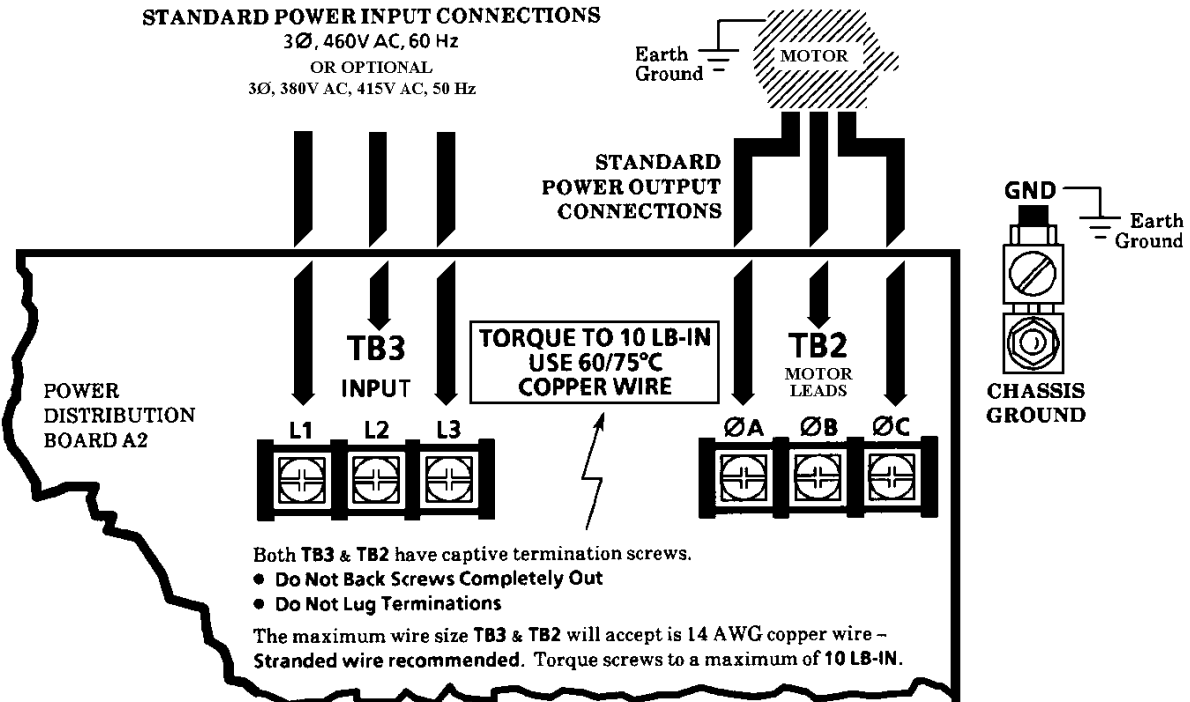
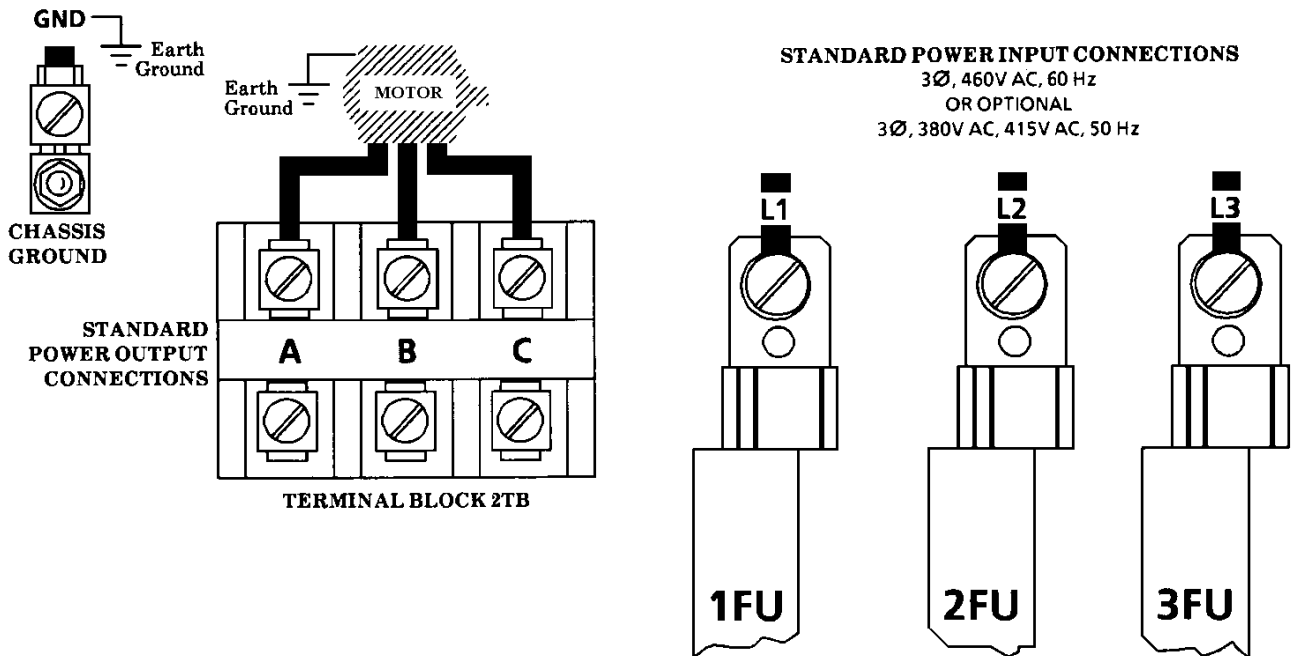


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Bulletin 1335 12 & 16 Amp Power Input & Output Connections



Bulletin 1335 22-96 Amp Power Input & Output Connections

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Control Wiring

The information on the following pages references control wiring, either factory supplied or field installed. All control wiring should be connected as shown in the following interconnection diagrams. The control and interconnection wiring to the Drive discussed in this section are for the standard Bulletin 1335 Drive. The standard Bulletin 1335 Drive does not include any of the available options. Additional Drive option information and connection drawings are supplied with the Drive as supplements to this manual.

Terminal Block TB1 or 1TB Interconnection Notes

Terminal Blocks TB1 (12 & 16 Amp Drives) and 1TB (22-96 Amp Drives) have identical control wiring interconnections except as noted in sections 1 - 4.



CAUTION

Motor Thermostatic Switch

Direct connection of a motor thermostatic switch to the Drive control circuit may damage the Drive. If a motor thermostatic switch is required to be connected to the Drive control circuit:

Use an interposing N.O. relay contact (customer furnished) to isolate the thermostatic switch from the Drive control circuit. Connect the relay contact between terminals 10 & 11 at Terminal Block TB1 or 1TB as shown in section 7.

If the Drive is equipped with a Motor Overload Relay, the interposing relay contact from the motor thermostatic switch should be wired in series with the normally closed contact of the Motor Overload Relay as shown in section

Control Signal Wiring

- 1) **All** Control Signal Wiring must be run separate from power wiring in its own separate ferrous metal conduit.
- 2) If **Control Signal Wiring is Required**, any nearby relays, solenoids, or brake coils can produce electrical noise transients and cause erratic Drive behavior. An R-C suppressor device should be added across the coils of these devices. As an alternate, a 220Ω resistor in series with a 0.5μF, 600V capacitor can be used as a suppressor in 120V AC circuits.

Remote Mounted Speed Pot

- 1) Wiring must be twisted, three conductor wire, having (2) to (3) twists per inch.
- 2) Wiring must be run in separate ferrous metal conduit to minimize the possibility of electrical noise.
- 3) If **Shielded Wire is Required**, the shield must be connected to ground only at Terminal Block TB1 or 1TB, term. 11 – The other end must be left floating.

Field Installed START/STOP Control

- 1) If **Remotely Mounted**, wiring must be run in conduit separate from any speed reference or power wiring.
 - 2) **When Using Remote (3) Wire STOP/START Pushbutton Control**, the local STOP pushbutton must be wired in series with the remote STOP pushbutton. Disconnect existing wires from terminals 8 & 9 and remove the START pushbutton. Install a closing plug and remove or cover the START legend. Refer to sections 1 - 2.
 - 3) **When Using (2) Wire START/STOP Control Via a Relay Contact**, disconnect existing wires from terminals 7, 8 & 9 and remove both the START & STOP pushbuttons. Install closing plugs and remove or cover both the START and STOP legends. Refer to sections 3, 4, & 5.
-



WARNING

When using (2) wire START/STOP control via a maintained START or RUN contact, the Drive will automatically restart after loss of AC input power once power is restored. Personal injury may occur if labels are not located at the Drive and associated machinery to warn operators/service personnel of the potential hazard. Warnings should include procedures to lock-out power at the disconnect device when servicing equipment.

