## GE Industrial Systems

## Product Specifications



## AF-300 G11"Specifications

| Category | Item | Description |
| :---: | :---: | :---: |
| Nominal Motor | 230 VAC, 3 Phase | $1 / 4 \mathrm{Hp}$ to 125 Hp |
|  | $460 \mathrm{VAC}, 3$ Phase | $1 / 2 \mathrm{Hp} \mathrm{to} 450 \mathrm{Hp}$ |
| Braking Torque (Standard) | $1 / 4 \mathrm{Hp} \mathrm{to} 1 \mathrm{Hp}$ | 150\% |
|  | 2 Hp to 10 Hp | 100\% |
|  | 15 Hp to 30 Hp | 20\% |
|  | 40 Hp and Higher | 10\% - 15\% |
| Braking Torque (Optional) | 1 Hp to 30 Hp | 150\% |
|  | 40 Hp and Higher | 100\% |
| Enclosure, Standard | $1 / 4 \mathrm{Hp}$ to 30 Hp | NEMA 1 Standard, NEMA 4 Optional to 10 Hp , NEMA 12 Optional all ratings |
|  | 40 Hp and Up | NEMA 1 Standard, IPOO Optional 40Hp and above |
| Cooling Method | Convection | 1 Hp and below |
|  | Fan Cooled | Above 1 Hp |
| Standards | UL/CUL | No input fuses required |
|  | CE | EN61800-3 for EMC EN61800-2 for Low Voltage |
| Input | Item | Description |
|  | Up to $30 \mathrm{Hp}, 230 \mathrm{VAC}$ | 200V-230V (+10\%, -15\%), 50 or $60 \mathrm{~Hz}(+/-5 \%)$ |
|  | Up to $30 \mathrm{Hp}, 460 \mathrm{VAC}$ | 380V-480V ( $+10 \%,-15 \%)$, 50 or $60 \mathrm{~Hz}(+/-5 \%)$ |
|  | 40 Hp \& Above, 230 VAC | 200V - 220V ( $+10 \%,-15 \%$ ), $50 \mathrm{~Hz}(+/-5 \%) / 220 \mathrm{~V}-230 \mathrm{~V}(+10 \%,-15 \%), 60 \mathrm{~Hz}$ (+/-5\%) |
|  | 40 Hp \& Above, 460 VAC | $\begin{aligned} & 380 \mathrm{~V}-440 \mathrm{~V}(+10 \%,-15 \%), 50 \mathrm{~Hz}(+/-5 \%) / 380 \mathrm{~V}-480 \mathrm{~V}(+10 \%,-15 \%), 60 \mathrm{~Hz} \\ & (+/-5 \%) \end{aligned}$ |
|  | Unbalance | Voltage Unbalance within 3\% |
|  | Power Dip | For input voltage greater than Vmin, the drive will operate at rated output continuously. <br> For input voltage less than Vmin, the drive will operate at $85 \%$ of rated output for 15 Msec. <br> Vmin (230V Series) $=165 \mathrm{~V}, \mathrm{Vmin}$ (460V Series) $=310 \mathrm{~V}$. Smooth recovery method is selectable |
| Condition | Item | Description |
| Altitude |  | 1000 meters or less. Derate at $1 \%$ for each 100 meters from 1000 to 3000 meters (Above 3000 meters, consult factory) |
| Temperature | Ambient | -10 to $50^{\circ} \mathrm{C}$ (units less than and equal to 30 Hp must have ventilation covers removed for $40^{\circ} \mathrm{C}$ and above) |
|  | Storage | -20 to $65^{\circ} \mathrm{C}$ |
| Vibration |  | IEC61200-2 |
| Humidity |  | 5-95\% Relative Humidity (Non-condensing) |
| Output | Item | Description |
|  | 230V, 3 Phase | 3 Phase, 200V, 50 Hz or 3 Phase, $200 \mathrm{~V}, 220 \mathrm{~V}, 230 \mathrm{~V}, 60 \mathrm{~Hz}$ |
|  | $460 \mathrm{~V}, 3$ Phase | 3 Phase, 380V, 400V, 415V, 440V, 50Hz or 3 Phase, 380V, 400V, 440V, 460V, 60 Hz |
|  | Frequency | $50 / 60 \mathrm{~Hz}$ |
|  | Overload | 150\% of rated current for 1 min |
|  |  | $180 \%$ of rated current for $0.5 \mathrm{sec}=>30 \mathrm{Hp}$ $200 \%$ of rated current for $0.5 \mathrm{sec}=<30 \mathrm{Hp}$ |
|  | Max Freq. | $50-400 \mathrm{~Hz}$ |
|  | Base Freq. | $25-400 \mathrm{~Hz}$ |
|  | Starting Freq. | $0.1-60 \mathrm{~Hz}$ |
|  | Carrier Freq. | $0.75-15 \mathrm{kHz}$ up to 100 Hp . $0.75-10 \mathrm{kHz} 125 \mathrm{Hp}$ and above. <br> Minimum carrier frequency changes dependent on maximum output frequency |
| Accuracy (Stability) | Analog | $+/-0.2 \%$ of maximum frequency (speed) at $25+/-10^{\circ} \mathrm{C}$ |
|  | Digital | +/- $0.01 \%$ of maximum frequency (speed) between -10 and $50^{\circ} \mathrm{C}$ |
| Setting Resolution | Analog | 1/3000 of maximum frequency (speed) |
|  | Digital | 0.01 Hz for frequency up to $99.9 \mathrm{~Hz}(0.1 \mathrm{~Hz}$ for frequency $>100 \mathrm{~Hz}$ ) |

