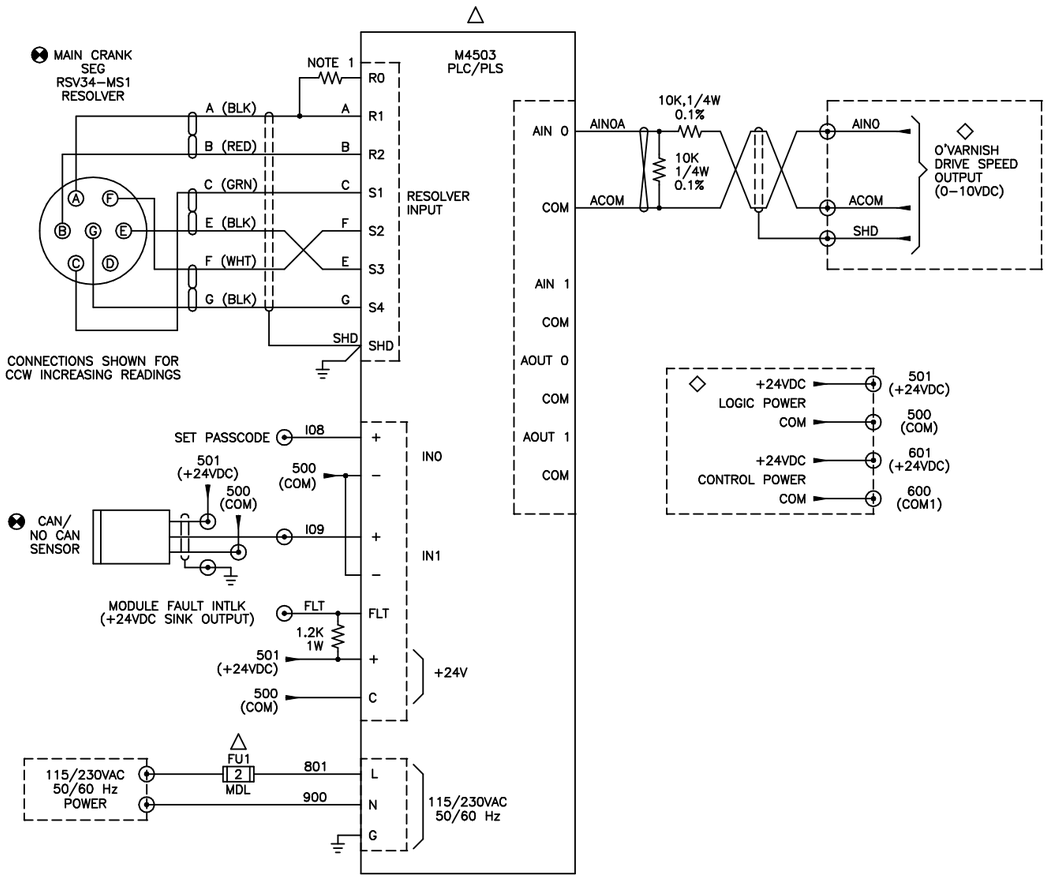
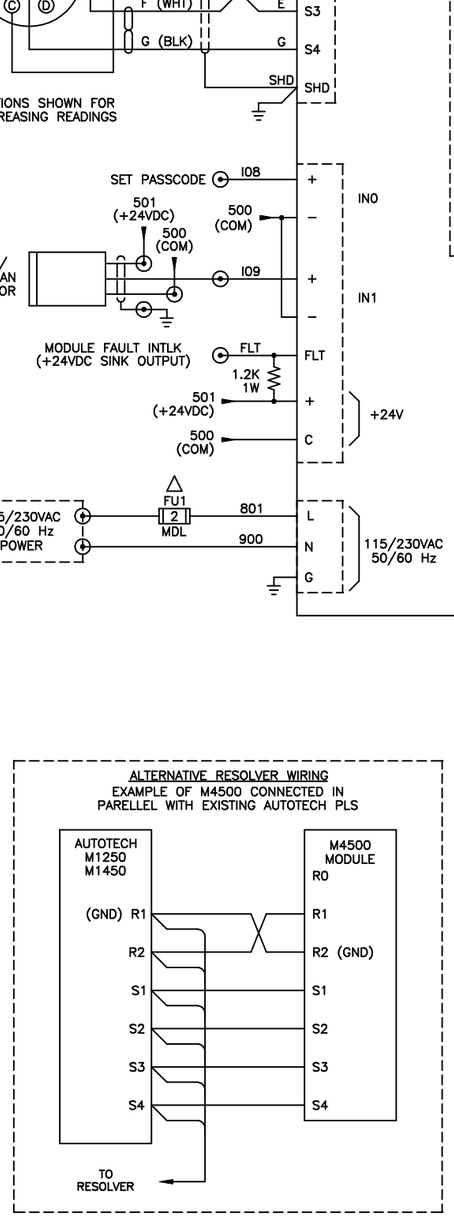
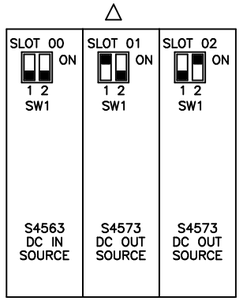




