

Summary	Wiring the brake on the system 3 to system 4 retrofit				
Products Affected	All products being changed from a system 3 controller to a system 4 controller				
Key Word Tags	Sys3-Sys4, Retro, Controller				
Tools/Equipment (If Required)	Wire Strippers, Terminal Screw Driver				
Parts/Materials (If Required)	R00142000 SYSTEM 4 CONTROL ASSY,PER DOOR				
Related Media					
Author	Mike Burzlaff Rev B	Issue Date	4/17/17	Status	Active

Please Read The Entire Bulletin Before Proceeding

With the retrofit to the system 4 controller will be included a mini contactor for line voltage brakes. You will need to identify whether or not the contactor needs to be used. The contactor is only used with line voltage brakes.

For 24v brakes the wires will go directly to the control board. If there was a 24v power supply installed in the control box, that will no longer be used.

The brake voltage can be identified on the name plate of the motor.



Failure to properly identify the correct brake voltage can cause catastrophic failure of the motor brake.

The wiring diagrams on the following pages will show how to make the wiring connections for both the line voltage brake and the 24v brake.



The disconnect must be in the OFF position and properly locked and tagged before performing the next step of the procedure.

Once the brake voltage has been identified, the drawings on the following pages will explain the wiring.

For 24vdc Brake Wiring:

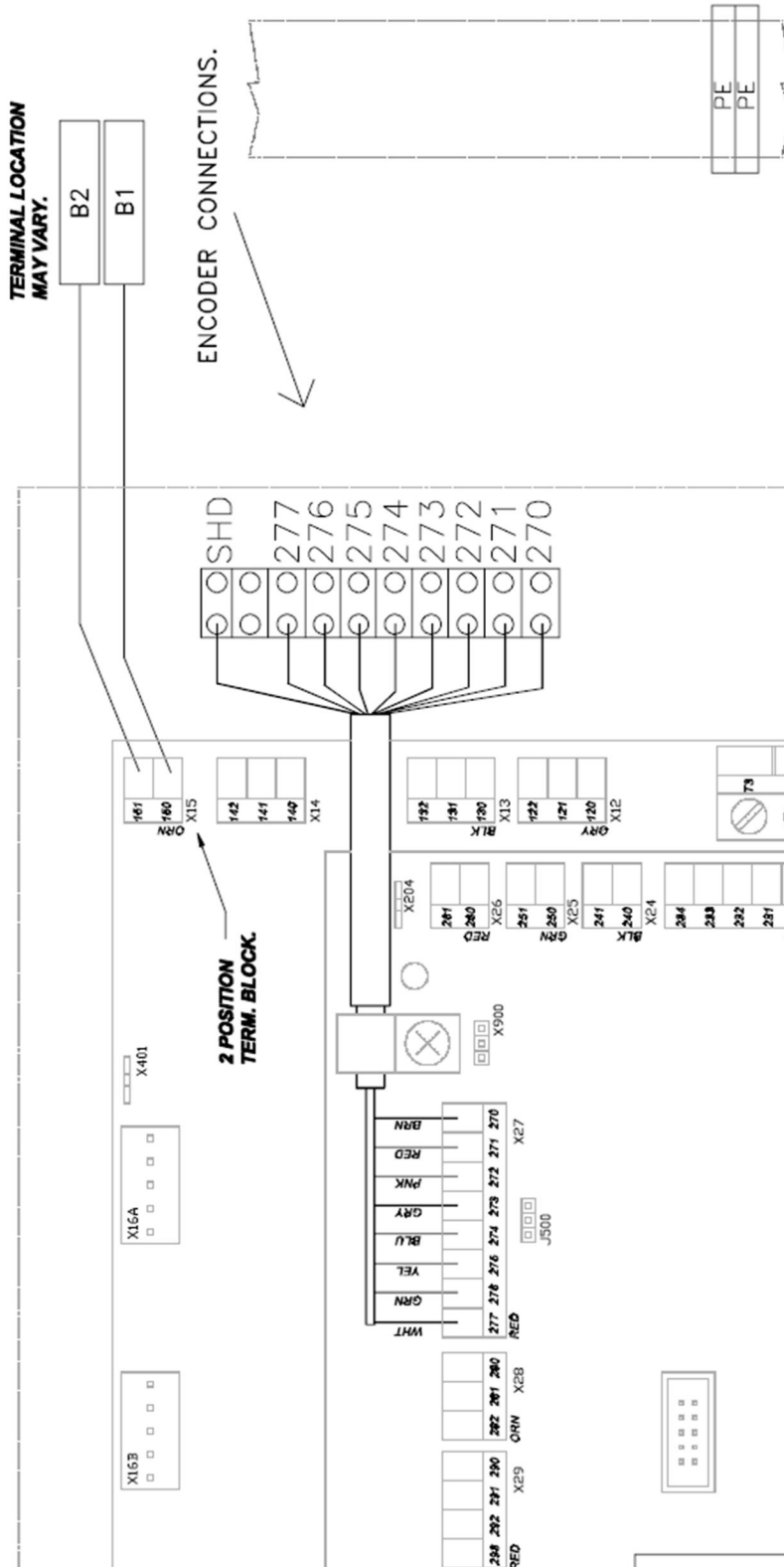
The brake wires from the motor/brake assembly will be moved to terminals B1-B2 on the lower din rail. Use the wire connections for Figure 1 on pg. 3 for the connections on the control board. The 24v power supply that was in the controller will be unused and can be disconnected. The contactor supplied will not be used in this case.