## AF-300 G11" Specifications

| Control | Item | Description |
| :---: | :---: | :---: |
| Control Method | Sinusoidal PWM | V/Hz |
|  |  | Dynamic Torque Vector Control (Sensorless) |
|  |  | Flux-vector Control with Pulse Tachometer |
| Operation | Methods | Keypad, Digital Input, Bus Communication |
| Frequency Setting | Keypad | (UP or DOWN) |
|  | Potentiometer | 1-5KW (1/2 W) Optional |
|  | Analog | 0-5 VDC |
|  |  | 0 to +/-10 VDC Bi-polar (Reversible operation by signal polarity) |
|  |  | $0-10 \mathrm{VDC}$ ( $10-0 \mathrm{VDC}$ selectable) |
|  |  | 4-20 MA (20-4 MA selectable) |
|  | Digital | Up/Down Control (Increases with UP, decreases with DOWN) |
|  |  | Multi-step (4 different frequencies via SS1 and SS2) |
|  |  | Multi-step (8 different frequencies via SS1, SS2, and SS4) |
|  |  | Multi-step (16 different frequencies via SS1, SS2, SS4, and SS8) |
|  |  | Programmed pattern operation -8 stages |
|  | Serial | RS485 with Modbus RTU - Standard |
|  | Networks | Optional network cards |
| Acceleration Setting | Four Modes | 0.01 - 3600 seconds (Independent Acc/Dec, four times, three modes - Linear, S Curve, Non-linear) |
|  | Automatic | When the motor acc.(dec.) torque reaches a preset value, the acc. (dec.) time is automatically extended for tripless operation. |
| Frequency Limiter |  | High and low values are presettable |
| Bias Frequency |  | -400.0 to +400.0 Hz |
| Frequency Gain |  | Adjustable from 0-200\% |
| Jump Frequency |  | Jump frequency setting (3 points), jump hysteresis width (1 setting) |
| Catch Spinning Motor |  | Smoothly pick up a rotating motor without stopping (speed search method) No DB required |
| Auto-Restart |  | Autorestart is available after a momentary power failure (speed search method) <br> Continuous operation mode is selectable |
| Switching Operation |  | Control terminals are provided for smooth switching operation from line power to drive |
| Slip Compensation |  | Related to load torque and magnified for negative slips frequencies |
| Torque Limiting |  | Automatic overcurrent adjustments 2 torque limiting functions can be preset |
| Torque Control |  | Output torque or load factor can be controlled by analog input signal with PG option |
| PID Control |  | Process controller - standard |
| Automatic Deceleration |  | Automatic extension of deceleration time when braking torque limit is reached for tripless operation without a DB resistor |
| 2nd Motor Settings |  | Settings for a second motor: base freq., rated voltage, rated current, no load current, impedances |
| Fan Stop Operation |  | Automatically manage cooling fan operation to extend life - up to 30Hp operation is preset, above 30 Hp signal is preset |
| Motor Autotune | Offline Tuning | Selectable with motor rotating and without motor rotating |
|  | Online Tuning | Dynamically compensates regulator for changes in motor temperature |
| Energy Saving |  | Reduces losses at light loads |
| Keypad | Item | Description |
|  |  | Backlit LCD Display |
|  |  | Smart Keypad to copy parameters from one drive to another Extension cable adapter for RJ45 connector |

