HAAS SERVICE AND OPERATOR MANUAL ARCHIVE

HL-Series Service Manual 96-8710 English June 1997

- This content is for illustrative purposes.
- Historic machine Service Manuals are posted here to provide information for Haas machine owners.
- Publications are intended for use only with machines built at the time of original publication.
- As machine designs change the content of these publications can become obsolete.
- You should not do mechanical or electrical machine repairs or service procedures unless you are qualified and knowledgeable about the processes.
- Only authorized personnel with the proper training and certification should do many repair procedures.

WARNING: Some mechanical and electrical service procedures can be extremely dangerous or life-threatening. Know your skill level and abilities.

All information herein is provided as a courtesy for Haas machine owners for reference and illustrative purposes only. Haas Automation cannot be held responsible for repairs you perform. Only those services and repairs that are provided by authorized Haas Factory Outlet distributors are guaranteed.

Only an authorized Haas Factory Outlet distributor should service or repair a Haas machine that is protected by the original factory warranty. Servicing by any other party automatically voids the factory warranty.

TROUBLESHOOTING

This section is intended for use in determining the solution to a known problem. Solutions given are intended to give the individual servicing the machine a pattern to follow in, first, determining the problem's source and, second, solving the problem.

The troubleshooting tips are organized in this section according to the area of the machine that may be giving sign of a problem. (Ex.: Out-of round circles in drilling will be found under the heading General Machine Operation - Accuracy).

If the problem you are experiencing cannot be found under the heading you expect, please try several other possible headings. If the problem is still not found, contact Haas Automation for further details.

BEFORE YOU BEGIN:

• USE COMMON SENSE

Many problems are easily overcome by correctly evaluating the situation. All machine operations are composed of a program, tools, and tooling. You must look at all three before blaming one as the fault area. If a bored hole is chattering because of an overextended boring bar, don't expect the machine to correct the fault. Don't suspect machine accuracy if the vise bends the part. Don't claim hole mis-positioning if you don't first center-drill the hole.

• FIND THE PROBLEM FIRST

Many mechanics tear into things before they understand the problem, hoping that it will appear as they go. We know this from the fact that more than half of all warranty returned parts are in good working order. If the spindle doesn't turn, remember that the spindle is connected to the spindle motor, which is driven by the spindle drive, which is connected to the I/O BOARD, which is driven by the computer. The moral here is don't replace the spindle drive if the belt is broken. Find the problem first; don't just replace the easiest part to get to.

• DON'T TINKER WITH THE MACHINE

There are hundreds of parameters, wires, switches, etc., that you can change in this machine. Don't start randomly changing parts and parameters. Remember, there is a good chance that if you change something, you will incorrectly install it or break something else in the process. Consider for a moment changing the processor's board. First, you have to download all parameters, remove a dozen connectors, replace the board, reload and reconnect, and if you make one mistake or bend one tiny pin it WON'T WORK. You always need to consider the risk of accidentally damaging the machine anytime you work on it. It is cheap insurance to double-check a suspect part before physically changing it. The less work you do on the machine the better.

1. GENERAL MACHINE OPERATION

1.1 Machine Not Running

Machine cannot be powered on.

- Check input voltage to machine.
- Check main circuit breaker at top right of electrical cabinet; switch must be at the on position.
- Check overvoltage fuses.
- Check wiring to POWER OFF button on front control panel.
- Check wiring to AUTO OFF relay to IOPCB.
- IOPCB may need replacement.
- POWER PCB may need replacement.

Machine can be powered on, but turns off by itself.

- Check settings #1 and #2 for Auto Off Timer or Off at M30.
- Check alarm history for OVERVOLTAGE or OVERHEAT shutdown.
- Check AC power supply lines for intermittent supply.
- Check wiring to POWER OFF button on front control panel.
- Check Parameter 57 for Power Off at E-STOP.
- IOPCB may need replacement.
- MOTIF PCB may need replacement.

Machine turns on, keyboard beeps, but no CRT display.

- Check for green POWER LED at front of CRT.
- Check for power connections to CRT from IOPCB.
- Check video cable (760) from VIDEO PCB to CRT.
- Replace CRT.

Any LED on Microprocessor PCB goes out (except HALT).

- Replace Microprocessor PCB.
- Replace VIDEO PCB.
- Replace MOTIF PCB.

Machine turns on, CRT works, but no keyboard keys work.

- Check keyboard cable (700) from VIDEO to KBIF PCB.
- Replace keypad.
- Replace KBIF PCB.

1.2 Vibration

Vibration is a subjective evaluation with perceptions varying among individuals, making it difficult to determine in mild cases if there is an actual problem. In obvious cases, it is a matter of determining the source which is not easy, since all parts rotate together and sound can be transferred readily. Vibrations also need to be distinguished from noise such as a bad bearing. We will assume that vibrations would be something that could be felt by putting your hand on the spindle ring. One crude method of measurement would be to take an indicator on a magnetic base extended 10 inches between the turret and spindle ring and observe the reading of the indicator. A reading of more than .001 would indicate excessive vibration. The two common sources of noise are the spindle and axis drives. Most complaints about vibration, accuracy, and finish can be attributed to incorrect machining practices such as poor quality or damaged tooling, incorrect speeds or feeds, or poor fixturing. Before concluding that the machine is not working properly, ensure that good machining practices are being observed. These symptoms will not occur individually (Ex. A machine with backlash may vibrate heavily, yielding a bad finish.). Put all of the symptoms together to arrive at an accurate picture of the problem.

Machine vibrates while spindle is on and is not cutting. Sometimes only at specific RPM.

If the spindle alone causes vibration of the machine this is usually caused by the belt/pulley drive system.

Machine vibrates while jogging the axis with the jog handle.

The HAAS control uses very high gain accelerations curves. This vibration as you jog is simply the servos quickly trying to follow the handle divisions. If this is a problem, try using a smaller division on the handle. You will notice the vibration more at individual clicks than when you are turning the handle faster. This is normal.

The machine vibrates excessively in a cut.

This is a tough one to call because machining practices come into play. Generally speaking, the least rigid element of a cut is the tool because it is the smallest part. In order to eliminate the machine as the source of the problem, you need to check the spindle and the backlash of the axes as described in the following sections. Once machining practices have been eliminated as the source of vibration, observe the machine in both operation and “cutting air.” Move the axes (individually) without the spindle turning and then turn the spindle without moving the axes. Isolate whether the vibration comes from the spindle head or from an axis.

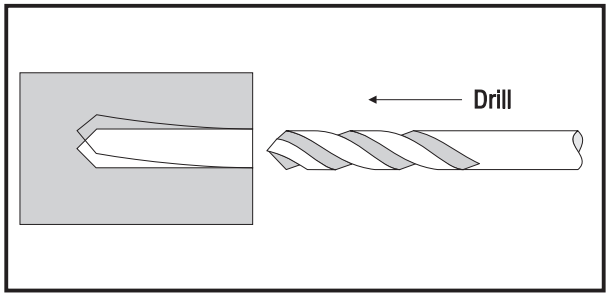
1.3 Accuracy

Before you complain of an accuracy problem, please make sure you follow these simple do's and don'ts:

- Ensure that the machine has been sufficiently warmed up before cutting parts. This will eliminate mispositioning errors caused by thermal growth of the leadscrews (see "Thermal Growth" section).
- *Don't* use a wiggler test indicator for linear dimensions. They measure in an arc and have sine/cosine errors over larger distances.
- *Don't* use magnetic bases as accurate test stops. The high accel/decel of the axis can cause them to move.
- *Don't* attach test points to the sheet metal of the spindle head.
- *Don't* check for accuracy/repeatability using an indicator with a long extension.
- Ensure that test indicators and stops are absolutely rigid and mounted to machined casting surfaces.
- Check a suspected error with another indicator or method for verification.
- Ensure that the indicator is parallel to the axis being checked to avoid tangential reading errors.
- Center drill holes before using jobber length drills if accuracy is questioned.
- Once machining practices have been eliminated as the source of the problem, determine specifically what the machine is doing wrong.

Diameters are out of round

- Check that tooling and machining practices are correct. Bores will be out of round due to tool deflection much more frequently than due to spindle bearing problems.



Diameters are incorrect in X-axis

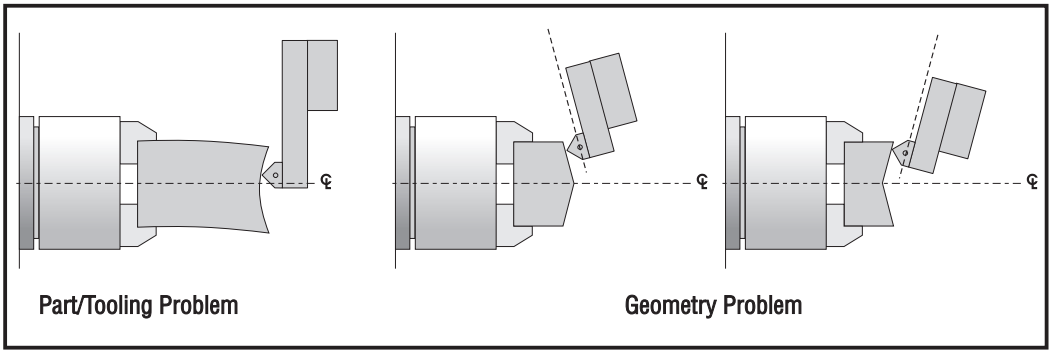
- Ensure the tool probe is set up correctly (settings, etc.).
- Ensure tool offsets are correct. Note that the coordinate system (FANUC, YASNAC, HAAS) must be selected *before* setting tools.
- Ensure Parameter 254, Spindle Center, is set correctly.
- Check for thermal growth of the X-axis leadscrew (see "Thermal Growth" section).

Center holes are malformed

- Ensure tooling is tight.
- Ensure Parameter 254, Spindle Center, is set correctly.
- Check spindle to turret pocket alignment. It may be out of alignment due to a crash or misadjustment.
- Check for thermal growth of the X-axis leadscrew (see "Thermal Growth" section).

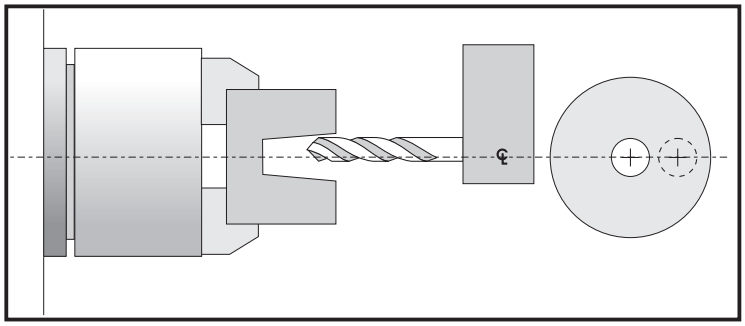
Part faces are conical

- Wedge may be out of alignment due to a crash.
- Check tooling setup. Turning long, unsupported parts may cause conical part faces.
- Check for thermal growth of the leadscrews (see "Thermal Growth" section).



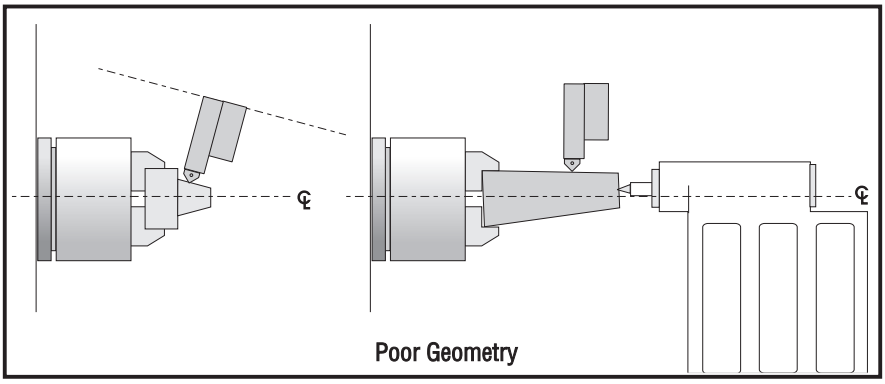
Bores are tapered

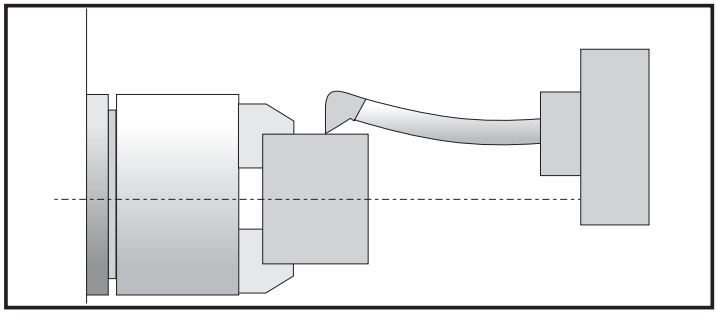
- Check that tooling and machining practices are correct. Bores will be tapered if the tooling is inappropriate, the speeds and feeds are incorrect, or coolant is not getting to the cutting tool when required.
- Although it is rare, the spindle may be out of alignment due to a crash.

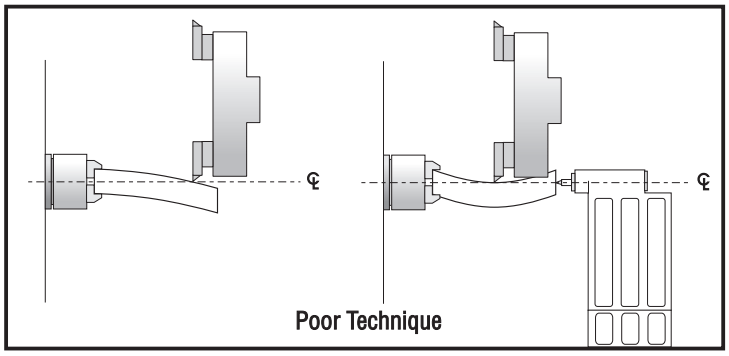


Outside diameter (O.D.) is tapered

- Check tooling setup. Turning long, unsupported parts can cause a tapered O.D.
- Check tailstock setup. Excessive hold pressure on the tailstock can distort parts.
- Tailstock may not be aligned to spindle center.
- Spindle to Z-axis may be out of alignment (not parallel).

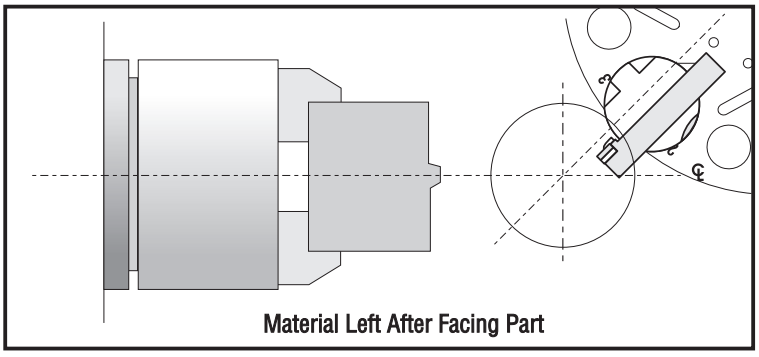






Material left after facing a part

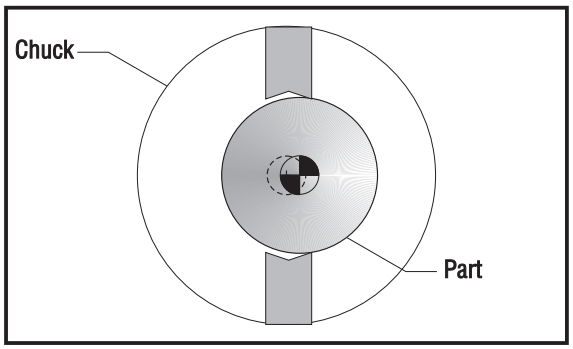
- Ensure tooling is correct.
- Ensure turret is aligned to X-axis travel.
- Ensure Parameter 254, Spindle Center, is set correctly.



1.4 Finish

Machining yields a poor finish.

- Check the condition of the tooling and the spindle.
- Ensure turret is clamped.
- Ensure tooling is tight.
- Check tooling for chatter or lack of rigidity.
- Check the balance of the chuck, part, and fixture.
- Check for backlash.
- Check turret alignment.



1.5 Thermal Growth

A possible source of accuracy and positioning errors is thermal growth of the leadscrews. As the machine warms up, the leadscrews expand in both linear axes (X and Z), causing accuracy and positioning errors. This is especially critical in jobs that require high accuracy.

NOTE: Thermal growth will be more noticeable in the X-axis, since errors will be doubled when cutting a diameter.

NOTE: The leadscrew will always expand ***away*** from the motor end.

VERIFY THERMAL GROWTH

There are a number of ways to verify the problem. The following procedure will verify thermal growth of the X-axis leadscrew in a machine that has not been warmed up:

1. Home the machine. In MDI mode, press POSIT and PAGE DOWN to the OPER page.
2. Jog to an offset location. Select the X axis and press the ORIGIN key to zero it.
3. Press the OFSET key, then scroll down to G110 (or any unused offset). Cursor to X and press the PART ZERO SET key. This will set X0 at this position.
4. Enter a program that will start at the new zero position, rapid a certain distance in the X direction, feed the final .25 inches slowly, and then repeat the X movement.
5. In order to set up the indicator, run the program in SINGLE BLOCK mode, and stop it when X is at the end of it's set travel. Set the magnetic base on the spindle retainer ring or other rigid surface, with the indicator tip touching the turret in the X-axis, and zero it.
6. Exit SINGLE BLOCK mode, and run the program for a few minutes. Enter SINGLE BLOCK mode again, stop the program when X is at the end of it's set travel, and take a final reading on the indicator. If the problem is thermal growth, the indicator will show a difference in the X position.

   NOTE: Ensure the indicator setup is correct as described in "Accuracy" section. Errors in setup are common, and often incorrectly appear to be thermal growth.

7. A similar program can be written to test for thermal growth in the Z-axis.

SOLUTIONS

Since there are many variables that affect thermal growth, such as the ambient temperature of the shop and program feed rates, it is difficult to give one solution for all problems.

Thermal growth problems can generally be eliminated by running a warm-up program for approximately 20 minutes before machining parts. The most effective warm-up is to run the current program, at an offset Z position before the part. This will allow the leadscrews to warm up to the correct temperature and stabilize. Once the machine is at temperature, the leadscrews won't expand any further, unless they're allowed to cool down. A warm-up program should be run after each time the machine is left idle.

2. SPINDLE

2.1 Not Turning

Spindle not turning.

- If there are any alarms, see "Alarms" section.
- Check that the spindle turns freely when machine is off.
  - If spindle drive does not light the RUN LED, check forward/reverse commands from IOPCB.
  - Check that the drawtube piston is not bound against the spindle shaft.
- Check the wiring of analog speed command from MOTIF PCB to spindle drive (cable 720).
- If spindle is still not turning, replace MOTIF PCB.
- Disconnect the drive belt. If the spindle will not turn, it is seized and must be replaced.

NOTE: Before using the replacement spindle, the cause of the previous failure must be determined.

2.2 Noise

Most noises attributed to the spindle actually lie in the motor or drive belt of the machine. Isolate the sources of noise as follows:

Excessive noise coming from the spindle head area.

- Remove the left end covers and check the machine's drive belt tension.
- Run the motor with the drive belt disconnected. If the noise persists, the problem lies with the motor. If it disappears, go on to the next step.
- Check for the correct amount of lubrication to the spindle bearings (1cc per hour) in an air mist lubricated spindle.

3. TRANSMISSION (HL-3/4)

The transmission cannot be serviced in the field and must be replaced as a unit. Never remove the motor from the transmission, as this will damage the transmission and void the warranty.

3.1 Noise

Excessive or unusual noise coming from transmission.

Operate the machine in both high and low gears. Monitor for noise in both gear positions, and determine if the noise varies with the motor or output shaft speed.

- If the noise only occurs in one gear throughout the entire RPM range of that gear position, the problem lies with the transmission, and it must be replaced.
- If the noise occurs in both gear positions, disconnect the drive belts (see "Transmission" section, Mech. Service) and repeat the previous step. If the noise persists, the transmission is damaged and must be replaced.
- Disconnect the drive belts (see "Transmission" section, Mech. Service) and run the machine in high gear. Command a change of direction and listen for a banging noise in the transmission as the machine slows down to zero RPM and speeds back up in reverse. If the noise occurs, the motor has failed and the transmission must be replaced.

3.2 Gears Will Not Change

Machine will not execute a gear change.

- Check the voltage to the gear shifter motor. The voltage between pins 2 and 3 should beapproximately +28V when high gear is commanded and -28V when low gear is commanded. If these voltages are correct, the gear shifter motor has failed and the transmission must be replaced. If these voltages are incorrect, the cabling or transmission power supply is at fault.

3.3 Incorrect Gear Selected or Sensed

Spindle speed is not consistent with selected gear.

- Monitor the discrete inputs and outputs SP HIG and SP LOW on the Diagnostics display while commanding high and low gear. The output SP HIG should be 1 when high gear is selected, and SP LOW should be 1 when low gear is selected. The inputs SP HIG and SP LOW should be 0 when that gear is engaged, and should both be 1 when the transmission is between gears. These inputs should never read 0 at the same time.

  If any of these inputs/outputs are incorrect, either the gear change limit switches or the wiring to the I/O PCB is at fault. The limit switches are located inside the transmission, and cannot be replaced.

4. SERVO MOTORS / LEADSCREWS

4.1 Not Operating

All problems that are caused by servo motor failures should also register an alarm. Check the alarm history to determine the problem's cause before any action is taken.

Servo motor is not functioning.

- Check the power cable from rear electrical cabinet to ensure connection is tight.
- Encoder is faulty or contaminated (Alarms 139-142, 153-156, 165-168, 182-185).
- Open circuit in motor (Alarms 139-142, 153-156, 182-185).
- Motor has overheated, resulting in damage to the interior components (Alarms 135-138, 176).
- Wiring is broken, shorted, or missing shield (Alarms 153-156, 175, 182-185).
- Motor has overheated; no damage to the interior components. OVERHEAT alarm has been triggered. After thorough check of motor (DO NOT DISASSEMBLE!), take necessary steps to eliminate the problem and alarm to resume operation. If motor is still inoperable, replace motor assembly.
- Check for broken or loose coupling between the servo motor and the lead screw.
- Check for a damaged lead screw.

NOTE: If a lead screw fails, it is most often due to a failed bearing sleeve.

4.2 Noise

Lead screw noise is usually caused by a lack of lubrication and is usually accompanied by heating. Other causes are misalignment, bearing sleeve damage, or ball nut damage. Check the alarm history of the machine and look for axis overcurrent and following error alarms.

NOTE: Do not replace lead screws or bearing sleeves without due consideration; they are extremely durable and reliable. Verify that customer complaints are not due to tooling, programming, or fixturing problems.

Servo motor noise.

- Noise is caused by bearings. Rolling, grinding sound is heard coming from the motor.
- If motor noise is caused by motor bearings, replace motor.

Lead screw noise.

- Ensure oil is getting to the lead screw through the lubrication system.
- Check for damage to the bearing sleeve.
- Disconnect the servo motor from the lead screw and rotate the lead screw by hand. If the noise persists, the lead screw may need replacing.
- Run the axis back and forth. The motor will get very hot if the bearing sleeve is damaged. If so, turn the axis by hand and feel for roughness in the lead screw. Loosen the clamp nuts at both ends of the lead screw. If the symptom disappears, replace the bearing sleeve. Be certain to check for damage to the lead screw shaft where the bearing sleeve is mounted.

  - If the noise persists, the lead screw is damaged and must be replaced. When replacing the lead screw in an older machine, always replace the bearing sleeve with the current angular contact design bearing sleeve.

- Check the lead screw for misalignment.

Misalignment in the lead screw itself will tend to cause the lead screw to tighten up and make excessive noise at both ends of the travel. The ballnut may get hot. Misalignment radially at the yoke where the lead screw

ball nut mounts is indicated by heating up of the ball nut on the lead screw, and noise and tightness throughout the travel of the lead screw. Misalignment at the yoke where the ball nut mounts is indicated by noise and tightness at both ends of the travel of the lead screw. The ball nut may get hot.

4.3 Accuracy / Backlash

Accuracy complaints are usually related to tooling, programming, or fixturing problems. Eliminate these possibilities before working on the machine.

Poor Z-axis accuracy.

- Check for backlash in the lead screw as outlined below.
- Check for a loose encoder on the servo motor. Also, ensure the key in the motor or the lead screw is in place and the coupling is tight.

Initial Preparation-
Turn the lathe ON. ZERO RET the machine and move the carriage to the approximate center of its travel in the Z-axis. Move the turret to the approximate center of the X-axis travel.

X-AXIS:
1. Place a dial indicator and base on the spindle retaining ring with the tip of the indicator positioned on the outside diameter of the turret, as shown in Fig. 4-1.

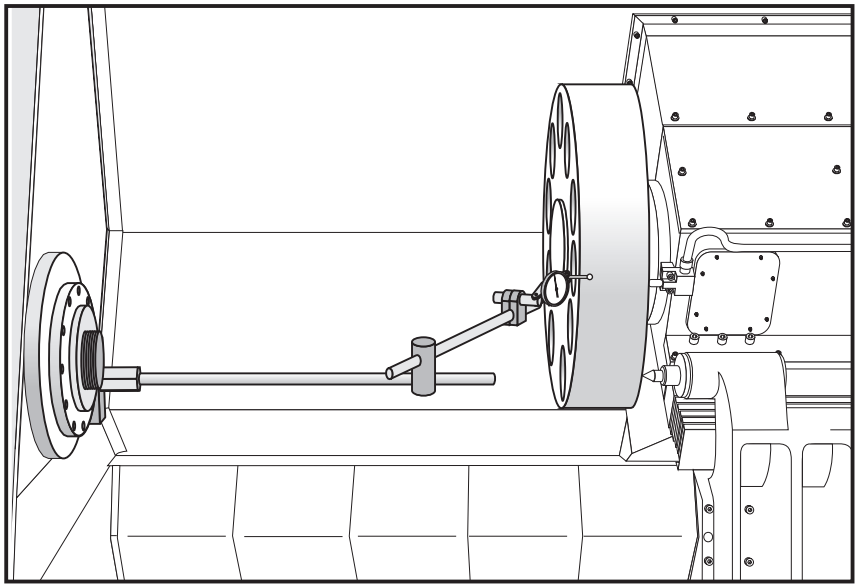


Fig. 4-1. Dial indicator in position to check X-axis.

2. Set dial indicator and the “Distance to go” display in the HANDLE JOG mode to zero as follows:
   - Zero the dial indicator.
   - Press the MDI button on the control panel.
   - Press the HANDLE JOG button on the control panel.

   The “Distance to go” display on the lower right hand corner should read: X=0 Z=0

3. Set the rate of travel to .001 on the control panel and jog the machine .010 in the positive (+) X direction. Jog back to zero (0) on the display. The dial indicator should read zero (0) ± .0001.

4. Repeat Step 3 in the negative (-) direction.

TOTAL DEVIATION BETWEEN THE DIAL INDICATOR AND THE CONTROL PANEL DISPLAY SHOULD NOT EXCEED .0002.

An alternate method for checking backlash is to place the dial indicator as shown in Fig. 4-1 and manually push on the turret in both directions. The dial indicator should return to zero after releasing the turret. **NOTE:** The servos must be on to check backlash by this method.

Z-AXIS:

1. Place a dial indicator and base on the spindle retaining ring with the indicator tip positioned on the face of the turret as shown in Fig. 4-2.

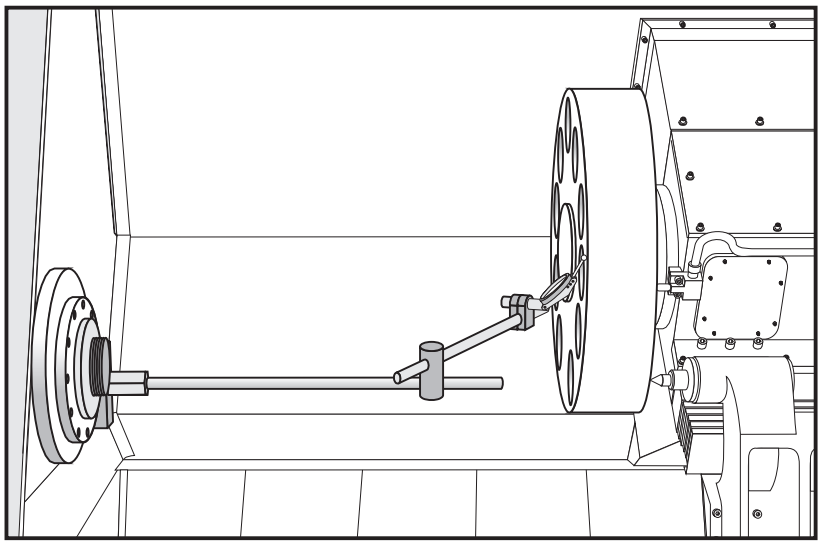


Fig. 4-2 Dial indicator in position to check Z-axis.

2. Set dial indicator and the “Distance to go” display in the HANDLE JOG mode to zero as follows:
   - Zero the dial indicator.
   - Press the MDI button on the control panel.
   - Press the HANDLE JOG button on the control panel. The “Distance to go” display on the lower right hand corner should read: X=0 , Z=0

3. Set the rate of travel to .001 on the control panel and jog the machine .010 in the positive (+) Y direction. Jog back to zero (0) on the display. The dial indicator should read zero (0) ± .0001.

4. Repeat Step 3 in the negative (-) direction.

   TOTAL DEVIATION BETWEEN THE DIAL INDICATOR AND THE CONTROL PANEL DISPLAY SHOULD NOT EXCEED .0002.

   An alternate method for checking backlash is to place the dial indicator as shown in Fig. 4-2 and manually push on the turret in both directions. The dial indicator should return to zero after releasing the turret. **NOTE:** The servos must be on to check backlash by this method.

4.4 Vibration

Excessive servo motor vibration.

- Check all Parameters of the suspected axis against the Parameters as shipped with the machine. If there are any differences, correct those and determine how the Parameters were changed. PARAMETER LOCK should normally be on.
- A bad motor can cause vibration if there is an open or short in the motor. A short would normally cause a GROUND FAULT or OVERCURRENT alarm; check the ALARMS. An ohmmeter applied to the motor leads should show between 1 and 3 ohms between leads, and over 1 megohm from leads to chassis.

4.5 Overheating

Servo motor overheating.

- If a motor OVERHEAT alarm occurs (ALARMS 135-138), check the Parameters for an incorrect setting. Axis flags in Parameters 1, 15, or 29 can invert the overheat switch (OVER TEMP NC).
- If the motor is actually getting hot to the touch, there is excessive load on the motor. Check the user's application for excessive load or high duty cycle. Check the lead screw for binding.

4.6 Servo Error

"Servo Error Too Large" alarms occur on one or more axes sporadically.

- Check motor wiring.
- Driver card may need replacement.
- Servo motor may need replacement.
- Check for binding in motion of lead screw.

5. HYDRAULIC SYSTEM

5.1 Hydraulic Pressure

"Low hydraulic pressure" alarm (134).

- Check for any leaks.
- Check that the oil level is above the black line.
- Check that the oil pressure is within 50-500 psi. If the hydraulic unit needs to be replaced, see "Hydraulic Unit Removal/Installation" section.
- Check that the temperature is less than 150 degrees. If the hydraulic unit needs to be replaced, see "Hydraulic Unit Removal/Installation" section.
- Phasing changes cause the hydraulic unit to change directions resulting in alarm 134.

5.2 Hydraulic Chuck

Chuck won't clamp/unclamp.

- Check for alarm condition.
- Check display for "Low Hydraulic Pressure" alarm (134).
- Check that the oil pressure gauge is within 50-500 psi.
- Check that the oil filter gauge is less than 20 psi.
- Use a voltage meter to check the solenoid circuit breaker.
  - ➢ Replace solenoid valve if faulty.

5.3 Noise in Hydraulic Power Unit

Hydraulic power unit noise.

NOTE: Noise in hydraulic unit should decrease a few minutes after start up.

- Check for leaks in hose.
- Check that the oil level is above the black line.
- Check for loose pieces/hardware.
- Check for debris in motor/cooling fins.

5.4 Hydraulic Tailstock

Tailstock pulsates as it moves.

- Check operating pressure. **(Minimum operating pressure is 120 psi)**
- Check for leaks at hydraulic cylinder.
- Check for leaks at hose fittings.

6. ELECTRICAL TROUBLESHOOTING

CAUTION! Before working on any electrical components, power off the machine and wait approximately 10 minutes. This will allow the high voltage power on the brushless amplifiers to be discharged.

6.1 Electrical Alarms

Axis Drive Fault Alarm

- Blown amplifier - indicated by a light at bottom of amplifier when power is on. Replace amplifier.
- Amplifier or MOCON is noise sensitive. If this is the case, the alarm can be cleared and the axis will run normally for a while.

  To check an amplifier, switch the motor leads and control cables between the amplifier and the one next to it. If the same problem occurs with the other axis, the amplifier must be replaced. If the problem stays on the same axis, either the MOCON or control cable. The problem could also be the axis motor itself, with leads either shorted to each other or to ground, which is very rare.

- Amplifier faulting out for valid reason, such as overtemp, overvoltage, or +/-12 volt undervoltage condition. This usually results from running a servo intensive program, or unadjusted 12 volt power supply. Replace amplifier.

  Overvoltage could occur if regen load is not coming on, but this does not usually happen. The problem could also be the axis motor itself, with leads either shorted to each other or to ground, which is very rare.

Axis Overload

- The fuse function built into the MOCON has been overloaded, due to a lot of motor accel/decels, or hitting a hard stop with the axis. This safety function protects the amplifier and motor, so find the cause and correct it. If the current program is the cause, change the program. If the axis hits a hard stop, the travel limits may be set wrong.

Phasing Error

- The MOCON did not receive the proper phasing information from the motors. DO NOT RESET the machine if this alarm occurs. Power the machine down and back up. If the problem persists, it is probably a broken wire or faulty MOCON connectors.

Servo Error Too Large

- This alarm occurs when the difference between the commanded axis position and the actual position becomes larger the the maximum that is set in the parameter.

