

## **INVERTER CONNECTIONS.**

<b>Description</b>	<b>Siemens</b>	<b>Teco</b>	<b>Lenze</b>
Live	L1	L1 (R)	L1
Neutral	L2	L2 (S)	L2/N
Motor ~ U	U	T1 (U)	U
Motor ~ V	V	T2 (V)	V
Motor ~ W	W	T3 (W)	W
Potentiometer +10V	1	8	9
Potentiometer Wiper	3	9	8
Potentiometer 0V	2	10	7
0V link (see notes 1. & 2.)	4	Insulate spare blue wire no connection.	Insulate spare blue wire no connection.
Inverter supply +10/12V	1	5	20
Forward Direction Signal (see note 3.)	5	3	28

Notes;-

1. On TR and Rollaway machines fitted with the multi-strike electronic system, cable M456B provides the speed control signal to the inverter. The cable contains 3 wires, (red, blue and green) at the PL11 connector end, but only a red and two blue wires at the inverter end. The green wire is a ground wire and is not used at the inverter end and the blue wire has been joined to produce two blue wires at the inverter end. The blue wire was joined because the Siemens inverters required two 0V connections; these are not required on the Teco or Lenze inverters so the spare blue wire is insulated in a small screw type connector block.
2. It is usual on the later machines where a speed control potentiometer is used for the following wire colour code to be used, +10V = red, Wiper or speed signal = yellow and the 0V = blue. Always check the wire colours / connections as other combinations have been used in the past.
3. The inverter start signal can be from a switch or relay contact, or if programmed to start automatically by the inverter software a wire link will be fitted between the two terminals.