## AF-300 G11" Specifications

| Indication | Item | Description |
| :---: | :---: | :---: |
| Operation Mode | LED | Output frequency |
|  |  | Output current, Output voltage |
|  |  | Motor synchronous speed (RPM) |
|  |  | Line speed ( $\mathrm{M} / \mathrm{min}$ ) |
|  |  | Load shaft speed (RPM) |
|  |  | Output torque (\%) |
|  |  | Frequency setting |
|  |  | PID (Set 1 value, Set 2 value, Feedback value) |
|  |  | Power consumption |
|  |  | Motor load factor |
|  | $\overline{L C D}$ | Heatsink temperature |
|  |  | Drive internal temperature |
|  |  | $\mathrm{I} / 0$ Test - indicates signal existence or absence of digital I/0 and signal value of analog I/0 |
|  |  | RMS current - 1 cycle |
|  |  | \%DB-1 cycle |
|  | Other | DC Link power charge display |
| Program Mode | Feature | Function Code and Function Name, Data or Data Code |
|  | Languages | English, French, German, Italian, Japanese, Spanish |
| Trip Mode | $0 \mathrm{C1}$ | Overcurrent during acceleration |
|  | OC2 | Overcurrent during deceleration |
|  | OC3 | Overcurrent running at constant speed |
|  | FUS | Fuse blown |
|  | 0 O1 | Overvoltage during acceleration |
|  | OU2 | Overvoltage during deceleration |
|  | OU3 | Overvoltage running at constant speed |
|  | LV | Low voltage |
|  | OH 1 | Overheating of heatsink |
|  | $\mathrm{OH}^{\mathrm{O}}$ | External thermal relay tripped |
|  | OH3 | Overtemperature of inside air |
|  | dBH | Overheating of DB circuit |
|  | OL1, 0L2 | Motor overload |
|  | OUV | Drive unit overload |
|  | EF | Ground fault |
|  | LIM | Input Phase Loss |
|  | FUS | DC Fuse open (40 Hp and above) |
|  | Er1 | Memory error |
|  | Er2 | KEYPAD communication error |
|  | Er3 | CPU error |
|  | Er4 | Option card error, detected by the control card |
|  | Er5 | Option card error, detected by the option card |
|  | Er6 | Operations procedure error. |
|  | Er7 | Output wiring error - impedance unbalance |
|  | Er8 | RS485 communications error |
| Diagnostics | History | Trip history - passed four events (Trip and Warning) |

## AF-300 G11 Specifications

| Protection | Item | Description |
| :---: | :---: | :---: |
| Overload |  | Detection of electronic thermal overload relay |
| Overvoltage |  | Detection of DC link circuit overvoltage (230V series - 400V, 460V series 800V) |
| Incoming Surge |  | Drive protection from surge voltage input (Max. $1.2 \times 50$ usec 7 KV peak) |
| Undervoltage |  | Detection of DC link circuit undervoltage ( 230 V series - 200 V , 460V series 400V) |
| Overheating |  | Drive overheating protection by temperature detection |
| Short Circuit |  | Short circuit protection for drive output circuit |
| Ground Fault |  | Ground fault protection for drive output circuit - 3 phase circuit detection method |
|  |  | Zero phase current detection method - 40 Hp and above |
| Motor Overload |  | Electronic thermal overload relay can be selected for general purpose motor or dedicated drive motor |
|  |  | Calculation of thermal time constant can be preset |
|  |  | 2nd motor electronic thermal overload relay |
| $\overline{\text { DB Resistor Overheating }}$ |  | Internal electronic thermal overload relay - up to 10 Hp |
|  |  | Overheating detection thermal overload relay installed in braking resistor unit 15 Hp and above (option) |
| Motor Overheating |  | Overheating detection PTC thermistor can be connected to terminals 13-C1-11 |
| Phase Loss |  | Drive protection for line side phase loss |
|  |  | Drive protection for motor side phase loss during tuning |
|  |  | Detection of output impedance unbalance during tuning |
| Signal Loss |  | Detection of loss of C 1 current signal |
| Auto-reset |  | Auto reset times and reset interval can be preset |
| Terminal Functions | Item | Description |
| Main Circuit |  |  |
| Power Input | L1/R, L2/S, L3/T | Connect a three phase power source |
| Drive Output | U, V, W | Connect to a three phase induction motor |
| DC Reactor | P1, P(+) | Connect the DC reactor for power factor correcting or harmonic current reduction Shipped in same carton with drive |
| Braking Unit | $\mathrm{P}(+)$, $\mathrm{N}(-)$ | Connect the braking unit - optional for 15 Hp and above |
| Ext. Braking Resistor Unit | $\mathrm{P}(+) . \mathrm{DB}$ | Connect the external braking resistor - 230V/460V series up to 10 Hp |
| Ground | G | Ground terminal for drive chassis (housing) |
| Aux. Control Power | RO, T0 | Connect the same AC power source used for Power Input as backup for control circuit power supply - 2 Hp and above |
| Analog Inputs | Item | Description |
| Potentiometer Power | 13 | +10V DC power supply, maximum allowable output current 10ma |
| Voltage Input | 12 | 0-10V / 0-100\%, 22K ohm input impedance |
|  |  | $0-5 \mathrm{~V} / 0-100 \%$ can be selected by signal gain setting |
|  |  | Inverse mode operation by polarity |
|  |  | Reversible operation can be selected by function code |
|  |  | Frequency command, torque control, Tach feedback, or PID control |
| Common | 11 | Common for analog signal |
| Current Input | C1 | 4-20ma / 0-100 \% (input impedance 250 ohm) |
|  |  | Inverse mode operation |
|  |  | Frequency command, PID feedback |
| Analog Input 1 | V2 | 0-+/-10V / 0-t/- 100\% (input impedance 22K ohm) |