  This condition occurs when the amplifier is blown, is not receiving the commands, or the 320 volt power source is dead. If the MOCON is not sending the correct commands to the amplifier, it is probably due to a broken wire, or a PHASING ERROR that was generated.

Axis Z Fault or Z Channel Missing

- During a self-test, the number of encoder counts was found to be incorrect. This is usually caused by a noisy environment, and not a bad encoder. Check all shields and grounds on the encoder cables and the motor leads that come into the amplifiers. An alarm for one axis can be caused by a bad grounding on the motor leads of another axis.

Axis Cable Fault

- During a self-test, the encoder cable signals were found to be invalid. This alarm is usually caused by a bad cable, or a bad connection on the motor encoder connectors. Check the cable for any breaks, and the encoder connectors at the motor controller board. Machine noise can also cause this alarm, although it is less common.

Alarm 101, "MOCON Comm. Failure"

- During a self-test of communications between the MOCON and main processor, the main processor does not respond, and is suspected to be dead. This alarm is generated and the servos are stopped. Check all ribbon cable connections, and all grounding. Machine noise can also cause this alarm, although it is less common.

Alarm 157, "MOCON Watchdog Fault"

- The self-test of the MOCON has failed. Replace the MOCON.

6.2 Processor Stack Diagnostic

(DISCONNECT CABLES FROM A NORMAL OPERATING SYSTEM)

Remove low voltage cable from Video & Keyboard PCB.

- Processors LED's are normal.
- Runs fine and the CRT is Normal.
- No keypad beep.

Remove low voltage cable from MOTIF PCB.

- Processors LED's are normal then RUN goes out.
- No screen.

Remove the Data & or Address buss from the Video & Keyboard PCB.

- Processors LED's Normal - then Run goes out.

Remove the Data & or Address buss from the MOTIF PCB.

- Processors LED's Normal - then Run goes out.

Remove the Data & or Address buss from the Micro Processor PCB.

- Processors LED's - CRT and Run are out.

6.3 KEYBOARD DIAGNOSTIC

	1	2	3	4	5	6	7	8	9	10	11
12	OFSET	SETNG GRAPH		↑		↓	B	H	N	T	Z
13	POSIT	PARAM DGNOS		HOME	←	END	A	G	M	S	Y
14	PRGRM CONVRS	ALARM MESGS		*CLNT UP*	*CLNT DOWN*	*AUX CLNT*	*SHIFT*	F	L	R	X
15	POWER DOWN	F4	PART ZERO SET	-Y	-X	-A					*100% RAPID*
16	POWER UP RESTART	F3	TOOL RELEASE	+Z	JOG LOCK	-Z		+10	+10	CCW	50% RAPID
17	RESET	F2	NEXT TOOL	+B +A	<+X	+Y		100%	100%	STOP	25% RAPID
18		F1	TOOL OFSET MESUR	*CHIP FWD*	*CHIP STOP*	*CHIP REV*		-10	-10	CW	5% RAPID
19	CURNT COMDS	HELP	PAGE UP		→	PAGE DOWN	C	I	O	U	EOB
20	EDIT	MEM	MDI DNC	HANDLE JOG	ZERO RET	LIST PROG	D	J	P	V	[(
21	INSERT	SINGLE BLOCK	COOLNT	.0001 .1	AUTO ALL AXES	SELECT PROG	E	K	Q	W	])
22	ALTER	DRY RUN	ORIENT SPNDLE	.0001 1.	ORIGIN	SEND RS232	& 7	% 4	* 1	+ -	CANCEL
23	DELETE	OPT STOP	ATC FWD	.01 10.	ZERO SINGL AXES	RECV RS232	@ 8	$ 5	, 2	= 0	SPACE
24	UNDO	BLOCK DELETE	ATC REV	.01 100.	HOME G28	ERASE PROG	: 9	! 6	? 3	# PERIOD .	WRITE

KEYBOARD GRID

The following is an example of how to troubleshoot the keypad:

NOTE: Keypad Diodes 1-24 correspond to chart numbers 1-24

Example: 1. Pressing the **RESET** button will cause diodes 1 and 17 to conduct.

- With the POWER OFF read across diode 1.
- A typical reading is between .400-.700 ohms, note your reading.

2. Press and hold the **RESET** button. If the diode is conducting, the reading should drop about .03 ohms.
   - If your reading was .486 and it dropped to .460 for a difference of .026; the diode is good.
   - The same will hold true for diode 17 in this example. If the reading stays the same or there is no change, the diode is not conducting. Pull P2 and read between pins 1 and 17.
   - Press and hold <**RESET**>. The meter should read a short (0 ohms); if not, the keypad is bad.

7. ALARMS

Any time an alarm is present, the lower right hand corner of the screen will have a blinking "ALARM". Push the ALARM display key to view the current alarm. All alarms are displayed with a reference number and a complete description. If the RESET key is pressed, one alarm will be removed from the list of alarms. If there are more than 18 alarms, only the last 18 are displayed and the RESET must be used to see the rest. The presence of any alarm will prevent the operator from starting a program.

The **ALARMS DISPLAY** can be selected at any time by pressing the ALARM MESGS button. When there are no alarms, the display will show NO ALARM. If there are any alarms, they will be listed with the most recent alarm at the bottom of the list. The CURSOR and PAGE UP and PAGE DOWN buttons can be used to move through a large number of alarms. The CURSOR **right** and **left** buttons can be used to turn on and off the ALARM history display.

Note that tool changer alarms can be easily corrected by first correcting any mechanical problem, pressing RESET until the alarms are clear, selecting ZERO RET mode, and selecting AUTO ALL AXES. Some messages are displayed while editing to tell the operator what is wrong but these are not alarms. See the editing topic for those errors.

The following alarm list shows the alarm numbers, the text displayed along with the alarm, and a detailed description of the alarm, what can cause it, when it can happen, and how to correct it.

ALARM NUMBER AND TEXT:		POSSIBLE CAUSES:
101	MOCON Comm. Failure	During a self-test of communications between the MOCON and main processor, the main processor does not respond, and is suspected to be dead. Check cable connections and grounding.
102	Servos Off	Indicates that the servo motors are off, the tool changer is disabled, the coolant pump is off, and the spindle motor is stopped. Caused by EMER GENCY STOP, motor faults, tool changer problems, or power fail.
103	X Servo Error Too Large	Too much load or speed on X-axis motor. The difference between the motor position and the commanded position has exceeded a parameter. The motor may also be stalled, disconnected, or the driver failed. The servos will be turned off and a RESET must be done to restart. This alarm can be caused by problems with the driver, motor, or the slide being run into the mechanical stops.
104	Y Servo Error Too Large	same as 103.
105	Z Servo Error Too Large	same as 103.
106	A Servo Error Too Large	same as 103.
107	Emergency Off	EMERGENCY STOP button was pressed. Servos are also turned off. After the E-STOP is released, the RESET button must be pressed at least twice to correct this; once to clear the E-STOP alarm and once to clear the Servos Off alarm.
108	X Servo Overload	Excessive load on X-axis motor. This can occur if the load on the motor over a period of several seconds or even minutes is large enough to exceed the continuous rating of the motor. The servos will be turned off when this occurs. This can be caused by running into the mechanical stops but not much past them. It can also be caused by anything that causes a very high load on the motors.

109	Y Servo Overload	same as 108.
110	Z Servo Overload	same as 108.
111	A Servo Overload	same as 108.
112	No Interrupt	Electronics fault. Problem in the Microprocessor assembly (68030, Video, or MOCON boards).
113	Turret Unlock Fault	The turret took longer to unlock and come to rotation position than allowed for in Parameter 62. The value in Parameter 62 is in milliseconds. This may occur if the air pressure is too low, the tool turret clamp switch is faulty or needs adjustment, or there is a mechanical problem.
114	Turret Lock Fault	The turret took longer to lock and seat than allowed for in Parameter 63. The value in Parameter 63 is in milliseconds. This may occur if the air pressure is too low, the tool turret clamp switch is faulty or needs adjust ment, or there is a mechanical problem.
115	Turret Rotate Fault	Tool motor not in position. During a tool changer operation the tool turret failed to start moving or failed to stop at the right position. Parameters 62 and 63 can adjust the time-out times. This alarm can be caused by anything that jams the rotation of the turret. A loss of power to the tool changer can also cause this, so check CB5 and relays 1-8, 2-3, and 2-4.
116	Spindle Orientation Fault	Spindle did not orient correctly. During a spindle orientation function, the spindle is rotated until the lock pin drops in; but the lock pin never dropped. Parameters 66, 70, 73, and 74 can adjust the time-out times. This can be caused by a trip of circuit breaker CB4, a lack of air pressure, or too much friction with the orientation pin.
117	Spindle High Gear Fault	Gearbox did not shift into high gear. During a change to high gear, the high gear sensor was not detected in time. Parameters 67, 70 and 75 can adjust the time-out times. Check the solenoids circuit breaker CB4, and the spindle drive.
118	Spindle Low Gear Fault	Gearbox did not shift into low gear. During a change to low gear, the high gear sensor was not detected in time. Parameters 67, 70 and 75 can adjust the time-out times. Check the solenoids circuit breaker CB4, and the spindle drive.
119	Over Voltage	Incoming line voltage is above maximum. The servos will be turned off and the spindle, tool changer, and coolant pump will stop. If this condition remains for 4.5 minutes, an automatic shutdown will begin.
120	Low Air Pressure	Air pressure dropped below 80 PSI for a period of time defined by Parameter 76. Check your incoming air pressure for at least 100 PSI and ensure that the regulator is set at 85 PSI.
121	Low Lub or Low Pressure	Way lube is low or empty or there is no lube pressure or too high a pressure. Check tank at rear of machine and below control cabinet. Also check connector on the side of the control cabinet. Check that the lube lines are not blocked.
122	Control Overheat	The control internal temperature is above 150 degrees F. This can be caused by almost anything in the control overheating. But is usually caused by overheat of the two regen resistors for servos and spindle drive. This alarm will also turn off the servos, spindle drive, coolant pump, and tool changer. One common cause of this overheat condition is an input line voltage too

		high. If this condition remains for 4.5 minutes, an automatic shutdown will begin.
123	Spindle Drive Fault	Overheat or failure of spindle drive or motor. The exact cause is indicated in the LED window of the spindle drive inside the control cabinet. This can be caused by a stalled motor, shorted motor, overvoltage, undervoltage, overcurrent, overheat of motor, or drive failure.
124	Low Battery	Memory batteries need replacing within 30 days. This alarm is only generated at power on and indicates that the 3.3 volt Lithium battery is below 2.5 volts. If this is not corrected within about 30 days, you may lose your stored programs, parameters, offsets, and settings.
125	Tool Turret Fault	Turret has not seated itself properly. There may be something obstructing the turret between the housing and the turret itself.
126	Gear Fault	Gearshifter is out of position when a command is given to rotate the spindle. This means that the two speed gear box is not in either high or low gear but is somewhere in between. Check the air pressure, the solenoids circuit breaker CB4, and the spindle drive.
127	Door Fault	The control failed to detect a high at the A DOOR input after an M85 was commanded and the A DOOR input was not received before a certain period of time. The units are in milliseconds.
129	M Fin Fault	M-Fin was active at power on. Check the wiring to your **M** code interfaces. This test is only performed at power-on.
130	Chuck Unclamped	The control detected that the chuck is unclamped. This is a possible fault in the air solenoids, relays on the I/O Assembly, or wiring.
132	Power Down Failure	Machine did not turn off when an automatic power-down was commanded. Check wiring to POWIF card on power supply assembly, relays on the IO assembly, and the main contactor K1.
133	Spindle Locked	Shot pin did not release. This is detected when spindle motion is com manded. Check the solenoid that controls the air to the lock, relay 2-8, the wiring to the sense switch, and the switch.
134	Low Hydraulic Pressure	Hydraulic pressure is sensed to be low. Check pump pressure and hydraulic tank oil level.
135	X Motor Over Heat	Servo motor overheat. The temperature sensor in the motor indicates over 150 degrees F. This can be caused by an extended overload of the motor such as leaving the slide at the stops for several minutes.
136	Y Motor Over Heat	same as 135.
137	Z Motor Over Heat	same as 135.
138	A Motor Over Heat	same as 135.
139	X Motor Z Fault	Encoder marker pulse count failure. This alarm usually indicates that the encoder has been damaged and encoder position data is unreliable. This can also be caused by loose connectors at P1-P4.
140	Y Motor Z Fault	same as 139.
141	Z Motor Z Fault	same as 139.

142	A Motor Z Fault	same as 139.
143	Spindle Not Locked	Shot pin not fully engaged when a tool change operation is being per formed. Check air pressure and solenoid circuit breaker CB4. This can also be caused by a fault in the sense switch that detects the position of the lock pin.
144	Time-out- Call Your Dealer	Time allocated for use prior to payment exceeded. Call your dealer.
145	X Limit Switch	Axis hit limit switch or switch disconnected. This is not normally possible as the stored stroke limits will stop the slides before they hit the limit switches. Check the wiring to the limit switches and connector P5 at the side of the main cabinet. Can also be caused by a loose encoder shaft at the back of the motor or coupling of motor to the screw.
146	Y Limit Switch	same as 145.
147	Z Limit Switch	same as 145.
148	A Limit Switch	Normally disabled for rotary axis.
149	Spindle Turning	Spindle not at zero speed for tool change. A signal from the spindle drive indicating that the spindle drive is stopped is not present while a tool change operation is going on.
150	I Mode Out Of Range	Reload control software. Check the status of the Processor board.
152	Self Test Fail	Control has detected an electronics fault. All motors and solenoids are shut down. This is most likely caused by a fault of the processor board stack at the top left of the control. Call your dealer.
153	X-axis Z Ch Missing	Broken wires or encoder contamination. All servos are turned off. This can also be caused by loose connectors at P1-P4.
154	Y-axis Z Ch Missing	same as 153.
155	Z-axis Z Ch Missing	same as 153.
156	A-axis Z Ch Missing	same as 153.
157	MOCON Watchdog Fault	The self-test of the MOCON has failed. Replace the MOCON.
158	Video/Keyboard PCB Failure	Internal circuit board problem. The VIDEO PCB in the processor stack is tested at power-on. This could also be caused by a short in the front panel membrane keypad. Call your dealer.
159	Keyboard Failure	Keyboard shorted or button pressed at power on. A power-on test of the membrane keypad has found a shorted button. It can also be caused by a short in the cable from the main cabinet or by holding a switch down during power-on.
160	Low Voltage	The line voltage to control is too low. This alarm occurs when the AC line voltage drops below 190 when wired for 230 volts or drops below 165 when wired for 208 volts.

161	X-Axis Drive Fault	Current in **X** servo motor beyond limit. Possibly caused by a stalled or overloaded motor. The servos are turned off. This can be caused by running a short distance into a mechanical stop. It can also be caused by a short in the motor or a short of one motor lead to ground.
162	Y-Axis Drive Fault	same as 161.
163	Z-Axis Drive Fault	same as 161.
164	A-Axis Drive Fault	same as 161.
165	X Zero Ret Margin Too Small	This alarm will occur if the home/limit switches move or are misadjusted. This alarm indicates that the zero return position may not be consistent from one zero return to the next. The encoder **Z** channel signal must occur between 1/8 and 7/8 revolution of where the home switch releases. This will not turn the servos off but will stop the zero return operation.
166	Y Zero Ret Margin Too Small	Same as 165.
167	Z Zero Ret Margin Too Small	Same as 165.
168	A Zero Ret Margin Too Small	Not normally enabled for A-axis.
169	Spindle Direction Fault	Problem with rigid tapping hardware. The spindle started turning in the wrong direction. System wired incorrectly.
170	Phase Loss L1-L2	Problem with incoming line voltage between legs L1 and L2. This usually indicates that there was a transient loss of input power to the machine.
171	Phase Loss L2-L3	Problem with incoming line voltage between legs L2 and L3.
172	Phase Loss L3-L1	Problem with incoming line voltage between legs L3 and L1.
173	Spindle Ref Signal Missing	The **Z** channel pulse from the spindle encoder is missing for rigid tapping synchronization. Bad encoder or wiring.
174	Tool Load Exceeded	The tool load monitor option is selected and the maximum load for a tool was exceeded in a feed. This alarm can only occur if the tool load monitor function is installed in your machine.
175	Ground Fault Detected	A ground fault condition was detected in the 115V AC supply. This can be caused by a short to ground in any of the servo motors, the tool change motors, the fans, or the oil pump.
176	Overheat Shutdown	An overheat condition persisted for 4.5 minutes and caused an automatic shutdown.
177	Over voltage Shutdown	An overvoltage condition persisted for 4.5 minutes and caused an automatic shutdown.
178	Divide by Zero	Software error, or parameters are incorrect. Call your dealer.
179	Low Pressure Spindle Coolant	Spindle coolant oil is low or low pressure condition in lines.

182	X Cable Fault	Cable from X-axis encoder does not have valid differential signals.
183	Y Cable Fault	Same as 182.
184	Z Cable Fault	Same as 182.
185	A Cable Fault	Same as 182.
186	Spindle Not Turning	Trying to feed while spindle is in the stopped position.
187	B Servo Error Too Large	Same as 103.
188	B Servo Overload	Same as 108.
189	B Motor Overheat	Same as 135.
190	B Motor Z Fault	Same as 139.
191	B Limit Switch	Same as 145.
192	B Axis Z Ch Missing	Same as 153.
193	B Axis Drive Fault	Same as 161.
194	B Zero Ret Margin Too Small	Same as 165.
195	B Cable Fault	Same as 182.
197	100 Hours Unpaid Bill	Call your dealer.
198	Spindle Stalled	Control senses that no spindle fault has occurred, the spindle is at speed, yet the spindle is not turning. Possibly the belt between the spindle drive motor and spindle has slipped or is broken.
199	Negative RPM	Internal software error; call your dealer.
201	Parameter CRC Error	Parameters lost maybe by low battery. Check for a low battery and low battery alarm.
202	Setting CRC Error	Settings lost maybe by low battery. Check for a low battery and low battery alarm.
203	Lead Screw CRC Error	Lead screw compensation tables lost maybe by low battery. Check for CRC Error low battery and low battery alarm.
204	Offset CRC Error	Offsets lost maybe by low battery. Check for a low battery and low battery alarm.
205	Programs CRC Error	Users program lost maybe by low battery. Check for a low battery and low battery alarm.
206	Internal Program Error	Possible corrupted program. Save all programs to floppy disk, delete all, then reload. Check for a low battery and low battery alarm.
207	Queue Advance Error	Software Error; Call your dealer.
208	Queue Allocation Error	Software Error; Call your dealer.
209	Queue Cutter Comp Error	Software Error; Call your dealer.
210	Insufficient Memory	Not enough memory to store users program. Check the space available in the LIST PROG mode and possibly delete some programs.

211	Odd Prog Block	Possible corrupted program. Save all programs to floppy disk, delete all, then reload.
212	Program Integrity Error	Possible corrupted program. Save all programs to floppy disk, delete all, then reload. Check for a low battery and low battery alarm.
213	Program RAM CRC Error	Electronics fault. Check for a low battery and low battery alarm. Replace the Processor board.
214	No. of Programs Changed	Indicates that the number of programs disagrees with the internal variable that keeps count of the loaded programs. Call your dealer.
215	Free Memory PTR Changed	Indicates the amount of memory used by the programs counted in the system disagrees with the variable that points to free memory. Call your dealer.
216	Probe Arm Down While Running	Indicates that the probe arm was pulled down while a program was running.
217	X Axis Phasing Error	Error occured in phasing initialization of brushless motor. This can be caused by a bad encoder, or a cabling error.
218	Y Axis Phasing Error	Same as 217.
219	Z Axis Phasing Error	Same as 217.
220	A Axis Phasing Error	Same as 217.
221	B Axis Phasing Error	Same as 217.
222	C Axis Phasing Error	Same as 217.
223	Door Lock Failure	In machines equipped with safety interlocks, this alarm occurs when the control senses the door is open but it is locked. Check the door lock circuit.
224	X Transition Fault	Illegal transition of count pulses in X axis. This alarm usually indicates that the encoder has been damaged and encoder position data is unreliable. This can also be caused by loose connectors at the MOCON or MOTIF PCB.
225	Y Transition Fault	Same as 224.
226	Z Transition Fault	Same as 224.
227	A Transition Fault	Same as 224.
228	B Transition Fault	Same as 224.
229	C Transition Fault	Same as 224.
231	Jog Handle Transition Fault	Same as 224.
232	Spindle Transition Fault	Same as 224.
233	Jog Handle Cable Fault	Cable from jog handle encoder does not have valid differential signals.
234	Spindle Enc. Cable Fault	Cable from spindle encoder does not have valid differential signals.
235	Spindle Z Fault	Same as 139.
240	Empty Prog or No EOB	DNC program not found, or no end of program found.
241	Invalid Code	RS-232 load bad. Data was stored as comment. Check the program being received.

242	No End	Check input file for a number that has too many digits.
243	Bad Number	Data entered is not a number.
244	Missing)	Comment must end with a ") ".
245	Unknown Code	Check input line or data from RS-232. This alarm can occur while editing data into a program or loading from RS-232.
246	String Too Long	Input line is too long. The data entry line must be shortened.
247	Cursor Data Base Error	Software Error; Call your dealer.
248	Number Range Error	Number entry is out of range.
249	Prog Data Begins Odd	Possible corrupted program. Save all programs to floppy disk, delete all, then reload.
250	Program Data Error	Same as 249.
251	Prog Data Struct Error	Same as 249.
252	Memory Overflow	Same as 249.
253	Electronics Overheat	The control box temperature has exceeded 145 degrees F. This can be caused by an electronics problem, high room temperature, or clogged air filter.
257	Program Data Error	Same as 249.
258	Invalid DPRNT Format	Macro DPRNT statement not structured properly.
259	Bad Language Version	Reload control software. Check the status of the Processor board.
260	Bad Language CRC	Indicates FLASH memory has been corrupted or damaged.
261	Rotary CRC Error	Rotary saved parameters have a CRC error. Indicates a loss of memory - call your dealer.
262	Parameter CRC Missing	RS-232 or floppy read of parameter had no CRC when loading from floppy or RS-232.
263	Lead Screw CRC Missing	Lead screw compensation tables have no CRC when loading from floppy or RS-232.
264	Rotary CRC Missing	Rotary parameters have no CRC when loading from floppy or RS-232.
265	Macro Variable File CRC Error	Macro variables lost maybe by low battery. Check for a low battery and low battery alarm. Reload the macro variable file.
270	C Servo Error Too Large	Same as 103.
271	C Servo Overload	Same as 108.
272	C Motor Overheat	Same as 135.
273	C Motor Z Fault	Same as 139.
274	C Limit Switch	Same as 145.
275	C Axis Z Ch Missing	Same as 153.
276	C Axis Drive Fault	Same as 161.

277	C Zero Ret Margin Too Small	Same as 165.
278	C Cable Fault	Same as 182.
302	Invalid R Code	Check your geometry. **R** must be less than or equal to half the distance from start to end within an accuracy of 0.0010 inches.
303	Invalid X, B, or Z In G02 or G03	Check your geometry.
304	Invalid I, J, or K In G02 or G03	Check your geometry. Radius at start must match radius at end of arc within 0.0010 inches.
305	Invalid Q In Canned Cycle	**Q** in a canned cycle must be greater than zero and must be a valid **N** number.
306	Invalid I, J, K, or Q In Canned Cycle	**I**, **J**, **K,** and **Q** in a canned cycle must be greater than zero.
307	Subroutine Nesting Too Deep	Subprogram nesting is limited to nine levels. Simplify your program.
308	Invalid Tool Offset	A tool offset not within the range of the control was used.
309	Exceeded Max Feed Rate	Use a lower feed rate.
310	Invalid G Code	**G** code not defined and is not a macro call.
311	Unknown Code	Possible corruption of memory by low battery. Call your dealer.
312	Program End	End of subroutine reached before M99. Need an M99 to return from subroutine.
313	No P Code In M97, M98, or G65	Must put subprogram number in **P** code.
314	Subprogram or Macro Not In Memory	Check that a subroutine is in memory or that a macro is defined.
315	Invalid P Code In M97, M98 or M99	The **P** code must be the name of a program stored in memory without a decimal point for M98 and must be a valid **N** number for M99, G70, 71, 72, and 73.
316	X Over Travel Range	X-axis will exceed stored stroke limits. This is a parameter in negative direction and is machine zero in the positive direction. This will only occur during the operation of a user's program.
317	Y Over Travel Range	same as 316.
318	Z Over Travel Range	same as 316.
319	A Over Travel Range	Not normally possible with A-axis.
320	No Feed Rate Specified	Must have a valid **F** code for interpolation functions.
321	Auto Off Alarm	A fault turned off the servos automatically; occurs in debug mode only.

322	Sub Prog Without M99	Add an M99 code to the end of program called as a subroutine.
324	Delay Time Range Error	**P** code in G04 is greater than or equal to 1000 seconds (over 999999 milliseconds).
325	Queue Full	Control problem; call your dealer.
326	G04 Without P Code	Put a **Pn.n** for seconds or a **Pn** for milliseconds.
327	No Loop For M Code Except M97, M98	**L** code not used here. Remove **L** Code.
328	Invalid Tool Number	Tool number must be between 1 and the value in Parameter 65.
329	Undefined M Code	That **M** code is not defined and is not a macro call.
330	Undefined Macro Call	Macro name O90nn not in memory. A macro call definition is in parameters and was accessed by user program but that macro was not loaded into memory.
331	Range Error	Number too large.
332	H and T Not Matched	This alarm is generated when Setting 15 is turned ON and an **H** code number in a running program does not match the tool number in the spindle. Correct the **Hn** codes, select the right tool, or turn off Setting 15.
333	X-Axis Disabled	Parameters have disabled this axis. Not normally possible.
334	Y-Axis Disabled	same as 333.
335	Z-Axis Disabled	same as 333.
336	A-Axis Disabled	An attempt was made to program the A-axis while it was disabled (DISABLED bit in Parameter 43 set to 1).
337	Goto or **P** Line Not Found	Subprogram is not in memory, or P code is incorrect.
338	Invalid IJK and XYZ in G02 or G03	There is a problem with circle definition; check your geometry.
339	Multiple Codes	Only one **M**, **X**, **Y**, **Z**, **A**, **Q**, etc. allowed in any block or two **G** codes in the same group.
340	Cutter Comp Begin With G02 or G03	Select cutter compensation earlier. Cutter comp. must begin on a linear move.
341	Cutter Comp End With G02 or G03	Disable cutter comp later.
342	Cutter Comp Path Too Small	Geometry not possible. Check your geometry with the HELP page.
343	Display Queue Record Full	A block exists that is too long for displaying queue. Shorten title block.
344	Cutter Comp With G18 and G19	Cutter comp only allowed in XY plane (G17).

345	Diff Step Ratio On G17 Plane	Parameters 5 and 19 must be same value.
346	Diff Step Ratio On G18 Plane	Parameters 5 and 33 must be same value.
347	Diff Step Ratio On G19 Plane	Parameters 19 and 33 must be same value.
348	Illegal Spiral Motion	Linear axis path is too long. For helical motions, the linear path must not be more than the length of the circular component.
349	Prog Stop W/O Cancel Cutter Comp	Cutter compensation has been cancelled without an exit move. Potential damage to part.
350	Cutter Comp Look Ahead Error	There are too many non-movement blocks between motions when cutter comp is being used. Remove some intervening blocks.
351	Invalid P Code	In a block with G103 (Block Lookahead Limit), a value between 0 and 15 must be used for the P code.
352	Aux Axis Power Off	Aux **B**, **C**, **U**, **V**, or **W** axis indicate servo off. Check auxiliary axes. Status from control was OFF.
353	Aux Axis No Home	A ZERO RET has not been done yet on the aux axes. Check auxiliary axes. Status from control was LOSS.
354	Aux Axis Disconnected	Aux axes not responding. Check auxiliary axes and RS-232 connections.
355	Aux Axis Position Mismatch	Mismatch between machine and aux axes position. Check aux axes and interfaces. Make sure no manual inputs occur to aux axes.
356	Aux Axis Travel Limit	Aux axes are attempting to travel past their limits.
357	Aux Axis Disabled	Aux axes are disabled.
358	Multiple Aux Axis	Can only move one auxiliary axis at a time.
359	Invalid I, J, or K In G12 or G13	Check your geometry.
360	Tool Changer Disabled	Check Parameter 57. Not a normal condition for the Lathe.
361	Gear Change Disabled	Not used.
362	Tool Usage Alarm	Tool life limit was reached. To continue, reset the usage count in the Current Commands display and press RESET.
363	Coolant Locked Off	Override is off and program tried to turn on coolant.
364	No Circ Interp Aux Axis	Only rapid or feed is allowed with aux axes.
367	Cutter Comp Interference	G01 cannot be done with tool size.

368	Groove Too Small	Tool too big to enter cut.
369	Tool Too Big	Use a smaller tool for cut.
372	Tool Change In Canned Cycle	Tool change not allowed while canned cycle is active.
373	Invalid Code in DNC	A code found in a DNC program could not be interpreted because of restrictions to DNC.
374	Missing XBZA in G31 or G36	G31 skip function requires an **X**, **B**, **Z**, or **A** move.
375	Missing Z or H in G37	G37 auto offset skip function requires **H** code, **Z** value, and tool offset enabled. **X**, **B**, and **A** values not allowed.
376	No Cutter Comp In Skip	Skip G31 and G37 functions cannot be used with cutter compensation.
377	No Skip in Graph/Sim	Graphics mode cannot simulate skip function.
378	Skip Signal Found	Skip signal check code was included but skip was found when it was not expected.
379	Skip Signal Not Found	Skip signal check code was included but skip was not found when it was expected.
380	X, B, A, or G49 Not Allowed in G37	G37 may only specify Z-axis and must have tool offset defined.
381	G43 or G44 Not Allowed in G36 or G136	Auto work offset probing must be done without tool offset.
382	D Code Required in G35	A **Dnn** code is required in G35 in order to store the measured tool diameter.
383	Inch Is Not Selected	G20 was specified but settings have selected metric input.
384	Metric Is Not Selected	G21 was specified but settings have selected inches.
385	Invalid L, P, or R Code In G10	G10 was used to changes offsets but **L**, **P**, or **R** code is missing or invalid.
386	Invalid Address Format	An address A..Z was used improperly.
387	Cutter Comp Not Allowed With G103	If block buffering has been limited, Cutter comp cannot be used.
388	Cutter Comp Not Allowed With G10	Coordinates cannot be altered while cutter comp is active. Move G10 outside of cutter comp enablement.
389	G17, G18, G19 Illegal in G68	Planes of rotation cannot be changed while rotation is enabled.
390	No Spindle Speed	**S** code has not been encountered. Add an **S** code.
391	Feature Disabled	An attempt was made to use a control feature not enabled by a parameter bit. Set the parameter bit to 1.

392	B Axis Disabled	Same as 333.
393	Invalid Motion In G74 or G84	Rigid Tapping can only be in the Z minus G74 or G84 direction. Make sure that the distance from the initial position to the commanded Z depth is in the minus direction.
394	B Over Travel Range	The tailstock (B-axis) has exceeded it's maximum range of travel.
395	Invalid Code In Canned Cycle	Any canned cycle requiring a PQ path sequence may not have an M code in the same block. That is G70, G71, G72, and G73.
396	Conflicting Axes	An Incremental and Absolute command can not be used in the same block of code. For example, X and U cannot be used in the same block.
397	Invalid D Code	In the context that the D code was used it had an invalid value. Was it positive ?
398	Aux Axis Servo Off	Aux. axis servo shut off due to a fault.
399	Invalid U Code	In the context that the U code was used it had an invalid value. Was it positive ?
403	RS-232 Too Many Progs	Cannot have more than 200 programs in memory.
404	RS-232 No Program Name	Need name in programs when receiving ALL; otherwise has no way to store them.
405	RS-232 Illegal Prog Name	Check files being loaded. Program name must be **Onnnn** and must be at beginning of a block.
406	RS-232 Missing Code	A receive found bad data. Check your program. The program will be stored but the bad data is turned into a comment.
407	RS-232 Invalid Code	Check your program. The program will be stored but the bad data is turned into a comment.
408	RS-232 Number Range Error	Check your program. The program will be stored but the bad data is turned into a comment.
409	RS-232 Invalid N Code	Bad Parameter or Setting data. User was loading settings or parameters and something was wrong with the data.
410	RS-232 Invalid V Code	Bad parameter or setting data. User was loading settings or parameters and something was wrong with the data.
411	RS-232 Empty Program	Check your program. Between **%** and **%** there was no program found.
412	RS-232 Unexpected End of Input	Check Your Program. An ASCII EOF code was found in the input data before program receive was complete. This is a decimal code 26.
413	RS-232 Load Insufficient Memory	Program received doesn't fit. Check the space available in the LIST PROG mode and possibly delete some programs.
414	RS-232 Buffer Overflow	Data sent too fast to CNC. This alarm is not normally possible as this control can keep up with even 38400 bits per second.

415	RS-232 Overrun	Data sent too fast to CNC. This alarm is not normally possible as this control can keep up with as much as 38400 bits per second.
416	RS-232 Parity Error	Data received by CNC has bad parity. Check parity settings, number of data bits and speed. Also check your wiring.
417	RS-232 Framing Error	Data received was garbled and proper framing bits were not found. One or more characters of the data will be lost. Check parity settings, number of data bits and speed.
418	RS-232 Break	Break condition while receiving. The sending device set the line to a break condition. This might also be caused by a simple break in the cable.
419	Invalid Function For DNC	A code found on input of a DNC program could not be interpreted.
420	Program Number Mismatch	The **O** code in the program being loaded did not match the **O** code entered at the keyboard. Warning only.
429	Flpy Dir Insufficient Memory	Floppy memory was almost full when an attempt was made to read the floppy directory.
430	Floppy Unexpected End of Input	Check your program. An ASCII EOF code was found in the input data before program receive was complete. This is a decimal code 26.
431	Floppy No Prog Name	Need name in programs when receiving ALL; otherwise has no way to store them.
432	Floppy Illegal Prog Name	Check files being loaded. Program must be **Onnnn** and must be at the beginning of a block.
433	Floppy Empty Prog Name	Check your program. Between % and % there was no program found.
434	Floppy Load Insufficient Memory	Program received doesn't fit. Check the space available in the LIST PROG mode and possibly delete some programs.
435	Floppy Abort	Could not read disk.
436	Floppy File Not Found	Could not find floppy file.
437	TS Under Shoot	The tailstock did not reach it's intended destination point.
438	TS Moved While Holding Part	The tailstock moved more than a few counts while holding a part (e.g., the part slips in the chuck).
439	TS Found No Part	During an M21 or G01, the tailstock reached the hold point without encountering the part.
501	Too Many Assignments In One Block	Only one assignment "**=**" is allowed per block. Divide block in error into multiple blocks.
502	[Or = Not First Term In Expressn	An expression element was found where it was not preceded by "[" or "=", that start expressions.

503	Illegal Macro Variable Reference	A macro variable number was used that is not supported by this control, use another variable.
504	Unbalanced Paren. In Expression	Unbalanced brackets, "[" or "]", were found in an expression. Add or delete a bracket.
505	Value Stack Error	The macro expression value stack pointer is in error. Call your dealer.
506	Operand Stack Error	The macro expression operand stack pointer is in error. Call your dealer.
507	Too Few Operands On Stack	An expression operand found too few operands on the expression stack. Call your dealer.
508	Division By Zero	A division in a macro expression attempted to divide by zero. Re-configure expression.
509	Illegal Macro Variable Use	See "Macros" section for valid variables.
510	Illegal Operator or Function Use	See "Macros" section for valid operators.
511	Unbalanced Right Brackets	Number of right brackets not equal to the number of left brackets.
512	Illegal Assignment Use	Attempted to write to a read-only macro variable.
513	Var. Ref. Not Allowed With N Or O	Alphabetic addresses N and O cannot be combined with macro variables. Do not declare N#1, etc.
514	Illegal Macro Address Reference	A macro variable was used incorrectly with an alpha address. Same as 513.
515	Too Many Conditionals In a Block	Only one conditional expression is allowed in any WHILE or IF-THEN block.
516	Illegal Conditional Or No Then	A conditional expression was found outside of an IF-THEN, WHILE, or M99 block.
517	Exprsn. Not Allowed With N Or O	A macro expression cannot be concatenated to N or O. Do not declare O[#1], etc.
518	Illegal Macro Exprsn Reference	An alpha address with expression, such as A[#1+#2], evaluated incorrectly. Same as 517.
519	Term Expected	In the evaluation of a macro expression an operand was expected and not found.
520	Operator Expected	In the evaluation of a macro expression an operator was expected and not found.
521	Illegal Functional Parameter	An illegal value was passed to a function, such as SQRT[or ASIN[.
522	Illegal Assignment Var Or Value	A variable was referenced for writing. The variable referenced is read only.

523	Conditional Reqd Prior To THEN	THEN was encountered and a conditional statement was not processed in the same block.
524	END Found With No Matching DO	An END was encountered without encountering a previous matching DO. DO-END numbers must agree.
525	Var. Ref. Illegal During Movement	Variable cannot be read during axis movement.
526	Command Found On DO/END Line	A G-code command was found on a WHILE-DO or END macro block. Move the G-code to a separate block.
527	= Not Expected Or THEN Required	Only one Assignment is allowed per block, or a THEN statement is missing.
528	Parameter Precedes G65	On G65 lines all parameters must follow the G65 G-code. Place parameters after G65.
529	Illegal G65 Parameter	The addresses G, L, N, O, and P cannot be used to pass parameters.
530	Too Many I, J, or K's In G65	Only 10 occurrences of I, J, or K can occur in a G65 subroutine call. Reduce the I, J, or K count.
531	Macro Nesting Too Deep	Only four levels of macro nesting can occur. Reduce the amount of nested G65 calls.
532	Unknown Code In Pocket Pattern	Macro syntax is not allowed in a pocket pattern subroutine.
533	Macro Variable Undefined	A conditional expression evaluated to an UNDEFINED value, i.e. #0. Return True or False.
534	DO Or END Already In Use	Multiple use of a DO that has not been closed by and END in the same subroutine. Use another DO number.
535	Illegal DPRNT Statement	A DPRNT statement has been formatted improperly, or DPRNT does not begin block.
536	Command Found On DPRNT Line	A G-code was included on a DPRNT block. Make two separate blocks.
537	RS-232 Abort On DPRNT	While a DPRNT statement was executing, the RS-232 communications failed.
538	Matching END Not Found	A WHILE-DO statement does not contain a matching END statement. Add the proper END statement.
539	Illegal Goto	Expression after "GOTO" not valid.
540	Macro Syntax Not Allowed	A section of code was interpreted by the control where macro statement syntax is not permitted. In lathe controls, PQ sequences describing part geometry cannot use macro statements in the part path description.
600	Code Not Expected In This Context	During program interpretation, the control found code out of context. This may indicate an invalid address code found in a PQ sequence. It may also indicate faulty memory hardware or lost memory. Look at the highlighted line for improper G-code.

601	Maximum PQ Blocks Exceeded	The maximum number of blocks making up a PQ sequence was exceeded. Currently, no more than 65535 blocks can be between P and Q.
602	Non Monotonous PQ Blocks in X	The path defined by PQ was not monotonic in the X axis. A monotonic path is one which does not change direction starting from the first motion block.
603	Non Monotonous PQ Blocks in Z	The path defined by PQ was not monotonic in the Z axis. A monotonic path is one which does not change direction starting from the first motion block.
604	Non Monotonous Arc In PQ Block	A non-monotonic arc was found in a PQ block. This will occur in PQ blocks within a G71 or G72 if the arc changes it's X or Z direction. Increasing the arc radius will often correct this problem.
605	Invalid Tool Nose Angle	An invalid angle for the for the cutting tool tip was specified. This will occur in a G76 block if the A address has a value that is not from 0 to 120 degrees.
606	Invalid A Code	An invalid angle for linear interpolation was specified. This will occur in a G01 block if the A address was congruent to 0 or 180 degrees.
607	Invalid W Code	In the context that the W code was used it had an invalid value. Was it positive ?
609	Tailstock Restricted Zone	When the axes move into the tailstock restricted zone at any time during program execution. To eliminate the problem, change the program or Settings 93 and 94 to open up the restricted zone.
610	G71/G72 Domain Nesting Exceeded	The number of troughs nested has exceeded the control limit. Currently, no more than 10 levels of trough can be nested. Refer to the explanation of G71 for a description of trough nesting.
611	G71/G72 Type I Alarm	When G71 or G72 is executing and the control detects a problem in the defined PQ path. It is used to indicate which method of roughing has been selected by the control. It is generated to help the programmer when debugging G71 or G72 commands. The control often selects Type I roughing when the programmer has intended to use Type II roughing. To select Type II, add R1 to the G71/G72 command block (in YASNAC mode), or add a Z axis reference to the P block (in FANUC mode).
612	G71/G72 Type II Alarm	This alarm is similar to Alarm 611, but indicates that the control has selected Type II roughing.
613	Command Not Allowed In Cutter Comp.	A command (M96, for example) in the highlighted block cannot be executed while cutter comp. is invoked.
614	Invalid Q Code	A Q address code used a numeric value that was incorrect in the context used. Q used to reference tip codes in G10 can be 0...9. In M96 Q can reference only bits 0 to 31. Use an appropriate value for Q
615	No Intersection to Offsets in CC	While cutter comp was in effect, a geometry was encountered whose compensated paths had no solution given the tool offset used. This can occur when solving circular geometries. Correct the geometry or change the tool radius.

616	Canned Cycle Using P & Q is Active	A canned cycle using P & Q is already executing. A canned cycle can not be executed by another PQ canned cycle.
620	C Axis Disabled	Same as 333.
621	C Over Travel Range	Same as 316.

MECHANICAL SERVICE

RECOMMENDED TORQUE VALUES FOR MACHINE FASTENERS

The following chart should be used as a reference guide for torquing machine fasteners where specified.

DIAMETER	*TORQUE*
1/4 - 20	15 ft. lb.
5/16 - 18	30 ft. lb.
3/8 - 16	50 ft. lb.
M10 - 100	50 ft. lb.
M12 - 65	100 ft. lb.
1/2 - 13	80 ft. lb.
3/4 - 10	275 ft. lb.
3/4 - 20	500 ft. lb.

1. TURRET

1.1 Turret Crash Recovery Procedure

1. Change Setting 7, "Parameter Lock", to OFF. Move to Parameter 43 on the Parameters Display. This is the tool turret motor parameters. Change INVIS AXIS from “1” to “0” (zero).

2. Move to the Alarm Display and type “DEBUG” and then press the WRITE key. Verify that the debug line is displayed.

NOTE: Ensure there is adequate clearance between the turret and chuck before performing the next step.

3. Press PRGRM/CNVRS, then the MDI key. Type “M43” into MDI and press CYCLE START. This will unlock the turret by pushing it in the Z-direction.

4. Press the HANDLE JOG key, and then the POSIT key to get into the Position Display and Jog mode. The A axis should be displayed below the X and Z axes.

5. Press the "blank" key, which is just left of the X+ key and above the Z- key. A message should indicate that the A axis is being jogged.

6. Turn the JOG handle until the obstruction is cleared and the turret rotates freely. If an OVERCURRENT alarm is received, press RESET and turn the JOG handle in the opposite direction.

7. Move to Parameter 43 on the Parameter Display and change INVIS AXIS back to “1”. Change Setting 7 back to ON.

8. Turn the control power off and then back on. The turret can now be positioned by pressing either POWER UP/RESTART or AUTO ALL AXES.

NOTE: If alarms 111 or 164 occur after the obstruction is cleared, you may need to adjust the turret motor coupling.

IMPORTANT!!

After a crash the following procedures should be performed in order to verify proper turret alignment.

1. Turret alignment verification (X-Axis) - Section 1.3
2. Spindle alignment verification - Chapter 2
3. Turret alignment verification (Spindle) - Section 1.5

1.2 Turret Motor Coupling Adjustment

NOTE: The turret must be at tool #1 to perform this procedure.

1. Remove the sliding tool changer cover.
2. Go to Setting 7 and turn off the Parameter Lock.
3. Go to Parameter 43 and change “Z CH ONLY” to “1”.
4. Loosen the turret motor coupling clamp screw closest to the motor.
5. Press the ZERO RET key, then the A key, and the ZERO SINGL AXIS key. This will cause the motor to go to the first encoder Z pulse.
6. Move the turret motor coupling back and forth to find the center of it’s backlash, and tighten the clamp screw as close to the center of the backlash as possible.

NOTE: If it is tight (no backlash) it will be necessary to force it in one direction or the other until it pops into it’s backlash area. If it gets tighter when it is turned, STOP; this is the wrong direction.

7. Change Parameter 43, “Z CH ONLY” back to “0” (zero).
8. Press the ZERO RET key, A key, and ZERO SINGL AXIS key. This will home the turret at tool #1.
9. Press the EMERGENCY STOP button and turn the turret motor coupling back and forth to verify that the backlash is centered.
10. Go to Setting 7 and turn on the Parameter Lock.
11. Replace the sliding tool changer cover.

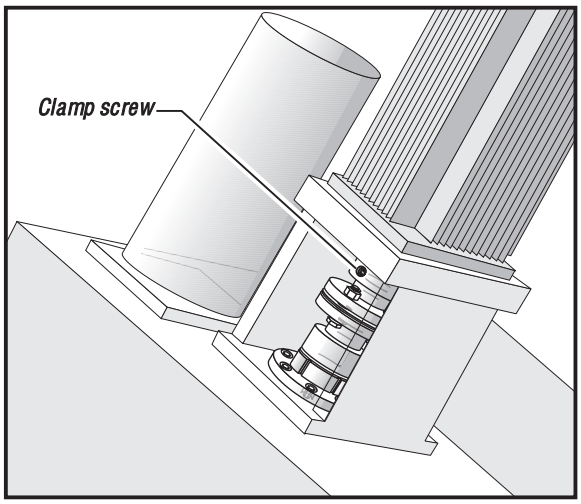


Figure 1-1. Turret motor adjustment..

1.3 TURRET ALIGNMENT VERIFICATION (X-AXIS)

TOOLS REQUIRED:

3 **MAGNETIC INDICATOR BASE** 3 **DIAL INDICATOR (0.0005" OR LESS RESOLUTION)**

1. Remove all tool holders and fittings from the turret.
2. Jog the X-axis to the center of its travel.
3. Place the magnetic indicator base on the spindle retainer ring. Position the indicator tip on the turret face so there is at least 3.5" of travel in each direction from the center of the X axis.
4. Jog the X axis so the indicator is at one end travel then zero the indicator.
5. Jog the X-axis to the other end of travel and check your reading (tolerance 0.0003" TIR)
6. If the reading is *greater* than the tolerance specified the turret needs to be realigned.

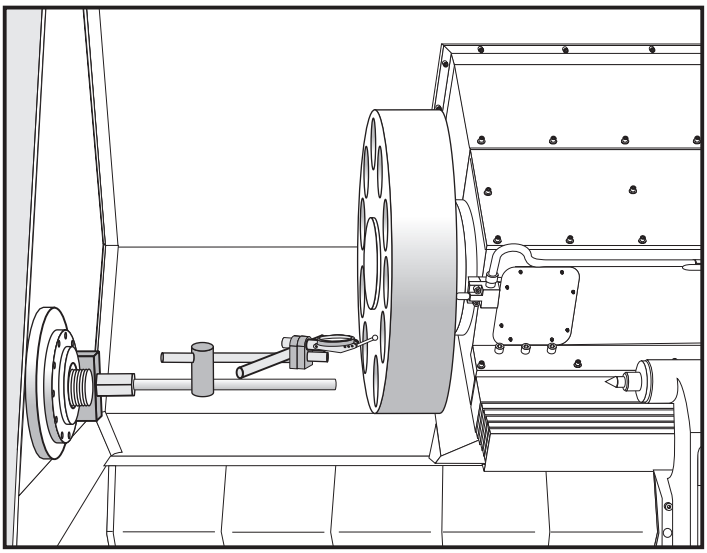


Figure 1-2. Turret alignment verification (X-axis)

1.4 Turret Alignment (X-Axis)

It is recommended that you read the following sections in their entirety before starting the alignment procedures.

1. Remove the rear cover.

2. Remove the sliding toolchanger cover.

Note: Be sure to remove the 4 SHCS located behind the turret. The X-axis wiper may also need to be replaced if damaged.

3. Remove top plate cover to the turret housing. Be sure to check the gasket and see if it needs replacement.

4. Remove the SHCS that mount the coolant adapter block to the turret housing. The turret must be in the unclamped position(M43) in order to lift the coolant line over the black access plate.

5. Remove the black access plate. The plate may need to be pried off with a screwdriver.

Note: Have a bucket ready to catch oil draining from the housing.

6. Loosen all turret housing mounting bolts except for the front left bolt nearest the turret.

7. Clamp the turret (M44) and jog to the center of the X-travel.

8. Tap on the turret casting in order to bring the face of the turret into alignment.

Note: In order to help keep the turret housing from slipping down during the alignment procedure, keep the turret housing bolts as snug as possible.

Note: Verify the turret alignment as per Section 1.3

9. Apply Loctite and torque all turret housing mounting bolts to 50 FT LBS.

10. Recheck the turret face to ensure the measurement did not change.

INSTALLATION-

11. Install the access cover and gasket.

12. Pour 10 cups of oil (DTE 25) into gear side of turret housing.

13. Install the Coolant Adapter Block.

Note: The turret must be in the UNCLAMPED position

14. Install Turret Housing Top plate.

15. Install Sliding Tool Changer Cover.

16. ZERO RETURN machine.

After the turret face has been realigned it is important to verify that the spindle is still in alignment. Proceed to Chapter 2, Spindle Alignment Verification.

1.5 Turret Alignment Verification (Spindle)

This procedure should be performed after spindle alignment has been checked.

TOOLS REQUIRED:

- 3 **SPINDLE ALIGNMENT TOOL OR A DIAL INDICATOR AND MAGNETIC BASE**
- 3 **DIAL INDICATOR (0.0005" OR LESS RESOLUTION)**

1. Remove all tool holders and fittings from the turret.

2. Clean the turret pockets and tool holders.

3. Jog the X axis to the spindle center line (value stored in Parameter 254).

4. Mount the spindle alignment tool onto the spindle retainer ring with the dial indicator mounted to the end of the tool.

5. Position the indicator tip just inside pocket #1 so that it is parallel to the X- axis. Zero the indicator, then rotate the spindle180^0 The indicator should read ZERO.

Note: Use the jog handle in tenths mode to zero the pocket.

6. Next, perform the same procedure as above and take readings at both the top and bottom of the pocket.

7. If the reading exceeds .0010" TIR the inner coupling may need adjustment.

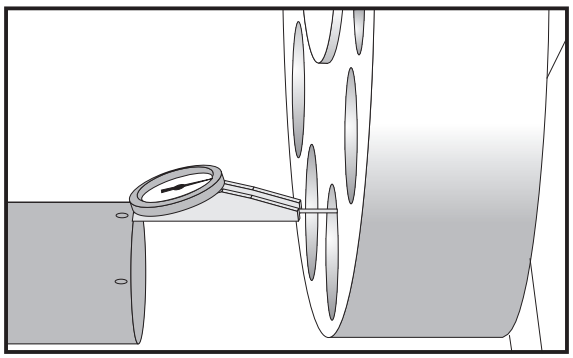


Figure 1-3. Turret Pocket Alignment

1.6 Turret Alignment Verification (Parallelism of X-Axis)

TOOLS REQUIRED:

- 3 **MAGNETIC INDICATOR BASE**
- 3 **DIAL INDICATOR (0.0005" OR LESS RESOLUTION)**
- 3 **A BAR APPROXIMATELY 12"x 4"x 1" (GROUND TO WITHIN 0.0001" ON THE 1" WIDTH SIDE)**

1. Remove all tool holders and fittings from the turret.

2. Clean the turret pockets and tool holders then command tool #1 to the cutting position.

3. With the turret in the clamped position loosen all (10) turret bolts.

4. Place a clean and undamaged tool holder loosely (do not thread nuts) in pocket #2, and another in pocket #5.

5. Place the 12" x 4" x 1" bar across the small diameter of the two tool holders (ground side down).

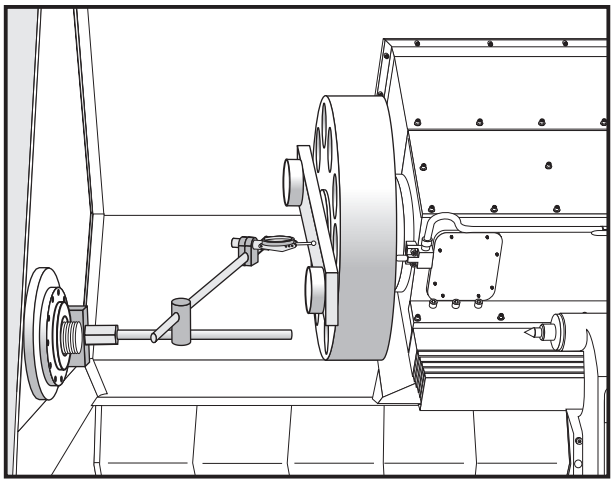


Figure 1-4. Turret Bar Sweep.

6. Jog the X axis to the center of it's travel.

7. Mount the indicator to the spindle retainer ring. Position the indicator tip at the on the bottom edge of the bar.

8. Jog the X axis so the indicator is at one end of the bar, and zero the indicator.

9. Jog the X axis to the other end of the bar, and check your reading (tolerance is 0.0003" TIR).

10. Tap on the turret until the readings are within tolerance.

11. Retighten all (ten) turret bolts.

- If the reading is within tolerance, proceed to Chapter 2, Spindle Alignment Verification.

- If the reading is <u>greater</u> than the tolerance specified, proceed to the appropriate coupling adjustment procedure.

1.7 Centering Inner Turret Coupling (Without Brass Plug)

This procedure should only be performed if there is not enough adjustment to perform an outer coupling alignment.

NOTE: If the turret has a 1/4" brass plug, proceed to the next section.

1. Pull the turret air cylinder all the way forward (unclamp) and place something snugly between the back of the turret shaft and the casting to keep the turret shaft from shifting.

2. Remove the four bolts from the center turret shaft cover.

3. To gain access to the rear coupling, either remove the turret or install a turret shaft extension and slide the turret onto it. (Be careful not to loosen the key way, it will be facing down at this point.)

4. Loosen the 10 bolts on the inner coupling and center the coupling to the bolt holes. Retighten them to 25 ft-lbs.

5. Install the thrust bearing and both thrust bearing washers to the shoulder of the turret shaft.

6. Go to Parameter 43 and change the INVIS AXIS to zero (0). Then go to the Alarms page, type “DEBUG” and press the WRITE key. Press the HANDLE JOG key. Press the key in the lower right corner of the jog keys (it’s unmarked and directly below the “Z+” jog key). Then jog the A axis so the key way slot is on top.

NOTE: This can only be done while the turret is unclamped.

7. Reinstall the turret and turret shaft cover. Make sure that the turret makes it over the O-ring before the bolts are tightened completely. If the bolts tighten up and the O-ring is still visible, one of the thrust washers is not on the shoulder of the turret shaft.

8. Return to Step 1 of the "Turret Alignment Verification" section and verify your readings.

9. When the turret alignment is complete, go to the Alarms page and type “DEBUG”, then press the WRITE key. Change Parameter 43, “INVIS AXIS” to 1.

1.8 Centering Inner Turret Coupling (With 1/4" Brass Plug)

This procedure is only to be performed if there is not enough adjustment to perform an outer coupling alignment.

NOTE: This procedure is only to be performed if the turret is equipped with a 1/4" brass plug.

1. Remove the 1/4" brass plug to gain access to the rear coupling.

2. Pull the turret air cylinder all the way forward (unclamp) with a wrench.

3. Go to Parameter 43 and change the INVIS AXIS to zero. Then go to the Alarms page, type “DEBUG” and press the WRITE key. Press the HANDLE JOG key. Press the key in the lower right corner of the jog keys (it’s unmarked and directly below the “Z+” jog key). **NOTE**: This can only be done while the turret is unclamped.

4. Loosen, then lightly retighten all 10 inner coupling bolts (jogging the A axis for access) and center the coupling to the bolt holes.

5. Clamp the couplings by pushing the turret air cylinder back to it’s original position.

6. Return to Step 1 of the "Turret Alignment Verification" section and verify your readings.

7. When coupling is in place, unlock the turret, as in Step 2.

8. Tighten all 10 inner coupling bolts (jogging the A axis for access) and torque them to 25 ft-lbs.

9. Replace the 1/4" brass plug.

10. Relock the turret.

11. Repeat Step 6.

12. When the turret alignment is complete, go to the Alarms page and type “DEBUG", then press the WRITE key. Change Parameter 43, “INVIS AXIS” to 1.

1.9 Turret In / Out Adjustment

NOTE: Alarms 113 and 114, "Turret Unlock Fault" and "Turret Lock Fault", can indicate that a turret in/out adjustment is necessary. These alarms occur when the Turret Clamp and Unclamp switches sense a turret positioning error.

1. Remove the rear panel.

2. Remove the sliding tool changer cover.

3. Remove top plate cover to the turret housing. Be sure to check the gasket and replace it if necessary.

4. Set up a magnetic base on the turret housing, with the indicator on the back of the turret. Run an M43 (Unlock Turret) and M44 (Lock Turret) and measure the turret travel on the indicator. This travel should be 0.180".

5. If the turret travel is incorrect, ensure there is no mechanical problem or obstruction affecting the travel. If no problem is found, the air cylinder rod travel needs to be adjusted. To make this adjustment, loosen the two jam nuts, and screw the extension sleeve ***away*** from the air cylinder to increase the turret travel, or ***towards*** the air cylinder to decrease the turret travel. When adjustment is complete, tighten the jam nuts to the extension sleeve.

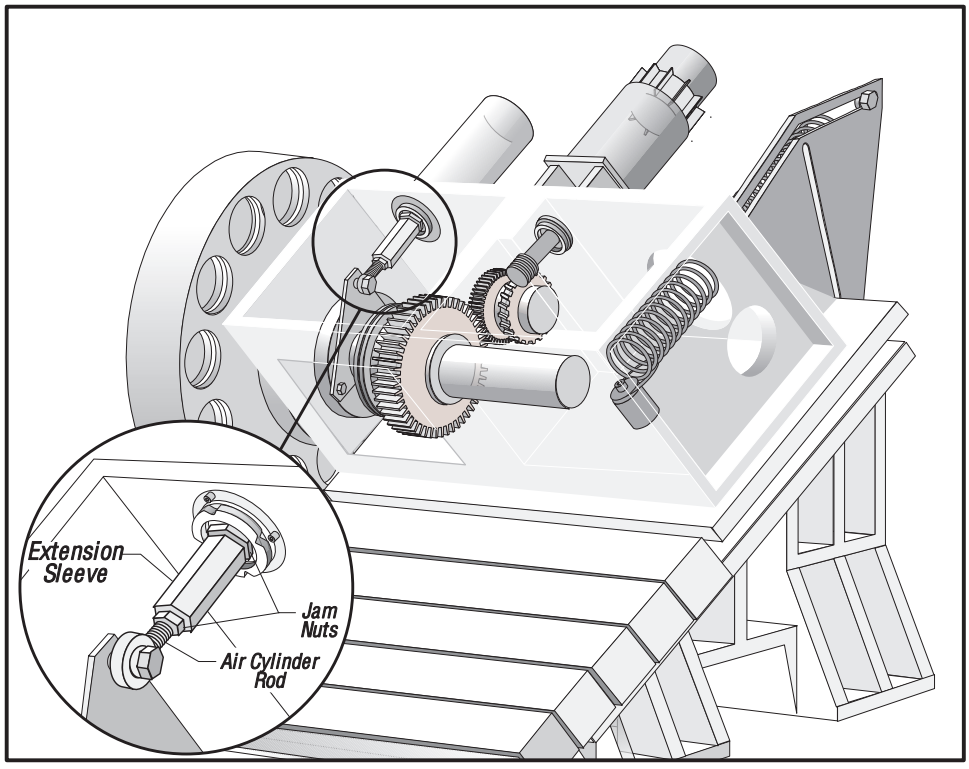


Figure 1-5. Turret travel adjustment components.

6. Once the turret travel is set, the Clamp/Unclamp switches must be adjusted. Enter the diagnostic data page in order to monitor the TT UNL (Turret Unlocked) and TT LOK (Turret Locked) discrete inputs.

7. In MDI, enter an M43 (Unlock Turret). The Turret Unclamp switch should be tripped at this point, and discrete input TT UNL should read "1".

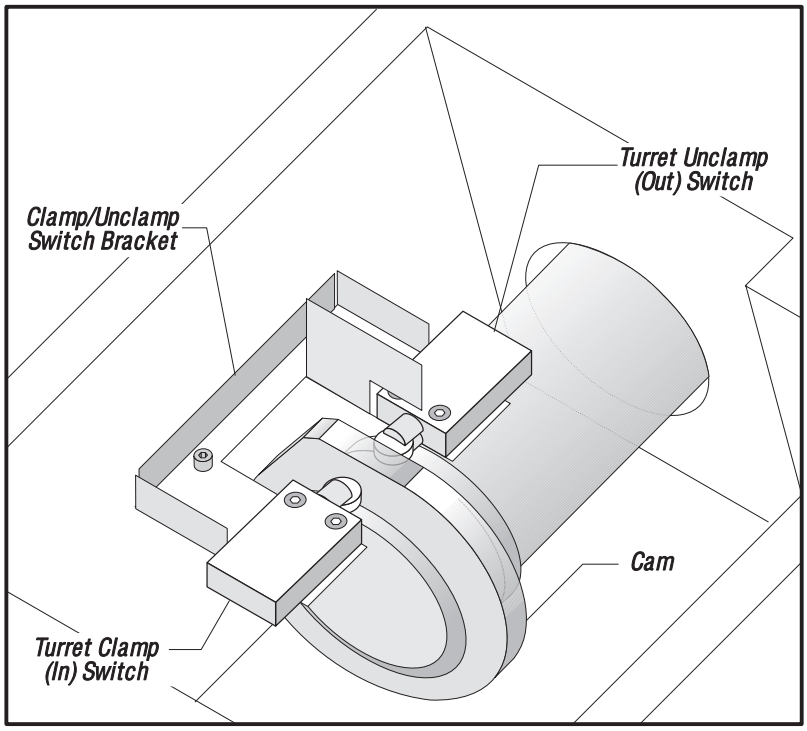


Figure 1-6. Turret Clamp/Unclamp switches.

8. Place a 0.160" gage block between the Turret Clamp switch and the side of the cam, ensuring it is flat against the cam. The Turret Clamp switch should trip and the discrete input TT LOK should read "1". Remove the gage block.

If either switch does not trip when the gage block is in place, the switches need to be adjusted. Adjust the switches by loosening the two SHCS and moving the entire switch bracket; DO NOT move the individual switches unless absolutely necessary.

9. Enter an M44 (Lock Turret). The Turret Clamp switch should be tripped at this point, and discrete input TT LOK should be "1".

10. Place a 0.160" gage block between the Turret Unclamp switch and the side of the cam, ensuring it is flat against the cam. The Turret Unclamp switch should trip and discrete input TT UNL should read "1". Remove the gage block.

If either switch does not trip when the gage block is in place, the switches need to be adjusted. Adjust the switches by loosening the two SHCS and moving the entire switch bracket; DO NOT move the individual switches unless absolutely necessary.

11. Install the turret housing top plate.

12. Install the sliding tool changer cover.

2. SPINDLE

2.1 Spindle Alignment Verification

This procedure should be performed after the turret face has been realigned.

TOOLS REQUIRED:

3 **SPINDLE ALIGNMENT TEST BAR**

1. Mount a 0.0005" indicator (*short setup*) to face of turret.

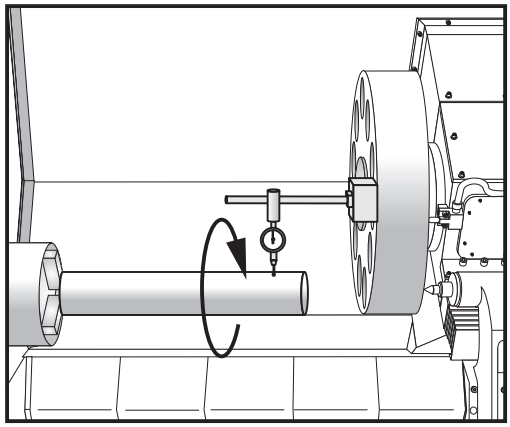


Figure 2-1. Checking runout.

2. Install Spindle Alignment Test Bar. Take up any slack between bolts with washers.

3. Place the indicator tip onto the test bar near the spindle. Rotate the spindle to determine the runout. The tolerance is .0001"

   - If the tolerance is greater than zero then loosen the test bar mounting bolts, rotate the spindle and tap on the mounted end of the fixture until the runout is zero.

4. Tighten the bolts to the test bar being careful not to alter the alignment.

5. Move the indicator tip to the end of the test bar and check for runout. Tolerance should not exceed 0.0005".

   - If the reading is greater than 0.0005" remove the test bar, clean both mating surfaces and repeat steps 1-5.

6. Next rotate the test bar until the reading is 1/2 of the total runout. Jog the indicator tip over 10 inches of the test bar to determine if the spindle is high or low. Tolerance should not exceed (0.0004/10")

   -If the measurement is greater than the allowable tolerance then the spindlehead casting must be realigned (Section 2.3) Before realigning the spindlehead, perform a coupling adjustment as per Section 1.5
   - If the measurement is within the allowable tolerance, go to step 7.

7. Position the indicator tip on the backside of the test bar. Jog the indicator tip over 10 inches of the test bar to determine spindle parallelism. The maximum allowable tolerance is 0.0004/10".

   - If this tolerance is out, then the spindlehead casting needs to be scraped and realigned.
   - If the spindle is in alignment, proceed to section 1.5 (Turret Alignment Verification).

2.2 Spindle Removal

NOTE: POWER OFF THE MACHINE BEFORE PERFORMING THE FOLLOWING PROCEDURE.

1. Remove the chuck or collet nose from the Lathe.

2. Remove the necessary covers to gain access to the spindle assembly.

3. Disconnect oil return hose and coolant drain hose after powering OFF machine.

4. Loosen the clamp and unclamp hoses, then remove.

5. Loosen the 12 SHCS from the adapter, and detach the hydraulic cylinder.

6. Loosen the eight SHCS of adapter and detach from spindle shaft.

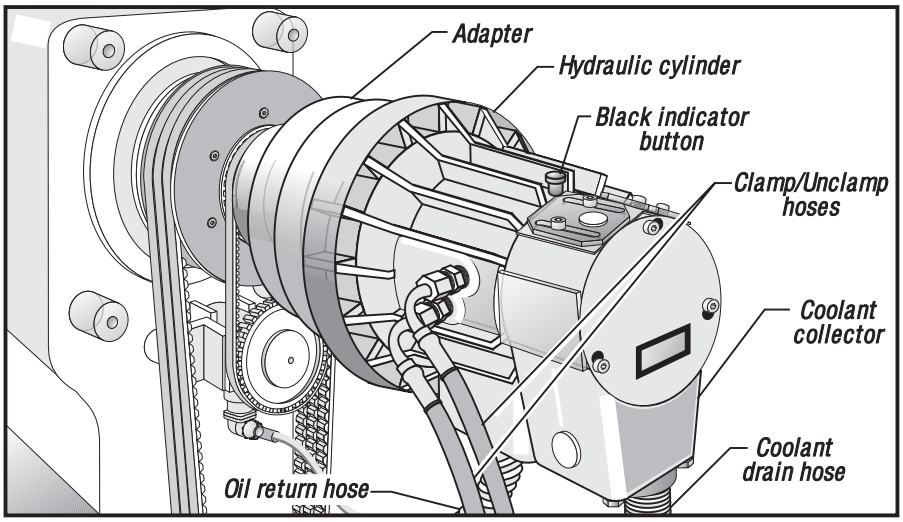


Figure 2-2. Hydraulic cylinder.

7. Unplug the encoder. Unscrew the encoder bracket, remove the encoder, then remove the belt.

8. Loosen the four SHCS holding the spindle motor. Slide the motor up by squeezing the belts. Tighten the SHCS and remove the drive belts from the spindle assembly.