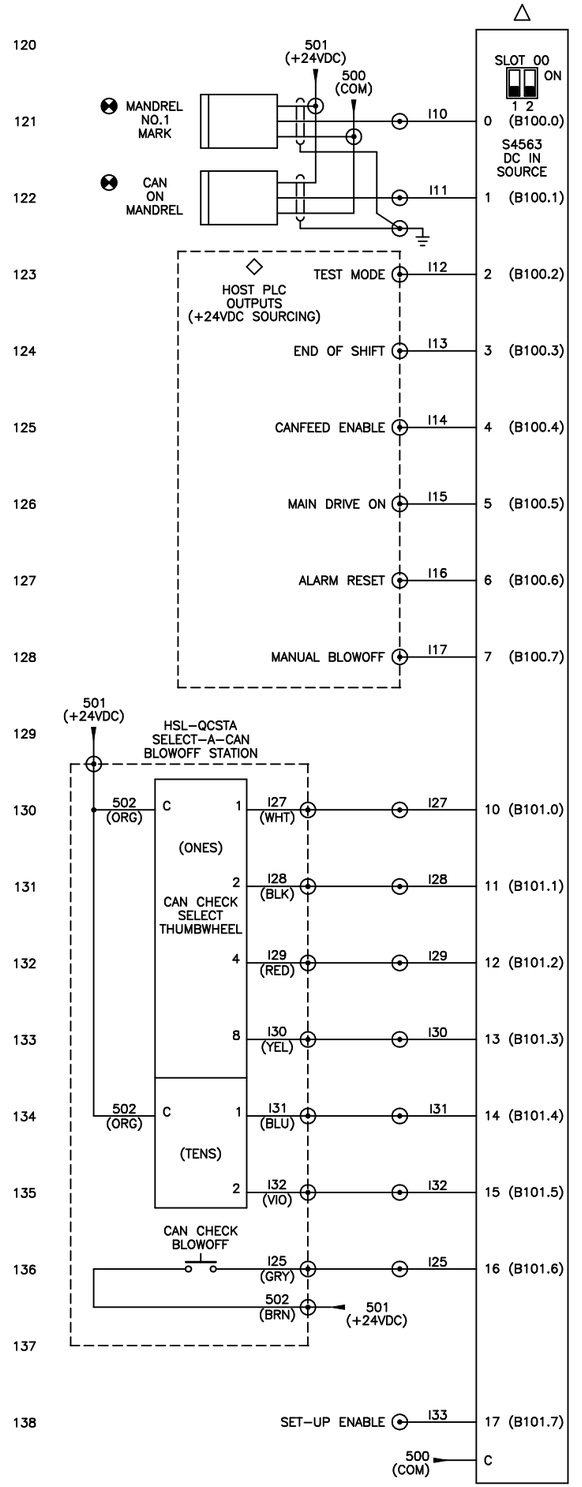
NOTE 1:

(1) FOR SEG RSV34-MS1 RESOLVER, JUMPER R0 TO R1 ON RESOLVER INPUT.

(2) FOR AUTOTECH RESOLVERS, INSTALL 47ohm, 1/2W RESISTOR BETWEEN R0 AND R1 ON RESOLVER INPUT.



DIP SWITCH SETTINGS FOR I/O CARDS



BLOWOFF DATA	BIT 2	BIT 1	BIT 0
NONE	0	0	0
RESTART BLOWOFFS	0	0	1
Q.C. BLOWOFFS	0	1	0
MANUAL BLOWOFFS	0	1	1
BAD CAN BLOWOFFS	1	0	0
GOOD CANS	1	0	1

ALARM DATA	BIT 1	BIT 0
NONE	0	0
TIMING SIGNAL FAIL	0	1
NO CAN TRANSFER	1	0
INFEED TRACK JAM	1	1

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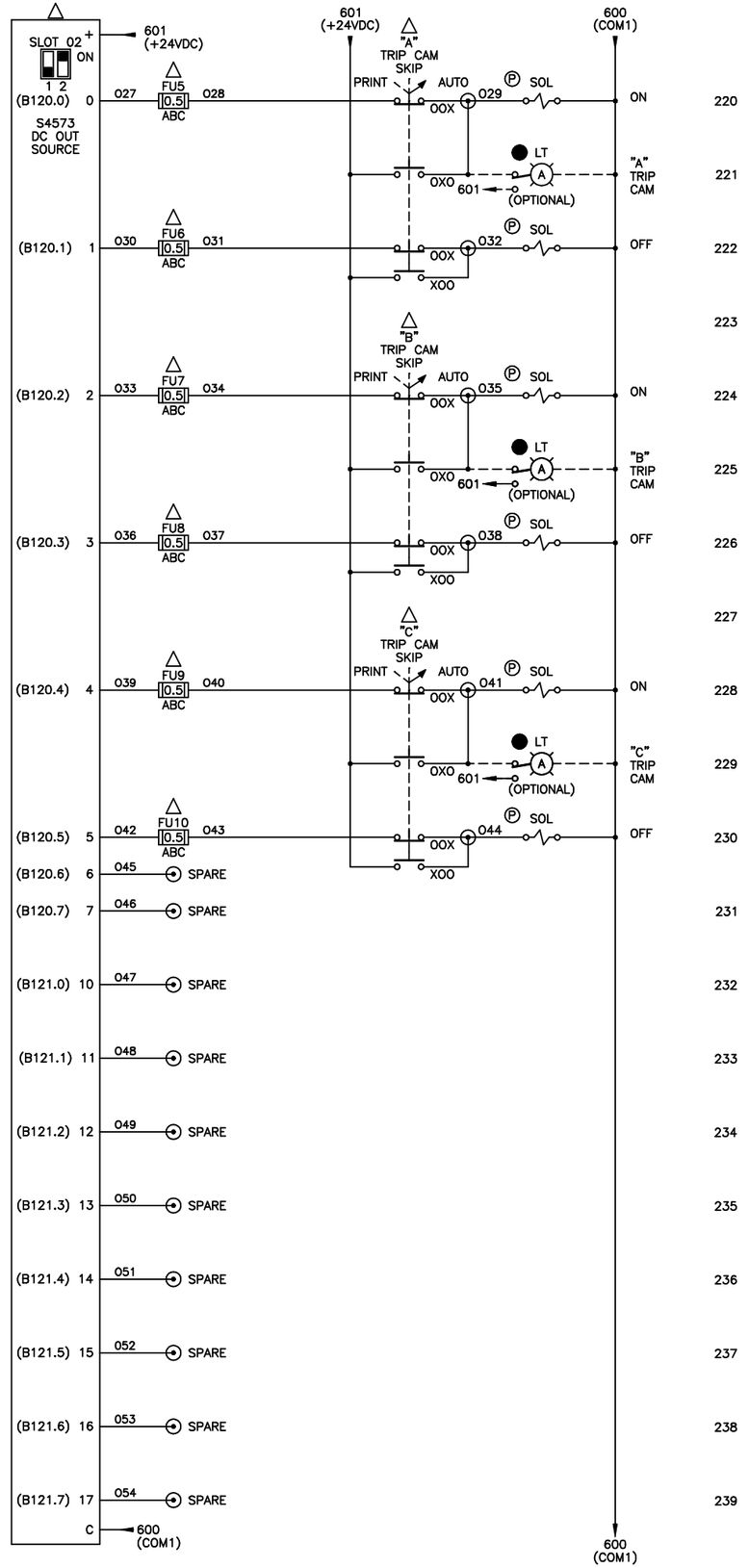
SYSTEMS ENGINEERING ASSOCIATES, INC.
ARVADA, COLORADO

SCALE:	APPROVED:	DRAWN BY: KDV
DATE: 7-16-01		REVISED: 3-8-04
HSL-DC6 ELECTRICAL CONTROL SCHEMATIC		WO#
		PT#
SYSTEMS ELECTRONICS GROUP		DRAWING NUMBER 14-4522-10



