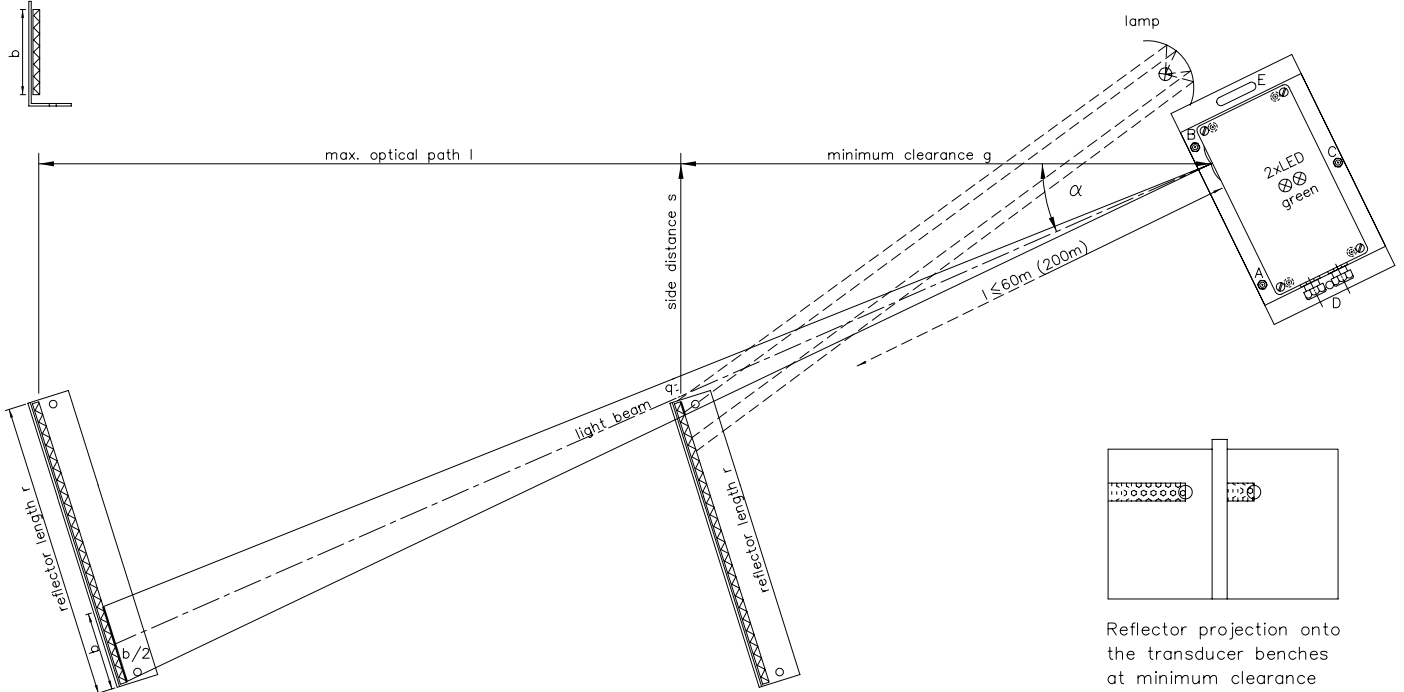


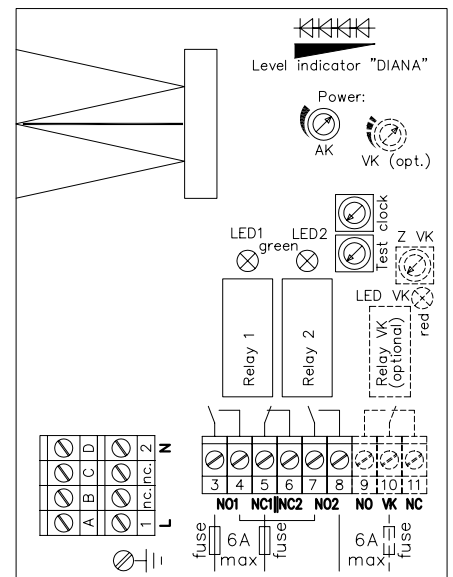
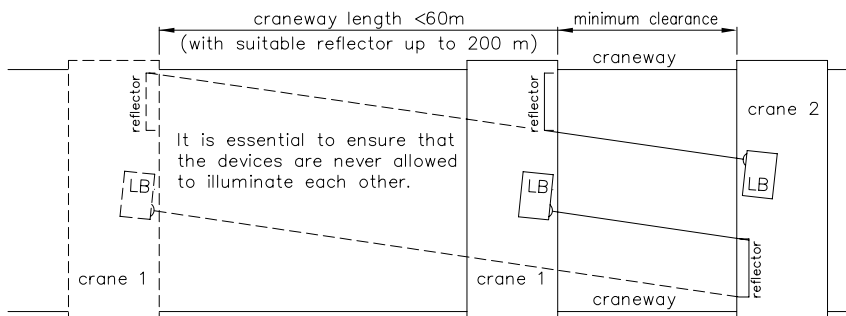
## Appendix to the operating instructions PP1047/2-PV1047/2



### Brief instructions:

The anti-collision device and reflector must be set up in accordance with the conditions determined under point 5 of the operating instructions. The centre of the reflector and the device's lenses must lie on a horizontal line. The side distance  $s$  calculated in point 5 should be adhered to more or less exactly. After that the cranes are moved towards each other to the minimum clearance. As shown in the drawing, the lamp is used to illuminate the inside reflector end. The lid is unscrewed and the device is adjusted horizontally by means of fixing slots D-E and vertically by means of adjusting screw C so that the reflector projection as shown in the illustration can be seen on the transducer bench. Then both cranes are moved to a maximum distance apart and the device is optimally adjusted to the reflector as described in point 6 of the operating instructions. When the two cranes are moved again to the minimum clearance, an exact switching off at minimum clearance can be attained by horizontally shifting the reflector (slots). Note: contamination on the reflectors or optics can increase the minimum clearance. Likewise contamination or murkiness in the air can restrict the maximum range, which can also turn off the crane travel in just the same way as some kind of defect in the device would.

### Example of assembly:



230/115VAC: terminal 1=L, terminal 2=N  
 230VAC: Con. B-C 115VAC: Con. A-C & B-D  
 24VDC: Special version, terminal 1=+, terminal 2=0V

Relay contacts are to be fused externally at max. 6 A. The NO contacts NO1 and NO2 **must be** connected in series unless an external switching device is used as an extension of the self-monitoring system which will require two electrically isolated NO contacts! The NC pair NC1/2 must only be used for signalling purposes, except in special test circuits.