## AF-300 G11"Specifications

| Digital Inputs | Item | Description |
| :---: | :---: | :---: |
| Forward Operation | FWD | ON - Motor runs in the forward direction, OFF - Motor decelerates and stops |
| Reverse Operation | REV | ON - Motor runs in the reverse direction, OFF - Motor decelerates and stops |
| Digital Input 1 | X1 | Functions selected via function codes - Sink type terminal specification default with source type hardware selectable |
| Digital Input 2 | X2 | ON state - maximum input voltage 2V, maximum source current 5ma |
| Digital Input 3 | X3 | OFF state - maximum voltage 27V, maximum leakage current 0.5 ma |
| Digital Input 4 | X4 | Selectable from the following |
| Digital Input 5 | X5 |  |
| Digital Input 6 | X6 |  |
| Digital Input 7 | X7 |  |
| Digital Input 8 | X8 |  |
| Digital Input 9 | X9 |  |
| 3 Wire Stop | HLD | ON - the drive latches the FWD or REV signal, OFF - the drive releases the latch |
| Coast Stop | BX | ON - motor will coast to a stop, no alarm signal will be issued |
| Trip Command | THR | OFF - 0 H 2 trip is issued and latched, motor will coast to a stop |
| Alarm Reset | RST | ON - Momentary on for > 0.1 sec will reset faults |
| Multistep Frequency | SS1 / SS2 | 4 different frequencies can be selected by ON/OFF pattern on terminals SS1 and SS2 |
|  | SS4 | 8 different frequencies can be selected by ON/OFF pattern on terminals SS1, SS2, and SS4 |
|  | SS8 | 16 different frequencies can be selected by ON/OFF pattern on terminals SS1, SS2, SS4, and SS8 |
| ACC/DEC Time Select | RT1 | Second ACC/DEC time can be selected by terminal RT1 |
|  | RT2 | 4 different ACC/DEC times can be selected by ON/OFF pattern on terminals RT1 and RT2 |
| JOG | JOG | ON - JOG frequency is activated |
| 2nd Frequency Select | HZ2/HZ1 | ON - drive will stop and the 2nd frequency command becomes effective |
| 2nd Motor Select | M2/M1 | ON - drive will stop and Motor 1 values are changed to Motor 2 values |
| DC Brake Command | DCBRK | ON - DC injection braking is active during deceleration |
| 2nd Torque Limiter | TL2/TL1 | ON - Torque Limiter 2 is active |
| Line/drive Switching | SW50 / SW60 | ON - Motor is changed from drive operation to line operation (Main circuit signal output via Y1-Y5) |
| UP Command | UP | ON - drive output frequency increases (change rate determined by ACC time) |
| DOWN Command | DOWN | ON - drive output frequency decreases (change rate determined by DEC time) |
| Write Enable | WE-KP | ON - data can be changed by KEYPAD operation |
| PID Control Cancel | HZ/PID | ON - PID control is canceled |
| Inverse Mode Changeover | IVS | ON - Operation mode is toggled from Normal to Inverse or Inverse to Normal |
| Interlock Signal (52-2) | IL | Connection for auxiliary contact 52-2 |
| TRQ Control Cancel | HZ/TR0 | ON - Torque control is canceled |
| Link Enable (RS485) | LE | ON - Bus link or RS485 link is active |
| Universal Digital Input | U-DI | ON - Enables input from RS485 or LAN option |
| Sync/Tach Enable | PG/HZ | ON - Synchronize operation or Tach feedback operation is active |
| Zero Speed Command | ZERO | ON - Enables stall torque function |
| Timed Alarm Command | STP | OFF -The drive decelerates and stops |
| Pre-exciting Command | EXITE | ON - The motor eneters into a pre-exciting state during flux vector control |
| RS485 I/0 Terminal | DXA, DXB, SD | Connections for RS485 serial port communications Modbus RTU standard protocol |
| PLC Terminal | PLC | Connection for PLC power supply that avoids drive current loops on Sink type inputs when PLC power supply is off. |
| Common | CM | Common for digital inputs |


| Analog Outputs | Item | Description |
| :---: | :---: | :---: |
| Analog Monitor | FMA / 11 | Output DC voltage is proportional to selected function's value. Functions are selected by FC31 |
|  |  | Slip frequency (0-max frequency) |
|  |  | Output frequency (0-max frequency) |
|  |  | Output current (0-200\%) |
|  |  | Output voltage ( $0-200 \%$ ) |
|  |  | Output torque (0-200\%) |
|  |  | Load factor (0-200\%) |
|  |  | Input power (0-200\%) |
|  |  | PID feedback value (0-100 \%) |
|  |  | Tach feedback value (0-max speed) |
| Universal Analog Output |  | Analog output pass through for process control |
| Pulse Rate Monitor | FMP / CM | Pulse rate is proportional to selected function's value. maximum output current: 2ma |
|  |  | The average value of the pulse train is proportional to the selected function's value, output functions same as for FMA |
| Transistor Outputs | Item | Description |
| Power Supply | P24 | DC power supply - +24V, 100ma |
| Transistor Output 1 | Y1 | ON state maximum output voltage 2V, sink current 50ma |
| Transistor Output 2 | Y2 | OFF state maximum allowable voltage 27V, leakage current 0.1ma |
| Transistor Output 3 | Y3 | Select from the following |
| Transistor Output 4 | Y4 |  |
| Drive Running | RUN | ON - output frequency is larger than starting frequency |
| Frequency Equivalence | FAR | ON - difference between output frequency and setting frequency is smaller than FAR hysteresis width |
| Frequency Level Detection | FDT | ON - output frequency is larger than preset detection level |
| Undervoltage Detection | LV | ON - drive undervoltage stops and operation command is ON |
| Torque Polarity | B/D | ON - drive is in braking mode |
| Torque Limiting | TL2/TL1 | ON - drive is in torque limiting mode |
| Auto-restarting | IPF | ON - drive auto restarting mode active or restart waiting mode is active |
| KEYPAD Operation Mode | TP | ON - drive is in KEYPAD operation mode |
| Drive Stopping | STOP | ON - drive is in stopping mode or DC braking mode |
| Overload Early Warning | OL | ON - electronic thermal calculated value is larger than preset protection level |
| (Selectable) |  | ON - output current is larger than preset detection level |
| Line/drive Changeover | SW88 | Outputs signal 88 for line/drive changeover |
|  | SW52-2 | Outputs signal 52-2 for line/drive changeover |
|  | SW52-1 | Outputs signal 52-1 for line/drive changeover |
| Motor 2 / Motor 1 | SWM2 | Outputs motor changeover control switch for switching between motor 1 and motor 2 |
| Auxiliary Terminal | AX | ON - drive is running |
| Times UP | TU | Outputs a 100ms ON pulse for time up for pattern operation |
| Cycle Complete | T0 | Outputs a 100ms ON pulse for cycle complete for pattern operation |
| Stage 1 Indicator | STG-1, STG-2, STG-3 | Pattern operation stage indicator (binary encoded) |
| Alarm 1 Indicator | AL-1, AL-2, AL-4 | Trip alarm number (binary encoded) |
| Fan Control | FAN | Outputs the drive fan control signal for 40 Hp and larger drives |
| Auto-resetting | 1-TRY | ON - auto resetting mode or reset waiting mode active |
| Universal Digital Output | U-D0 | ON - Enables output from RS485 or LAN option |
| Overheating Early Warning | OH | ON - heatsink temperature is larger than preset detection level |
| Synchronization Complete | SY | Synchronization signal for synchronize operation option |
| Loss of C1 Current Input Signal | C1-OFF | ON - When $\mathrm{C1}$ current input is smaller than 2mA |
| Common | CM | Common terminal for transistor output signals |

## AF-300 G11"Specifications

| Relay Output | Item | Description |
| :---: | :---: | :---: |
| Alarm Relay Output | 30A, 30B, 30C | Activates when a protective function is activated, programmable with the default state function code settable |
| Programmable Relay Output | Y5A, Y5C | Selectable the same as Y1-Y4 |
| Options | Item | Description |
|  | LAN | GENIUS |
|  | LAN | Profibus DP |
|  | LAN | N2 - Metasys |
|  | LAN | Interbus-S |
|  | LAN | Modbus Plus |
|  | LAN | DeviceNet |
| Tachometer |  |  |
| KEYPAD Extension Cable |  | Adaptor for RJ45 cable, up to 100' |

## Input/Output Specifications

| Three-phase 230V series |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Type designation <br> 6KG1123___X1A1 (NEMA Type1) <br> 6KG1123___ X2A1 (NEMA Type12) <br> 6KG1123___ X4A1 (NEMA Type4) <br> 6KG1123__ X8A1 (Open, Type 12 Heatsink) <br> 6KG1123__- X9A1 (Open) |  |  | F25 | F50 | 001 | 002 | 003 | 005 | 007 | 010 | 015 | 020 | 025 | 030 | 040 | 050 | 060 | 075 | 100 | 125 |
| Nominal 230V system pplied motor HP |  |  | 1/4 | 1/2 | 1 | 2 | 3 | 5 | 7.5 | 10 | 15 | 20 | 25 | 30 | 40 | 50 | 60 | 75 | 100 | 125 |
| $\begin{aligned} & \text { Output } \\ & \text { Catings } \end{aligned}$ | Rated Capacity ${ }^{\text {11) }}$ | kVA | 0.59 | 1.1 | 1.9 | 3.1 | 4.3 | 6.7 | 9.9 | 13 | 18 | 23 | 29 | 34 | 45 | 57 | 71 | 85 | 112 | 137 |
|  | Rated Voltage *2) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Rated Current *3) | A |  |  |  |  |  |  | 25 | 33 | 46 | 59 | 74 | 87 | 115 | 145 | 180 | 215 | 283 | 346 |
|  | Overload Capabaility |  | 150\% of rated current for 1 min , $200 \%$ of rated current for 0.5 s |  |  |  |  |  |  |  |  |  |  |  | $150 \%$ of rated current for 1 min$180 \%$ of rated current for 0.5 s |  |  |  |  |  |
|  | Rated Frequency | Hz | $50,60 \mathrm{~Hz}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Tnput } \\ & \text { ratings } \end{aligned}$ | Phases, Voltage, Frequency |  | 3 -phase, 200 to 230V , 50/60Hz |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Voltage / frequency variations |  | -Voltage : +10 to - $15 \%$ (Voltage unbalance ${ }^{*}$ ) : $2 \%$ or less ) |  |  |  |  |  |  |  |  |  |  |  | -Frequency i +5 to -5\% |  |  |  |  |  |
|  | $\begin{aligned} & \text { Momentary voltage dip } \\ & \text { capability }{ }^{*} \text { ) } \end{aligned}$ |  | When the input voltage is 165 V or more, the inverter can be operated continuously. <br> When the input voltage drops below 165 V from rated voltage, the inverter can be operated for 15 ms . (within $85 \%$ load of nominal applied motors) The smooth recovery method is selectable. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