For Line Voltage Brake Wiring:

The brake wires from the motor/brake assembly will remain in B1-B2 on the lower din rail. The wires from the contactor coil will wire into terminals 150-151 on the board per Figure 2 on pg. 4. The wires from the contactor line voltage will wire from L1-L2 of incoming power to terminals 2-4 on the contactor per Figure 3 on pg. 5.

If there are additional wires in B3-B4 those will be disconnected and unused. You will need to also need to redo the brake connections in the motor junction box if there are wires on B3-B4. If the motor junction box wiring is set up as in Figure 4 on pg. 6 you will need to correct them. The thin blue wire on the brake rectifier will need to be moved from terminal 4 and placed into terminal 5. The black wire from the surge suppressor will also be removed from terminal 4 and placed into terminal 5 with the thin blue wire. The thick wires in terminal 4 and 5 of the rectifier will need to be removed and cut back. These will be unused. The final wiring should be connected as per Figure 5 on pg. 7.

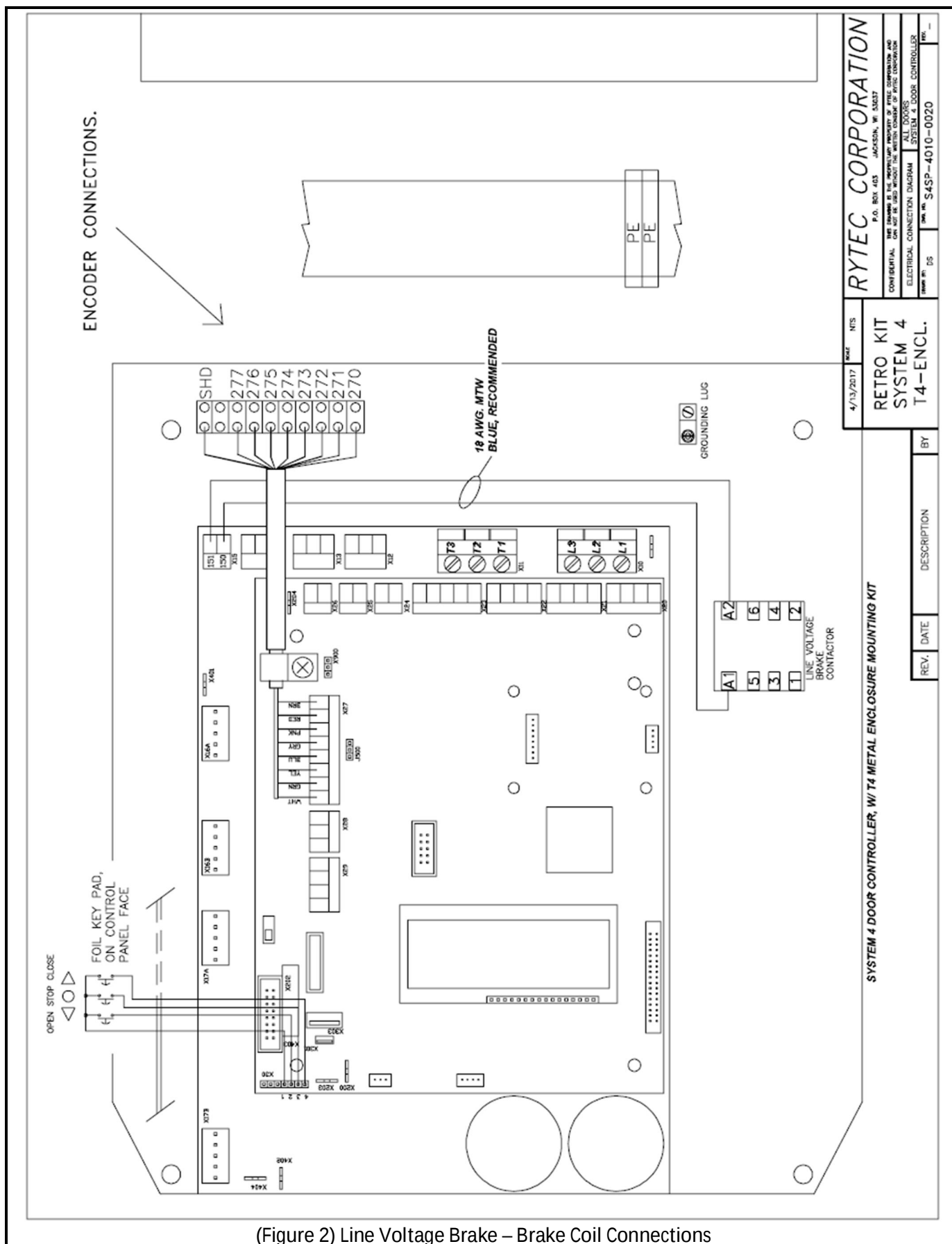
ENCODER AND BRAKE CONNECTIONS. 24V BRAKE – VERIFY BRAKE VOLTAGE.



