

Supplemental Bulletin

Dynamic Brake Resistor Wiring

This document is to explain the proper connection of the braking resistors to the drive and the Dynamic Braking Unit (DBU).

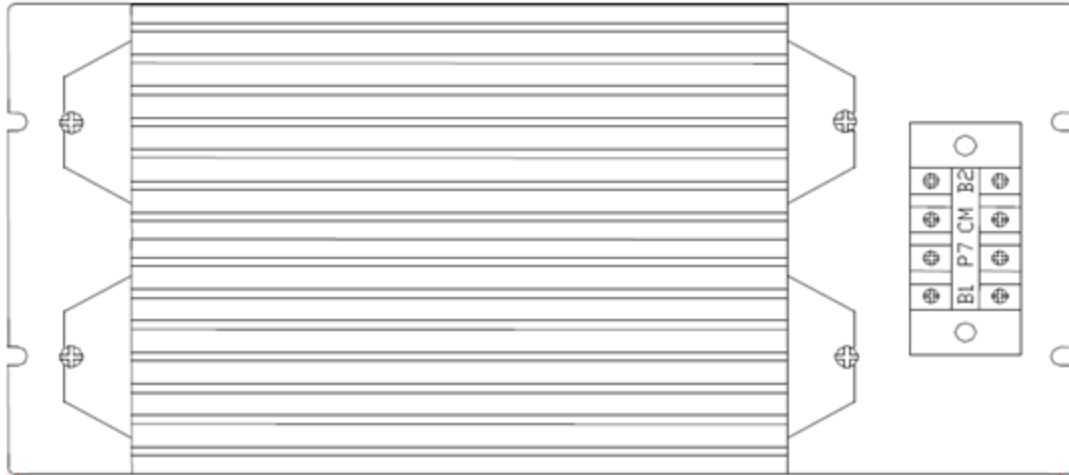


Figure 1. 600W Dynamic Brake Resistor

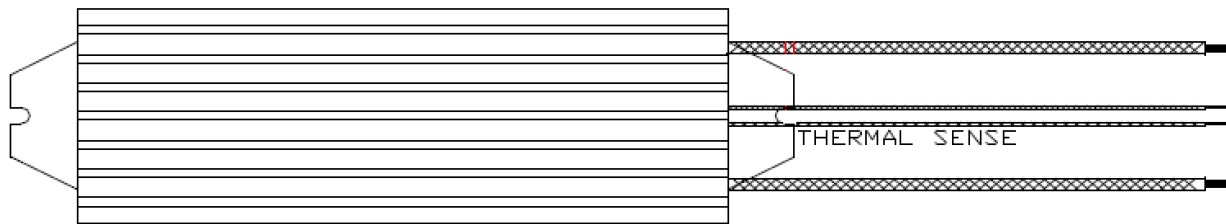


Figure 2. 400W Dynamic Brake Resistor

Resistors 600W and above have terminal connections, marked with B1, P7, CM, and B2. B1 and B2 are the resistor connections, P7 and CM are the thermal switch connections (see Figure 1).

Resistors below 600W have wires (no terminals). The outside, larger wires are the B1 and B2. The inside, smaller wires are the thermal switch connections (see Figure 2)

B1 and B2 Connections (Resistor)

Terminals B1 and B2 are the resistor leads. If using a DBU they should be connected to DBU terminals B1 and B2, as shown in Figure 3. If directly connecting to a LS drive, they should be connected to the drive terminals P2+ and B (not shown).

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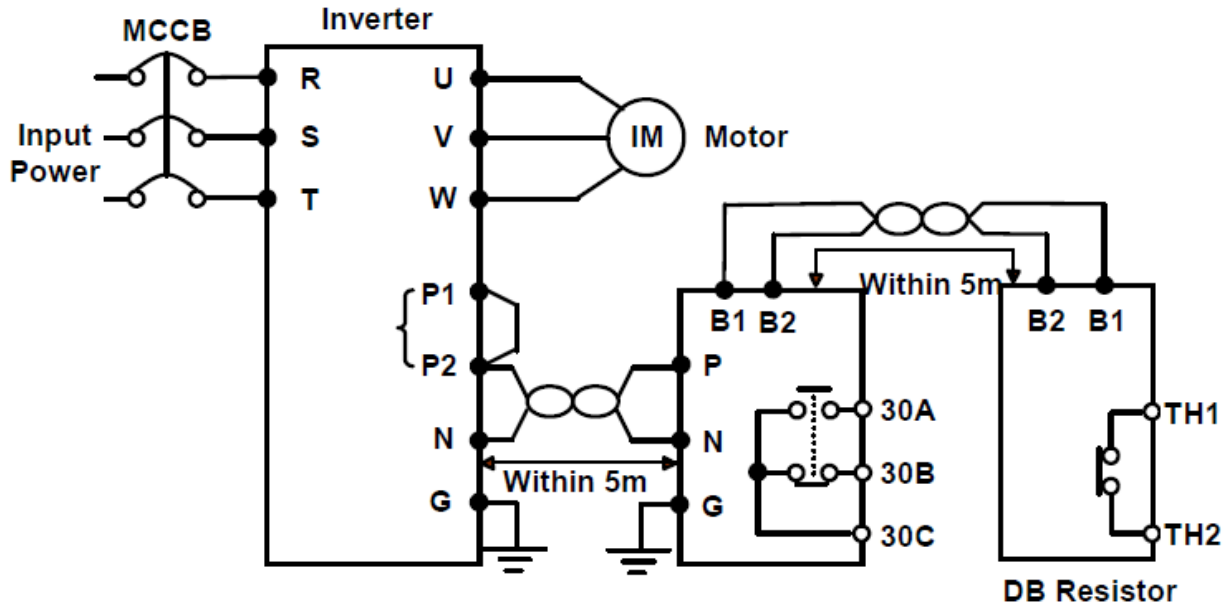


Figure 3. Drive-DBU-Resistor Wiring

P7 and CM Connections (Thermal Switch)

These connections are for protection of the resistors. P7 and CM are connected to an internal thermal switch. In an event where the resistors are overheating, it will open. In Figure 3, these connections are labeled TH1 and TH2. LSIS highly recommends using these terminals to remove input power from the drive, via an input contactor. Connect these terminals to a 120VAC supply in series with an input contactor coil. If the resistor overheats, input power to the drive will be removed and the motor will coast to a stop. Once the temperature returns to a normal operating level, the thermal switch will close, which will close the contactor again.