## SPEED SENSING OPTION TROUBLESHOOTING

## MODEL # 8625

- Issue: If the feed roll is turning slowly and it stops on a very small piece of wood then the solenoid is dumping oil back to tank.
- Cause: Solenoid is either being energized or it is stuck open due to foreign material in the cartridge.
- Remedies: The solenoid can be replaced, thus eliminating the possibility of a stuck cartridge, however this scenario is rarely the cause.

More often than not the autofeed tach settings are incorrect, the estop has failed, or there is a wiring issue.

Procedures: Verify the autofeed is functioning properly by running the engine at full throttle and confirming the max RPM reading on the LED display. The 8625 should be around 1650 - 1700.

If there is no RPM registering then the MAG Pick-up has failed internally or a wiring problem exists between the MAG Pick-up and the tach.

If the RPM reading is substantially different than the desired range then the tach settings need to be checked. Proceed as follows:

Remove belt guard and determine what type of device the MAG Pick-up is reading. This can be a sprocket attached to the pump sheave or a collar with two carriage bolts 180° apart. Both are located on the impeller shaft adjacent to the MAG Pick-up.

Once this has been determined, the tach settings can be made as follows:

Cal = 30 - sprocket = 2 - collar Hi = 1600 Lo = 1500 Back = 0 del. = 0 Type = 0 Set - signifies settings have been completed. If RPM reading is normal, check tach settings and confirm above parameters. Always remember, the "Hi" limit settings on the tach "must" be at least 50 RPM's lower than the max RPM speed as indicated on the tach at full throttle.

If all things appear to be operating normally and feed has not been established, run unit at full throttle and using a test light, locate and test the green wire leading from the tach box to the solenoid for voltage. Voltage should not be present. If it is, remove tach box and check condition of e-stop switch. For safety reasons, the e-stop switch is 12V hot through key power. If the switch has failed power will pass through to the green wire energizing the solenoid constantly.

Review: If power is removed from the solenoid (by disconnecting the wires to the coil) and feed is not established then the solenoid should be replaced.

If the tach is not turning power on & off to the solenoid through normal operation, then the tach should be replaced.

If the e-stop is allowing power to leak through the switch when it is not activated then the e-stop switch should be replaced.

- Additionally: If all prescribed requirements have been met and feed is not present, the problem is mechanical.
  - A. The pump lever is not rotating the control shaft
  - B. The rigid coupler at the drive motor has a sheared key at the motor or the feedroll shaft.
  - C. The pump sheave is not rotating the pump shaft.
- Finally: The pump may no longer be providing enough oil flow. The hyd. motor maybe unable to hold sufficient pressure to drive the feedroll. (oil is bypassing internally)

Typical Wiring Diagram:

