

## CB-016S2 & CB-016BS2 Circuit Board

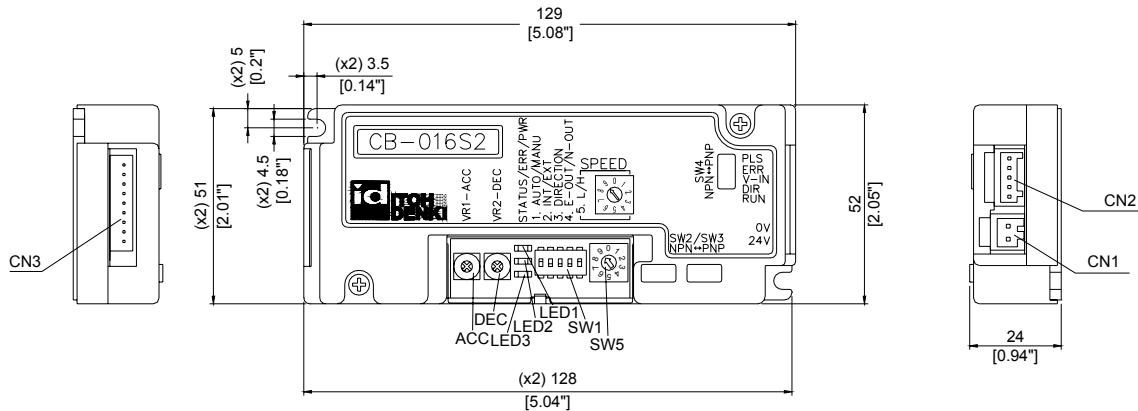


- Adjustable acceleration and deceleration time (0 to 2.5s)
- Stable speed operation
- Switch for manual or automatic recovery of the thermal overload device
- One (1) DIP switch combined with one (1) rotary switch to select up to 20 different fixed speeds
- DIP switch to select the condition of error signal activity; during normal status or abnormal status
- Forcibly stops the motor if motor lock or thermal overload error lasts for 4 seconds or more.
- Three (3) LEDs (green, red, & orange) to identify the type of error and number of error occurrences
- Pulse signal output to indicate motor revolution

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# SPECIFICATIONS



## Electrical

24V DC  $\pm 10\%$  input

- Battery
- Power Supply: fullwave rectified with smoothed current and  $< 10\%$  Ripple

Power ON delay  $< 1s$

4A locking current

Input signal level for activation

- 0V (3V or less) for NPN
- 24V (18V or greater) for PNP

Output (Error and Motor Pulse) signals

- Open collector 24V, 25mA or less
- NPN
- PNP (selectable for Error only)

Brake model only

- 0.2s delay between stop signal and mechanical brake reaction
- 0.2A brake current @24V ( $< 0.1s$ )
- Brake coil is active (disengaging brake) while motor is running

## Applicable PM Models

PM486/500FS  
 PM486/500/570FE  
 PM486/500FP  
 PM486/500GS  
 PM486/500GE  
 PM486/500GP

## Brake

Dynamic (Electric – Both models)  
 Mechanical (CB-016BS2 only)

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## SPECIFICATIONS

<b>Protection</b>	Thermal protection reaction <ul style="list-style-type: none"><li>- 85° C (185° F) on the PCB</li><li>- 105° C (221° F) in the motor</li></ul> Built-in 5A fuse for line current to prevent overheating Built-in diode for incorrect wiring protection	
<b>Terminal</b>	2-Pole WAGO (CN1) <ul style="list-style-type: none"><li>- (M) 734-162</li><li>- (F) 734-102</li></ul>	5-Pole WAGO (CN2) <ul style="list-style-type: none"><li>- (M) 733-365</li><li>- (F) 733-105</li></ul>
<b>Motor Connector</b>	9-Pole JST (CB-016) <ul style="list-style-type: none"><li>- (M) S9B-XH-A</li><li>- (F) XHP-9 (socket terminal SXH-001P-P0.6)</li></ul>	10-Pole JST (CB-016B) <ul style="list-style-type: none"><li>- (M) S10B-XH-A</li><li>- (F) XHP-10 (socket terminal SXH-001P-P0.6)</li></ul>
<b>Applicable Environment</b>	Temperature 0~40° C (32~104° F) <90% Relative Humidity (No condensation) No corrosive gas Vibration <0.5G	

