



MM-PCM Series

USER MANUAL

MM03-115AC-PCM

MM03-230AC-PCM

MM10-115AC-PCM

MM10-230AC-PCM

Dear Valued Consumer:

Congratulations on your purchase of the **MM-PCM Series** drive. This User Manual was created for you to get the most out of your new device and assist with the initial setup. Please visit www.minarikdrives.com to learn more about our other drives.

Thank you for choosing **Minarik Drives!**

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Safety First!

SAFETY WARNINGS



Text in gray boxes denote important safety tips or warnings. Please read these instructions carefully before performing any of the procedures contained in this manual.

- **DO NOT INSTALL, REMOVE, OR REWIRE THIS EQUIPMENT WITH POWER APPLIED.** Have a qualified electrical technician install, adjust and service this equipment. Follow the National Electrical Code and all other applicable electrical and safety codes, including the provisions of the Occupational Safety and Health Act (OSHA), when installing equipment.
- Reduce the chance of an electrical fire, shock, or explosion by using proper grounding techniques, over-current protection, thermal protection, and enclosure. Follow sound maintenance procedures.



It is possible for a drive to run at full speed as a result of a component failure. Minarik Drives strongly recommends the installation of a master switch in the main power input to stop the drive in an emergency.

Circuit potentials are at 115 VAC or 230 VAC above earth ground. Avoid direct contact with the printed circuit board or with circuit elements to prevent the risk of serious injury or fatality. Use a non-metallic screwdriver for adjusting the calibration trim pots. Use approved personal protective equipment and insulated tools if working on this drive with power applied.

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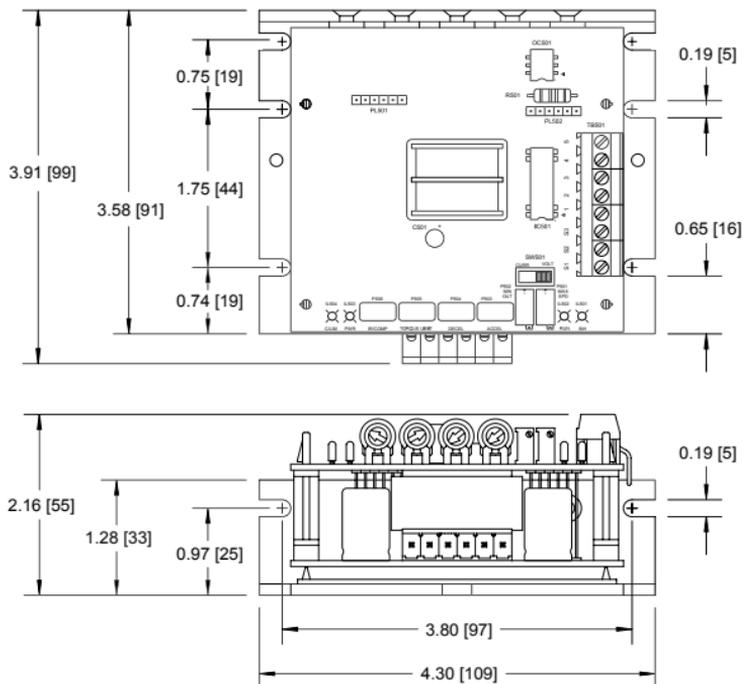
Section 1. Specifications

<i>Model</i>	<i>AC Line Voltage (VAC)</i>	<i>Armature Voltage Range (VDC)</i>	<i>Maximum Armature Current (ADC)</i>	<i>HP Range</i>
MM03-115AC-PCM	115	0 - 90	3.0	1/50 - 1/4
MM03-230AC-PCM	230	0 - 180		1/25 - 1/2
MM10-115AC-PCM*	115	0 - 90	10.0	1/8 - 1
MM10-230AC-PCM*	230	0 - 180		1/4 - 2

* Heat sink kit part number 223-0159 must be used when the continuous current output is over 5 amps.

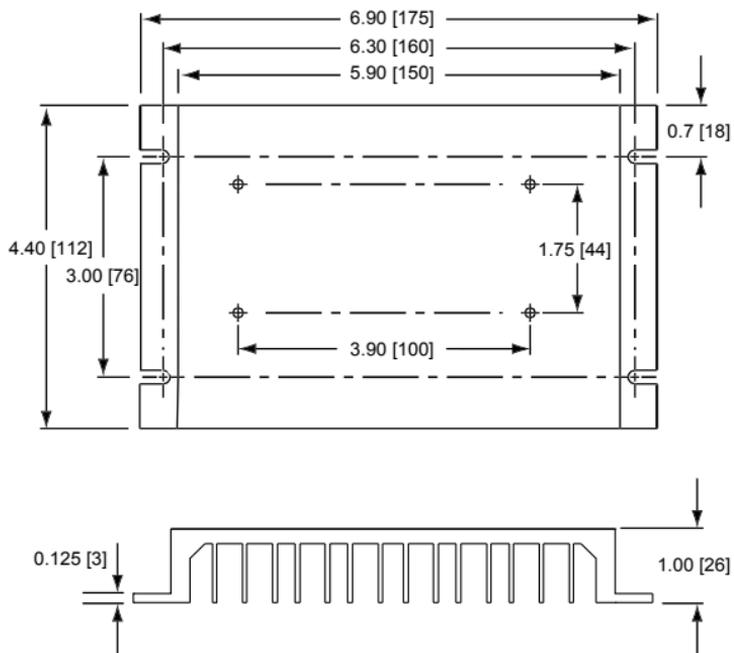
AC Line Voltage	115 or 230 VAC \pm 10%, 50/60 Hz, single phase
Field Voltage	
<i>with 115 VAC Line Voltage</i>	50 VDC (F1 to L1); 100 VDC (F1 to F2)
<i>with 230 VAC Line Voltage</i>	100 VDC (F1 to L1); 200 VDC (F1 to F2)
Maximum Field Current	1 ADC
Acceleration Time	0.1 - 10 sec
Deceleration Time	coast to a stop - 10 sec
Analog Input Range (S1 to S2)	
<i>Voltage Signal Range</i>	0 - 10 VDC
<i>Current Signal Range</i>	4 - 20 mA
Input Impedance (S1 to S2)	>100K ohms
Form Factor	1.37 at base speed
Load Regulation	2% base speed or better
Speed Range	60:1
Vibration	0.5G maximum (0 - 50 Hz) 0.1G maximum (> 50 Hz)
Safety Certifications	UL/cUL Listed Equipment, File # E132235
Ambient Temperature Range	10° - 40° C

Section 2. Dimensions



ALL DIMENSIONS IN INCHES [MILLIMETERS]

Figure 1. MM-PCM Dimensions



ALL DIMENSIONS IN INCHES [MILLIMETERS]

Figure 2. 223-0159 Dimensions

Section 3. Installation



Do not install, rewire, or remove this control with input power applied. Failure to heed this warning may result in fire, explosion, or serious injury. Make sure you read and understand the Safety Precautions on page i before attempting to install this product.

