DISCONNECT AND REMOVE (E) MOTOR STARTER AND CONTROL COMPONENTS FROM (E) COMBINATION STARTER;
REPLACE (E) MOTOR CIRCUIT PROTECTOR (MCP) WITH (N) MOLDED CASE CIRCUIT BREAKER (MATCH (E) AIC RATING). REMOVE (E) PILOT LIGHTS AND SWITCHES AND SEAL UNUSED OPENINGS. [NOTE: MCP IS NOT A CIRCUIT BREAKER AND IS NOT SUITABLE AS OVERCURRENT PROTECTION FOR A VFD.]

1. COPPER CONDUCTORS, 3 PHASE + GROUND, IN RSC OR EMT WITH 3' OF STEEL LIQUIDTIGHT FLEXIBLE CONDUIT FOR FINAL CONNECTION TO MOTOR. SIZE CONDUCTORS FOR 125% MOTOR FULL LOAD AMPS. LINE AND LOAD CONDUCTORS SHALL NOT BE RUN IN THE SAME CONDUIT.

2. (N) ABB AC1505 VARIABLE FREQUENCY DRIVE (VFD) PER SU FDG 26 29 23; WITH INTEGRAL DISCONNECT, VFD BYPASS, AND INTERNAL 5% LINE REACTOR.

3. STP CABLE IN EMT, DIGITAL (DO, DI) AND ANALOG (AI, A0) TO BUILDING AUTOMATION, AT LEAST:
   - DI: RUN/STOP, DO: DRIVE FAULT
   - AI: SPEED SIGNAL INPUT, A0: ANALOG PROCESS OUTPUT

4. DISCONNECT AND REMOVE ANY (E) POWER FACTOR CORRECTION CAPACITORS. THESE ARE NOT COMPATIBLE WITH VFDS.

5. REPLACE (E) MOTOR WITH (N) INVERTER RATED MOTOR. PROVIDE MOTOR SHAFT GROUNDING ACCESSORY (AEGIS OR EQUAL) BY MOTOR MANUFACTURER. VERIFY MOTOR AND DRIVE COMPATIBILITY. IN CERTAIN APPLICATIONS, THE MOTOR FULL LOAD AMPS MAY EXCEED THE CAPACITY OF A STANDARD HP RATED DRIVE AND THE NEXT LARGER DRIVE WILL BE REQUIRED.