



# Static Check FC/TR Drives

# Physical Inspection

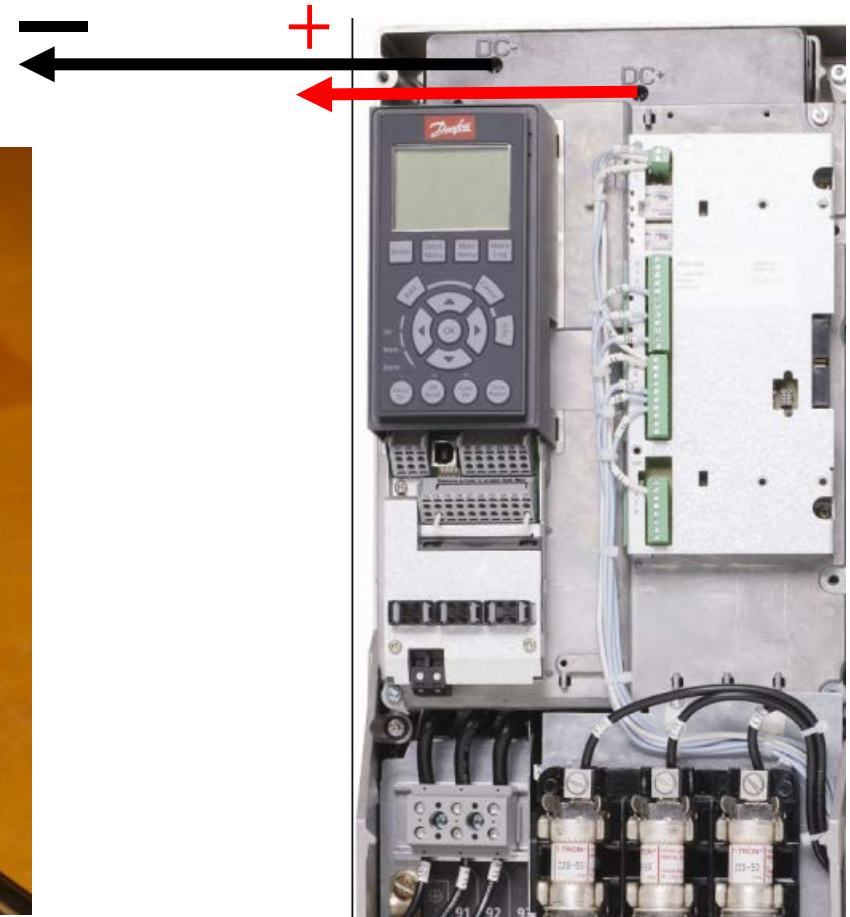
- Carbon Deposits Inside Drive?
- Burnt or Damaged Components?
- Blown Fuses?
- **NOTE: Do not apply power to test the drive until a Static Test has been performed!!!**