Heat Sinking

Models MM10-115AC-PCM and MM10-230AC-PCM require an additional heat sink when the continuous armature current is above 5 amps. Use Minarik Drives heat sink kit part number 223-0159. All other chassis drives have sufficient heat sinking in their basic configuration. Use a thermally conductive heat sink compound (such as Dow Corning® 340 Heat Sink Compound) between the chassis and the heat sink surface for optimum heat transfer.

Mounting

- Drive components are sensitive to electrostatic discharge. Avoid direct contact with the circuit board. Hold the drive by the chassis or heat sink only.
- Protect the drive from dirt, moisture, and accidental contact.
- Provide sufficient room for access to the terminals and calibration trim pots.
- Mount the drive away from heat sources. Operate the drive within the specified ambient operating temperature range.
- Prevent loose connections by avoiding excessive vibration of the drive.
- Mount the drive with its board in either a horizontal or vertical plane. Eight 0.19" (5 mm) wide slots in the chassis accept #8 pan head screws. Fasten either the large base or the narrow flange of the chassis to the subplate.
- The chassis should be earth grounded. Use a star washer beneath the head of at least one of the mounting screws to penetrate the anodized surface and to reach bare metal.

Speed Adjust Potentiometer



Be sure that the potentiometer tabs do not make contact with the potentiometer's body. Grounding the input will cause damage to the drive.

If using a remote potentiometer with a chassis drive, mount the speed adjust potentiometer through a 0.38 in. (10 mm) hole with the hardware provided (Figure 3). Install the circular insulating disk between the panel and the 10K ohm speed adjust potentiometer.

Twist the speed adjust potentiometer wire to avoid picking up unwanted electrical noise. If the speed adjust potentiometer wires are longer than 18 in. (46 cm), use shielded cable. Keep the speed adjust potentiometer wires separate from power leads (L1, L2, A1, A2, F1, F2).

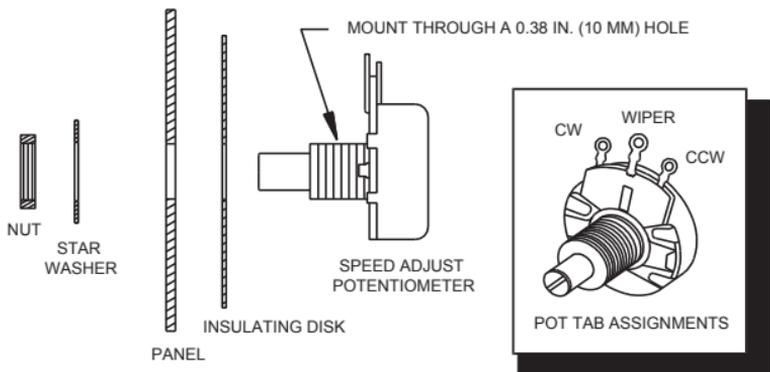


Figure 3. Speed Adjust Potentiometer

Wiring



Do not install, rewire, or remove this control with input power applied. Failure to heed this warning may result in fire, explosion, or serious injury.

Circuit potentials are at 115 or 230 VAC above ground. To prevent the risk of injury or fatality, avoid direct contact with the printed circuit board or with circuit elements.

Do not disconnect any of the motor leads from the drive unless power is removed or the drive is disabled. Opening any one motor lead while the drive is running may destroy the drive.

This product does not have internal solid state motor overload protection. It does not contain speed-sensitive overload protection, thermal memory retention or provisions to receive and act upon signal from remote devices for over temperature protection. If motor over protection is needed in the end-use product, it needs to be provided by additional equipment in accordance with NEC standards.

- Use 18 - 24 AWG wire for logic wiring. Use 14 - 16 AWG wire for AC line and motor wiring.

Shielding Guidelines



Under no circumstances should power and logic level leads be bundled together. Induced voltage can cause unpredictable behavior in any electronic device, including motor controls.

As a general rule, Minarik Drives recommends shielding of all conductors. If it is not practical to shield power conductors, it is recommended to shield all logic-level leads. If shielding of all logic-level leads is not practical, the user should twist all logic leads with themselves to minimize induced noise.

It may be necessary to earth ground the shielded cable. If noise is produced by devices other than the drive, ground the shield at the drive end. If noise is generated by a device on the drive, ground the shield at the end away from the drive. Do not ground both ends of the shield.

If the drive continues to pick up noise after grounding the shield, it may be necessary to add AC line filtering devices, or to mount the drive in a less noisy environment.

Logic wires from other input devices, such as motion controllers and PLL velocity controllers, must be separated from power lines in the same manner as the logic I/O on this drive.

Line Fusing

Models MM03-115AC-PCM and MM10-115AC-PCM are preinstalled with one line fuse in fuse holder FU501. Models MM03-230AC-PCM and MM10-230AC-PCM are preinstalled with two line fuses in fuse holders FU501 and FU502.

Models MM10-115AC-PCM and MM10-230AC-PCM are preinstalled with 15 amp fuses. Models MM03-115AC-PCM and MM03-230AC-PCM are preinstalled with a 5 amp fuse.

Preinstalled line fuses are rated for maximum horsepower. If the horsepower rating of the motor being used is less than the maximum horsepower rating of the drive, the line fuse may have to be replaced with a lower rated one. Fuses should be rated for 250 VAC or higher and approximately 150% of the maximum armature current. Refer to Table 1 to install a lower rated fuse.

