

For use with Lancer JR. Type L1
General Purpose AC Inverter Drives,
rated 7.5-15HP/230 or 460 VAC.

DYNAMIC BRAKING RESISTOR AND END COVER MOD KIT

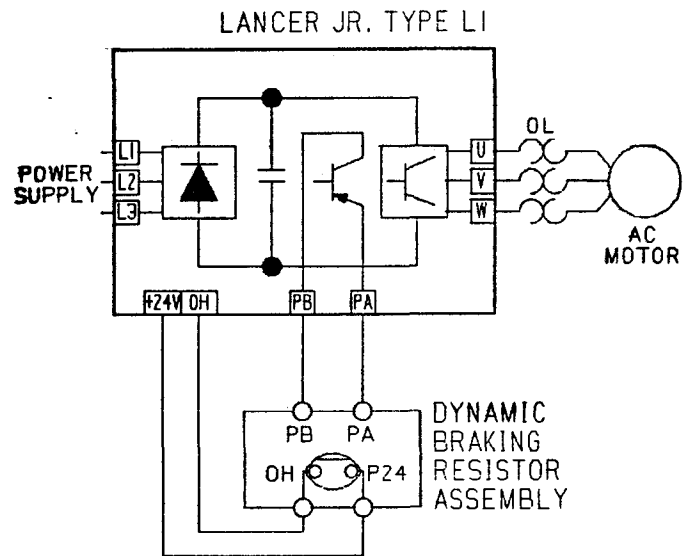
MODEL NO.: **92316** **92317** **92322** **92323**
HP/VOLTAGE: **7-1/2,10/230** **15/230** **7-1/2,10/460** **15/460**

Before installing this kit, a TECHNICALLY QUALIFIED INDIVIDUAL, who is familiar with this type of equipment and hazards involved, should READ this ENTIRE INSTRUCTION SHEET.

DESCRIPTION

This Louis Allis kit includes all the material described in Table 1. The regenerative power discharge unit is an option that allows fast deceleration on high inertia loads.

Without the Dynamic Braking (DB) unit, a fast deceleration would cause the bus voltage to rise, absorbing regenerative energy from the motor. At 125% bus voltage, the inverter shuts down (to protect the transistor power circuit) and turns on the "OV" overvoltage display. The DB unit (see Figure 1) senses the voltage rise and turns on a GTR that puts low resistance on the bus to absorb the energy before overvoltage trip.



TD.1 2Y25.0192 FIG1

FIGURE 1. DB BLOCK DIAGRAM

TABLE 1. KIT CONTENTS

ITEM	QTY	DESCRIPTION
1	1	Dynamic Braking Resistor Assembly
2	1	End Cover Assembly
3	2	Cable Tie
4	1	Outline Drawing

CHANGE RECORD

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If the thermostat for detecting overtemperature in the DB unit is activated and the inverter trips on overtemperature "OH", extend the deceleration time by turning the deceleration time potentiometer (8RH) counterclockwise. If the deceleration time cannot be extended for the application, the capacity of the DB resistor must be increased. Please contact the factory for assistance.

IMPORTANT

If the customer AC input voltage exceeds +10% of the nominal nameplate VAC value, the Dynamic Braking unit will be inadvertently turned on. To eliminate this possibility, the customer must either: A) reduce the AC input voltage to nominal VAC input +10%, or B) add a step-down transformer so that the AC input voltage equals the nominal VAC input +10%.

INSTALLATION

1. Disconnect all electrical power to drive.
2. Open or remove drive front cover.
3. Verify voltage has been disconnected by using a voltmeter to check for voltage at incoming power terminals.

WARNING

HAZARDOUS VOLTAGE CAN CAUSE SEVERE INJURY OR DEATH.

LOCK ALL POWER SOURCES FEEDING DRIVE IN "OFF" POSITION.

4. See Figure 2. Cut jumper J5 on the Main Control PCB.

5. Mount the Lancer JR. Type L1 chassis, if not already in place.

6. Remove top and bottom covers from the Lancer JR. Type L1; save hardware. Discard the covers.

7. Remove front louver panels from dynamic braking resistor assembly and end cover assembly. Set aside panel and hardware for later reinstallation.

