



INSTRUCTIONS—SCR ELECTRIC VEHICLE CONTROL

1A THERMAL HOLD-OFF CARD

IC4484A603-36-48V

IC4484A604-18-24V

FOR USE WITH M200 AND M300 SERIES SCR PANELS USING IC4484A170 SERIES CONTROL CARDS

FUNCTION

This card provides a 1A hold-off function such that if during truck operation the temperature of 1 REC rises above a predetermined value, and the thermal protector reduces the SCR pulse rate below top SCR pulse rate, the 1A contactor will not be allowed to pick-up.

OPERATION

Referring to Fig. 2, the card senses SCR frequency across 1 REC via terminals 2 and 3. When this pulse frequency drops below a value as set by the trimpot, a voltage is applied to the control card terminal 17 that blocks the 1A timer operation of the control card, and the 1A contactor cannot be energized. When the SCR is allowed to cool and the frequency comes back to normal, the 1A hold-off blocking signal is removed and the 1A contactor can be energized.

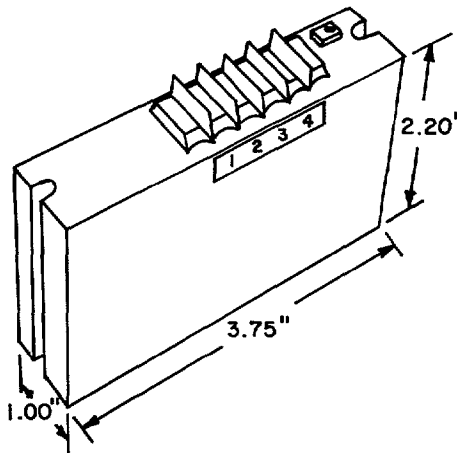


Fig. 1. 1A Thermal hold-off card

SET-UP AND TESTING

1. Jack the drive wheels off of the floor.

2. Turn the trimpot on the thermal Hold-Off card full CW. Disconnect the two leads from the Thermal Protector (T.P.) and connect the proper resistance from Table A to the leads removed from T.P.

TABLE A

Resistance	Speed (SCR Range)
3,300 Ohm 1/2W	33%
2,700 Ohm 1/2W	46%
2,200 Ohm 1/2W	58%
1,800 Ohm 1/2W	68%

3. With Battery plugged in, depress accelerator into 1A SW position. Slowly turn trimpot on thermal holdoff card CCW until 1A contactor closes.

4. Remove set-up resistor and reconnect T.P. leads to T.P.

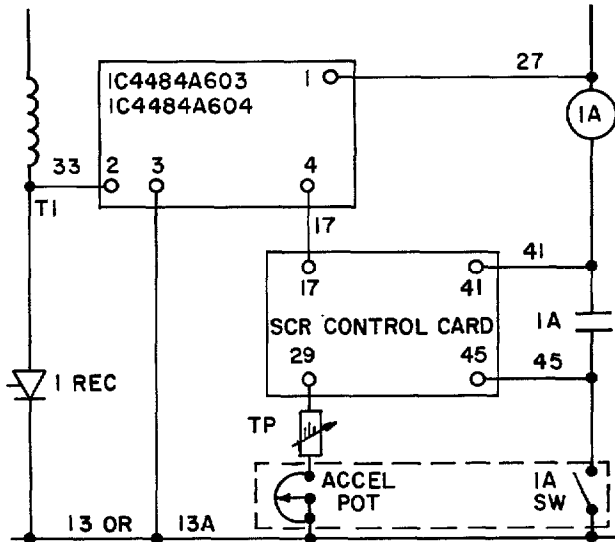


Fig. 2. Typical circuit

The information contained herein is intended to assist truck users and dealers in the servicing of control furnished by the General Electric Company. It does not purport to cover all details or variations in equipment or provide for every possible contingency to be met in connection with installation, operation or maintenance.

Should further information be desired or should particular problems arise which are not covered sufficiently for the purchaser's purposes, the matter should be referred to the truck manufacturer through his normal service channels, not directly to General Electric Company.

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