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Instructions - Installing CAM-335 in place of CAM-530/20.

These instructions aim to simplify installation and connection of the CAM-335 control unit in systems where the CAM-530 or CAM-530/20 control units - now out of production - were in use.

1. CAM-335 is assembled in the same box as CAM-530, so the same housing hole can be used in the panel door.
2. CAM-530 uses FASTON terminals, whereas CAM-335 uses screw-type terminals. During replacement, eliminate the FASTON connectors and screw the wires directly onto the terminals. It is advisable to use ferrule terminals.
3. Where possible, CAM-335 keeps the same terminal numbers as CAM-530.
4. CAM-335 is programmed to have the same three-phase voltmetric reading of the mains as CAM-530, therefore only through input 30. The terminals for connection to the mains three-phase line are fitted inside CAM-335 (90-91-92-93).
5. To keep the battery charged, it is possible to install CBS-010 (1A), CBS-031 (3.5A) or CBS-061 (6A).
6. In CAM-530, the pre-excitation of the charging alternator is enabled by closing a metal clip onto a fork connector (12V or 24V). In CAM-335, pre-excitation is enabled by setting technical parameters. Pre-excitation is INCLUDED (factory setting).
7. The settings in CAM-530 are managed via dip switches and trimmers. CAM-335 uses the front buttons to manage all the settings; this avoids having to remove the rear cover, which must stay in place at all times.
8. CAM-530 offers only single-phase generator reading - terminals 96 and 97. CAM-335 is programmed to be single-phase but also accepts three-phase and two-phase readings. This means that if you want to maintain a single-phase connection, you have to connect wires 96 and 97 to the corresponding terminals 96 and 97 in CAM-335.
9. In CAM-335, terminal 2A must be connected directly to the battery negative.
10. If present, the (NC) emergency button must be connected as indicated in the CAM-335 wiring diagram: between input 1 (positive) and the connection between 4 and 4A. If there is no emergency button, the connection between 1 and the connection between 4 and 4A must be carried out anyway.
11. In CAM-530, a permanent magnet alternator needs to be connected to terminals no. 67 and 68 using the alternator's two wires. In CAM-335, connect the wire which was connected to 67 on CAM-530 to terminal 68 on CAM-335 and then calibrate the tachometer as directed in the programming manual. This function is INCLUDED (factory setting). Keep the connection to the terminal 19 wire.
12. The extra wires on CAM-530 (for example 21, 22 and 31) must be insulated.