8. See Figure 3. Mount dynamic braking resistor assembly to the top of the Lancer JR. Type L1 using existing hardware.

9. See Figure 3. Mount end cover assembly to bottom of Lancer JR. Type L1 using existing hardware.

10. See Figure 4. Route tagged lead wires from dynamic braking resistor assembly through the Lancer JR. Type L1 to terminal boards.

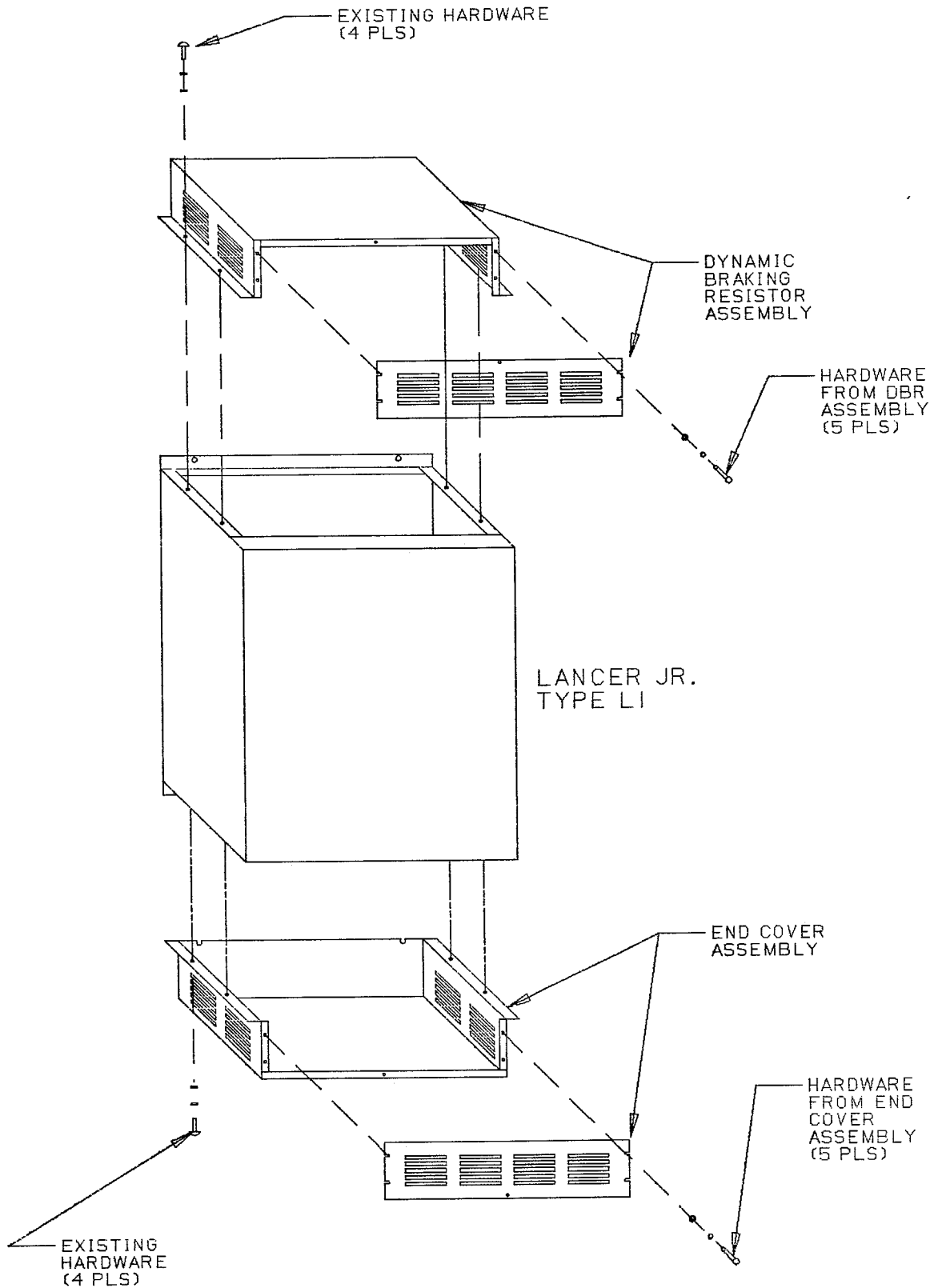
11. Check inverter instruction manual and other mod kit instruction sheets to ensure all wiring required for proper operation has been completed.

