

## General

The Type 4925C S<sup>2</sup>MC primary thyristor controller system provides speed-regulated control of hoists with wound rotor motors and eddy current brakes. The Type 4925C system includes the controller and for separate mounting the Type 5410 tachometer/overspeed switch assembly and Type 3000 secondary resistor.

The operator control is a Type 4216 stepless mill master switch, Type 4211 stepless mini master switch or Type 2015/6/7 stepless pendant pushbutton station. Full range of motor speed from minimum to maximum is adjusted by the stepless operator. Hoisting speed, with or without load, is closely controlled by varying the motor primary voltage with thyristors. No-load lowering speed is handled in the same manner. Lowering speed of an overhauling load at subsynchronous speeds is closely controlled by automatic regulated excitation of the eddy current brake field. For full speed lowering of overhauling loads the eddy current brake field excitation is removed, the thyristors are pushed fully on, and the motor regenerates power back into the line.

4925C controllers are available from 10 to 250 HP at 460/3/60 VAC.

## Operation

**Hoisting:** When the hoisting direction is selected, the hoist contactor closes and hoisting torque is produced by the motor when the primary thyristors begin conduction. The amount of thyristor conduction, and the motor hoisting torque, is determined by the master switch speed reference signal, and the tachometer generator feedback signal. In this manner, stepless adjustable speed control is obtained for hoisting.

**Lowering:** When the lowering direction is selected, the lower contactor closes, and the primary thyristors begin conduction producing motor lowering torque.

An eddy current brake is coupled to the motor shaft and is controlled by the **S<sup>2</sup>MC Eddy Current Brake Adjustable Field Supply** to provide retarding torque at subsynchronous speed.

If the hook is empty or lightly loaded, the eddy current brake excitation is kept at a minimum and the controller maintains the motor in a stepless speed regulated driving lower condition.

With an overhauling load, the controller reduces the applied voltage to the motor and increases the ECB excitation to the level required to maintain the lowering speed commanded by the operator.

The 4925C controlled automatically provides either motor driving torque or eddy current brake retarding force as may be required for the commanded speed.

## Features

The Type 4925C standard controller includes the following major components/features:

**S<sup>2</sup>MC Compact Speed Regulator Assembly** consisting of (1) regulator PC board and (1) firing circuit board. All adjustments, potentiometers, and test points for setup and fine-tuning plus status lights are front-panel-mounted and clearly identified. Simple test setup readings require use only of a VOM meter.

Three (3) conservatively rated **Type 5410 Full Wave Thyristor Power Modules** with MOV transient voltage protection and snubbing circuits to limit rate of voltage rise. Thyristor modules for 40HP/460 volt and under are mounted with the S<sup>2</sup>MC Compact Speed Regulator Assembly. Over 40HP the thyristor modules are separate mount within the controller enclosure.

**S<sup>2</sup>MC Eddy Current Brake Adjustable Field Supply** consists of a regulator board, firing circuit board, rectifier/filter assembly and eddy current field loss relay protection.

**S<sup>2</sup>MC Tachometer Continuity Module** monitors the tachometer feedback signal and shuts down the controller in the event of an open tachometer signal.

In addition to the S<sup>2</sup>MC modules the Type 4925C controller features a three pole main knife switch, NEMA rated reversing contactor, (3) Inverse time trip overload relays, fused control knife switch, 120 volt control transformer, low voltage relay and a shunt brake relay.

## Optional Features

**Full Speed Contactor:** The 4945C hoist system requires a secondary slip resistor to provide optimum torque at reduced speeds, but results in a 20% slip at full load/full speed. The full speed contactor shorts out this resistor at high speed and allows the motor to obtain its maximum rated base speed.

**Extended Slow Speed Operation:** This option allows the hoist to operate at reduced speeds for an extended period of time. Recommended for die handling cranes and turbine handling cranes.

