

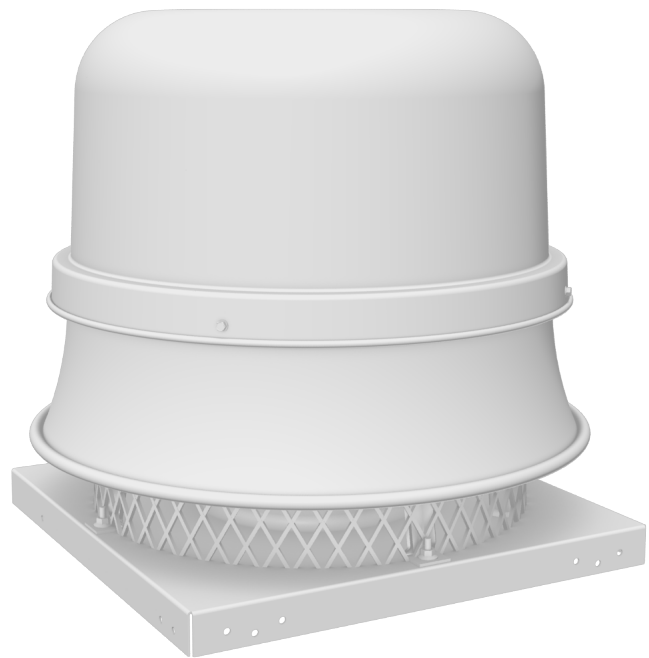
Domex

Centrifugal Roof, Direct & Belt Drive Exhausters

OPERATION & MAINTENANCE MANUAL



PENNBARRY™



IMPORTANT! Read before proceeding!

Please read and save these instructions. Read carefully before attempting to assemble, install, operate or maintain the product described. Protect yourself and others by observing all safety information. Failure to comply with instructions could result in personal injury and/or property damage! Retain instructions for future reference.

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INTRODUCTION

Description

PennBarry roof-mounted ventilators are belt-driven centrifugal exhausters designed to meet air delivery requirements where steady exhaust is needed under moderate static pressure. Housings are of spun aluminum construction with built-in bird screen. Ventilators are furnished with self-aligning, pre-lubricated, ball bearing pillow blocks, spark proof aluminum wheels, and an aluminum backdraft damper.

Receiving and handling

PennBarry fans are carefully inspected before leaving the factory. When the unit is received, inspect the carton for any signs of tampering. Inspect the unit for any damage that may have occurred during transit and check for loose, missing or damaged parts. Mishandled units can void the warranty provisions. If units are damaged in transit, it is the responsibility of the receiver to make all claims against the carrier. PennBarry is not responsible for damages incurred during shipment.

Avoid severe jarring and/or dropping. Handle units with care to prevent damage to components or finishes. If the unit is scratched due to mishandling, the protective coating may be damaged. Incorrect lifting may damage the fan and void the warranty.

Storage

Long-term storage requires special attention. Store units on a level, solid surface, preferably indoors. If outside storage is necessary, protect the units against moisture and dirt by encasing the cartons in plastic or in some similar weatherproof material. Periodically inspect units and rotate wheels to spread bearing lubricant. Failure to rotate wheels results in reduced bearing life and may void the manufacturer's warranty. If the unit will be stored for an extended time, remove belts. Belts which remain under tension in a stationary position for extended periods are likely to have a reduced operating life.

Unpacking

Place the carton in an upright position and remove the staples or use a sharp (knife edge) tool to carefully cut or scribe the sealing tape on both sides at the top of the carton. Open carton flaps. Remove any cardboard and wooden filler pieces, as well as loose components or accessories shipped with the unit.

Carefully remove the unit from the carton. Inspect the unit for any damage that may have occurred during transit and check for loose, missing or damaged parts.



INSTALLATION

Note: For Installation in high velocity Hurricane Zones, unit must be installed per instructions under Anchoring and Securing the Ventilator."

Installing Motors

In some instances, large frame motors may be shipped loose and require field mounting. If so, carefully review motor mounting installation procedures per Figure 1, Figure 2 and Figure 3.

Installing The Dampers: Roof Mounting

When required, install dampers prior to mounting the unit on the curb or frame. Secure dampers to the inside of the roof opening (preferred) or curb without undue twisting, which may distort the damper frame. Damper frame must be reasonably level on all sides. Check for free operation. If dampers are motor operated type, ascertain that proper voltage is impressed on motor terminals.

Positioning And Running Power Lines: Roof Mounting

Power is normally brought from within the building through proper conduit lines and placed inside one corner of the curb. Feed power line through the clearance hole provided in the damper if furnished, if not clearance hole is provided, remove a corner of the lower damper (with a shear cutter or other instrument), through the ventilator to the service switch, if furnished, and motor.

When power lines are brought up to the unit, provide a generous amount of slack to allow for motor adjustments and to permit movement of motor for belt tension adjustments. Ground motor adequately and securely. Protect power lines from sharp objects. Do not kink power line or permit it to contact hot surfaces, chemicals, grease or oil. Use only UL recognized electrical parts, rated for proper voltage, load and environment. Check motor nameplate.

Anchoring And Securing The Ventilator: Roof Mounting

Whenever possible, anchor the fan by fastening through the vertical portion of the mounting flange. The type, size and number of fasteners depends upon the unit size and curb construction. If code or specification prescribes fastening through the top (vertical portion) of the mounting flange, use neoprene or lead washers under the head of each fastener.

Guy down large units installed in areas subject to high winds or unusual field conditions. If the installer removes any ventilator parts to facilitate installation or electrical connections, reassemble all parts by replacing all spacers, washers, nuts, bolts, fasteners and components exactly as they were found prior to removal. Draw all fasteners tight and secure. Fasteners should be protected against corrosion.

Motor Installation Procedures

1. Install motor pulley assembly (bracket if it is provided - type 3) with hardware provided through holes in motor mounting plate/frame. Keep driven pulley and drive pulley in line. (Do not tighten hardware).
2. Install belt over drive and driven pulleys and pull up on motor mounting plate/bracket until belt is tight. Tighten motor plate hardware.
3. Wire motor or plug harness connector (from motor if equipped) into terminal socket at end of junction box. Unit is now ready to test to check for smooth operation.
4. See belt adjustment label and Figure 4 for more details.
5. Check for proper wheel rotation.

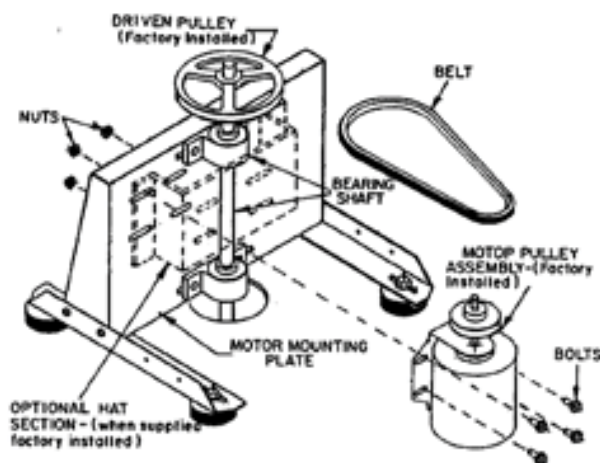


To fulfill our obligations towards Article 33, in accordance to European REACH Regulation No 1907/2006 EC, we hereby inform you that this article contains the following Substances of Very High Concern mentioned on the Candidate list:

- Lead

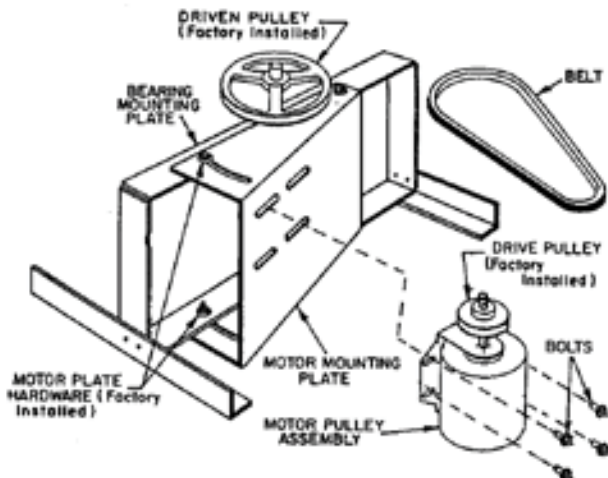
INSTALLATION

Figure 1: Motor Installation Procedures



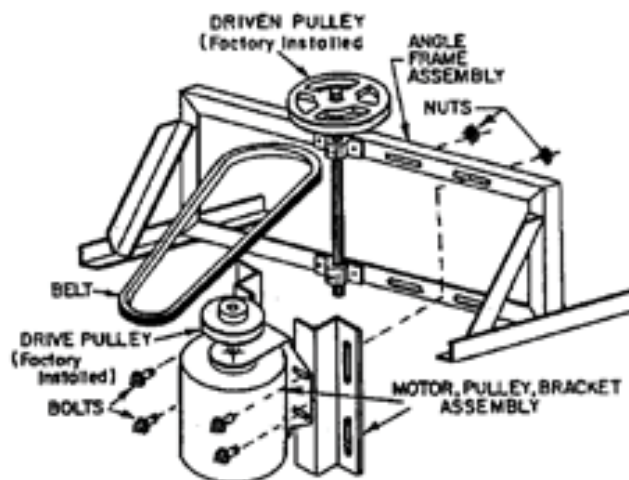
Type 1

Figure 2: Motor Installation Procedures



Type 2

Figure 3: Motor Installation Procedures



Type 3

START-UP AND OPERATION

Carefully inspect the unit before start-up. All motor bearings should be properly lubricated, and all fasteners should be securely tightened. Rotate centrifugal wheel by hand to ensure free movement.

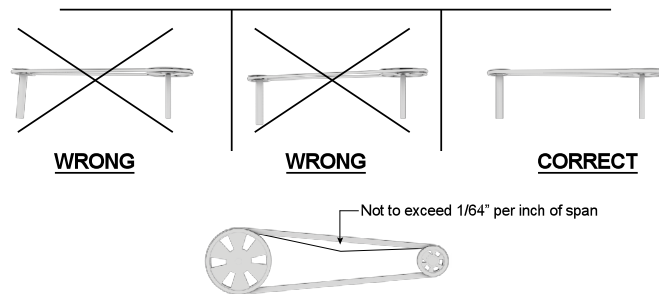


Before placing hand on centrifugal wheel or belts, lock out power source. Check all set-screws and keys. Tighten when necessary.

Check condition of belts and the amount of tension prior to start-up. DO NOT overtighten, as bearing damage will occur.