Table 1. Recommended Line Fuse Sizes

<i>90 VDC Motor Horsepower</i>	<i>180 VDC Motor Horsepower</i>	<i>Maximum DC Armature Current (amps)</i>	<i>AC Line Fuse Size (amps)</i>
<i>1/20</i>	<i>1/10</i>	<i>0.5</i>	<i>1</i>
<i>1/15</i>	<i>1/8</i>	<i>0.8</i>	<i>1.5</i>
<i>1/8</i>	<i>1/4</i>	<i>1.5</i>	<i>3</i>
<i>1/6</i>	<i>1/3</i>	<i>1.7</i>	<i>3</i>
<i>1/4</i>	<i>1/2</i>	<i>2.5</i>	<i>5</i>
<i>1/3</i>	<i>3/4</i>	<i>3.5</i>	<i>8</i>
<i>1/2</i>	<i>1</i>	<i>5.0</i>	<i>10</i>
<i>3/4</i>	<i>1 1/2</i>	<i>7.5</i>	<i>15</i>
<i>1</i>	<i>2</i>	<i>10</i>	<i>15</i>

Minarik Drives offers fuse kits. See Section 9: Accessories and Replacement Parts for fuse kit part numbers.



Short-circuit current rating (SCCR) is the maximum short-circuit current that the speed control can safely withstand when protected by a specific over-current protective device(s).

Table 2. Short Circuit Current Ratings

Drive Model	Short Circuit Current Rating		Types of Branch Circuit Protection		Maximum Rating of Overcurrent Protection
	Maximum Current, kA	Maximum Voltage, V			
MM10-230AC-PCM	5,000	250 V	Non-time Delay K5 Fuse	Inverse Time Circuit Breaker	40 A

Connections



Do not connect this equipment with power applied. Failure to heed this warning may result in fire, explosion, or serious injury.

Minarik Drives strongly recommends the installation of a master power switch in the voltage input line, as shown in Figure 5 (page 16). The switch contacts should be rated at a minimum of 200% of motor nameplate current and 250 volts.

Quick-Disconnect Terminal Block

The quick-disconnect terminal block is composed of a 6-pin header block and 6-screw terminal plug (Figure 4 on page 12). To use the quick-disconnect terminal block:

1. Carefully pull terminal plug from header block.
2. With a small flat-head screwdriver, turn terminal plug screw counterclockwise to open wire clamp.
3. Insert stripped wire into the large opening in front of the plug.
4. Turn the terminal plug screw clockwise to clamp the wire.
5. Repeat steps 2–4 for each terminal until all connections are made. Make no connections to F1 and F2 if using a permanent magnet motor.
6. Insert plug into header until securely fastened.

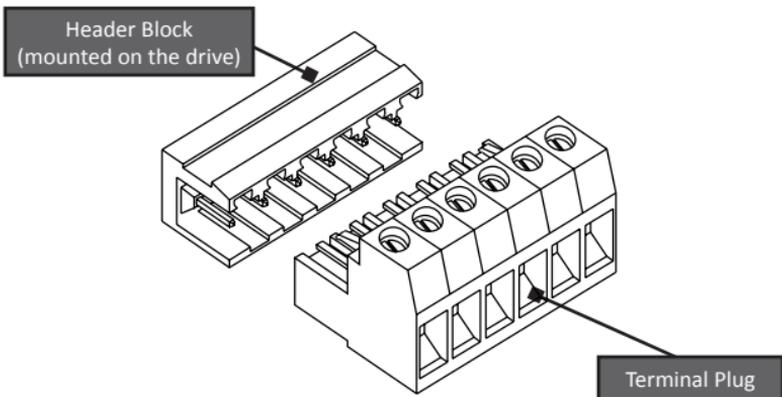


Figure 4. Quick-Disconnect Terminal Block

Power Input

Connect the AC line power leads to terminals L1 and L2. Minarik Drives recommends the use of a single-throw, double-pole master power switch. The switch should be rated at a minimum of 250 volts and 200% of motor current. Refer to Figure 5 on page 16.

Motor

Drives supply motor armature voltage from A1 and A2 terminals. It is assumed throughout this manual that, when A1 is positive with respect to A2, the motor will rotate clockwise (CW) while looking at the output shaft protruding from the front of the motor. If the motor does not spin in the desired direction, remove power and reverse the A1 and A2 connections.

Connect a DC motor to terminals A1 and A2 as shown in Figure 5 on page 16. Ensure that the motor voltage rating is consistent with the drive's output voltage.

Field Output Connections



The field output is for shunt wound motors only. Do not make any connections to F1 and F2 when using a permanent magnet motor.

See Table 2 for field output connections. Use 14 - 16 AWG wire to connect the field output to a field / shunt wound motor.

Table 2. Field Output Connections

<i>Line Voltage (VAC)</i>	<i>Approximate Field Voltage (VDC)</i>	<i>Connect Motor Field To</i>
115	50	F1 and L1
115	100	F1 and F2
230	100	F1 and L1
230	200	F1 and F2

Run/Stop Switch

See page 24 for a detailed explanation of the Run/Stop switch. If no Run/Stop switch is desired, a jumper must be placed between terminals 1 and 2 (factory preinstalled).

Inhibit Switch

See page 23 for a detailed explanation of the Inhibit switch.

Speed Adjust Potentiometer

Use a 10K ohm, 1/4 W potentiometer for speed control. Connect the counter-clockwise end of the potentiometer to S1, the wiper to S2, and the clockwise end to S3. If the potentiometer works inversely of the desired functionality (e.g. to increase motor speed you must turn the potentiometer counterclockwise), power off the drive and swap the S1 and S3 connections. Refer to Figure 5 on page 16.

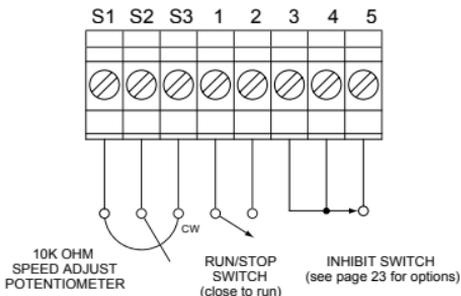
Analog Input Signal

Instead of using a speed adjust potentiometer, the drive may be wired to follow an analog input voltage or current signal that is either isolated or non-isolated from earth ground. Connect the signal common (-) to S1. Connect the signal reference (+) to S2.

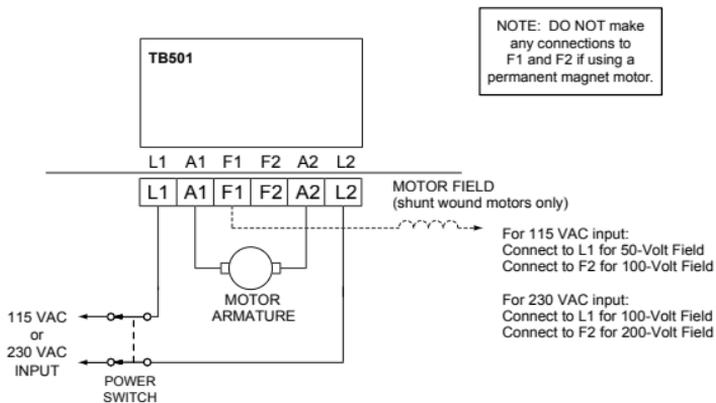
Refer to Figure 6 on page 18 for switch SW501 settings and location.

An analog input voltage range of 0–10 VDC or 4–20 mA is required to produce an armature voltage range of 0–90 VDC with 115 VAC line voltage, or 0–180 VDC with 230 VAC line voltage.

TB501 (LOCATED ON TOP "LOGIC" BOARD)



SIGNAL CONNECTIONS ON TOP "LOGIC" BOARD



MOTOR AND POWER CONNECTIONS ON BOTTOM "POWER CIRCUIT" BOARD

Figure 5. MM-PCM Connections

Section 4. Operation



Change voltage switch settings only when the drive is disconnected from AC line voltage. Make sure both switches are set to their correct position. If the switches are improperly set to a lower voltage position, the motor will not run at full voltage and may cause damage to the transformer. If the switches are improperly set to a higher voltage position, the motor will overspeed, which may cause motor damage, or result in bodily injury or loss of life.

Dangerous voltages exist on the drive when it is powered. BE ALERT. High voltages can cause serious or fatal injury. For your safety, use personal protective equipment (PPE) when operating this drive.

If the motor or drive does not perform as described, disconnect the AC line voltage immediately. Refer to the Troubleshooting section, page 40, for further assistance.

Before Applying Power

1. Verify that no foreign conductive material is present on the printed circuit board.
2. Ensure that switch SW501 is properly set.

Select Switches

Signal Select Switch (SW501)

Set the signal select switch SW501 to either CURR to use a current input signal or VOLT to use a voltage input signal or potentiometer. See Figure 6.

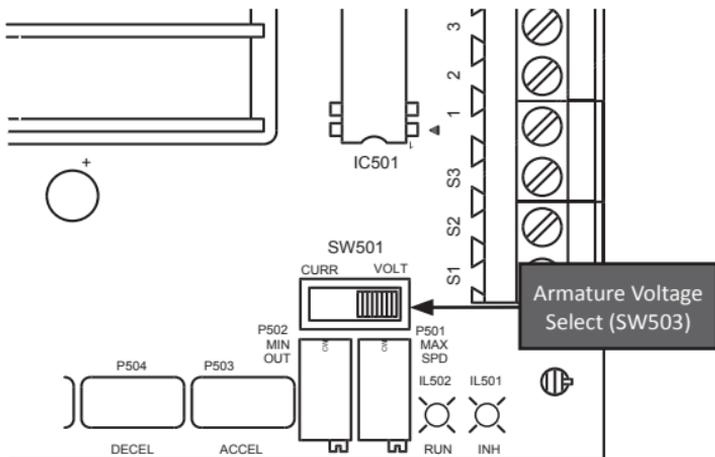


Figure 6. Signal Select Switch

Startup

1. Turn the speed adjust potentiometer full counterclockwise (CCW) or set the input voltage or current signal to minimum.
2. Apply AC line voltage.
3. Slowly advance the speed adjust potentiometer clockwise (CW) or increase the input voltage or current signal. The motor slowly accelerates as the potentiometer is turned CW or as the input voltage or current signal is increased. Continue until the desired speed is reached.
4. Remove AC line voltage from the drive to coast the motor to a stop.

Starting and Stopping Methods



Dynamic braking, coasting to a stop, or decelerating to minimum speed is recommended for frequent starts and stops. Do not use any of these methods for emergency stopping. They may not stop a drive that is malfunctioning. Removing AC line power (both lines) is the only acceptable method for emergency stopping.

For this reason, Minarik Drives strongly recommends installing an emergency stop switch on both AC line inputs (see Figure 5 on page 16).

Frequent starting and stopping can produce high torque. This may cause damage to motors, especially gearmotors that are not properly sized for the application.

Automatic Restart Upon Power Restoration

All drives automatically run to set speed when power is applied, the inhibit is not active, and the Run/Stop switch is set to Run (closed).

Line Starting and Stopping

Line starting and stopping (applying and removing AC line voltage) is recommended for infrequent starting and stopping of a drive only. When AC line voltage is applied to the drive, the motor accelerates to the speed set by the speed adjust potentiometer or analog signal. When AC line voltage is removed, the motor coasts to a stop.

Dynamic Braking



Wait for the motor to completely stop before switching back to RUN. This will prevent high armature currents from damaging the motor or drive.

Dynamic braking may be used to rapidly stop a motor (Figure 7 on page 22). For the RUN/BRAKE switch, use a two pole, two position switch rated for at least the armature voltage rating and 150% of the armature current rating. For the dynamic brake resistor, use a 40 watt minimum, high power, wirewound resistor.

Sizing the dynamic brake resistor depends on load inertia, motor voltage, and braking time. Use a lower-value, higher-wattage dynamic brake resistor to stop a motor more rapidly. Refer to Table 3 on page 22 for recommended dynamic brake resistor sizes.

Table 3. Minimum Recommended Dynamic Brake Resistor Values

<i>Motor Armature Voltage</i>	<i>Dynamic Brake Resistor Value</i>
90 VDC	15 ohms
180 VDC	30 ohms

For motors rated 1/17 horsepower and lower, a brake resistor is not necessary since the armature resistance is high enough to stop the motor without demagnetization. Replace the dynamic brake with 12-gauge wire.

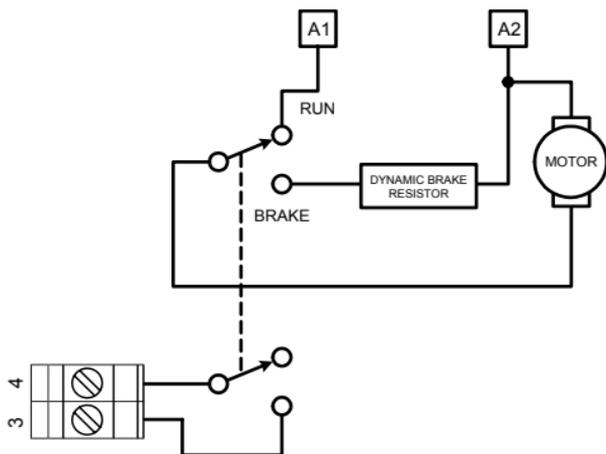


Figure 7. Dynamic Brake Wiring

Inhibit Switch

Connect an inhibit switch as shown in Figure 8A or 8B. Activating the inhibit circuit causes the motor to coast to a stop. Deactivating the inhibit circuit accelerates the motor to set speed at a rate controlled by the ACCEL trim pot.

Twist inhibit wires and separate them from power-carrying wires or sources of electrical noise. Use shielded cable if the inhibit wires are longer than 18 inches (46 cm). If shielded cable is used, ground only one end of the shield to earth ground. Do not ground both ends of the shield.

TB501 (LOCATED ON TOP "LOGIC" BOARD)

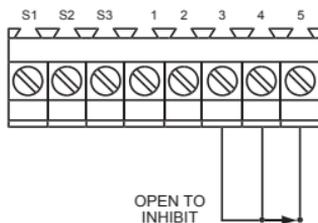


Figure 8A. Inhibit Terminals
(Normally Closed)

TB501 (LOCATED ON TOP "LOGIC" BOARD)

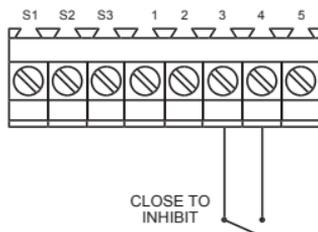


Figure 8B. Inhibit Terminals
(Normally Open)

Run/Stop Switch

The Run/Stop switch may be used to decelerate a motor to a minimum speed. Opening the Run/Stop switch decelerates the motor from set speed to a minimum speed determined by the MIN OUT trim pot setting. If the MIN OUT trim pot is set to zero speed, the motor decelerates to zero speed when the Run/Stop switch is opened. The DECEL trim pot setting determines the rate at which the drive decelerates. By closing the Run/Stop switch, the motor accelerates to set speed at a rate determined by the ACCEL trim pot setting. See Figure 5 on page 16 for switch location and wiring.

NOTE: If no run/stop switch is used, a jumper must be placed between terminals 1 and 2 (factory preinstalled).

Section 5. Calibration



Dangerous voltages exist on the drive when it is powered. When possible, disconnect the voltage input from the drive before adjusting the trim pots. If the trim pots must be adjusted with power applied, use insulated tools and the appropriate personal protection equipment. **BE ALERT.** High voltages can cause serious or fatal injury.

MM-PCM series drives have user-adjustable trim pots. Each drive is factory calibrated to its maximum current rating. Readjust the calibration trim pot settings to accommodate lower current rated motors.

All adjustments increase with CW rotation, and decrease with CCW rotation. Use a non-metallic screwdriver for calibration. Each trim pot is identified on the printed circuit board.

Minimum Speed (MIN OUT)

The MIN OUT setting determines the minimum motor speed when the speed adjust potentiometer or input voltage or current signal is set for minimum speed. It is factory set for zero speed.

To calibrate the MIN OUT:

1. Set the speed adjust potentiometer or input voltage or current signal for minimum speed.
2. Adjust MIN OUT until the desired minimum speed is reached or is just at the threshold of rotation.

Maximum Speed (MAX SPD)

The MAX SPD setting determines the maximum motor speed when the speed adjust potentiometer or input voltage or current signal is set for maximum speed.

To calibrate MAX SPD:

1. Set the speed adjust potentiometer or input voltage or current signal for maximum speed.
2. Adjust MAX SPD until the desired maximum speed is reached.

Note: Check the MIN out and MAX SPD adjustments after recalibrating to verify that the motor runs at the desired minimum and maximum speed.

Torque (TORQUE LIMIT)



TORQUE LIMIT should be set to 150% of motor nameplate current rating. Continuous operation beyond this rating may damage the motor. If you intend to operate beyond the rating, contact your Minarik Drives representative for assistance.

The TORQUE LIMIT setting determines the maximum torque for accelerating and driving the motor. To calibrate TORQUE LIMIT, refer to the recommended TORQUE LIMIT settings in Figure 9 on page 29 or use the following procedure:

1. With the power disconnected from the drive, connect a DC ammeter in series with the armature.
2. Set the TORQUE LIMIT trim pot to minimum (full CCW).
3. Set the speed adjust potentiometer full CW or input voltage signal to maximum speed.
4. Carefully lock the motor armature. Be sure that the motor is firmly mounted.
5. Apply line power. The motor should be stopped.
6. Slowly adjust the TORQUE LIMIT trim pot CW until the armature current is 150% of motor rated armature current.
7. Turn the speed adjust potentiometer CCW or decrease the input voltage signal.
8. Remove line power.
9. Remove the stall from the motor.
10. Remove the ammeter in series with the motor armature if it is no longer needed.

IR Compensation (IR COMP)

The IR COMP setting determines the degree to which motor speed is held constant as the motor load changes.

Use the following procedure to recalibrate the IR COMP setting:

1. Set the IR COMP trim pot to minimum (full CCW).
2. Increase the speed adjust potentiometer or input voltage signal until the motor runs at midspeed without load (for example, 900 RPM for an 1800 RPM motor). A handheld tachometer may be used to measure motor speed.
3. Load the motor armature to its full load armature current rating. The motor should slow down.
4. While keeping the load on the motor, rotate the IR COMP trim pot until the motor runs at the speed measured in step 2. If the motor oscillates (overcompensation), the IR COMP trim pot may be set too high (CW). Turn the IR COMP trim pot CCW to stabilize the motor.
5. Unload the motor.

See Figure 9 on page 29 for recommended IR COMP settings.

MM03-115AC-PCM

MOTOR	TORQUE LIMIT	IR COMP
HP: 1/4 VOLTS: 90 VDC AMPS: 2.50 ADC		
HP: 1/10 VOLTS: 90 VDC AMPS: 1.00 ADC		
HP: 1/50 VOLTS: 90 VDC AMPS: 0.20 ADC		

MM10-115AC-PCM

MOTOR	TORQUE LIMIT	IR COMP
HP: 1 VOLTS: 90 VDC AMPS: 10.0 ADC		
HP: 1/2 VOLTS: 90 VDC AMPS: 5.00 ADC		
HP: 1/8 VOLTS: 90 VDC AMPS: 1.25 ADC		

MM03-230AC-PCM

MOTOR	TORQUE LIMIT	IR COMP
HP: 1/2 VOLTS: 180 VDC AMPS: 2.50 ADC		
HP: 1/3 VOLTS: 180 VDC AMPS: 1.67 ADC		
HP: 1/25 VOLTS: 180 VDC AMPS: 0.20 ADC		

MM10-230AC-PCM

MOTOR	TORQUE LIMIT	IR COMP
HP: 2 VOLTS: 180 VDC AMPS: 10.0 ADC		
HP: 1 VOLTS: 180 VDC AMPS: 5.00 ADC		
HP: 1/4 VOLTS: 180 VDC AMPS: 1.25 ADC		

Figure 9. Recommended TORQUE LIMIT and IR COMP Settings
(actual settings may vary with each application)

Acceleration (ACCEL)

The ACCEL setting determines the time the motor takes to ramp to a higher speed. See Specifications on page 1 for approximate acceleration times. ACCEL is factory set for the shortest acceleration time (full CCW).

To set the acceleration time:

1. Set the speed adjust potentiometer or input voltage signal for minimum speed. The motor should run at minimum speed.
2. Set the speed adjust potentiometer or input voltage signal for maximum speed. Measure the time it takes the motor to go from minimum to maximum speed.
3. If the time measured in step 2 is not the desired acceleration time, turn the ACCEL trim pot CW for a longer acceleration time or CCW for a shorter acceleration time. Repeat steps 1 through 2 until the acceleration time is correct.

Deceleration (DECEL)

The DECEL setting determines the time the motor takes to ramp to a lower speed. See Specifications on page 1 for approximate deceleration times. DECEL is factory set for the shortest deceleration time (full CCW).

To set the deceleration time:

1. Set the speed adjust potentiometer or input voltage signal for maximum speed. The motor should run at maximum speed.
2. Set the speed adjust potentiometer or input voltage signal for minimum speed. Measure the time it takes the motor to go from maximum to minimum speed.
3. If the time measured in step 2 is not the desired deceleration time, turn the DECEL trim pot CW for a longer deceleration time or CCW for a shorter deceleration time. Repeat steps 1 through 2 until the deceleration time is correct.

Section 6. Application Notes

Multiple Fixed Speeds

Replace the speed adjust potentiometer with a series of resistors with a total series resistance of 10K ohms (Figure 10). Add a single pole, multi-position switch with the correct number of positions for the desired number of fixed speeds.

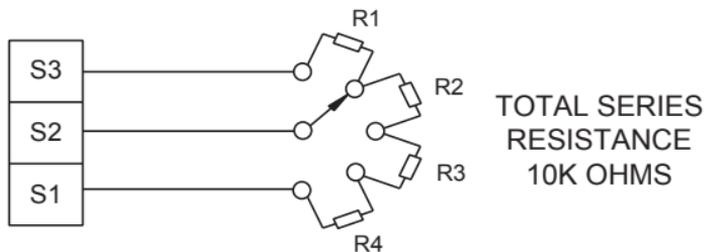


Figure 10. Multiple Fixed Speeds

Adjustable Speeds Using Potentiometers In Series

Replace the speed adjust potentiometer with a series of resistors with a total series resistance of 10K ohms (Figure 11). Add a single pole, multi-position switch with the correct number of positions for the desired number of fixed speeds.

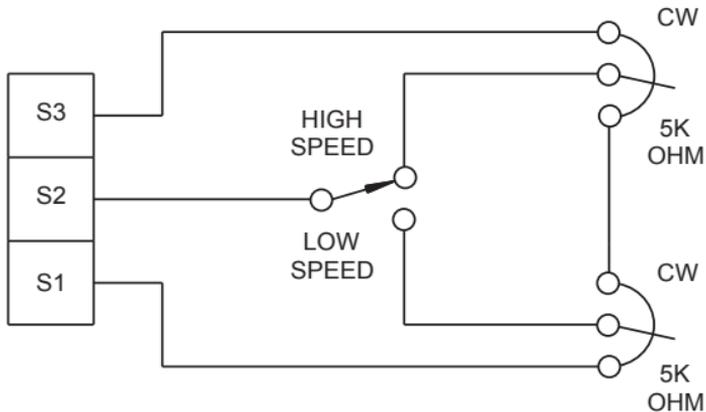


Figure 11. Adjustable Speeds Using Potentiometers In Series

Independent Adjustable Speeds

Replace the speed adjust potentiometer with a single pole, multi-position switch, and two or more potentiometers in parallel, with a total parallel resistance of 10K ohms. Figure 12 shows the connection of two independent speed adjust potentiometers that can be mounted at two separate operating stations.

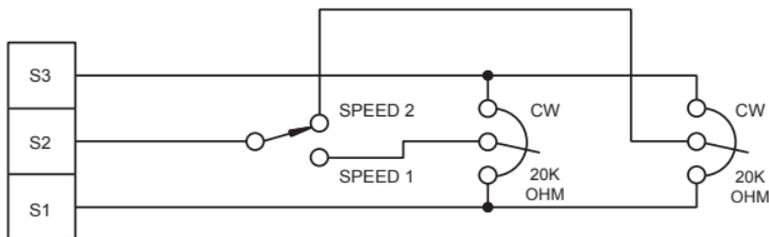


Figure 12. Independent Adjustable Speeds

RUN/JOG Switch - Inhibit Connection

Using a RUN/JOG switch is recommended in applications where quick stopping is not needed and frequent jogging is required. Use a single pole, two position switch for the RUN/JOG switch, and a single pole, normally closed, momentary operated pushbutton for the JOG pushbutton.

