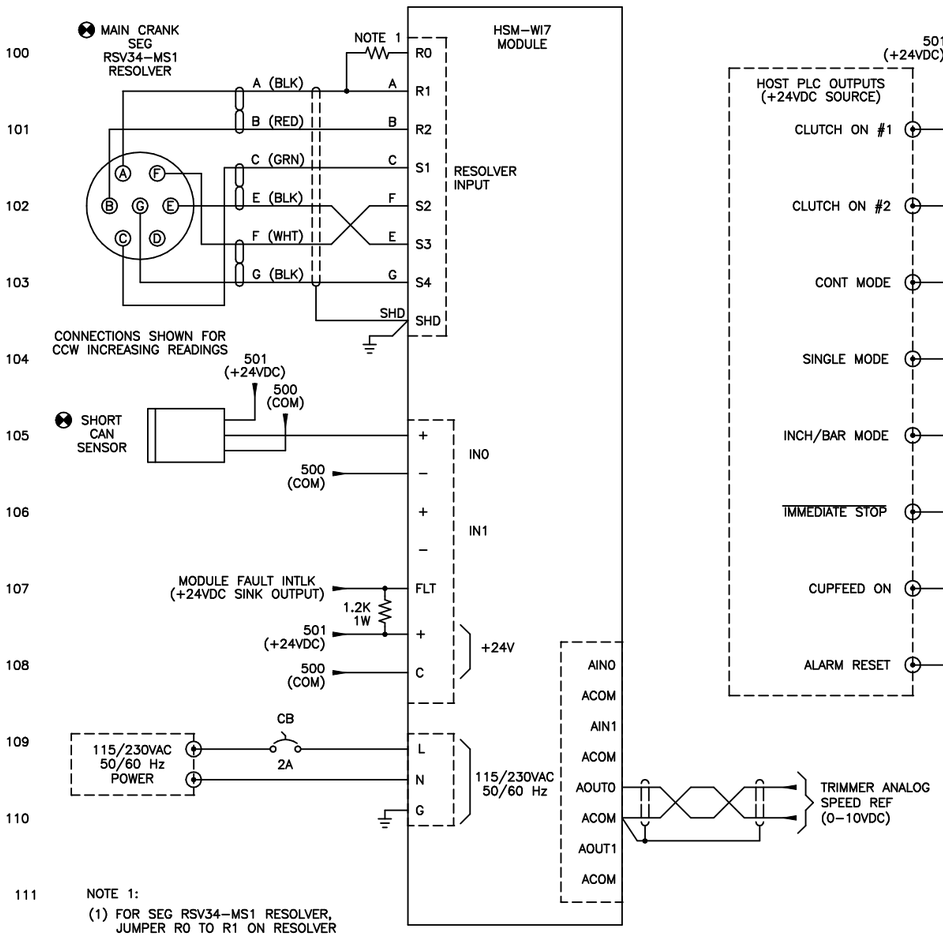
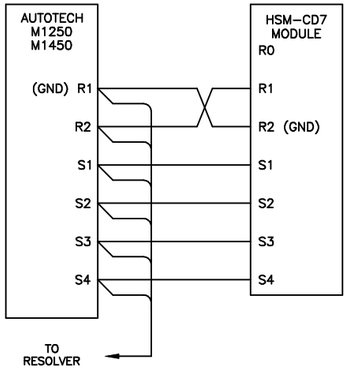


