



TITLE: 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, into its respective SHED CONTROL FEEDBACK input.
- The SE-3SCR-LM supports digital tachometer input or analog tachometer input, as outlined in Section 6.4 in 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 in 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 in 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 ohm 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.

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