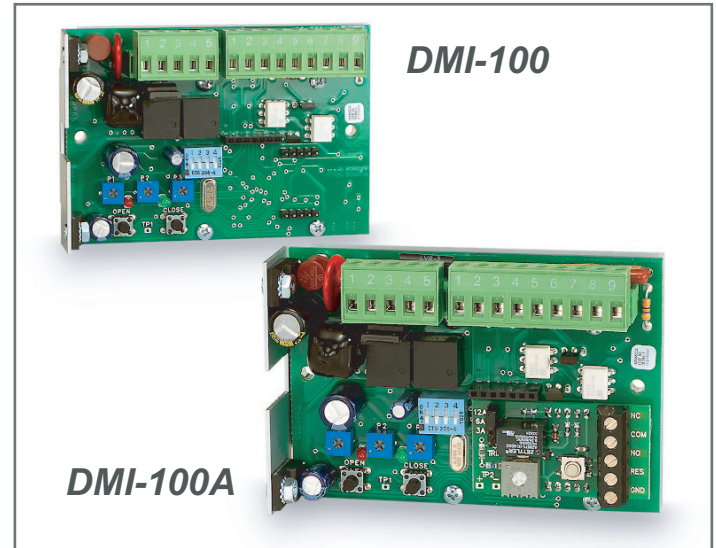


### Features

- The DMI-100 DC Motor Interface is intended for **on/off or open/close control of DC valve actuators** rated for 10-30VDC and up to 10 amps of running current.
- A **built-in repeat cycle timer** can extend actuator cycle times to prevent water hammer and control instabilities.
- The **DMI-100A** version has an **adjustable current trip** that can limit torque or protect motors with less than 12 amps of locked rotor current (may not be suitable for torque seating valves – check out our DPC-100A for torque seating valves).
- The **DMI-100** version has a **fixed 12 amp current trip** to protect the motor, actuator, and valve from excessive electrical current and mechanical force.
- A **wide range of AC and DC control inputs** ranging from 1.9VAC / 2.4VDC up to 130VAC / 130VDC can be used.
- **Electronics surge limiting** reduces motor inrush current allowing for smaller size batteries/power supplies and wire.
- **Low standby current** maximizes battery life.
- Switchable **2-wire or 3-wire control**.



- **Electrically isolated inputs** that allow multiply units to be **easily paralleled** to the same control signal.
- **Local/remote modes** allow for manual control using onboard buttons in addition to the external control signals.
- **Electronic brake** reduces the need for a mechanical brake.

### Introduction

The Peaktronics DMI-100 DC Motor Interface is used to interface common electrical control signals to DC actuators. The wide operating range of the DMI-100 (10 to 30 VDC with loads up to 10A continuous or 60A locked rotor) allows for operation in a large number of actuator applications. The unit provides all necessary motor drive, protection, and interface circuitry. For added protection, motor outputs are electrically isolated from control inputs.

A wide range of external control signals can be used to open and close the actuator. The unit accepts commonly used 120VAC signals from PLC modules, relay circuits, triac outputs, or solid state relay circuits. Alternatively, signals from a number of electronic sources, including TTL, CMOS, analog drivers, open collector outputs, and other low voltage AC and DC outputs can be used.

The unit has a built-in repeat cycle timer that can be independently enabled or disabled for both open and close. The timer can be adjusted for 0.2 to 2 seconds of "ON" time and for 0.5 to 10 seconds of "OFF" time. As some DC motors cannot reverse direction instantaneously, the unit also provides an adjustable input delay feature.

The unit can be configured for 2-wire or 3-wire control. In 2-wire control, the control signal is applied to the open input to drive the actuator open. When the control signal is removed, or driven to 0V, the actuator will close.

In 3-wire control, both the open and close control signals are used to drive the actuator toward open or closed as desired. When both signals are removed, or driven to 0V, the actuator remains at its last position.

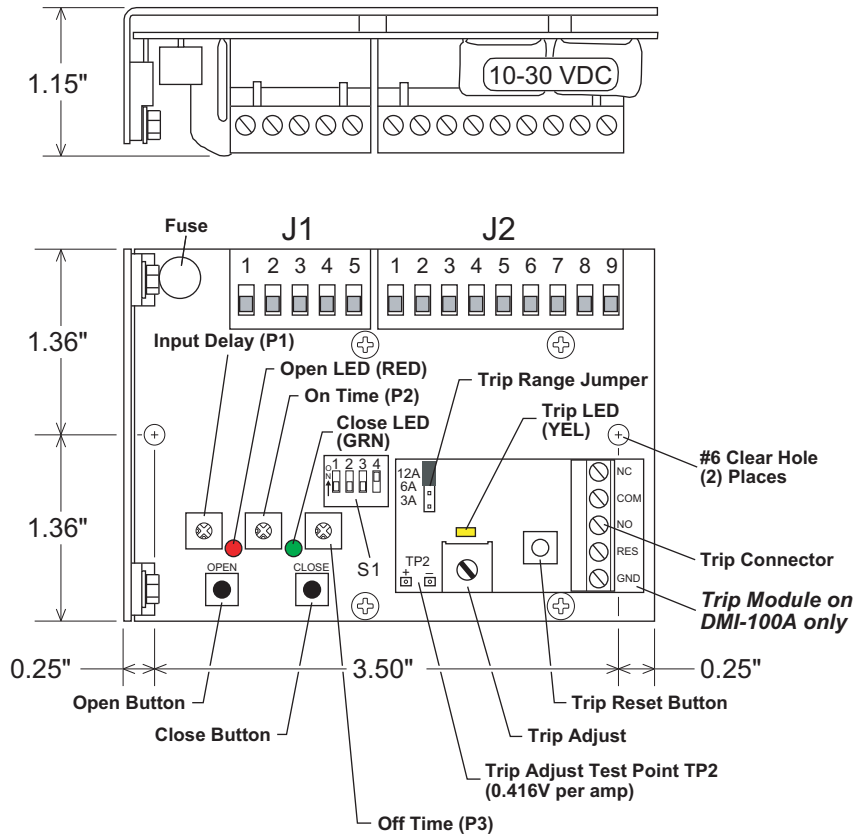
The unit also features a red LED indicator (for the open output), a green LED indicator (for the close output), an user replaceable fuse, two removable screw terminal strips for easy servicing, and on-board pushbuttons to manually open or close the actuator.

A feedback position transmitter (such as the Peaktronics XMA-105, XMA-106, or XMA-107) can be used to return a position feedback signal from a feedback potentiometer – see pages 8-9.

All options are easily set using on-board DIP switches and potentiometers. On-board LEDs indicate a variety of conditions: motor output on, limit switch reached, low battery voltage, and battery over voltage.

While the DMI-100 has a fixed 12A current trip feature, the DMI-100A allows the current trip to be adjusted from 0 to 12A. The adjustable current trip is useful for limiting torque or protecting motors that have less than 12A locked rotor current. The DMI-100A also has a yellow LED current trip indicator and a set of form-C contacts that can be used to power external trip fault alarms or lights.

