



DC DRIVE

BC138 – BC139 DC CONTROL
Installation and Operating Manual

TABLE OF CONTENTS

Section	Page
i. Simplified Operating Instructions	1
ii. Safety Warning	1
I. Introduction	2
II. Control Setup	5
III. Mounting	6
IV. Wiring	6
V. Operation	8
VI. Trimpot Adjustments and Control Functions	8
VII. Limited Warranty	14

Tables

1. General Performance Specifications	2
2. Electrical Ratings	3
3. Plug-in Horsepower Resistor® & Fuse Selection Chart	5
4. Terminal Block Wiring Information	6
5. Field Connection (Shunt Wound Motors Only)	7

Figures

1. Control Layout	3
2. Mechanical Specifications	4
3. Motor Voltage Selection (J2) (Catalog Number BC139 Only)	6
4. AC Line and Armature Connection	6
5A. Full Voltage Field	7
5B. Half Voltage Field	7
6A. Accel Trimpot Adjustment	9
6B. Decel Trimpot Adjustment	9
7. Internal Connection Diagram	11

i. BC138 and BC139 SIMPLIFIED OPERATING INSTRUCTIONS

IMPORTANT – You must read these simplified operating instructions before proceeding. These instructions are to be used as a reference only and are not intended to replace the detailed instructions provided herein. You must read the Safety Warning, on page 1, before proceeding.

A. Power Connection – Wire AC line to terminals L1 and L2. Be sure the model number corresponds to the correct input voltage.

MODEL NO. & VOLTAGE RATING

Catalog Number	AC Line Voltage VAC 50/60 Hz	Armature Voltage (VDC)
BC138	115	0 – 90
BC139	208/230	0 – 90*, 180

B. Permanent Magnet (PM) Motor Connection (Two-Wire Type) – Wire the motor armature leads to terminals A(+) and A(-). Be sure the motor voltage corresponds to the control voltage rating and model number.

*See "G"

Note: Although control is specifically designed for PM motors it can also be used for shunt wound motors. (See Section IV D.)

C. Ground – Be sure to earth ground the control by attaching a ground wire to the green stud located between the Bx knockouts.

D. Plug-in Horsepower Resistor®** – The correct Plug-in Horsepower Resistor® must be installed for optimum performance. (See Section II A.)

E. Armature Fuse** – The correct value armature fuse must be installed for maximum protection. (See Section II C.)

F. Trimpot Settings – All trimpots have been set according to Figure 1, page 3, and Section VI, page 8.

G. Jumper J2 is provided on Model BC139 only and is factory set to "180V" position. For step-down operation (208/230 Volts AC line input and 0-90 Volts DC output), set J2 to the "90V" position. See Figure 3, on page 6.

**These controls will not operate without installing the proper size Plug-in Horsepower Resistor® and armature fuse – supplied separately.

ii. SAFETY WARNING! Please read carefully

This product should be installed and serviced by a qualified technician, electrician, or electrical maintenance person familiar with its operation and the hazards involved. Proper installation, which includes wiring, mounting in proper enclosure, fusing or other over current protection, and grounding can reduce the chance of electrical shocks, fires, or explosion in this product or products used with this product, such as electric motors, switches, coils, solenoids, and/or relays. Eye protection must be worn and insulated adjustment tools must be used when working with control under power. This product is constructed of materials (plastics, metals, carbon, silicon, etc.) which may be a potential hazard. Proper shielding, grounding and filtering of this product can reduce the emission of radio frequency interference (RFI) which may adversely affect sensitive electronic equipment. If further information is required on this product, contact the Sales Department. It is the responsibility of the equipment manufacturer and individual installer to supply this Safety Warning to the ultimate end user of this product. (SW effective 9/2000).

This control contains electronic Start/Stop circuits that can be used to start and stop the control. However these circuits are never to be used as safety disconnects since they are not fail-safe. Use only the AC line for this purpose.

Be sure to follow all instructions carefully. Fire and/or electrocution can result due to improper use of this product.

CE This product complies with all CE directives pertinent at the time of manufacture. Contact factory for detailed installation and Declaration of Conformity. Installation of a CE approved RFI filter (BC24-LF, or equivalent) is required. Additional shielded motor cable and/or AC line cables may be required along with a signal isolator (BC145, or equivalent).

I. INTRODUCTION

The BC138 AND BC139 adjustable speed SCR controls for DC motors offer proven reliability in a rugged all-metal NEMA-1 / IP20 enclosure. They are specifically designed for fractional horsepower permanent magnet (PM) DC motors. Two models are offered. The BC138 is designed for 115 VAC input and is rated 1/100-1/3 HP at 90 VDC. The BC139 is designed for 208/230 VAC input and is rated 1/50 – 3/4 HP @ 180 VDC. Note: Catalog Number BC139 can also be used on 90 Volt DC motors. See Section IID, on page 6.

Baldor's Plug-in Horsepower Resistor®* automatically presets the drive's IR Comp. for maximum performance and CL circuits for safe operation on various motors. Although factory calibrated, internal trimpots for MIN, MAX, IR, CL, ACCEL and DECEL can be used to fine-tune the Drive for specific applications. Connections to the control are via a barrier terminal block. By changing the orientation of the front cover, the wiring can be brought in either from the bottom or the top of the control.

Motor failure due to demagnetization is eliminated by the patented ultra-fast Direct-Fed™ current limit circuit. The controls contain AC line and armature* fusing, which provide protection against catastrophic failure. Auto-Inhibit® allows the drive to be turned on and off rapidly using the AC line without damage to the control and/or motor. The internal CL LED is a diagnostic indicator that lights when the motor is overloaded.

A conveniently located front panel lighted rocker switch controls AC line input power to the drive.

TABLE 1 – GENERAL PERFORMANCE SPECIFICATIONS

Parameter	Specification
Speed Range Ratio	50:1
Armature Feedback Load Regulation (0 - Full Load, 50:1 Speed Range) (% Base Speed)	1**
Line Voltage Regulation at Full Load, ± 10% Line Variation (% Base Speed)	1/2**
Control Linearity (% Speed vs. Dial Rotation)	2
CL/Torque Range (% Full Load)	0 – 200
ACCEL Time Range (0 – Full Speed) (Secs.)	0.2 – 10
DECEL Time Range (Full – 0 Speed) (Secs.)	0.2 – 10
MIN Speed Trimpot Range (% Full Speed)	0 – 30**
MAX Speed Trimpot Range (% Full Speed)	50 – 110**
IR Comp. Trimpot Range (at Specified Full Load) (Volts)	0 – 24
Maximum Allowable Ambient Temperature at Full Rating (°C / °F)	50/122

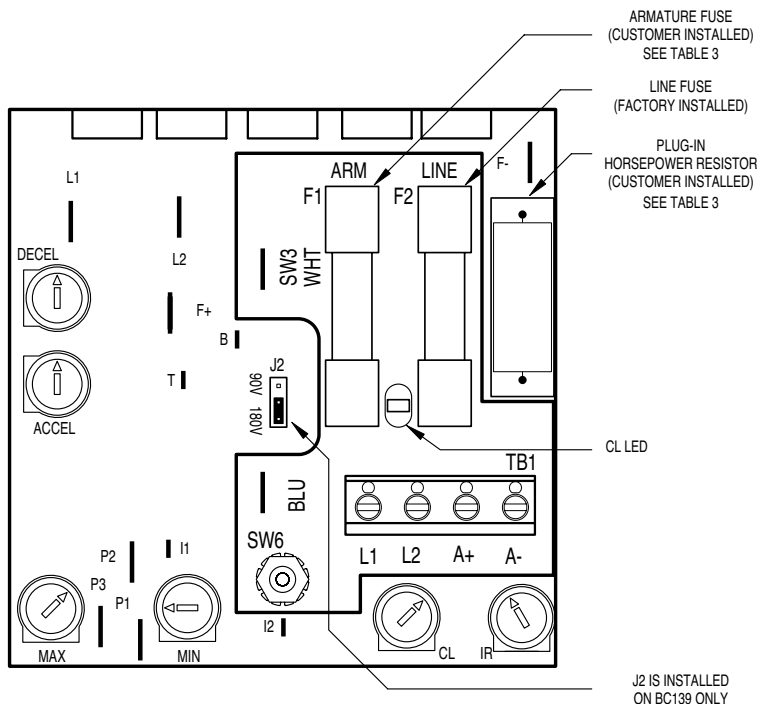
**Performance is for SCR rated PM motors only. Lower performance can be expected with other motor types. Factory setting is for 3% load regulation. To obtain superior regulation, see Section VI F.

TABLE 2 – ELECTRICAL RATINGS

Catalog No.	Input Voltage (VAC - 50/60 Hz)	Max. AC Load Current (RMS Amps)	Armature Voltage (VDC)	Max. DC Load Current (DC Amps)	Max. Horsepower HP, (kW)
BC138	115	5.0	0 – 90	3.5	1/3, (0.25)
BC139	208/230	5.0	0 – 180	3.5	3/4, (0.50)
		5.0	0 – 90*	3.5	1/3, (0.25)

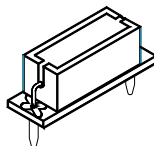
*Note – Step-down Operation: Motor may have reduced brush life. Consult motor manufacturer.

FIGURE 1 – CONTROL LAYOUT
(Illustrates Approximate Factory Setting of Trimpots and Jumper)



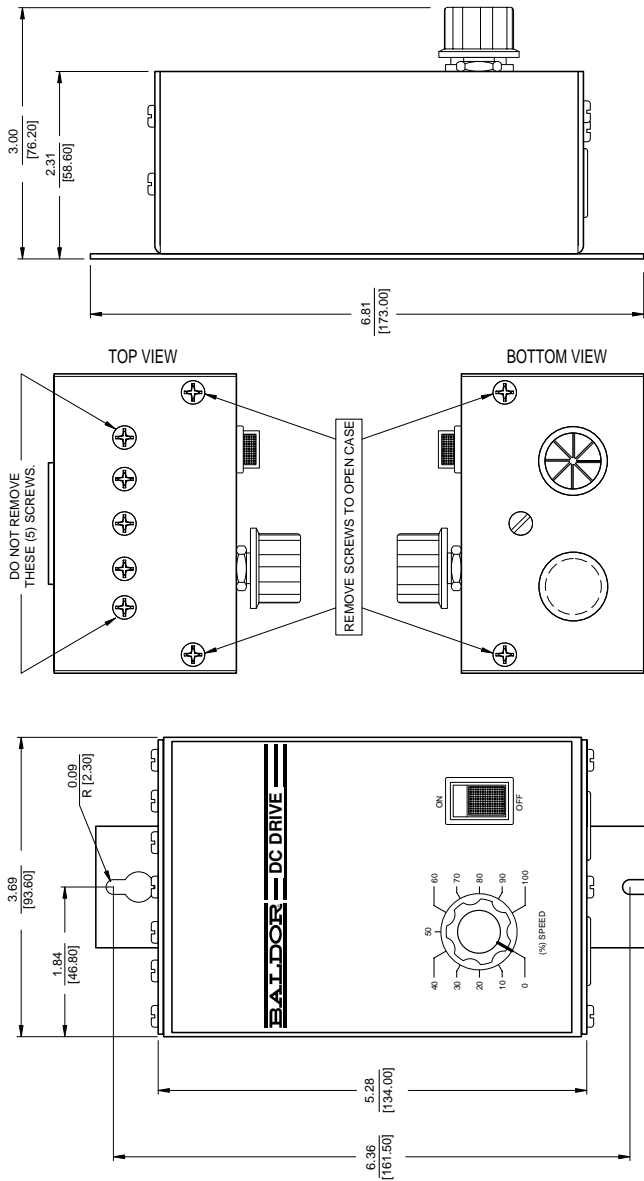
PLUG-IN HORSEPOWER RESISTOR

A Plug-in Horsepower Resistor® must be installed to match the drive to the motor horsepower and armature current. See Table 3, page 5 for the correct value. Plug-in Horsepower Resistors® are stocked by your distributor.