Recommended belt tension should permit deflection of $1/64$ " per inch of span. Exercise extreme care when adjusting belts as not to misalign the pulleys. Any misalignment will cause a sharp reduction in belt life and produce squeaky, annoying noises. On units equipped with two groove pulleys, adjust all belts with equal tension. Belts must be adjusted after approximately 40 hours of operation.

Figure 4: Pulley Alignment & Tension



Whenever belts are removed or installed, never force belts over pulleys without loosening motor first to relieve belt tension.

Make sure inlets and approaches to the unit are free from obstruction. To ensure maximum air movement, make sure adequate supply air is available to ventilated space.

Before putting fan into operation, complete the following checklist:

- a. Turn off and LOCK OUT the power source.
- b. Make sure installation is in accordance with manufacturer's instructions.
- c. Check and tighten all fasteners.
- d. Spin centrifugal wheel to see if rotation is free.
- e. Check all set-screws and keys; tighten if necessary.
- f. Torqued set screws have a colored Torque Seal mark indicating the correct torque has been applied.
- g. Check belt or direct drive coupling for alignment (use recommended belt tension gauges).
- h. Check belt for proper sheave selection.
- i. Make sure there is no foreign or loose material in ductwork leading to and from fan or in the fan itself.
- j. Properly secure all safety guards.
- k. Secure all access doors to fan and ductwork.
- l. Check line voltage with motor nameplate.
- m. Check wiring.

START-UP AND OPERATION



(On single phase motors, the terminal block must be set up in accordance with the nameplate instructions and/or wiring diagram. This set up must match the line voltage. If the motor is multi-speed or multi-voltage, the winding leads must be grouped and connected as shown on the motor wiring diagram. The line voltage must correspond with proper grouping of motor leads. The wiring diagram must be followed explicitly, or serious motor or starter damage will occur.) Don't operate at RPM higher than cataloged.

The ventilator has been checked at the factory prior to shipment for mechanical noises. If mechanical noises should develop:

- a. Check rotating components for adequate clearance (wheel alignment procedures are on page 15) and direction of rotation. Judge CW and CCW looking from drive side.
- b. Check proper belt tension and pulley alignment.
- c. Check installation and anchoring.
- d. Check fan bearings.

Switch on electrical supply and allow fan to reach full speed. Then:

1. Check carefully for correct rotation of the centrifugal wheel.



Incorrect rotation overloads motor severely and results in serious motor damage. To change rotation of three phase units, interchange any 2 of the 3 line leads. On single phase units, change the terminal block set-up following the wiring diagram on the motor.

2. Check motor and bearing temperatures for excessive heat.



Use care when touching the exterior of an operating motor. Modern motors normally run hot. They are designed to operate at higher temperatures. This is a normal condition, but they may be hot enough to be painful or injurious to the touch.

If any problem is indicated, TURN OFF POWER TO UNIT IMMEDIATELY. Lock out the electrical supply, check carefully for the cause of the trouble and correct as needed. Even if the fan appears to be operating satisfactorily, shut down after a brief period and check all fasteners, set-screws and keys for tightness.

During the first eight (8) hours of operation, check the fan periodically for excessive vibration or noise. At this time, also check motor input current and motor bearing temperatures to ensure that they do not exceed manufacturer's recommendations. After eight hours of satisfactory operation, shut down the fan and lock out the electrical power to check the following items and adjust if needed:

- a. All set-screws, keys and fasteners.
- b. Drive coupling alignment.
- c. Belt alignment.
- d. Belt tension.

MAINTENANCE

Do not attempt maintenance on fan until the electrical supply has been completely disconnected. If a service switch has not been provided, remove all fuses from the circuit and lock the fuse panel so they cannot accidentally be replaced.

Lubrication is a primary maintenance responsibility. Check all bearings periodically. Inspect belts for tightness. If the fan is installed in a corrosive or dirty atmosphere, periodically clean the impeller, inlet and other moving parts.

Fan Shaft Lubrication

Fan shaft bearing pillow blocks are furnished in either the prelubricated sealed-for-life type or the greasable type depending on what was ordered. The prelubricated type requires no servicing for 7 to 10 years of normal use, and the greasable type are factory greased eliminating the need for greasing initially. Follow the lubricating schedule recommended by the factory. When required, apply grease while the shaft is rotating. This practice should not supersede any safety considerations.



Use low pressure grease guns only. High pressure guns tend to blow out or unseat bearing seals, leaving the bearing open to collect grime, dust and foreign particles.

Lubrication Schedule

Always follow the bearing manufacturer's recommended lubrication schedule. If none is available, use the following general schedule.

- Under average conditions where ambient temperatures do not exceed 120°F, lubrication is required 1 to 2 times a year.
- In dirt laden atmospheres or where there is a temperature range of 120°F to 150°F, lubrication is required from 3 to 6 times a year.
- Under extreme temperature conditions and extremely dirty atmospheres, lubrication should be at least once or twice a month.

Table 1: Recommended Lubricants

Manufacturer	Product	Temp. Range
BP	LG-#P-1	Below 32° F (0° C)
Gulf	Gulfcrown EP-1	
Imperial Oil	Unirex EP-1	
Shell	Alvania R-1	
BP	Energrease, MPMK11	32° F to 150° F (0° C to 66° C)
Gulf	Gulfcrown EP-2	
Imperial Oil	Unirex EP-2	
Shell	Alvania R-3	
Sun Oil	Sun Prestige 42	
Texaco	Regal AFB2	

Motor Lubrication

In general, standard motors are furnished with prelubricated, sealed-for-life ball bearings which require no lubrication for 7 to 10 years of normal service. Where motors have been ordered with greasable bearings, these bearings are factory lubricated and require no attention for one year under normal conditions. If grease relief fittings are provided, remove them when performing maintenance to allow grease to flow out. Whenever possible, apply grease while the motor is running. This practice should not supersede any safety considerations. DO NOT OVERGREASE, as most lubricants deteriorate motor windings, thereby reducing motor life.

MAINTENANCE

Hidden Danger

In addition to the normal dangers of rotating machinery, fans present an additional hazard in their ability to suck in not only air, but loose material as well. Solid objects can pass through the fan and be discharged by the impeller as potentially dangerous projectiles. Therefore, screen intake to ductwork, whenever possible, to prevent the accidental entrance of solid objects. Never open access doors to a duct system with the fan running. When starting the fan for the first time, completely inspect the ductwork and interior of the fan (with power locked off) to make certain there is no foreign material which can be sucked into or blown through the ductwork.

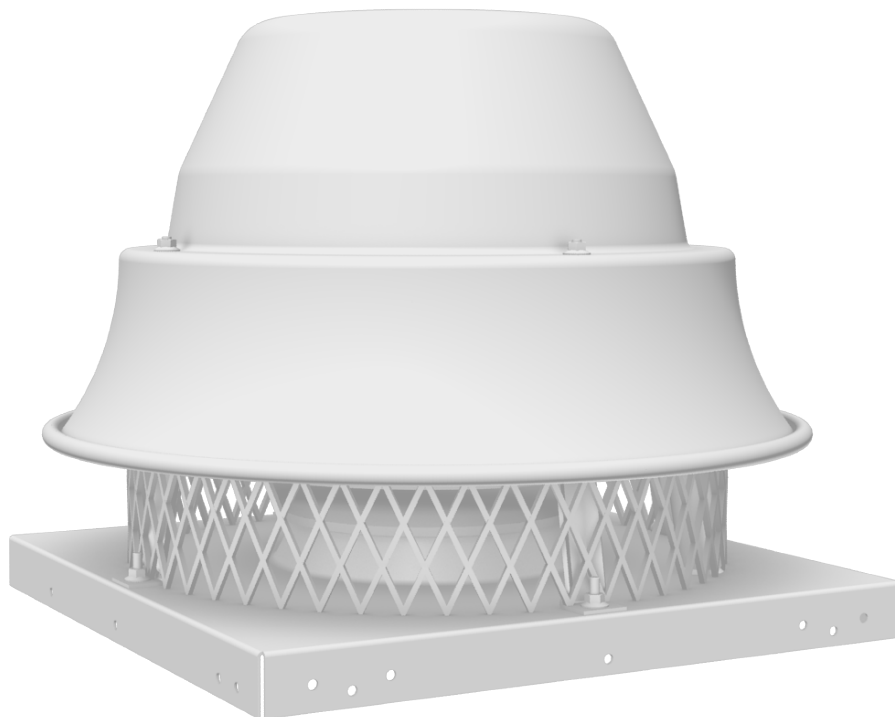
Guards

All fans have moving parts which require guarding in the same way as other moving machinery.

Where the fan is accessible to untrained personnel or the general public, use maximum safety guards, even at the cost of some performance loss. Unprotected fans located less than 7' above the floor also require guarding as specified in the Occupational Safety and Health Act (OSHA).

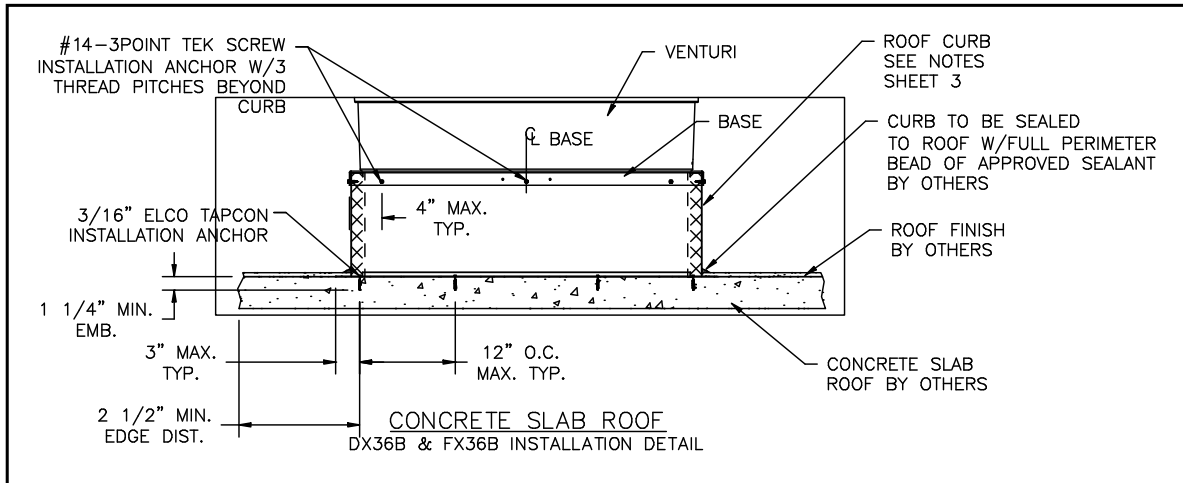
PennBarry recommends the use of guards on all exposed nonducted fans, ceiling and wall mounted.

Centrifugal fans may be connected directly to ductwork which will prevent contact with the internal moving parts, but when the inlet or outlet is exposed, install a suitable guard.

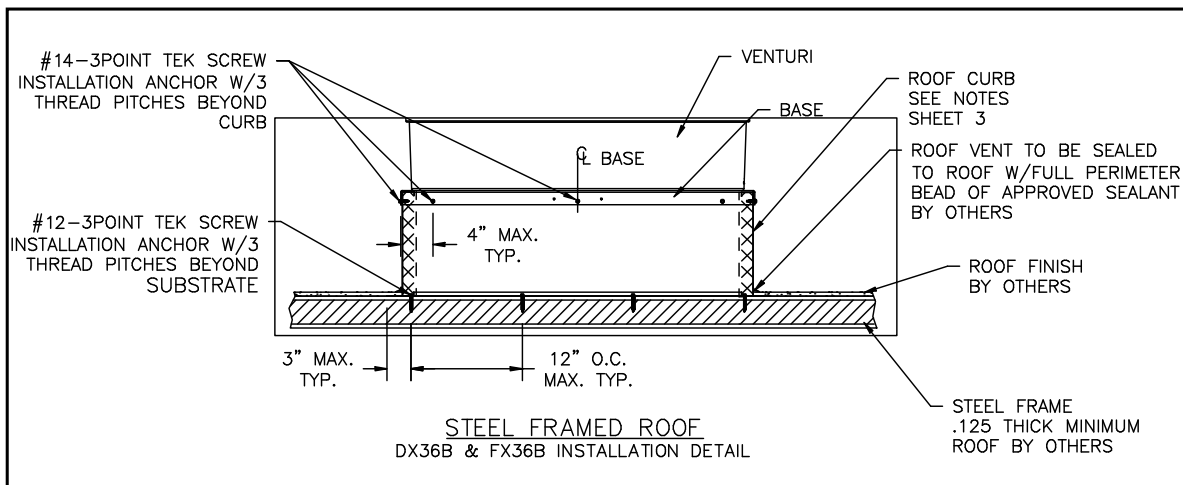


MAINTENANCE

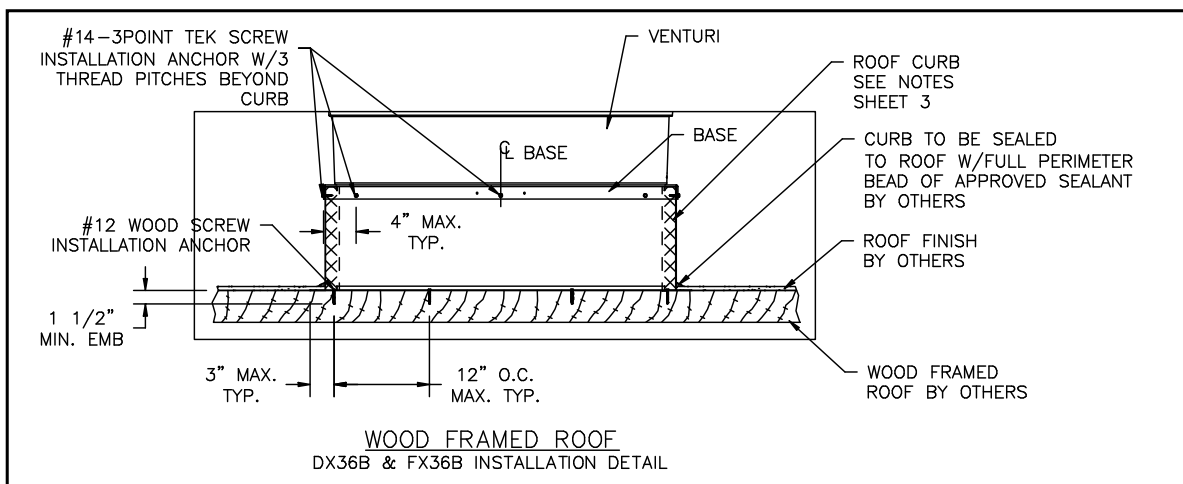
Typical Concrete Slab Roof Installation



Typical Steel Framed Roof Installation



Typical Wood Framed Roof Installation



Installation Notes: All four sides of curb and base are anchored identically.
Curb Notes: 18 gauge galvanized steel minimum, maximum height 18"

TROUBLESHOOTING CHECKLIST

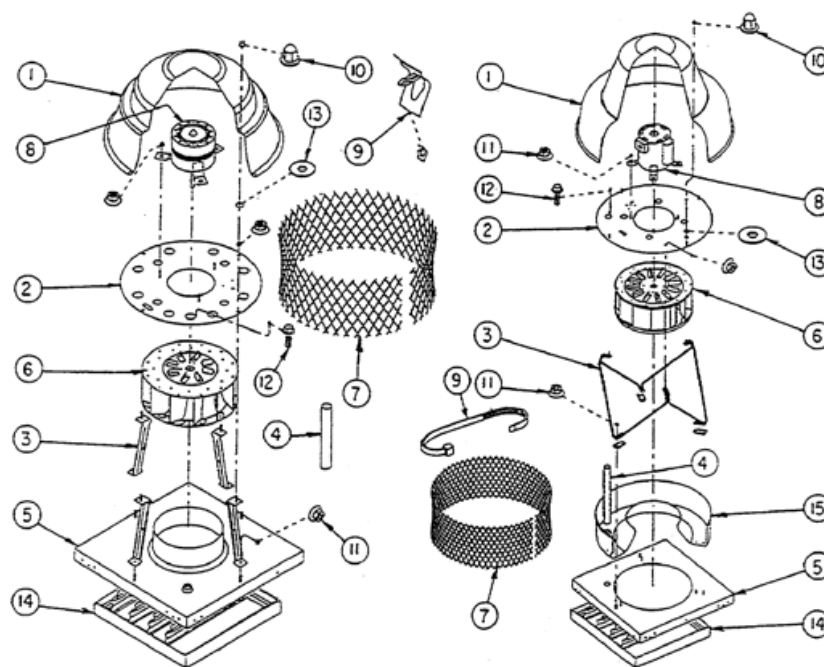
Symptom	Possible Cause(s)	Corrective Action
Excessive noise	1. Defective or loose motor bearings	1. Replace motor with same frame size, RPM, HP
	2. Ventilator base not securely anchored	2. Reset properly
	3. Loose or unbalanced wheel/propeller	3. Tighten screws, remove build-up, balance wheel/propeller
	4. Misaligned pulleys or shaft	4. correct alignment
	5. Loose or damaged wheel/propeller	4. Replace wheel/propeller
	6. Wheel running in wrong direction	6. Reverse direction
Fan inoperative	1. Blown fuse or open circuit breaker	1. Replace fuses or circuit breaker
	2. Loose or disconnected wiring	2. Shut off power and check wiring for proper connections
	3. Defective motor	3. Repair or replace motor
	4. Broken belts	4. Replace belts
Insufficient airflow	1. Open access doors or loose sections of ducts	1. Check for leakage
	2. Clogged filters	2. Clean filters
	3. Operation in wrong direction	3. Correct rotation of wheel
	4. Insufficient make-up air direction	4. Add make-up fan or louver opening
Water leaking into ductwork or collection of grease under fan	1. Fan installed with slope in the wrong direction	1. Slope should be fitted in the direction of the drainage opening or grease collection box and drain spout
	2. Clogged drain spout	2. Clean drain spout
	3. Cooling tube or motor dome top removed	3. Install new cooling tube with gasket and dome top
	4. Grease container full	4. Empty grease box
Motor overheating	1. Belt slippage	1. Adjust tension or replace bad belts
	2. Overvoltage or under voltage	2. Contact power supply company
	3. Operation in wrong direction	3. Reverse direction of motor
	4. Fan speed too high	4. Slow down fan by opening variable pitch pulley on motor shaft
	5. Incorrect motor (service factor 1.0, low ambient temperature)	5. Replace motor with correct open, NEMA service factors (1.15 or higher) with 40 degrees ambient
	6. Blocked cooling tube or leaky gasket	6. Remove blockage and seal cooling tube in place
	7. Insufficient airflow to kitchen hood fan operating on low speed with kitchen in full operation	7. Check airflow under hood and adjust kitchen equipment output
	8. Undersized motor	8. Check motor ratings with catalog speed and air capacity chart

Note: Care should be taken to follow all local electrical, safety and building codes. Provisions of the National Electric Code (NEC), as well as the Occupational Safety and Health Act (OSHA) should be followed.

All motors are checked prior to shipment. If motor defects should develop, prompt service can be obtained from the nearest authorized service station of the motor manufacturer while under warranty. Exchange, repair or replacement will be provided on a no charge basis if the motor is defective within the warranty period. The PennBarry representative in your area will provide a name and address of an authorized service station if requested. WARNING: Motor guarantee is void unless overload protection is provided in motor wiring circuit.

DIRECT DRIVE MODELS DX06R, DX08S/R, 10S/R, 11S/R, 11Q, 13V/S/R, 13Q, 16V/S/R, Q1 & Q2

Figure 5: (Left Image) DX06R, DX08S/R, 10S/R, 11S/R, 11Q, 13V/S/R & 13Q (Right Image) DX16V/S/R, Q1 & Q2



Part	Description
1	Hood Apron
2	Top Plate
3	Brace
4	Conduit Pipe
5	Base
6	Wheel
7	Screen
8	Motor
9	Screen Clip
10	Acorn Nut
11	1/4-20 Nut
12	1/4-20 Bolt
13	Washer
14	Backdraft Damper
15	Venturi

Direct Drive Models	
Fan Size	Base Dim.
6	18.5
8	18.5
10	18.5
11	18.5
13	18.5
16	20.5

Fan Base Dimensions (outside curb dimension should be 1" smaller than inside fan base dimension)

BELT DRIVE MODELS DX06B-36B, KB, JB & MB

Figure 6: DX06B, 08B

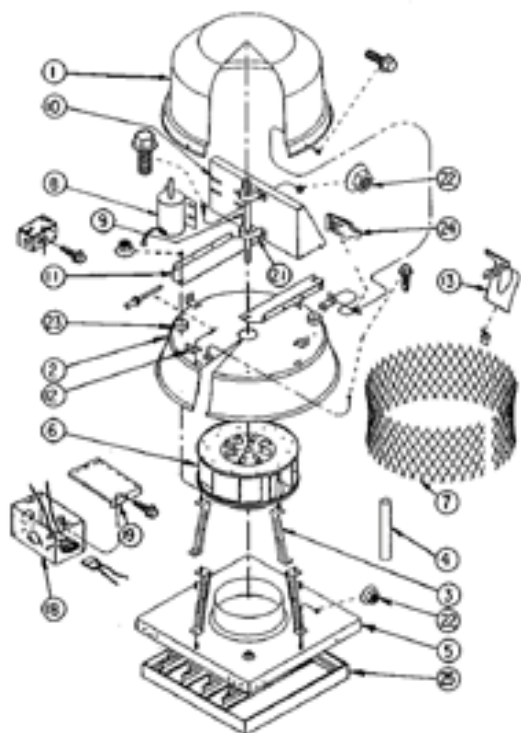


Figure 7: DX11B

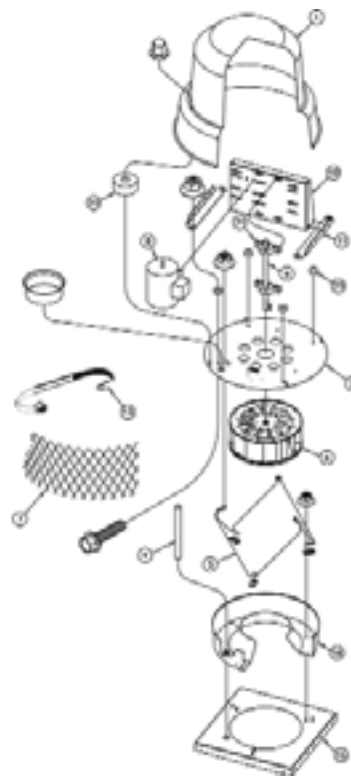


Figure 8: KB, JB, MB

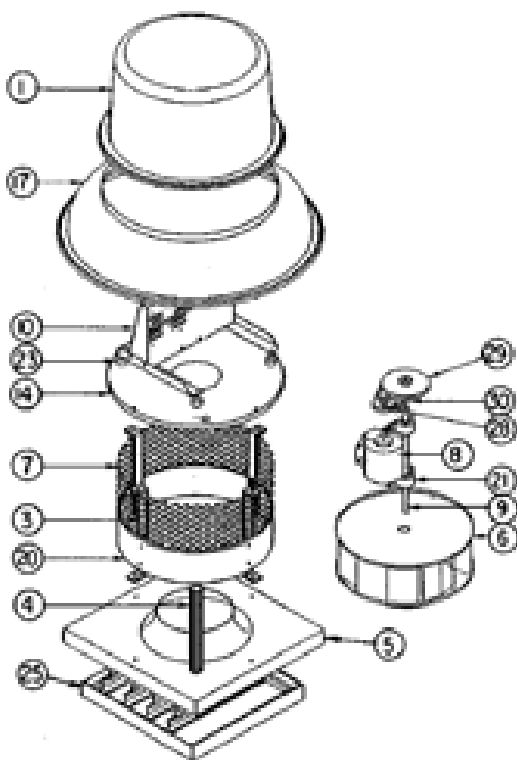
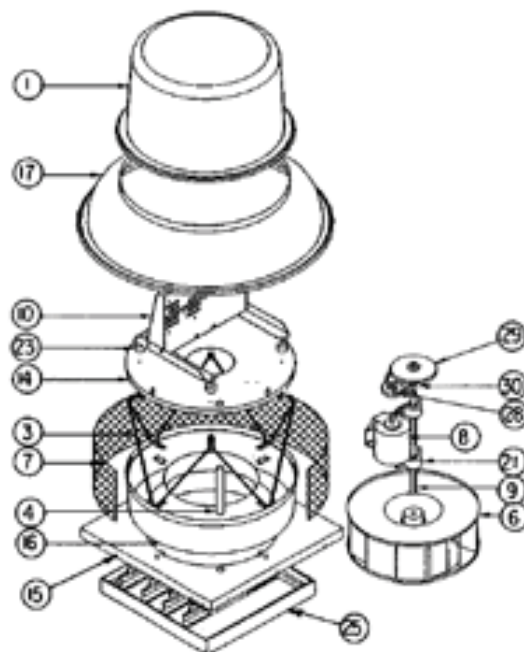


Figure 9: DX11BA thru DX36B



BELT DRIVE MODELS DX06B-36B, KB, JB & MB

Part	Description
1	Hood
2	Top Plate Apron
3	Vertical Brace
4	Conduit Pipe
5	Base Venturi
6	Centrifugal Wheel
7	Screen
8	Motor
9	Shaft
10	Motor Bearing Frame
11	Motor Frame Support Angle
12	Hood Mounting Lug
13	Screen Clip
14	Top Plate
15	Base

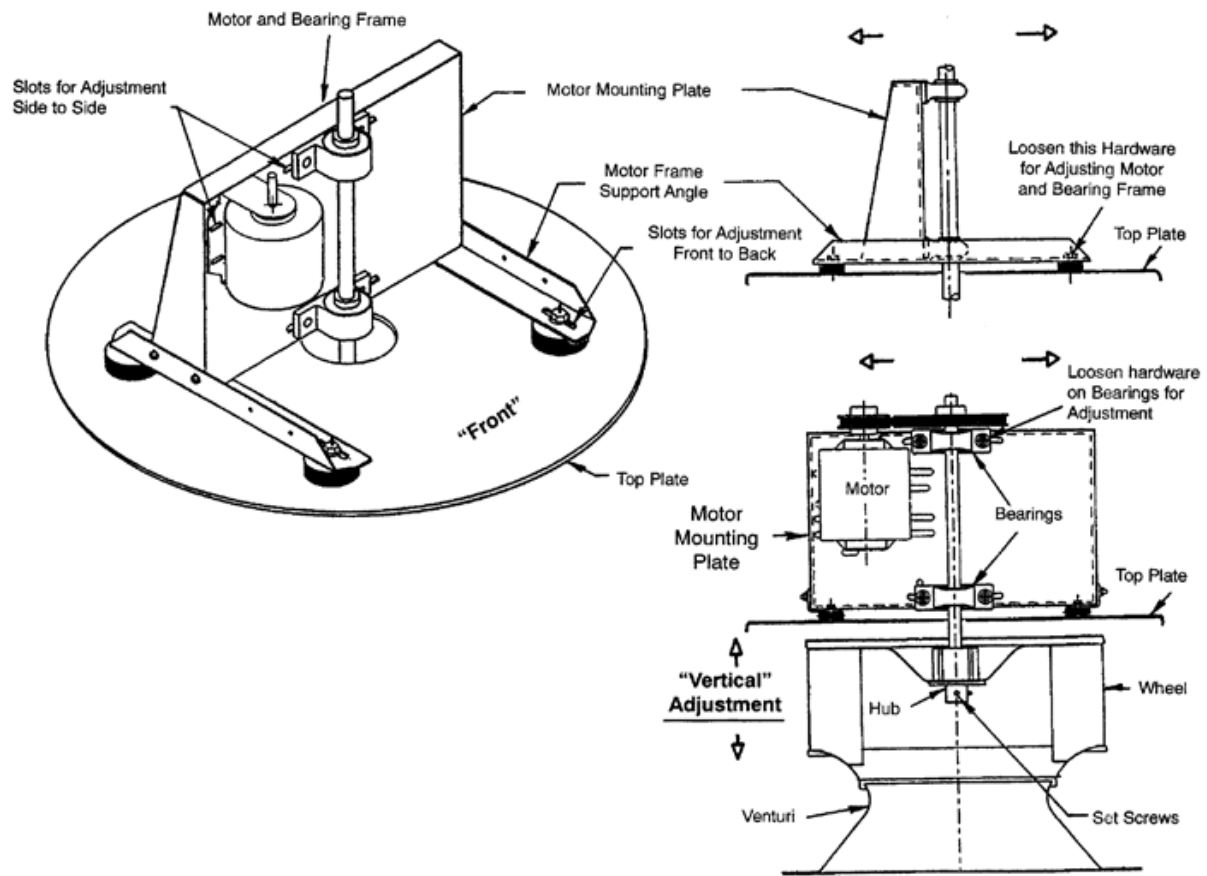
Part	Description
16	Venturi
17	Apron
18	Junction Box
19	Junction Box Cover
20	Baffle
21	Bearings
22	1/4-20 Nut
23	Rubber Bushing
24	Bolt Clip
25	Backdraft Damper
26	Bearing Support Plate
27	Motor Support Plate
28	Motor Pulley
29	Fan Pulley
30	Belt

Belt Drive Models	
Fan Size	Base Dim.
06B	18.5
08B	18.5
11B(A)	20.5
12B	24.75
14B	24.75
16B	28.5
18B	28.5
24B	33.5
30B	36.5
36B	44.5
KB	52.5
JB	59
MB	63.5

Maximum Fan RPM and Motor Horsepower Size Belt Drive Models													
Fan Size	06B	08B	11B(A)	12B	14B	16B	18B	24B	30B	36B	KB	JB	MB
Max Safe RPM	1437	1437	1575	2007	1793	1631	1326	1275	988	810	600	480	440
Max Motor Frame Size	42	42	56	56	56	145T	145T	184T	184T	213T	213T	215T	254T

WHEEL ALIGNMENT PROCEDURES

Figure 10

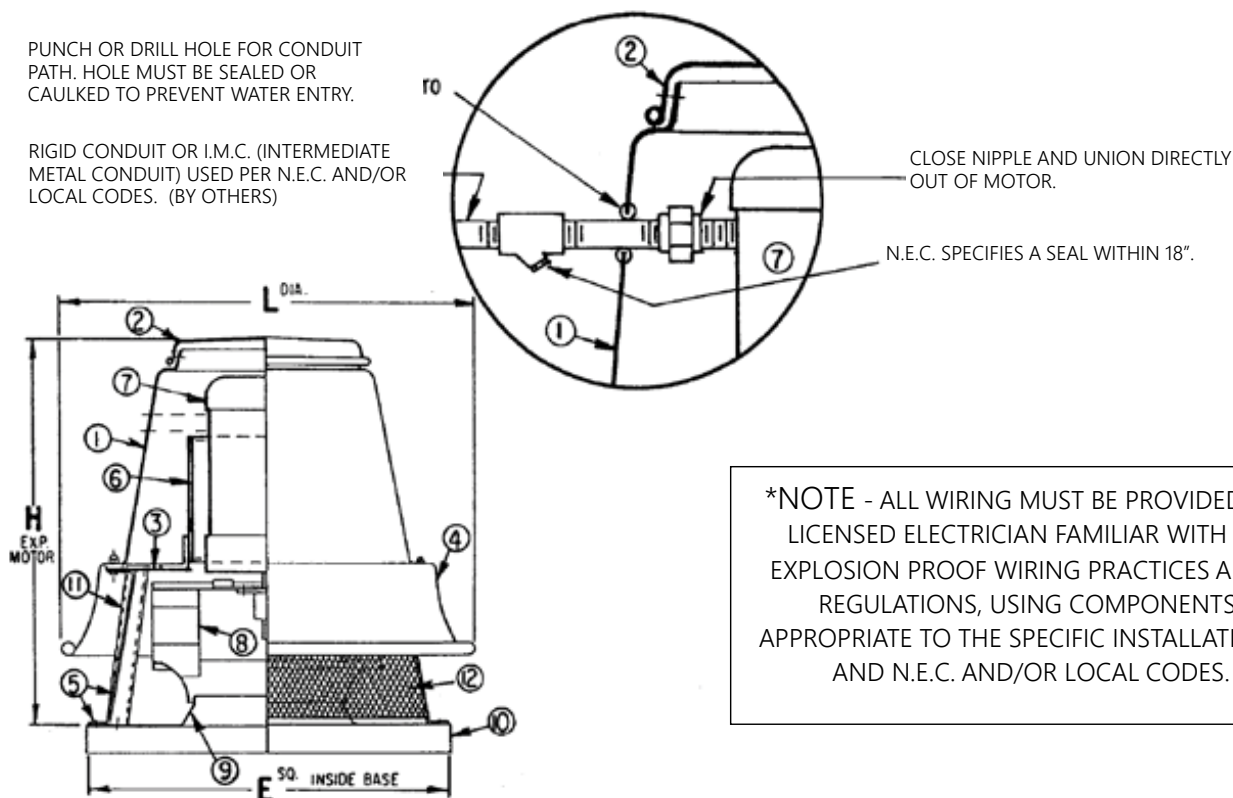


The wheel position is preset at factory and must rotate freely. However, movement may occur due to rough handling prior to installation, and realignment may be necessary. If field correction is required follow these procedures:

1. If "Front to Back" adjustment is required, loosen both motor frame support angles (four nuts), relocate frame and retighten.
2. If "Side to Side" adjustment is required, loosen both bearings (four nuts), relocate, and retighten.
3. If "Vertical" adjustment is required, loosen both set screws on the wheel hub (accessible from the bottom side of the unit), raise or lower the wheel, and retighten.

DIRECT DRIVE - EXPLOSION PROOF MOTOR

Spun Aluminum Centrifugal Roof Exhauster



Legend

1. Motor Dome	4. Discharge Apron	7. Motor (Exp. Motor)	10. Mounting Base
2. Motor Hood Top (For Exp. Motor)	5. Structural Support Braces	8. Centrifugal Fan Wheel with Cooling Vanes	11. Conduit Guide (Not for Exp. Motor)
3. Top Plate	6. Motor Mounting Plate	9. Spun Venturi	12. Aluminum Bird Screen

Dimensional Data

	DX08Q	DX10Q	DX11Q	DX13Q	DX16Q
L DIA.	20 7/8	20 7/8	20 7/8	21 7/16	28 1/2
H EXP. MOTOR	18	19	19	19	26 11/16

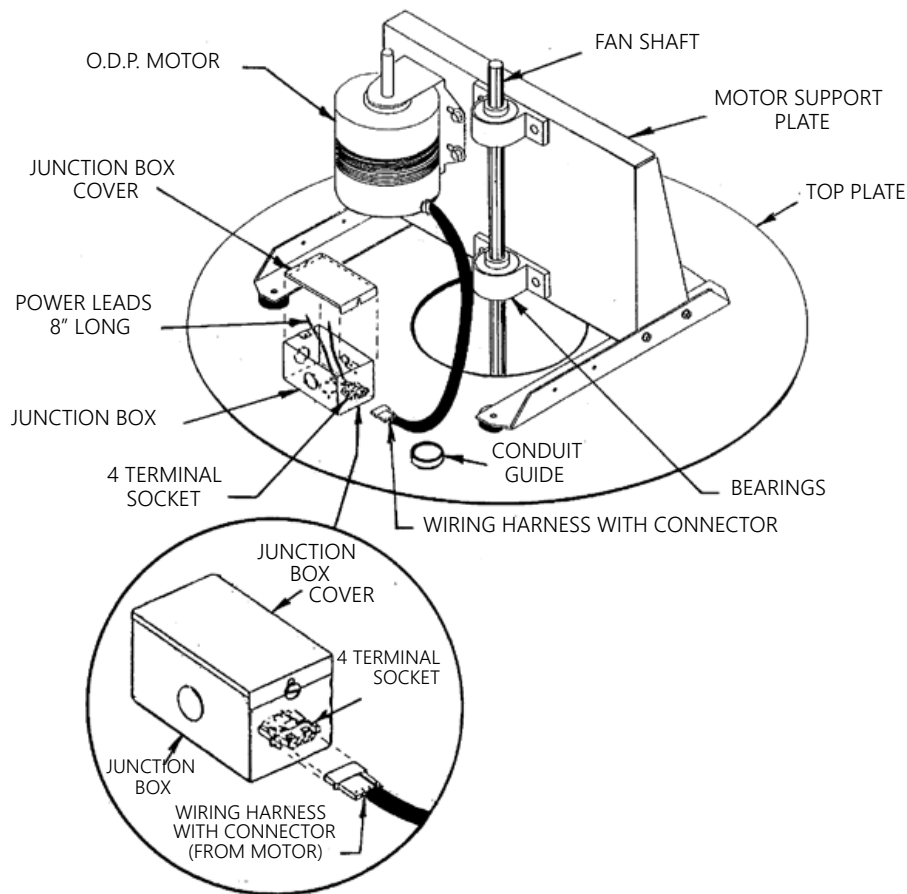
† Outside dimension of curb should be 1 1/2" less than 'E' dimension.
All dimensions in inches.

Material: Spun Aluminum Housing

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WIRING HARNESS - DISCONNECT DEVICE

O.D.P. Motors (ITW Harness) 115/220 Single Phase



Electrical Connections

Connect motor per nameplate to correct power supply. Install all wiring, protection and grounding in accordance with National Electrical Code and local requirements. Follow all local electrical and safety codes, as well as the National Electrical Code (NEC) and the Occupational Safety and Health Act (OSHA).

Wiring Instructions

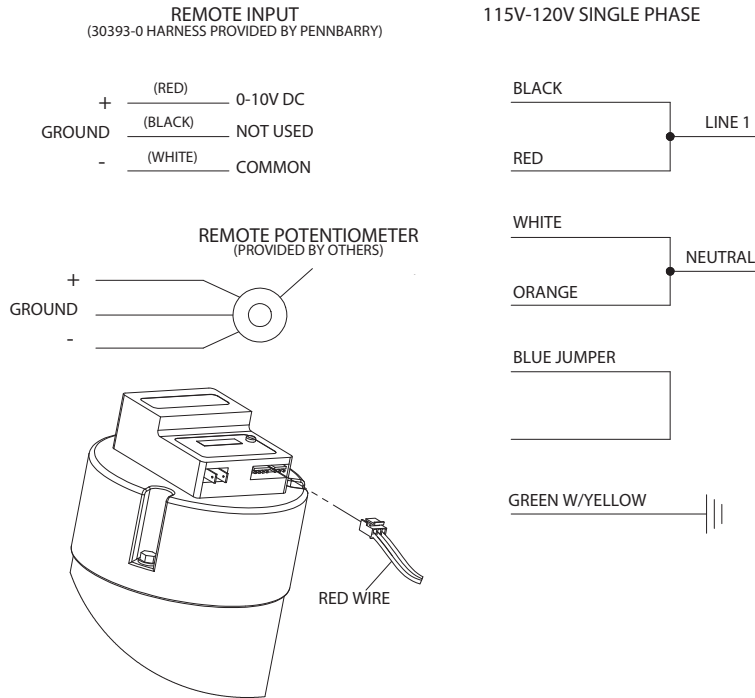
CAUTION: When bringing power lines up, power MUST be off.

1. Bring power lines up to motor compartment through conduit guide.
2. Remove junction box cover so that power leads are exposed.
3. Remove one knock-out, attach connector, and run power lines from source into junction box.
4. Terminal socket has two 8" long pigtails already stripped. Make connection to power lines using proper size wire nuts and fold wires back into box.
5. Replace junction box cover and secure in place with screw.
6. Plug harness connector (from motor) into terminal socket at end of junction box. Unit is now ready to test.

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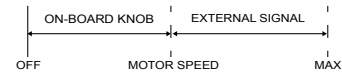
WIRING HARNESS – ECM

1) O.D.P. Motors 120v Single Phase

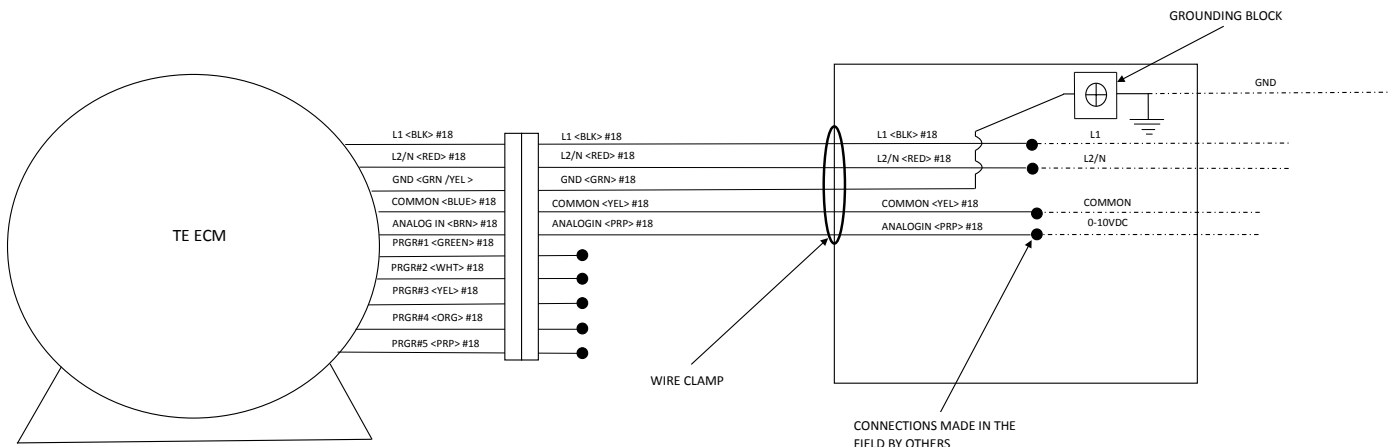


OPERATION

THE BLUE ON-BOARD SPEED ADJUST KNOB SETS THE MOTOR'S MINIMUM SPEED. THE EXTERNAL SIGNAL (0-10VDC OR POTENTIOMETER) CONTROLS THE REMAINING SPEED RANGE.
EXAMPLE: ON-BOARD SPEED ADJUST KNOB SET TO 25%. EXTERNAL SIGNAL CONTROLS REMAINING 75% OF MOTORS SPEED RANGE.
EXAMPLE: ON-BOARD SPEED ADJUST KNOB SET FULLY CCW (OFF). EXTERNAL SIGNAL CONTROLS ENTIRE MOTOR SPEED RANGE.
EXAMPLE: EXTERNAL SIGNAL REMOVED. ON-BOARD SPEED ADJUST KNOB CONTROLS ENTIRE MOTOR SPEED RANGE.



2) T.E. Motors 120v/240v/460v Single Phase (control provided by others)

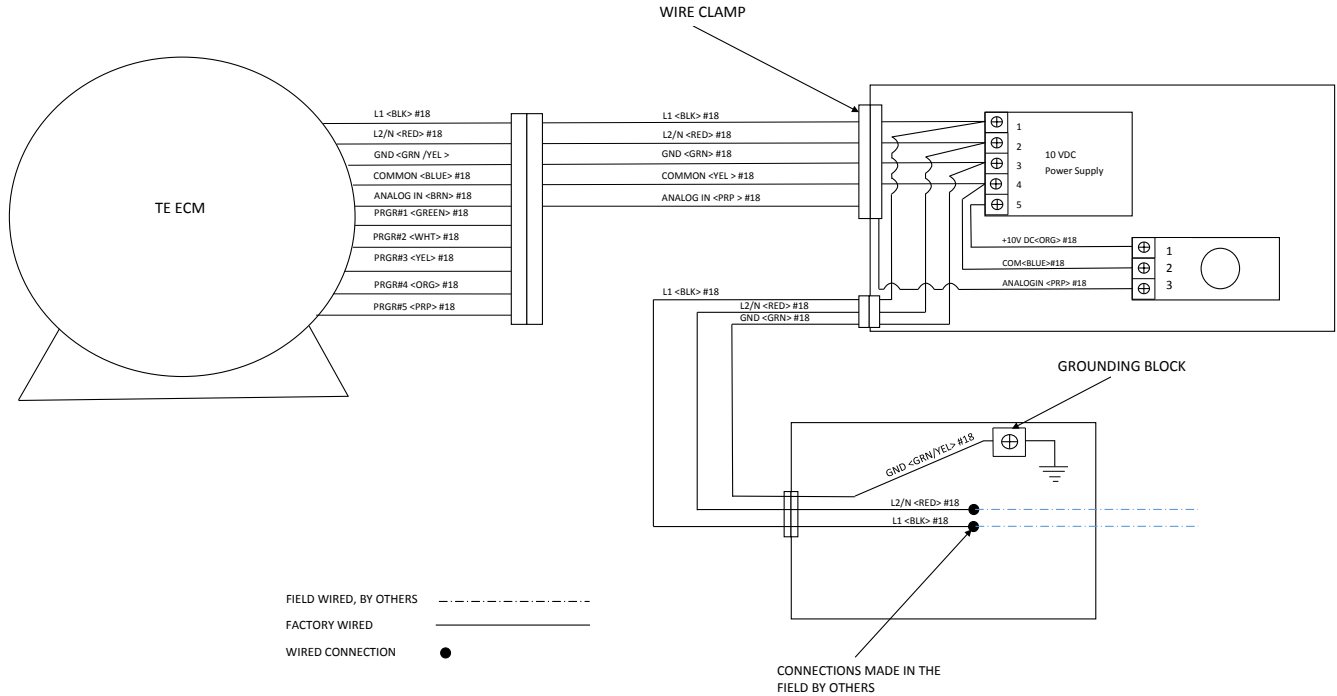


FIELD WIRED, BY OTHERS - - - - -
 FACTORY WIRED _____
 WIRED CONNECTION ●

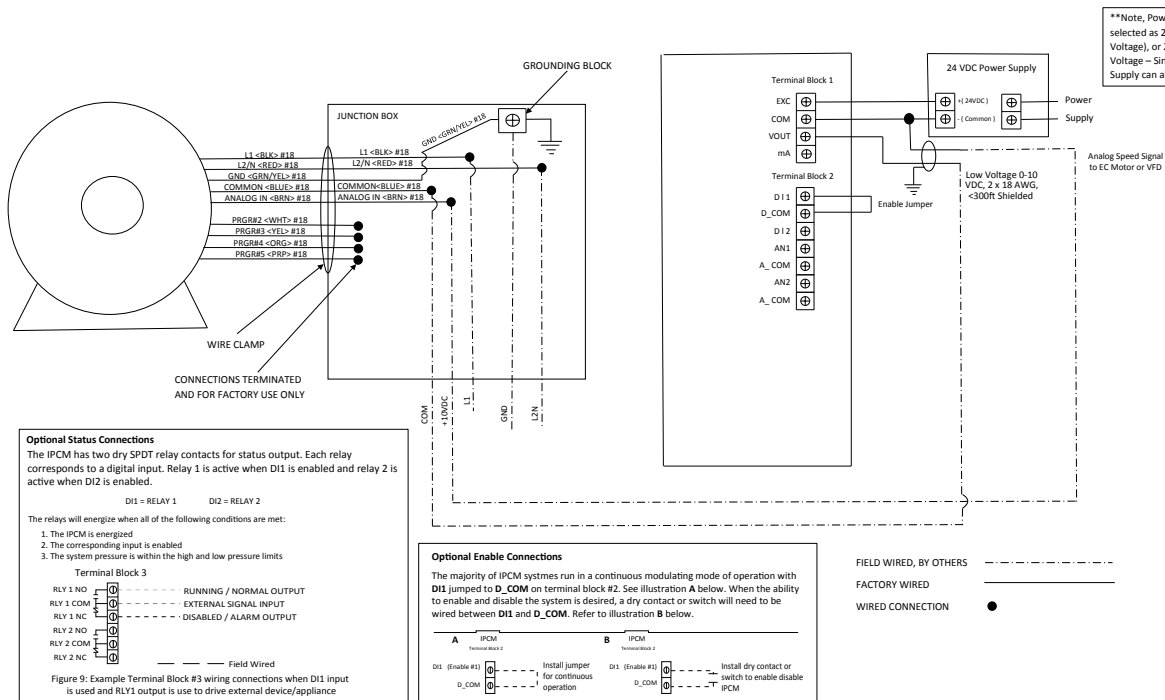
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WIRING HARNESS – ECM

3) T.E. Motors 120v/240v/460v Single Phase (0-10V output potentiometer)



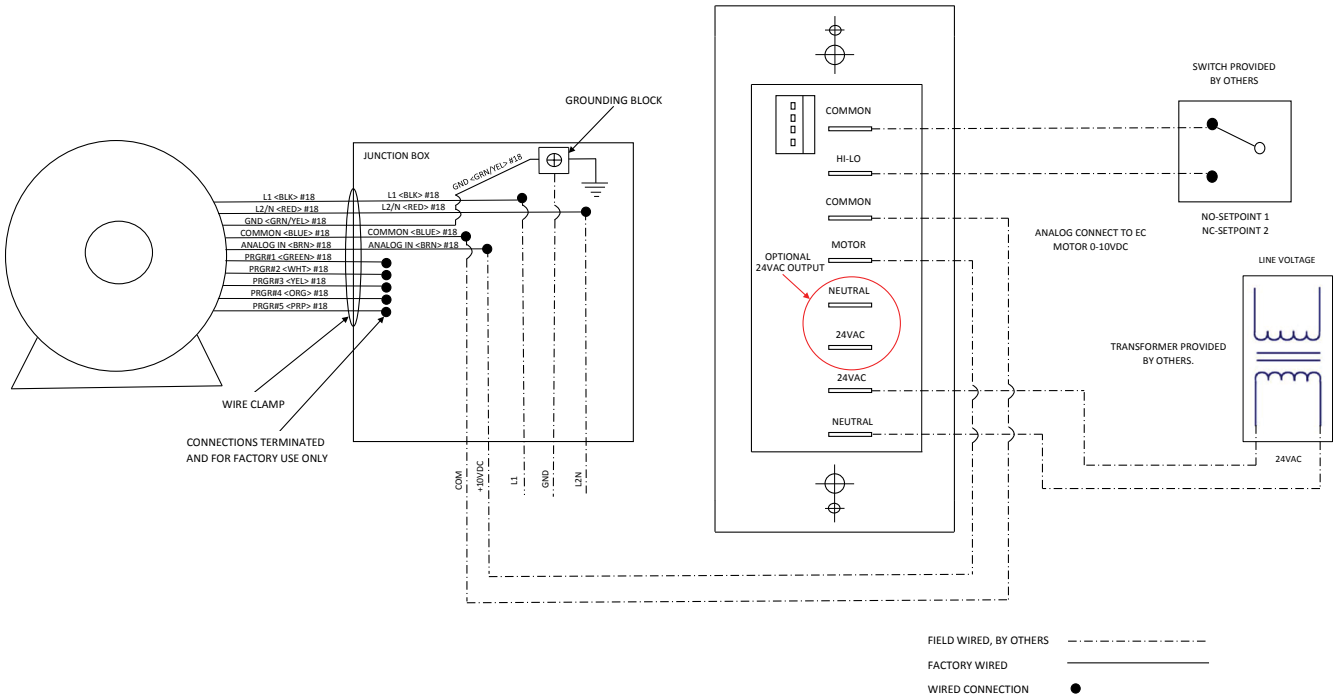
4) T.E. Motors 120v/240v/460v Single Phase (with iQ-IPCM controller)