# Outline



**DMI-100** (fixed 12 amp current trip)  
**DMI-100A** (adjustable current trip)

## Electrical Connections

To Motor	J1
MOTOR 1	1
MOTOR 2	2
LIMIT SW. COMMON	3
OPEN LIMIT SWITCH	4
CLOSE LIMIT SWITCH	5

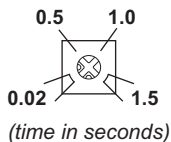
To Limit Switches

To DC Power	J2
BATTERY POSITIVE	1
BATTERY NEGATIVE	2
EARTH GROUND	3
CLOSE COMMON	4
OPEN COMMON	5
CLOSE (AC HI)	6
OPEN (AC HI)	7
CLOSE (DC/AC LO)	8
OPEN (DC/AC LO)	9

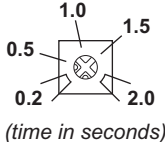
To Control Signal

## P1 – P3 Pot Settings

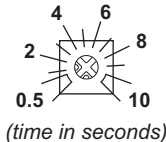
### Input Delay (P1)



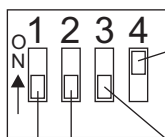
### On Time (P2)



### Off Time (P3)



## S1 Dip Switch Settings



**[S1-4] Local Remote Switch Enable:**  
**On:** Remote mode enabled.  
**Off:** Local mode enabled.

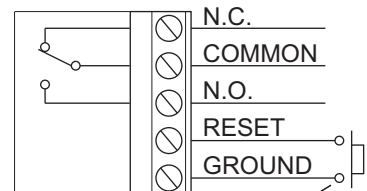
**[S1-3] 2 / 3-Wire Control Enable:**  
**On:** 2-wire control enabled.  
**Off:** 3-wire control enabled.

**[S1-2] Close Timer Enable:**  
**On:** Close timer enabled.  
**Off:** Close timer disabled.

**[S1-1] Open Timer Enable:**  
**On:** Open timer enabled.  
**Off:** Open timer disabled.

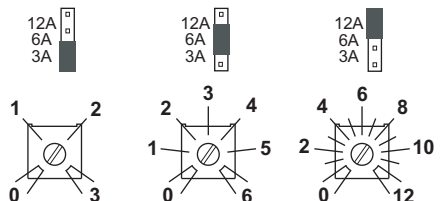
## Trip Connector

(DMI-100A only)



Optional external reset button

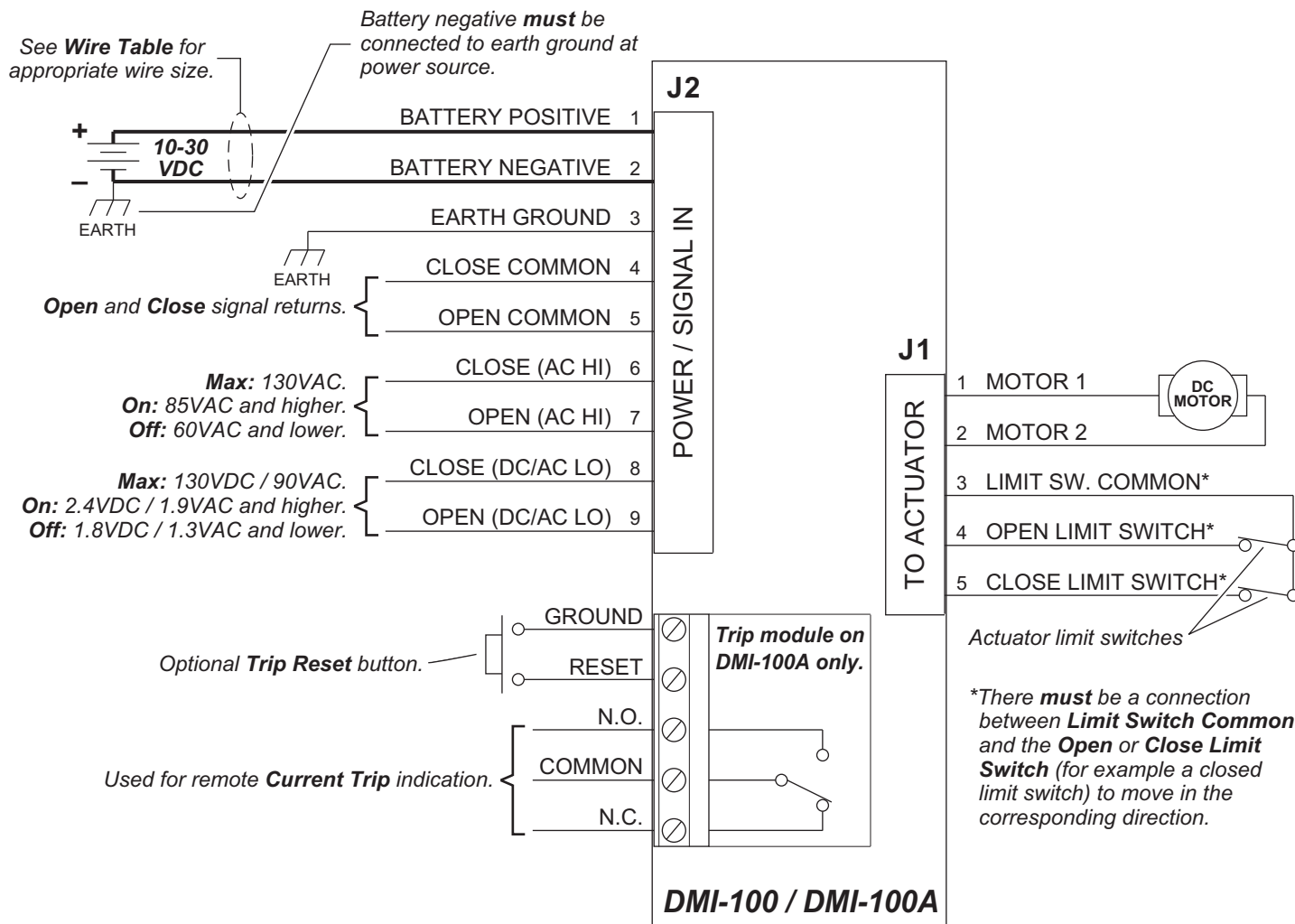
## Current Trip Settings



(DMI-100A only. Current trip in amps)

Current trip amps = voltage measured across test point TP2 multiplied by 0.416 for all ranges (3A, 6A and 12A).

## Block Diagram



## Description

The DMI-100 is rated for motors with up to 60A locked rotor or 10A running current and requires 10-30VDC for power. The unit is easily mounted with two screws and is equipped with removable screw terminals that provide for easy field wiring. The unit's size and mounting allow for easy upgrade from the RCM-101x series.

The DMI-100A is the same as the DMI-100, but replaces the fixed 12A current trip with an adjustable 0-12A current trip. It also has connections for an external trip reset switch and a form-C contact current trip output.

The current trip setting can protect the motor from excessive loads. Once tripped, the current trip setting can be reset by reversing motor direction or connecting the reset input to GND.

### Power / Signal (J2)

The DC power source positive terminal is connected to BATTERY POSITIVE (J2-1) while the negative is connected to BATTERY NEGATIVE (J2-2). When the DMI-100 is mounted to a metal bracket or a metal actuator case, the DMI-100 chassis provides an earth ground connection to the actuator body. When the actuator body is non-metallic or electrically isolated from earth ground, a suitable earth ground must be connected to the EARTH GROUND (J2-3) contact to prevent static voltage buildups.

Transferring DC power can be inefficient, therefore care should be taken to use adequate wire sizes. The size of wire required depends on the locked rotor motor current and the length of wire to be used – see the *Wire Table* for more information.

