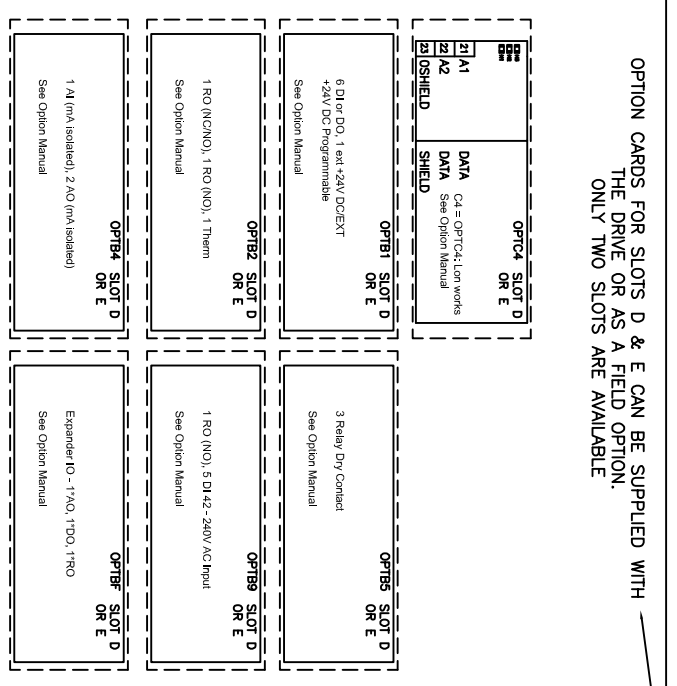
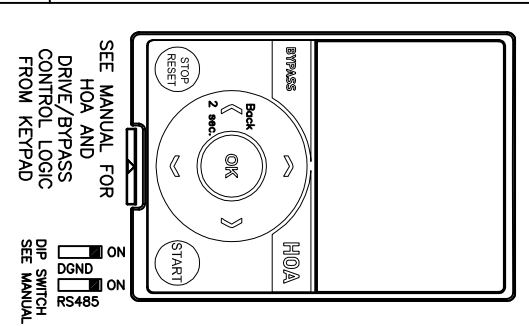


- NOTES:
- ENCLOSURE AND MOTOR(S) MUST BE GROUNDED. SEE INSTRUCTION MANUAL.
 - JUMPER IS FACTORY INSTALLED TO ENABLE START PERMISSIVE. CAN BE REPLACED WITH N/C CONTACT.
 - CLOSE TERMINALS 6 TO 8 OR 8 TO 12 TO START IN AUTO MODE - SEE MANUAL.
 - RELAYS SHOWN IN DE-ENERGIZED STATE.
 - WHEN PSG60F/PSG120F 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 CABLES 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 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.