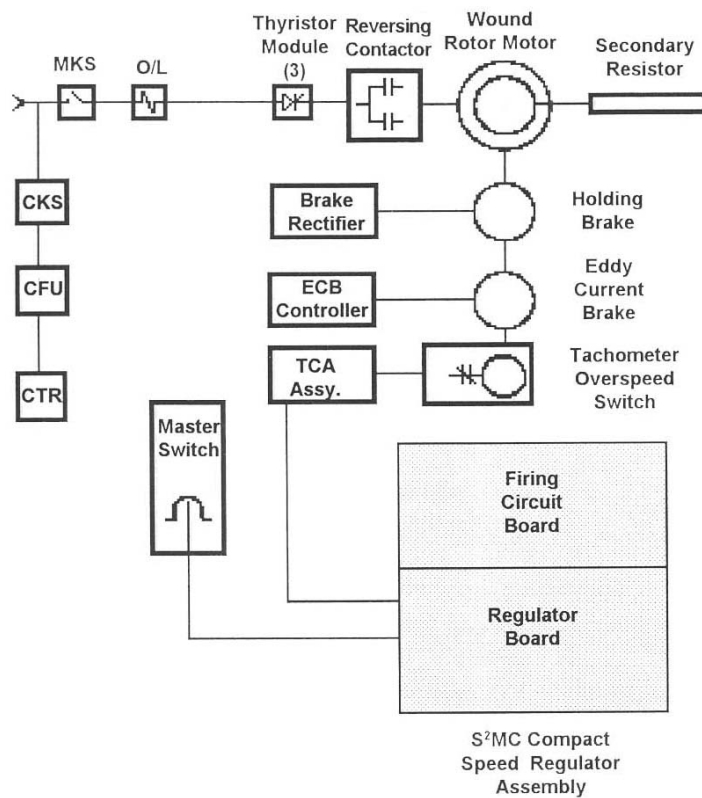
**Five Step Reference Board:** This option allows the controller to operate from a standard 5 step sequential master switch or pendant. Each step can be independently set for a fixed speed.

**Multi-panel Construction:** This option provides two or more controllers to be mounted in a common enclosure and interwired with a mainline contactor panel.

Other standard modifications and options are available. Consult factory for assistance.



**Block Diagram**



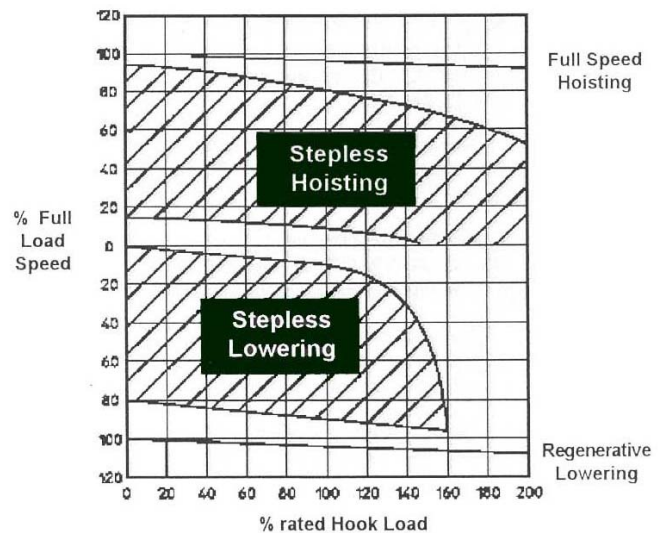
**Bill of Material**

Description	Symbol	Qty.
Main Knife Switch	MKS	1
Reversing Contactor	H/L	1
Speed Regulator Assembly	SPA	1
Thyristor Modules	SCR	3
Eddy Current Brake Controller	ECB	1
Overload Relays	OL	3
Control Knife Switch	CKS	1
Control Fuses	CFU	2
Control Transformer	XFRM1	1
Tachometer Continuity Assy. w/ LV	TCA	1
Shunt Brake Relay	BR	1
Full Speed Contactor (Optional)	FSC	1

**Specifications**

<b>Input Power</b>	230V or 460V, 3 phase, 60hz.,
<b>Horsepower Range</b>	5 - 40HP Compact Construction. 50 - 250 HP with external SCR's
<b>Speed Range</b>	Typical 10 to 1.
<b>Speed Regulation</b>	Better than 1%
<b>Control Configuration</b>	Contacting reversing. Eddy current brake for hoisting and anti-coast service.
<b>Temperature Range</b>	-40 degree C to +55 degree C.

**Speed/Torque Curve**



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