

GENERAL SPECIFICATIONS FOR SELCO-HARRIS NAVIGATOR 3 SYSTEM

GENERAL:

THE 2-RAM NAVIGATOR 3 SYSTEM UTILIZES A SMALL LOGIC CONTROLLER AND A 2-LINE MESSAGE DISPLAY WITH NUMERIC KEY ENTRY TO AUTOMATE THE 2-RAM BALER. IT ALLOWS THE OPERATOR TO SET THE MACHINE UP FOR VARIOUS MATERIALS, START THE MACHINE AND GO ON ABOUT HIS OTHER DUTIES, WITHOUT HAVING TO STAY ON THE BALER.

THE NAVIGATOR 3 SYSTEM ALSO PREFORMS DIAGNOSTIC ON MOTOR STARTERS, HYDRAULIC VALVE SOLENOID COILS, OIL LEVEL, OIL OVER-TEMPERATURE, AND JAM DETECTION.

THE POPULAR SELCO-HARRIS SHEAR CIRCUIT IS ALSO INCORPORATED INTO THE NAVIGATOR 3 SYSTEM. WITH THIS CONTROL CIRCUIT, JAMS AT THE SHEAR BAR ARE ALMOST COMPLETELY ELIMINATED. NO MORE CRAWLING INTO THE BALER TO CLEAR A JAM.

THE OPERATOR SELECTS THE CURRENT MATERIAL, TURNS THE BALER ON, PUTS THE CONVEYOR SELECTOR SWITCH IN THE AUTO POSITION, AND IS FREE TO DO WHATEVER ELSE HE NEEDS TO BE DOING. THE CONVEYOR IS CONTROLLED AUTOMATICALLY, THE RAM SHORT STROKES WHEN NECESSARY, WHEN THE BALE IS COMPLETE, IT CONTROLS THE STRAPPER TO PUT THE CORRECT AMOUNT OF STRAPS ON THE BALE, AND STARTS A NEW BALE, WITHOUT THE NEED FOR OPERATOR INTERVENTION.

MATERIAL SETUP:

1. UP TO TEN MATERIALS CAN BE SELECTED FROM.
2. BALE DENSITY CAN BE SELECTED AND STORED.
3. STRAPS PER BALE CAN BE ENTERED AND STORED.
4. SHORT STROKE MODE CAN BE ENABLED OR DISABLED.

DIAGNOSTICS:

1. MOTOR STARTER COIL BURNOUT.
2. HYDRAULIC SOLENOID COIL BURNOUT.
3. OVERCHARGE CONDITION.
4. JAM AT SHEAR POINT.
5. EJECTOR JAM.
6. LOW OIL LEVEL.
7. HIGH OIL TEMPERATURE.

20. EJECTOR POSITION TRANSDUCER DEFECTIVE.
21. CURRENT TRANSDUCER DEFECTIVE.
22. OIL TEMPERATURE TRANSDUCER DEFECTIVE.
23. MAIN PUMP CURRENT OVERLOAD.
24. HYDRAULIC OIL OVER TEMP.
25. MAIN RAM IS JAMMED OUTSIDE BALE CHAMBER.
26. EJECTOR IS JAMMED.
27. BRIDGE IN HOPPER OR DEFECTIVE PHOTO EYE.