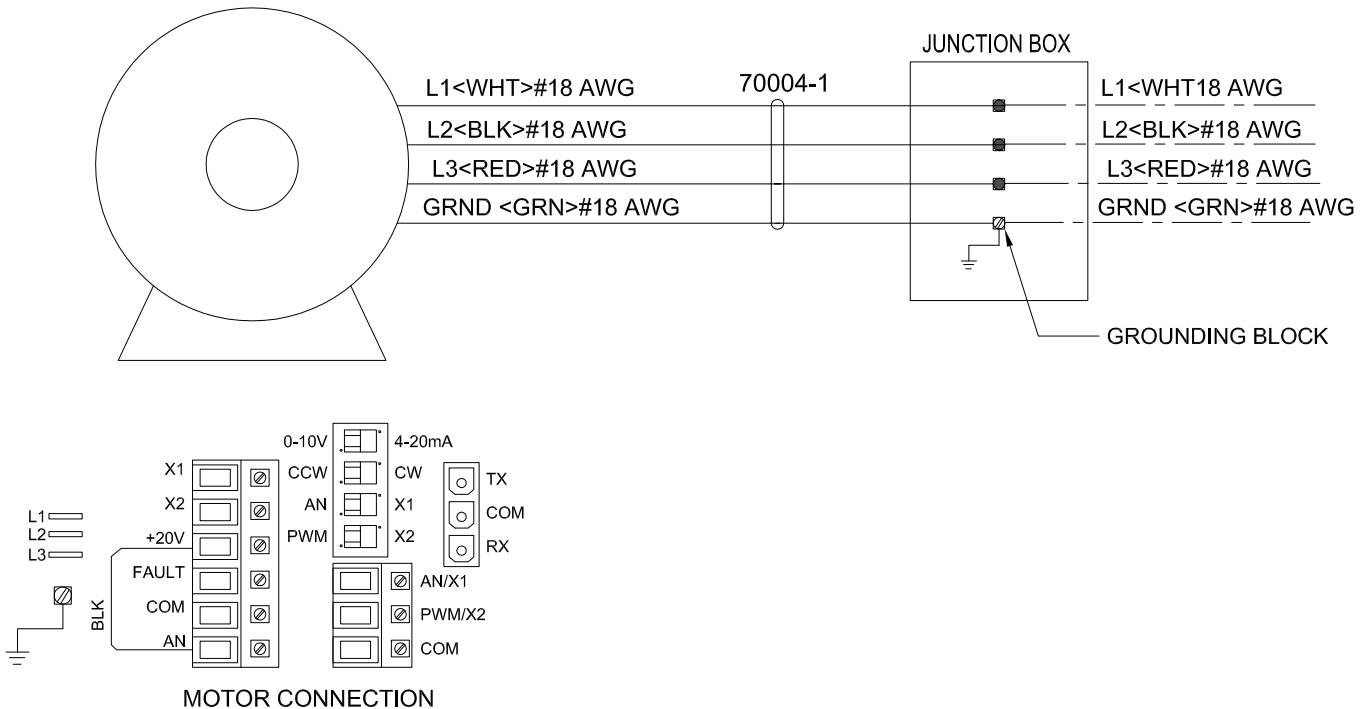
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WIRING HARNESS – ECM

5) T.E. Motors 120v/240v/460v Single Phase (with iQ-MS controller)



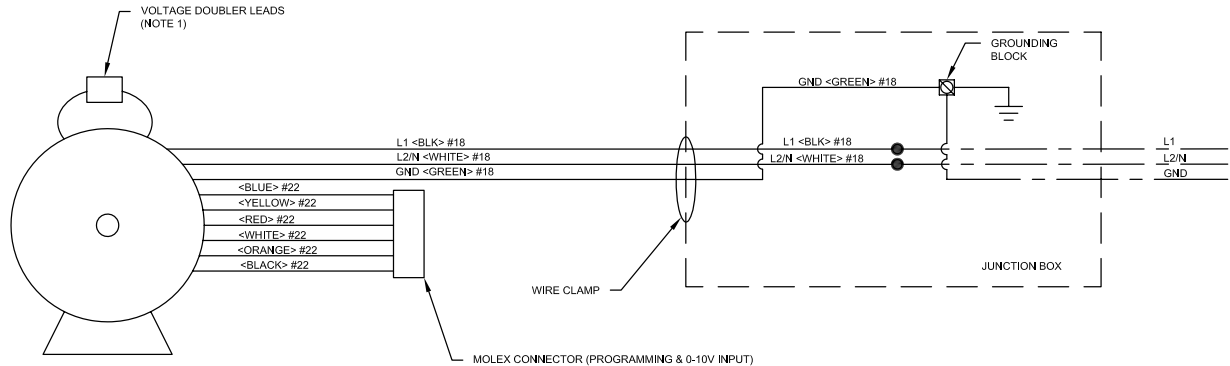
6) T.E. Motors 208v/460v Three Phase



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WIRING SCHEMATICS - ECM

7) ODP motors 120v/208v-230v/277v single phase

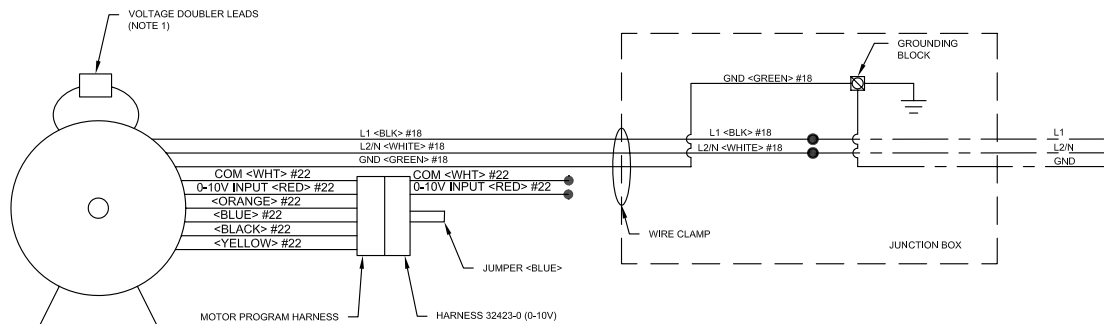


NOTES:

1. VOLTAGE DOUBLER LEADS TO BE CONNECTED ONLY FOR 120V. MUST BE DISCONNECTED WHEN 208-277V IS USED.

- FIELD WIRE BY OTHERS
- FACTORY WIRE
- ISOLATED WIRE NUT
- ⊗ ISOLATED CRIMP CAP

8) ODP motors 120v/208v-230v/277v single phase with external signal harness



NOTES:

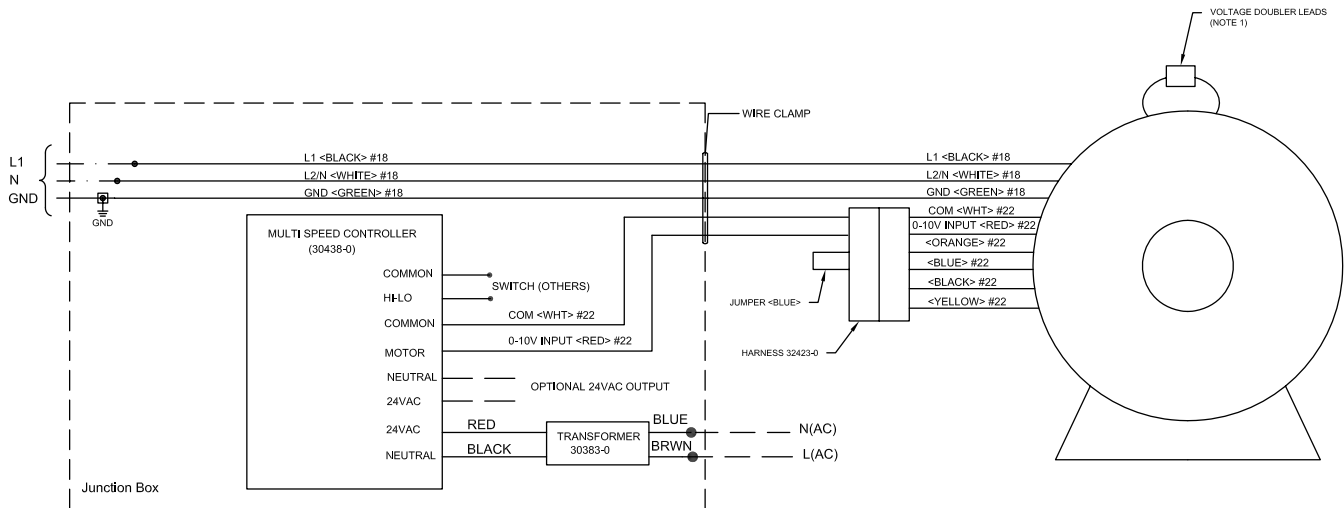
1. VOLTAGE DOUBLER LEADS TO BE CONNECTED ONLY FOR 120V. MUST BE DISCONNECTED WHEN 208-277V IS USED.

- FIELD WIRE BY OTHERS
- FACTORY WIRE
- ISOLATED WIRE NUT
- ⊗ ISOLATED CRIMP CAP

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WIRING SCHEMATICS - ECM

9) ODP motors 120v/208v-230v/277v single phase (with installed iQ-MS controller)



NOTES:

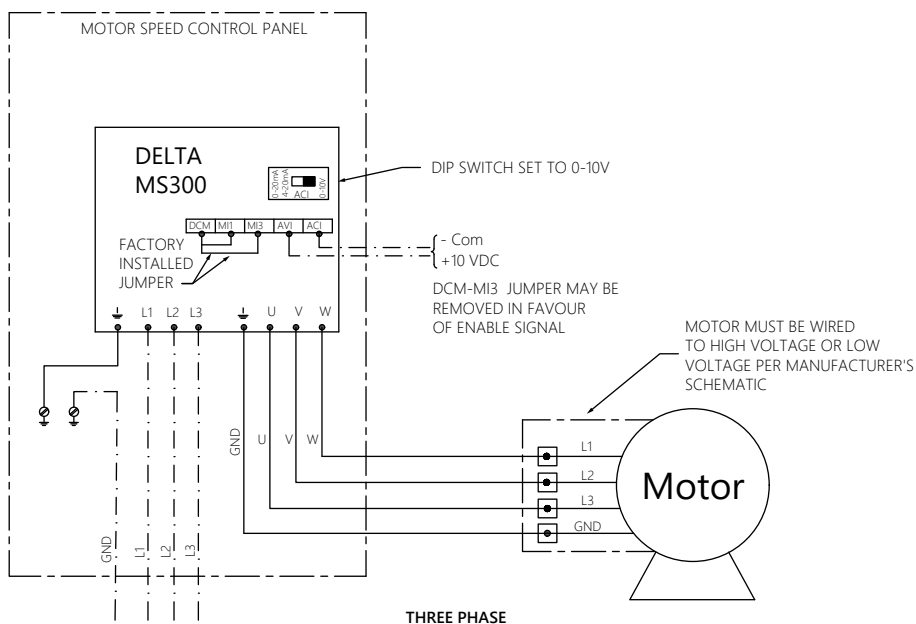
- VOLTAGE DOUBLER LEADS TO BE CONNECTED ONLY FOR 120V. MUST BE DISCONNECTED WHEN 208-277V IS USED.