# DC BUS CONNECTIONS

MARKED ON BOTTOM

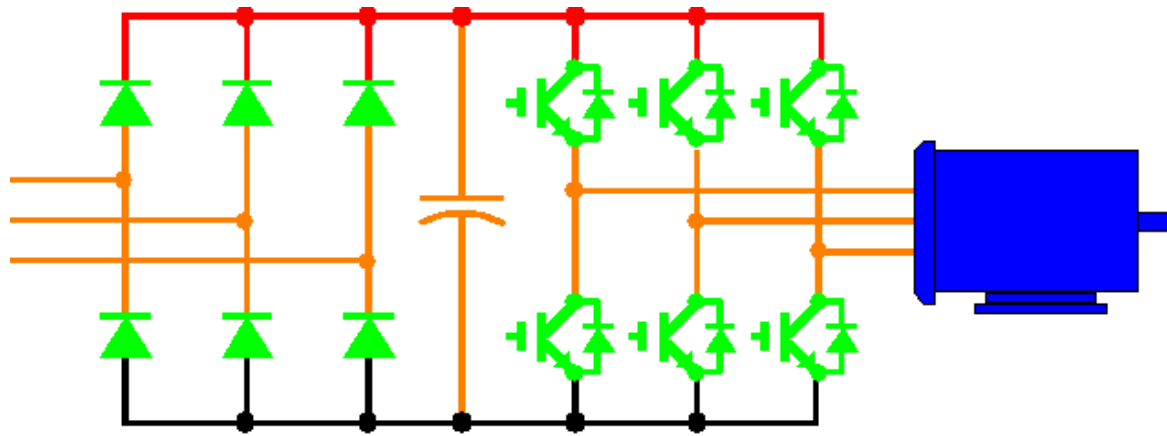


ON DC COILS




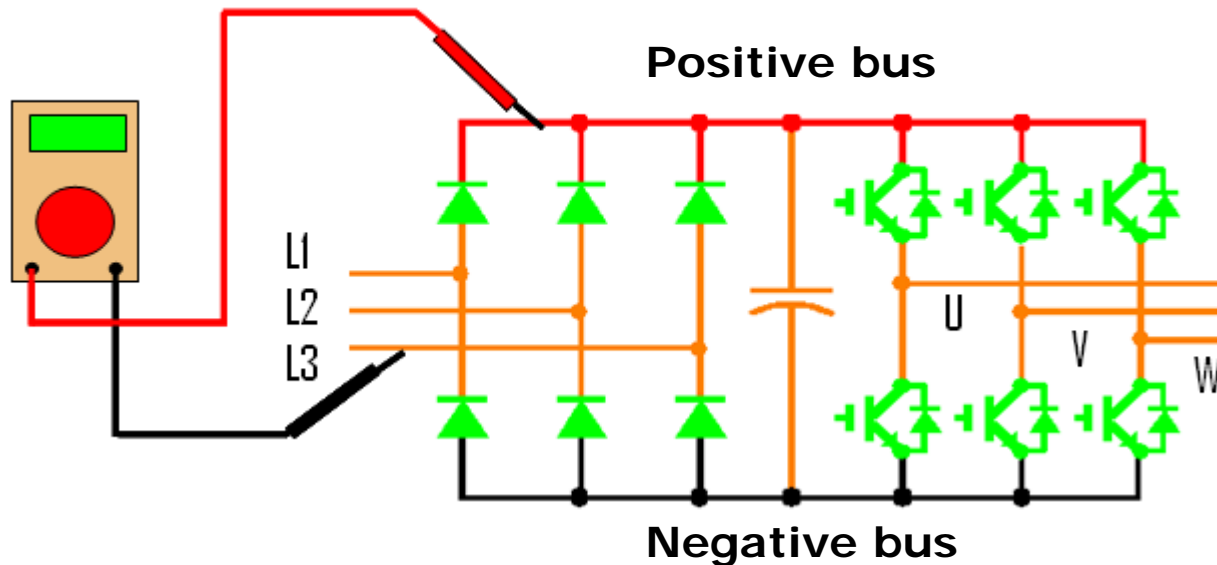
# If the Drive Blows Power Fuses

- **Before** replacing the fuses .....**with power off**, use the ohmmeter to check for input AND output shorts
- Line-to-bus and motor-to-bus is the most accurate
- Line-to-line if the bus connections aren't readily available



