

CRYPTON

In tune with the future



630-2RLC Upgrade

CALIBRATION INSTRUCTIONS

TES1368/A
Jan 2002

IMPORTANT

Every reasonable effort has been made to ensure that information within these Operating Instructions is correct at the time of release, but Crypton cannot accept-responsibility for any errors that may occur.

The information in these Operating Instructions is subject to change without notice, and does not represent a commitment on the part of Crypton.

Service & Warranty

The reliability of this equipment is fully supported by our service agent.
Please refer to the page at the end of this manual for full details.

Note:

Your attention is drawn to our Terms & Conditions of Sale, particularly paragraph 2. If a service engineer is called out. under service warranty where, upon inspection and test the equipment is found to be in full working order and no fault found, the user is liable to be charged the cost incurred for this call out. Before calling out an engineer, ensure your equipment is faulty by checking its operation, particularly mains supply and fault codes/self test if applicable.

WARNING:

Do not attempt to operate this equipment unless you have read and understood these instructions.

When to calibrate and precautions to take during the calibration process.

Calibration of the brake tester is performed when installed, at service and after repair and periodically according to local regulations. However, it is recommended to calibrate the brake tester no less than once a year.

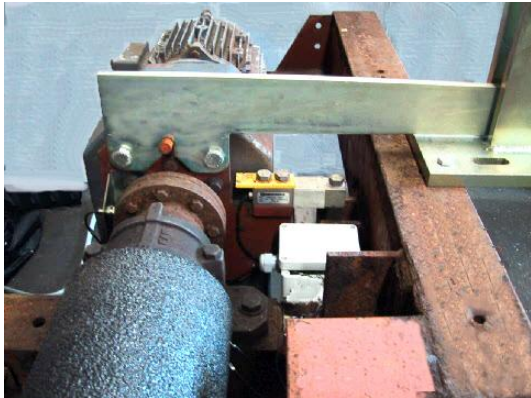
Warning: The rollers may start to rotate during the calibration process even though no vehicle is placed on them. It is therefore strongly recommended to keep people, not involved in the calibration operation, away.

NOTE: the emergency stop is fully operational during the calibration process.

Warning: Some guard rails and covers are removed when calibrating the brake tester. Therefore great care must be exercised not to touch live exposed installations as well as not to get trapped e.g. in the roller unit. Be sure to follow these instructions.

The calibration tool:

The calibration tool consists of three main components:



1. A plate which is bolted onto the gearbox.



2. A cantilever assembly with a rod.

3. An assortment of certified weights consisting of for example two 20 kilos and two 10 kilos weights (not supplied).

An assortment of ordinary hand tools i.e. spanners, Allen keys, and screw drivers are needed. Use a special adjustment tool (screwdriver made from composite material) when turning the potentiometers on the circuit board.

The brake tester display console



Amber zeroing light. The brake tester is zeroing when the amber light is on. Calibration can only take place when the light is out.

LED display, which will show any $\pm$ variation between the values shown by the pointer on the brake tester console and on the display of the calibration instrument. The value shown on the console LED display "00" represents the tens and units (the number on the dial indicates the hundreds).

The circuit board.