CAUTION: Be sure Plug-In Horsepower Resistor® is inserted completely into mating sockets.

FIGURE 2 – MECHANICAL SPECIFICATIONS (Inches / [mm])



*Plug-in Horsepower Resistor® and armature fuse supplied separately.

II. CONTROL SETUP

Remove the four (4) 6x32 screws (two on top and two on the bottom) from the enclosure. Slide open the control by separating the front and rear covers. See Figure 2.

A. Plug-in Horsepower Resistor® – (Must be obtained from your distributor as a separate part.) The Plug-in Horsepower Resistor® is designed to match the control and motor without having to recalibrate the IR Comp. and CL for most applications. (Note: For recalibration of IR Comp. and CL see Section VI E, F on pages 9 and 10.) Using the Plug-in Horsepower Resistor® chart, choose the closest value based on motor horsepower and/or armature current. (See Table 3.)

TABLE 3 – PLUG-IN HORSEPOWER RESISTOR® & FUSE SELECTION CHART

Motor Horsepower Armature Voltage		Plug-in Horsepower Resistor® Value (Ohms)	Baldor Catalog No.	Approx. DC Current (Amps)	AC Amps	
90	180				Fuse Rating Armature	Fuse Rating Line
1/100	1/50	1.0	BR1000	0.20	0.5	5
1/50	1/25	0.51	BR0510	0.30	0.5	5
1/30	1/15	0.35	BR0350	0.33	0.5	5
1/20	1/10	0.25	BR0250	0.5	0.75	5
1/15	1/8	0.25	BR0251	0.8	1.0	5
1/12	1/6	0.18	BR0180	0.85	1.25	5
1/8	1/4	0.1	BR0100	1.3	2.0	5
1/6	1/3	0.1	BR0101	2.0	2.5	5
1/4	1/2	0.05	BR0050	2.5	4.0	5
1/3	3/4	0.035	BR0035	3.3	5.0	5

Notes:

1. Motor horsepower and armature current must be specified in order to select correct Plug-in Horsepower Resistor®.
2. For motor horsepower not indicated, use the lower ohm value Plug-in Horsepower Resistor®.
3. Specific applications may require a different fuse value than indicated. This is based on several factors such as ambient temperature.

B. AC Line Fuse – The BC138 and BC139 contain a 5-Amp AC line fuse used to protect the control against catastrophic failure. If fuse blows, the control may be miswired, the motor is shorted or grounded, or the speed control module is defective. Replace with Littelfuse 326, Buss ABC or equivalent. Note: Bypassing or eliminating the fuse will void warranty.



CAUTION: Most electrical codes require that each ungrounded conductor contain fusing. Separate branch fusing or circuit breakers may be required on 208/230 VAC line.

C. Armature Fuse — The BC138 and BC139 have provision for installing an armature fuse that helps protect the motor and control from damage due to overload. Armature fuses are 3 AG type and are supplied in the kit with the Plug-in Horsepower Resistor®.

Note: An armature fuse must be installed or control will not operate. Fuse value is calculated based on 1.7 times the DC current rating of the motor. See Table 3.

D. Jumper J2 is provided on Model BC139 only and is factory set to "180V" position. For step-down operation (208/230 Volts AC line input and 0-90 Volts DC output), set J2 to the "90V" position. See Figure 3.

FIGURE 3 – MOTOR VOLTAGE SELECTION (MODEL BC139 ONLY)

J2 Set for 180 Volt DC Motors (Factory Setting)	J2 Set for 90 Volt DC Motors (Step-Down)
 90V / 180V	 90V / 180V

III. MOUNTING

The BC138 and BC139 are mounted via the rear cover mounting strap. Before attempting to wire the control, locate the mounting holes using the rear cover as a template or use the dimensions as shown in the outline drawing. (See Figure 2.) Be sure the control is mounted on a flat surface in a location where it will not be exposed to contaminants such as water, metal chips, solvents or excessive vibration and/or temperature extremes. Note: Allow adequate clearance around control to permit motor and AC power cables to enter through the Bx knockouts on bottom of enclosure.