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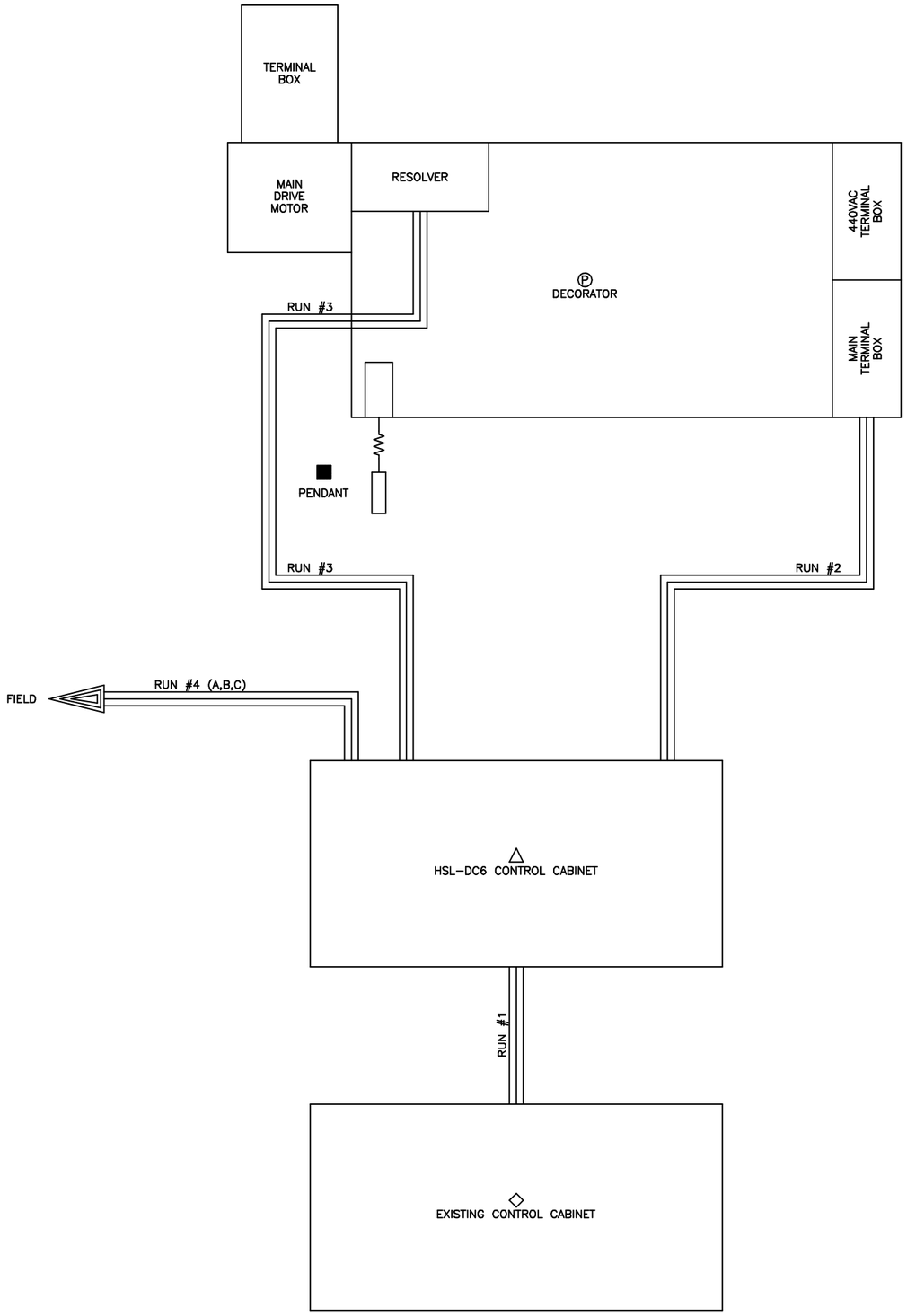
		PT#
SYSTEMS ELECTRONICS GROUP		DRAWING NUMBER 14-4522-10



EXISTING CONTROL SYSTEM WIRE LIST					
LOCATION	RUN NO.	WIRE SIZE	COLOR	QYT.	WIRE NUMBER
HSL-DC6	1	#14	GREEN	1	GND
			WHITE	1	900
			RED	1	801
			WHT/BLU	2	500, 600
			BLUE	19	501, 601, FLT, I12, I13, I14, I15, I16, I17, O10, O11, O12, O13, O14, O15, O16, O17, O18, O19
		#18	2 COND TW SHD	1	(AIN0,ACOM)/SHD

