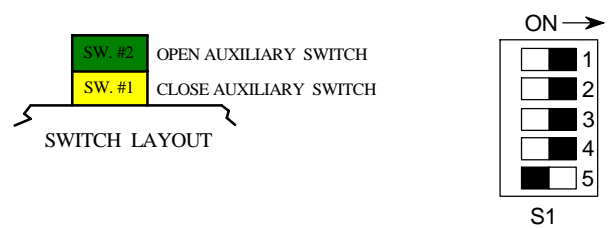
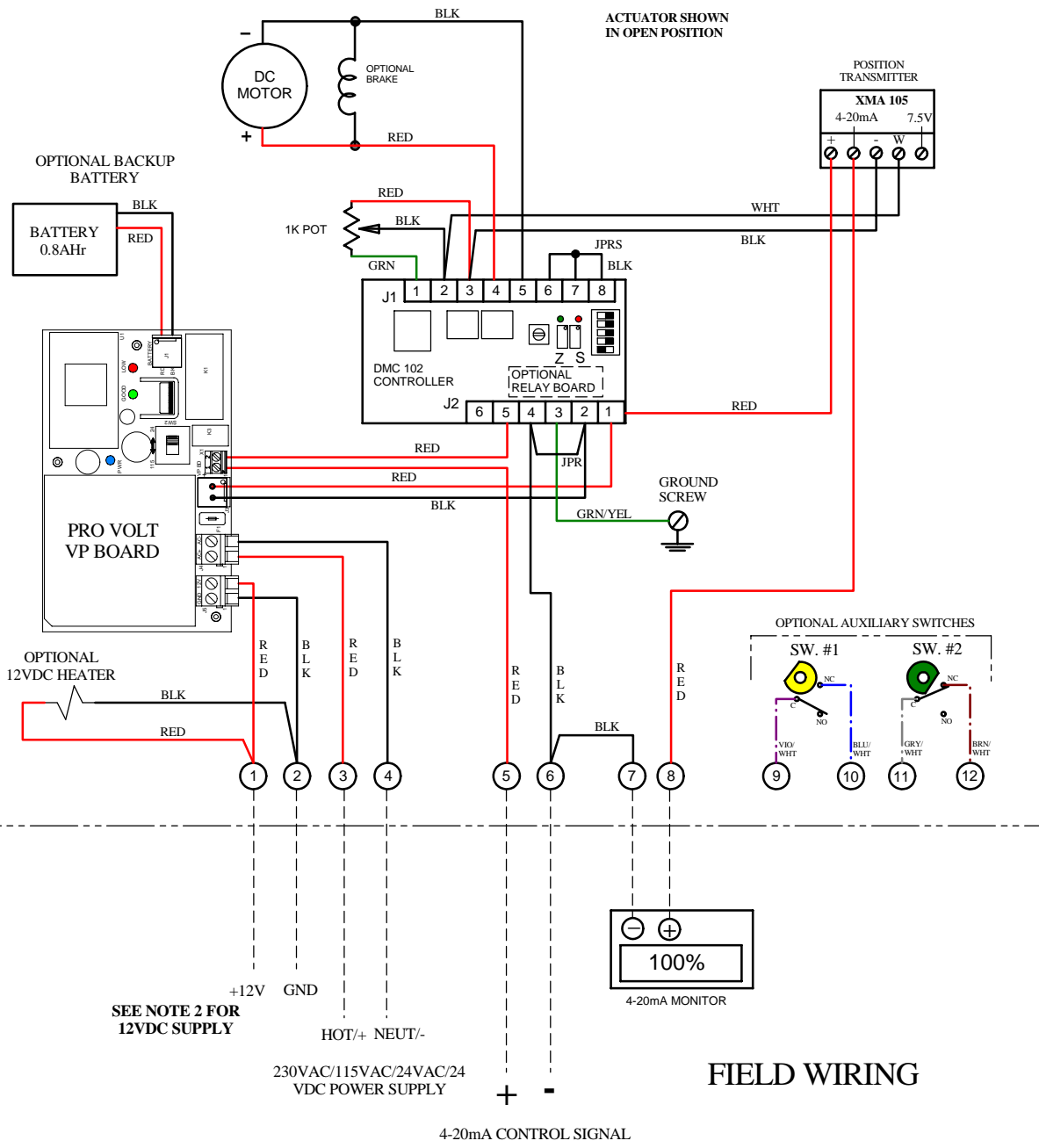