When mounting in an airtight enclosure, the air space should be large enough to provide adequate heat dissipation. It is recommended that an enclosure with minimum dimensions of 12"W x 12"W x 6"D (300mm x 300mm x 150mm) be used. The maximum allowable ambient temperature at full rating is 50 °C (122 °F). Consult Baldor if more information is required.

Note: The BC138 and BC139 can be oriented so that the AC power and motor wiring can be brought in from the top of the control. Mount the rear cover so that the Bx knockouts are located on the top by rotating the rear cover 180°. The front cover is then installed right side up using the four (4) 6x32 screws previously removed from the top and bottom of the enclosure.

After wiring the front cover, install the mating rear cover with the four (4) 6x32 screws previously removed from the top and bottom of enclosures.

IV. WIRING

Be sure the AC power is "off" before wiring control. Read Safety Warning before attempting to use this control.

TABLE 4 – TERMINAL BLOCK WIRING INFORMATION

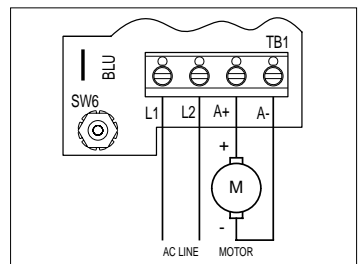
Terminal Block Designation	Connection Designation	Supply Wire Gauge		Maximum Tightening Torque (in-lbs)
		Minimum	Maximum	
TB1	L1, L2, A+, A-	22	14	3.5



WARNING! To avoid erratic operation, do not bundle AC line and motor wires with potentiometer, voltage following, enable, inhibit or other signal wiring. Use shielded cables on all signal wiring over 12" (30 cm) – The shield should be earth grounded on the control side only. Wire the control in accordance with the National Electrical Code requirements and other codes that may apply to your area.

A. AC Line – Wire the AC power to terminals L1 and L2. Be sure that the control model corresponds to the correct AC line input voltage. Model BC138 is for 115 VAC 50/60 Hz and Model BC139 is for 208/230 VAC 50/60 Hz. See Figure 4.

FIGURE 4 – AC LINE & ARMATURE CONNECTION



Caution: If control is wired to a transformer, it is advisable to switch the secondary to disconnect power. If the primary is switched, additional snubber capacitors may have to be added across terminals L1 and L2 to prevent power bridge damage.

Separate branch fusing or circuit breaker may be required on 208/230 VAC applications. (See Section IV E, on page 9.)

- B. Motor Armature – Wire the motor armature wires to terminals A+ and A-. Be sure the motor voltage corresponds to the control voltage rating. (See Figure 3.) Note: If motor runs in opposite direction to what is required, turn power off and reverse armature leads.



WARNING! Do not wire a switch or relay in series with the armature leads. Armature switching can cause catastrophic failure of motor and/or control. If reversing or dynamic braking is required, consult the Sales Department.

- C. Ground (earth) – Be sure to ground motor and control to green ground stud located between the Bx knockouts. See Figure 6.
- D. Field (Shunt motors only) – Do not use F+ and F- terminals for any other motor type. The BC138 and BC139 controls are primarily designed for permanent magnet (PM) motors. However, a shunt motor can also be controlled by wiring the shunt field directly to the 1/4" quickdisconnect terminals located on the main speed control module. See Figures 5A and 5B for the F+ and F- terminal locations. Attach motor field using insulated 1/4" Q-D female terminals. For Standard PM (2-wire) motors, the Field is not used.

CAUTION: Shunt-wound motors may be damaged if field remains connected without motor rotating for an extended period of time.

