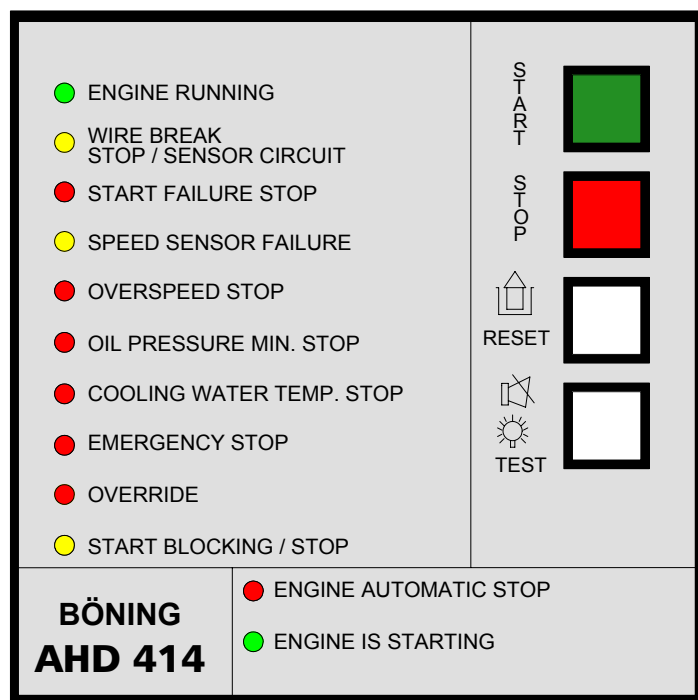




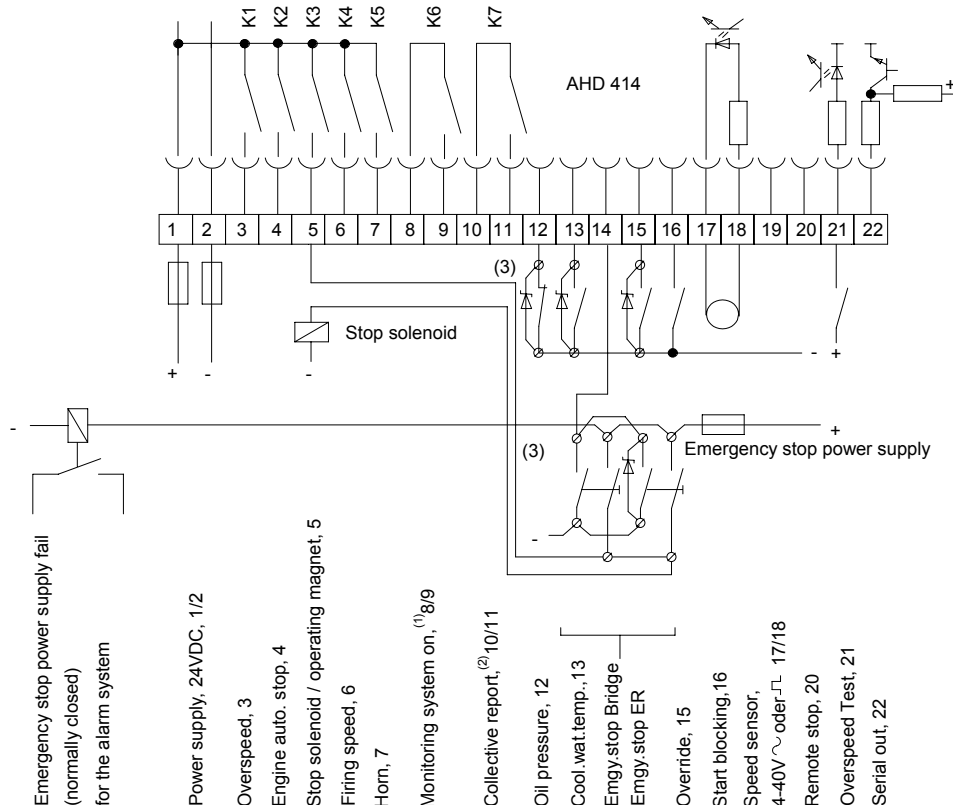
Start Stop Diesel Control Unit with wire break control of the stop / emergency stop circuits

Relay k3 is wire brake controlled, having a small current (approx. 4mA) flow parallel to the contact over clamp 5 and the stop solenoid. This current is guided to the clamps of the manual emergency stop contacts to get wire break control of one side. If this current is interrupted, the message wire break stop / sensor circuit comes up. The other side of the emergency stop contacts and the emergency stop power supply is controlled via relay to give contact to an alarm system. A second pair of contacts from the manual emergency stop are effecting like the stop sensors are doing the safety system (wire break controlled too).

Thus, an optimal safety is given, provided that the wiring is done really well as shown here. Intermediate terminals and / or "shortcuts" are not allowed.

ATTENTION: If the manual emergency stop input works as indication, the stop solenoid is falling off, when the emergency stop input is not longer active.

Depiction: Unit with power off and engine not running



- (1) Contact closes after switching on of the device. It opens appr. 5 s after starting of the engine in order to "arm" an eventually existing alarm system.
- (2) Contact closes after switching on of the device. It opens in the event of an alarm. It closes for appr. 2 s, if another alarm is released and then opens again (collective alarm repetition).
- (3) For wire break supervision of the stop alarm circuits, Z-Dioden BZX5V6/1.3W (part of delivery) are installed parallel to the contacts.

Symbol

View

	Böning Automationstechnologie GmbH & Co. KG Am Steenöver 4 D-27777 Ganderkesee Tel: +49(0)4221 9475-196 Fax: +49(0)4221 9475-9196 H.Fiermann@boening.com www.boening.com	Beschreibung / Description AHD 414 Start Stop Diesel Control Unit with wire break control of the stop / emergency stop Dateiname / Filename 0009_Schema_Web_en_20100602.tcw	Geändert/Modified	Datum/Date
			Sosnitzki	25.01.2012
			Geprüft/Checked	Datum/Date
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