(E) MOTOR CONTROL CENTER OR COMBINATION MOTOR STARTER
208 OR 480 VOLS

(N) CIRCUIT BREAKER SIZED FOR (N) MOTOR HP
ACCORDING TO CEC 430.52

AT (E) MOTOR CONTROL CENTERS THIS MAY BE EITHER A MODIFICATION TO
OR REPLACEMENT OF (E) "BUCKET". CONTACT PROJECT MANAGER.

FIRE ALARM INTERFACE
STP CABLE IN EMT, DIGITAL (DO, DI) AND ANALOG (AI, AO) TO
BUILDING AUTOMATION, AT LEAST:
DI: RUN/STOP, DO: DRIVE FAULT
AI: SPEED SIGNAL INPUT, AO: ANALOG PROCESS OUTPUT

(N) ABB ACH550 VARIABLE FREQUENCY DRIVE (VFD) PER SU FDG 16265; WITH
INTEGRAL DISCONNECT, VFD BYPASS, AND INTERNAL 5% LINE REACTOR.

SHEET NOTES:
1. DISCONNECT AND REMOVE (E) MOTOR STARTER AND CONTROL COMPONENTS FROM (E) COMBINATION STARTER;
   REPLACE (E) MOTOR CIRCUIT PROTECTOR (MCP) WITH (N) MOLDED CASE CIRCUIT BREAKER (MATCH (E) AIR
   RATING). REMOVE (E) PILOT LIGHTS AND SWITCHES AND SEAL UNUSED OPENINGS. [NOTE: MCP IS NOT A
   CIRCUIT BREAKER AND IS NOT SUITABLE AS OVERCURRENT PROTECTION FOR A VFD.]

2. 2-#14 TO FIRE ALARM ADDRESSABLE INTERFACE MODULE (SIEMENS TRI-R). USE SAFETY INTERLOCK TERMINALS
   X2-D2,7 ON VFD. (IN CERTAIN CASES AN (E) SMOKE DETECTOR WITH RELAY BASE MAY BE USED INSTEAD OF
   TRI-R). FIRE ALARM SHUTDOWN CANNOT BE SUBJECT TO Bypass AND CANNOT BE DERIVED FROM ANY
   BUILDING AUTOMATION SYSTEM. COORDINATE WITH STANFORD FIRE ALARM GROUP.

3. COPPER CONDUCTORS, 3 PHASE + GROUND, IN RSC OR EMT WITH 3' OF STEEL LIQUIDtight FLEXIBLE CONDUIT
   FOR FINAL CONNECTION TO MOTOR. SIZE CONDUCTORS FOR 125% MOTOR FULL LOAD AMPS. LINE AND LOAD
   CONDUCTORS SHALL NOT BE RUN IN THE SAME CONDUIT.

4. REPLACE (E) MOTOR WITH (N) INVERTER RATED MOTOR. PROVIDE MOTOR SHAFT GROUNDING ACCESSORY (AEGIS
   OR EQUAL) BY MOTOR MANUFACTURER.
   VERIFY MOTOR AND DRIVE COMPATIBILITY. IN CERTAIN APPLICATIONS, THE MOTOR FULL LOAD AMPS
   MAY EXCEED THE CAPACITY OF A STANDARD HP RATED DRIVE AND THE NEXT LARGER DRIVE WILL BE
   REQUIRED.

5. DISCONNECT AND REMOVE ANY (E) POWER FACTOR CORRECTION CAPACITORS. THESE ARE NOT COMPATIBLE
   WITH VFDS.