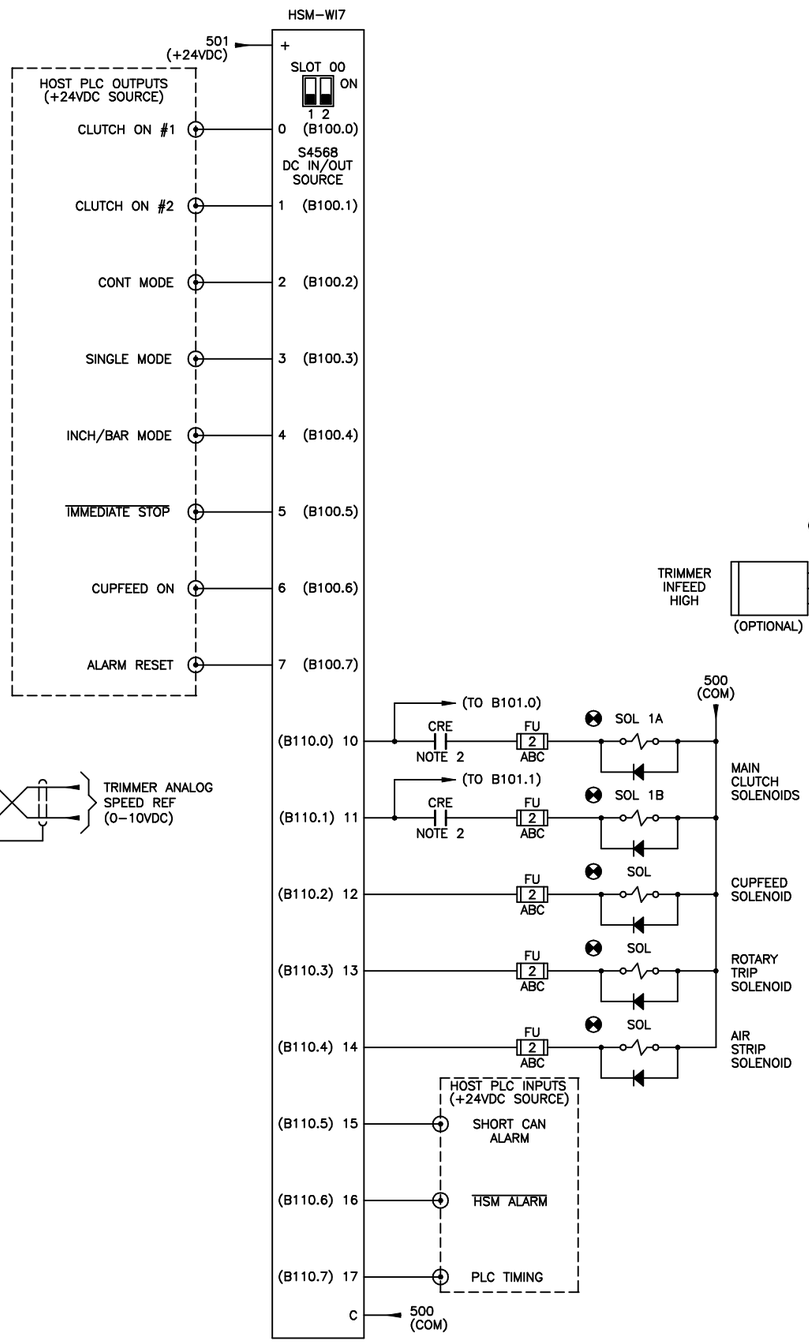
NOTE 1:

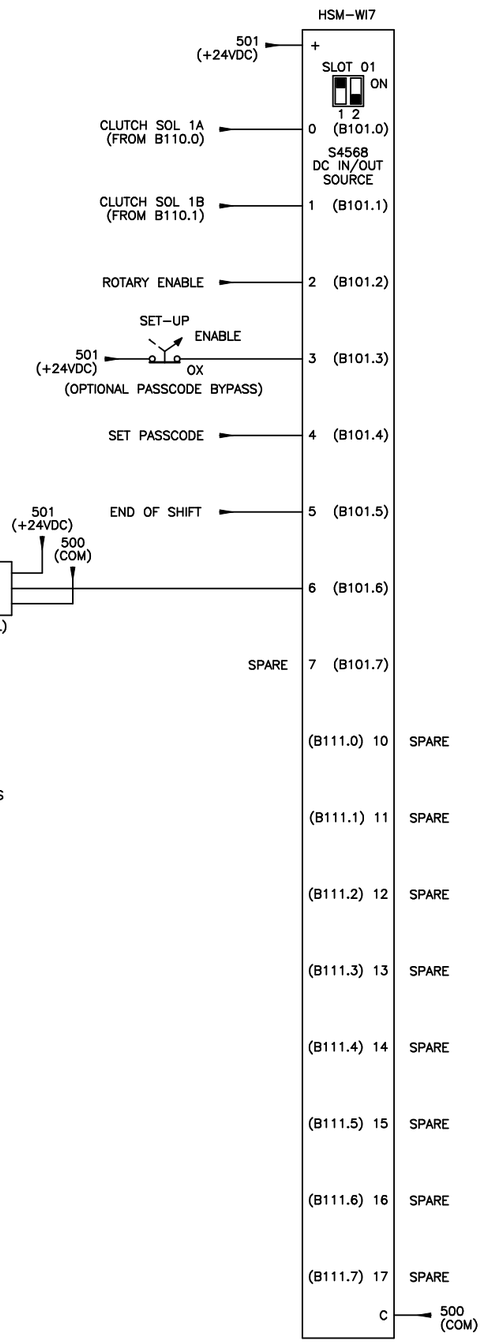
(1) FOR SEG RSV34-MS1 RESOLVER, JUMPER R0 TO R1 ON RESOLVER INPUT.