HSL-DC6 WIRE LIST					
LOCATION	RUN NO.	WIRE SIZE	COLOR	QYT.	WIRE NUMBER
MACHINE MAIN TERMINAL BOX	2	#14	GREEN	1	GND
			WHT/BLU	1	600
			BLUE	7	023, 029, 032, 035, 038, 041, 044
		#18	3 COND. SHD	3	(500,501,I09)/SHD, (500,501,I10)/SHD, (500,501,I11)/SHD
MACHINE RESOLVER	3	#18	3 TW PR. SHD	1	(R1,R2),(S1,S3),(S2,S4)/SHD
FIELD	4A (BAD CAN)	#14	BLUE	1	024
			WHT/BLU	1	600
	4B (QC SOL)	#14	BLUE	1	025
			WHT/BLU	1	600
	4C (CAN CHK)	#14	BLUE	9	501, I25, I26, I27, I28, I29, I30, I31, I32

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SCALE:	APPROVED:	DRAWN BY: KDV
DATE: 7-16-01		REVISED: 7-18-01
HSL-DC6 WIRING DIAGRAM		WO#
		PT#
SYSTEMS ELECTRONICS GROUP		DRAWING NUMBER 14-4522-11

ELECTRICAL TIMING PROCEDURE:

1) VERIFY THAT THE DIRECTION OF ROTATION IS CORRECT; IF NOT, REVERSE THE S1 AND S3 LEADS OF THE RESOLVER AT THE M4500 CONNECTOR. ALSO VERIFY THAT FOR ONE MANDREL, THAT THE DEGREES READ-OUT GOES COMPLETELY FROM 0° THRU 359°.

2) POSITION THE SPINDLE WHEEL SUCH THAT AN "A" TRIP CAM FOLLOWER HAS JUST PASSED THE "A" TRIP CAM (SEE FIGS. 1, 2 & 3). THIS IS MACHINE ZERO. SET THE RESOLVER OFFSET USING THE AUTO ZERO FUCTION.

3) SET THE BAD CAN BLOWOFF TIMING AND Q.C. CAN BLOWOFF TIMING SUCH THAT THE SIGNAL STARTS TO TURN ON WHEN THE BLOWOFF PORT IS BETWEEN CANS AS SHOWN IN FIGURE 4.

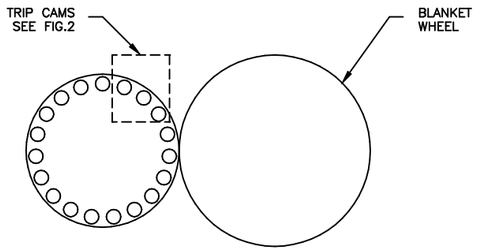


FIGURE 1 – SPINDLE WHEEL & BLANKET WHEEL

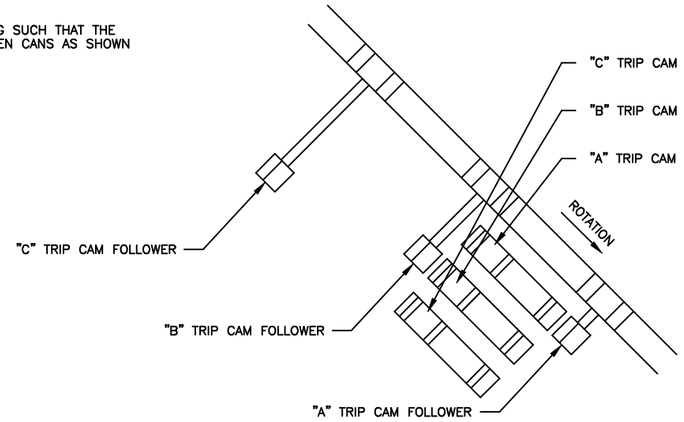
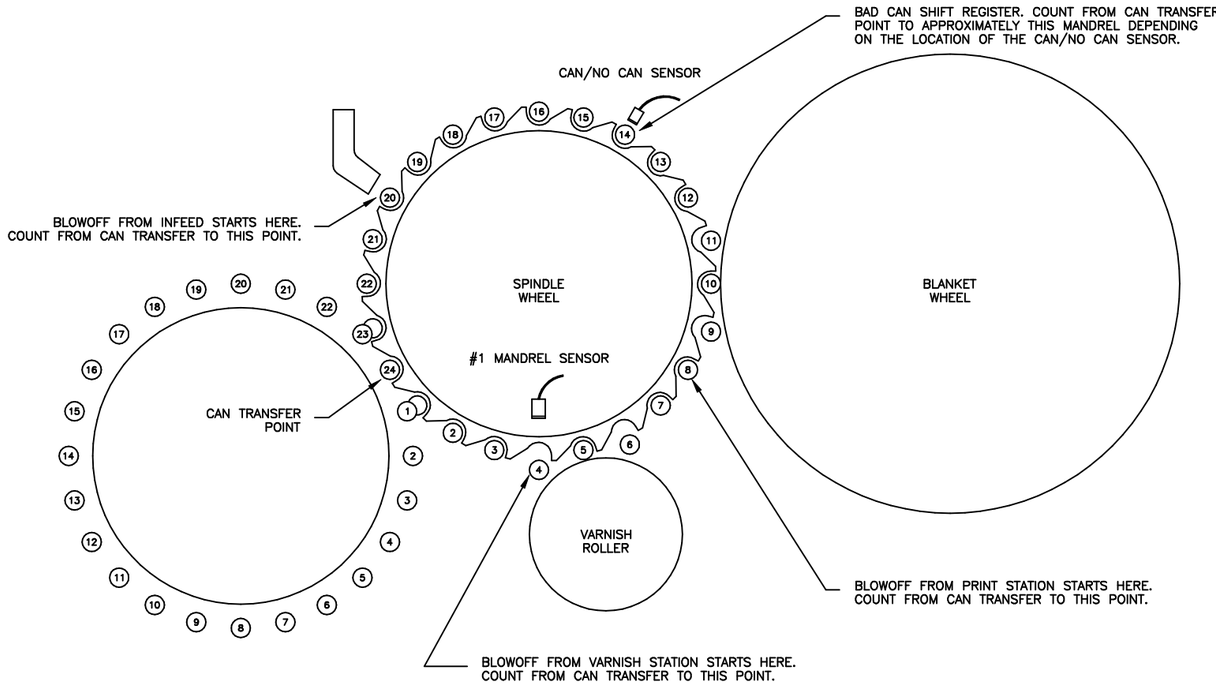


FIGURE 2 – TRIP CAMS / CAM FOLLOWERS (AT ZERO POSITION)



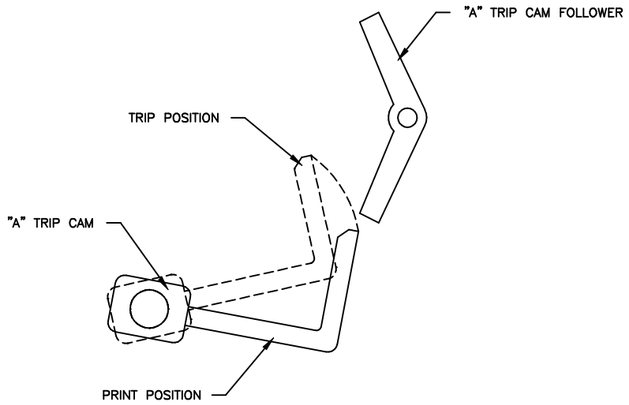


FIGURE 3 – "A" TRIP CAM FOLLOWER HAS JUST PASSED "A" TRIP CAM AT ZERO DEGREE POSITION.

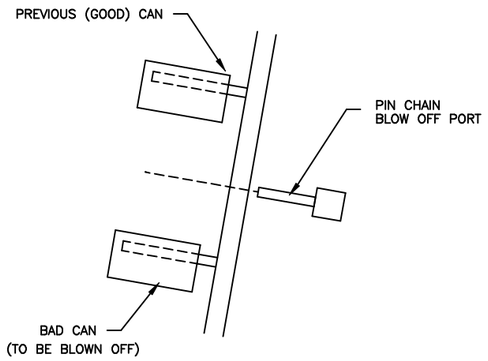
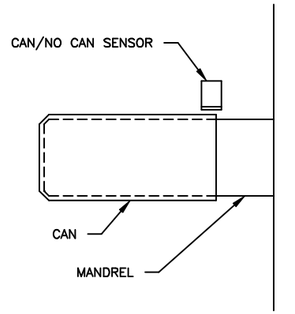


FIGURE 4

LOCATION AT WHICH PIN CHAIN BLOW OFF SHOULD JUST TURN ON



LOCATION OF CAN/NO CAN SENSOR

1. THE NUMBER OF PINS TO THE BAD CAN BLOWOFF PORT IS COUNTED FROM THE TRANSFER POINT OUT ON THE PIN CHAIN TO THE BLOWOFF PORT.

NOTES:

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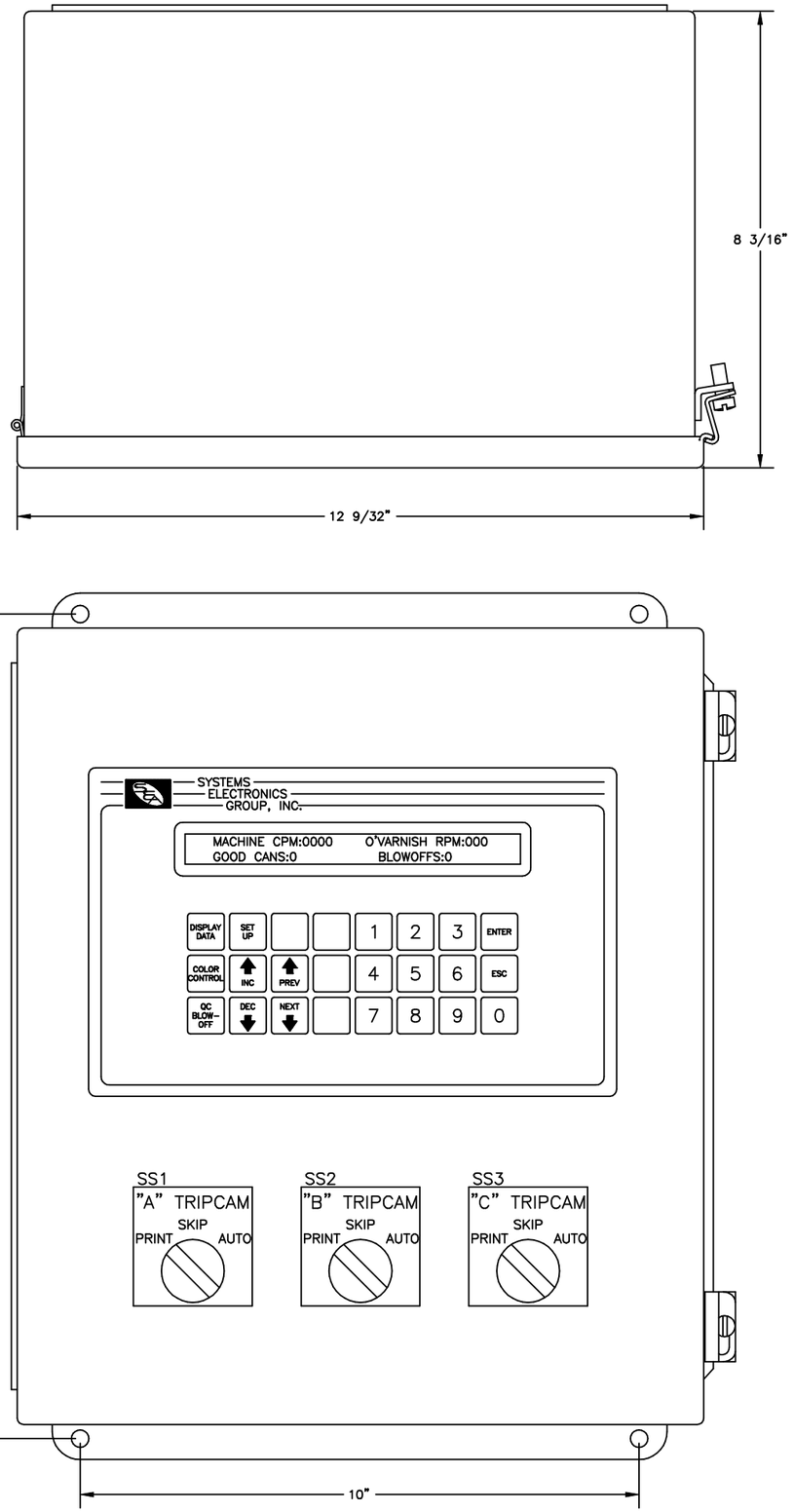
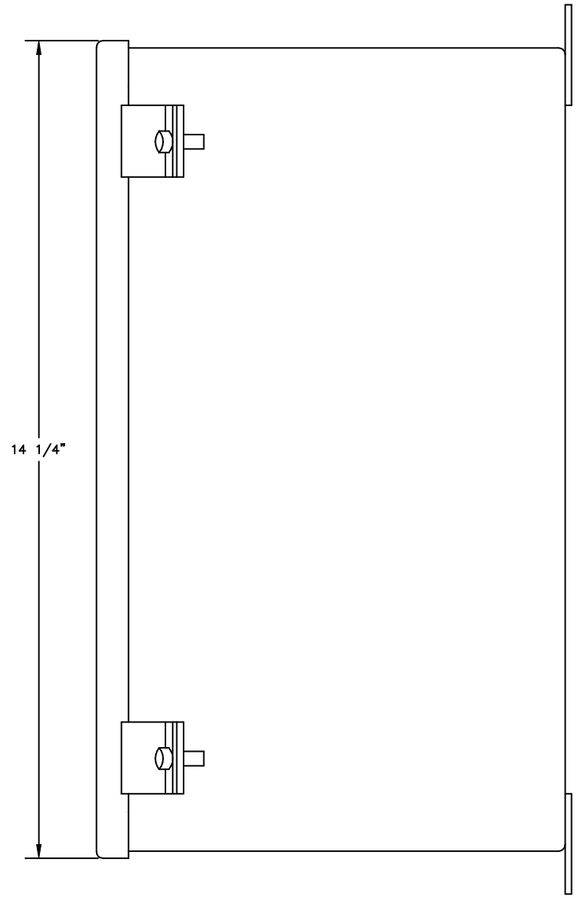
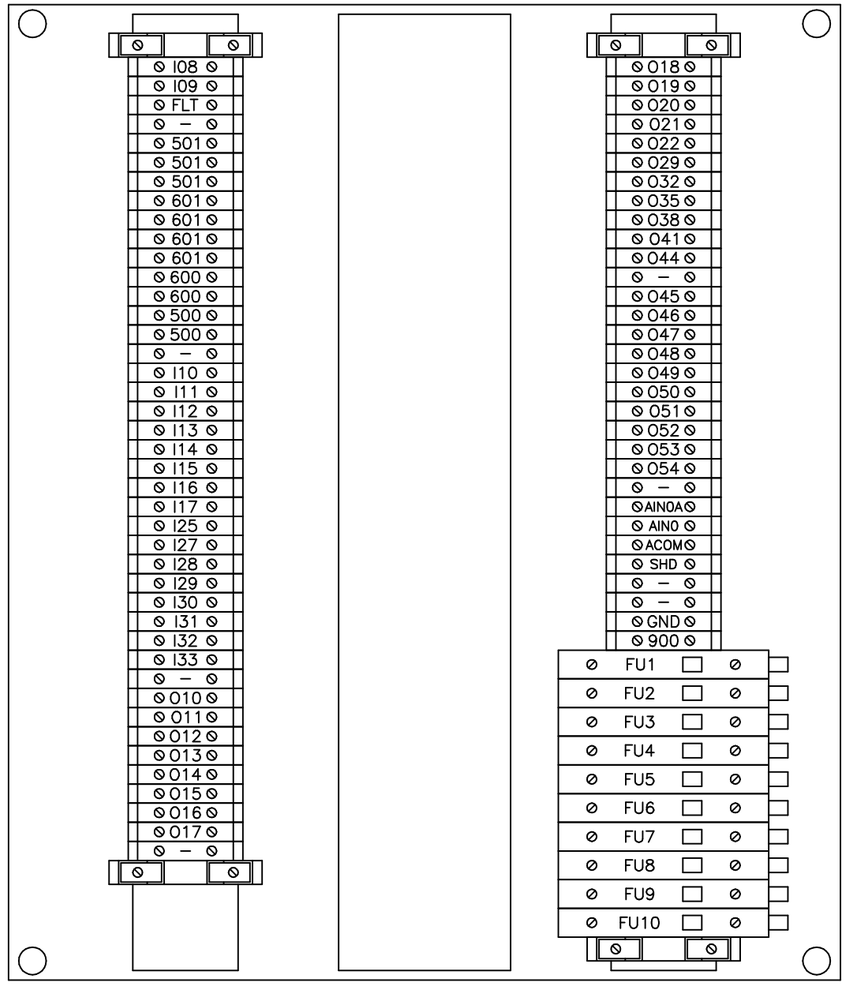
HSL-DC6 TIMING DIAGRAM		WO#
		PT#
SYSTEMS ELECTRONICS GROUP		DRAWING NUMBER 14-4522-14







HSL–DC6 PREWIRED BACK PANEL

SHEET 1 OF 1

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SCALE: AS NOTED	APPROVED:	DRAWN BY: KDV
DATE: 3–8–04		REVISED: 3–8–04
HSL–DC6 MECHANICAL LAYOUT		WO#
		PT#
SYSTEMS ELECTRONICS GROUP		DRAWING NUMBER 14–4522–15