The control signal to open the actuator is connected to either OPEN AC HI (J2-7) or OPEN DC/AC LO (J2-9) (do not connect both inputs at the same time) using OPEN COMMON (J2-5) as the return. The close control signal is connected to either CLOSE AC HI (J2-6) or CLOSE DC/AC LO (J2-8) (do not connect both at the same time) using CLOSE COMMON (J2-4) as the return.

The AC HI inputs are suitable for 120VAC control signals, while the DC/AC LO inputs are used for either DC electronic signals (such as TTL, CMOS, etc.) or AC control signals up to 90VAC. Open collector control signals can also be used – see *Block Diagram, Wiring Diagrams, and Specifications*.

**Actuator (J1)**

The actuator motor and limit switches are connected to J1 as shown in the *Block Diagram*. The motor should be connected to MOTOR 1 (J1-1) and MOTOR 2 (J1-2), but polarity must be observed to ensure the motor turns in the correct direction – see *Reverse Acting Actuators* for more information. Limit switches should be wired to J1 pins 3, 4, and 5 as shown in the *Block Diagram*.

Note that when the DMI-100 moves the motor in the open direction, it applies positive voltage to MOTOR 1 (J1-1) and negative voltage to MOTOR 2 (J1-2). The motor polarity is reversed when moving in the close direction. Make sure to wire the motor with the correct polarity, and make sure the open and close limit switches are wired correctly as well.

Failure to wire either the motor or the limit switches correctly can cause the actuator to travel beyond the limit switches possibly damaging the actuator – see *Reverse Acting Actuators* for more info. Also, as MOTOR 1 (J1-1) and MOTOR 2 (J1-2) are connected directly to the battery or power supply when the motor is running, care should be taken not to connect these pins to any other terminals.

The open and close pushbuttons can be used to check the motor and limit switch wiring. With the actuator near the middle of travel (away from the limit switches), pressing the open button should move the actuator in the open direction. Pressing the close button should move the actuator in the close direction. If the motor moves in the wrong direction, reverse the two motor connections.

To test the limit switches, use the pushbuttons to move the actuator in the open and close directions while manually pressing the corresponding limit switch. Make sure that tripping the close limit switch stops the actuator from moving in the close direction, and the open limit switch interrupts movement in the open direction.

The limit switches are normally closed (conducting). The corresponding limit switch will open or break the connection when the actuator is driven fully open or closed. Therefore, the limit switch terminals (J1-4, J1-5)

must be connected to LIMIT SWITCH COMMON (J1-3) for the DMI-100 to control the motor outputs – otherwise the DMI-100 will think a limit switch has tripped and will refuse to move farther in that direction. If there are no limit switches providing these connections, you must connect these terminals together for proper operation.

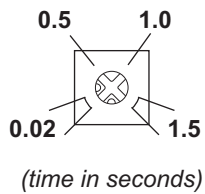
The DMI-100 provides a dynamic braking feature that can eliminate the need for a mechanical brake. When the DMI-100 turns off the motor outputs, MOTOR 1 and MOTOR 2 are internally connected to BATTERY NEGATIVE; this effectively shorts the motor leads, thus braking the motor. When power is removed from the DMI-100, the electronic braking feature is disabled.

In some applications, a brake is required for mechanical reasons, such as avoiding back driving the motor. The DMI-100 is suitable for powering most brakes – consult the actuator manufacturer for more information.

**Input Delay**

As some DC motors cannot instantaneously reverse direction, the DMI-100 provides an input delay to allow the motor to stop before changing direction. This delay is adjustable; see *Control Adjustments* under *Specifications*

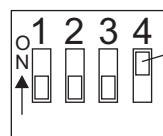
**Input Delay (P1)**



for the delay period and *Outline* for the location. When both outputs are off and a control input signal is applied, the input delay setting causes a delay in turning on the associated output. If the control signal is removed before the end of the delay period, the associated output will not turn on.

**Open and Close Pushbuttons**

The DMI-100 allows for manual operation of the actuator by setting the S1-4 switch to local mode – see *Outline* for the switch location.



**[S1-4] Local Remote Switch Enable:**  
**On:** Remote mode enabled.  
**Off:** Local mode enabled.

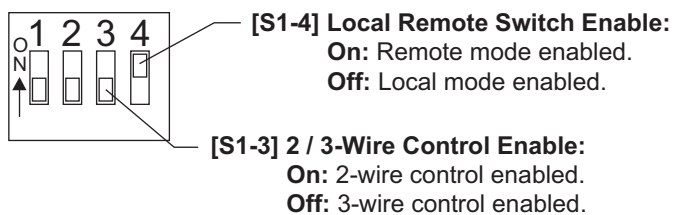
In local mode, pressing the open button will turn on the open output (J1 pin 1), while pressing the close button turns on the close output (J1 pin 2).

The input delay and repeat cycle timer continue to function in local mode, affecting button operation just like they do for a control signal – refer to *Input Delay* and *Repeat Cycle Timer* for more details. Also, the 2-wire mode setting will be ignored while in local mode to allow for better manual control of valve position.

To protect against turning on both outputs at the same time, the DMI-100 will not turn on one of the outputs until the other output has turned off. Additionally, if both control signals are applied at the same time, the unit will turn off both outputs.

### 2-Wire / 3-Wire Control Inputs

Setting S1-4 to the remote position disables the on-board open and close buttons and allows control of the actuator by the DMI-100 control inputs. S1-3 is used to configure the unit for either 2-wire or 3-wire control – see *Outline* for the location and setting of S1-3 and S1-4.

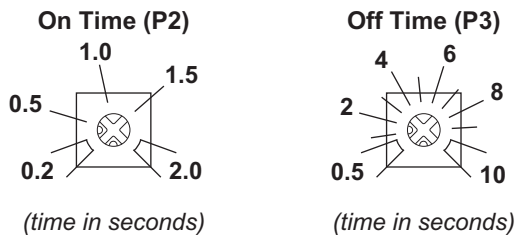


In 3-wire control, the open input signal is used to turn on the open output, and the close input signal is used to turn on the close output.

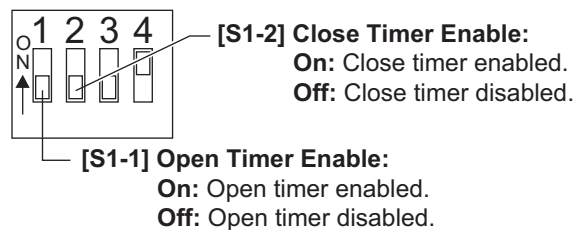
In 2-wire control, only the open signal is used, and the close input terminals must not be connected. In 2-wire control, the close output will always be turned on until the open signal is applied, at which time the close output is turned off and the open output turns on.

### Repeat Cycle Timer

The DMI-100 has a built-in repeat cycle timer that can be used to adjust the actuator's speed. The timer automatically cycles the output on and off whenever the associated control input is applied. The ON time is adjustable from 0.2 to 2 seconds, while the OFF time is adjustable from 0.5 to 10 seconds.



The timer function can be enabled or disabled for each output independently by setting the S1-1 and S1-2 switches for the desired operation. See *Outline* for the location of the switches.



### Indicators and Fault Conditions

The on-board green and red LED indicators provide the user with information about the status of the actuator. The table below provides a list of indications and their associated conditions.