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

ALTERNATIVE MAIN CRANK RESOLVER WIRING
EXAMPLE OF HSM-CD7 CONNECTED IN PARELLEL WITH EXISTING AUTOTECH PLS







HSM ALARM SUMMATION:

1) DIE SENSOR FAIL
2) TIMING SIGNAL FAIL
3) CLUTCH OUTPUT NO.1 FAIL
4) CLUTCH OUTPUT NO.2 FAIL
5) NO RAM MOTION DETECTED
6) RESOLVER FAULT (MOTION DETECTED WHEN STOPPED)
7) BRAKE RESPONSE TOO LONG

NOTE 2:

IMPORTANT SAFETY WARNING!
THE HSM-WI7 IS INTENDED AS A HIGH-SPEED LOGIC GATE TO PROVIDE CONSISTENT AND ACCURATE CLUTCH CONTROL. IT IS NOT DESIGNED AS A REDUNDANT, DUAL-PROCESSOR CLUTCH BRAKE SAFETY MODULE.

THE HSM-WI7 MUST NOT BE THE ONLY MEANS OF CONTROLLING THE CUPPER CLUTCH MECHANISM. GOOD DESIGN PRACTICE DICTATES THE USE OF SAFETY INTERLOCKS ON ANY DEVICE THAT STARTS OR STOPS AUTOMATICALLY THAT CAN CAUSE PERSONNEL INJURY TO OPERATING OR MAINTENANCE PERSONNEL.

THE HSM-WI7 MUST BE USED ONLY IN CONJUNCTION WITH INDUSTRY APPROVED SAFETY INTERLOCK CONTACTS, IMPLEMENTED IN ACCORDANCE WITH ANSI B11.1 SAFETY REQUIREMENTS; OTHERWISE, SERIOUS PERSONNEL INJURY MAY RESULT.

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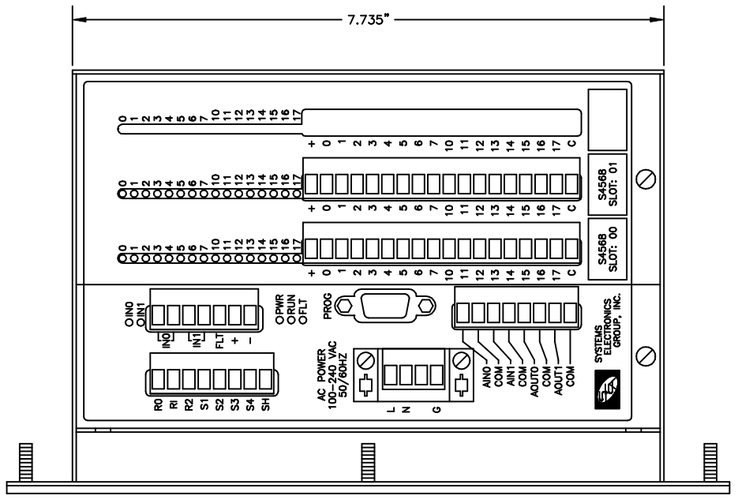
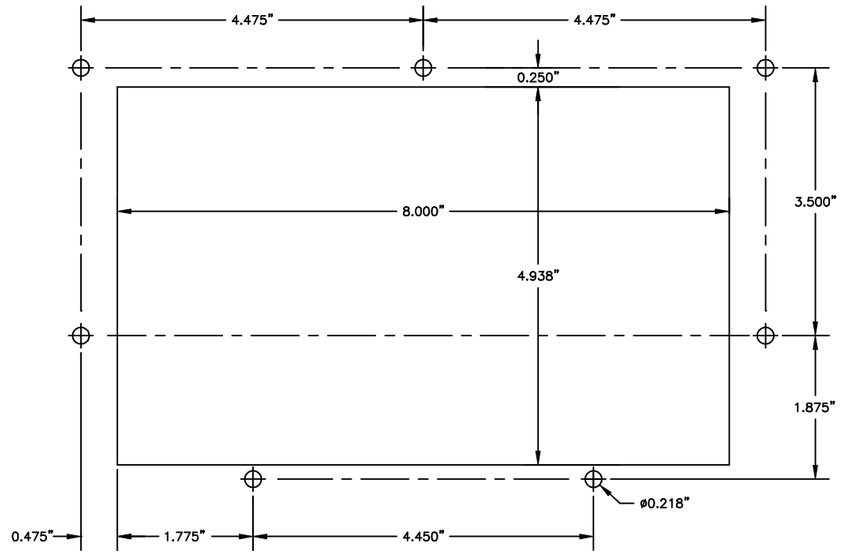
SYSTEMS ENGINEERING ASSOCIATES, INC.
ARVADA, COLORADO