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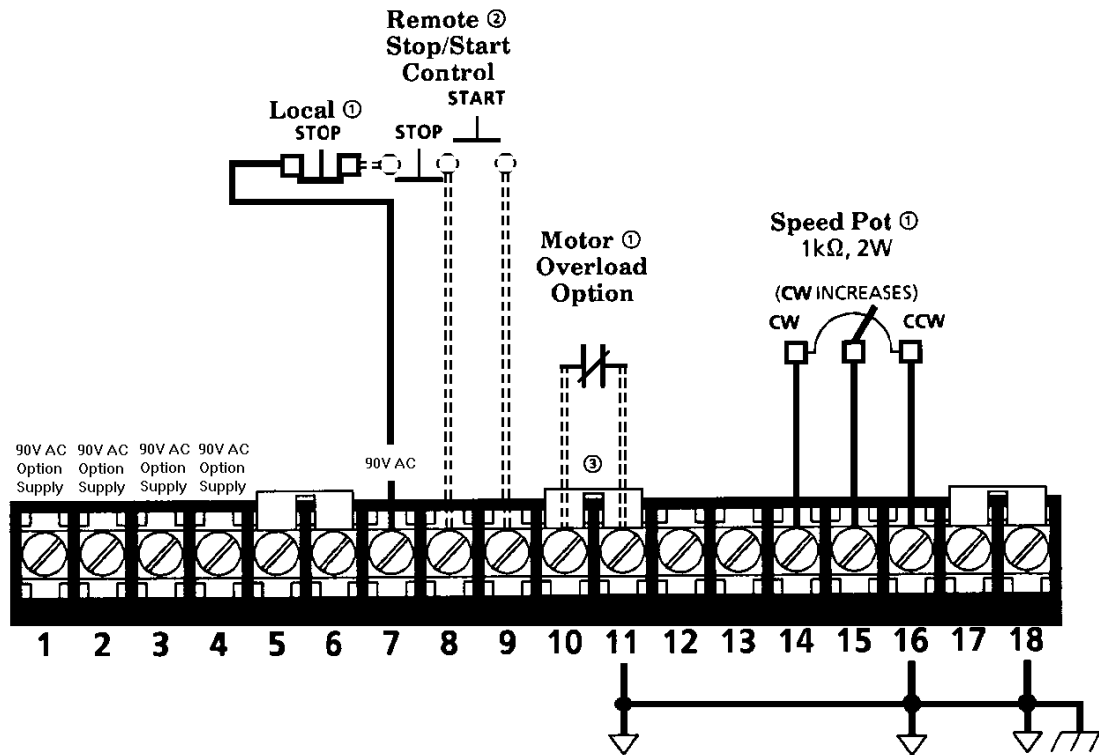
Section 1
Terminal Block TB1
12 & 16 Amp
Standard Interconnection Diagram

IMPORTANT
TERMINAL BLOCK TB1 INTERCONNECTIONS

The maximum wire size TB1 will accept is 18 AWG – Stranded wire recommended.

Terminal Block TB1 has captive termination screws.

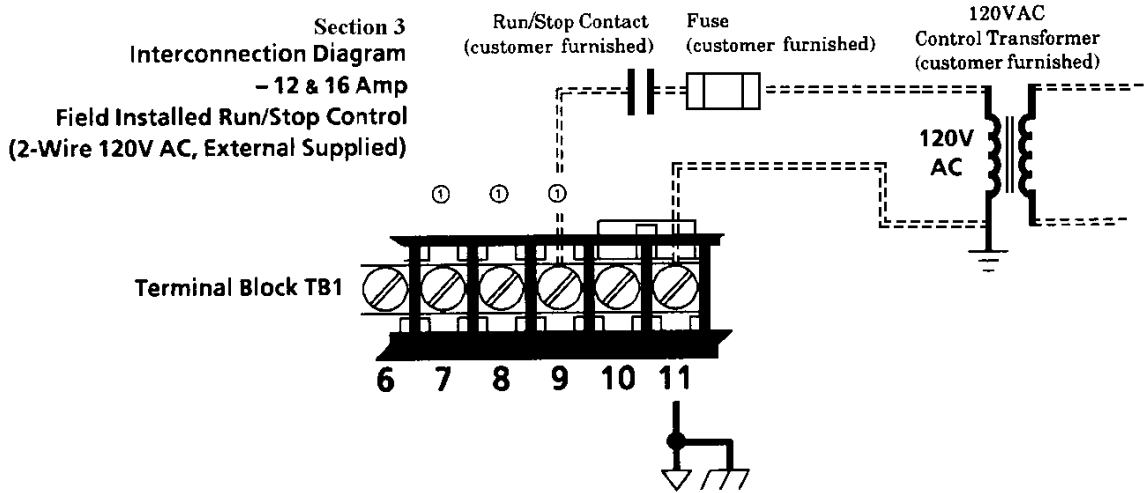
- Do Not Back Screws Completely Out
- Do Not Lug Terminations