REV	DESCRIPTION	DATE	BY
1	REMOVED STANDARD SWITCHES DUE TO FIT. ADD JUMPERS	15JUN21	WJR
2	CHANGED BOARD VIEW TO SHOW 2 INPUT CONNECTORS FROM 1	21OCT22	WJR



NOTES:

- CONTROL CAN OPERATE WITH 230VAC, 115VAC, 24VAC, 24VDC OR 12VDC INPUT. **VOLTAGE INPUT SWITCH NEEDS TO BE MOVED TO POSITION THAT MATCHES THE POWER INPUT VOLTAGE - "115" (DOWN) POSITION FOR 230V & 115V OR "24" (UP) POSITION FOR 24VAC & 24VDC. 12VDC SWITCH POSITION DOES NOT MATTER.** SEE MANUAL FOR INPUT CURRENT REQUIREMENTS.
- IF 12VDC INPUT VOLTAGE IS USED, THAT POWER CONNECTS TO TERMINALS 1 & 2.
- FUSE IS SQUARE PLUG IN STYLE, 250VAC. SEE MANUAL FOR FUSE RATINGS.
- TO INCREASE OR DECREASE VALVE MOTION, ADJUST THE SPAN AND ZERO POTS ON THE 4-20mA CONTROLLER BOARD.
- COMMAND SIGNAL IS EITHER 4-20mA, 0-10VDC OR 1-5VDC. THE CONTROLLER BOARD SWITCHES NEED TO BE CONFIGURED FOR THE PROPER INPUT SIGNAL - SEE MANUAL.
- WHEN INCOMING POWER IS PRESENT, BLUE LED WILL BE LIT AND ACTUATOR RUNS OFF OF INCOMING POWER. WHEN INCOMING POWER FAILS OR THE INPUT FUSE BLOWS, THE BLUE LED WILL TURN OFF.
- OPTIONAL AUXILIARY SWITCHES ARE WIRED TO BE "NORMALLY OPEN" AND WILL CLOSE (CONTINUITY) WHEN THE ACTUATOR GETS TO THE DESIRED POSITION.
- OPTIONAL HEATER WILL ONLY OPERATE WHEN MAIN INCOMING POWER IS PRESENT. HEATER WILL SHUT OFF UNDER BATTERY POWER.

OPTIONAL BATTERY BACK UP:

- IF THE OPTIONAL BATTERY BACK UP IS ORDERED, THE UNIT IS SHIPPED WITHOUT THE BATTERY PLUGGED IN. AFTER INSTALLING UNIT AND CONNECTING INCOMING POWER, PLUG BATTERY CONNECTOR INTO THE PRO VOLT BOARD, J1.
- THE FAIL SETTINGS NEED TO BE SET BY USING THE DIP SWITCHES ON THE CONTROLLER BOARD PRIOR TO INSTALLING THE COVER. WHEN INCOMING POWER FAILS, THE ACTUATOR WILL MOVE TO THE OPEN OR CLOSE POSITION BASED ON THE SWITCH SETTINGS. SEE THE MANUAL.
- WHEN POWER FAILS, THE BLUE LED WILL TURN OFF AND THE GREEN BATTERY LED WILL LIGHT - ACTUATOR WILL RUN TO THE "FAIL" POSITION UNDER BATTERY POWER AND REMAIN THERE UNTIL INCOMING POWER IS RESTORED.
- RED LED WILL LIGHT WHEN BATTERY VOLTAGE GETS TOO LOW.