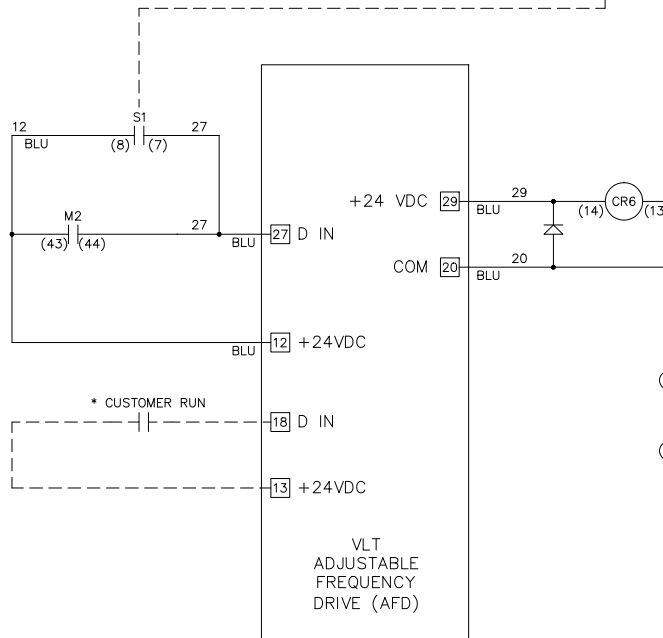
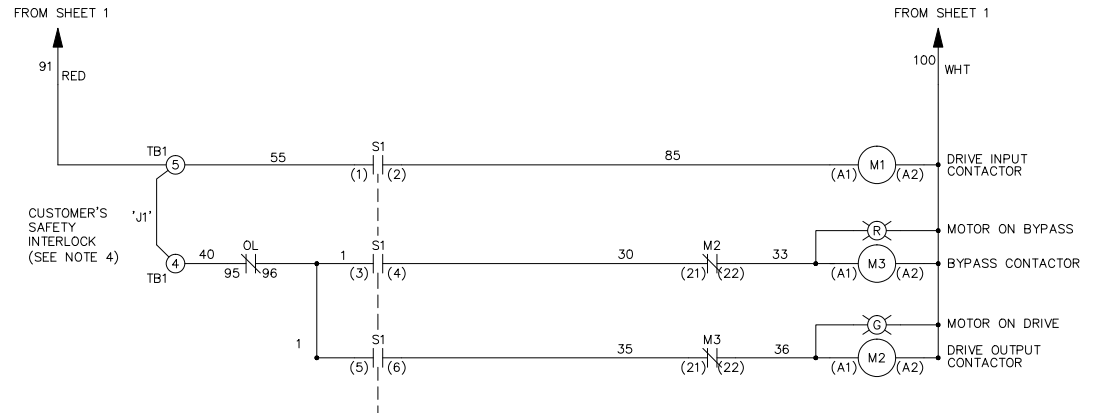
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CUSTOMER DRY CONTACT RATINGS

| RELAY | CONTACT RATING |
|------------|---------------------------------|
| CR6 | 5A @ 120VAC 1/10 HP @ 120VAC |
| M1, M2, M3 | 10A @ 120/240VAC |

CONTACT SEQUENCE CHART FOR S1
 X INDICATES CONTACT CLOSED

| CONTACT \ POSITION | DRIVE | OFF | BYPASS | TEST |
|--------------------|-------|-----|--------|------|
| 1-2 | X | | | X |
| 3-4 | | | X | X |
| 5-6 | X | | | |
| 7-8 | | | | X |



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|-----|---------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------------|--|----------------------------------------------------------------------------------------------------------------------------|----------|
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