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# OPERATION

## DIP Switches – User Settings

DIP-SW	Function	ON setting	OFF setting	Initial setting
1	Thermal device recovery	Manual	Automatic (Restarts 1min after cool down)	ON
2	Speed change selection	External (0~10V DC applied)  See Speed Change Tables	Internal (DIP & Rotary switches)	OFF
3	DIR (no external DIR signal; viewed from cable side)	FS/FP – CCW FE/GE – CW	FS/FP – CW FE/GE – CCW	OFF
4	Error signal activity	Active during normal status	Active during abnormal status	ON
5	Internal speed change	High speed Refer to table on page 7	Low speed	ON
<b>Rotary</b>	Internal speed change	Refer to table on page 7		9

## Potentiometers\*

VR1 – Acceleration

Adjust acceleration time from 0~2.5s after the RUN signal is applied

VR2 – Deceleration

Adjust deceleration time from 0~2.5s after the RUN signal is removed

\* VRs turn 270°

## Internal Switches\*

Switch	Function	Position for Signal Type		Initial Setting
		NPN Setting	PNP Setting	
SW2	RUN Input	LEFT	RIGHT	LEFT
SW3	DIR Input	LEFT	RIGHT	LEFT
SW4	ERR Output	DOWN	UP	UP

\* These switches are not readily visible. They are under the cover, protected by grommets on the cover. Access them by removing the grommets. Then, toggle the switches, and replace the grommets.

The following input/output settings are available from the factory, if necessary:

### Alternate Model Designation

CB-016N2 – NPN input <u>and</u> output signals CB-016P2 – PNP input <u>and</u> output signals CB-016BN2 or CB-016BP2 – for brake models, respectively
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## LED and ERROR Indications

LED 1 – Green (power)

LED 2 – Red (error condition)

LED 3 – Orange (error occurrence)

### LED Error Indication

Status	LED 1 (Green)	LED 2 (Red)	ERR Output (DIP-SW4 setting)		Error Condition*	Result
			OFF	ON		
Normal operation	●	○	○	●	-	-
No power	○	○	○	○	-	Supply power (24V DC)
Fuse blown	○	Blinks (1Hz) ● ○	●	○	Current overload	Card must be replaced
Current limit	●	Blinks (6Hz) ●●●●○ ●●●●○	○	●	-	Normal during start-up; May indicate overload during operation
Low voltage (<15V)	●	Blinks (6Hz) ●●●●○ ●●●●○	●	○	≤15V DC	Motor does not operate
Thermal protection**	●	●	●	○	Motor or PCB overheated	Motor stops 4s after reaction
Motor lock	●	Blinks (1Hz) ● ○	●	○	Motor does not turn for 4s	Motor stops
Motor not plugged in	●	●	●	○	-	Motor does not operate

\*To reset an error condition: Remove input signals; then reapply an input signal to either CN2-1 or CN2-2

\*\*If thermal device recover is set for automatic, the error will reset 1min after the temperature has reached operating range.

### Red LED Indication – Error condition

The red LED indicates the **current** error condition in conjunction with the green LED.

No Error	Motor Lock	Low Voltage (<15V)	Fuse Blown*	Current Limit*	Thermal Protection
○	Blinks (1Hz) ● ○	Blinks (6Hz) ● ○ ● ○ ● ○ ● ○ ● ○ ● ○	Blinks (6Hz) ● ○	Blinks (6Hz) ● ○ ● ○ ● ○ ● ○ ● ○ ● ○	●

### Orange LED Indication – Error occurrence

The orange LED indicates the number of **consecutive** occurrences of the **current** error condition indicated by the red LED. If the previous error differs from the current error, a combination status will be displayed.

No Error	1	2	≥3	Combination
○	○	Blinks (1Hz) ● ○	●	Blinks (6Hz) ● ○ ● ○ ● ○ ● ○ ● ○ ● ○

\* The occurrences of “fuse blown” and “current limit” errors are not recorded.

### Motor pulse output signal

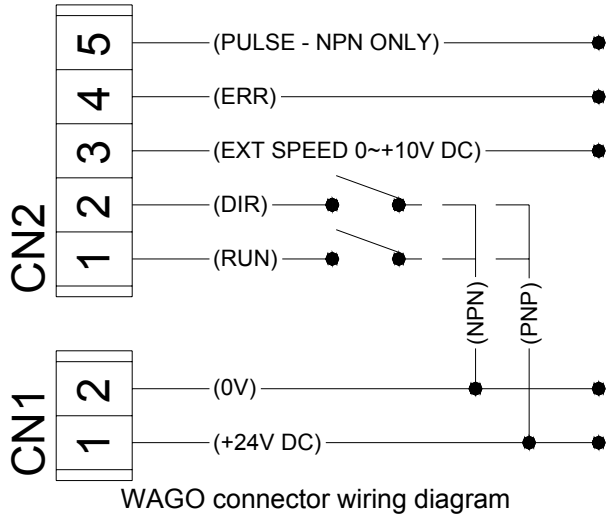
NPN (0V) output from CN2-5  
Two (2) pulses per motor revolution