Red	Green	Condition
On	Off	Motor 1 (open) on (+V)
Off	On	Motor 2 (close) on (+V)
Flash	–	Open limit switch is open
–	Flash	Close limit switch is open
Blink	Blink	Low battery voltage
On	On	Overvoltage

**Note:** *Blink* rate is 0.4 seconds on / 0.4 seconds off.  
*Flash* is much faster at 10 on/off cycles per second.

**Motor Output ON** - When conditions are normal, the red LED indicator turns on when the MOTOR 1 (open) output is positive, and the green LED turns on when the MOTOR 2 (close) output is positive.

**Limit Switch** - Many actuators are equipped with limit switches at their open and closed positions which stop the motor to prevent mechanical damage. The actuator's limit switches should be set for the range of motion required by the application.

When the open limit switch disconnects OPEN LIMIT SWITCH (J1-4) from LIMIT SWITCH COMMON (J1-3), the red LED will flash and the MOTOR 1 (open) output is disabled. Likewise, when the close limit switch disconnects CLOSE LIMIT SWITCH (J1-5) from LIMIT SWITCH COMMON (J1-3), the green LED will flash and the MOTOR 2 (close) output is disabled.

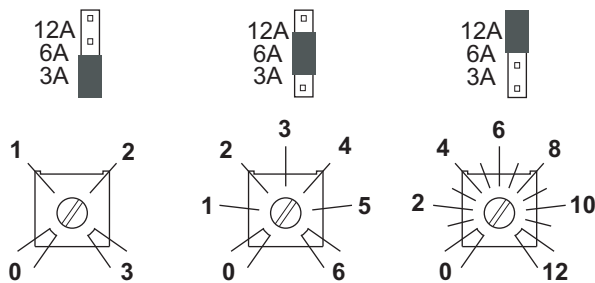
**Low Battery Voltage and Overvoltage** - The DC power connected to BATTERY POSITIVE (J2-1) and BATTERY NEGATIVE (J2-2) is monitored continuously. If the voltage drops below 10V, the motor outputs are disabled and both LEDs will blink to indicate a low voltage condition. The motor will remain off, and the LEDs will blink for three seconds once the voltage goes above 10V. If the voltage exceeds 30V for more than a second, the motor outputs are disabled and both LEDs will turn on to indicate an overvoltage condition. Normal operation resumes after the voltage drops below 30V.

### Current Trip Setting

The DMI-100 monitors the motor current and turns off the motor if the motor current exceeds 12A. The motor remains off until the actuator is commanded to move in the opposite direction from the one that caused the current trip condition.

For actuators using smaller motors with less than 12A stall current, the DMI-100A, with its adjustable current trip, may be helpful. The trip setting is useful for limiting the torque applied to the actuator's load.

The DMI-100A has a yellow LED to indicate a trip condition and an isolated set of form-C contacts that can be used to indicate trip faults. The trip adjust pot and trip range jumper set the trip setting as shown below – see *Outline* and *Block Diagram* for more information.



DMI-100A only. Current trip in amps.

Current Trip Amps	Volts Across TP2
0.5	0.208
1	0.416
1.5	0.624
2	0.832
3	1.248
4	1.664
5	2.080
6	2.496
8	3.328
10	4.160
12	4.992

TP2 **DMI-100A only.** Current trip amps = voltage measured across test point TP2 multiplied by 0.416 for all ranges (3A, 6A and 12A).

The current trip setting should be adjusted to a comfortable level above the running current expected for the actuator **under load**. When the motor current exceeds the trip setting, the motor is turned off, the yellow LED is turned on, and the form-C contact switches.

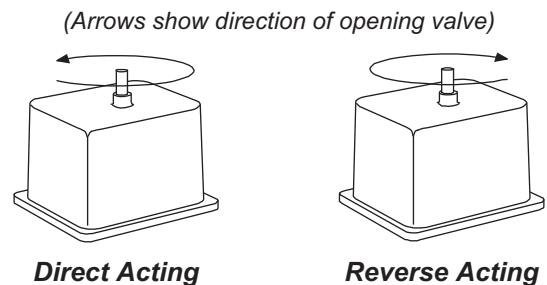
The combination of the DMI-100's surge limiting and current trip significantly reduces the maximum current needed by the motor, allowing for a less expensive smaller battery/power supply and wire gauge than would normally be required.

Without this current reduction, a costly high capacity battery/power supply would be essential to avoid collapse of the supply voltage. The battery/power supply can now be rated for either 20% of the locked rotor current, or the running current of the motor, whichever is greater. See the *Wire Table* for the recommended wire gauge.

If the trip setting is used to limit torque, note that the actuator and valve components (gears, couplings, seats, etc.) also place a load on the motor. These components will vary with temperature and age, and therefore the torque on the load will vary accordingly.

### Reverse Acting Actuators

In reverse acting actuators, the motor turns clockwise (looking down from the top of the actuator) when opening the valve (see below).



When converting a direct acting actuator to a reverse acting actuator, three changes in wiring must be made:

- 1) Reverse the motor wires connected to MOTOR 1 (J1-1) and MOTOR 2 (J1-2).
- 2) Reverse the limit switch wires connected to OPEN LIMIT SWITCH (J1-4) and CLOSE LIMIT SWITCH (J1-5).
- 3) If you are using a feedback transmitter (XMA-10x series), reverse the feedback potentiometer's red and black wires at the transmitter and recalibrate the transmitter.

## Specifications

### Power Requirements

- Operating voltage:** 10 to 30 VDC.
- Operating current (motor on):** 74mA typical.
- Standby current (motor off):** 30mA typical.
- Operating current (motor off, trip LED on):**  
56mA typical (DMI-100A only).
- Fuse type:** 10A TR5 time lag 374 (replaceable).

### AC HI Control Signal Inputs

- Maximum input voltage:**  
130VAC 50/60 Hz (20mA typical @ 60 Hz).
- Minimum assured on state input voltage:**  
85VAC 50/60 Hz (13mA typical @ 60 Hz).
- Maximum assured off state input voltage:**  
60VAC 50/60 Hz (8.8mA typical @ 60 Hz).
- Maximum assured off state input current:**  
7.5mA @ 60 Hz / 6mA @ 50 Hz.

### DC/AC LO Control Signal Inputs

- Maximum input voltage:**  
130VDC (4mA typical).  
90VAC 50/60 Hz (3.3mA typical).
- Minimum assured on state input voltage:**  
2.4VDC (0.4mA maximum), TTL compatible.  
1.9VAC (0.16mA typical).
- Maximum assured off state input voltage:**  
1.8VDC.  
1.3VAC.
- Maximum assured off state input current:**  
DC: 0.25mA  
AC: 0.20mA

### DC Motor Outputs

- Maximum running current:** 10A.
- Motor current trip threshold:**  
DMI-100: 12A (fixed).  
DMI-100A: 0 to 12A (adjustable).
- Motor current measurement resolution:**  
21mA typical.

### Trip Connector (DMI-100A only)

- Trip relay output (form C contacts):**  
1A @ 24VDC / 0.5A @ 125VAC.
- Trip reset switch (local):** located on unit.
- External trip reset:**  
Normally open switch: 1mA @ 5VDC.  
Open collector:  $V_{CE} < 0.5V$  @ 1mA.