9. Loosen the SHCS and remove the spindle drive pulley.

10. Note the direction of the flat sides of the fittings for lubricating the spindle bearings. Disconnect the two lubrication hoses and unscrew the fittings from the spindle housing.

11. Unscrew the six SHCS holding the spindle retaining ring and remove. Also remove the O-ring.

12. Use the draw bar to assist in removing the spindle assembly. Slide the draw bar through the spindle assembly then rock the bar and push the assembly toward the turret. It may be hard at first but should get easier as the bearings are freed from their seats. When the front bearing is free, verify that the threads are passing through the assembly so as not to damage them.

2.3 Spindle Installation

1. Place the retainer ring on the spindle with the O-ring toward the spindle. Ensure that the drain holes are at the bottom of the retainer ring and that the O-ring remains in place.

2. Insert the six retainer ring mounting bolts. Place a .001 shim between the spindle and retainer ring. Torque the mounting bolts to 50 FT-LBS.

NOTE: The bolts should be torqued in a star pattern and in increments of 15, 30 and finally 50 FT-LBS

CAUTION! Do not use Loctite on these bolts or serious damage could result.

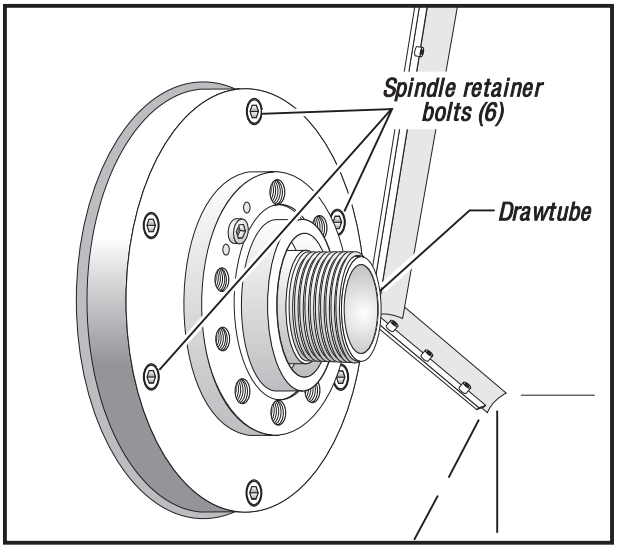


Figure 2-3. Spindle retaining bolts.

3. Ensure that the spindle can spin freely and the spindle and housing oil mist holes are aligned. If not, remove the retainer ring and spindle and reinstall.

4. Screw the oil mist nozzles in by hand, ensuring that the holes on the nozzles and spindle housing are aligned correctly and pointed towards the bearings.

5. Tighten the hex nut on the nozzles, ensuring the nozzles do not spin. After tightening the nuts, verify the nozzle oil mist holes are still positioned correctly.

6. Attach the two 1/4" nylon tubes onto the swivel fittings.

7. Install the spindle drive assembly.

8. Install the drive belts onto the spindle and motor pulleys.

9. Remove all slack in the belts, then tighten the four motor mounting bolts.

NOTE: The motor must be forced downward in order to get the proper tension on the belts (gravity alone is not sufficient).

10. Place the 3/8" timing belt on the spindle pulley, with the other end on the encoder pulley.

11. Mount the encoder onto the spindle housing below the spindle shaft with two mounting bolts.

12. Align and attach the adapter onto the spindle shaft then screw in the eight adapter mounting bolts. Tolerance on the face of the adapter plate .0007". Check tolerance of large I.D. bore .002".

13. Slide the hydraulic cylinder into spindle shaft. Insert and tighten the 12 bolts.

14. Attach and clamp the oil drain hose and coolant drain hose onto hydraulic cylinder drawtube.

15. Attach and screw in clamp and unclamp hoses.

16. Set the magnetic base on top of the spindle housing with the indicator touching the top of the black indicator button. The black indicator button is located at the top of the hydraulic cylinder.

17. Spin the hydraulic cylinder and verify that the runout is under 0.003 inches. If runout is over 0.003 inches, spin the hydraulic cylinder to its high point and tap cylinder with a rubber mallet.

18. Secure the drain box to the left front panel with the five mounting bolts.

19. Replace the left end panel with the 18 mounting bolts.

20. Secure the drain box to the left end panel with four bolts.

2.4 Spindle Head Alignment

Depending on lathe model, the following sheet metal pieces may need to be removed:

a. The front left panel
b. The front bottom panel
c. The drain rail
d. The front door

1. Loosen all (8) spindle head bolts (HL-3/4 has 10 bolts)

2. Loosen the locknuts under the spindle head casting.

3. Tap the top of the spindle head with a rubber mallet in order to move the casting down onto the jackscrews.

4. Mount a 0.0001" indicator onto the face of the turret.

5. Position the indicator tip on the test bar and find the tangent.

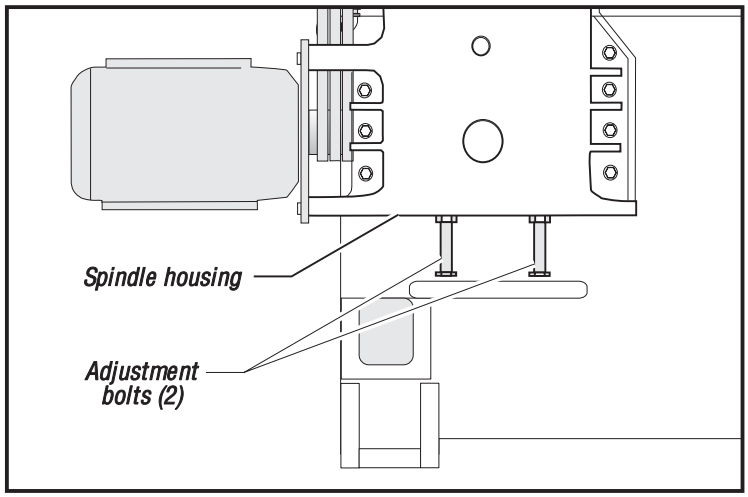


Figure 2-4. Adjustment bolts.

6. Turn the jackscrews up or down depending on whether the spindle is high or low. Continue to adjust the jackscrews until the reading across the test bar reads 0.0000/10"

7. Mount a 0.0001" indicator to the *tip* of the test bar.

8. Rotate the spindle 180^0 until the reading is zero in the X-axis direction.

Note: Use the jog handle in tenths mode to zero the pocket.

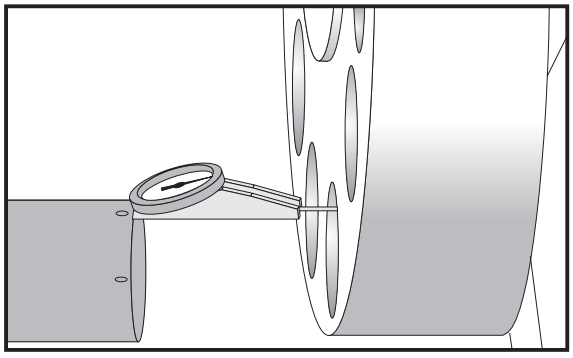


Figure 2-5. Pocket Alignment.

- Once the pocket is zero in the X-axis, the next step is to align the spindle with the top and bottom of the pocket.

9. Mount a dual axis indicator on the rear of the base casting as shown. See Note 2.

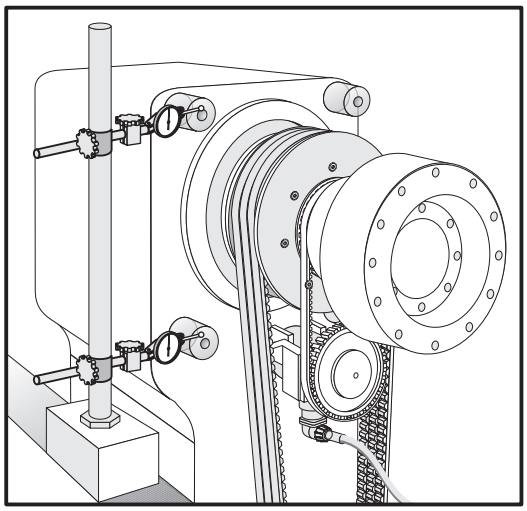


Figure 2-6. Indicator setup.

10. Position both indicator tips on the top and bottom spindle head boss as shown.

Note1: This setup is to ensure the spindle remains parallel in the Z-axis plane while raising the spindlehead. It is recommended to only turn the jackscrews a quarter turn each time so that the spindle head does not become positioned too high above the turret pocket. Should this happen, you will have to start the procedure again.

Note 2: If the boss on the spindle head casting is not machined, then an alternate method to set up the indicators is to retract the B-axis waycover from the left side and mount the mag base to the base casting. Then position two indicators on the machined surface beneath the spindle head casting.

11. Continue to rotate the spindle 180^0 and adjusting the jackscrews until the indicator reads zero at the top and bottom of the pocket.

12. Torque the spindle head mounting bolts to 500 ft-lbs carefully so as not to change the spindle's position.

13. Once the pocket is zero, X-axis value on the screen becomes the new machine spindle centerline.

14. Tighten the jam nuts under the spindle head.

NOTE: The x-axis value in the Positions page is the new machine centerline. This value should be stored in Parameter 254.

15. Repeat Steps 4-7 to ensure that the shaft has remained horizontal. If the shaft has moved, return to Step 11 and recheck the pocket position.

16. Test the other pockets in the same way as pocket #1 (Step 11) without moving the x-axis position. The tolerances for the other pockets are 0.003 inches.

17. Replace the following sheet metal pieces if removed:

    a. The front left panel
    b. The front bottom panel
    c. The drain rail
    d. The front door

3. TRANSMISSION

3.1 REMOVAL

Tools Required:

- ✓ **Hoist and lifting straps OR floor jack and (4) wood blocks**

1. Power off the machine.

2. Remove the left side panel to access the spindle motor and transmission assembly.

Note: If you are using a floor jack, the bottom left front panel needs to be removed.

3. Disconnect all electrical lines from the motor and transmission assembly.

4. Position the hoist directly to the rear of the motor and place the lifting straps around the motor and transmission. Make sure there is enough tension on the straps so that when you loosen the mounting bolts, the motor assembly doesn't shift.

Note: If you are using a floor jack, slide the jack under the transmission assembly from the front side of the machine. Being careful not to damage any components, place the wood block supports under the transmission and motor .

5. Remove the four transmission mounting plate bolts. Raise the transmission enough to remove the drive belts, then slide the entire assembly out.

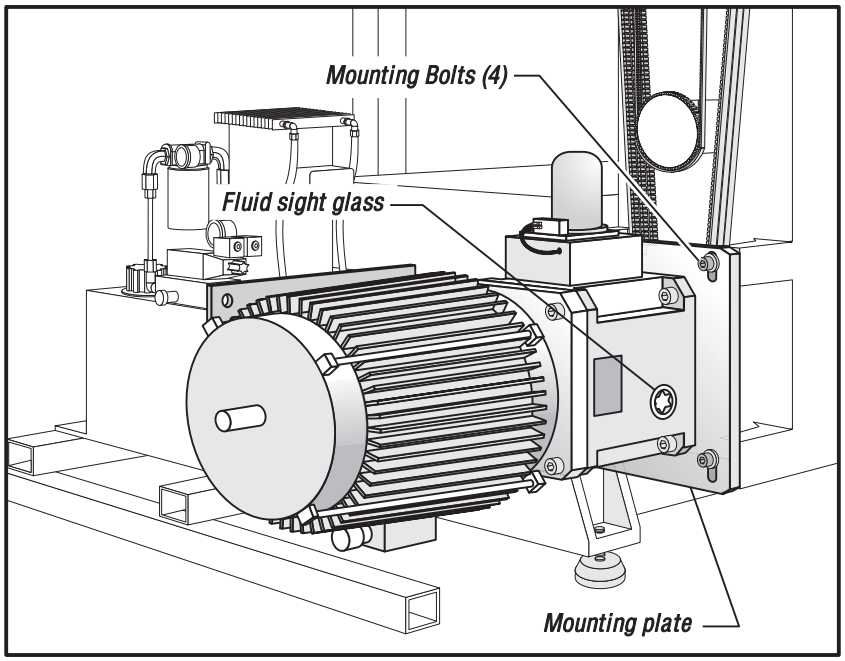


Figure 3-1. Lathe transmission mounting plate.

3.2 Transmission Installation

1. Place lifting straps under new transmission assembly and lift just enough to put tension on the cables.

NOTE: If you are using a floor jack, slide the jack under the front side of the machine. Being careful not to damage any components, place the wood block supports on the jack and slide the transmission and motor onto the jack.

2. Ensure the new transmission is seated securely on the straps and lift up slowly. Lift only high enough to install the drive belts, then gently swing the assembly into place.

3. Insert the four bolts that secure the transmission mounting plate to the spindle head.

4. Adjust the drive belt tension, then tighten down screws completely.

5. Reattach all electrical lines at this time.

6. Replace the left side panel.

Note: If you are using a floor jack, replace the bottom left front panel.

4. TAILSTOCK ALIGNMENT

Tailstock alignment procedures should only be done after the X and Z axes have been checked for proper alignment.

4.1 Tailstock Alignment Verification

Tools Required:

- ✓ **Spindle Alignment Test Bar**
- ✓ **.0001" Indicator and Magnetic Base**
- ✓ **Tailstock Taper Bar**

1. Mount the spindle alignment test bar to the spindle.

NOTE: Make sure all contact surfaces, including the test bar, are clean.

2. Mount a tenths indicator to the end of the test bar.

3. Insert the tailstock taper alignment test bar.

4. Place the indicator tip at the base of the tailstock test bar (closest to the tailstock). Check the total runout at base of the test bar by rotating the indicat 360^0. Max. tolerance is .001" from centerline.

- If this measurement is out of tolerance from top to bottom (90^0 and 270^0), then proceed to Section 4.2

- If this measurement is out of tolerance from side to side (0^0 and 180^0), then the insert needs to be replaced and realigned as per Section 4.3

5. Jog the tailstock back and measure the runout at the end of the tailstock test bar.

4.2 Tailstock Leveling Procedure

This procedure should only be performed after the tailstock In/Out has been checked.

Tools Required:

- ✓ **(3) Support Blocks**
- ✓ **(2) machinists' jacks**

1. Pull the coolant tank out.
2. Loosen all 16 tailstock mounting bolts (keep the top two corner bolts snug).
3. Mount a tenths indicator to the turret and position the indicator tip onto the tailstock alignment test bar.

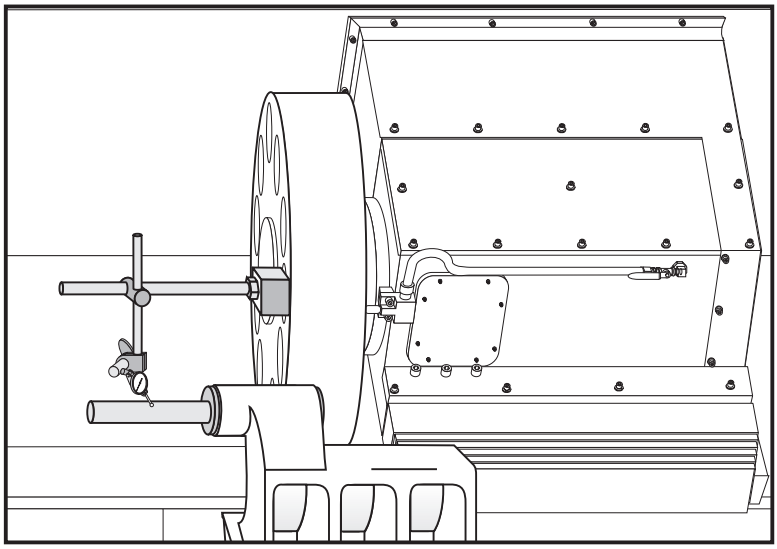


Figure 4-1. Tailstock leveling indicator setup.

4. Place both jackscrews under the tailstock using the support blocks.
5. Raise the tailstock slowly, turning the jackscrews a 1/4 turn each time.

Note: Check tailstock parallelism each time the tailstock is raised.

6. Continue to raise the tailstock until the reading is within tolerance.

4.3 Tailstock Removal and Installation

Tools Required:

- ✓ **Press Fixture and Spacer**
- ✓ **Blow torch**
- ✓ **Devcon liquid steel**

Removal -

1. Remove the six screws that mount the back plate to the tailstock insert.
2. Remove the 3 screws that mount the insert to the casting.
3. Run the screw nut completely down to its farthest travel (far right).

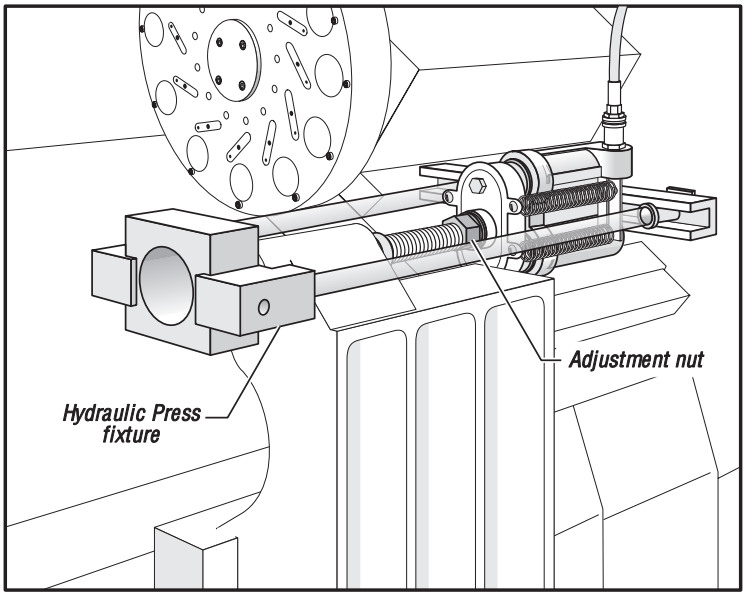


Figure 4-2. Tailstock insert press.

4. Mount the fixture to the tailstock casting as shown.

5. Pump the hydraulic press a few times so that the fixture stabilizes itself against the tailstock.

WARNING! Keep hydraulic lines away from the blow torch flame or serious injury could result.

6. Use the blow torch to heat the insert casting. This will take approx. 30 minutes.

7. Pump the hydraulic press to its maximum pressure while continuing to the heat the casting.

NOTE: When the pressure on the gauge begins to drop the insert should begin to slip out. Once the press is fully extended, run the nut down again and repeat step 6.

NOTE: Use a spacer if the adjustment screw on the press is not long enough to remove the insert.

8. Once the insert is removed, use a small screw driver or chisel to remove any Devcon. Make sure fill hole is clear.

Installation -

1. Clean the tailstock bore and all mounting surfaces.

2. Mount the spindle alignment test bar (short 8" test bar) onto the spindle. Check the test bar runout. Max. runout is .0005".

3. Then mount a tenths indicator to the nose of the test bar.

4. Install the tailstock insert and three mounting screws.

5. Insert the tailstock taper alignment bar.

6. Position the indicator tip at the base of the tailstock test bar.

7. Adjust the insert until the runout at the base of the test bar is less than .0003" TIR. Then tighten all three screws.

8. Install the rear insert plate. Tighten the three 1/4 x 20 but leave the three 10 x 32 screws loose.

9. Position the indicator at the end (far left) of the tailstock taper alignment bar.

10. Insert a pry bar into the rear of insert and adjust the runout at the end of the shaft until the reading is .001" from centerline. Then tighten the remaining screws.

11. Before injecting the Devcon solution make sure the fill hole at the back of the tailstock casting is not clogged. Inject the Devcon and let stand overnight.

4.4 Hydraulic Tailstock Cylinder

WARNING! Before performing any service on the hydraulic cylinder or pump, the machine should be powered off.

REMOVAL -

1. Remove front and rear waycovers.

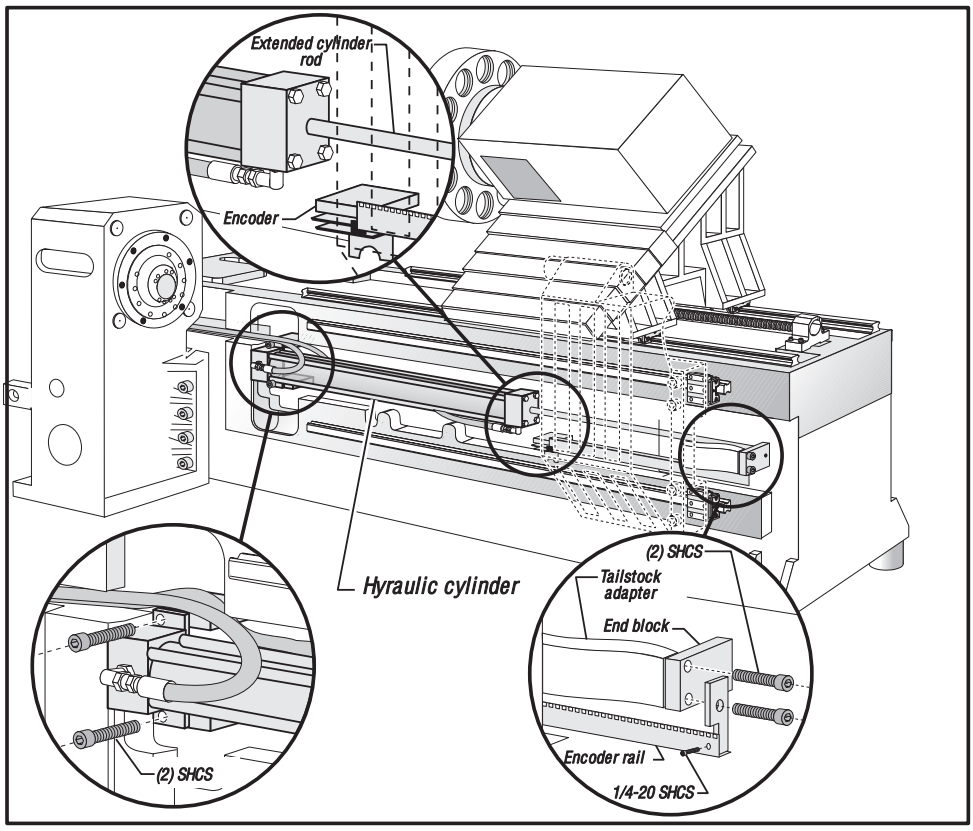


Figure 4-3. Hydraulic cylinder replacement.

2. Disconnect the hydraulic lines from both ends of the cylinder.

CAUTION! Although the hydraulic system is not under pressure oil will spill out of the hydraulic lines once disconnected from the cylinder. Have a bucket ready to catch any oil that spills out.

3. Push the tailstock to about mid-travel.

4. Remove the (2) SHCS that mount the cylinder rod end block to the rear of the hydraulic tailstock adapter.

5. Remove the 1/4 - 20 SHCS that mounts the encoder rail to the bottom of the cylinder rod end block

6. Remove the (2) SHCS that mount the hydraulic cylinder body to the base casting.

7. Extend the cylinder shaft so that you can place a wrench on the end of the cylinder rod in order to unscrew it from the end block.

8. Unscrew the end block from the cylinder.

9. Collapse the hydraulic cylinder then push the tailstock to the rear of travel.

10. Pull the hydraulic cylinder out from the frontside of the tailstock.

INSTALLATION -

11. With the new cylinder in position, push the tailstock to the front of travel.

12. Thread the end block onto the end of the cylinder rod and tighten.

13. Install the (2) SHCS that attach the end block.

14. Install the 1/4 - 20 SHCS that holds the encoder rail to the bottom of the mounting block.

15. Install the (2) SHCS the mount the cylinder body to the base casting. Before tightening move the tailstock to the front end of travel.

16. Attach the hydraulic lines to both the front and rear of the cylinder.

17. Reinstall waycovers.

18. Check the fluid level at the hydraulic tank to determine how much fluid needs to be added.

5. GRID OFFSET CALCULATION

Please read this section in its entirety before attempting to set the grid offset.

GUIDELINES -

The encoder Z channel signal must occur between 1/8 and 7/8 revolution from where the home switch is released. If DISTANCE TO GO is less than 1/8 (.0295) or greater than 7/8 (.2065) of a revolution, it will alarm to "Zero Return Margin Too Small".

In ZERO RETURN mode, the DISTANCE TO GO is the amount the encoder rotated from when the switch was released until it found the Z channel signal. The ideal amount for the DISTANCE TO GO is .118 (This equals ½ of a revolution of the encoder).

SETTING THE OFFSET -

1. Set the grid offset to zero. (Parameter 125, 127, or 128, depending on the axis being set.) Setting #7 (PARAMETER LOCK) must be OFF to reset grid offset.

2. Press ZERO RET and ZERO SINGL AXIS the axis you are setting (X, Z, or A).

3. Calculate the grid offset using the following formula, and write the result in Parameter 125, 127, or 128 (depending on the axis being set).

   (DISTANCE TO GO - .236) x Ratio = Grid Offset

The Ratio (steps/unit) for the X, Z, and A axes are the values in Parameters 5, 33, and 47, respectively.

4. ZERO RET the axis again to use this offset.

NOTE: If Z-axis grid offset is reset, Parameter 64 should be checked and adjusted accordingly.

6. LUBE AIR PANEL

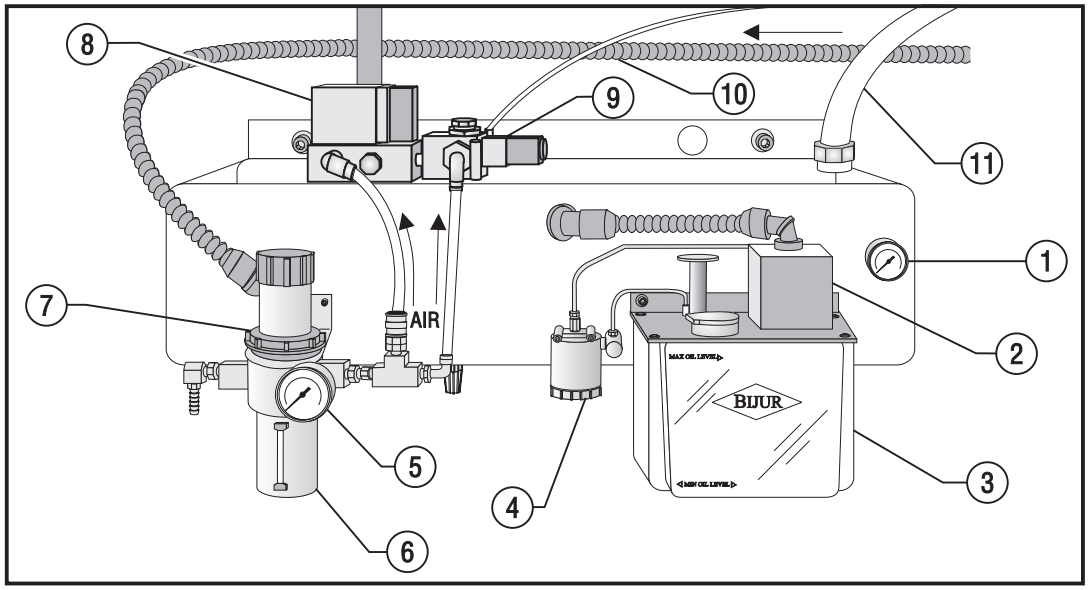


Figure 6-1. Lube Air Panel (Front View).

6.1 Lube Air Panel Components

The following is a list of the Lube Air Panel Assembly components, each with a description of its specific function.

1. **Oil Pressure Gauge** - Indicates the pressure (in psi) at which the oil is pumped from the reservoir.

2. **Oil Pump** - Pumps the oil from the reservoir to various parts of the lathe. Every 30 minutes the pump cycles and pumps 2.8 to 3.8 cc of oil (at approximately 20 psi).

3. **Oil Reservoir** - Stores the oil (Vactra #2) that is used for lubrication in the linear guides and lead screws. Oil is also mixed with air and sent to the spindle bearing for lubrication and cooling.

4. **Oil Filter** - Filters the oil from the reservoir before it is pumped to the necessary areas.

5. **Air Pressure Gauge** - Indicates the pressure (in psi) at which the air is being regulated.

6. **Air Filter** - Filters the air before it is sent to the solenoid valves.

7. **Air Pressure Regulator** - Maintains the air supplied from the outside source (via the main air line) at a constant, desired pressure (approximately 85-90 psi).

8. **Air Solenoid Assembly** - 4-way 2-position valve that controls the air to the turret air cylinder.

9. **Air Solenoid Assembly-** 3-way 2-position valve that controls the air to the drawtube air cylinder. This assembly is only on machines equipped with a pneumatic drawtube.

10. **Power Cable** - Supplies power to the Lube Air Panel from the main control box.

11. **Power Cable** - Supplies power to the chuck actuator foot pedal.

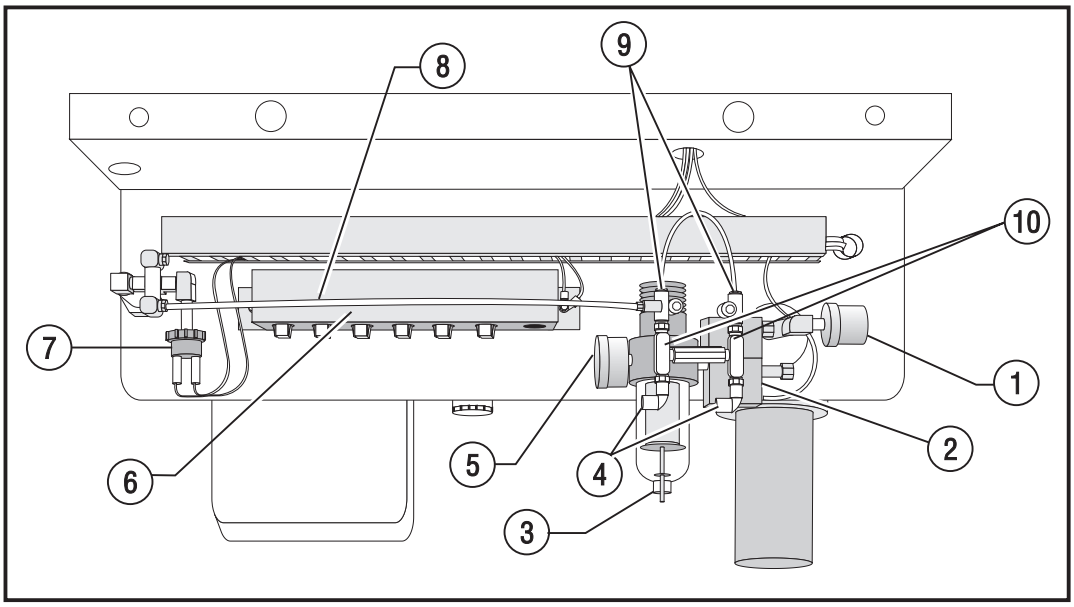


Figure 6-2. Lube Air Panel (Rear View).

The following is a list of the Lube Air Panel Assembly components on the rear of the panel, each with a description of it's specific function.

1. **Air Pressure Switch** - Monitors the air supply pressure, and sends a signal to the control panel to "alarm out", or stop, the machine when the air pressure falls below 70 psi.

2. **Solenoid Valve** - Opens when the spindle is turning to permit air to be sent to the spindle bearings.

3. **Air Regulator** - Maintains the correct air pressure (15 psi) being sent to the spindle bearings.

4. **Oil Mist Ports** - Connect to nylon tubing that carries the oil-air mist to the spindle bearings. One port supplies the front spindle bearing, and one supplies the rear bearing.

5. **Air Pressure Gauge** - Indicates the pressure of the air being mixed with oil and supplied to the spindle bearings.

6. **Connector Plate** - Contains all of the connectors for the Lube Air Panel.

7. **Pressure Switch** - Monitors the oil supply pressure, and sends a signal to the control panel to stop the machine if the pressure drops below the minimum level for a set period of time.

8. **Oil Line** - Carries oil to the ports, where it is then sent to the lead screws, linear guides, and spindle bearings.

9. **Oil Ports** - Connect to nylon tubing that carries the oil to the lead screws and linear guides.

10. **Flowmeters** - Maintain the correct amount of oil dropping from the upper ports to the lower ports where they are mixed with air and sent to the spindle bearings.

6.2 Lube Panel Removal

IMPORTANT! POWER OFF THE MACHINE BEFORE PERFORMING THE FOLLOWING PROCEDURE.

1. Remove the rear panel.

2. Disconnect the main air line.

3. Disconnect the following switches:
   - X and Z limit switches
   - clamp / unclamp switches
   - foot and door switches

4. Disconnect spindle air line.

5. Disconnect oil line at lube panel.

6. Disconnect fan wire and remove the connector from the conduit.

NOTE: All plastic ties must be cut in order to remove the lube air panel.

7. Disconnect air blast line.

8. Disconnect limit switches from lube panel.

9. Remove all conduits.

10. Remove the mounting screws located at the top of the lube panel.

If removing HL-2/4 lube panel:

11. Disconnect oil line to tailstock.

12. Disconnect main oil line.

7. HYDRAULIC POWER UNIT

7.1 Removal

CAUTION! POWER OFF THE MACHINE BEFORE PERFORMING THIS PROCEDURE.

1. Remove necessary panels to access the hydraulic unit.

2. Loosen and disconnect the drawtube clamp and unclamp hoses.

3. If the unit comes with a hydraulic tailstock solenoid assembly, disconnect the 2 hoses that lead to the tailstock cylinder. Remember to mark the hoses or else the tailstock will not function properly.

NOTE: Right clamp/unclamp hose of hydraulic unit is attached to bottom port of hydraulic cylinder and left hose is attached to top port. The ports are located on the side of the hydraulic cylinder.

4. Unclamp and remove oil return hose from hydraulic unit and hydraulic cylinder.

NOTE: The oil return hose is shrink-fitted and should be replaced with a new one whenever removed.