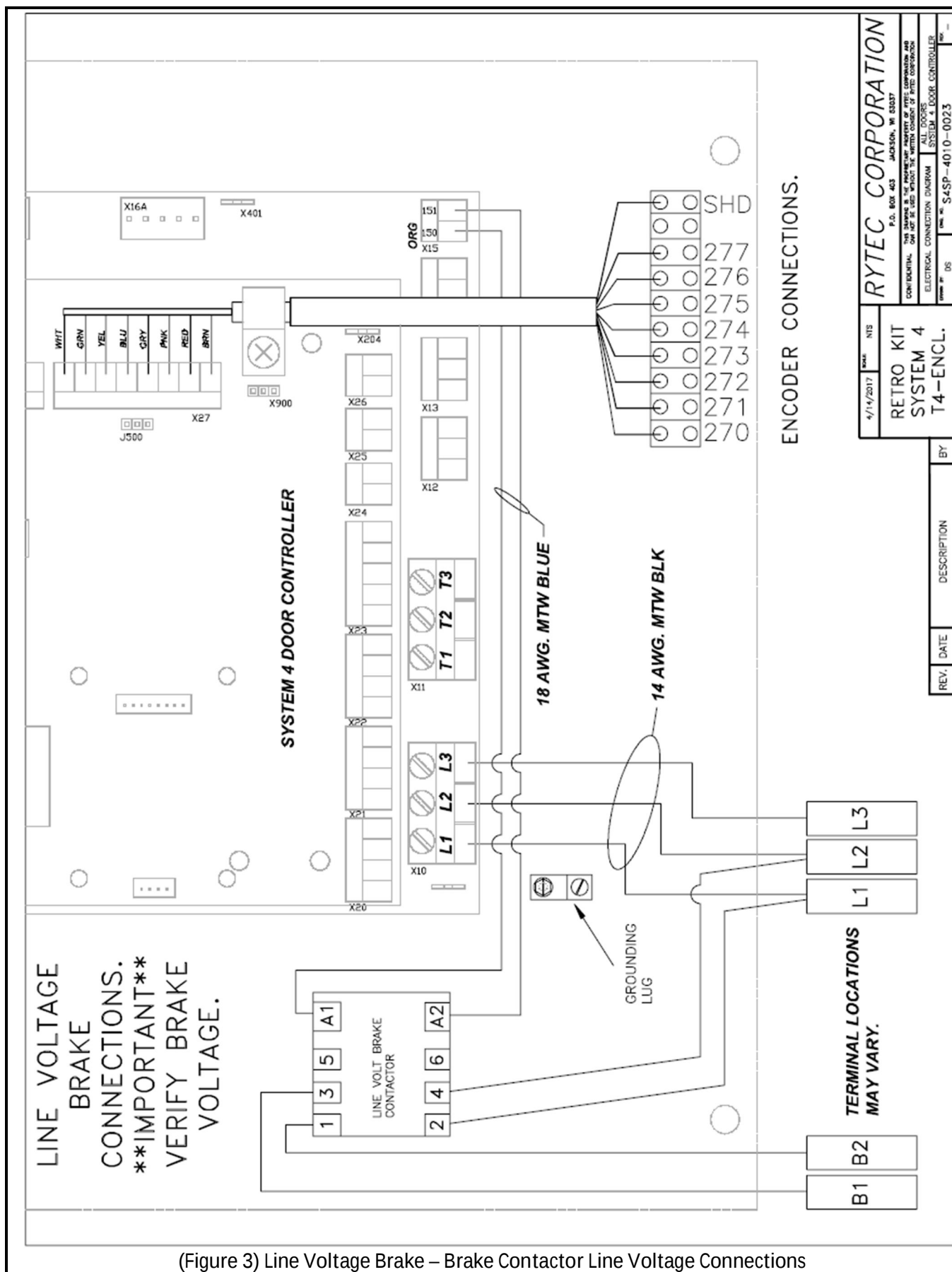
****NOTE** IF 24V BRAKE POWER
CONVERSION KIT WAS
PREVIOUSLY INSTALLED, REMOVE.
NO LONGER REQUIRED.**