### Control Adjustments

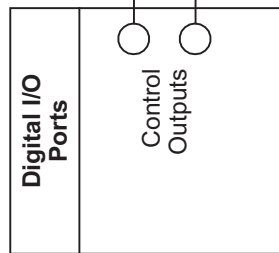
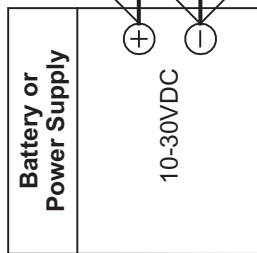
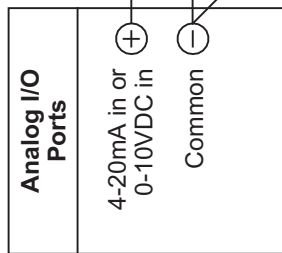
- Input delay (P1):** 0.02 to 1.5 seconds.
- Repeat cycle timer on time (P2):** 0.2 to 2 seconds.
- Repeat cycle timer off time (P3):** 0.5 to 10 seconds.

### Environmental

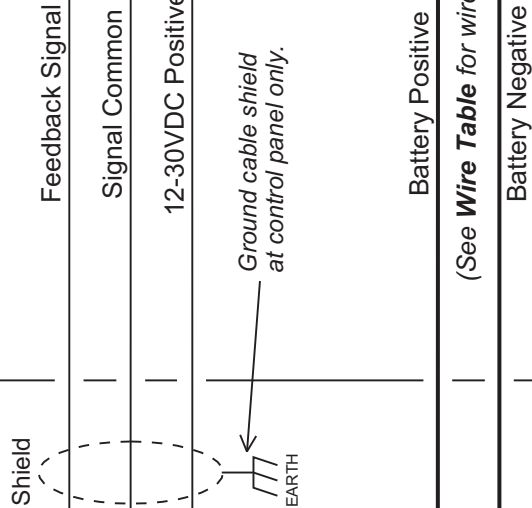
- Operating temperature range:** 0°C to 60°C.
- Storage temperature range:** -40°C to 85°C.
- Relative humidity:** 0% to 90% (noncondensing).

# Recommended System Wiring

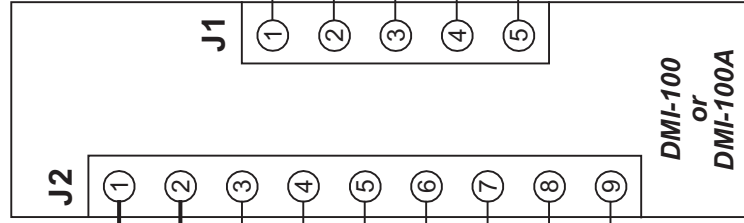
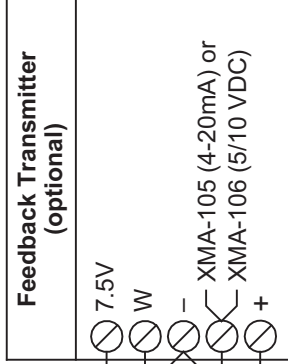
## Control Panel



## Field Wiring



## Valve Actuator



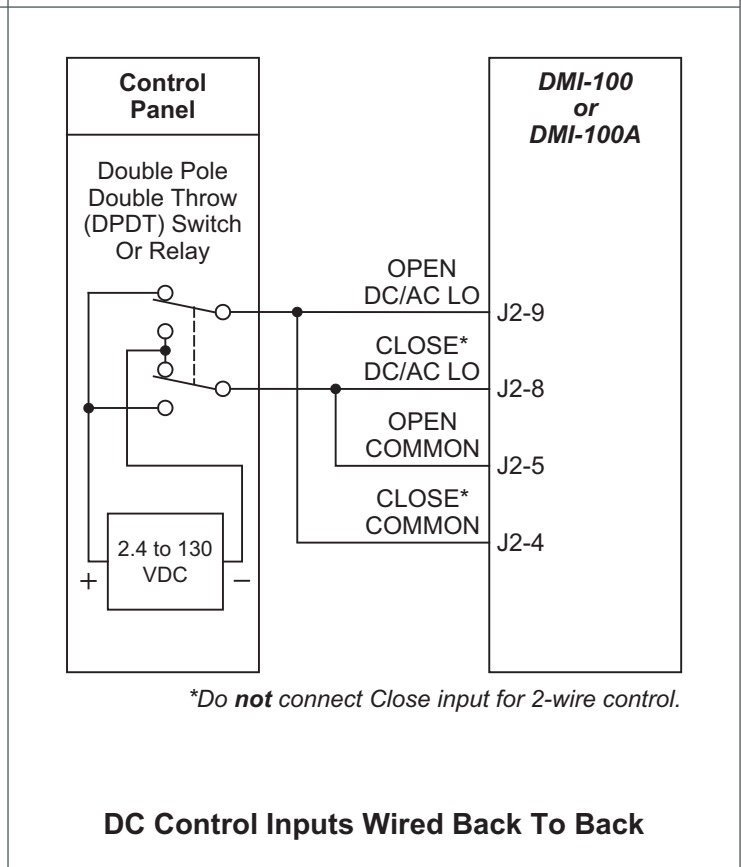
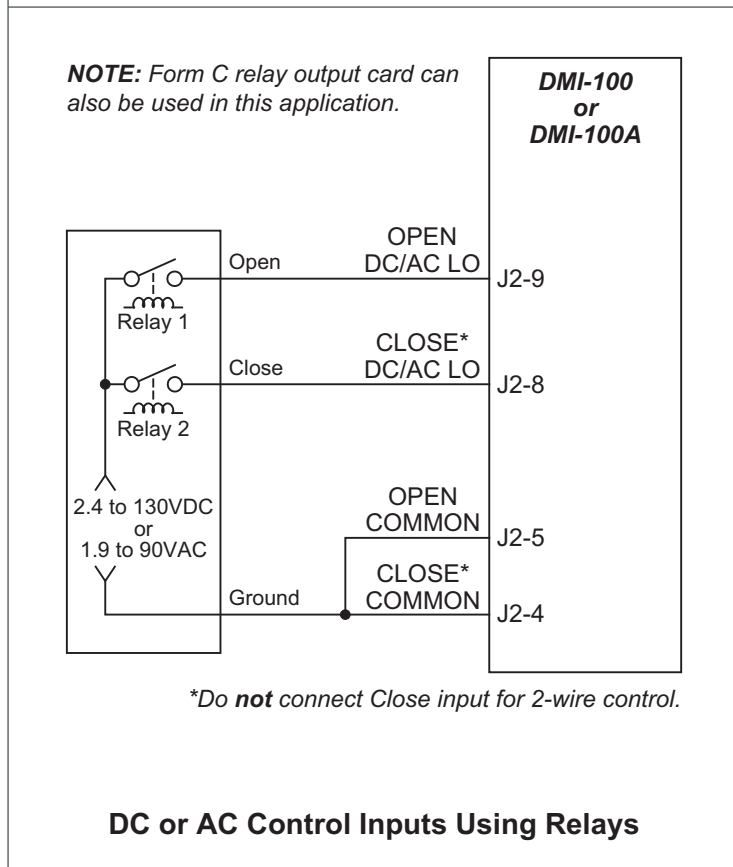
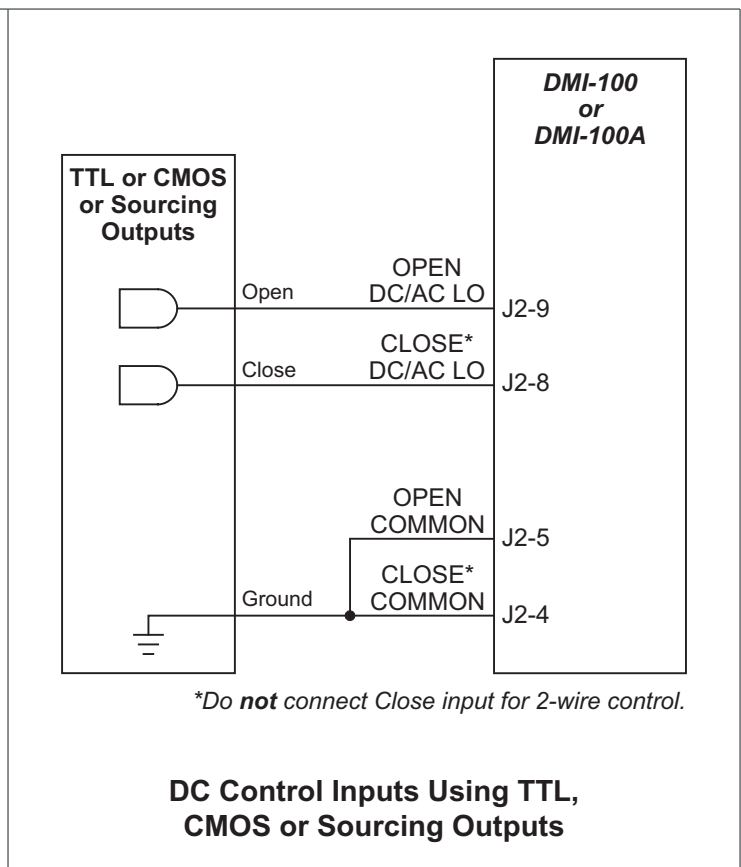
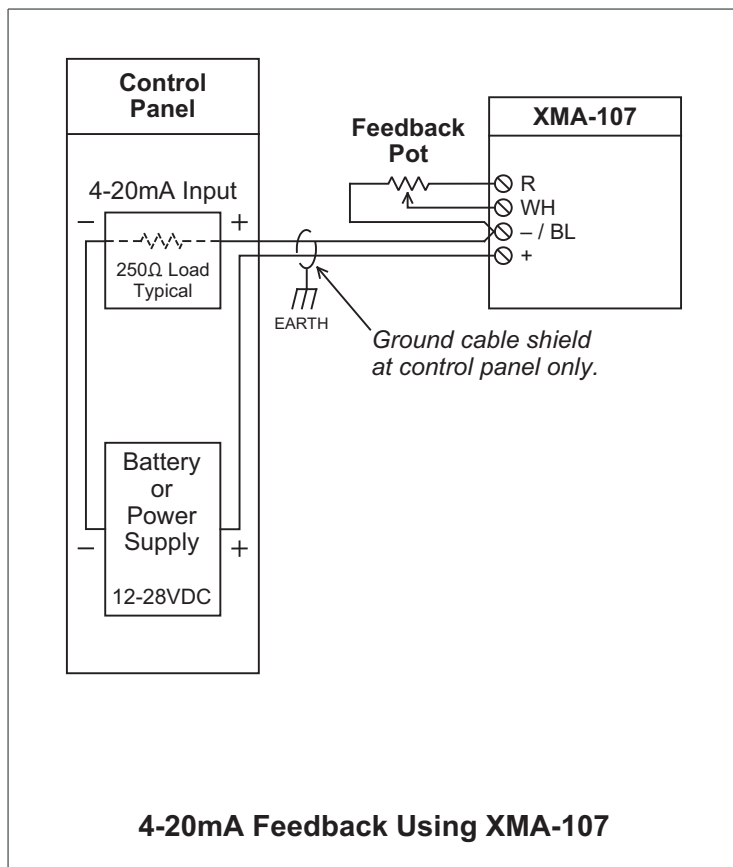
See Output Configurations.