5. Disconnect pressure switch cable and solenoid valve cable.

6. Disconnect pump motor cable.

7. Loosen and remove the four bolts from base of unit, then slide hydraulic unit out.

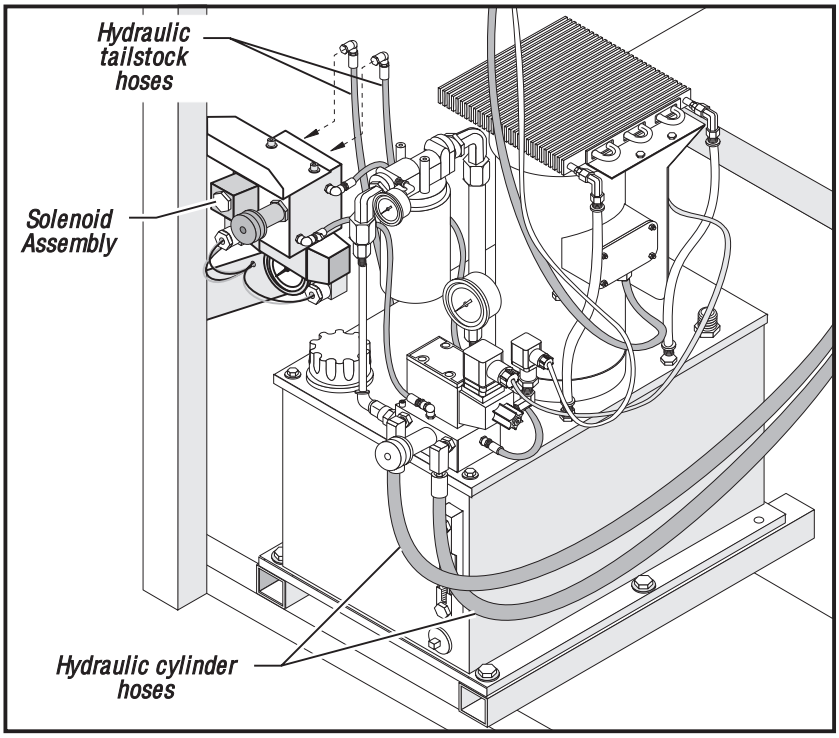


Figure 7-1. Hydraulic power unit.

7.2 INSTALLATION

CAUTION! POWER OFF THE MACHINE BEFORE PERFORMING THIS PROCEDURE.

1. Slide hydraulic power unit into place and attach with four mounting bolts.

2. Connect pump motor cable.

3. Connect pressure switch cable and solenoid valve cable.

4. Replace oil return hose and clamp to hydraulic unit and hydraulic cylinder.

NOTE: The oil return hose is shrink-fitted and should be replaced with a new one whenever removed.

5. Connect the clamp and unclamp hoses.

NOTE: Right clamp/unclamp hose of hydraulic unit is attached to bottom port of hydraulic cylinder and left hose is attached to top port. The ports are located on the side of the hydraulic cylinder.

6. Replace any panels that were removed to access the hydraulic unit.

8. INTERIOR WORKLIGHT

8.1 Bulb Replacement

1. Jog the Z-axis all the way to the left (negative direction).
2. TURN OFF power to the machine at the main breaker.
3. Loosen the 14 BHCS that attach the light lens retainer
4. Remove the retainer and the light lens.
5. Remove the light bulb and replace with a 24", 20 watt (F20T12-CW) bulb.
6. Replace the light lens and retainer then tighten down the 14 BHCS.
7. Restore power to the machine.

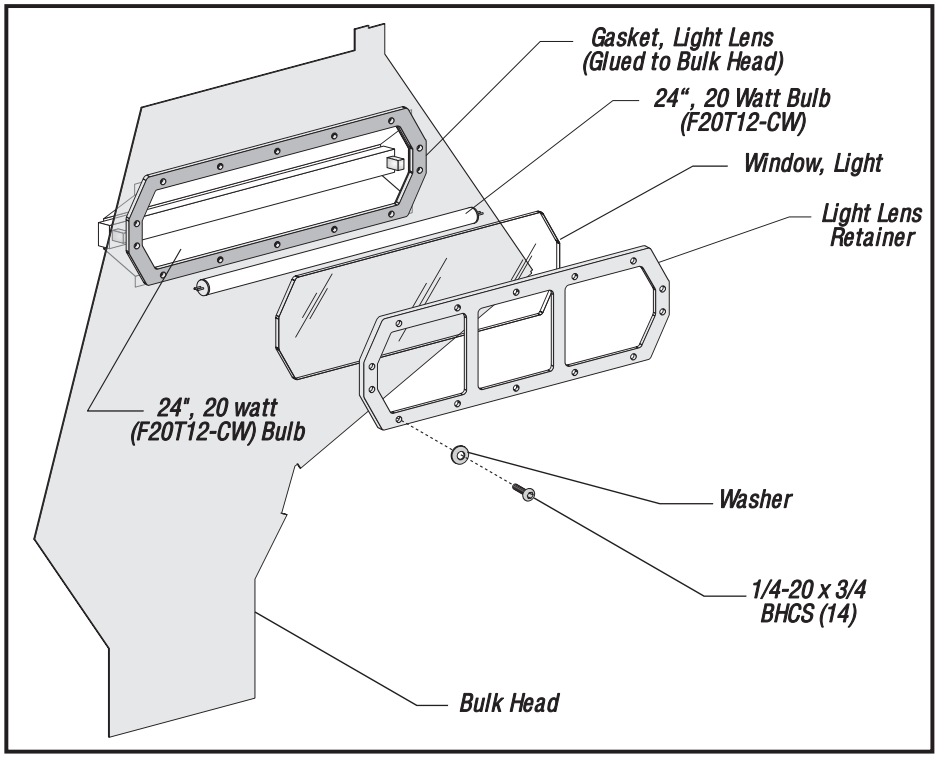


Figure 8-1. Interior worklight assembly.

9. TURRET CROSS-SLIDE SPRING

WARNING! Power on machine, but **DO NOT PRESS EMERGENCY STOP,** or turret will fall during spring removal.

9.1 Replacement

1. Remove sliding tool changer cover, located in the back of the machine, to gain access to spring.

2. Jog the turret to top of X-axis travel.

NOTE: If replacing old style bracket and spring, then skip to Step 5.

3. Loosen 3/8" SHCS that holds lower pivot arm to spring bracket, then loosen 3/4" nut of upper pivot arm of spring bracket.

4. Place a 3/4" wrench on the pivot arm and push the spring forward to relieve the spring tension.
   WARNING! Be careful not to release tension too fast.

NOTE: Recommend using 3/4" wrench with cheater bar for leverage when relieving spring tension.

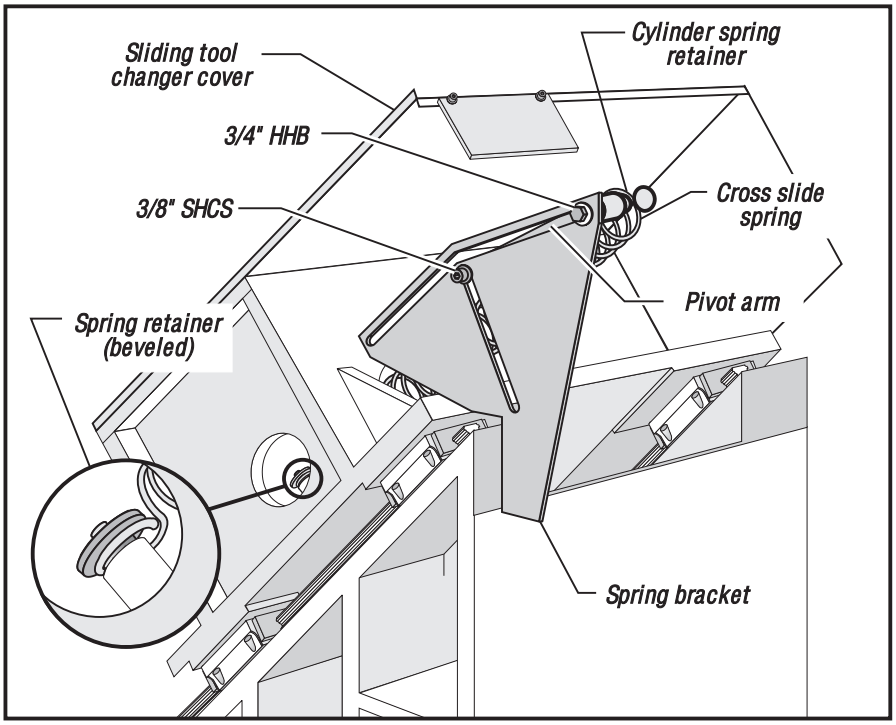


Figure 9-1. Cross-slide spring components.

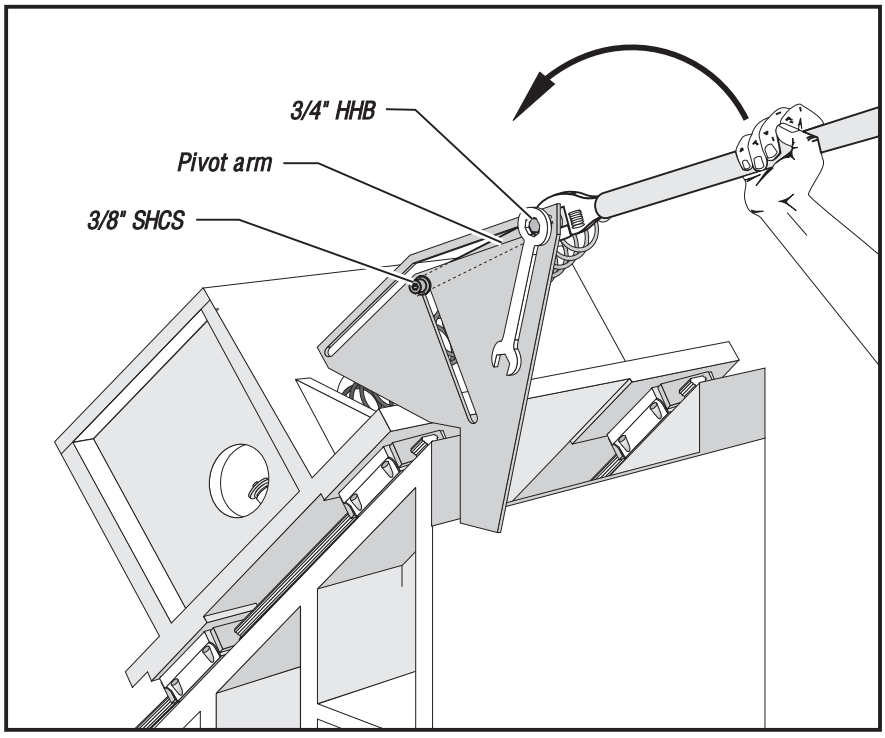


Figure 9-2. Spring tension relief.

5. Remove cross slide spring and remove spring retainer located inside turret housing. Use access hole located on the opposite side of turret to remove spring retainer. Replace used spring retainer with new beveled spring retainer.

NOTE: Old style bracket is not equipped with a cylinder spring retainer. Remove the two mounting bolts and old style bracket then replace with new bracket equipped with pivot arm and remount with two mounting bolts. Skip to Step 7.

---

6. Remove cylinder spring retainer attached to pivot arm and replace with new cylinder spring retainer.

7. Install new cross slide spring. Attach spring to spring retainer in turret housing and cylinder spring retainer of pivot arm.

8. Place 3/4" wrench on pivot arm then pull towards rear of bracket until pivot arm locks to restore spring tension.

9. Tighten 3/8" SHCS of lower pivot arm and 3/4" nut of upper pivot arm on spring bracket.

ELECTRICAL SERVICE

1. SOLENOIDS

Please read this section in its entirety before attempting to replace any solenoid assemblies.

1.1 Pneumatic Chuck Clamp/Unclamp Solenoid

REMOVAL -

1. Turn machine power off and remove the air supply from the machine.
2. Disconnect the two air hoses from the pneumatic chuck clamp/unclamp solenoid (see Figure 1-1).
3. Unplug the solenoid electrical lead at the switch bracket (located on the rear of the lube air panel).
4. Remove the two SHCS holding the assembly to the bracket and remove the assembly.

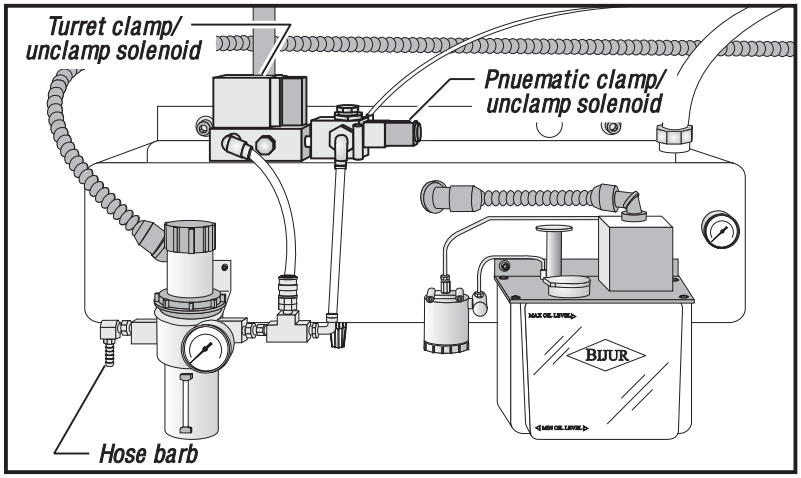


Figure 1-1. Front view of lube/air panel.

INSTALLATION -

5. Replace the air solenoid assembly and attach to the bracket with the two SHCS. Tighten securely.
6. Reconnect the electrical connection to the solenoid at the switch bracket.
7. Reconnect the two air lines, ensuring that all connections are tight and do not leak.
8. Restore the air supply to the machine.

1.2 Turret Clamp/Unclamp Solenoid

REMOVAL -

1. Turn machine power off and remove the air supply from the machine.
2. Disconnect the three air hoses from the turret clamp/unclamp solenoid (see Figure 1-1).
3. Unplug the solenoid electrical lead at the switch bracket (located on the rear of the lube air panel).
4. Remove the two SHCS holding the assembly to the bracket and remove the assembly.

INSTALLATION -

5. Replace the air solenoid assembly and attach to the bracket with the two SHCS. Tighten securely.

6. Reconnect the electrical connection to the solenoid at the switch bracket.

7. Reconnect the three air lines, ensuring that all connections are tight and do not leak.

8. Restore the air supply to the machine.

1.3 Spindle Lube Air Solenoid

REMOVAL -

1. Turn the machine power off and remove the air supply from the machine.

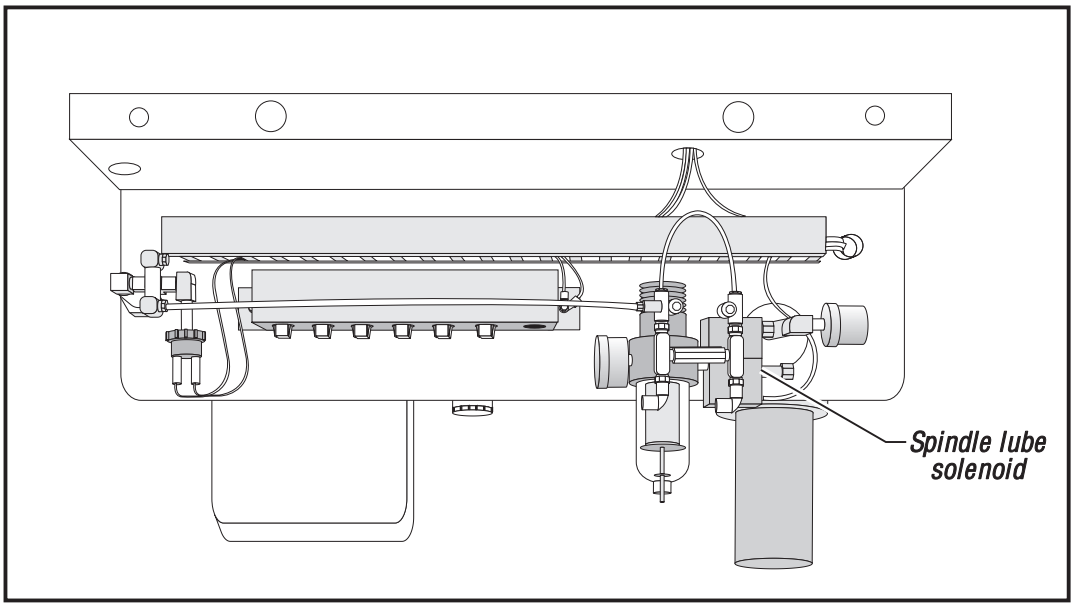


Figure 1-2. Rear view of lube/air panel.

2. Disconnect the lube line from the spindle lube air solenoid assembly.

3. Disconnect the electrical leads from the main air line pressure switch.

4. Unscrew the solenoid assembly pressure gauge from the assembly.

5. Unscrew the entire solenoid assembly from the T-fitting.

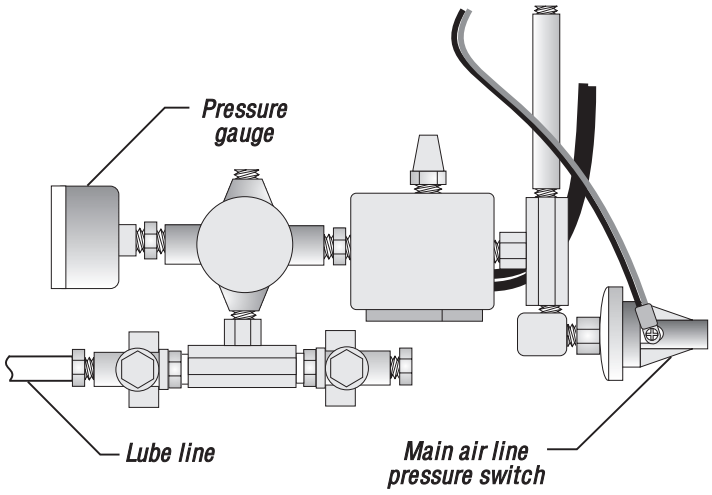


Figure 1-3. Top view of spindle lube/air solenoid assembly.

INSTALLATION -

6. Reattach the solenoid assembly at the T-fitting.
7. Reattach the pressure gauge onto the solenoid assembly.
8. Reconnect the lube line to the assembly.
9. Reconnect the electrical leads to the main air line pressure switch.
10. Restore the air supply to the machine.

2. LINE VOLTAGE ADJUSTMENTS

Please read this section in its entirety before attempting to adjust the line voltage.

TOOLS REQUIRED:

- ✓ **LARGE FLAT TIP SCREWDRIVER**
- ✓ **DIGITAL VOLTMETER**

2.1 Adjusting Voltage

NOTE: The machine must have air pressure at the air gauge or an interlock will prevent it from powering up.

CAUTION! Working with the electrical services required for the lathe can be extremely hazardous. The electrical power must be off and steps must be taken to ensure that it will not be turned on while you are working with it. In most cases this means turning off a circuit breaker in a panel and then locking the panel door. However, if your connection is different or you are not sure how to do this, check with the appropriate personnel in your organization or otherwise obtain the necessary help BEFORE you continue.

WARNING! The electrical panel should be closed and the three screws on the door should be secured at all times except during installation and service. At those times, only qualified electricians should have access to the panel. When the main circuit breaker is on, there is high voltage throughout the electrical panel (including the circuit boards and logic circuits) and some components operate at high temperatures. Therefore extreme caution is required.

1. Hook up the three power lines to the terminal on top of the main switch at upper right of electrical panel and the separate ground line to the ground bus to the left of the terminals. It is not necessary to be concerned with phase rotation (which wire is connected to L1, L2, and L3).

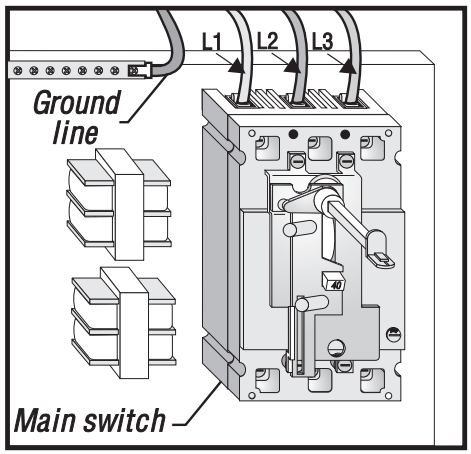


Figure 2-1. Power lines; hookup location.

NOTE: Make sure that the service wires actually go into the terminal-block clamps. It is easy to miss the clamp and tighten the screw. The connection looks fine but the machine runs intermittently or has other problems, such as servo overloads. To check, simply pull on the wires after the screws are tightened.

2. After the line voltage is connected to the machine, make sure that main circuit breaker (at top-right of rear cabinet) is off (rotate the shaft that connects to the breaker counterclockwise until it snaps off). Turn on the power at the source. Using an accurate digital voltmeter and appropriate safety procedures, measure the voltage between all three pair phases at the main circuit breaker and write down the readings. The voltage must be between 195 and 260 volts or 353 and 480 volts, depending on which transformer is in the machine.

NOTE: Wide voltage fluctuations are common in many industrial areas; you need to know the minimum and maximum voltage which will be supplied to the machine while it is in operation. U.S. National Electrical Code specifies that machines should operate with a variation of +5% to -5% around an average supply voltage. If problems with the line voltage occur, or low line voltage is suspected, an external transformer may be required. If you suspect voltage problems, the voltage should be checked every hour or two during a typical day to make sure that it does not fluctuate more than +5% or -5% from an average.

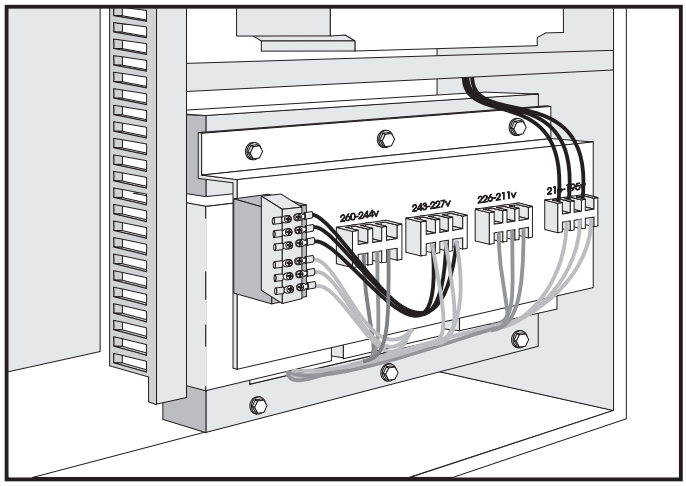


Figure 2-2. Transformer connections.

CAUTION! Make sure that the main breaker is set to OFF and the power is off at your supply panel BEFORE you change the transformer connections. Make sure that all three black wires are moved to the correct terminal block and that they are tight.

3. Check the connections on the transformer at the bottom-right corner of the rear cabinet. The three black wires labeled 74, 75, and 76 must be moved to the terminal block triple which corresponds to the average voltage measured in step 2 above. There are four positions for the input power to this transformer. The input voltage range for each terminal block is as follows:

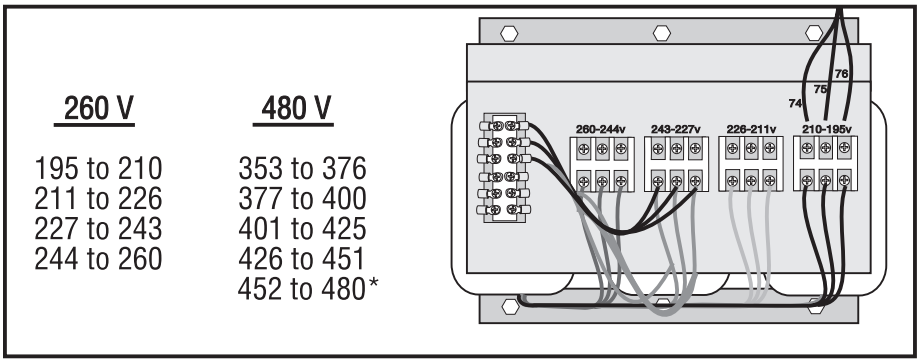


Figure 2-3. Transformers with 195-210V (left) and 452-480V(right) range.

4. Set the main switch to on (rotate the shaft that engages the handle on the panel door clockwise until it snaps into the on position). Check for evidence of problems, such as the smell of overheating components or smoke. If such problems are indicated, set the main switch to off immediately and call the factory before proceeding.

5. After the power is on, measure the voltage across the upper terminals on the contactor K1 (located below the main circuit breaker). It should be the same as the measurements where the input power connects to the main breaker. If there are any problems, call the factory.

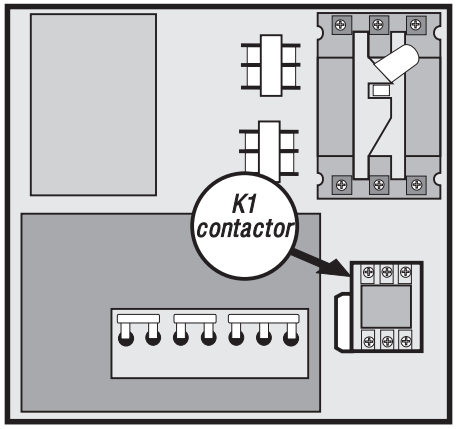


Figure 2-4. Measure voltage here.

6. Check the DC voltage displayed in the second page of Diagnostic data on the CRT. It is labeled DC BUS. This voltage must be between 155 and 175 volts. If the voltage is outside these limits, turn off the power and recheck the incoming power and the transformer wiring (repeat Steps 2 and 3). If the voltage is still incorrect, turn off the power and call the factory.

7. Turn off the power (rotate the shaft that engages the handle on the panel door counterclockwise until it snaps into the off position). Also, set the main switch handle on the panel door to off. (Both the handle and the switch must be set to off before the door can be closed). Close the door, latch the latches, and turn the power back on.

3. FUSE REPLACEMENT

Please read this section in its entirety before attempting to replace any fuses.

TOOLS REQUIRED:

- ✓ **REPLACEMENT FUSES**

3.1 Overvoltage Fuses

WARNING! The electrical panel will have residual voltage, even after power has been shut off and/or disconnected. Never work inside this cabinet until the small red CHARGE light on the servo drive assembly goes out. The servo drive assembly is on the left side of the main control cabinet and about halfway down. This light is at the top of the circuit card at the center of the assembly. Until this light goes out, there are dangerous voltages in the assembly EVEN WHEN POWER IS SHUT OFF.

1. Turn machine power off.

2. Turn the main switch (upper right of electrical cabinet) to the off position.

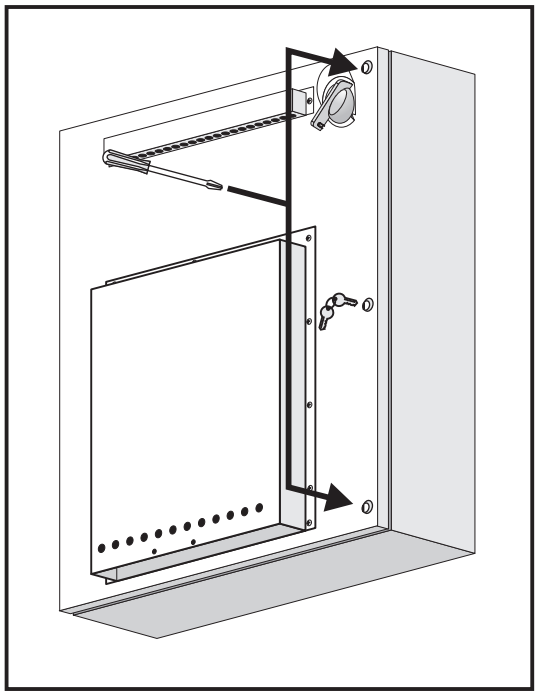


Figure 3-1. Unscrew the three screws to open the cabinet door. (Control cabinets require a key)

3. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel. Wait until at least the red CHARGE light on the servo drive assembly goes out before beginning any work inside the electrical cabinet.

4. On the POWER SUPPLY board there are three fuses located in a row at the upper right of the board; these are the overvoltage fuses. An orange light will be on to indicate the blown fuse(s).

5. Using a flat tip screwdriver, turn the fuse(s) counterclockwise to remove and replace the blown fuse(s) with ones having the same type and rating (½ amp, type AGC, 250V).

CAUTION! When the left fuse is blown, it is still possible to operate the machine, thereby making an overvoltage situation possible. VERIFY absolute voltage to the machine does not exceed 260 volts.

3.2 Operator's Lamp Fuse

1. Turn the main switch (upper right of electrical cabinet) to the off position.

2. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel. Wait until at least the red CHARGE light on the servo drive assembly goes out before beginning any work inside the electrical cabinet.

3. The Operator's Lamp Fuse is located at the lower left of the Power Supply Board. An orange light will be on to indicate the blown fuse.

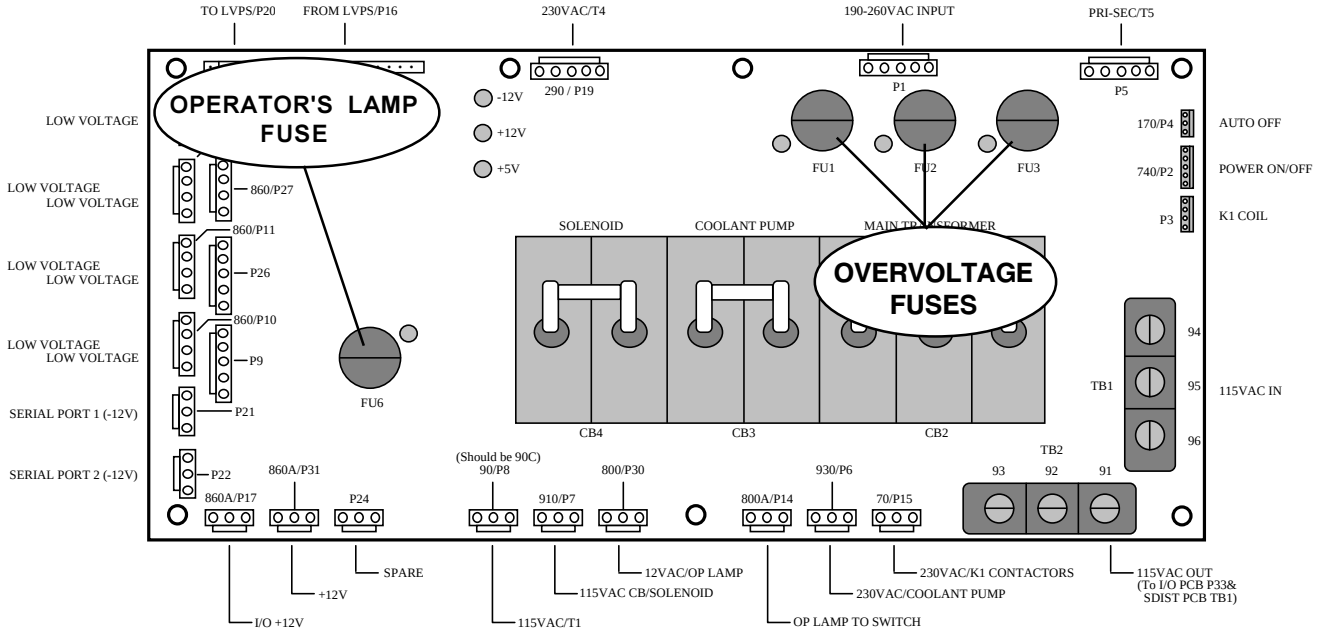


Figure 3-2. Power supply board; fuse locations.

4. Using a flat tip screwdriver, turn the fuse counterclockwise to remove and replace the blown fuse with ones having the same type and rating (operator's lamp:½ amp, type AGC, 250V).

3.3 Servo Driver & SDIST Fuses

1. Turn the main switch (upper right of electrical cabinet) to the off position.

2. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel. Wait until at least the red CHARGE light on the servo drive assembly goes out before beginning any work inside the electrical cabinet.

3. On the SERVO DRIVE ASSEMBLY, there are three fuses on the SDIST panel, and three individual fuses on each of the SERVO DRIVE boards (See Fig. 3-3; the F3 fuses are not shown).

4. On the SDIST panel, use a flat tip screwdriver to turn the fuse(s) counterclockwise to remove. Replace

the blown fuse(s) with ones having the same type and rating (FU1, FU2: ½ amp, type AGC, 250V; FU3: 5 amp, type ABC, 250V).

5. On each of the SERVO DRIVER boards, the fuses (F1, F2, F3) may be replaced by simply pulling out the fuses by hand and replacing with fuses of the same type and rating (F1, F2: 20 amp, type ABC, 250V; F3: 10 amp, type ABC, 250V).

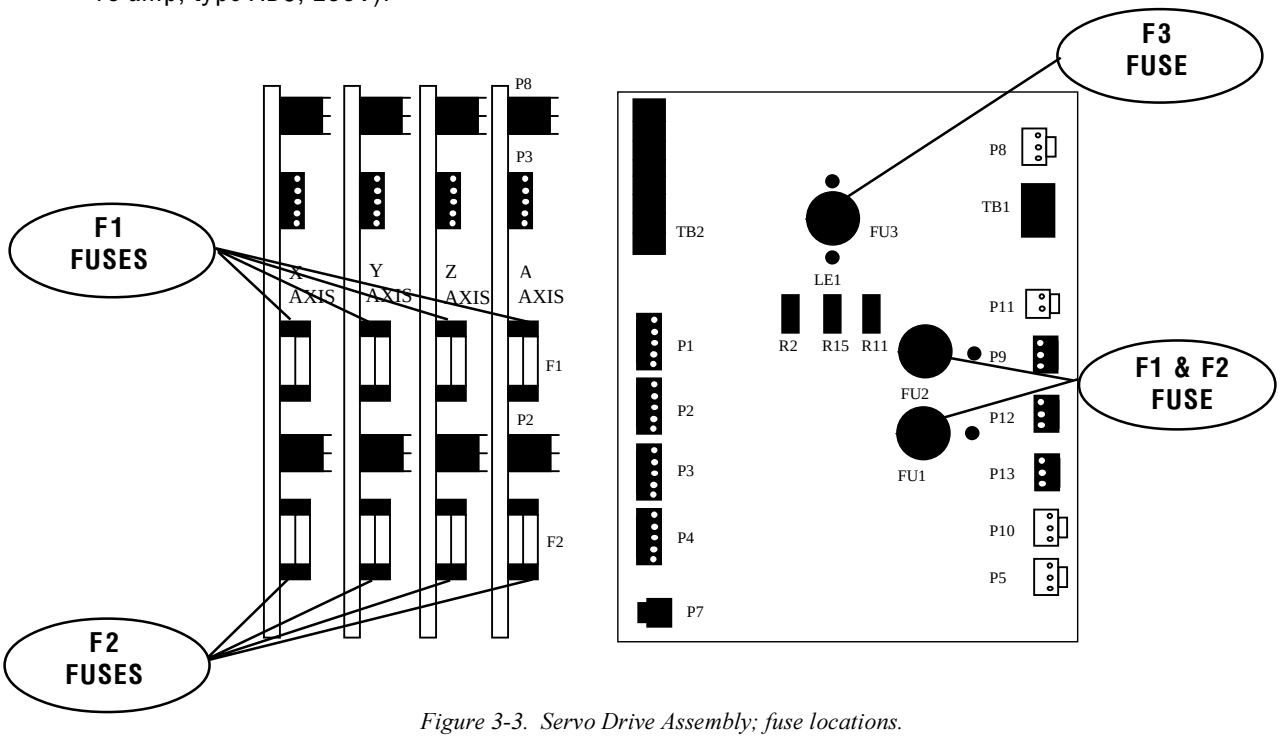


Figure 3-3. Servo Drive Assembly; fuse locations.

