

## EP-01 : SE-3SCR-LM COMPATIBILITY WITH EXISTING SE-2SCR-LC INSTALLATIONS

Compatibility differences between the SE-2SCR-LC and SE-3SCR-LM are as follows:

- Contacts are used for TRIP and FULL CONDUCTION outputs on the SE-3SCR-LM; the SE-2SCR-LC has low-level digital outputs.
- The SE-3SCR-LM RUN INPUT is isolated by an opto-coupler; the SE-2SCR-LC has a non-isolated digital input.
- The SE-3SCR-LM includes a built-in EMERGENCY TRIP CIRCUIT that requires current feedback for each motor in use, to be connected to its respective SHED CONTROL FEEDBACK input.
- The SE-3SCR-LM supports digital tachometer input or analog tachometer input, as outlined in Section 6.4 of the SE-3SCR-LM manual.

When retrofitting an existing SE-2SCR-LC installation with the SE 3SCR LM, key connection differences exist as follows:

- Connect terminal 203 (+12V) to terminals 202C and 204C to allow the output contacts of the SE-3SCR-LM to redirect +12V signals to the conveyor control board or MIM/D board.
- Connect terminal 241G to terminal 200 to defeat RUN INPUT isolation.
- Terminals 202A and 204A are duplicated to allow the existing wiring to be connected to terminals 204A, 203, 202A, 200, and 201.
- If a magnetic tachometer pickup is used, connect the sensor directly to the SE-3SCR-LM digital tachometer input, as outlined in Section 6.4 of the SE-3SCR-LM manual. Do not use a Red Lion Frequency-to-Voltage converter.

Shed Control Feedback inputs 261A, B, C, D must be utilized on the SE-3SCR-LM for motors in use. Follow the wiring diagram in Figure 3A/B of the SE-3SCR-LM Motor Load Manager manual.

*NOTE: If you are using the SE-3SCR-LM with an SE-1APM, an additional 10 k  $\Omega$  pull-down resistor is required to be connected from terminal 200 to terminal 202A. Failure to install this resistor will result in ERRATIC DRIVE OPERATION.*