Connect the RUN/JOG switch and JOG pushbutton to the inhibit plug as shown in Figure 13. The motor coasts to a stop when the RUN/JOG switch is set to JOG. Press the JOG pushbutton to jog the motor. Return the RUN/JOG switch to RUN for normal operation.

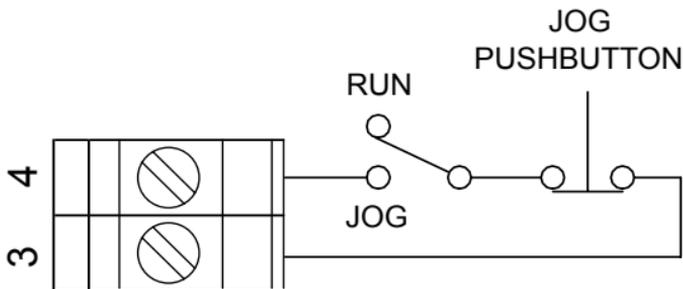


Figure 13. RUN/JOG Switch - Connection to Inhibit

RUN/JOG Switch - Potentiometer Connection

Connect the RUN/JOG switch and the JOG pushbutton as shown in Figure 14. When the RUN/JOG switch is set to JOG, the motor decelerates to minimum speed (minimum speed is determined by the MIN OUT trim pot setting). Press the JOG pushbutton to jog the motor. Return the RUN/JOG switch to RUN for normal operation.

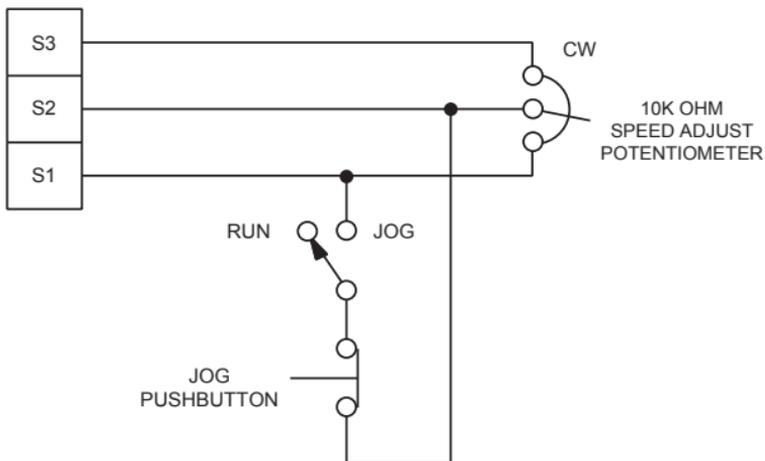


Figure 14. RUN/JOG Switch - Connection to Speed Adjust Potentiometer

Leader-Follower Application

In this application, use a PCM4 to monitor the speed of the leader motor (Figure 15). The PCM4 isolates the leader motor from the follower drive, and outputs a voltage proportional to the leader motor armature voltage. The follower drive uses this voltage reference to set the speed of the follower motor. An optional ratio potentiometer may be used to scale the PCM4 output voltage.

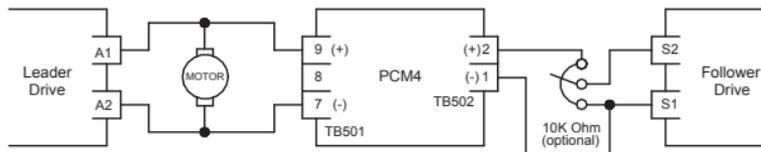


Figure 15. Leader-Follower Application

Single Speed Potentiometer Control Of Multiple Drives

Multiple drives can be controlled with a single speed adjust potentiometer using a USIM-8 at the input of each drive to provide isolation (Figure 16). Optional ratio potentiometers can be used to scale the USIM-8 output voltage, allowing independent control of each drive.

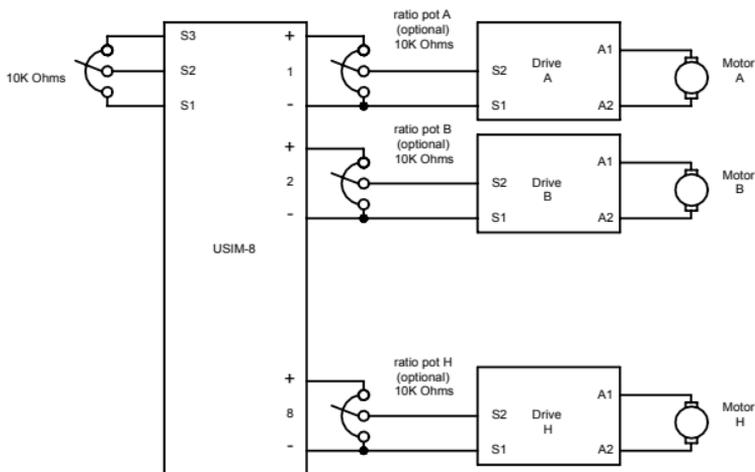


Figure 16. Single Speed Potentiometer Control of Multiple Drives

Reversing

A dynamic brake may be used when reversing the motor direction (Figure 17). Use a three pole, three position switch rated for at least the maximum DC armature voltage and maximum braking current. Wait for the motor to stop completely before switching it to either the forward or reverse direction. See the Dynamic braking section on page 22 for recommended dynamic brake resistor sizes.

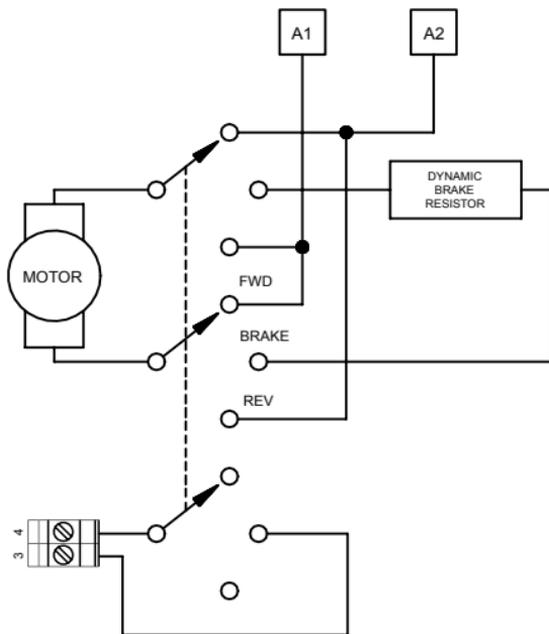


Figure 17. Reversing Circuit Wiring

Section 8. Troubleshooting



Dangerous voltages exist on the drive when it is powered. When possible, disconnect the drive while troubleshooting. High voltages can cause serious or fatal injury.