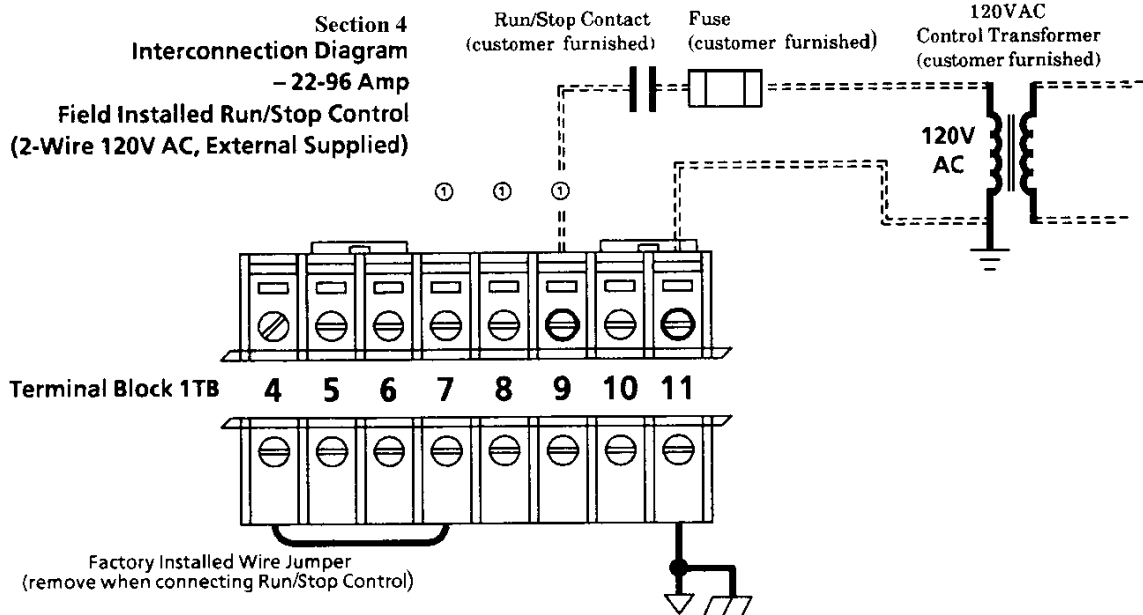
- ① Components May be Supplied by User or Allen-Bradley
- ② When Using Remote (3) Wire STOP/START Control, the Local STOP Pushbutton Must Be Wired in Series with the Remote STOP Pushbutton
 - Disconnect Existing START Pushbutton Wires From Terminals 8 & 9 and Remove the START Pushbutton
 - Install a Closing Plug and Remove or Cover the START Legend
- ③ Remove Jumper When Connecting Option
- ⚡ Drive Common
- ⏏ Chassis Ground

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- ① When Using This Control Scheme, If Drive Has Factory Installed START/STOP Pushbuttons
 - Disconnect Existing START/STOP Wires From Terms. 7, 8 & 9 and Remove Both the START & STOP Pushbuttons
 - Install Closing Plugs and Remove or Cover Both the START & STOP Legends
- ↕ Drive Common
- ⏏ Chassis Ground
- ⏏ Earth Ground

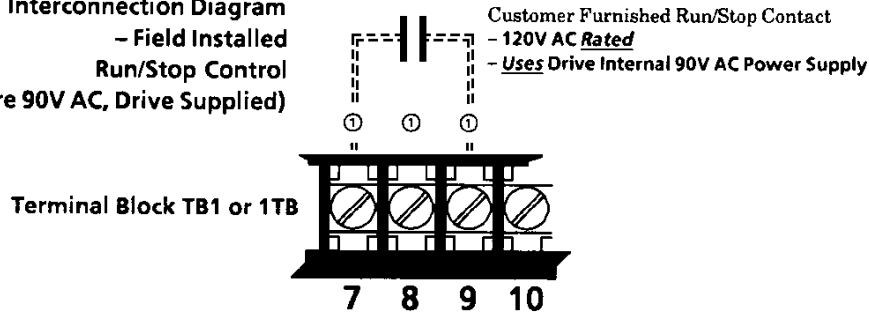


- ① When Using This Control Scheme, If Drive Has Factory Installed START/STOP Pushbuttons
 - Disconnect Existing START/STOP Wires From Terms. 7, 8 & 9 and Remove Both the START & STOP Pushbuttons
 - Install Closing Plugs and Remove or Cover Both the START & STOP Legends
- ↕ Drive Common
- ⏏ Chassis Ground
- ⏏ Earth Ground