4/14/2017	NTS	RYTEC CORPORATION
RETRO KIT SYSTEM 4 T4-ENCL.		
P.O. BOX 403 JACKSON, WI 53037		
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ELECTRICAL CONNECTION DIAGRAM SYSTEM 4 DOOR CONTROLLER		
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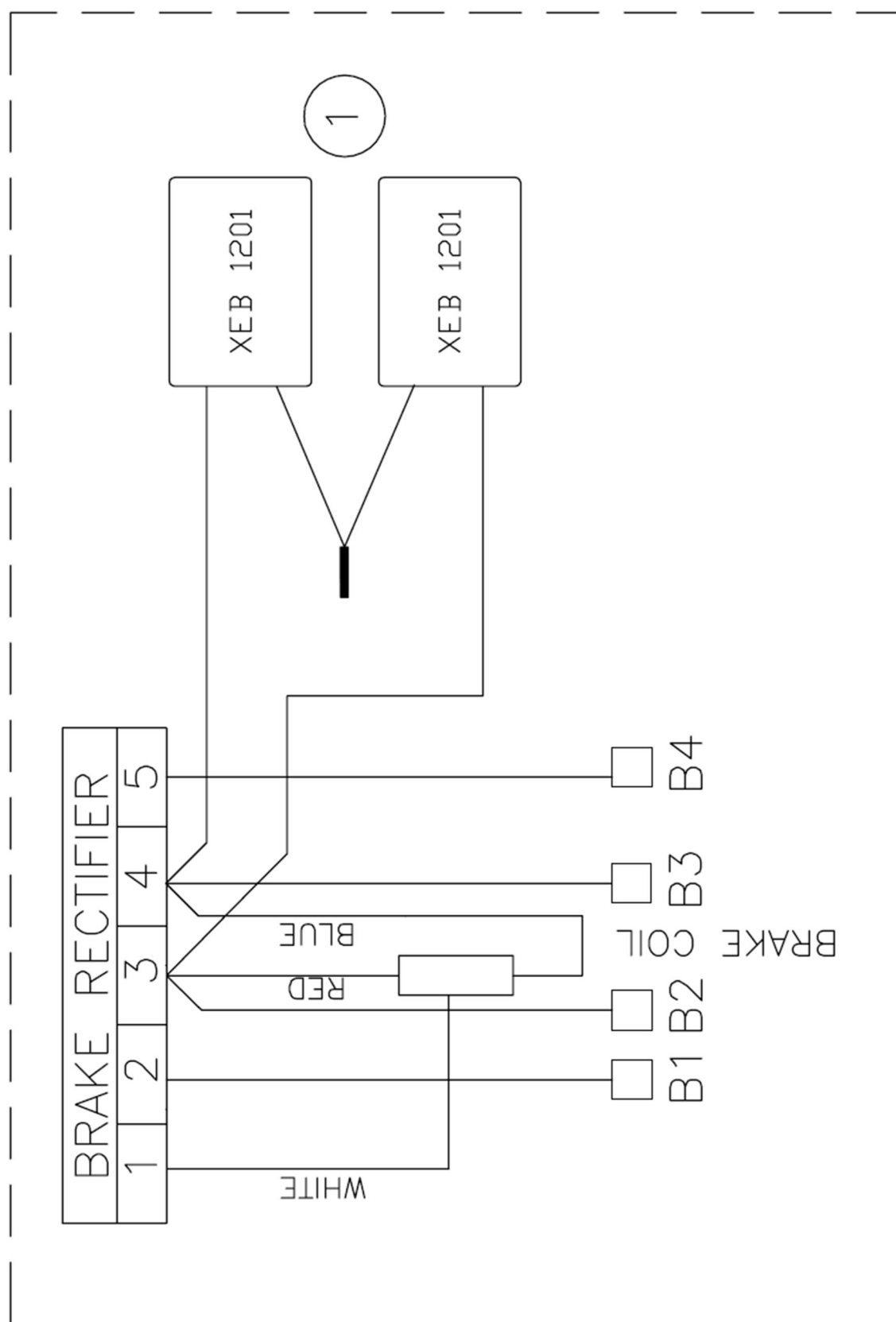
(Figure 1) 24V Brake – Brake Wire Connections



