



July 16, 2003

HIGH SPEED COUNTER SETUP

The following procedure should be used to set up the High Speed Counter. This must be done after the initial installation, and whenever the High Speed Counter needs to be re-calibrated. If the tachometer or encoder driving the High Speed Counter is wheel driven, then this procedure should be done to correct for wear on the wheel.

NOTE: It is recommended that the High Speed Counter Defeat Input be jumped on during the installation of the controller, and until the car has been adjusted fully. This will prevent false High Speed Counter Faults.

Follow this procedure when the car can run full speed.

1. TURN OFF THE POWER to the controller.
2. JUMP THE HIGH SPEED COUNTER DEFEAT INPUT.

NOTE: Check the schematic for the location of this jumper, and where the jumper should be connected. The jumper should normally be connected from terminal 1 (115VAC hot) to the High Speed Counter Defeat Input point on the Input Module.

3. TURN ON THE POWER to the controller.
4. RUN THE CAR UP AT CONTRACT SPEED.

NOTE: The HSC Setup Output (usually the same output as the Shutdown Output) will flash while the car is going in the up direction during setup. If it comes on in the down direction, then reverse A+ and B+ on the High Speed Counter Card. If a Hand-Held Programmer for the GE 9030 PLC is available, verify that Register R30 is positive in the up direction, and negative in the down direction. The PLC will store the highest speed reached and use this speed to calibrate the overspeed setpoints for the High Speed Counter. Do NOT allow the car to overspeed. If it does, then go back to step 1.

5. TURN OFF THE POWER
6. REMOVE THE JUMPER added in step 2.
7. TURN ON THE POWER.

WARNING: If the power is cycled with the HSC Defeat Input ON, then the setup steps 4-7 must be repeated!