4. PCB REPLACEMENT

Please read this section in its entirety before attempting to replace any PCBs.

4.1 Microprocessor, MOCON (MOTIF), & Video / Keyboard

NOTE: The arrangement of these boards may differ from the order of replacement that follows. The steps for replacement will only differ in which board may need to be removed before getting to the necessary board.

WARNING! The electrical panel will have residual voltage, even after power has been shut off and/or disconnected . Never work inside this cabinet until the small red CHARGE light on the servo amplifiers (servo drive assembly on brush machines) goes out. The servo amplifiers / servo drive assembly is on the left side of the main control cabinet and about halfway down. This light(s) is at the top of the circuit card at the center of the assembly. Until this light goes out, there are dangerous voltages in the assembly EVEN WHEN POWER IS SHUT OFF.

MOCON (or MOTIF) BOARD -

NOTE: Refer to "Cable Locations" for a diagram of this board.

1. Turn machine power off.
2. Turn the main switch (upper right of electrical cabinet) to the off position.
3. Loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel. Wait until at least the red CHARGE light on the servo amplifiers (servo drive assembly on brush machines) goes out before beginning any work inside the electrical cabinet.
4. Disconnect all leads to the Motor Controller (MOCON), or Motor Interface (MOTIF) board (for brush machines). Ensure all cables are properly labeled for reconnecting later.
5. After all cables have been disconnected, unscrew the standoffs, taking care to hold the board in place until all standoffs have been removed.

NOTE: If the VIDEO / KEYBOARD or PROCESSOR boards need replacing, please skip the next step.

6. Replace the MOCON (or MOTIF) board, attaching it to the VIDEO / KEYBOARD (beneath the MOCON / MOTIF board) with the standoffs.
7. Reconnect all leads (previously removed) to their proper connections.

VIDEO / KEYBOARD -

NOTE: Refer to "Cable Locations" for a diagram of this board.

8. Remove the MOCON (or MOTIF) board as described in Steps 1-5.
9. Disconnect all leads to the Video / Keyboard. Ensure all cables are properly labeled for reconnecting later. The following illustration shows all cable numbers and the locations on the Video / Keyboard.

10. After all cables have been disconnected, unscrew the standoffs, taking care to hold the board in place until all standoffs have been removed.

NOTE: If the PROCESSOR board need replacing, please skip the next step.

11. Replace the Video / Keyboard, attaching it to the PROCESSOR board (beneath the Video / Keyboard) with the standoffs.

12. Reconnect all leads (previously removed) to their proper connections.

PROCESSOR BOARD -

NOTE: Refer to "Cable Locations" for a diagram of this board.

13. Remove the MOCON (or MOTIF) board as described in Steps 1-5, and the Video / Keyboard as described in Steps 8-9.

14. Disconnect all leads to the Processor board. Ensure all cables are properly labeled for reconnecting later. The following illustration shows all cable numbers and the locations on the Processor board.

15. After all cables have been disconnected, unscrew the standoffs, taking care to hold the board in place until all standoffs have been removed.

16. Replace the Processor board, attaching it to the electrical cabinet (beneath the Processor board) with the standoffs.

17. Reconnect all leads (previously removed) to their proper connections.

4.2 SERVO DRIVER & SDIST

WARNING! The electrical panel will have residual voltage, even after power has been shut off and/or disconnected. Never work inside this cabinet until the small red CHARGE light on the servo drive assembly goes out. The servo drive assembly is on the left side of the main control cabinet and about halfway down. This light is at the top of the circuit card at the center of the assembly. Until this light goes out, there are dangerous voltages in the assembly EVEN WHEN POWER IS SHUT OFF.

1. Turn machine power off.

2. Turn the main switch (upper right of electrical cabinet) to the off position.

3. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel. Wait until at least the red CHARGE light on the servo drive assembly goes out before beginning any work inside the electrical cabinet.

SDIST BOARD -

NOTE: Refer to "Cable Locations" for a diagram of this board.

4. Disconnect all leads to the Servo Distribution (SDIST) board. Ensure all cables are clearly marked for reconnecting later.

NOTE: The connection labeled "860A" on the board should be used for the cable marked "860B". Some boards, the connection for cable 920 has been incorrectly marked as "1030". Please note its location for future reference.

NOTE: On some SDIST boards, there may be cables attached to the capacitors with a plastic strap. This will have to be cut off and the cables moved aside in order to remove the board. It will be necessary to replace this strap after the board is replaced.

5. After all cables have been disconnected, remove the eight screws attaching the board to the cabinet. Take care to hold the board in place until all screws have been removed.

6. Replace the SDIST board, attaching it with the eight screws previously removed, using one of the screws as a grounding connection.

7. Reconnect all leads (previously removed) to their proper connection.

SERVO DRIVER BOARDS -

NOTE: Refer to "Cable Locations" for a diagram of these boards.

1. Follow all precautions noted previously before working in the electrical cabinet.

2. Turn the main switch (upper right of electrical cabinet) to the off position.

3. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel.

4. Disconnect all leads to the Servo Driver (DRIVER) board that you wish to replace. Ensure all cables are properly labeled for reconnecting later.

NOTE: When replacing any DRIVER board, it will be necessary to disconnect all leads on all DRIVER boards in order to remove or replace the board.

5. Remove the board by first removing the two screws that fasten it to the cabinet. Take care to hold the board in place until both screws have been removed.

6. Replace the DRIVER board, attaching it to the cabinet with the two screws previously removed.

7. Reconnect all leads to all boards at this time. Ensure the red and black leads go to the appropriate connections.

4.3 Input / Output (I/O) Board

NOTE: Refer to "Cable Locations" for a diagram of this board.

1. Follow all precautions noted previously before working in the electrical cabinet.

2. Turn the main switch (upper right of electrical cabinet) to the off position.

3. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel.

4. Disconnect all leads to the Input/Output board and move aside for removal. Ensure all cables are properly labeled for reconnecting later. The following illustration shows all cable numbers and the locations on the I/O board.

5. Remove the board by first removing the twelve screws that fasten it to the cabinet. Take care to hold the board in place until all screws have been removed.

6. Replace the I/O board, attaching it to the cabinet with the twelve screws previously removed.

7. Reconnect all leads to the I/O board at this time.

4.4 Power & Low Voltage Supply

POWER BOARD -

NOTE: Refer to "Cable Locations" for a diagram of this board.

1. Follow all precautions noted previously before working in the electrical cabinet (See warning at beginning of "Servo Driver & SDIST" section).

2. Turn the main switch (upper right of electrical cabinet) to the off position.

3. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel.

4. Disconnect all leads to the Power Distribution (POWER) board and move aside for removal. Ensure all cables are properly labeled for reconnecting later. The illustration on the following page shows all cable numbers and the locations on the POWER board.

5. After all cables have been disconnected, remove the seven screws holding the POWER board to the cabinet and remove the board. Take care to hold the POWER board in place until all screws have been removed.

NOTE: If you need to replace the LOW VOLTAGE POWER SUPPLY board, please skip the next step.

6. Replace the POWER board, attaching it with the seven screws previously removed. Don't forget to use the lower left screw for a ground connection.

7. Reconnect all cables to the POWER board at their proper location.

LOW VOLTAGE POWER SUPPLY -

8. Remove the Power Distribution (POWER) board as described in Steps 1-5.

9. Disconnect all leads to the Low Voltage Power Supply (LVPS) board. Ensure all cables are properly labeled for reconnecting later. The following illustration shows all cable numbers and the locations on the LVPS board.

10. After all cables have been disconnected, unscrew the two standoffs at the bottom of the board. Unscrew the remaining two screws at the top of the LVPS board, taking care to hold the board in place until all screws have been removed.

11. Replace the LVPS board, attaching it to the cabinet with the two screws and two standoffs previously removed.

12. Replace the POWER board as described in Steps 6-7.

4.5 RS-232 / 422

NOTE: Refer to "Cable Locations" for a diagram of this board.

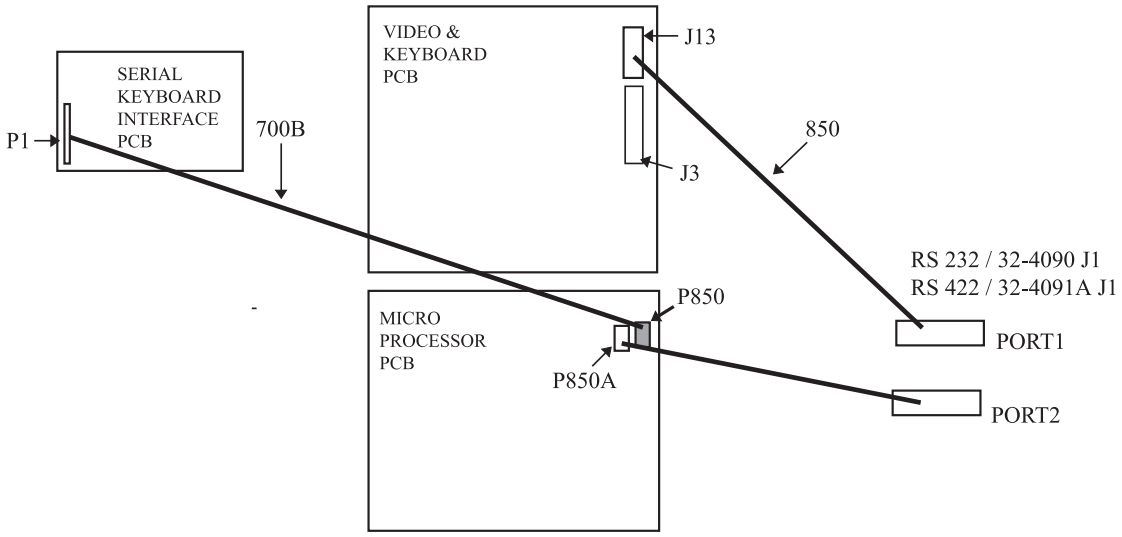
1. Follow all precautions noted previously before working in the electrical cabinet (See warning at beginning of "Servo Driver & SDIST" section).

2. Turn the main switch (upper right of electrical cabinet) to the off position.

3. Using a large flat tip screwdriver, loosen the three screws on the cabinet door and then open the door enough to safely work on the electrical panel.

NOTE: It is suggested to make use of a step ladder high enough to allow you to work from the top of the electrical cabinet. It will be necessary, when replacing the RS-232 / 422 board, to work from the inside and outside of the cabinet at the same time.

4. On the left side of the cabinet, at the top of the side panel are two serial port connections labeled "SERIAL PORT #1" and "SERIAL PORT #2", SERIAL PORT #1 being the upper connection.



* Serial interface replaces cable 700 with cable 700B.

Figure 4-1. RS-232 / 422 wiring pictorial (with serial keyboard).

5. To remove the RS-232 / 422 board, unscrew the two hex screws (on the exterior of the cabinet) holding the connector to the cabinet. From the inside of the cabinet, pull the connector through the panel, and disconnect the cable.

6. Replace the RS-232 / 422 board by first connecting the appropriate cable to the board (850 to SERIAL PORT #1, 850A to SERIAL PORT #2, then inserting the board (cable side up) through the left side panel. Attach with the two hex screws previously removed. Ensure the board for Serial Port #1 is the upper connector and the board for Serial Port #2 is the lower connector.

6. Replace the Serial Keyboard Interface (KBIF) board, using the four screws previously removed, starting at the top right. Attach the screw and standoff loosely, then all other screws and standoffs, until all are mounted. Tighten down completely.

7. Reconnect all cables to the Serial KBIF board at their proper locations.

5. FRONT PANEL

Please read this section in its entirety before attempting to replace any component of the control panel.

5.1 CRT Assembly Replacement

1. Turn the power off and disconnect power to the machine.

2. Remove the screws holding the cover panel on the back of the control panel. Take care to hold the cover panel in place until all screws have been removed.

3. At this time, remove the end cap on the support arm and unplug the white cable at the connection inside, then unplug the black cable at the connection in the control panel. It may be necessary to cut straps off the black cable's connector to unplug.

4. Unscrew the four hex nuts on the bottom row of the CRT bracket and remove, along with the washers. Set aside in a safe place.

5. While holding up the CRT assembly, remove the four hex nuts on the top row of the CRT bracket, along with the washers.

CAUTION! Take extreme care to not drop or damage the CRT assembly when removing from the control panel.

6. CAREFULLY pull the CRT assembly out toward the rear until it is clear of the control panel and all wiring. Set CRT assembly down in a safe place so as not to damage.

7. Replace by sliding the new assembly onto the eight bolts (four each on top and bottom). Starting with the bottom right, place the washers and hex nuts on the bolts to hold in place. Refer to Fig. 5-1 for the order of replacement.Once all washers have been attached and nuts have been hand-tightened, tighten down completely with the socket.

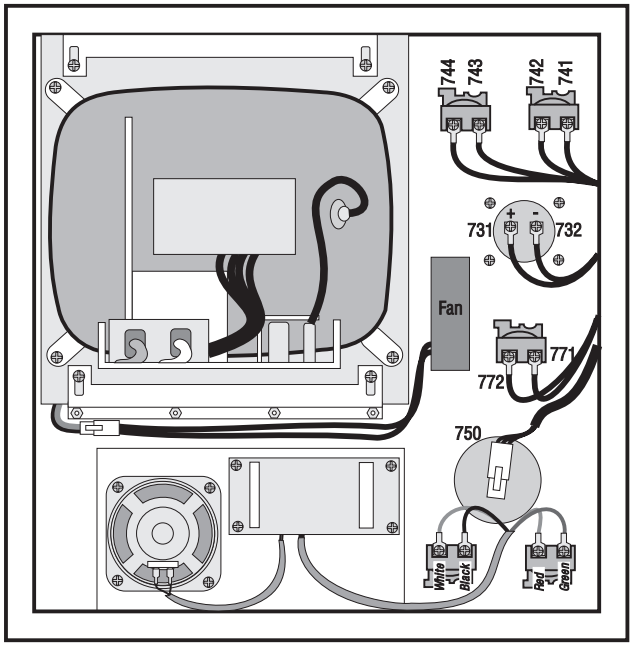


Figure 5-1. Interior of control panel (rear).

8. Plug the black cable and white cable into the matching cables. Feed the white cable through the opening in the top of the control panel.

9. Replace the back cover panel and attach with the four screws previously removed.

5.2 Jog Handle Replacement

The JOG handle is actually a 100-line-per-revolution encoder. We use 100 steps per revolution to move one of the servo axes. If no axis is selected for jogging, turning of the crank has no effect. When the axis being moved reaches its travel limits, the handle inputs will be ignored in the direction that would exceed the travel limits.

Parameter 57 can be used to reverse the direction of operation of the handle.

1. Turn the machine power off.

2. Remove the screws holding the cover panel on the back of the control panel. Take care to hold the cover panel in place until all screws have been removed.

3. Unplug the cable leading to the jog handle encoder. **IMPORTANT!** The blank pin side of the connector must face as shown in Fig. 5-2 when reconnecting; otherwise, damage may occur to the machine.

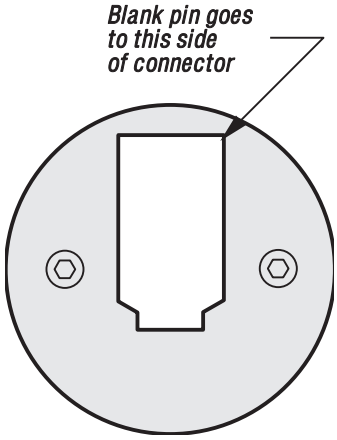


Figure 5-2. Jog handle encoder.

4. Using the 5/64" allen wrench, loosen the two screws holding the knob to the control panel and remove.

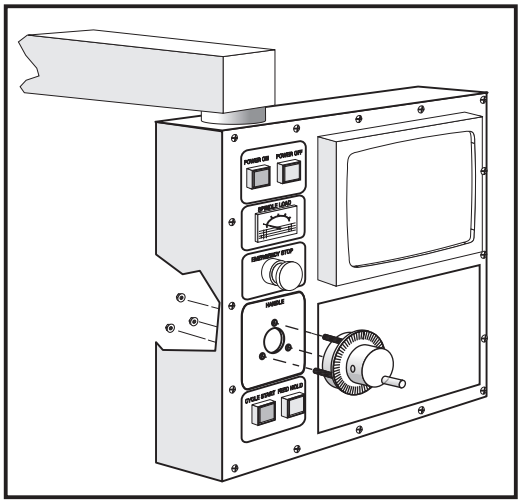


Figure 5-3. Jog handle removal.

5. Remove the three screws holding the jog handle encoder to the control panel and remove.

6. Replacement is reverse of removal. Keep in mind the important notice in Step 3.

5.3 Switch Replacement

NOTE: This section is applicable for the POWER ON, POWER OFF, EMERGENCY STOP, CYCLE START, and FEED HOLD switches.

1. Turn the machine power off.

2. Remove the four screws holding the cover panel on the back of the control panel. Take care to hold the cover panel in place until all screws have been removed.

3. Disconnect all leads to the switch's connectors. Ensure all leads are properly marked for reconnecting later. Refer to Fig. 5-1 for proper locations.

4. Unscrew the two small set screws, one on top and one on the bottom, and turn the switch counterclockwise to loosen. Separate from the front portion and pull out.

5. For replacement, screw the front and rear portions together (reverse of removal) and tighten down the two small set screws when the switch is properly positioned.

NOTE: The POWER ON, POWER OFF, and EMERGENCY STOP switches must all have the connectors on the bottom of the switch.

6. Reconnect all leads to the correct switch.

5.4 Spindle Load Meter Replacement

1. Turn the power off and disconnect power to the machine.

2. Remove the four screws holding the cover panel on the back of the control panel. Take care to hold the cover panel in place until all screws have been removed.

3. Disconnect the two leads at the back of the spindle load meter assembly. Ensure the two leads are properly marked for reconnecting later.

4. Unscrew the four screws that hold the spindle load meter assembly to the control panel. Take care to hold the assembly in place until all screws have been removed. Remove the assembly.

5. Installation is reverse of removal. Ensure leads go the correct location.

5.5 Keypad Replacement

1. Turn the power off and disconnect power to the machine.

2. Remove the four screws holding the rear cover panel to the back of the control panel. Take care to hold the cover panel in place until all screws have been removed.

3. Remove all switches, spindle load meter, and the jog handle as described in the previous sections.

4. Unplug the keypad's 24-pin ribbon cable from the Serial Keyboard Interface board.

5. Remove the screws from the front of the control panel. Take care to hold the front cover panel and bezel spacer in place until all screws have been removed. Remove the two pieces and set aside in a safe place.

6. Using a flat, blunt tool, such as putty knife, pry the keypad away from the control panel. Pull the ribbon cable through the opening in the control to remove.

7. To replace, first put the bezel spacer in place and fasten temporarily with screws in the top corners.

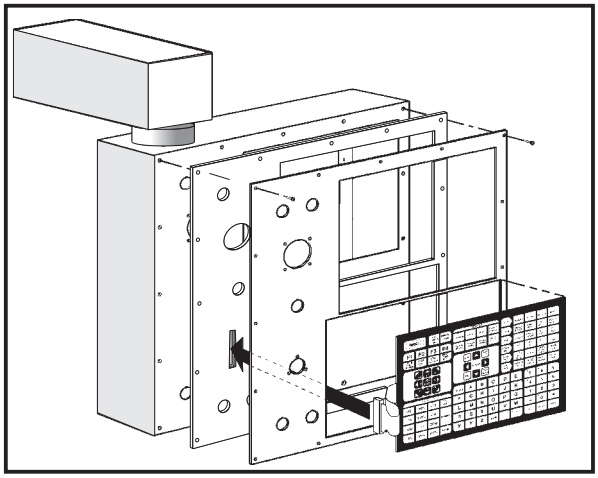


Figure 5-4. Keypad installation.

8. Insert the ribbon cable through the opening in the control panel and place the keypad in the upper right corner of the lower opening and press to the control panel to mount. Plug the ribbon cable into the Keyboard Interface board, taking care to not bend the pins on the board.

9. While holding the bezel spacer in place, remove the two screws holding the spacer, put the front cover panel in place, and fasten with all screws previously removed.

10. Reinstall all switches, spindle load meter, and the jog handle as described in the previous sections.

11. Replace the rear cover panel and fasten with the screws that were previously removed.

5.6 Serial Keyboard Interface

NOTE: Refer to "Cable Locations" for a diagram of this board.

1. Follow all precautions noted previously before working in the control cabinet (See warning at beginning of "Front Panel" section).

2. Turn the main switch (upper right of electrical cabinet) to the off position.

3. Remove the four screws on the back of the control box, then remove the cover panel. Take care to hold the panel in place until all screws have been removed.

4. Disconnect all leads to the Serial Keyboard Interface (KBIF) board. Ensure all cables are properly labeled for reconnecting later.

5. After all cables have been disconnected, unscrew the four screws holding the Serial KBIF board to the control box. Take care to hold the board in place until all screws have been removed. Place the screws and standoffs aside for later use.

6. Replace the Serial KBIF board, using the four screws previously removed, starting at the top right. Attach the screw and standoff loosely, then all other screws and standoffs, until all are mounted. Tighten down completely.

7. Reconnect all cables to the Serial KBIF board at their proper locations.

6. SPINDLE ENCODER REPLACEMENT

Please read this section in its entirety before attempting to remove or replace encoder.

REMOVAL -

1. Loosen the eight motor fan panel mounting bolts (on left end of machine), then remove the panel.
2. Loosen the two encoder mounting bolts and slide the encoder up until there is slack in the belt.
3. Remove the encoder.
4. Inspect the encoder belt for any damage. If replacement is necessary, refer to the "Spindle" section for removal.

INSTALLATION -

5. Place the belt onto the pulley.
6. Mount the new encoder and tighten the bolts.

NOTE: When tightening the bolts, ensure the belt remains loose around the pulleys. If the belt is too tight, it could damage the encoder.

7. Replace the motor fan panel.

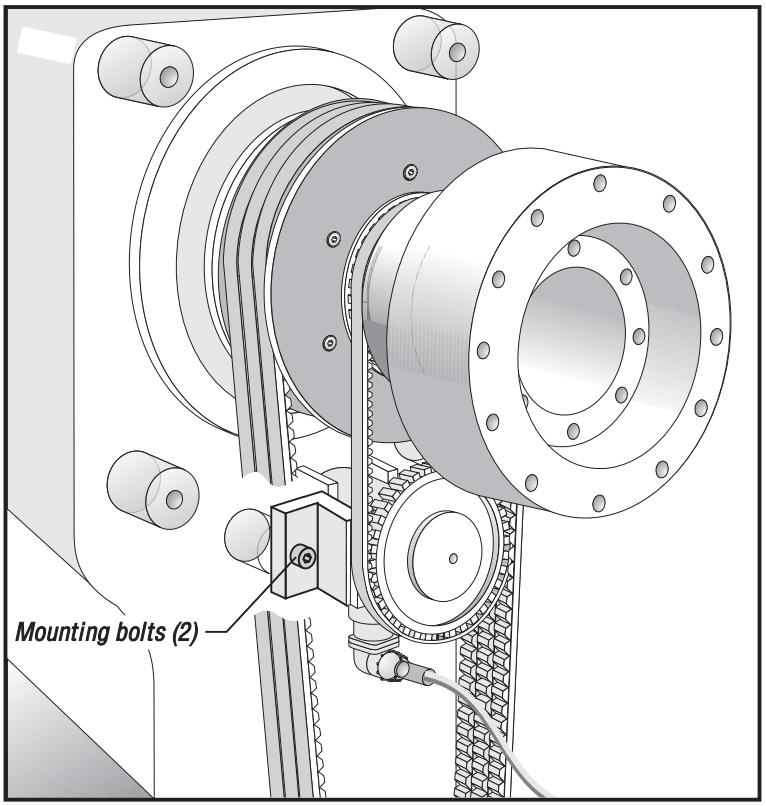


Figure 6-1. Encoder belt locations.

TECHNICAL REFERENCE

1. SPINDLE

Spindle speed functions are controlled primarily by the **S** address code. The **S** address specifies RPM in integer values from 1 to maximum spindle speed (Parameter 131). NOT TO BE CHANGED BY USER!

Two **M** codes, M41 (Low Gear) and M42 (High Gear), can be used for gear selection. Spindle speed accuracy is best at the higher speeds and in low gear.

The spindle is hardened and ground with a A2-6 spindle nose.

2. TWO-SPEED GEAR TRANSMISSION (HL-3/4)

The spindle head contains a two-speed gear transmission. The spindle motor is directly coupled to the transmission and the transmission is cog belt-coupled to the spindle pulley. An electric motor drives the gearbox shifter into high or low gear.

2.1 Lubrication

The gearbox is lubricated and cooled with Mobil DTE 25 oil.

2.2 Operation

High gear and low gear are selected by programming an M41 (Low Gear) or M42 (High Gear). **The spindle will not change gears automatically.** The spindle will come to a complete stop when changing gears.

The machine will remain in it's current gear (until changed with an M41 or M42) even after the machine is powered off. When the machine is powered up, it will be in the same gear (or between gears) as when it was powered off.

The current gear status is monitored by discrete outputs SP HIG (Spindle High) and SP LOW (Spindle Low). A "0" (zero) in either of these outputs indicates it is the current gear. If the outputs are the same, neither gear is selected. If the gearbox remains in this condition (between gear) for a certain amount of time, Alarm 126, "Gear Fault", is generated. The only way to reset this alarm is to press the POWER UP/RESTART key. The current gear can also be monitored by pressing the CURNT COMDS key. This display will show whether the machine is currently in "HIGH GEAR", "LOW GEAR", or "NO GEAR".

There are a number of parameters related to the gearbox. Their values should not be changed by the operator.

3. SERVOS (BRUSHLESS)

3.1 Servo Encoders (Brushless)

Haas machines are equipped with brushless motors, which provide for better performance, and no maintenance. In addition to the performance differences, these machines differ from brush type machines, which have already been discussed, in the following areas:

The brushless motors have 8192 line encoders built in, which result in differences in acceleration parameters 7, 21,35,49 and 157. The exponential accel/decel time is set by parameters 115, 116 and 168.
"In Position" parameters 101, 102, 103, 104 and 165 also affect brushless motors.

The motor controller board has a dedicated processor which does all the servo control algorithm.

There is no servo distribution board anymore, therefore there is no CHARGE light present. Care should still be taken however, since there are high voltages present on the amplifiers, even when power is shut off. The high voltage comes from the spindle drive, which does have a CHARGE light.

The servo drive cards are replaced by Brushless Servo Amplifiers, and are controlled differently.

A low voltage power supply card is added to the servo drive assembly to supply the low voltage requirement to the amplifiers.

The CNC software is version 2.xx.

The user interface and motion profiling have not changed however, and the user should not see any functional differences between a brush type machine and a brushless machine.

3.2 Servo Characteristics (Brushless)

Servo characterstics are explained in detail in the previous section. The following is an example of how to achieve 130 inches/minute.

The exponential accel/decel time constant is set by Parameters 113, 114, 115, 116 and 168. It has units of 0.0001 seconds. The speed limit at which exponential accel/decel is not available is defined by the relationship between Parameters 7 and 113 (for the X-axis). Thus if Parameter 7 is 8000000 steps/sec/sec and Parameter 113 is 375 (0.0375 seconds); the maximum velocity for accurate interpolation should be:

8000000 x 0.0375 = 300000 steps/second

For an 8192 line encoder and 6 mm screw, this would be:

60 x 300000 / 138718 = 130 inches/minute

3.3 Servo Amplifiers (Brushless)

NOTE: Refer to "Cable Locations" for a diagram of this board.

The brushless servo amplifier is a PWM based current source. The PWM outputs control the current to a three phase brushless motor. The PWM frequency is 16 KHz. The amplifiers are current limited to 30 amps peak. However there are fuse limits both in hardware and software to protect the amplifiers and motors from over current. The nominal voltage for these amplifiers is 320 volts. Therefore the peak power is about 9600 watts or 13 H.P. The amplifiers also have short circuit and over temperature and over heat protection.

There is a 10 amp supply fuse for failure protection. This fuse is relatively slow, therefore it can handle the 30 amp peak. Actual continues current limit to the motor is controlled by software.

Commands to the amplifier are +/-5 volts current in two legs of the motor and a digital enable signal. A signal from the amplifier indicates drive fault or sustained high current in stalled motor.

The connectors on the amplifiers are:

+H.V.	+ 320 volts DC
-H.V.	320 volts return
A	motor lead phase A
B	motor lead phase B
C	motor lead phase C
J1	Three pin Molex connector used for +/-12 and GND.
J2	Eight pin Molex connector used for input signals.

4. INPUT/OUTPUT ASSEMBLY

The IOPCB contains a circuit for electronically turning the tool changer power on and off. This prevents any arcing of the tool changer relays and increases their life tremendously. This includes an adjustable current limit to the tool changer. Potentiometer R45 adjusts the current limit to the tool changer motors. R45 should be set to limit current to between four and six amps.

The IOPCB also contains a circuit for sensing a ground fault condition of the servo power supply. If more than 0.5 amps is detected flowing through the grounding connection of the 160V DC buss, a ground fault alarm is generated and the control will turn off servos and stop.

Relay K6 is for the coolant pump 230V AC It is a plug-in type and is double-pole. Relays K9 through K12 are also plug in types for controlling the tool changer.

The Input/Output Assembly consists of a single printer circuit board called the IOPCB.

NOTE: Refer to "Cable Locations" for a diagram of this board.

The connectors on the IOPCB are:

P1 16-pin relay drivers from MOCON 1 to 8 (510)
P2 16-pin relay drivers from MOCON 9 to 16 (520)
P3 16-pin relay drivers from MOCON 17 to 24 (M21-M24) (540)
P4 34-pin inputs to MOCON (550)
P5 Servo power on relay 1-1 (110)
P6 230V AC from CB3 (930)
P7 230V AC to coolant pump (940)
P8 Auto-off relay 1-7 (170)
P9 Spindle drive commands (710)
P10 Spindle fan and oil pump 115V AC (300)
P12 115V AC to spindle head solenoids (880A)
P13 Turret status inputs (820)
P14 Low TSC (900)
P15 Spindle head status inputs (890)
P16 Emergency stop input (770)
P17 Low Lube input (960)
P18 Over Voltage Input (970)
P19 Low Air Input (950)

P20 Overheat input (830)
P21 Spindle drive status inputs (780)
P22 M-FIN input (100)
P23 Footswitch (190)
P24 Spare 2
P25 Spare 3
P26 Spare terminals for M21 to M24
P27 Door lock (1040)
P28 115V AC from CB4 (910)
P29 A-axis brake solenoid output (390)
P30 Tool changer shuttle motor output (810A)
P31 230 VAC for Chip Conveyor (160)
P33 115V AC three-phase input from power supply assembly (90)
P34 115V AC to CRT (90A)
P35 115V AC to heat exchanger (90B)
P36 115V AC to CB4 (90C)
P37 115V AC spare (870)
P38 Door open (1050)
P39 Tool changer turret motor output (810)
P40 (770A) A/B
P43 Ground fault sense signal input (1060) Axis Brake
P44 5TH axis brake (319)
P45 HTC Shuttle
P46 Chip Conveyor (140)
P47 Skip input signal (1070)
P48 spare 1
P49 spare 2
P50 Spigot Motor (200)
P51 16 PIN Relay drivers 17-24 (530)
P52 spare 1
P53 Spigot Sense (180)
P54 Servo Brake (350)
P55 Red/green lights (280)
P56 Thru spindle coolant pump(940A)
P57 115V spare
P58 115V spare

5. CONTROL PANEL

5.1 Jog Handle

The JOG handle is actually a 100-line-per-revolution encoder. We use 100 steps per revolution to move one of the servo axes. If no axis is selected for jogging, turning of the crank has no effect. When the axis being moved reaches its travel limits, the handle inputs will be ignored in the direction that would exceed the travel limits.

Parameter 57 can be used to reverse the direction of operation of the handle.

5.2 Power On/Off Switches

The POWER ON switch engages the main contactor. The on switch applies power to the contactor coil and the contactor thereafter maintains power to its coil. The POWER OFF switch interrupts power to the contactor coil and will always turn power off. POWER ON is a normally open switch and POWER OFF is normally closed. The maximum voltage on the POWER ON and POWER OFF switches is 24V AC and this voltage is present any time the main circuit breaker is on.

5.3 Spindle Load Meter

The Load meter measures the load on the spindle motor as a percentage of the rated continuous power of the motor. There is a slight delay between a load and the actual reflection of the meter. The eighth A-to-D input also provides a measure of the spindle load for cutter wear detection. The second page of diagnostic data will display % of spindle load. The meter should agree with this display within 5%. The spindle drive display #7 should also agree with the load meter within 5%.

There are different types of spindle drive that are used in the control. They are all equivalent in performance but are adjusted differently.

5.4 Emergency Stop Switch

The EMERGENCY STOP switch is normally closed. If the switch opens or is broken, power to the servos will be removed instantly. This will also shut off the turret, spindle drive, and coolant pump. The EMERGENCY STOP switch will shut down motion even if the switch opens for as little 0.005 seconds.

Be careful of the fact that Parameter 57 contains a status switch that, if set, will cause the control to be powered down when EMERGENCY STOP is pressed.