TABLE 5 – FIELD CONNECTION (Shunt Wound Motors Only)

AC Line Voltage VAC	Motor Voltage	Field Voltage (Volts DC)	Field Connection
115	0 – 90	100	F+, F-
115	0 – 90	50	F+, L1
208/230	0 – 180	200	F+, F-
208/230	0 – 180	100	F+, L1
208/230	0 – 90	100	F+, L1

FIGURE 5A – FULL VOLTAGE FIELD

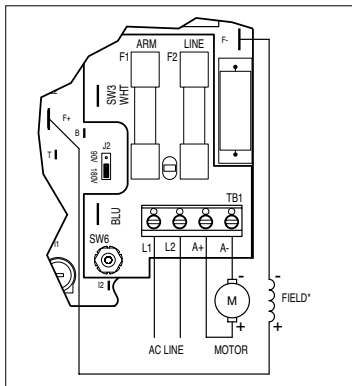
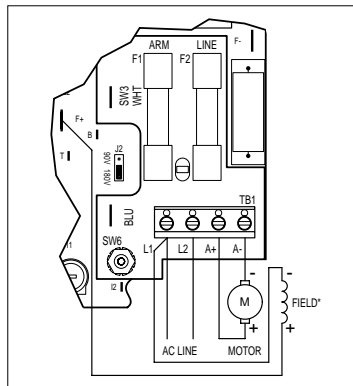


FIGURE 5B – HALF VOLTAGE FIELD



*Shunt motors only

E. Fusing – As indicated in Section II B, on page 5, the BC138 and BC139 contain a single AC line fuse on 208/230 VAC applications. In the USA and other countries where the 208/230 volt is derived from two (2) “hot” leads, both AC lines should be connected to a separate dual circuit breaker. Do not fuse neutral or grounded connections.

F. AC Line Switch – The BC138 and BC139 contain a double pole AC line switch which opens both legs of the AC line.

V. OPERATION

After wiring is complete, recheck connections to be sure they are correct. Also be sure correct armature fuse and Plug-in Horsepower Resistor® are installed. Turn main power on. Internal lamp in power switch should be lighted indicating control is receiving AC line voltage. Gradually increase main speed dial setting. Motor should rotate in proportion to dial setting.

Note: if motor runs in opposite direction to what is required, turn power off and reverse armature leads.



WARNING! If control is operated with cover off, be sure to wear safety glasses and use insulated tools if any adjustments are to be made.

CL LED – A red light-emitting diode (LED) can be found on the speed control PC board. It lights when the current limit circuit activates, indicating an overload condition. This is normal when the motor accelerates to full speed or when a transient peak load condition exists. However, if the LED lights continuously, a severe overload condition may exist. A DC ammeter should be installed in series with either armature lead to observe motor current during actual operation. (See Safety Warning on page 1.) If the actual DC current exceeds the motor rating, a higher horsepower motor should be used. If actual current is equal to or less than the rated motor current, the CL adjustment may be incorrect, or the Plug-in Horsepower Resistor® value may be too high. Refer to the CL trimpot adjustment procedure and Table 3.

VI. TRIMPOT ADJUSTMENTS AND CONTROL FUNCTIONS



WARNING! If adjustments are made under power, insulated adjustment tools must be used and eye protection must be worn.

The BC138 and BC139 have been factory adjusted to provide 0 - full speed using the speed control knob. Minimum (MIN) and Maximum (MAX) speed trimpots are provided to change the speed settings. The Acceleration (ACCEL) trimpot is provided to allow for a smooth start over an adjustable time period each time the AC power is applied or the Main Speed Potentiometer is rotated. The DECEL trimpot controls the amount of ramp-down time when the Main Speed Potentiometer is adjusted to a lower speed. The Current Limit (CL, or torque output) adjustment is factory set to approximately 1.5 times the motor rating. The IR Compensation (IR) is factory adjusted to provide excellent motor regulation under normal operation.

Note: For the IR Comp. and CL trimpot settings to be correct, the proper Plug-in Horsepower Resistor® must be installed. (See Table 3.) Do not attempt to change the settings of the trimpots unless absolutely necessary since they are factory adjusted to near optimum settings.

The following procedure, presented in order of adjustment sequence, should be used when readjusting all trimpot functions:

A. Acceleration Start – The ACCEL is factory set at approximately 2 seconds. To readjust to different times, set the knob to the desired position as shown in Figure 6A.

B. Deceleration – The DECEL is factory set to provide a ramp-down time of 2 seconds. To change the ramp-down time, adjust the DECEL trimpot as indicated in Figure 6B.