12. Close and secure the inverter cover. Reinstall front louver panels on dynamic braking resistor assembly and end cover assembly.

13. Insert the outline drawing provided in this mod kit in place of any outline drawing in the inverter instruction manual, then place this instruction sheet immediately behind the front cover of the inverter instruction manual.

This completes installation of this mod kit.

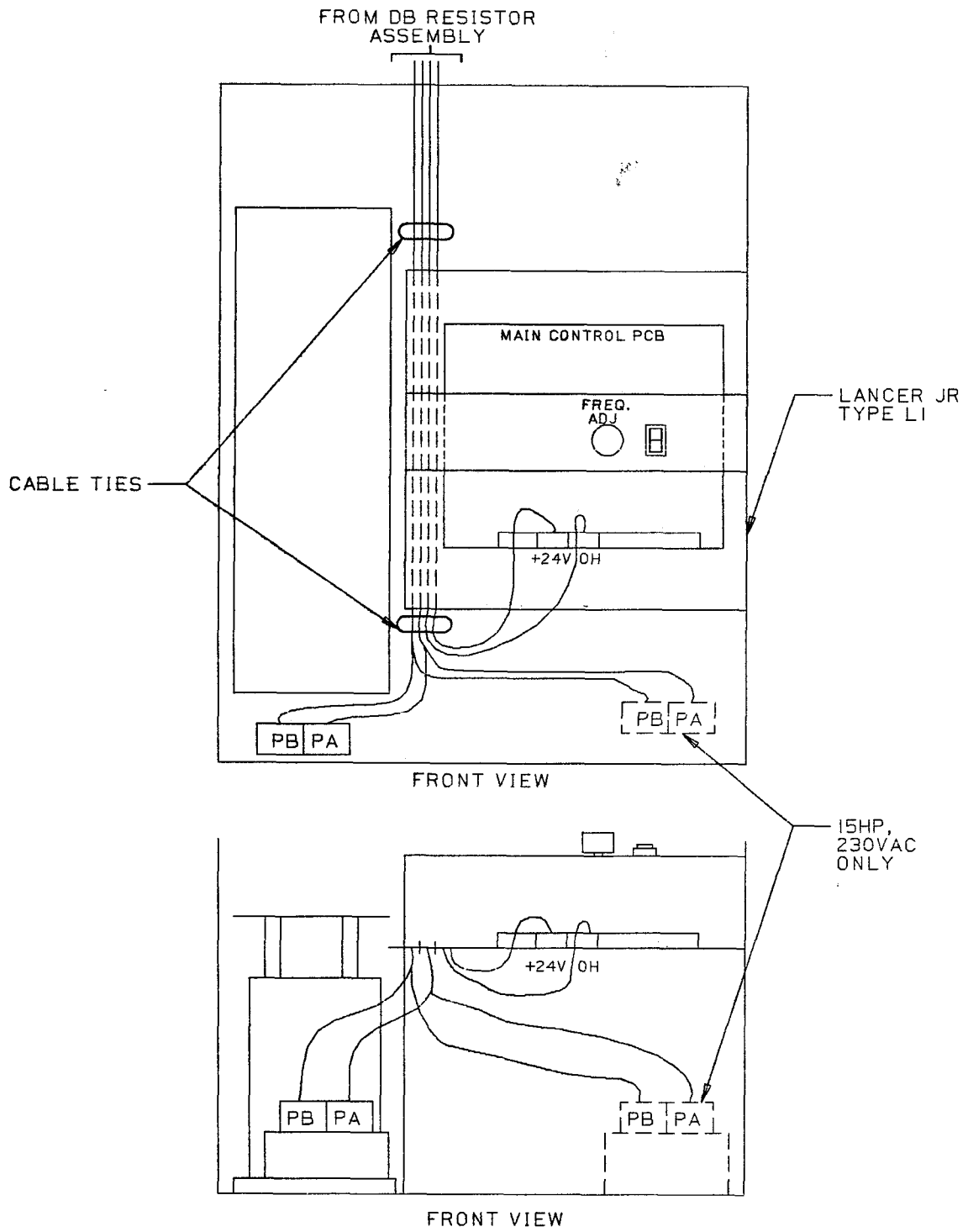
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FIGURE 3.

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TD 1.2Y25 0193 FIG4

FIGURE 4.

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