You should not normally stop a tool change with EMERGENCY STOP as this will leave the tool changer in an abnormal position that takes special action to correct.

Note that tool changer alarms can be easily corrected by first correcting any mechanical problem, pressing RESET until the alarms are clear, selecting ZERO RETURN mode, and selecting AUTO ALL AXES.

If the shuttle should become jammed, the control will automatically come to an alarm state. To correct this, push the EMERGENCY STOP button and remove the cause of the jam. Push the RESET key to clear any alarms. Push the ZERO RETURN and the AUTO ALL AXES keys to reset the Z-axis and turret. Never put your hands near the tool changer when powered unless the EMERGENCY STOP button is pressed.

5.5 Keyboard Beeper

There is a speaker inside the control panel that is used as an audible response to pressing keyboard buttons and as a warning beeper. The beeper is a one kHz signal that sounds for about 0.1 seconds when any keypad key, CYCLE START, or FEED HOLD is pressed. The beeper also sounds for longer periods when an auto-shut down is about to occur and when the “BEEP AT M30” setting is selected.

If the beeper is not audible when buttons are pressed, the problem could be in the keypad, keyboard interface PCB or in the speaker. Check that the problem occurs with more than one button and check that the speaker volume is not turned down.

5.6 Control Cabinet

The following illustration shows the connectors on the side of the control cabinet.

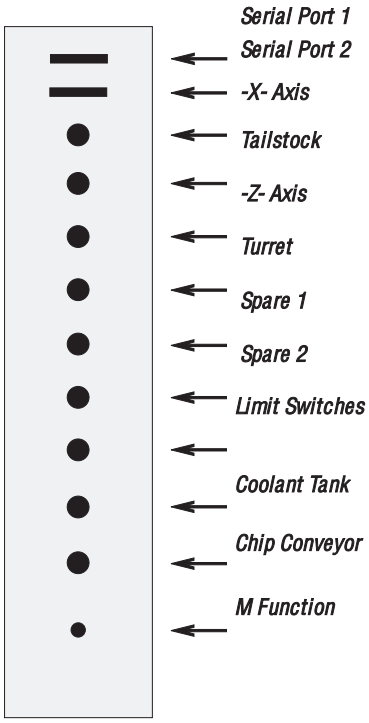


Figure 5-1. Side of control cabinet.

6. MICROPROCESSOR ASSEMBLY

The microprocessor assembly is in the rear cabinet at the top left position. It contains three large boards. They are: microprocessor, the keyboard and the MOCON. All three boards of the processor assembly receive power from the low voltage power supply. The three PCB's are interconnected by a local buss on dual 50-pin connectors. At power-on of the control, some diagnostic tests are performed on the processor assembly and any problems found will generate alarms 157 or 158. In addition, while the control is operating, it continually tests itself and a self test failure will generate Alarm 152.

6.1 MICROPROCESSOR PCB (68ECO30)

NOTE: Refer to "Cable Locations" for a diagram of this board.

The Microprocessor PCB contains the 68ECO30 processor running at 40 MHz, one 128K EPROM; between 256K and 8MB of CMOS RAM and betwen 512K and 1MB of FAST STATIC RAM. It also contains a dual serial port, a five year battery to backup RAM, buffering to the system buss, and eight system status LED's.

Two ports on this board are used to set the point at which an NMI* is generated during power down and the point at which RESET* is generated during power down.

The eight LED's are used to diagnose internal processor problems. As the system completes power up testing, the lights are turned on sequentially to indicate the completion of a step. The lights and meanings are:

+5V **+5V logic power supply is present. (Normally On)**
If this light does not come on, check the low voltage power supply and check that all three phases of 230V input power are present.

HALT **Processor halted in catastrophic fault. (Normally Off)**
If this light comes on, there is a serious problem with the processor PCB. Check that the EPROM is plugged in. Test the card with the buss connectors off.

POR **Power-on-reset complete. (Normally On)**
If this light does not come on, there is a serious problem with the processor PCB. Check that the EPROM is plugged in. Test the card with the buss connectors off.

SIO **Serial I/O initialization complete. (Normally On)**
If this light does not come on, there is a problem with the serial ports. Disconnect anything on the external RS-232 and test again.

MSG **Power-on serial I/O message output complete. (Normally On)**
If this light does not come on, there is a problem with serial I/O or interrupts. Disconnect anything on the external RS-232 and test again.

CRT **CRT/VIDEO initialization complete. (Normally On)**
If this light does not come on, there is a problem communicating with the VIDEO PCB. Check the buss connectors and ensure the VIDEO PCB is getting power.

PGM **Program signature found in memory.(Normally On)**
If this light does not come on, it means the main CNC program package was not found in memory or that the auto-start switch was not set. Check that switch S1-1 is on and the EPROM is plugged in.

RUN **Program running without fault exception.(Normally On)**
If this light does not come on or goes out after coming on, there is a problem with the microprocessor or the software running in it. Check all of the buss connectors to the other two PCB's and ensure all three cards are getting power.

There 1 two-position DIP switch on the processor PCB labled S1. Switch S1-1 must be ON to auto-start the CNC operational program. If S1-1 is OFF, the PGM light will remain off.

Switch S2-1 is used to enable FLASH. If it is disabled it will not be possible to write to FLASH.

The processor connectors are:
J1 Address buss
J2 Data buss
J4 Serial port #1 (for upload/download/DNC) (850)
J5 Serial port #2 (for auxiliary 5th axis) (850A)
J3 Power connector
J6 Battery

6.2 Memory Retention Battery

The memory retention battery is initially soldered into the processor PCB. This is a 3.3V Lithium battery that maintains the contents of CMOS RAM during power off periods. Prior to this battery being unusable, an alarm will be generated indicating low battery. If the battery is replaced within 30 days, no data will be lost. The battery is not needed when the machine is powered on. Connector J6 on the processor PCB can be used to connect an external battery.

6.3 Video Keyboard Floppy PCB Without Floppy

NOTE: Refer to "Cable Locations" for a diagram of this board.

The VIDEO and KB PCB generates the video data signals for the monitor and the scanning signals for the keyboard. In addition, the keyboard beeper is generated on this board. There is a single jumper on this board used to select inverse video. The video PCB connectors are:

P1 Power connector
J3 Keyboard (700)
J4 Address bus
J5 Data
J10 Floppy V+
J11 SPARE
J12 Floppy
J13 Video (760)
J14 RS422 B
J15 RS422 A

6.4 Motor Interface PCB (MOTIF)

NOTE: Refer to "Cable Locations" for a diagram of this board.

The Motor Interface PCB provides all of the interfaces to motors and discrete inputs and outputs. It contains a single pot R54 to adjust the output of the D-A converter. The MOTIF PCB connectors are:

P1 Data buss
P2 X drive control and overcurrent sense (610)
P4 Z drive control and overcurrent sense (630)
P5 A drive control and overcurrent sense (640)
P6 X-axis encoder, Z, home, and overheat (660)
P8 Z-axis encoder, Z, home, and overheat (680)
P9 A-axis encoder, Z, home, and overheat (690)
P10 32 discrete inputs (550)

P11 Relay drives 1 to 8 (510)
P12 Relay drives 9 to 16 (520)
P13 Relay drives 17 to 24 (530)
P14 Relay drives 25 to 32 (540)
P15 Power connector (+5,+12+)
P16 D-to-A output and -12V DC (720)
P17 A-to-D inputs for DC buss voltage (980)
P18 Jog Crank input and aux 1,2 (750)
P19 Address buss
P20 Spindle encoder inputs (1000)
P21 A-to-D input for spindle temperature (1020)
P22 A-to-D input for spindle load monitor (730B)
P24 Home switch inputs X, Z (990)

6.5 Motor Controller (MOCON) - Brushless

The brushless machining centers are equipped with a microprocessor based brushless motor controller board (MOCON)that replaces the motor interface in the brush type controls. It runs in parallel with the main processor, receiving servo commands and closing the servo loop around the servo motors.

NOTE: Refer to "Cable Locations" for a diagram of this board.

In addition to controlling the servos and detecting servo faults, the motor controller board, (MOCON), is also in charge of processing discrete inputs, driving the I/O board relays, commanding the spindle and processing the jog handle input. Another significant feature is that it controls 6 axes, so there is no need for an additional board for a 5 axis machine.

P1 Data Buss
P2 X amplifier control and fault sensing (610)
P3 Y amplifier control and fault sensing (620)
P4 Z amplifier control and fault sensing (630)
P5 A amplifier control and fault sensing (640)
P32 B amplifier control and fault sensing (640B)
P33 C amplifier control and fault sensing (640C)
P6 X encoder input (660)
P7 Y encoder input (670)
P8 Z encoder input (680)
P9 A encoder input (690)
P30 B encoder input (690B)
P31 C encoder input (690C)
P18 Jog encoder input (750)
P20 Spindle encoder input (1000)
P10 Inputs from I/O board (550)
P11 I/O relays K1-8 (510)
P12 I/O relays K9-16 (520)
P13 I/O relays K17-24 (530)
P14 I/O relays K25-32 (540)
P15 Low Voltage Power (860)
P16 Spindle command output (720)
P19 Address bus
P24 Axis home switches (990)

7. SPINDLE DRIVE ASSEMBLY

The spindle drive is located in the main cabinet on the right side and halfway down. It operates from three-phase 200 to 240V AC. It has a 10 H.P. (20 H.P. for HL-3/4) continuous rating, and a 15 H.P. (30 H.P. for HL-3/4) one-minute rating. The spindle drive is protected by CB1 at 40 amps (20 for High Voltage option). Never work on the spindle drive until the small red CHARGE light goes out. Until this light goes out, there are dangerous voltages inside the drive, even when power is shut off.

For all other data on the spindle drive, refer to the supplied documentation for your drive.

8. RESISTOR ASSEMBLY

The Resistor Assembly is located on top of the control cabinet. It contains the servo and spindle drive regen load resistors.

8.1 Spindle Drive Regen Resistor

A 15-ohm (12-ohm for HL-3/4), 900-watt resistor bank is used by the spindle drive to dissipate excess power caused by the regenerative effects of decelerating the spindle motor. If the spindle motor is accelerated and decelerated again in rapid succession repeatedly, this resistor will get hot. In addition, if the line voltage into the control is above 255V, this resistor will begin to heat. This resistor is overtemp protected at 100^0 C. At that temperature, an alarm is generated and the control will begin an automatic shutdown. If the resistor is removed from the circuit, an alarm may subsequently occur because of an overvoltage condition inside the spindle drive.

8.2 Servo Drive Regen Resistor

A 25-ohm, 300-watt resistor bank is used by the servo drives to dissipate excess power caused by the regenerative effects of decelerating the servo motors. If the servo motors are accelerated and decelerated again in rapid succession repeatedly, this resistor will get hot. In addition, if the line voltage into the control is above 255V, this resistor will begin to heat. This resistor is overtemp protected at 100^0 C. At that temperature, an automatic control shutdown is begun. If that resistor is removed from the circuit, an alarm may subsequently occur because of an overvoltage condition for the servo buss.

8.3 Overheat Sense Switch

There is an overtemperature sense switch mounted near the above-mentioned regen resistors. This sensor is a normally-closed switch that opens at about 100^0 C. It will generate an alarm and all motion will stop. After four minutes of an overheat condition, an automatic shutdown will occur in the control.

9. POWER SUPPLY ASSEMBLY

All power to the control passes through the power supply assembly. It is located on the upper right corner of the control cabinet.

9.1 Main Circuit Breaker CB1

Circuit breaker CB1 is rated at 40 amps (20 amps for High Voltage option, 80 amps for HL-3/4) and is used to protect the spindle drive and to shut off all power to the control. The locking On/Off handle on the outside of the control cabinet will shut this breaker off when it is unlocked. A trip of this breaker indicates a SERIOUS overload problem and should not be reset without investigating the cause of the trip. The full circuit breaker rating corresponds to as much as 15 horsepower.

9.2 Main Contactor K1

Main contactor K1 is used to turn the control on and off. The POWER ON switch applies power to the coil of K1 and after it is energized, an auxiliary switch on K1 continues to apply power to the coil. The POWER OFF switch on the front panel will always remove power from this contactor.

When the main contactor is off, the only power used by the control is supplied through two ½ amp fuses to the circuit that activates the contactor. An overvoltage or lightning strike will blow these fuses and shut off the main contactor.

The power to operate the main contactor is supplied from a 24V AC control transformer that is primary fused at ½ amp. This ensures that the only circuit powered when the machine is turned off is this transformer and only low voltage is present at the front panel on/off switches.

9.3 Low Voltage Power Supply

The low voltage power supply provides +5V DC, +12V DC, and -12V DC to all of the logic sections of the control. It operates from 115V AC nominal input power. It will continue to operate correctly over a 90V AC to 133V AC range.

9.4 Power PCB (POWER)

NOTE: Refer to "Cable Locations" for a diagram of this board.

The low voltage power distribution and high voltage fuses and circuit breakers are mounted on a circuit board called the POWER PCB. The following connectors are on it:

P1 Five-pin brings 230V AC three phase from main breaker
P2 On/Off connections to front panel (740)
P3 Coil and aux connections to contactor K1
P4 Auto-off connection to IOPCB (170)
P5 Low voltage control transformer to power K1
P6 230V AC from CB3 to coolant pump (930)
P7 115V AC from CB4 to IOPCB for solenoids (910)
P8 115V AC /T1 (90)
P9 Tool changer fuse circuit from FU5 to IOPCB (840)
P10 +5/+12/Gnd form low volt supply to logic boards (860)
P11 +5/+12/Gnd form low volt supply to logic boards (860)
P12 +5/+12/Gnd form low volt supply to logic boards (860)
P13 +5/+12/Gnd form low volt supply to logic boards (860)
P14 12V AC to operator's lamp (800A)
P15 230V AC from contactor K1 for coolant pump (70)

P16 Low voltage power from power supply
P17 +12V DC to IOPCB (860A)
P18 Not used
P19 Connector to op. lamp transformer T4 (290)
P20 115V AC to low voltage supply
P21 -12V DC to processor PCB
P22 -12V DC to MOTIF PCB

P26 +12V DC option connector
P27 +5/+12/Gnd form low volt supply to logic boards (860)

P30 12V AC OP Lamp (800)
P31 +12V (860A)

For older internal transformer with 208/230 taps:
TB1 230V AC from contactor K1
TB2 230V AC to T1 primary

9.5 Power-Up Low Voltage Control Transformer (T5)

The low voltage control transformer, T5, supplies power to the coil of the main contactor K1. It guarantees that the maximum voltage leaving the Power Supply assembly when power is off is 12V AC to earth ground. It is connected via P5 to the POWER PCB.

9.6 Secondary Circuit Breakers

Three more circuit breakers are on the Power supply assembly.

CB2 controls the 115volt power from the main transformer to the servo transformers and, if tripped, will turn off the servo motors and air solenoids. CB2 could be blown by a severe servo overload.

CB3 controls the power to coolant pump only. It can be blown by an overload of the coolant pump motor or a short in the wiring to the motor.

CB4 controls the 115V AC to the air solenoids, 4th axis brake, and the oiler. It is never expected to trip. If it does trip, it is likely caused by a short circuit in the wiring on the I/O assembly or the wiring to the solenoids on the spindle head.

9.7 Operator's Lamp Transformer

Transformer T4 supplies low voltage to the operator's lamp. The primary is 115V AC and the secondary is 10V AC. The primary is protected at ½ amp by F6. It is connected to the POWER PCB by connector P19.

10. POWER TRANSFORMER ASSEMBLY (T1)

The power transformer assembly is used to convert three-phase 190/260V to three-phase 115V and is primarily used by the servo drives. The video monitor, solenoids, fans, and oiler also use 115V AC. This transformer's maximum input voltage is 260V @ 60 Hertz, and 240V @ 50 Hertz. It is located in the main cabinet in the lower right corner. It is rated at 12KVA and its primary is protected to 40 amps.

This transformer has four voltage connections that allow for a range of inputs from 195V to 260V. The transformer has an autotransformer primary to supply 240V , three- phase to the spindle drives other 240V applications.

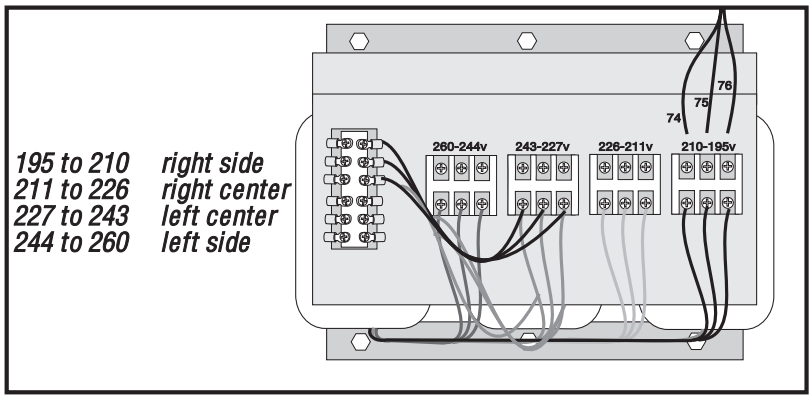


Figure 10-1. Polyphase bank transformer.

10.1 Primary Connection To T1

Input power to T1 is supplied through CB1, the 40 amp three-phase main circuit breaker. Three-phase 230 to T1 is connected to the first three terminals of TB10.

10.2 Voltage Selection Taps

There are four labeled plastic terminal blocks. Each block has three connections for wires labeled 74, 75, and 76. Follow the instructions printed on the transformer.

10.3 Secondary Connection To T1

The secondary outputfrom T1 is 115V AC three-phase CB2 protects the secondary of transformer T1 and is rated at 25 amps.

10.4 Optional 480 Transformer

Voltage Selection Taps for the 480 Transformer:

Right to left:

353 to 376
377 to 400
401 to 425
426 to 451
452 to 480*

* 480 V transformer has additional terminal block

11. FUSES

The servo drive (DRIVER) cards have three fuses on each of the X, Y, Z, and A PCB's (F1, F2, F3). If these fuses are ever blown, the associated motor will stop. This will only happen if there is a failure of the drive card and the user should never attempt to replace these fuses.

The POWER PCB contains three ½-amp fuses located at the top right (FU1, FU2, FU3). If the machine is subject to a severe overvoltage or a lightning strike, these fuses will blow and turn off all of the power. Replace these fuses only with the same type and ratings. The other two fuses protect the tool changer (FU5) and the operator's lamp (FU6).

On the servo drive assembly, there is a printed circuit board (SDIST) containing three one-amp fuses (FU1, FU2, FU3). Two of these fuses protect the contactor and small transformers. They are never expected to blow. The third fuse protects the regen load circuit load from shorts.

FUSE NAME	TYPE	RATING	VOLTAGE (amps)	LOCATION	
FU1	AGC	½	250V	POWER pcb,	upper right
FU2	AGC	½	250V	" "	
FU3	AGC	½	250V	" "	
LAMP	AGC	½	250V	"	lower left
FU1	AGC	½	250V	SDIST pcb,	right center
FU2	AGC	½	250V	" "	
FU3	AGC	5	250V	"	top center
F1	ABC	20	250V	SDRIVER pcb's (X, Y, Z, A)	
F2	ABC	20	250V	"	
F3	ABC	10	250V	"	
FU1	ABC	5	250V	I/O PCB	
FU2	ABC	5	250V	I/O PCB	
FU3	ABC	5	250V	I/O PCB	
FU4	ABC	5	250V	I/O PCB	

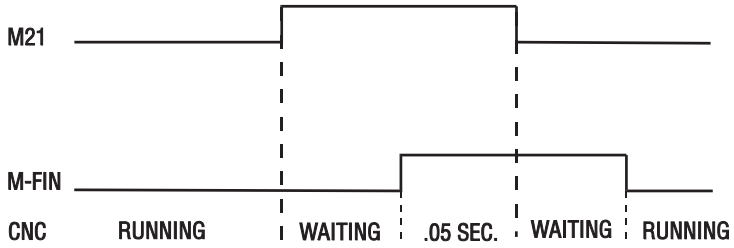
12. SPARE USER M CODE INTERFACE

The M code interface uses outputs M21-24 and one discrete input circuit. M codes M21 through M24 will activate relays labeled M21-24. These relay contacts are isolated from all other circuits and may switch up to 120V AC at one amp. The relays are SPDT.

WARNING! Power circuits and inductive loads must have snubber protection.

The M-FIN circuit is a normally open circuit that is made active by bringing it to ground. The one M-FIN applies to all eight of the user M codes.

The timing of a user M function must begin with all circuits inactive, that is, all circuits open. The timing is as follows:



The Diagnostic Data display page may be used to observe the state of these signals.

12.1 M Function Relays

The IOPCB contains position for four relays (M21-M24) and all are available to the user. In addition, M21 is already wired out to P12 at the side of the control cabinet. This is a four-pin DIN connector and includes the M-FIN signal.

12.2 M-FIN Discrete Input

The M-FIN discrete input is a low voltage circuit. When the circuit is open, there is +12V DC at this signal. When this line is brought to ground, there will be about 10 milliamps of current. M-FIN is discrete input #10 and is wired from input #10 on the Inputs PCB on the Input/Output Assembly. The return line for grounding the circuit should also be picked up from that PCB. For reliability, these two wires should be routed in a shielded cable where the shield is grounded at one end only. The diagnostic display will show this signal a “1” when the circuit is open and a “0” when this circuit is grounded.

12.3 Turning M Functions On And Off

The eight optional M code relays can also be separately turned on and off using M codes M51-M54 and M61-M64. M51 to M54 will turn on one of the eight relays and M61 to M64 will turn the relays off. M51 and M61 correspond to M21, etc.

13. LUBRICATION PUMP

The lubrication pump is powered whenever the spindle is on or any axes are in motion. It operates from 115V AC. On a cyclic basis, it will pump oil to the screws and guides. It cycles at least once every 30 minutes and pumps 2.8cc- 3.8cc of lubrication.

13.1 Low Lubrication and Low Pressure Sense Switches

There is a low lube sense switch in the oil tank. When the oil is low, an alarm will be generated. This alarm will not occur until the end of a program is reached. There is also an lube pressure switch that senses the lube pressure. Parameter 117 controls the lube pressure check. If Parameter 117 is not zero, the lube pressure is checked for cycling high within that period. Parameter 117 has units of , 1/50 seconds; so 30 minutes gives a value of 90000. Parameter 57, bit "Oiler on/off", indicates the lube pump is only powered when the spindle fan is powered. The lube pressure is only checked when the pump is on.

14. SWITCHES

14.1 Lamp On/Off Switch

An on/off switch is supplied for the operator's lamp. It is located on the side of the control cabinet below all of the motor connectors.

14.2 Door Open Sense Switch

The DOOR OPEN sense switch is a magnetic reed switch type. The switch is in the open position when the door is open and closed when the door is fully closed.

When the doors open, one or both of these switches will open and the machine will stop with a "Door Hold" function. When the door is closed again, operation will continue normally.

If the doors are open, you will not be able to start a program. Door Hold will not stop a tool change operation or a tapping operation, and will not turn off the coolant pump. Also, if the doors are open, the spindle speed will be limited to 500 RPM.

The Door Hold function can be temporarily disabled with by turning Setting 51 **on**, if Parameter 57 bits DOOR STOP SP and SAFETY CIRC are set to zero, but this setting will return to OFF when the control is turned off.

14.3 Limit Switches

TURRET CLAMP/UNCLAMP SWITCHES

There are two switches used to sense the position of the turret. They are both normally closed and one will activate at the end of travel during unclamping and the other during clamping. When both switches are closed, it indicates that the turret is between positions.

The diagnostic display can be used to display the status of the relay outputs and the switch inputs.

DOOR HOLD SWITCH

The switch is normally closed. When the door opens, the switch will open and the machine will stop with a "Door Hold" function. When the door is closed again, operation will continue normally.

If the door is open, you will not be able to start a program. Door hold will not stop a tool change operation, will not turn off the spindle, and will not turn off the coolant pump.

The door hold function can be temporarily disabled with Setting 51, but this setting will return to OFF when the control is turned off.

X AND Z LIMIT SWITCHES

Prior to performing a POWER UP/RESTART or an AUTO ALL AXES operation, there are no travel limits. Thus, you can jog into the hard stops in either direction for X and Z. After a ZERO RETURN has been performed, the travel limits will operate unless an axis hits the limit switch. When the limit switch is hit, the zero returned condition is reset and an AUTO ALL AXES must be done again. This is to ensure that if you hit the limit switch, you can still move the servo back away from it.

The limit switches are normally closed. When a search for zero operation is being performed, the X and Z axes will move towards the limit switch unless it is already active (open); then they will move away from the switch until it closes again; then they will continue to move until the encoder Z channel is found. This position is machine zero.

TURRET HOME SWITCH

The tool rotation turret has a switch that is activated when tool #1 is in the cutting position. At POWER ON this switch indicates that tool #1 is in the cutting position. If this switch is not active at power-on, the first tool change will rotate the turret until the switch engages and then move to the selected tool. The diagnostic display will show this status of this input switch as “TOOL #1”. A “1” indicates that tool #1 is in position.

What Can Go Wrong With Limit Switches?

If the machine is operated without connector P5, a LOW LUBE and DOOR OPEN alarm will be generated. In addition, the Home search will not stop at the limit switch and will instead run into the physical stops on each axis.

If the switch is damaged and permanently open, the zero search for that axis will move in the negative direction at about 0.5 in/min until it reaches the physical travel stops at the opposite end of travel.

If the switch is damaged and permanently closed, the zero search for that axis will move at about 10 in/min in the positive direction until it reaches the physical stops.

If the switch opens or a wire breaks after the zero search completes, an alarm is generated, the servos are turned off, and all motion stops. The control will operate as though the zero search was never performed. The RESET can be used to turn servos on but you can jog that axis only slowly.

15. DIAGNOSTIC DATA

The ALARM / MSGS display is the most important source of diagnostic data. At any time after the machine completes its power-up sequence, it will either perform a requested function or stop with an alarm. Refer to the alarms list for , their possible causes, and some corrective action.

If there is an electronics problem, the controller may not complete the power-up sequence and the CRT will remain blank. In this case, there are two sources of diagnostic data; these are the audible beeper and the LED's on the processor PCB. If the audible beeper is alternating a ½ second beep, there is a problem with the main control program stored in EPROM's on the processor PCB. If any of the processor electronics cannot be accessed correctly, the LED's on the processor PCB will or will not be lit.

If the machine powers up but has a fault in one of its power supplies, it may not be possible to flag an alarm condition. If this happens, all motors will be kept off and the top left corner of the CRT will have the message:

POWER FAILURE ALARM

and all other functions of the control will be locked out.

When the machine is operating normally, a second push of the PARAM/DGNOS key will select the diagnostics display page. The PAGE UP and PAGE DOWN keys are then used to select one of two different displays. These are for diagnostic purposes only and the user will not normally need them. The diagnostic data consists of 32 discrete input signals, 32 discrete output relays and several internal control signals. Each can have the value of 0 or 1. In addition, there are up to three analog data displays and an optional spindle RPM display.

DISCRETE INPUTS / OUTPUTS

DISCRETE INPUTS

#	Name	Description	#	Name	Description
1000	TT UNL	Tool Turret Unlock	1016	SP LOK	Spindle Locked
1001	TT LOK	Tool Turret Lock	1017	SP FLT	Spindle Drive Fault
1002	spare		1018	SP ST*	Spindle Not Stopped
1003	LO CNT	Low Coolant	1019	SP AT*	Spindle Not At Speed
1004	A DOOR	Auto door	1020	LO HYD	Low hydraulic pressure
1005	SP HIG	Spindle In High	1021	TS FSW	Foot pedal inputs
1006	SP LOW	Spindle In Low	1022	PROBNH	Probe not home
1007	EM STP	Emergency Stop	1023	spare3	
1008	DOOR S	Door Open Switch	1024	UNCLA*	Remote chuck unclamp
1009	M-FIN*	Not M Func Finish	1025	LOPHSE	Low voltage phase A
1010	OVERVT	Over voltage	1026	spare4	
1011	LO AIR	Low Air Pressure	1027	spare5	
1012	LO LUB	Low Lube Oil	1028	GR FLT	Ground fault
1013	OVERHT	Regen Overheat	1029	SKIP	Skip Signal
1014	spare		1030	spare	
1015	spare		1031	CNVEYR	Conveyor Overload

DISCRETE OUTPUTS

#	Name	Description	#	Name	Description
1100	SRV PO	Servo Power On	1116	SPG CW	Reserved
1101	SP FOR	Spindle Forward	1117	SPG CCW	Reserved
1102	SP REV	Spindle Reverse	1118	RESERV	Reserved
1103	SP RST	Spindle Reset	1119	TS FAST	Tailstock Hi Pressure
1104	A DOOR	Automatic Door	1120	TT OUT	Tool Turret Out
1105	COOLNT	Coolant Pump	1121	TS —>	Tailstock (+) dir.
1106	AUT OF	Auto Turn Off	1122	TS <—	Tailstock (-) dir.
1107	SP LUB	Lube Pump	1123	DOOR L	Door Locked (CE)
1108	spare		1124	M21	
1109	spare		1125	M22	
1110	spare		1126	M23	
1111	spare		1127	AUXCLT	Aux. Coolant
1112	SP HIG	Spindle High Gear	1128	GRNBCN	Green beacon
1113	SP LOW	Spindle Low Gear	1129	REDBCN	Red beacon
1114	SP UNC	Spindle Unclamped	1130	CNVENA	Chip conv. enable
1115	SP LOK	Spindle Locked	1131	CNVREV	Chip conv. reverse

The 32 inputs are numbered the same as the 32 connections on the inputs printed circuit board. The last eight outputs are reserved for expansion by HAAS.

The second page of diagnostic data is displayed using the PAGE UP and PAGE DOWN keys. It contains:

INPUTS 2

Name	Description	Name	Description
X Z CH	X-axis Z Channel	X OVRH	X Motor OverTemp
Y Z CH	Y-Axis Z Channel	Y OVRH	Y Motor OverTemp
Z Z CH	Z-axis Z Channel	Z OVRH	Z Motor OverTemp
A Z CH	A-axis Z Channel	A OVRH	A Motor OverTemp
B Z CH	B-axis Z Channel	B OVRH	B Motor OverTemp
C Z CH	C-axis Z Channel	C OVRH	C Motor OverTemp
X HOME	X-axis Home/Lim Switch	X DRVF	X-axis drive fault
Y HOME	Y-axis Home	Y DRVF	Y-axis drive fault
Z HOME	Z-axis Home	Z DRVF	Z-axis drive fault
A HOME	A-axis Home	A DRVF	A-axis drive fault
B HOME	B-axis Home	B DRVF	B-axis drive fault
C HOME	C-axis Home	C DRVF	C-axis drive fault
X CABL	Broken cable to X encoder	S Z CH	Spindle Z Channel
Y CABL	Broken cable to Y encoder		
Z CABL	Broken cable to Z encoder		
A CABL	Broken cable to A encoder		
B CABL	Broken cable to B encoder		
C CABL	Broken cable to C encoder		

ANALOG DATA

Name	Description
SP LOAD	Spindle load in %
SP SPEED	Spindle RPM CW or CCW
RUN TIME	Total machine run time
TOOL CHANGES	Number of tool changes
VER X.XXX	Software version number
YY/MM/DD	Today's date
MDL HL-__	Model number

PARAMETERS

Parameters are seldom-modified values that change the operation of the machine. These include servo motor types, gear ratios, speeds, stored stroke limits, lead screw compensations, motor control delays and macro call selections. These are all rarely changed by the user and should be protected from being changed by the parameter lock setting. If you need to change parameters, contact HAAS or your dealer. Parameters are protected from being changed by Setting 7.

The Settings page lists some parameters that the user may need to change during normal operation and these are simply called "Settings". Under normal conditions, the parameter displays should not be modified. A complete list of the parameters is provided here.

The PAGE UP, PAGE DOWN, up and down cursor keys , and the jog handle can be used to scroll through the parameter display screens in the control. The left and right cursor keys are used to scroll through the bits in a single parameter.

Parameter List

Parameter 1 X SWITCHES

Parameter 1 is a collection of single-bit flags used to turn servo related functions on and off. The left and right cursor arrows are used to select the function being changed. All values are 0 or 1 only. The function names are:

REV ENCODER	Used to reverse the direction of encoder data.
REV POWER	Used to reverse direction of power to motor.
REV PHASING	Used to reverse motor phasing.
DISABLED	Used to disable any axis.
Z CH ONLY	With **A** only, indicates that no home switch.
AIR BRAKE	With **A** only, indicates that air brake is used.
DISABLE Z T	Disables encoder **Z** test (for testing only).
SERVO HIST	Graph of servo error (for diagnostics only).
INV HOME SW	Inverted home switch (N.C. switch).
INV Z CH	Inverted **Z** channel (normally high).
CIRC. WRAP.	With **A** only, causes 360 wrap to return to 0.
NO I IN BRAK	With **A** only, removes **I** feedback when brake is active.
LOW PASS +1X	Adds 1 term to low pass filter.
LOW PASS +2X	Adds two terms to low pass filter.
OVER TEMP NC	Selects a normally closed overheat sensor in motor.
CABLE TEST	Enables test of encoder signals and cabling.
Z TEST HIST	History plot of Z channel test data.
SCALE FACT/X	If set to 1, the scale ratio is interpreted as divided by X; where X depends on bits SCALE/X LO and SCALE/X HI.
INVIS AXIS	Used to create an invisible axis.
DIAMETER PRG	Used to set diameter programming. When set to 1, it will interpret inputs as diameters instead of radii.
TRAVL LIMITS	Travel limits are used.
NO LIMSW ALM	Alarms are not generated at the limit switches.
UNDEFINED	
UNDEFINED	
TORQUE ONLY	For HAAS only.
3 EREV/MREV	For HAAS only.
2 EREV/MREV	For HAAS only.
NON MUX PHAS	Not currently used.
BRUSH MOTOR	Enables the brushless motor option.
ROTARY AXIS	When set to 1, the axis is treated as a rotary axis. Position will be displayed in degrees, and inputs will be interpreted as angles.

SCALE/X LO — With SCALE/X HI bit, determines the scale factor used in bit SCALE FACT/X,

SCALE/X HI — With SCALE/X LO bit, determines the scale factor used in bit SCALE FACT/X. See below:

HI	LO	
0	0	3
0	1	5
1	0	7
1	1	9

Parameter 2 X

P GAIN
Proportional gain in servo loop.