---	FIELD WIRE BY OTHERS
---	FACTORY WIRE
●	ISOLATED WIRE NUT
⊗	ISOLATED CRIMP CAP

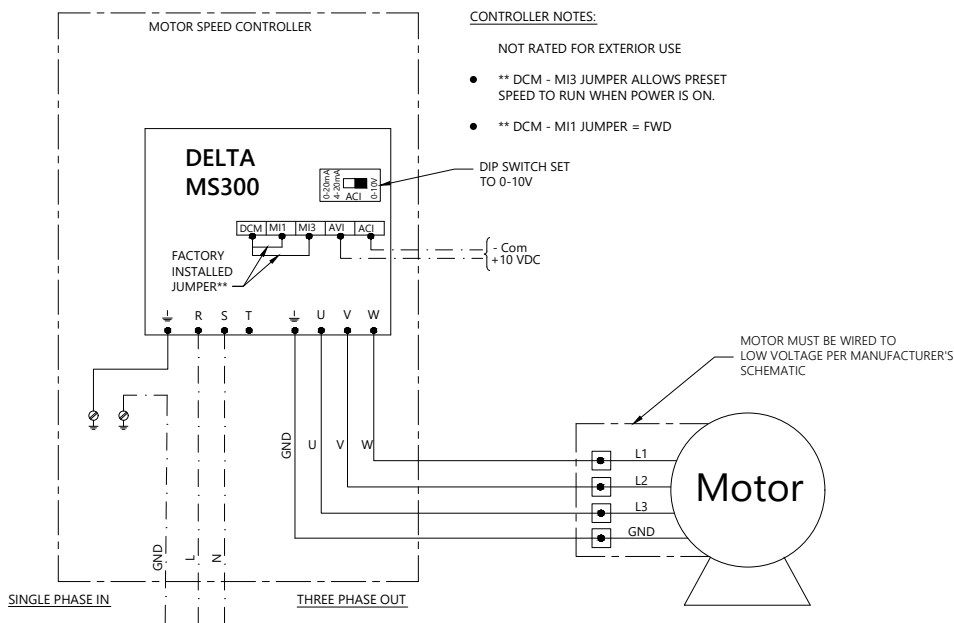
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WIRING – PM/AC MOTOR WITH SPEED CONTROLLER/VFD

10) Speed Controller with Three Phase Motor - No Service Switch



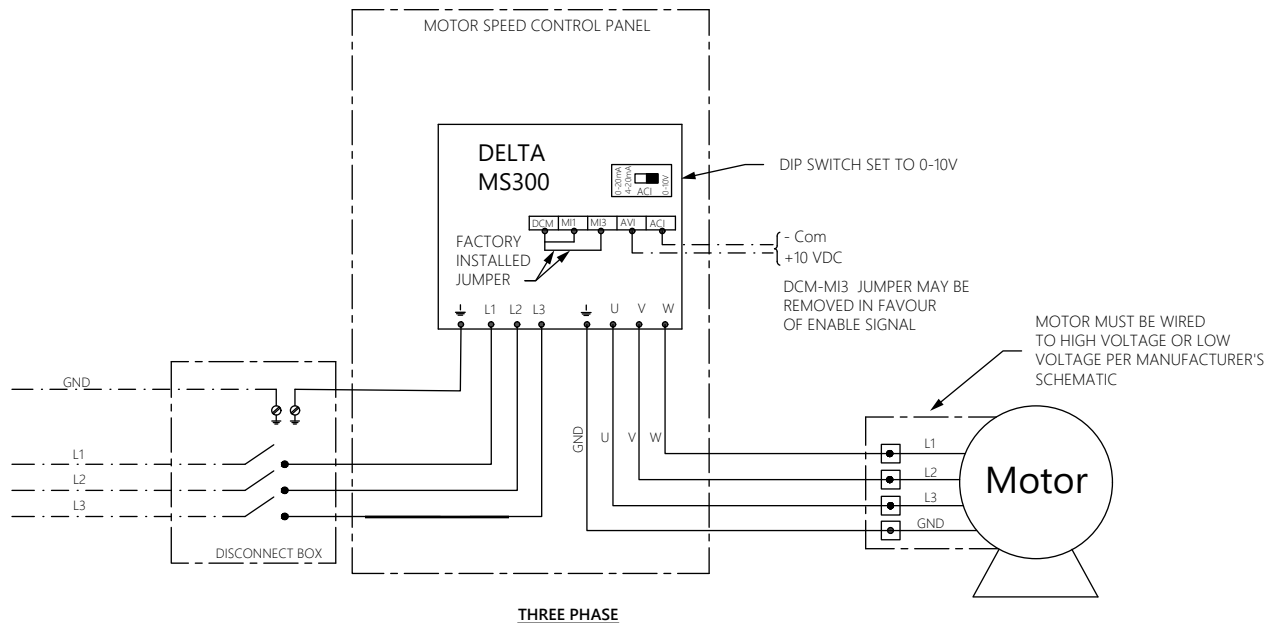
11) Speed Controller with Single Phase Motor - No Service Switch



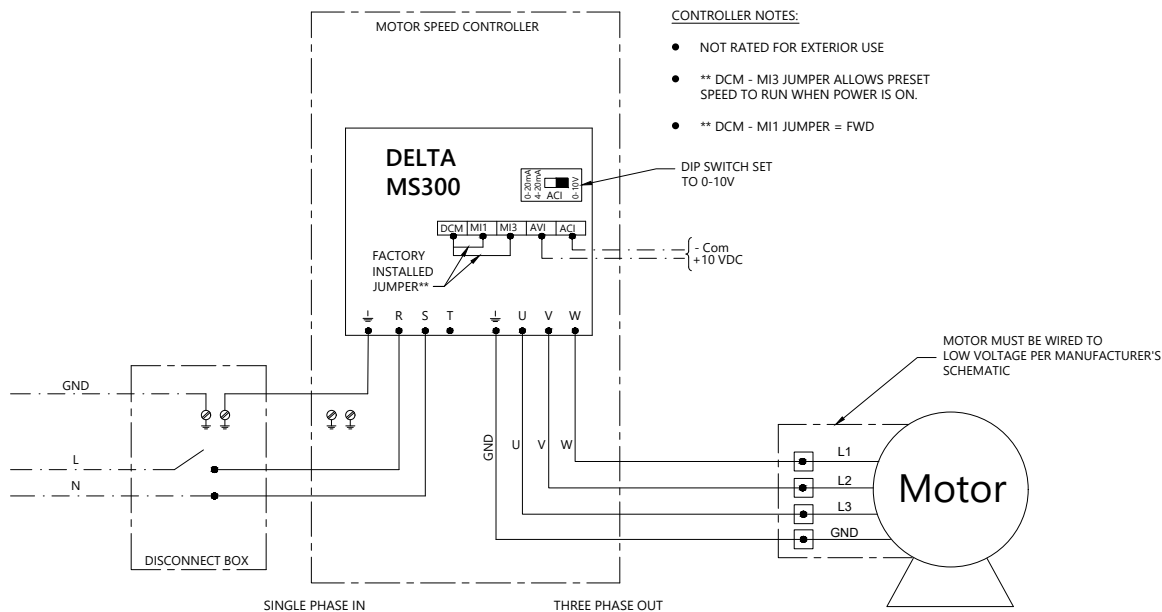
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WIRING – PM/AC MOTOR WITH SPEED CONTROLLER/VFD

12) Speed Controller with Three Phase Motor - With Service Switch



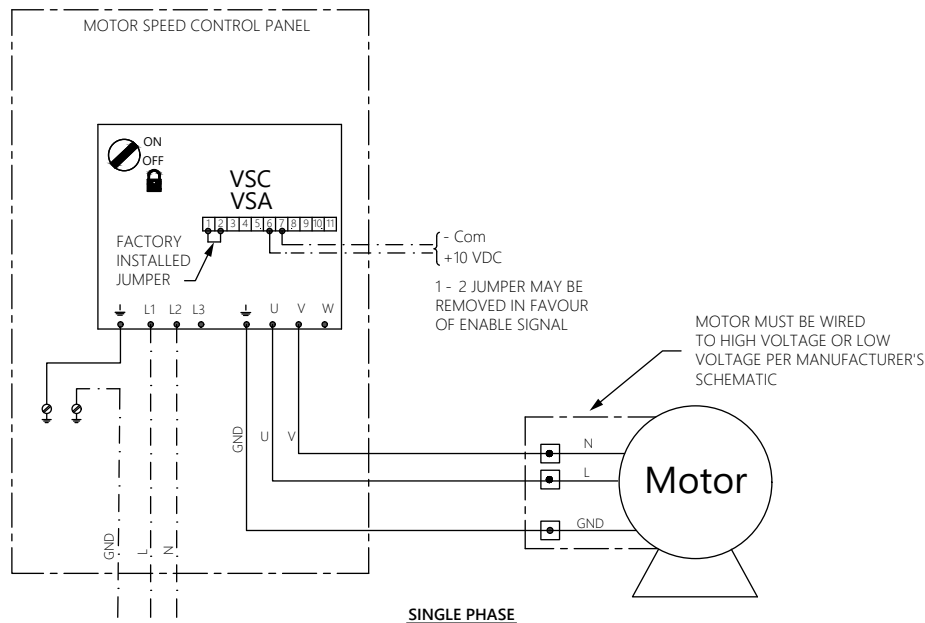
13) Speed Controller with Single Phase Input / 3 Phase Motor - With Service Switch



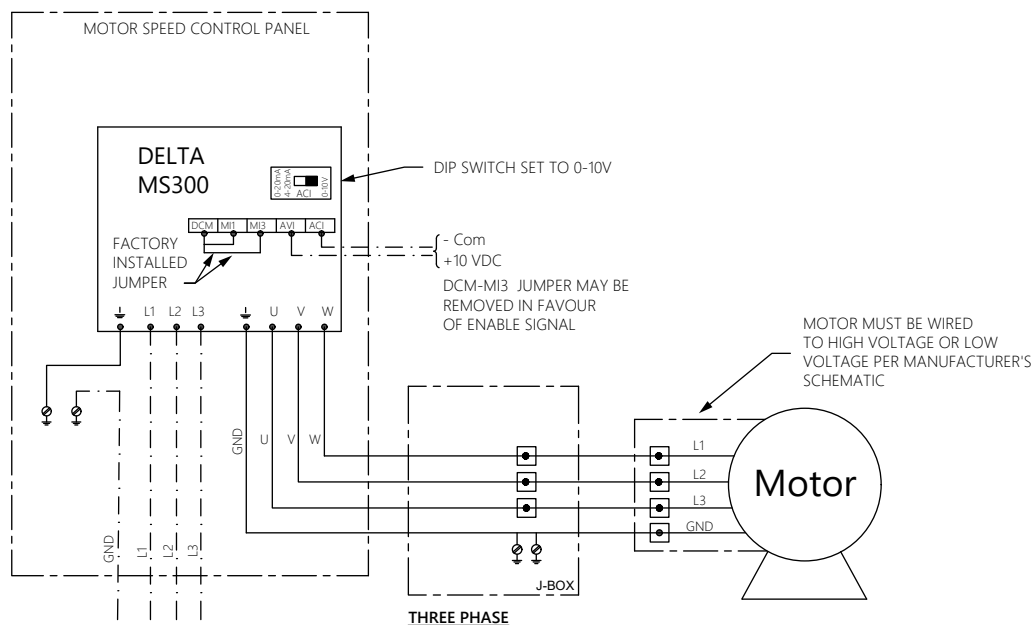
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WIRING – PM/AC MOTOR WITH SPEED CONTROLLER/VFD

14) VFD with Single Phase Motor - No Service Switch



15) Speed Controller with Three Phase Motor - No Service Switch with J-Box installed



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