C. Minimum Speed Adjustment – If a higher than zero minimum speed is needed, readjust the minimum speed by turning the speed control knob to zero setting (full CCW position). Then adjust the MIN speed trimpot to the desired setting.

Note: The minimum speed adjustment will affect the maximum speed setting. Therefore, it is necessary to readjust the maximum speed after the minimum speed.

D. Maximum Speed Adjustment – Turn Speed Control Knob to full speed (full CW position). Adjust MAX speed trimpot to new desired setting.

Note: Do not attempt to adjust the maximum speed above the rated motor RPM since unstable motor operation may occur. For moderate changes in the maximum speed, there will only be a slight effect on the minimum speed setting.

E. Current Limit (CL/Torque Adjustment) – CL circuitry is provided to protect the motor and control against overloads. The CL also limits the inrush current to a safe level during startup. The CL is factory set to approximately 1.5 times the full load rating of the motor. (CL trimpot is nominally set to approximately 65% of full CW rotation.) Note: Proper size Plug-in Horsepower Resistor® must be installed.

To set the CL to factory specifications adjust as follows:

1. Set speed control knob at approximately 30 - 50% CW rotation. Set CL trimpot to full CCW position.
2. Connect a DC ammeter in series with the armature lead.
3. Lock shaft of motor (be sure CL pot is in full CCW position). Apply power and rotate CL pot CW until DC ammeter reads 1.5 times motor rating. (Do not exceed 2 times motor rating.) Do not leave motor in locked rotor position for more than a few seconds or damage may occur. **Note:** The CL LED will illuminate when the control is in current limit.

FIGURE 6A – ACCEL TRIMPOT ADJUSTMENT

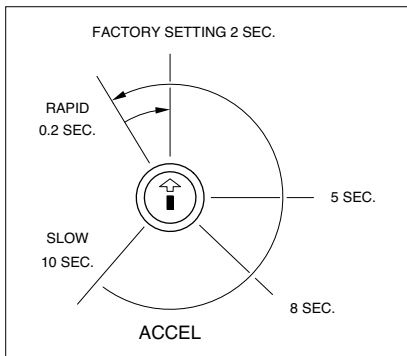
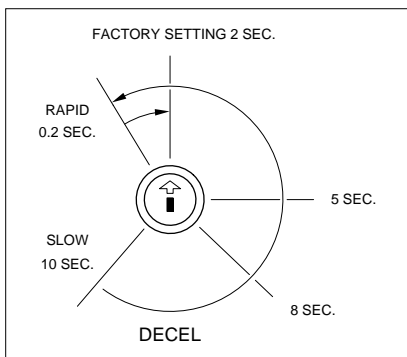


FIGURE 6B – DECEL TRIMPOT ADJUSTMENT



Note: If only an AC ammeter is available, it can be installed in series with AC input line. Follow above instructions; however, set AC amperage at 0.75 motor rating.