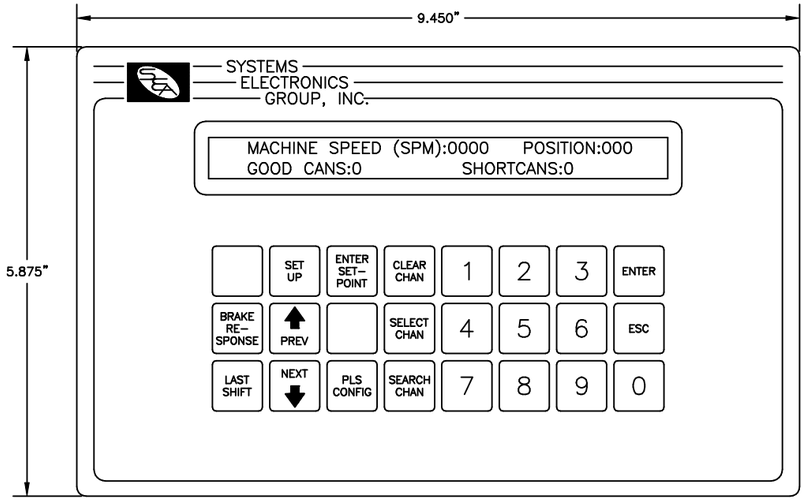
SCALE:	APPROVED:	DRAWN BY: KDV
DATE: 9-10-97		REVISED: 9-13-10
HSM-WI7 ELECTRICAL CONTROL SCHEMATIC		WO#
		PT#
SYSTEMS ELECTRONICS GROUP		DRAWING NUMBER 14-4212-10



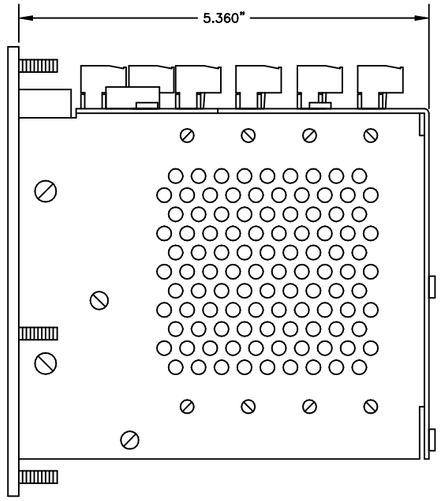
FIELD WIRING CONNECTOR PINOUTS



RECOMMENDED PANEL CUT-OUT



HSM-WI7 KEYPAD DISPLAY



SHEET 1 OF 1

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SYSTEMS ENGINEERING ASSOCIATES, INC.
ARVADA, COLORADO

SCALE: AS NOTED	APPROVED:	DRAWN BY:	KDV
DATE: 2-20-04		REVISED:	2-20-04
HSM-WI7 MECHANICAL LAYOUT		WO#	
		PT#	
SYSTEMS ELECTRONICS GROUP		DRAWING NUMBER	14-4212-15