1) Drive output capacity [kVA] at 230 V
2) Output voltage is proportional to the power supply and can't exceed the power supply voltage.
3) Current derating may be required in case of low impedence load such as high frequency motor.
4) 220 to $230 \mathrm{~V} / 50 \mathrm{~Hz}$ : Order individually
5) Reference to the IEC 61800-3 (5.2.3)
6) Input power: $85 \%$

7) Drive output capacity [kVA] at 460 V
8) Output voltage is proportional to the power supply and can't exceed the power supply voltage. 3) Current derating may be required in case of low impedence load such as high frequency motor. 4) Change the tap of auxiliary transformer

380/50 Hz: Change over CN UX connector from U1 part to U2 part (reference to the instruction manual)

| Input Voltage | CN UX connector |
| :--- | :--- |
| 400 to $440 \mathrm{~V} / 50 \mathrm{~Hz}, 440$ to $480 \mathrm{~V} / 60 \mathrm{~Hz}$ <br> $380 \mathrm{~V} / 50 \mathrm{~Hz}$ ( 398 V or smaller) | U 4 (factory setting) |
| 380 to $415 \mathrm{~V} / 60 \mathrm{~Hz}$ (430V or smaller) | U 2 |

5) Reference to the IEC 61800-3 (5.2.3)
6) Input power: $85 \%$

Dimensions .25-30 Hp


Fig. 2


Dimensions NEMA 1


230V SERIES NEMA 1

| HP | DIMENSIONS inches (mm) |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Mtg. <br> Bolts | Wt. <br> Lb (kg) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | W1 | W2 | W3 | W4 | H1 | H2 | H3 | H6 | H7 | H9 | H10 | D | D2 | D3 | D4 |  |  |
| 40 HP | $\begin{gathered} 9.4 \\ (240) \end{gathered}$ | $\begin{gathered} 12.8 \\ (326) \end{gathered}$ | - | $\begin{gathered} \hline 13.5 \\ (342) \end{gathered}$ | $\begin{gathered} 20.9 \\ (530) \end{gathered}$ | $\begin{gathered} 19.7 \\ (500) \end{gathered}$ | $\begin{aligned} & \hline 20.2 \\ & (512) \end{aligned}$ | $\begin{aligned} & \hline 0.4 \\ & (9) \end{aligned}$ | $\begin{gathered} \hline 7.1 \\ (180) \end{gathered}$ | $\begin{gathered} \hline 3 \\ (75) \end{gathered}$ | $\begin{aligned} & \hline 29.7 \\ & (755) \end{aligned}$ | $\begin{gathered} 10 \\ (255) \end{gathered}$ | $\begin{aligned} & 0.2 \\ & (4) \end{aligned}$ | $\begin{gathered} \hline 5.7 \\ (145) \end{gathered}$ | $\begin{gathered} \hline 4.1 \\ (105) \end{gathered}$ | M8 | $\begin{gathered} \hline 70 \\ (32) \end{gathered}$ |
| 50 HP | $\begin{gathered} 10.8 \\ (275) \end{gathered}$ | $\begin{aligned} & 14.2 \\ & (361) \end{aligned}$ |  | $\begin{aligned} & 14.9 \\ & (377) \end{aligned}$ | $\begin{gathered} 23.4 \\ (595) \end{gathered}$ | $\begin{aligned} & 22.2 \\ & (565) \end{aligned}$ | $\begin{aligned} & \hline 22.7 \\ & (577) \end{aligned}$ |  | $\begin{gathered} 7.9 \\ (200) \end{gathered}$ |  | $\begin{aligned} & 33.1 \\ & (840) \end{aligned}$ | $\begin{gathered} 10.6 \\ (270) \end{gathered}$ |  |  |  |  | $\begin{gathered} 86 \\ (39) \end{gathered}$ |
| 60 HP |  |  |  |  | $\begin{gathered} 28.3 \\ (720) \end{gathered}$ | $\begin{aligned} & 27.2 \\ & (690) \end{aligned}$ | $\begin{aligned} & 27.6 \\ & (702) \end{aligned}$ |  |  |  | $\begin{gathered} 38 \\ (965) \end{gathered}$ |  |  |  |  |  | $\begin{aligned} & 106 \\ & (48) \end{aligned}$ |
| 75 HP |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \hline 110 \\ & (50) \\ & \hline \end{aligned}$ |
| 100 HP | $\begin{gathered} 16.9 \\ (430) \end{gathered}$ | $\begin{aligned} & 20.01 \\ & (510) \\ & \hline \end{aligned}$ |  | $\begin{gathered} \hline 21 \\ (533) \end{gathered}$ |  | $\begin{gathered} \hline 27 \\ (685) \end{gathered}$ | $\begin{gathered} \hline 27.4 \\ (695) \end{gathered}$ | $\begin{gathered} \hline 0.5 \\ (13) \end{gathered}$ | $\begin{gathered} \hline 11.1 \\ (283) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 3.3 \\ & (83) \end{aligned}$ | $\begin{gathered} \hline 41.3 \\ (1050) \\ \hline \end{gathered}$ | $\begin{gathered} 11.2 \\ (285) \\ \hline \end{gathered}$ |  |  | $\begin{aligned} & \hline 3.6 \\ & (91) \\ & \hline \end{aligned}$ | M12 | $\begin{array}{r} 172 \\ (78) \\ \hline \end{array}$ |
| 125 HP | $\begin{gathered} 22.8 \\ (580) \end{gathered}$ | $\begin{gathered} 26 \\ (660) \end{gathered}$ | $\begin{gathered} \hline 11.4 \\ (290) \end{gathered}$ | $\begin{aligned} & 26.9 \\ & (683) \end{aligned}$ | $\begin{gathered} 33.5 \\ (850) \end{gathered}$ | $\begin{aligned} & 32.1 \\ & (815) \end{aligned}$ | $\begin{aligned} & 32.5 \\ & (825) \end{aligned}$ |  | $\begin{gathered} 15.1 \\ (383) \end{gathered}$ |  | $\begin{gathered} 50.4 \\ (1280) \end{gathered}$ | $\begin{gathered} 14.2 \\ (360) \end{gathered}$ |  | $\begin{gathered} \hline 8.7 \\ (220) \end{gathered}$ | $\begin{gathered} \hline 6.5 \\ (166) \end{gathered}$ |  | $\begin{gathered} 282 \\ (128) \end{gathered}$ |