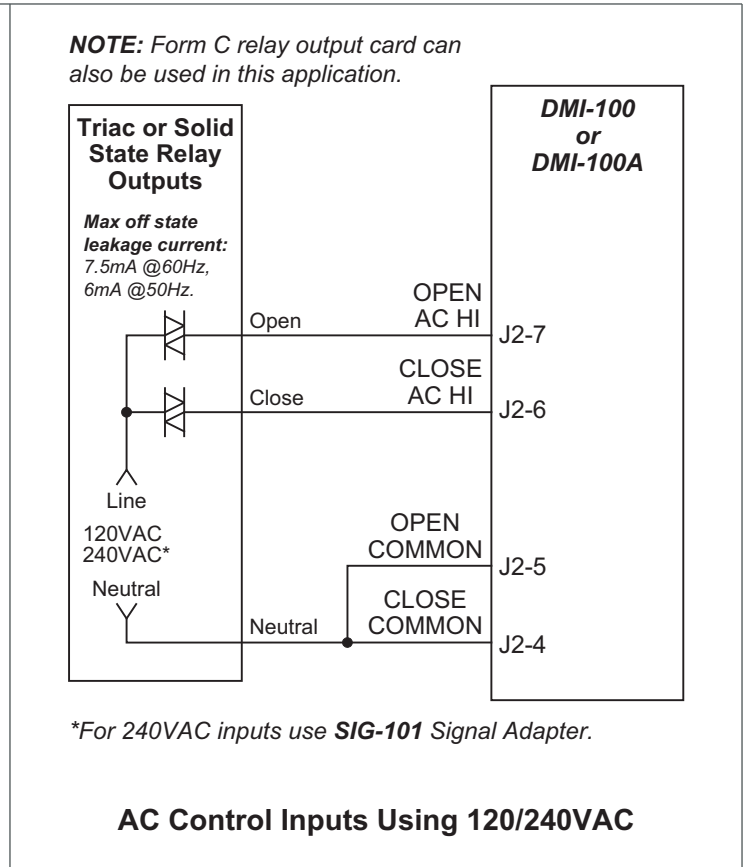
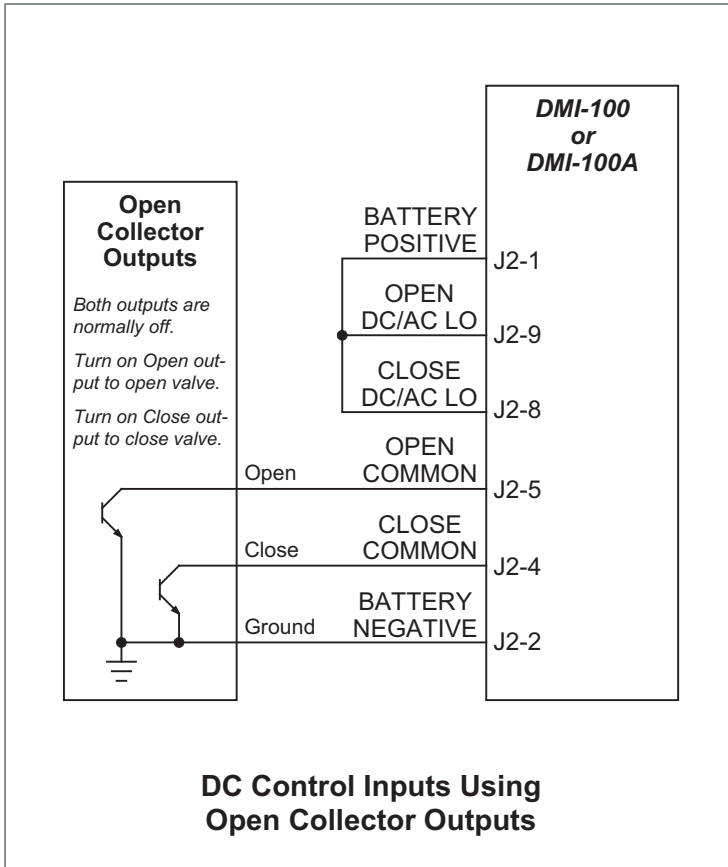
See Input Signal Configurations.