Before Troubleshooting

Perform the following steps before starting any procedure in this section:

1. Disconnect AC line voltage from the drive.
2. Check the drive closely for damaged components.
3. Check that no conductive or other foreign material has become lodged on the printed circuit board.
4. Verify that every connection is correct and in good condition.
5. Verify that there are no short circuits or grounded connections.
6. Check that the selection switch settings are correctly set.
7. Check that the drive's rated armature is consistent with the motor ratings.

For additional assistance, contact your local Minarik Drives distributor or the factory direct:

(800) MINARIK or FAX: (800) 394-6334

PROBLEM	POSSIBLE CAUSE	SUGGESTED SOLUTIONS
Line fuse blows.	1. Line fuse is the wrong size.	1. Check that the line fuse is correct for the motor size.
	2. Motor cable or armature is shorted to ground.	2. Check motor cable and armature for shorts.
	3. Nuisance tripping caused by a combination of ambient conditions and high-current spikes (i.e. reversing).	3. Add a blower to cool the drive components, decrease TORQUE LIMIT settings, resize motor and drive for actual load demand, or check for incorrectly aligned mechanical components or "jams". See page 27 for information on adjusting the TORQUE LIMIT trim pot.
Line fuse does not blow, but the motor does not run.	1. Speed adjust potentiometer or input voltage signal is set to zero speed.	1. Increase the speed adjust potentiometer setting or input voltage or current signal.
	2. INHIBIT mode is active.	2. Add a short between terminals 3 and 4 and remove any short between terminals 4 and 5.
	3. S2 is shorted to S1.	3. Remove the short.
	4. Drive is in current limit.	4. Verify that the motor is not jammed. Increase TORQUE LIMIT setting if set too low.
	5. Drive is not receiving AC line voltage.	5. Apply AC line voltage.
	6. Motor is not connected.	6. Remove power. Connect the motor to A1 and A2. Reapply power.

PROBLEM	POSSIBLE CAUSE	SUGGESTED SOLUTIONS
Motor does not stop when the speed adjust potentiometer is full CCW.	1. MIN OUT is set too high.	1. Calibrate MIN OUT.
Motor runs in the opposite direction	1. Motor connections to A1 and A2 are reversed.	1. Remove power. Reverse connections to A1 and A2. Reapply power.
Motor runs too fast.	1. MAX SPD is set too high.	1. Calibrate MAX SPD.
Motor will not reach the desired speed.	1. MAX SPD setting is too low.	1. Increase MAX SPD setting.
	2. IR COMP setting is too low.	2. Increase IR COMP setting.
	3. TORQUE LIMIT setting is too low.	3. Increase TORQUE LIMIT setting.
	4. Motor is overloaded.	4. Check motor load. Resize the motor and drive if necessary.
Motor pulsates or surges under load.	1. IR COMP is set too high.	1. Adjust the IR COMP setting slightly CCW until the motor speed stabilizes.
	2. Motor bouncing in and out of current limit.	2. Make sure motor is not undersized for load; adjust TORQUE LIMIT trim pot CW.

Section 9. Accessories & Replacement Parts

Displays

Closed Loop.....	DLC600
Open Loop.....	VT-8

Heat Sinks

Chassis	223-0159
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Kits

Potentiometer & Connector

Pot Kit	202-0079
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Fuse

1.5 - 5 Amp Fuse Kit.....	050-0066
1 - 8 Amp Fuse Kit with Pico Fuse.....	050-0068
3 - 8 Amp Fuse Kit with Pico Fuse.....	050-0069
5 - 15 Amp Fuse Kit.....	050-0071

Logic Cards

Current Sensing

5 Amps.....	CSC1-5
20 amps.....	CSC1-20

Unconditional Warranty

A. Warranty

Minarik Drives warrants that its products will be free from defects in workmanship and material for twelve (12) months or 3000 hours, whichever comes first, from date of manufacture thereof. Within this warranty period, Minarik Drives will repair or replace, at its sole discretion, such products that are returned to Minarik Drives, 14300 De La Tour Drive, South Beloit, Illinois 61080 USA.

This warranty applies only to standard catalog products, and does not apply to specials. Any returns of special controls will be evaluated on a case-by-case basis. Minarik Drives is not responsible for removal, installation, or any other incidental expenses incurred in shipping the product to and from the repair point.

B. Disclaimer

The provisions of Paragraph A are Minarik Drives's sole obligation and exclude all other warranties of merchantability for use, expressed or implied. Minarik Drives further disclaims any responsibility whatsoever to the customer or to any other person for injury to the person or damage or loss of property of value caused by any product that has been subject to misuse, negligence, or accident, or misapplied or modified by unauthorized persons or improperly installed.

C. Limitations of Liability

In the event of any claim for breach of any of Minarik Drives's obligations, whether expressed or implied, and particularly of any other claim or breach of warranty contained in Paragraph A, or of any other warranties, expressed or implied, or claim of liability that might, despite Paragraph B, be decided against Minarik Drives by lawful authority, Minarik Drives shall under no circumstances be liable for any consequential damages, losses, or expenses arising in connection with the use of, or inability to use, Minarik Drives's product for any purpose whatsoever.

An adjustment made under warranty does not void the warranty, nor does it imply an extension of the original 12-month warranty period. Products serviced and/or parts replaced on a no-charge basis during the warranty period carry the unexpired portion of the original warranty only.

If for any reason any of the foregoing provisions shall be ineffective, Minarik Drives's liability for damages arising out of its manufacture or sale of equipment, or use thereof, whether such liability is based on warranty, contract, negligence, strict liability in tort, or otherwise, shall not in any event exceed the full purchase price of such equipment.

Any action against Minarik Drives based upon any liability or obligation arising hereunder or under any law applicable to the sale of equipment or the use thereof, must be commenced within one year after the cause of such action arises.



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