## 460V SERIES NEMA 1

| HP | DIMENSIONS inches (mm) |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Mtg. <br> Bolts | $\begin{gathered} \text { Wt. } \\ \mathrm{Lb}(\mathrm{~kg}) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | W1 | W2 | W3 | W4 | H1 | H2 | H3 | H6 | H7 | H9 | H10 | D | D2 | D3 | D4 |  |  |
| 40 HP | $\begin{gathered} 9.4 \\ (240) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 12.8 \\ (326) \\ \hline \end{gathered}$ | - | $\begin{gathered} \hline 13.5 \\ (342) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 20.9 \\ & (530) \end{aligned}$ | $\begin{aligned} & \hline 19.7 \\ & (500) \end{aligned}$ | $\begin{aligned} & \hline 20.2 \\ & (512) \end{aligned}$ | $\begin{aligned} & 0.4 \\ & \text { (9) } \end{aligned}$ | $\begin{gathered} \hline 7.1 \\ (180) \end{gathered}$ | $\begin{gathered} \hline 3 \\ (75) \end{gathered}$ | $\begin{aligned} & 29.7 \\ & (755) \end{aligned}$ | $\begin{gathered} 10 \\ (255) \\ \hline \end{gathered}$ | $\begin{aligned} & 0.2 \\ & (4) \end{aligned}$ | $\begin{gathered} \hline 5.7 \\ (145) \end{gathered}$ | $\begin{gathered} \hline 4.1 \\ (105) \end{gathered}$ | M8 | $\begin{gathered} \hline 70 \\ (32) \end{gathered}$ |
| 50 HP | $\begin{gathered} 10.8 \\ (275) \end{gathered}$ | $\begin{gathered} 14.2 \\ (361) \end{gathered}$ |  | $\begin{gathered} 14.9 \\ (377) \end{gathered}$ |  |  |  |  |  |  |  | $\begin{gathered} 10.6 \\ (270) \end{gathered}$ |  |  |  |  | $\begin{gathered} \hline 82 \\ (37) \end{gathered}$ |
| 60 HP |  |  |  |  | $\begin{aligned} & \hline 25.8 \\ & (655) \end{aligned}$ | $\begin{aligned} & \hline 24.6 \\ & (625) \end{aligned}$ | $\begin{aligned} & \hline 25.1 \\ & (637) \end{aligned}$ |  |  |  | $\begin{gathered} 34.6 \\ (880) \end{gathered}$ |  |  |  |  |  | $\begin{gathered} 95 \\ (43) \end{gathered}$ |
| 75 HP |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\begin{gathered} 97 \\ (44) \\ \hline \end{gathered}$ |
| 100 HP |  |  |  |  | $\begin{gathered} \hline 28.3 \\ (720) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 27.2 \\ & (690) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 27.6 \\ (702) \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline 7.9 \\ (200) \\ \hline \end{gathered}$ |  | $\begin{gathered} 38 \\ (965) \end{gathered}$ |  |  |  |  |  | $\begin{array}{r} 115 \\ (52) \\ \hline \end{array}$ |
| $\begin{aligned} & 125 \mathrm{HP} \\ & 150 \mathrm{HP} \end{aligned}$ | $\begin{gathered} 16.9 \\ (430) \end{gathered}$ | $\begin{gathered} 20.0 \\ (510) \end{gathered}$ |  | $\begin{gathered} 21 \\ (533) \end{gathered}$ | $\begin{gathered} 28 \\ (710) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 26.6 \\ & (675) \\ & \hline \end{aligned}$ | $\begin{gathered} 27 \\ (685) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 0.5 \\ (13) \end{gathered}$ | $\begin{gathered} 8.2 \\ (208) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 3.3 \\ & (83) \end{aligned}$ |  | $\begin{gathered} \hline 12.4 \\ (315) \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline 6.9 \\ (175) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4.7 \\ (121) \\ \hline \end{gathered}$ | M12 | $\begin{array}{r} 174 \\ (79) \\ \hline \end{array}$ |
| $\begin{aligned} & 200 \mathrm{HP} \\ & 250 \mathrm{HP} \end{aligned}$ |  |  |  |  | $\begin{gathered} \hline 38 \\ (970) \end{gathered}$ | $\begin{gathered} \hline 37 \\ (935) \end{gathered}$ | $\begin{gathered} \hline 37 \\ (945) \end{gathered}$ |  | $\begin{gathered} \hline 13 \\ (333) \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline 53.1 \\ (1350) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 14.2 \\ (360) \end{gathered}$ |  | $\begin{gathered} 9 \\ (220) \end{gathered}$ | $\begin{gathered} \hline 7 \\ (166) \end{gathered}$ |  | $\begin{gathered} \hline 245 \\ (111) \\ \hline \end{gathered}$ |
| $\begin{aligned} & 300 \mathrm{HP} \\ & 350 \mathrm{HP} \end{aligned}$ | $\begin{aligned} & \hline 22.8 \\ & (580) \\ & \hline \end{aligned}$ | $\begin{gathered} 26 \\ (660) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 11.4 \\ (290) \\ \hline \end{gathered}$ | $\begin{gathered} 26.9 \\ (683) \\ \hline \end{gathered}$ |  |  |  |  | $\begin{aligned} & 15.1 \\ & (383) \\ & \hline \end{aligned}$ |  | $\begin{gathered} 55.1 \\ (1400) \end{gathered}$ |  |  |  |  |  | $\begin{gathered} 337 \\ (153) \\ \hline \end{gathered}$ |
| $\begin{aligned} & 400 \mathrm{HP} \\ & 450 \mathrm{HP} \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Dimensions Open Type



## Plug-in Terminal Strip Assignments



| Classification | Terminal Symbol | Terminal Name | Function |
| :---: | :---: | :---: | :---: |
| Analog input | 13 | Potentiometer power supply | Used for +10V DC power supply for frequency setting POT (resistance of 1 to 5 k Ohm) |
|  | 12 | Voltage input | (1) Frequency is set according to the analog input voltage supplied from an external circuit. <br> - 0 to +10V DC / 0 to 100\% <br> - Reversible operation using positive and negative signals: 0 to +/- 10V DC / 0 to 100\% <br> - Reverse operation: +10 to OV DC / 0 to 100\% <br> (2) The feedback signal for PID control is input. <br> (3) The analog input value from the external circuit is used for torque control <br> * Input resistance: 22 k Ohm |
|  | V2 | Voltage input supplied from an external circuit. | - Frequency is set according to the analog input voltage <br> - 0 to +10 V DC/0 to $100 \%$ <br> - Reverse operation: +10 to OV DC/0 to 100\% <br> * Use only one terminal - V2 or C1 alternatively. <br> * Input resistance: 22 k Ohm |
|  | C1 | Current input | (1) Frequency is set according to the analog input current supplied from an external circuit. <br> - 4 to $20 \mathrm{~mA} \mathrm{DC} \mathrm{/} 0$ to 100\% <br> - Reverse operation: 20 to 4mA DC / 0 to 100\% <br> (2) The feedback signal for PID control is input. <br> (3) PTC thermistor input <br> * Use only one terminal - V2 or C1 alternatively <br> * Input resistance: 250 Ohm |
|  | 11 | Analog input common | Common terminal for analog input signals |



## AF-300 G11" Specifications



## GE Industrial Systems