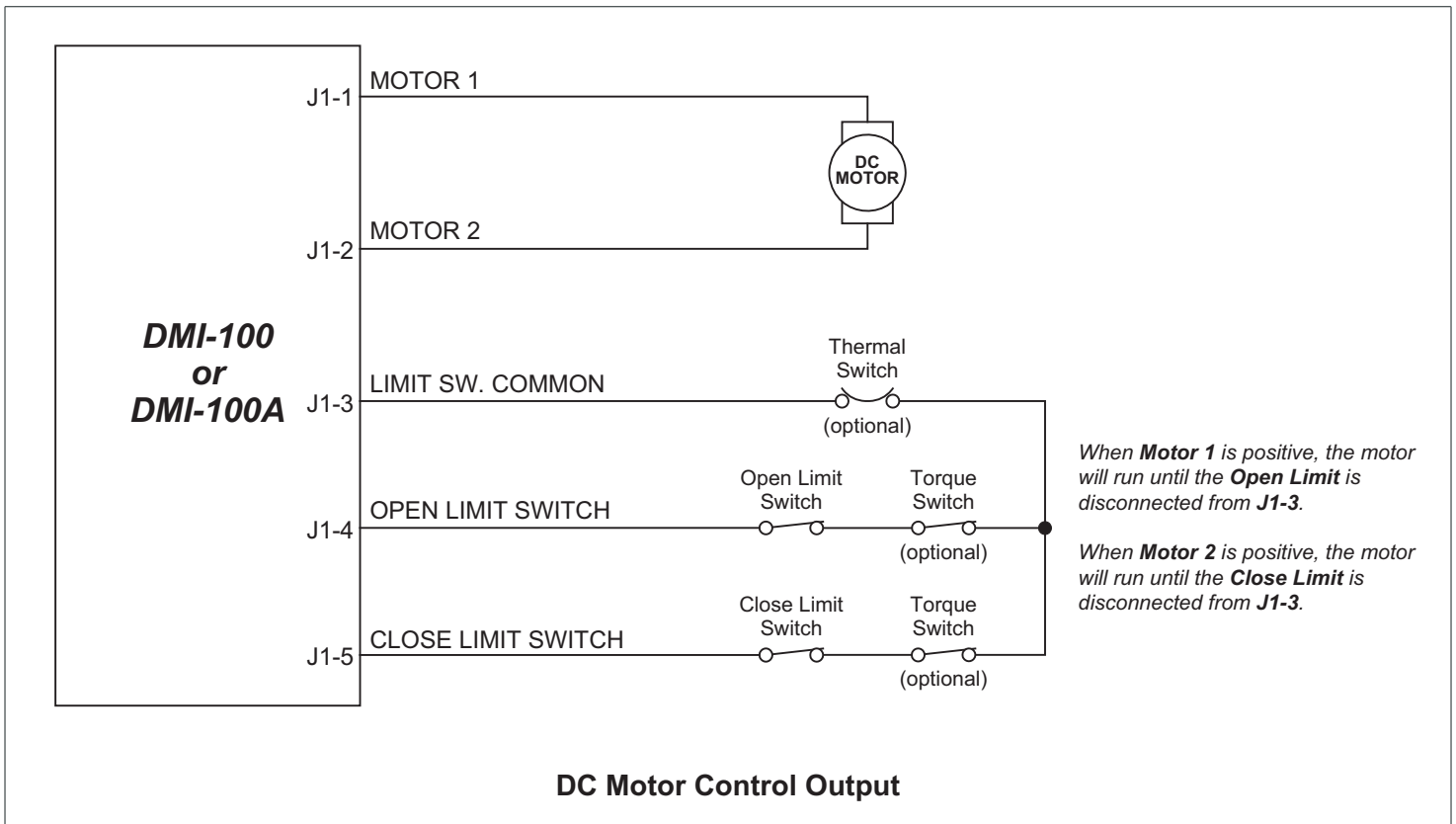
## Wiring Diagrams

### Feedback and Input Signal Configurations

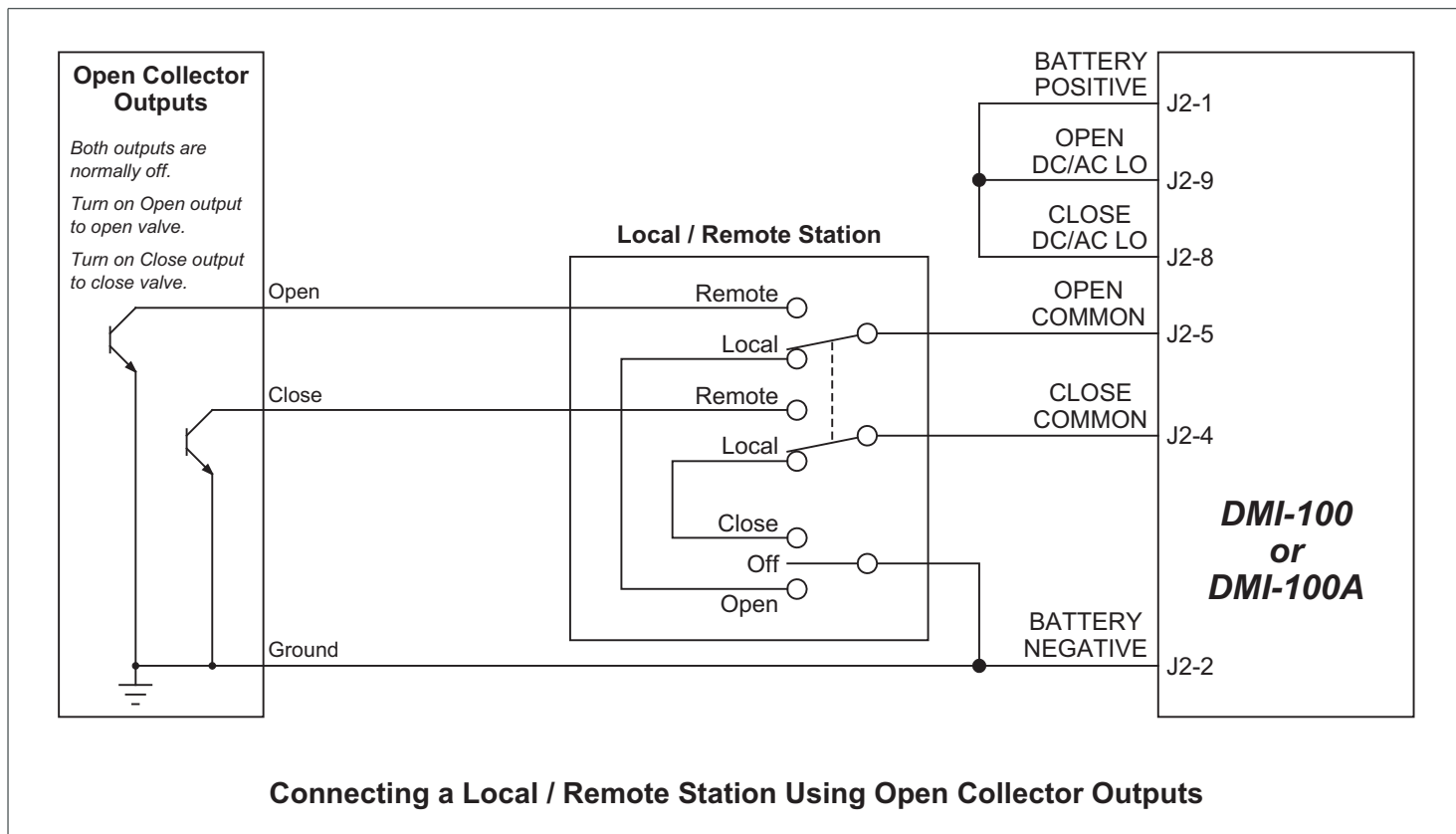
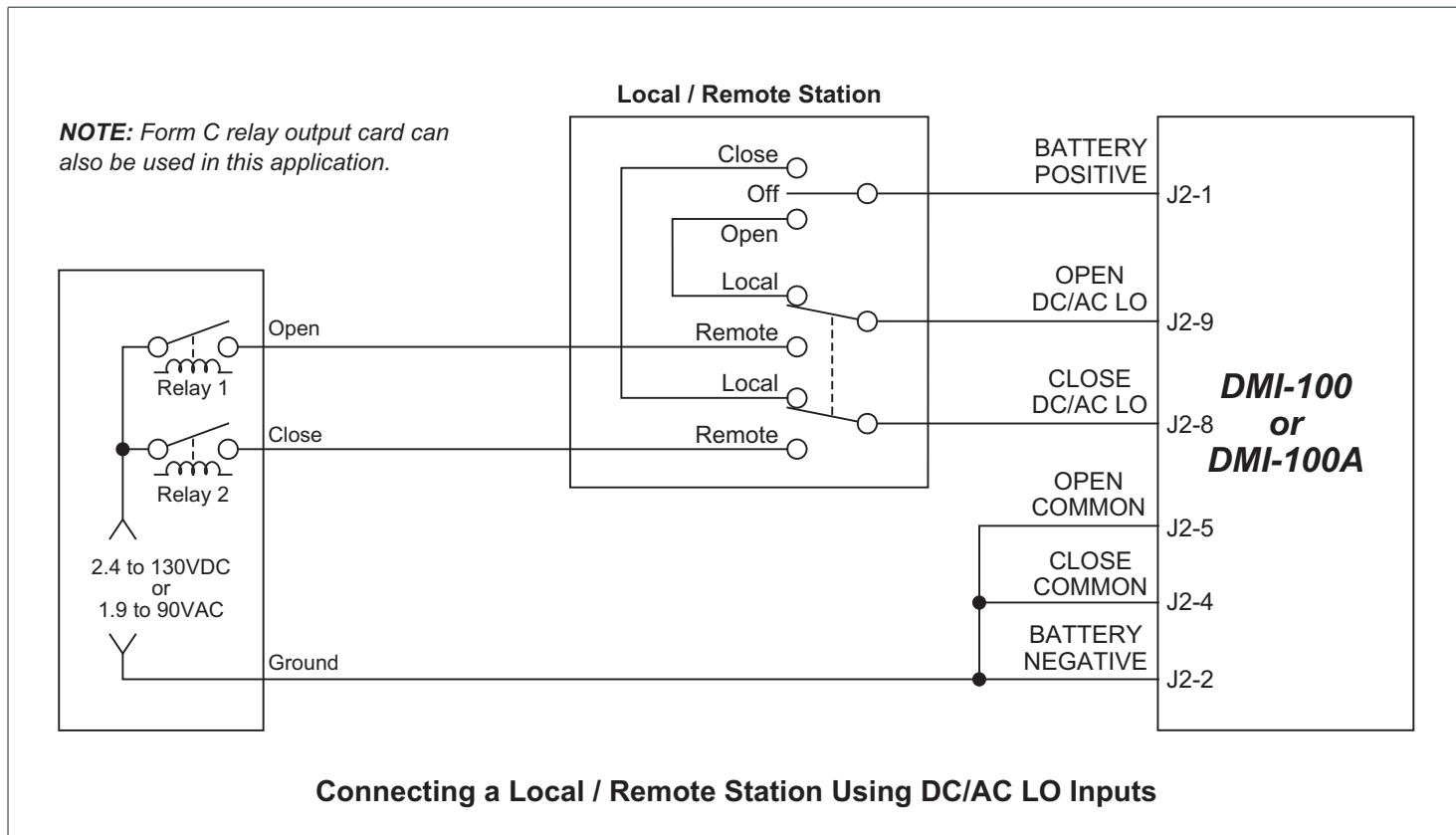




### Wiring Diagrams Output Configurations



## Wiring Diagrams Special Applications



## Wire Table

The table below shows the maximum recommended distance (in feet and meters) between the power source and the DMI-100. The maximum distance is limited by the wire size and the locked rotor current of the motor.

The surge limiting feature of the DMI-100/DMI-100A along with an appropriate motor current trip setting can significantly reduce wire size and power requirements (see *Trip Setting*). The wire distance is calculated for a maximum voltage drop of 1VDC with 20% of the locked rotor current, and assumes that the full load current of the running motor is less than 20% of the locked rotor current.

All signal wires on the DMI-100 should be connected with wire sizes ranging from 22 to 18 AWG.

Locked Rotor Current (amps)	Units	Wire Gauge						
		18 AWG	16 AWG	14 AWG	12 AWG	10 <sup>1</sup> AWG	8 <sup>1</sup> AWG	6 <sup>1</sup> AWG
