



## ***OPTION A-65 RAMPDOWN REVERSING***

ELECTROL CO., INC., 321 DEWEY ST., YORK, PA 17404, (717) 848-1722

### **GENERAL SPECIFICATIONS**

The rampdown reversing option is used to remove power from the motor and apply a dynamic brake to the rotating motor armature. The dynamic brake is applied with solid state electronics to eliminate any relay contact arcing normally found when interrupting a DC circuit. There is also a form "C" pilot duty relay contact provided to inhibit the command signal. This inhibit allows the speed control to ramp up at the predetermined rate to set speed.

Internal braking resistors may be disconnected for those applications that require reversing but do not require braking. External braking resistors may be connected for special applications requiring different values than standard.

Control power is provided from on board power supply. The input voltage is selectable on the board with a plug for 115/230 V.A.C.

Forward/Brake/Reverse is selected with a three wire connection. (See "Wiring" REV., COM., FWD.)

## **INSTALLATION**

### **I) MOUNTING**

The reversing option should be mounted in a clean, dry environment where water, dust, or other contaminants will not affect the operation of the unit. Vibration and extreme temperatures should also be kept to a minimum. The reversing option is capable of operating in ambient temperatures of up to 45 deg. C (113 deg. F).

### **II) WIRING**

(L1 & L2) The reversing option can accept either 115 or 230 V.A.C. input. This is the control power for the reversing option only. To select this voltage, there is J1 voltage selection plug located next to the power transformer on the printed circuit board. Rotate this plug with the same voltage facing out that is connected to terminals L1 and L2.

(NC, C, NO) These terminals must be connected to the speed control to allow the inhibit of the command signal. On the K-TROL the C & NC terminal of the reversing option should be connected to the C1 and C2 terminals of the K-TROL. On the D-TROL, the C & NO terminals of the reversing option should be connected across terminal 1 & 3 of the D-TROL. No START or STOP operators should be installed across terminals 1, 2, 3, of the D-TROL with this option. WITH EITHER SPEED CONTROL THE DECELERATION CONTROL MUST BE SET FOR MINIMUM.

(A1 & A2) These terminals of the reversing option should be connected directly to the motor armature. An armature fuse installed in this circuit is recommended for additional protection. IF THE MOTOR RUNS THE OPPOSITE DIRECTION DESIRED WHEN THE FWD. OR REV. IS ACTIVATED, REVERSE THESE WIRES GOING TO THE MOTOR.

(A+ & A-) These terminals of the reversing option should be installed to the output of the speed control. On the K-TROL and the D-TROL, terminal A1 is negative (-), and A2 is positive (+).

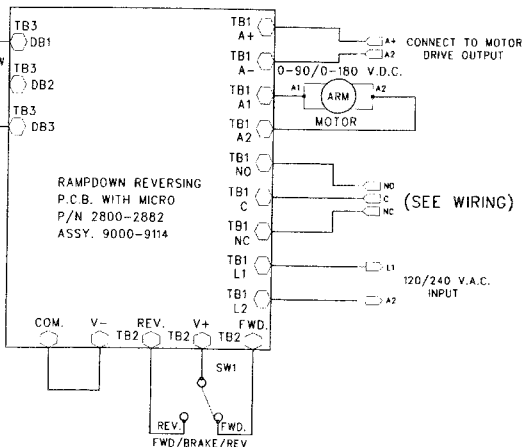
(REV. COM. FWD.) The COM. terminal is the common negative return path for forward and reverse. Connect the positive supply voltage to the FWD. or REV. terminals to activate operation. Removing the voltage will inhibit the control and activate the BRAKE mode. This circuit is isolated and external 24 VDC may be used for operation.

(V- & V+) Provides 24 VDC, 30ma, to activate operation when external voltage is not provided.

(DB1, DB2, DB3) These are the terminals used to select the braking option desired. Standard connection is a jumper between terminals DB1 and DB2. This connects the internal braking resistors to the braking circuit. If no braking is desired, this jumper may be removed. If a nonstandard resistor value is desired for custom applications, this resistor should be connected between terminals DB1 & DB3.

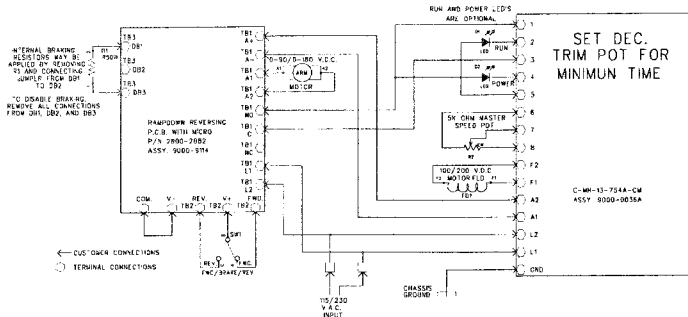
INTERNAL BRAKING  
RESISTORS MAY BE  
APPLIED BY REMOVING  
R1 AND CONNECTING  
JUMPER FROM DB1  
TO DB2

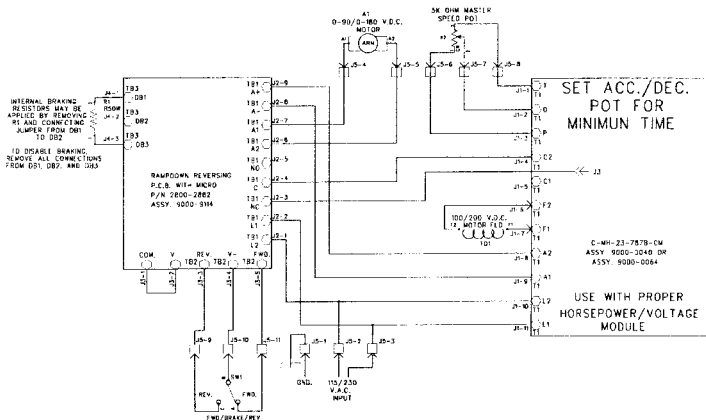
TO DISABLE BRAKING,  
REMOVE ALL CONNECTIONS  
FROM DB1, DB2, AND DB3



## RAMPDOWN REVERSING CONNECTIONS

B 61414

**D-TROL WITH RAMPDOWN REVERSING****B 61416**



## K-TROL WITH RAMPDOWN REVERSING B 61530