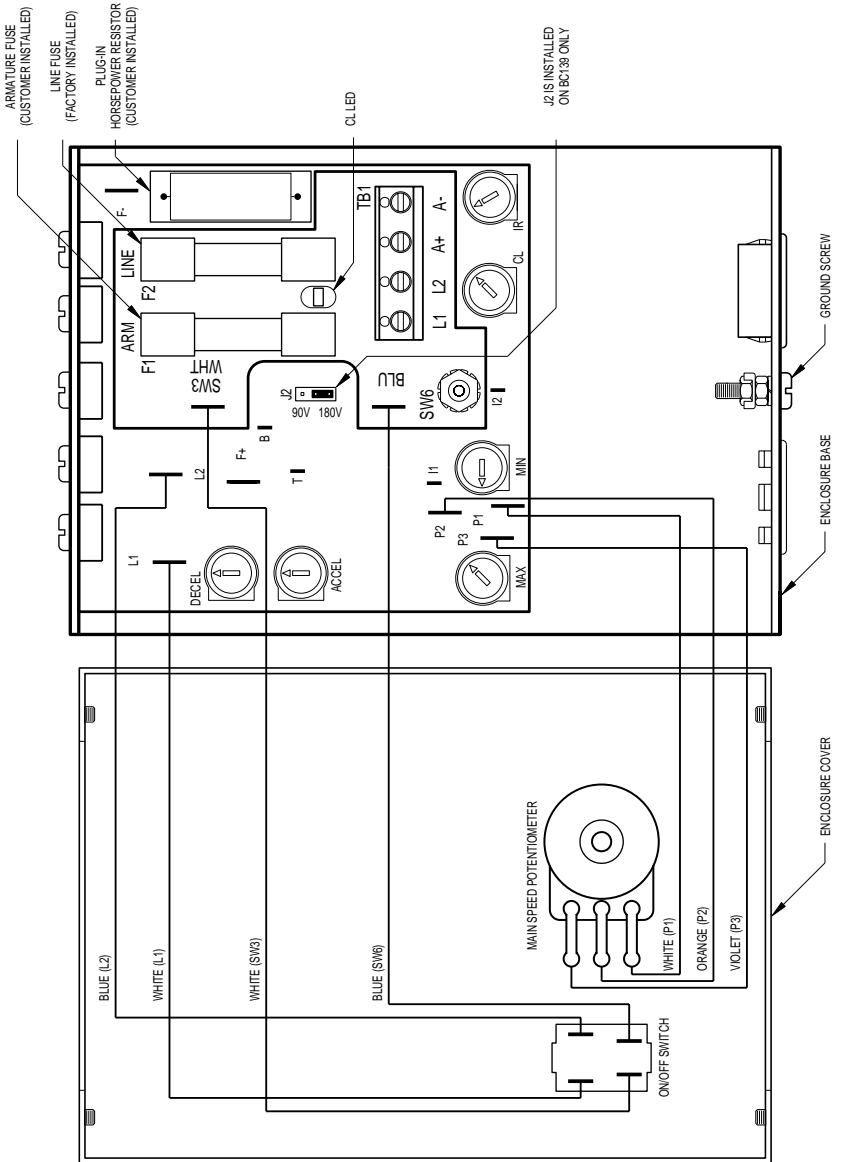
- F. IR Compensation Adjustment – IR compensation is provided to improve load regulation. If the load presented to the motor does not vary substantially, the IR adjustment may be set at a minimum level (approximately 1/4 of full setting). The control is factory adjusted to approximately 3% regulation. If superior performance is needed (less than 1% speed change of base speed from 0 - full load), then the IR Comp. should be adjusted as follows:

Note: Excessive IR Comp. will cause control to become unstable, which causes motor cogging.

1. Set IR Comp. trimpot at approximately 25% of CW rotation. Run motor unloaded at approximately 1/3 speed and record RPM.
2. Run motor with maximum load and adjust IR Comp. trimpot so that the motor speed under load equals the unloaded speed per step 1.
3. Remove load and recheck unloaded RPM. If unloaded RPM has shifted, repeat procedure for more exact regulation.

The control is now compensated to provide minimal speed change under large variations of applied load.

FIGURE 7 – INTERNAL CONNECTION DIAGRAM



– NOTES –

– NOTES –

VII. LIMITED WARRANTY

For a period of 2 years from date of original purchase, BALDOR will repair or replace without charge controls which our examination proves to be defective in material or workmanship. This warranty is valid if the unit has not been tampered with by unauthorized persons, mis-used, abused, or improperly installed and has been used in accordance with the instructions and/or ratings supplied. This warranty is in lieu of any other warranty or guarantee expressed or implied. BALDOR shall not be held responsible for any expense (including installation and removal), inconvenience, or consequential damage, including injury to any person, caused by items of our manufacture or sale. (Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusion may not apply.) In any event, BALDOR's total liability, under all circumstances, shall not exceed the full purchase price of the control. Claims for purchase price refunds, repairs, or replacements must be referred to BALDOR with all pertinent data as to the defect, the date purchased, the task performed by the control, and the problem encountered. No liability is assumed for expendable items such as fuses.

Goods may be returned only with written notification including a BALDOR Return Authorization Number and any return shipments must be prepaid.



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