### Speed Change Table

Speed Adjustment Control Method Discreet Steps			Speed* ±3%					
Internal Control Switches		External Control 0~10V DC	PM486FE-17 (3-stage)		PM486FE-60 (2-stage)		PM486FE-210 (1-stage)	
DIP sw5	Rotary		m/min	ft/min	m/min	ft/min	m/min	ft/min
ON	9	9.55~9.95	16.8	55.2	60.0	196.9	212.4	696.7
	8	9.05~9.45	15.4	50.6	55.0	180.4	194.7	638.7
	7	8.55~8.95	14.7	48.3	52.5	172.2	185.8	609.6
	6	8.05~8.45	14.0	46.0	50.0	164.0	177.0	580.6
	5	7.55~7.95	13.3	43.7	47.5	155.8	168.1	551.6
	4	7.05~7.45	12.6	41.4	45.0	147.6	159.3	522.5
	4	6.55~6.95	11.2	36.8	40.0	131.2	141.6	464.5
	2	6.05~6.45	10.5	34.5	37.5	123.0	132.7	435.4
	1	5.55~5.95	9.8	32.2	35.0	114.8	123.9	406.4
	0	5.05~5.45	9.1	29.9	32.5	106.6	115.0	377.4
OFF	9	4.55~4.95	8.4	27.6	30.0	98.4	106.2	348.4
	8	4.05~4.45	7.7	25.3	27.5	90.2	97.3	319.3
	7	3.55~3.95	7.0	23.0	25.0	82.0	88.5	290.3
	6	3.05~3.45	6.3	20.7	22.5	73.8	79.6	261.3
	5	2.55~2.95	5.6	18.4	20.0	65.6	70.8	232.2
	4	2.05~2.45	4.9	16.1	17.5	57.4	61.9	203.2
	3	1.55~1.95	4.2	13.8	15.0	49.2	53.1	174.2
	2	1.05~1.45	3.5	11.5	12.5	41.0	44.2	145.1
	1	0.55~0.95	2.8	9.2	10.0	32.8	35.4	116.1
	0	0.05~0.45	2.1	6.9	7.5	24.6	26.5	87.1

\* The listed speed steps are based on our 1.9" (48.6mm) diameter roller tube, highest speed FE motor, along with our 3 different gear stages. Use of any other FE motor with the corresponding gear stages will result in a slower maximum speed. Any speed settings (for the corresponding gear stage) above the model's maximum speed will have no effect. Also, FS and FP models will operate slightly faster.

# WIRING



## CN2 – Control Signals

External Speed Signal\*  
(0 ~ +10V DC)

NPN – 0V signal to operate  
PNP – +24V DC signal to operate

CB-016S2 is set for **NPN** inputs and **PNP** ERR output

CB-016N2 is set for **NPN** inputs and **NPN** ERR output

CB-016P2 is set for **PNP** inputs and **PNP** ERR output

\*Terminal CN2-3 is used only when PM speed is to be controlled by an external DC voltage

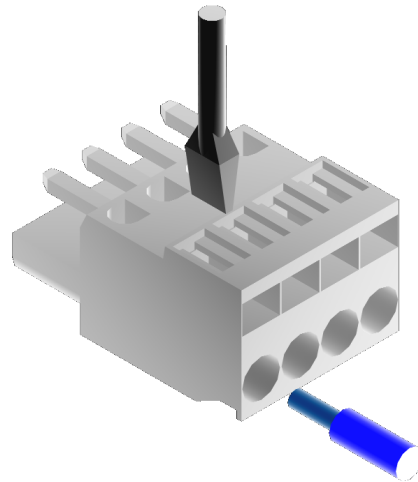
<p><b>CN1 – POWER CONNECTOR</b> WAGO connector # 734-102 Minimum wire gauge – 28 AWG Maximum wire gauge – 16 AWG</p>	<p><b>CN2 – CONTROLS CONNECTOR</b> WAGO connector # 733-105 Minimum wire gauge – 28 AWG Maximum wire gauge – 20 AWG</p>
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Press down spring clamp in connector with a small screwdriver.

Insert leads in proper order.

Lead should be stripped approx: 0.31~0.35"

WAGO connector (included) must be inserted and/or pulled out carefully, so as not to damage other parts.



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