

## 5. UPGRADE KIT FOR CHANGING THE OLD CLUTCH BRAKE SYSTEM TO DIRECT DRIVE AND FREQUENCY CONVERTER.

### GUIDE TO CONVERT THE ELECTRIC WIRING FROM CLUTCH/BRAKE INTO FREQUENCY CONVERTER SYSTEM

1. This description refers to two wire diagrams, one covering the clutch/brake system (Cl/Br) having 2 relays, and one diagram covering the new frequency converter (F/C) having 3 relays

- *Remove the old relay card from the box and install the new one.*
- *Remove wire 15 and 16 to clutch*
- *Remove wire 13, 14 and the resistor residing outside the box*
- *Wire 17 to the box to be moved to 13*
- *Check that the polarity on pt. 1 is "+" and pt. 5 is "-". If not, polarity must be switched.*
- *If the Loepfe eye has its power supply from the motor, this must be removed and supplied separately.*

**NOTE:** When 24V is switched on, R3 will always be operated (active) and R1 and R2 passive. If not, something is wrong

- *R1 and R2 gives weft control stop*
- *R2 gives warp control stop*

### PARTS REQUIRED AND COST (2020)

Our Item No.	Our description	Quantity	Unit	Unit Price	Amount
7820.380	Frequency Controller 380V	1	PCS		
697.001	Intermediate Shaft	1	PCS		
7903.000	Coupling N-Eupex A-125	1	PCS		
697.300	Distance Sleeve	1	PCS		
7810.075	El motor 7BA 160 7,5KW	1	PCS		
131.200	Mount. Plate 8-pole Motor	1	PCS		
697.400	Pressure Ring	1	PCS		
7800.801	Base pl. w/3 Socket/3 Relay	1	PCS		

Total NOK \_\_\_\_\_