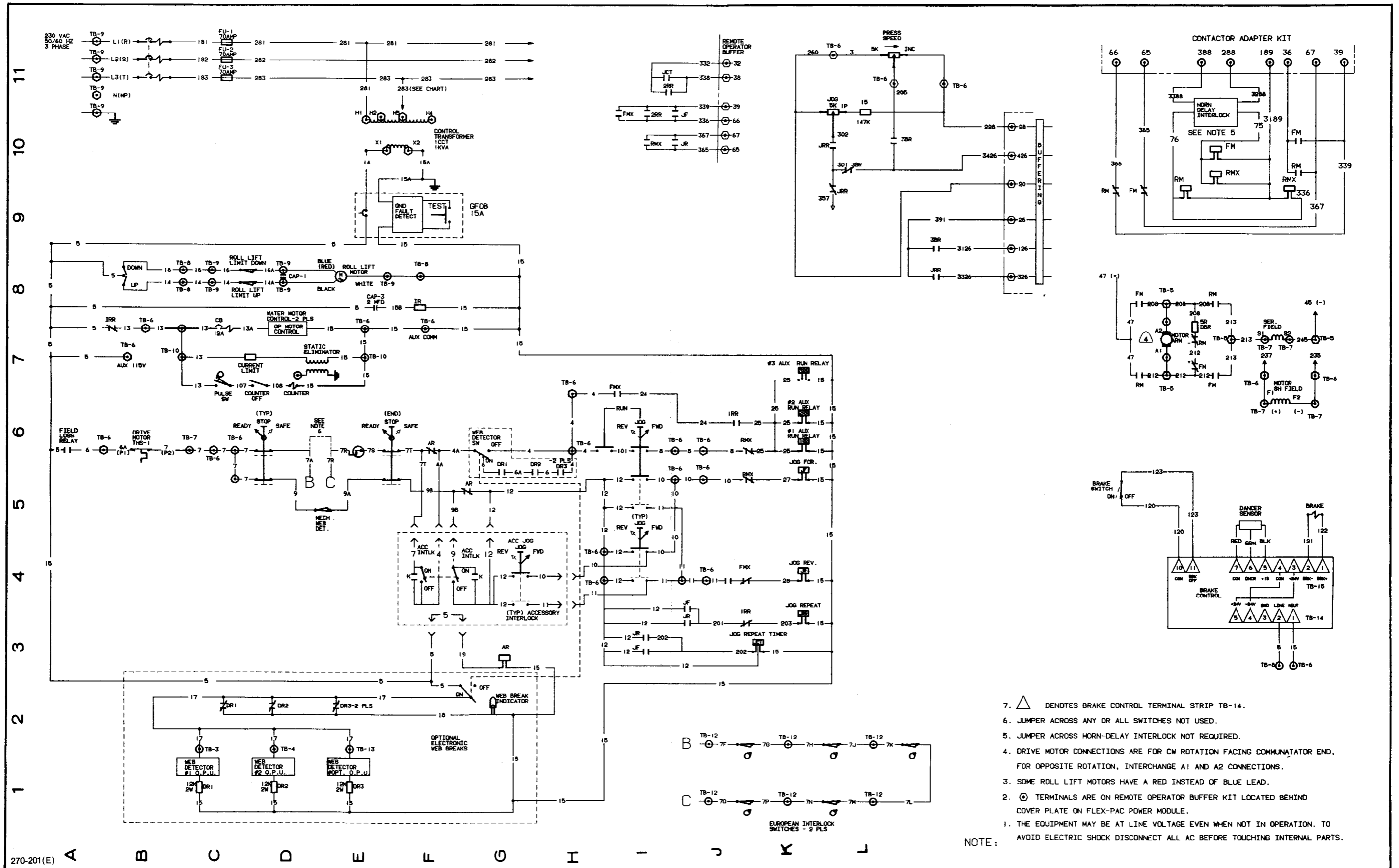


- NOTE:
1. THE EQUIPMENT MAY BE AT LINE VOLTAGE EVEN WHEN NOT IN OPERATION. TO AVOID ELECTRIC SHOCK, DISCONNECT ALL AC BEFORE TOUCHING INTERNAL PARTS.
 2. ⊙ TERMINALS ARE ON CLEVELAND CONTROL.
 3. SOME ROLL LIFT MOTORS HAVE A RED INSTEAD OF BLUE LEAD.
 4. DRIVE MOTOR CONNECTIONS ARE FOR CW ROTATION FACING COMMUNATOR END. FOR OPPOSITE ROTATION, INTERCHANGE A1 AND A2 CONNECTIONS.
 5. JUMPER ACROSS HORN-DELAY INTERLOCK NOT REQUIRED.
 6. JUMPER ACROSS ANY OR ALL SWITCHES NOT USED.

Figure 3-4. Electrical Schematic [5 H.P. Models]



- NOTE:
7. DENOTES BRAKE CONTROL TERMINAL STRIP TB-14.
 6. JUMPER ACROSS ANY OR ALL SWITCHES NOT USED.
 5. JUMPER ACROSS HORN-DELAY INTERLOCK NOT REQUIRED.
 4. DRIVE MOTOR CONNECTIONS ARE FOR CW ROTATION FACING COMMUNATOR END, FOR OPPOSITE ROTATION, INTERCHANGE A1 AND A2 CONNECTIONS.
 3. SOME ROLL LIFT MOTORS HAVE A RED INSTEAD OF BLUE LEAD.
 2. TERMINALS ARE ON REMOTE OPERATOR BUFFER KIT LOCATED BEHIND COVER PLATE ON FLEX-PAC POWER MODULE.
 1. THE EQUIPMENT MAY BE AT LINE VOLTAGE EVEN WHEN NOT IN OPERATION. TO AVOID ELECTRIC SHOCK DISCONNECT ALL AC BEFORE TOUCHING INTERNAL PARTS.

Figure 3-5. Electrical Schematic [7.5 H.P. Models]