Purpose:

To inform customers of an error in the motor cables used with D Series motors with brakes and the associated drawing. All customers known to have purchased these incorrect cables have been notified of this problem.

Revisions Affected

This bulletin applies to cables CBL-DMACB1, B2, B3 and B4 manufactured before January 6, 1997. It also applies to the drawing for this cable which is ORMEC drawing number CBA966-1 revs A and B. This drawing is published in the D/DE Series AC Servodrives Installation and Operating Manual SAC-D01a on page D-3.

Cables labeled version v1.0b and higher are correct and need not be replaced.

Description:

The drawing CBA966-1 revs A and B for the above mentioned cable, has pins D and F reversed. All cables manufactured before January 6, 1997 were built to this incorrect drawing. As a result, the motor is not properly grounded and the brake cannot be released.

Solution:

Any customer using these cables should check the version number marked on the cable. If the version is before v1.0b, the cable may be incorrect and should be returned to ORMEC for rework under warranty.

Recommendations:

1. Replace all copies of drawing CBA966-1 revision A or B, with copies of the corrected drawing (revision C) attached to this bulletin. The drawing can be found on page D-3 of the D Series AC Servodrives Installation and Operating Manual number SAC-D01a.
2. Should you have any of these cables manufactured before January 6, 1997, contact ORMEC's Service Department to return them for rework under warranty.
Confidential information for use by technical personnel installing, programming and maintaining ORMEC products and systems.

NOTE:
1. PLUG STRAIGHT
2. CABLE CLAMP
3. CABLE SIZE, SEE TABLE
4. MODEL# LABEL, LOCATE APPROX. 1/2 INCH AWAY FROM ENDS OF CABLE
   (1/2 IN MODEL# INDICATES LENGTH OF CABLE IN FEET)
   MAXIMUM CABLE LENGTH IS 150 FEET.
   LABEL SHOWN BELOW
   SEE TABLE BELOW
5. LUG, RING STYLE, SEE TABLE
6. LUG, RING STYLE, SEE TABLE
7. HEAT SHRINK, BLACK

<table>
<thead>
<tr>
<th>CABLE</th>
<th>LABEL</th>
<th>2 CABLE SIZE</th>
<th>W/LUG</th>
<th>2 LUG</th>
<th>2 LUG</th>
<th>2 LUG</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBL-DMACB1</td>
<td>CBL-DMACB1/NN</td>
<td>6 CONG. 4 AVG.</td>
<td>6 1/4</td>
<td>10. 16 AVG</td>
<td>10. 16 AVG</td>
<td>10. 16 AVG</td>
</tr>
<tr>
<td>CBL-DMACB2</td>
<td>CBL-DMACB2/NN</td>
<td>6 CONG. 10 AVG.</td>
<td>16 AVG</td>
<td>87. 16 AVG</td>
<td>10. 16 AVG</td>
<td>10. 16 AVG</td>
</tr>
<tr>
<td>CBL-DMACB3</td>
<td>CBL-DMACB3/NN</td>
<td>6 CONG. 8 AVG.</td>
<td>16 AVG</td>
<td>87. 16 AVG</td>
<td>10. 16 AVG</td>
<td>10. 16 AVG</td>
</tr>
<tr>
<td>CBL-DMACB4</td>
<td>CBL-DMACB4/NN</td>
<td>6 CONG. 12 AVG.</td>
<td>16 AVG</td>
<td>60. 16 AVG</td>
<td>10. 16 AVG</td>
<td>10. 16 AVG</td>
</tr>
</tbody>
</table>

CBL-DMACB5 (IDENTICAL TO CBL-DMAC5) REQUIRES THE USE OF AN ADDITIONAL BRAKE CABLE CBL-DMACB
CBL-DMACB6 (IDENTICAL TO CBL-DMAC6) REQUIRES THE USE OF AN ADDITIONAL BRAKE CABLE CBL-DMACB

HEATSHRINK IS TO BE USED INSIDE THE CONNECTOR COVERING BOTH THE WIRE AND THE SOLDER CUP.