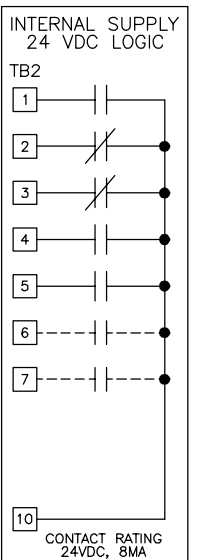
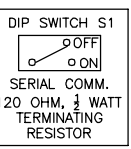


CONTROL TRANSFORMER PRIMARY CONNECTIONS			
INPUT VOLTS	TERMINALS		JUMPER LOCATION
208	(H1)	(H2)	NONE
460/480	(H1)	(H4)	(H2) TO (H3)



ELECTRONIC BYPASS CONTROL PCB
P/N UTC00046x
A2



RS485 SERIAL COMMUNICATION SELECTIONS AVAILABLE:
1. MODBUS
2. N2 / METASYS
3. FLN / APOGEE
4. BACNET (FACTORY SETTING)

HOA OPERATOR
PART NUMBER
JVOP-183

REVISIONS				
REV.	DESCRIPTION	ECO #	DRAWN BY	DATE
02	CHANGED REACTOR L4 TERMINAL DESIGNATORS	7695	R. ROH	11/16/17
01	ADDED OPTION PH	6049	NSL	3/2/15
00	INITIAL RELEASE	-	D. PACKER	2/22/14

YASKAWA

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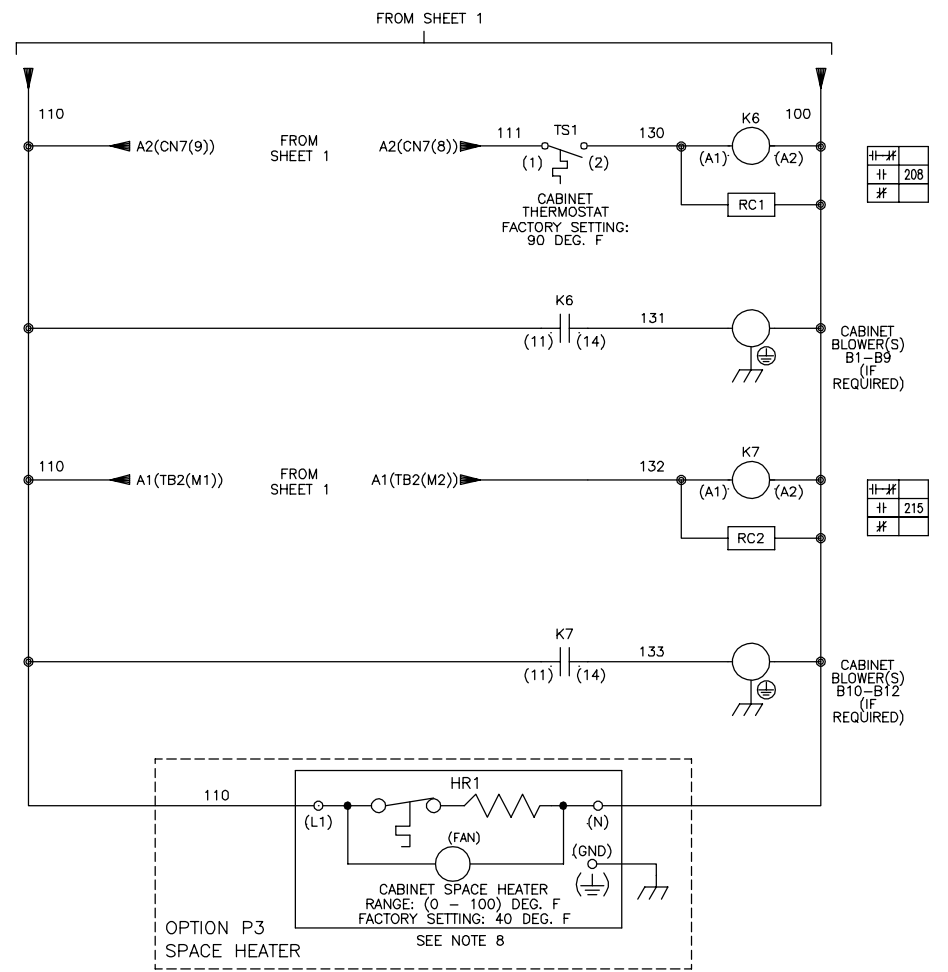
DRAWN BY D. PACKER	DATE 2/22/14	TITLE SCHEMATIC DIAGRAM P1000 ELECTRONIC BYPASS
CHECKED BY D.R. CMELAK	DATE 2/24/14	SIZE D
APPROVED BY K. FLIERL	DATE 2/24/14	REVISION 02
ORIGINAL DESIGN D. PACKER	DATE 2/22/14	PAGE 1 of 2

DRAWING # DS.P1B.3R.03

* - INDICATES COMPONENTS NOT SUPPLIED BY YASKAWA.
- - INDICATES CUSTOMER WIRING.
- - CONNECTED TO THE CABINET OR PANEL.
SEE SHEET 2 FOR NOTES.

201
202
A 203
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B 207
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C 211
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D 216
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218
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E 220
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F 224
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G 228
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H 232
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- NOTES:
1. 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. INSULATED TWISTED SHIELDED WIRE IS REQUIRED. SHIELD TO CONNECT TO PROPER TERMINAL 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 THE AC CONTROL WIRES.
 4. WITH A CONTROL TRANSFORMER, T1, POWER RATING 350VA OR GREATER, SECONDARY FUSE F6 IS ADDED.
 5. CHANGING Z1-01 TO "1" WILL PROGRAM THE DRIVE AND BYPASS PARAMETERS TO THEIR FACTORY DEFAULT SETTINGS.
 6. FOR 208VAC APPLICATIONS, SET E1-01 TO 208, AND SET E1-05 TO 208.
 7. THE MOTOR OVERLOAD RELAY IS FACTORY SET FOR MANUAL RESET. CUSTOMER TO ADJUST THE MOTOR OVERLOAD RELAY TRIP SETTING FOR THE ACTUAL AC MOTOR'S FULL LOAD AMPS.
 8. CUSTOMER TO ADJUST THE THERMOSTAT ON THE SPACE HEATER HR1 FOR THE MINIMUM DESIRED TEMPERATURE INSIDE THE DRIVE CABINET. THIS SET TEMPERATURE IS NORMALLY SELECTED TO BE SLIGHTLY HIGHER THAN THE MINIMUM AMBIENT TEMPERATURE OF THE AIR SURROUNDING THE CABINET. AND IS THE TEMPERATURE AT WHICH THE SPACE HEATER HR1 WILL SHUT OFF.



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		APPROVED BY: K. FLIERL	DATE: 2/24/14	REVISION: 02
		ORIGINAL DESIGN: D. PACKER	DATE: 2/22/14	PAGE: 2 of 2
		DRAWING #: DS.P1B.3R.03		