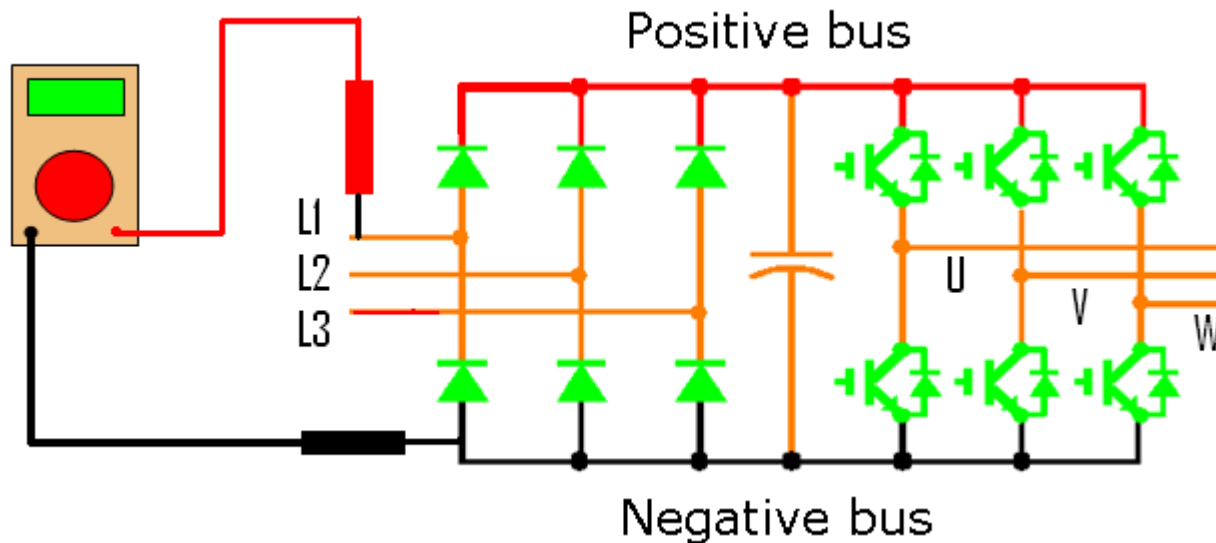
# Static Test

- Set the ohm meter on the diode check scale. 
- Connect the + meter lead to the + DC Bus. Place the – meter lead to L1, L2, L3 and then U, V, W. **All readings should be open or capacitor charging effect.**



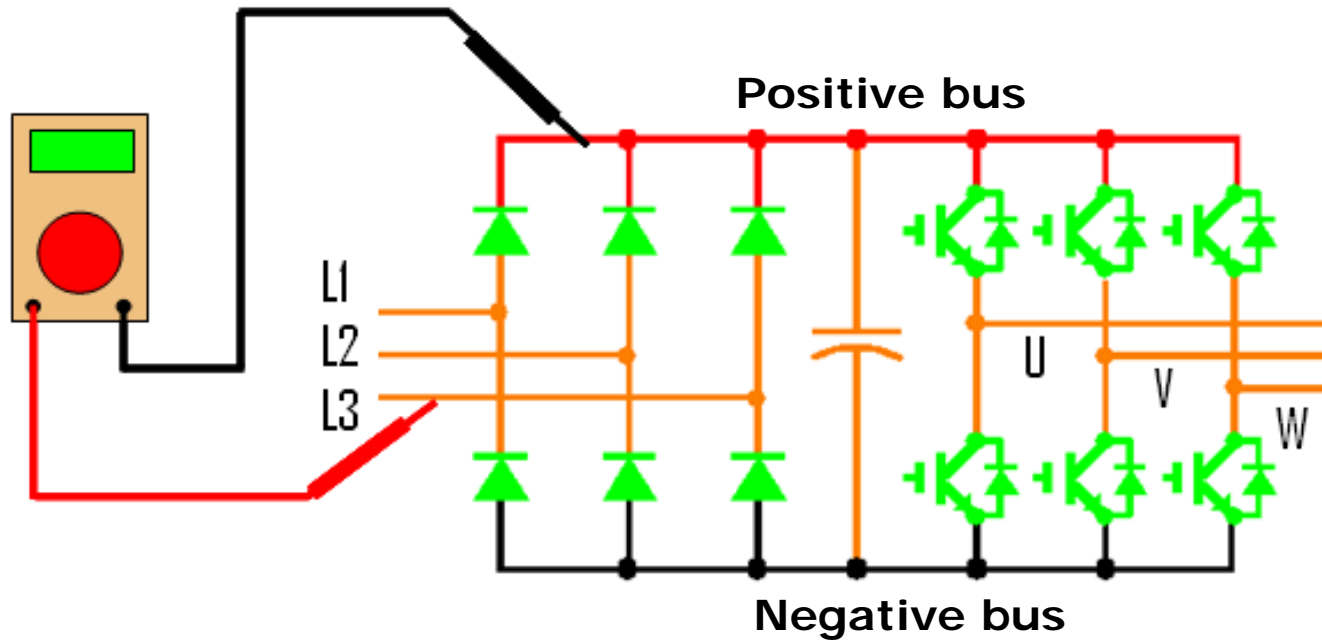
# Static Test

- Reverse positive and negative leads
- Connect the - meter lead to the - DC Bus. Connect the + meter lead to L1, L2, L3 and then U, V, W.
- All readings should be open or capacitor charging effect.



# Static Test

- Now change the ohm meter leads and put the negative lead on the + bus
- The positive meter lead is now placed on L1, L2, L3 and then U, V, W
- The meter readings should be within the range of 0.3 to 0.7 Volts



# Static Test

- Place the + meter lead on the – bus
- Place the – meter lead on L1, L2, L3 and then U, V, W
- The meter readings should be with in the range of 0.3 to 0.7 Volts