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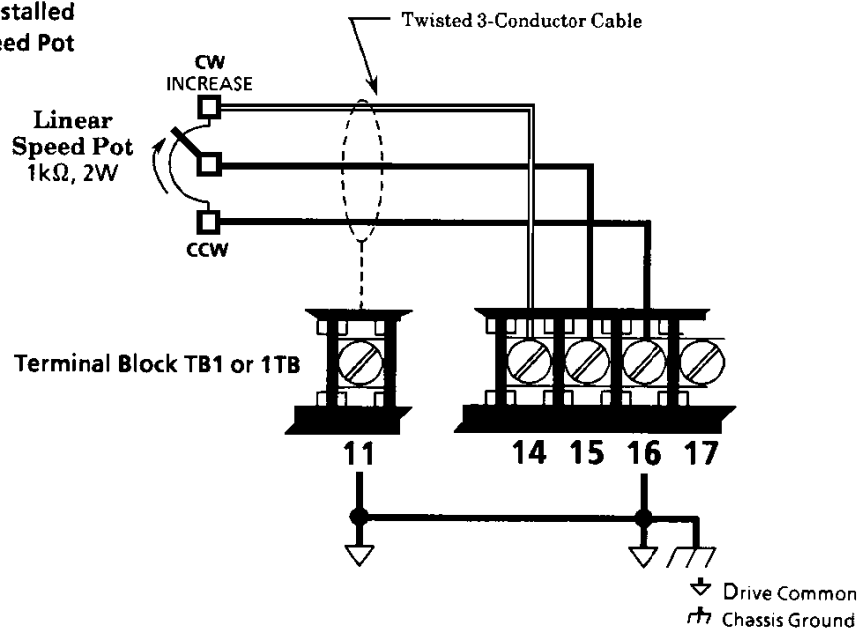
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**Section 5
Interconnection Diagram
- Field Installed
Run/Stop Control
(2-Wire 90V AC, Drive Supplied)**

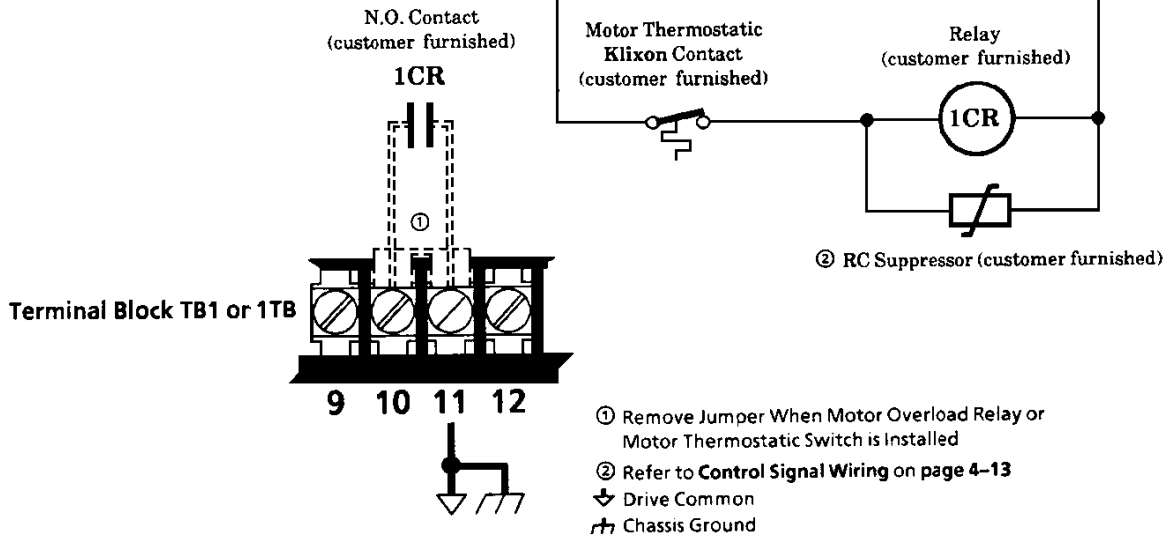


- ① When Using This Control Scheme, If Drive Has Factory Installed START/STOP Pushbuttons
 - Disconnect Existing START/STOP Wires From Terms. 7, 8 & 9 and Remove Both the START & STOP Pushbuttons
 - Install Closing Plugs and Remove or Cover Both the START & STOP Legends

**Section 6
Interconnection Diagram
- Field Installed
Remote Mounted Speed Pot**



Section 7
Interconnection Diagram
- Field Installed
Motor Thermostatic Switch



Section 8
Interconnection Diagram
- Field Installed
Motor Overload Relay
& Thermostatic Switch