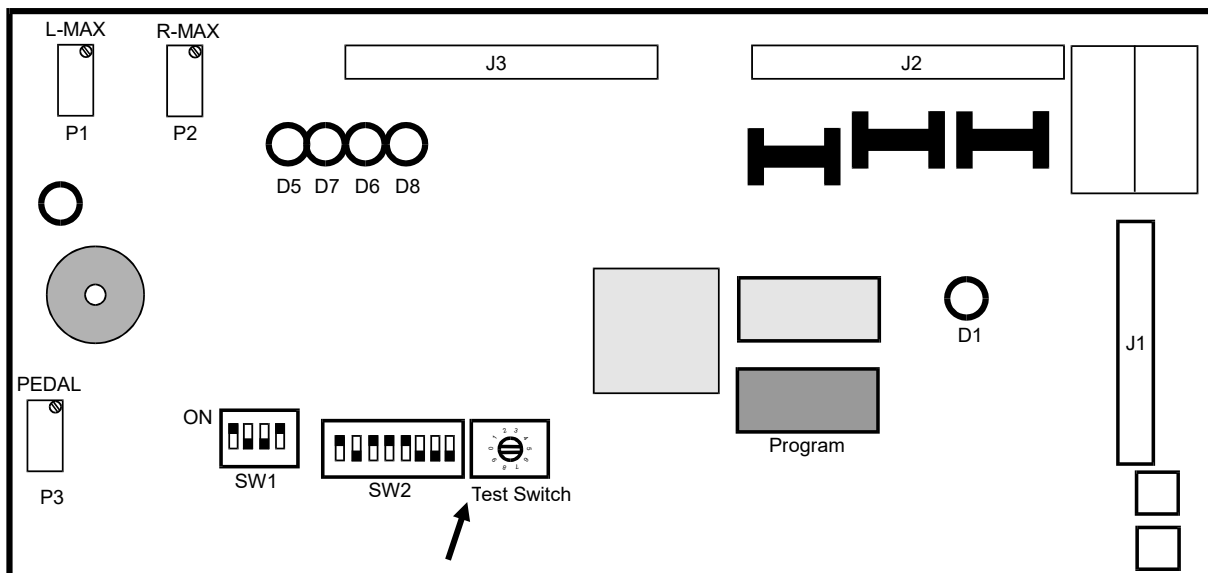


Figure 4

The circuit board, used during the calibration, is located in the brake tester console behind the back cover.

The L-MAX and R-MAX potentiometers (marked P1 and P2) are located at the top left hand corner and the Test Switch at the bottom just to the left of the centre, shown by the black arrow.

Calibration procedure:

Preparing the brake tester:**Turn the power off.**

Turn the power off by turning the main switch on the display console and lock it in the off position during the removal of protective covers and guards from the roller unit.

Open the display cabinet.

Remove the back of the display cabinet by removing the 8 allen screws. You'll find the circuit board with the test switches and adjustment screws behind the cover.

Open the roller unit.

Remove the centre cover plate from the roller unit.

Turn the power on.

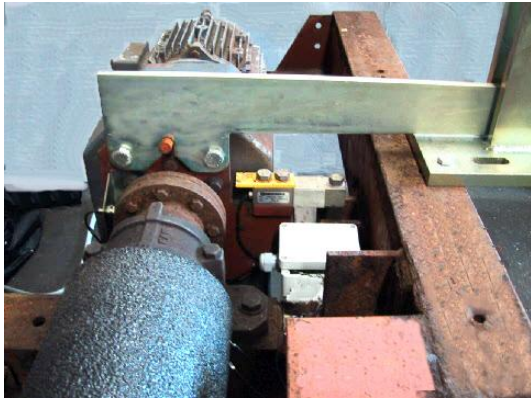
Turn the power on by turning the main switch to "on".

Wait 20 minutes

It takes approximately 20 minutes for the electronic circuits to be stabilised.

Calibrating the rollers on the LEFT hand side of the brake tester.

1. Fit the calibration rig onto the gearbox as shown on the photos:



2. The boom must point against the direction of driving. Do not tighten the bolt until the boom has been levelled by turning the appropriate adjustment screw. The rod must be placed over the "ball" of the plate. Level the boom by turning the rod. Tighten the bolts.
3. Turn the brake tester off and then on again and wait until the amber zeroing light, on the brake tester console, turns off. (It takes approximately 40 seconds).
4. Turn the test switch, on the circuit board in the console, to position 1.
5. Carefully suspend 40 kilos weight under the boom of the calibration tool using the chains.
6. If the pointer, on the brake tester console, does not show 2000 Kgf, turn the GAIN potentiometer L-MAX (figure 4), with the adjustment tool (Do NOT use a screw driver), until the pointer shows 2000 Kgf on the console; i.e. 20 on the scale and 00 on the LED display at the bottom of the console.
7. If adjustment has been made, repeat procedures 2 to 6.
8. Check the values at i.e. 1000, 2000, 3000 Kgf by hanging more or less weight on the chains. The variations must not exceed 3% of the shown value and never more than 30 Kgf.
9. Set the test switch to 0.
10. Turn off the brake tester.
11. Remove the calibration tool.

Calibrating the rollers on the RIGHT hand side of the brake tester.

Fit the calibration tool onto the flange of the right hand roller unit with the boom pointing the same direction as when calibrating the left roller unit (against the direction driving).

Repeat the procedure 1 – 11 (as above).

After calibration.

Replace all cover plates and protective gear before using the brake tester again.

NOTES: