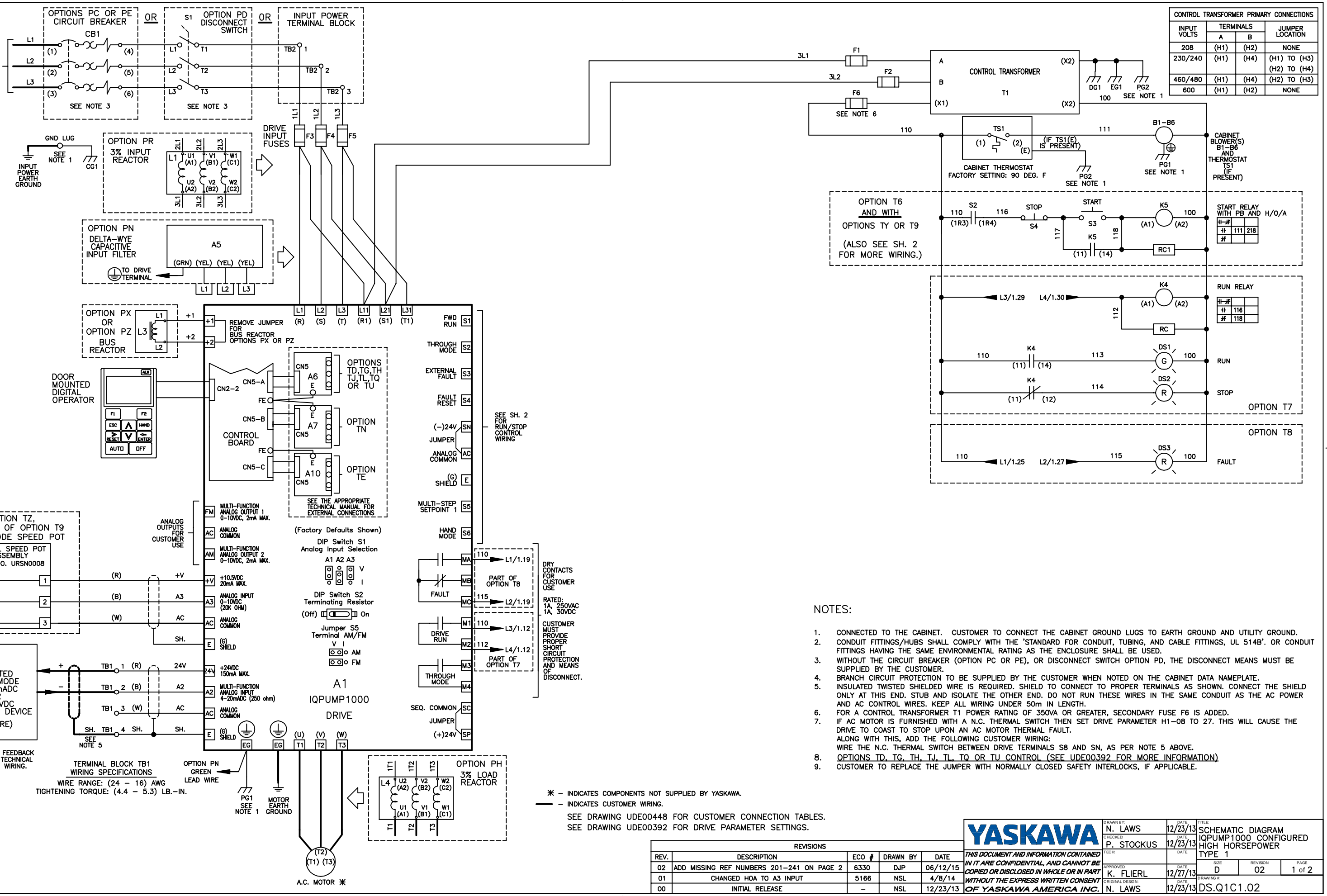

CONTROL TRANSFORMER PRIMARY CONNECTIONS			
INPUT VOLTS	TERMINALS A	TERMINALS B	JUMPER LOCATION
208	(H1)	(H2)	NONE
230/240	(H1)	(H4)	(H1) TO (H3) (H2) TO (H4)
460/480	(H1)	(H4)	(H2) TO (H3)
600	(H1)	(H2)	NONE

NOTES:

1. CONNECTED TO THE CABINET. CUSTOMER TO CONNECT THE CABINET GROUND LUGS TO EARTH GROUND AND UTILITY GROUND.
2. CONDUIT FITTINGS/HUBS SHALL COMPLY WITH THE 'STANDARD FOR CONDUIT, TUBING, AND CABLE FITTINGS, UL 514B'. OR CONDUIT FITTINGS HAVING THE SAME ENVIRONMENTAL RATING AS THE ENCLOSURE SHALL BE USED.
3. WITHOUT THE CIRCUIT BREAKER (OPTION PC OR PE), OR DISCONNECT SWITCH OPTION PD, THE DISCONNECT MEANS MUST BE SUPPLIED BY THE CUSTOMER.
4. BRANCH CIRCUIT PROTECTION TO BE SUPPLIED BY THE CUSTOMER WHEN NOTED ON THE CABINET DATA NAMEPLATE.
5. INSULATED TWISTED SHIELDED WIRE IS REQUIRED. SHIELD TO CONNECT TO PROPER TERMINALS AS SHOWN. CONNECT THE SHIELD ONLY AT THIS END. STUB AND ISOLATE THE OTHER END. DO NOT RUN THESE WIRES IN THE SAME CONDUIT AS THE AC POWER AND AC CONTROL WIRES. KEEP ALL WIRING UNDER 50m IN LENGTH.
6. FOR A CONTROL TRANSFORMER T1 POWER RATING OF 350VA OR GREATER, SECONDARY FUSE F6 IS ADDED.
7. IF AC MOTOR IS FURNISHED WITH A N.C. THERMAL SWITCH THEN SET DRIVE PARAMETER H1–08 TO 27. THIS WILL CAUSE THE DRIVE TO COAST TO STOP UPON AN AC MOTOR THERMAL FAULT.
   ALONG WITH THIS, ADD THE FOLLOWING CUSTOMER WIRING:
   WIRE THE N.C. THERMAL SWITCH BETWEEN DRIVE TERMINALS S8 AND SN, AS PER NOTE 5 ABOVE.
8. OPTIONS TD, TG, TH, TJ, TL, TQ OR TU CONTROL (SEE UDE00392 FOR MORE INFORMATION)
9. CUSTOMER TO REPLACE THE JUMPER WITH NORMALLY CLOSED SAFETY INTERLOCKS, IF APPLICABLE.

✳ – INDICATES COMPONENTS NOT SUPPLIED BY YASKAWA.
— – INDICATES CUSTOMER WIRING.

SEE DRAWING UDE00448 FOR CUSTOMER CONNECTION TABLES.
SEE DRAWING UDE00392 FOR DRIVE PARAMETER SETTINGS.

REVISIONS				
REV.	DESCRIPTION	ECO #	DRAWN BY	DATE
02	ADD MISSING REF NUMBERS 201–241 ON PAGE 2	6330	DJP	06/12/15
01	CHANGED HOA TO A3 INPUT	5166	NSL	4/8/14
00	INITIAL RELEASE	–	NSL	12/23/13

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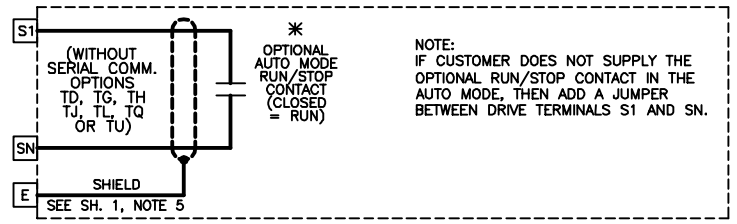
DRAWN BY: N. LAWS	DATE: 12/23/13	TITLE: SCHEMATIC DIAGRAM IQPUMP1000 CONFIGURED HIGH HORSEPOWER TYPE 1
CHECKED: P. STOCKUS	DATE: 12/23/13	
TECH:	DATE:	SIZE: D / REVISION: 02 / PAGE: 1 of 2
APPROVED: K. FLIERL	DATE: 12/27/13	
ORIGINAL DESIGN: N. LAWS	DATE: 12/23/13	DRAWING #: DS.Q1C1.02

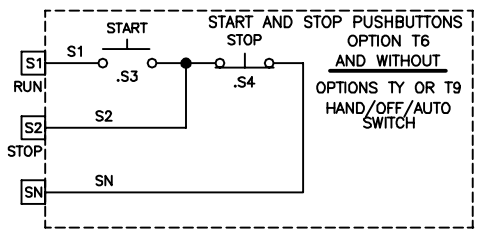
Prepared by david_packer 6/29/2015 1:37:50 PM

RUN/STOP CONTROL (FROM SHEET 1)

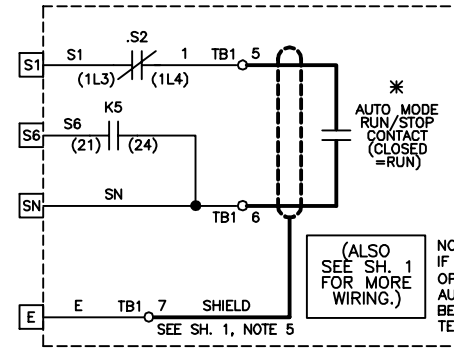


NOTE:
IF CUSTOMER DOES NOT SUPPLY THE OPTIONAL RUN/STOP CONTACT IN THE AUTO MODE, THEN ADD A JUMPER BETWEEN DRIVE TERMINALS S1 AND SN.

OR



OR



NOTE:
IF CUSTOMER DOES NOT SUPPLY THE OPTIONAL RUN/STOP CONTACT IN THE AUTO MODE, THEN ADD A JUMPER BETWEEN TERMINAL BLOCK TB1 TERMINALS 5 AND 6.

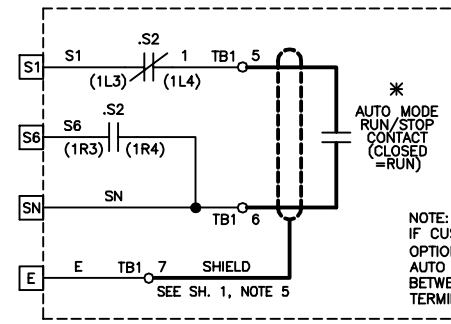
CONTACT SEQUENCE CHART FOR S2
X – INDICATES CONTACT CLOSED

CONTACT	POSITION			MANUF. LOCATION /TYPE
	HAND	OFF	AUTO*	
1	X			1RO
2			X	1LO

*SCHEMATIC SHOWS THIS POSITION.

OPTION T6
START AND STOP PUSHBUTTONS
AND WITH
OPTION TY, OR PART OF OPTION T9
HAND/OFF/AUTO SWITCH

OR



NOTE:
IF CUSTOMER DOES NOT SUPPLY THE OPTIONAL RUN/STOP CONTACT IN THE AUTO MODE, THEN ADD A JUMPER BETWEEN TERMINAL BLOCK TB1 TERMINALS 5 AND 6.

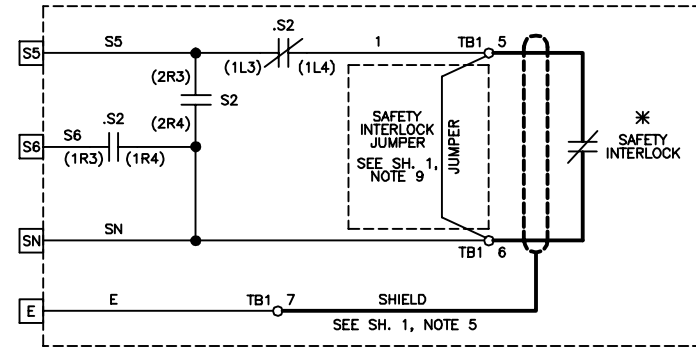
CONTACT SEQUENCE CHART FOR S2
X – INDICATES CONTACT CLOSED

CONTACT	POSITION			MANUF. LOCATION /TYPE
	HAND	OFF	AUTO*	
1	X			1RO
2			X	1LO

• SCHEMATIC SHOWS THIS POSITION.

OPTION TY, OR PART OF OPTION T9
HAND/OFF/AUTO SWITCH
AND WITHOUT
OPTIONS TD, TG, TH, TJ, TL, TQ OR TU
SERIAL COMMUNICATIONS

OR



CONTACT SEQUENCE CHART FOR S2
X – INDICATES CONTACT CLOSED

CONTACT	POSITION			MANUF. LOCATION /TYPE
	HAND	OFF	AUTO*	
1	X			1RO
2			X	1LO
3	X			2RO

• SCHEMATIC SHOWS THIS POSITION.

OPTION TY, OR PART OF OPTION T9
HAND/OFF/AUTO SWITCH
AND WITH
OPTIONS TD, TG, TH, TJ, TL, TQ OR TU
SERIAL COMMUNICATIONS

SEE SHEET 1 FOR NOTES.

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