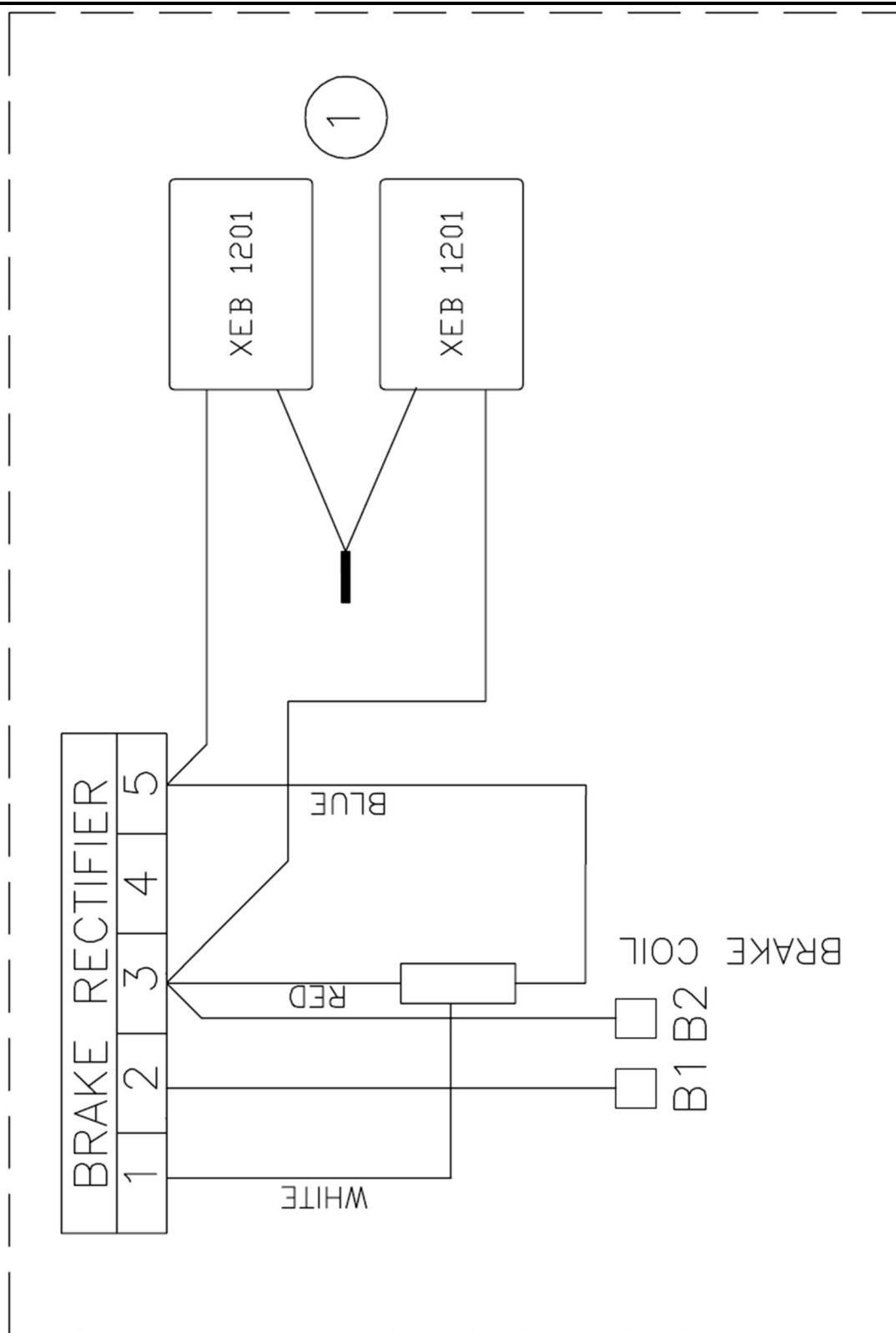
(Figure 2) Line Voltage Brake – Brake Coil Connections



(Figure 3) Line Voltage Brake – Brake Contactor Line Voltage Connections



(Figure 4) Motor Junction Box – Rapid React Brake Connections



(Figure 5) Motor Junction Box – Standard Brake Connections

If you have any questions please contact Rytec Customer Support at 1-800-628-1909.