1	Feet	333	529	842	1337	2119	3383	5376
	Meters	101	161	257	408	646	1031	1639
2	Feet	167	264	421	668	1059	1692	2688
	Meters	51	80	128	204	323	516	819
5	Feet	67	106	168	267	424	677	1075
	Meters	20.4	32	51	81	129	206	328
10	Feet	33	53	84	138	212	338	538
	Meters	10	16	26	42	65	103	164
15	Feet	22	35	56	89	141	226	358
	Meters	6.7	10.7	17	27	43	69	109
20	Feet	17	26	42	67	106	169	269
	Meters	5.2	7.9	12.8	20.4	32	52	82
30	Feet	11	18	28	45	71	113	179
	Meters	3.4	5.5	8.5	13.7	21.6	34	55
40	Feet	8	13	21	33	53	85	134
	Meters	2.4	4.0	6.4	10	16	26	41
50	Feet	7	11	17	27	42	68	108
	Meters	2.1	3.4	5.2	8.2	12.8	20.7	33
60	Feet	6	9	14	22	35	56	90
	Meters	1.8	2.7	4.3	6.7	10.7	17	27

**Notes:**

- 1) The DMI-100 terminal strip will not accept wire sizes larger than 12 AWG. Use a short run of 12 AWG from the DMI-100 to an auxiliary terminal block when larger wire is needed.
- 2) If the motor is located some distance from the DMI-100, add this distance to the overall wire length. Be sure to use an appropriate wire size to the motor.
- 3) When multiple actuators are powered by a common set of wires, use the sum of all the motor currents when determining wire size.