Parameter 3 X

D GAIN
Derivative gain in servo loop.

Parameter 4 X

I GAIN
Integral gain in servo loop.

Parameter 5 X

RATIO (STEPS/UNIT)
The number of steps of the encoder per unit of travel. Encoder steps supply four (4) times their line count per revolution. Thus, an 8192 line encoder and 6mm pitch screw give:
8192 x 4 x 25.4 / 6 = 138718

Parameter 6 X

MAX TRAVEL (STEPS)
Max negative direction of travel from machine zero in encoder steps. Does not apply to A-axis. Thus, a 20 inch travel, 8192 line encoder and 6 mm pitch screw give:
20.0 x 138718 = 2774360

Parameter 7 X

ACCELERATION
Maximum acceleration of axis in steps per second per second.

Parameter 8 X

MAX SPEED
Max speed for this axis in steps per second.

Parameter 9 X

MAX ERROR
Max error allowed in servo loop before alarm is generated. Units are encoder steps.

Parameter 10 X

FUSE LEVEL
Fuse level in % of max power to motor. Applies only when motor in motion.

Parameter 11 X

BACK EMF
Back EMF of motor in volts per 1000 RPM times 10. Thus a 63 volt/KRPM motor gives 630.

Parameter 12 X

STEPS/REVOLUTION
Encoder steps per revolution of motor. Thus, an 8192 line encoder gives:
8192 x 4 = 32768

Parameter 13 X

BACKLASH
Backlash correction in encoder steps.

Parameter	14	X	DEAD ZONE Dead zone correction for driver electronics. Units are 0.0000001 seconds.
Parameter	15	Y	SWITCHES See Parameter 1 for description.
Parameter	16	Y	P GAIN See Parameter 2 for description.
Parameter	17	Y	D GAIN See Parameter 3 for description.
Parameter	18	Y	I GAIN See Parameter 4 for description.
Parameter	19	Y	RATIO (STEPS/UNIT) See Parameter 5 for description.
Parameter	20	Y	MAX TRAVEL (STEPS) See Parameter 6 for description.
Parameter	21	Y	ACCELERATION See Parameter 7 for description.
Parameter	22	Y	MAX SPEED See Parameter 8 for description.
Parameter	23	Y	MAX ERROR See Parameter 9 for description.
Parameter	24	Y	FUSE LEVEL See Parameter 10 for description.
Parameter	25	Y	BACK EMF See Parameter 11 for description.
Parameter	26	Y	STEPS/REVOLUTION See Parameter 12 for description.
Parameter	27	Y	BACKLASH See Parameter 13 for description.
Parameter	28	Y	DEAD ZONE See Parameter 14 for description.
Parameter	29	Z	SWITCHES See Parameter 1 for description.
Parameter	30	Z	P GAIN See Parameter 2 for description.
Parameter	31	Z	D GAIN See Parameter 3 for description.
Parameter	32	Z	I GAIN See Parameter 4 for description.

Parameter	33	Z	RATIO (STEPS/UNIT) See Parameter 5 for description.
Parameter	34	Z	MAX TRAVEL (STEPS) See Parameter 6 for description.
Parameter	35	Z	ACCELERATION See Parameter 7 for description.
Parameter	36	Z	MAX SPEED See Parameter 8 for description.
Parameter	37	Z	MAX ERROR See Parameter 9 for description.
Parameter	38	Z	FUSE LEVEL See Parameter 10 for description.
Parameter	39	Z	BACK EMF See Parameter 11 for description.
Parameter	40	Z	STEPS/REVOLUTION See Parameter 12 for description.
Parameter	41	Z	BACKLASH See Parameter 13 for description.
Parameter	42	Z	DEAD ZONE See Parameter 14 for description.
Parameter	43		TURRET SWITCHES See Parameter 1 for description. Turret parameters take effect if Setting 30 (TURRET ENABLE) is on.
Parameter	44		TURRET P GAIN See Parameter 2 for description.
Parameter	45		TURRET D GAIN See Parameter 3 for description.
Parameter	46		TURRET I GAIN See Parameter 4 for description.
Parameter	47		TURRET RATIO (STEPS/UNIT) See Parameter 5 for description.
Parameter	48		TURRET MAX TRAVEL (STEPS) See Parameter 6 for description.
Parameter	49		TURRET ACCELERATION See Parameter 7 for description.
Parameter	50		TURRET MAX SPEED See Parameter 8 for description.
Parameter	51		TURRET MAX ERROR See Parameter 9 for description.

Parameter 52 TURRET FUSE LEVEL
See Parameter 10 for description.

Parameter 53 TURRET BACK EMF
See Parameter 11 for description.

Parameter 54 TURRET STEPS/REVOLUTION
See Parameter 12 for description

Parameter 55 TURRET BACKLASH
See Parameter 13 for description.

Parameter 56 TURRET DEAD ZONE
See Parameter 14 for description.

Parameters 57 through 128 are used to control other machine dependent functions. They are:

Parameter 57 COMMON SWITCH 1
Parameter 57 is a collection of general purpose single bit flags used to turn some functions on and off. The left and right cursor arrows are used to select the function being changed. All values are 0 or 1 only. The function names are:

REV CRANK	Reverses direction of jog handle.
DISABLE T.C.	Disables tool changer operations.
DISABLE G.B.	Disables gear box functions.
POF AT E-STP	Causes power off at EMERGENCY STOP.
RIGID TAP	Indicates hardware option for rigid tap.
REV SPIN ENC	Reverses sense direction of spindle encoder.
SYNC THREADS	Threads will repeat between passes.
EX ST MD CHG	Selects exact stop in moves when mode changes.
SAFETY CIRC	This enables safety hardware, if machine is so equipped.
SP DR LIN AC	Selects linear deceleration for rigid tapping. 0 is quadratic.
PH LOSS DET	When enabled, will detect a phase loss.
UNDEFINED	Not presently used.
OVER T IS NC	Selects control over temp sensor as N.C.
SKIP OVERSHT	Causes Skip (G31) to act like Fanuc and overshoot sense point.
NONINV SP ST	Non-inverted spindle stopped status.
SP LOAD MONI	Spindle load monitor option is enabled.
SP TEMP MONI	Spindle temperature monitor option is enabled.
UNDEFINED	Not presently used.
ENABLE DNC	Enables DNC selection from MDI.
ENABLE BGEDT	Enables BACKGROUND EDIT mode.
ENA GRND FLT	Enables ground fault detector.
KEYBD SHIFT	Enables use of keyboard with shift functions.
ENABLE MACRO	Enables macro functions.
INVERT SKIP	Invert sense of skip to active low=closed.
HANDLE CURSR	Enable use of jog handle to move cursor.
NEG WORK OFS	Selects use of work offsets in negative direction.
UNDEFINED	Not presently used.
ENA CONVERSE	Enables conversational programming.
OILER ON/OFF	Enables oiler power when servos or spindle is in motion.
NC OVER VOLT	Inverts sense of over voltage signal.
UNUSED	
DOOR STOP SP	Enables functions to stop spindle and manual operations at door switch.

Parameter 58 LEAD COMPENS SHIFT
Shift factor when applying lead screw compensation. Lead screw compensation is based on a table of 256 offsets; each +\-127 encoder steps. A single entry in the table applies over a distance equal to two raised to this parameter power encoder steps.

Parameter 59 MAX FEED RATE (INCH)
Maximum feed rate in inches per minute.

Parameter 60 TURRET IN POS DELAY
Amount of time to delay after the turret rotates to the tool position. This delay allows the turret to settle.

Parameter 61 TURRET LOCK DELAY
Amount of time to delay after the turret is sensed to be locked. This delay allows for mechanical settling.

Parameter 62 TURRET UNLK ERRTIME
Maximum delay allowed for tool turret to unlock. Units are milliseconds. After this time, an alarm is generated.

Parameter 63 TURRET LOCK ERRTIME
Maximum delay allowed for tool turret to lock. Units are milliseconds. After this time, an alarm is generated.

Parameter 64 Z TOOL CHANGE OFFSET
For turret, displacement from home switch to tool 0.

Parameter 65 NUMBER OF TOOLS
Number of tool positions in tool changer. This number must be 10 or 12 for the present lathe configuration.

Parameter 66 SPINDLE ORI DELAY
Maximum delay allowed when orienting spindle. Units are milliseconds. After this time, an alarm is generated.

Parameter 67 GEAR CHANGE DELAY
Maximum delay allowed when changing gears. Units are milliseconds. After this time, an alarm is generated.

Parameter 68 DRAWBAR MAX DELAY
Maximum delay allowed when clamping and unclamping tool. Units are milliseconds. After this time, an alarm is generated.

Parameter 69 A AIR BRAKE DELAY
Delay provided for air to release from brake prior to moving. Units are milliseconds.

Parameter 70 MIN SPIN DELAY TIME
Minimum delay time in program after commanding new spindle speed and before proceeding. Units are milliseconds.

Parameter 71 SPIN STALL DET DLAY
Time to delay after spindle is started before spindle stall checking is started. Each unit represents 1/50 of a second.

Parameter 72 DRAWBAR Z VEL UNCL
This parameter is not used in the lathe.

Parameter 73 SP HIGH G/MIN SPEED
Command speed used to rotate spindle motor when orienting spindle in high gear. Units are maximum spindle RPM divided by 4096.

Parameter 74 SP LOW G/MIN SPEED
Command speed used to rotate spindle motor when orienting spindle in low gear. Units are maximum spindle RPM divided by 4096.

Parameter 75 GEAR CHANGE SPEED
Command speed used to rotate spindle motor when changing gears. Units are maximum spindle RPM divided by 4096.

Parameter 76 LOW AIR DELAY
Delay allowed after sensing low air pressure before alarm is generated. Alarm skipped if air pressure returns before delay. Units are 1/50 seconds.

Parameter 77 SP LOCK SETTLE TIME
Required time in milliseconds that the spindle lock must be in place and stable before spindle orientation is considered complete.

Parameter 78 GEAR CH REV TIME
Time in milliseconds before motor direction is reversed while in a gear change.

Parameter 79 SPINDLE STEPS/REV
Sets the number of encoder steps per revolution of the spindle. Applies only to hard tapping option.

Parameter 80 MAX SPIN DELAY TIME
The maximum delay time control will wait for spindle to get to commanded speed or to get to zero speed. Units are milliseconds.

Parameter 81 M MACRO CALL O9000
M code that will call O9000. Zero causes no call.

Parameter 82 M MACRO CALL O9001 same as 81
Parameter 83 M MACRO CALL O9002 same as 81
Parameter 84 M MACRO CALL O9003 same as 81
Parameter 85 M MACRO CALL O9004 same as 81
Parameter 86 M MACRO CALL O9005 same as 81
Parameter 87 M MACRO CALL O9006 same as 81
Parameter 88 M MACRO CALL O9007 same as 81
Parameter 89 M MACRO CALL O9008 same as 81
Parameter 90 M MACRO CALL O9009 same as 81

Parameter 91 G MACRO CALL O9010
G code that will call O9010. Zero causes no call.

Parameter 92 G MACRO CALL O9011 same as 91
Parameter 93 G MACRO CALL O9012 same as 91
Parameter 94 G MACRO CALL O9013 same as 91
Parameter 95 G MACRO CALL O9014 same as 91
Parameter 96 G MACRO CALL O9015 same as 91
Parameter 97 G MACRO CALL O9016 same as 91

Parameter 98 G MACRO CALL O9017 same as 91
Parameter 99 G MACRO CALL O9018 same as 91
Parameter 100 G MACRO CALL O9019 same as 91

Parameter 101 IN POSITION LIMIT X
How close motor must be to endpoint before any move is considered complete when not in exact stop (G09 or G61). Units are encoder steps.

Parameter 102 IN POSITION LIMIT Y
Same definition as Parameter 101.

Parameter 103 IN POSITION LIMIT Z
Same definition as Parameter 101.

Parameter 104 IN POSITION LIMIT A
Same definition as Parameter 101.

Parameter 105 X MAX CURRENT
Fuse level in % of max power to motor. Applies only when motor is stopped.

Parameter 106 Y MAX CURRENT
Same definition as Parameter 105.

Parameter 107 Z MAX CURRENT
Same definition as Parameter 105.

Parameter 108 A MAX CURRENT
Same definition as Parameter 105.

Parameter 109 D*D GAIN FOR X
Second derivative gain in servo loop.

Parameter 110 D*D GAIN FOR Y
Second derivative gain in servo loop.

Parameter 111 D*D GAIN FOR Z
Second derivative gain in servo loop.

Parameter 112 D*D GAIN FOR A
Second derivative gain in servo loop.

Parameter 113 X ACC/DEC T CONST
Exponential acceleration time constant. Units are 1/10000 seconds. This parameter provides for a constant ratio between profiling lag and servo velocity. It is also the ratio between velocity and acceleration.

Parameter 114 Y ACC/DEC T CONST
Same definition as Parameter 113

Parameter 115 Z ACC/DEC T CONST
Same definition as Parameter 113

Parameter 116 A ACC/DEC T CONST
Same definition as Parameter 113

Parameter 117 LUB CYCLE TIME
If this is set nonzero, it is the cycle time for the lube pump and the lube pressure switch option is checked for cycling in this time. It is in units of 1/50 seconds.

Parameter 118 SPINDLE REV TIME
Time in milliseconds to reverse spindle motor.

Parameter 119 SPINDLE DECEL DELAY
Time in milliseconds to decelerate spindle motor.

Parameter 120 SPINDLE ACC/DECEL
Accel/decel time constant in steps/ms/ms for spindle motor.

Parameter 121 X PHASE OFFSET
The motor phase offset for **X** motor. This is arbitrary units.

Parameter 122 Y PHASE OFFSET
See Parameter 121 for description.

Parameter 123 Z PHASE OFFSET
See Parameter 121 for description.

Parameter 124 A PHASE OFFSET
See Parameter 121 for description.

Parameter 125 X GRID OFFSET
This parameter shifts the effective position of the encoder **Z** pulse. It can correct for a positioning error of the motor or home switch.

Parameter 126 Y GRID OFFSET
See Parameter 125 for description.

Parameter 127 Z GRID OFFSET
See Parameter 125 for description.

Parameter 128 A GRID OFFSET
See Parameter 125 for description.

Parameter 129 GEAR CH SETTLE TIME
Gear change settle time. This is the number of one millisecond samples that the gear status must be stable before considered in gear.

Parameter 130 GEAR STROKE DELAY
This parameter controls the delay time to the gear change solenoids when performing a gear change.

Parameter 131 MAX SPINDLE RPM
This is the maximum RPM available to the spindle. When this speed is programmed, the D-to-A output will be +10V and the spindle drive must be calibrated to provide this.

Parameter 132 SPIN. Y TEMP. COEF.
This parameter is not used.

Parameter 133 SPIN. Z TEMP. COEF.
This parameter controls the amount of correction to the Z-axis in response to heating of the spindle head. It is 10 times the number of encoder steps per degree F.

Parameter 134 X EXACT STOP DIST.
Parameter 135 Y EXACT STOP DIST.
Parameter 136 Z EXACT STOP DIST.
Parameter 137 A EXACT STOP DIST.
These parameters control how close each axis must be to its end point when exact stop is programmed. They apply only in G09 and G64. They are in units of encoder steps. A value of 34 would give 34/138718 = 0.00025 inch.

Parameter 138 X FRICTION COMPENSAT.
Parameter 139 Y FRICTION COMPENSAT.
Parameter 140 Z FRICTION COMPENSAT.
Parameter 141 A FRICTION COMPENSAT.
These parameters compensate for friction on each of the four axes. The units are in 0.004V.

Parameter 142 HIGH/LOW GEAR CHANG
This parameter is not used in the lathe.

Parameter 143 DRAWBAR Z VEL CLMP
Not presently used.

Parameter 144 RIG TAP FINISH DIST
This parameter sets the finish tolerance for determining the end point of a hard tapping operation.

Parameter 145 X ACCEL FEED FORWARD
This parameter sets the feed forward gain for the X-axis servo. It has no units.

Parameter 146 Y ACCEL FEED FORWARD
Same as Parameter 145.

Parameter 147 Z ACCEL FEED FORWARD
Same as Parameter 145.

Parameter 148 A ACCEL FEED FORWARD
Same as Parameter 145.

Parameter 149 PRE-CHARGE DELAY
This parameter sets the delay time from pre-charge to tool release. Units are milliseconds.

Parameter 150 MAX SP RPM LOW GEAR
Maximum spindle RPM in low gear.

Parameter 151 B SWITCHES
See Parameter 1 for description.

Parameter 152 B P GAIN
See Parameter 2 for description.

Parameter 153 B D GAIN
See Parameter 3 for description.

Parameter 154 B I GAIN
See Parameter 4 for description.

Parameter 155 B RATIO (STEPS/UNIT)
See Parameter 5 for description.

Parameter 156 B MAX TRAVEL (STEPS)
See Parameter 6 for description.

Parameter 157 B ACCELERATION
See Parameter 7 for description.

Parameter 158 B MAX SPEED
See Parameter 8 for description.

Parameter 159 B MAX ERROR
See Parameter 9 for description.

Parameter 160 B FUSE LEVEL
See Parameter 10 for description.

Parameter 161 B BACK EMF
See Parameter 11 for description.

Parameter 162 B STEPS/REVOLUTION
See Parameter 12 for description.

Parameter 163 B BACKLASH
See Parameter 13 for description.

Parameter 164 B DEAD ZONE
See Parameter 14 for description.

Parameter 165 IN POSITION LIMIT B
Same definition as Parameter 101.

Parameter 166 B MAX CURRENT
See Parameter 105 for description.

Parameter 167 B D*D GAIN
See Parameter 109 for description.

Parameter 168 B ACC/DEC T CONST
See Parameter 113 for description.

Parameter 169 B PHASE OFFSET
See Parameter 121 for description.

Parameter 170 B GRID OFFSET
See Parameter 125 for description.

Parameter 171 B EXACT STOP DIST.
See Parameter 134 for description.

Parameter 172 B FRICTION COMPENSAT.
See Parameter 138 for description.

Parameter 173 B ACCEL FEED FORWARD
See Parameter 145 for description.

Parameter 174 B SPINDLE TEMP COEF.
See Parameter 132 for description.

Parameter 175 B AIR BRAKE DELAY
See Parameter 69 for description.

The C-axis parameters (176-200) are used to control the Haas Vector Drive. Parameter 278 bit HAAS VECT DR must be set to 1 for these parameters to be available.

Parameter 176 C SWITCHES
See Parameter 1 for description.

Parameter 177 C P GAIN
See Parameter 2 for description.

Parameter 178 C D GAIN
See Parameter 3 for description.

Parameter 179 C I GAIN
See Parameter 4 for description.

Parameter 180 C SLIP GAIN
The value that the slip rate would assume at maximum speed and maximum current.

Parameter 181 C MIN SLIP
The minimum value allowed for the slip rate.

Parameter 182 C ACCELERATION
See Parameter 7 for description.

Parameter 183 C MAX FREQ
The frequency at which the motor will be run when maximum spindle RPM is commanded.

Parameter 184 C MAX ERROR
Currently unused.

Parameter 185 C FUSE LEVEL
See Parameter 10 for description.

Parameter 186 C DECELERATION
Maximum deceleration of axis in encoder steps per second per second.

Parameter 187 C HIGH GEAR STEPS/REV
The number of encoder steps per revolution of the motor when the transmission is in high gear. If the machine does not have a transmission, this is simply the number of encoder steps per revolution of the motor.

Parameter 188 C ORIENT GAIN
The proportional gain used in the position control loop when performing a spindle orientation.

Parameter 189 C BASE FREQ
This is the rated frequency of the motor.

Parameter 190 C HI SP CURR LIM
At speeds higher than the base frequency, the maximum current that is applied to the motor must be reduced. This is done linearly from base to maximum frequency. The value set in this parameter is the maximum current at the maximum frequency.

Parameter 191 C MAX CURRENT
Same definition as Parameter 105.

Parameter 192 C MAG CURRENT
This is the magnetization component of the current in the motor, also called the flux or field current. This value is typically 10-15% of maximum current.

Parameter 193 C SPIN ORIENT MARGIN
When a spindle orientation is done, if the actual position of the spindle is within this value (plus or minus), the spindle will be considered locked. Otherwise, the spindle will not be locked.

Parameter 194 C SP STOP SPEED
The spindle is considered to be stopped (discrete input SP ST*=0) when the speed drops below this value. Units are encoder steps/millisecond.

Parameter 195 C RESERVED
Parameter 196 C RESERVED
Parameter 197 C RESERVED
Parameter 198 C RESERVED
Parameter 199 C RESERVED
Parameter 200 C RESERVED

Parameter 208 SPIN. FAN OFF DELAY
Delay for turning the spindle fan off after the spindle has been turned off.

Parameter 209 COMMON SWITCH 2
Parameter 209 is a collection of general purpose single bit flags used to turn some functions on and off. The left and right cursor arrows are used to select the function being changed. All values are 0 or 1 only. The function names are:

LATHE T.C. Designates control as a lathe.
RST STOPS T.C. Tool changer can be stopped with RESET button.
UNDEFINED Not presently used.
ENA CONVEYOR Enables chip conveyor, if machine is so equipped.

50% RPD KBD When (1) the control will support the new style keyboards with the 50% rapid traverse key. For controls without a 50% rapid keypad set this bit to (0).

FRONT DOOR When enabled the control will look for an additional door switch and will generate an operator message.

RESERVED
RESERVED
RESERVED
UNDEFINED Not presently used.
T SUBROUTINE Reserved for future use.

SPIN Y ENCDR	For lathe only. When enabled, spindle encoder input is to the Y-axis.
REV CONVEYOR	Reverses the direction of the chip conveyor.
M27-M28 CONVYR	Usually the chip conveyor motor and direction relays are attached to the user relays M21 M22. When this bit is set, the control expects to see the conveyor hooked up to M27 and M28.
LOPH A ONLY	When (0) three discrete inputs are used to detect power phase loss. When (1) only LOPH A is used to detect phase loss.
GREEN BEACON	When (1) user relay M25 is used to flash a beacon. If the control is in a reset state, the beacon will be off. If the control is running normally, the beacon will be steadily on. If the control is in a M00, M01, M02, M30 feedhold, or single block state, then the beacon will flash.
RED BEACON	When (1) user relay M26 is used to flash a beacon. The beacon flashes if the control is experiencing an alarm or emergency stop condition.
CONVY DR OVRD	When (1) the conveyor will continue to run with the door open. When (0) the conveyor will stop when the door is open, but will resume when the door is closed. For safety it is recommended that the bit be set to (0).
RESERVED	Not presently used.
TC FWD CW	Determines the direction that the turret moves as viewed from the spindle, when the turret is commanded forward. When (1), the turret will rotate clockwise for a forward command, and when (0), it will rotate counterclockwise. The default is 1.
RESERVED	Not presently used.
FLOPPY ENABL	Enables an installed floppy disk drive.
UNDEFINED	Not presently used.
MCD RLY BRD	If set to 1, adds 8 additional relays, for a total of 40.
UNDEFINED	Not presently used.
AUX JOG NACC	Does not allow accumulation on auxiliary axis jog.
UNDEFINED	Not presently used.
RAPID EXSTOP	Default is 1. When this bit is set to 1, the control will execute an exact stop after all rapid motions, regardless of the next motion. When set to zero, the control will exact stop after a rapid only if the next motion is not a rapid move.
HYDRAULICS	This bit must be set to 1 if a lathe has the hydraulic chuck clamping option.
STALL DETECT	Enables detection of spindle stall. If spindle stalls, the spindle motor is stopped and an alarm is generated.
SPNDL NOWAIT	When (1), the machine will not wait for the spindle to come up to speed immediately after an M03 or M04 command. Instead, it will check and/or wait for the spindle to come up to speed immediately before the next interpolated motion is initiated. This bit does not affect rigid tapping.

Parameter 215 CAROUSEL OFFSET

Parameter used to align tool 1 of tool changing carousel precisely. Units are encoder steps.

Parameter 216 CNVYR RELAY DELAY
Delay time in 1/50 seconds required on conveyor relays before another action can be commanded. Default is 5.

Parameter 217 CNVYR IGNORE OC TIM
Amount of time in 1/50 seconds before overcurrent is checked after conveyor motor is turned on. Default is 50.

Parameter 218 CONVYR RETRY REV TIM
Amount of time that the conveyor is reversed in 1/50 seconds after overcurrent is sensed. Default is 200.

Parameter 219 CONVYR RETRY LIMIT
Number of times that the conveyor will cycle through the reverse/forward sequencing when an overcurrent is sensed before the conveyor will shut down. An overcurrent is sensed when chips jam the conveyor. By reversing and then forwarding the conveyor, the chip jam may be broken. Default is 3.

Parameter 220 CONVYR RETRY TIMEOUT
Amount of time in 1/50 seconds between consecutive overcurrents in which the overcurrents is considered another retry. If this amount of time passes between overcurrents then the retry count is set to (0). Default is 1500, 30 seconds.

Parameter 221 MAX TIME NO DISPLAY
The maximum time (in 1/50 sec.) between screen updates. When executing short blocks at a high feed rate, the control will use the resources available for interpreting G-code and generation of motion blocks. The display may not update until this time is exceeded. For high speed operation, updating of the display may cause the motion queue to become exhausted. This will manifest itself as a pause in motion. See M76 and M77 to disable the display completely.

Parameter 222 LOW HYD. IGNORE TIM
The amount of time that the control ignores the LO HYD input bit after servos have been engaged. The hydraulic unit requires a short period of time to come up to pressure. The default value is 50, which is equal to 1 second.

Parameter 223 AIR TC DOOR DELAY
This parameter is not used on the lathe.

Parameter 224 ROT AXIS ZERO OFSET
This parameter is not used on the lathe.

Parameter 225 MAX ROT AXIS ALLOW
This parameter is not used on the lathe.

Parameter 226 EDITOR CLIPBOARD
Reserved for future use.

Parameter 227 FLOPPY DIR NAME
When the floppy drive is enabled and a floppy directory is read. The directory listing is placed into a program as comments. The program is then made the current program so the user can read the contents of the floppy drive. This parameter designates what program is used to write the directory listing to. Program O8999 is the default value.

Parameter 228 QUICKCODE FILE
This parameter set the program numbers to store in the Quickcode definition.

Parameter 229 X LEAD COMP 10E9
This parameter sets the X-axis lead screw compensation signed parts per billion.

Parameter 230 Y LEAD COMP 10E9
This parameter sets the B-axis lead screw compensation signed parts per billion.

Parameter 231 Z LEAD COMP 10E9
This parameter sets the Z-axis lead screw compensation signed parts per billion.

Parameter 232 A LEAD COMP 10E9
This parameter sets the A-axis lead screw compensation signed parts per billion.

Parameter 233 B LEAD COMP 10E9
This parameter sets the A-axis lead screw compensation signed parts per billion.

Parameter 234 C LEAD COMP 10E9
This parameter sets the A-axis lead screw compensation signed parts per billion.

Parameter 239 SPNDL ENC STEPS/REV
This parameter sets the number of encoder steps per revolution of the spindle encoder.

Parameter 240 1ST AUX AXIS MAX TRAVEL
This parameter sets the maximum travel of the first auxiliary axis in the positive direction.

Parameter 241 2ND AUX AXIS MAX TRAVEL
This parameter sets the maximum travel of the second auxiliary axis in the positive direction.

Parameter 242 3RD AUX AXIS MAX TRAVEL
This parameter sets the maximum travel of the third auxiliary axis in the positive direction.

Parameter 243 4TH AUX AXIS MAX TRAVEL
This parameter sets the maximum travel of the fourth auxiliary axis in the positive direction.

Parameter 244 1ST AUX AXIS MIN TRAVEL
This parameter sets the maximum travel of the first auxiliary axis in the negative direction.

Parameter 245 2ND AUX AXIS MIN TRAVEL
This parameter sets the maximum travel of the second auxiliary axis in the negative direction.

Parameter 246 3RD AUX AXIS MIN TRAVEL
This parameter sets the maximum travel of the third auxiliary axis in the negative direction.

Parameter 247 4TH AUX AXIS MIN TRAVEL
This parameter sets the maximum travel of the fourth auxiliary axis in the negative direction.

Parameter 248 CHUCK UNCLAMP RPM
The RPM at which the chuck will not operate. If the spindle is spinning faster than this value the chuck will not open, and if it is spinning slower than this value the chuck will open. The default is 0, for safety.

Parameter 249 CHUCK CLAMP DELAY
The dwell time that is allowed after clamping the chuck (an M10 command). Program execution will not continue until this time has expired. Units are in milliseconds.

Parameter 250 CHUCK UNCLAMP DELAY
The dwell time that is allowed after unclamping the chuck (an M11 command). Program execution will not continue until this time has expired. Units are in milliseconds.

Parameter 251 A DOOR OPEN ERRTIME
Automatic door open timeout.

Parameter 252 TAILSTOCK OVERLOAD -
Determines the overload limit when the tailstock is traveling in the minus direction, toward the spindle. This is an arbitrary value based on the effective voltage being sent to the tailstock servo motor. If this value is too low, you may not be able to move the tailstock. Increase the value until you are able to move the tailstock. The value for Parameter 252 should be approximately 1/2 the value of Parameter 253. The default is 1500.

Parameter 253 TAILSTOCK OVERLOAD +
Determines the overload limit when the tailstock is traveling in the positive direction, away from the spindle. The value for Parameter 253 should be approximately twice the value of Parameter 252. The default is 3000.

Parameter 254 SPINDLE CENTER
Reserved for service use only.

Parameter 255 CONVEYOR TIMEOUT
The amount of time the conveyor will operate without any motion or keyboard action. After this time, the conveyor will automatically shut off.

Parameter 278 COMMON SWITCH 3
Parameter 278 is a collection of general purpose single bit flags used to turn some functions on and off. The left and right cursor arrows are used to select the function being changed. All values are 0 or 1 only. The function names are:

INVERT G.B. Default is 0. When this bit is set to 1, the sense of the discrete inputs for SP HIG and SP LOW (high and low gear) are inverted.
RESERVED Not used.
DPR SERIAL Causes the main serial inputs/outputs to go through the floppy video board.
CK PALLET IN This bit is not used on the lathe.

CK HIDN VAR	This bit is not used on the lathe.
DISPLAY ACT	When set to 1, displays the actual spindle speed on the Current Commands display page.
TSC PRG ENBL	Not used on the Lathe.
HYDRAULIC TS	This bit enables the hydraulic tailstock
SPND DRV LCK	This bit must be set to 1 if machine is equipped with a vector spindle drive.
CHUCK OPN CS	When set to 1, the user can press CYCLE START and run a program with the chuck unclamped. If the spindle is commanded with this bit set to 1, the spindle will not exceed the CHUCK UNCLAMP RPM (Parameter 248). The default for this bit is 0. This feature is ineffective when the CE safety circuit is enabled.
CNCR SPINDLE	When set to 0, spindle start occurs at the end of a block, as in normal M code operation. When set to 1, spindle start occurs at the beginning of a block and concurrent with axis motion.
TL SET PROBE	This bit must be set to 1 in order to enable the Tool Pre-Setter.
HAAS VECT DR	(Haas Vector Drive) This bit must be set to 1 if machine is equipped with a HAAS vector spindle drive. When set to 1, voltage to the Haas vector drive is displayed in the diagnostics display as DC BUSS.
uP ENCL TEMP	(Microprocessor enclosure temperature) When set to 1, the enclosure temperature will be displayed on INPUTS2 screen of the diagnostics display.
Parameter 291	HYDRAULIC TS NO MOTION The number in milliseconds that must pass with no B-axis encoder change before the control decides that the tailstock has stopped. The parameter affects homing and alarm situations on the tailstock. If the tailstock pressure is set low and the tailstock does not home properly then increase this parameter.
Parameter 292	HYD TS RTRACT MARGN (Hydraulic Tailstock Retract Margin) This parameter sets the acceptable range, in encoder steps, for the retract point. When the tailstock stops anywhere within this range, the control assumes it is at the retract point. The default is 5 encoder steps. This means that a 10 encoder step range is set around the retract point.
Parameter 293	HYD TS SLOW DISTNCE (Hydraulic Tailstock Slow Distance) This parameter sets the distance, before a designated target point, where the tailstock will transition from a rapid movement to a feed. The default is 20 encoder steps. This means that the tailstock will slow down 20 encoder steps before any target point.

MAINTENANCE SCHEDULE / LUBRICATION CHART

The following is a list of required regular maintenance for the HAAS HL-Series Turning Centers. Listed are the frequency of service, capacities, and type of fluids required. These required specifications must be followed in order to keep your machine in good working order and protect your warranty.

MAINTENANCE SCHEDULE

INTERVAL	MAINTENANCE PERFORMED
DAILY	✓ Check coolant level. ✓ Check way lube lubrication tank level. ✓ Clean chips from way covers and bottom pan. ✓ Clean chips from turret and housing. ✓ Check hydraulic unit oil level (DTE-25 ONLY). Capacity - 8 gallons.
WEEKLY	✓ Check automatic dump air line's water trap for proper operation. ✓ Check air gauge/regulator for 85 psi. ✓ Clean exterior surfaces with mild cleaner. **DO NOT** use solvents.
MONTHLY	✓ Inspect way covers for proper operation and lubricate with light oil, if necessary. ✓ Clean the screen on the coolant tank. Remove the plate on the tank and remove any sediment inside the tank. **CAUTION!** Be careful to disconnect the coolant pump from the controller and to POWER OFF the control before working on the coolant tank. ✓ Dump the oil drain bucket. ✓ **(HL-3/4):** Check gearbox oil level. If oil is not visible at the bottom edge of the sight gauge, remove the end panel and add DTE-25 through the top filler hole until it is visible in the sight gauge.
SIX MONTHS	✓ Replace coolant and thoroughly clean the coolant tank. ✓ Replace hydraulic unit oil filter. ✓ Check all hoses and lubrication lines for cracking.
ANNUALLY	✓ With the air pressure OFF, disassemble and clean the small filter at end of lubricator (right side of machine). ✓ Check oil filter and clean out residue at bottom of filter. ✓ **Replace air filter on control box every (2) years.**

LUBRICATION CHART

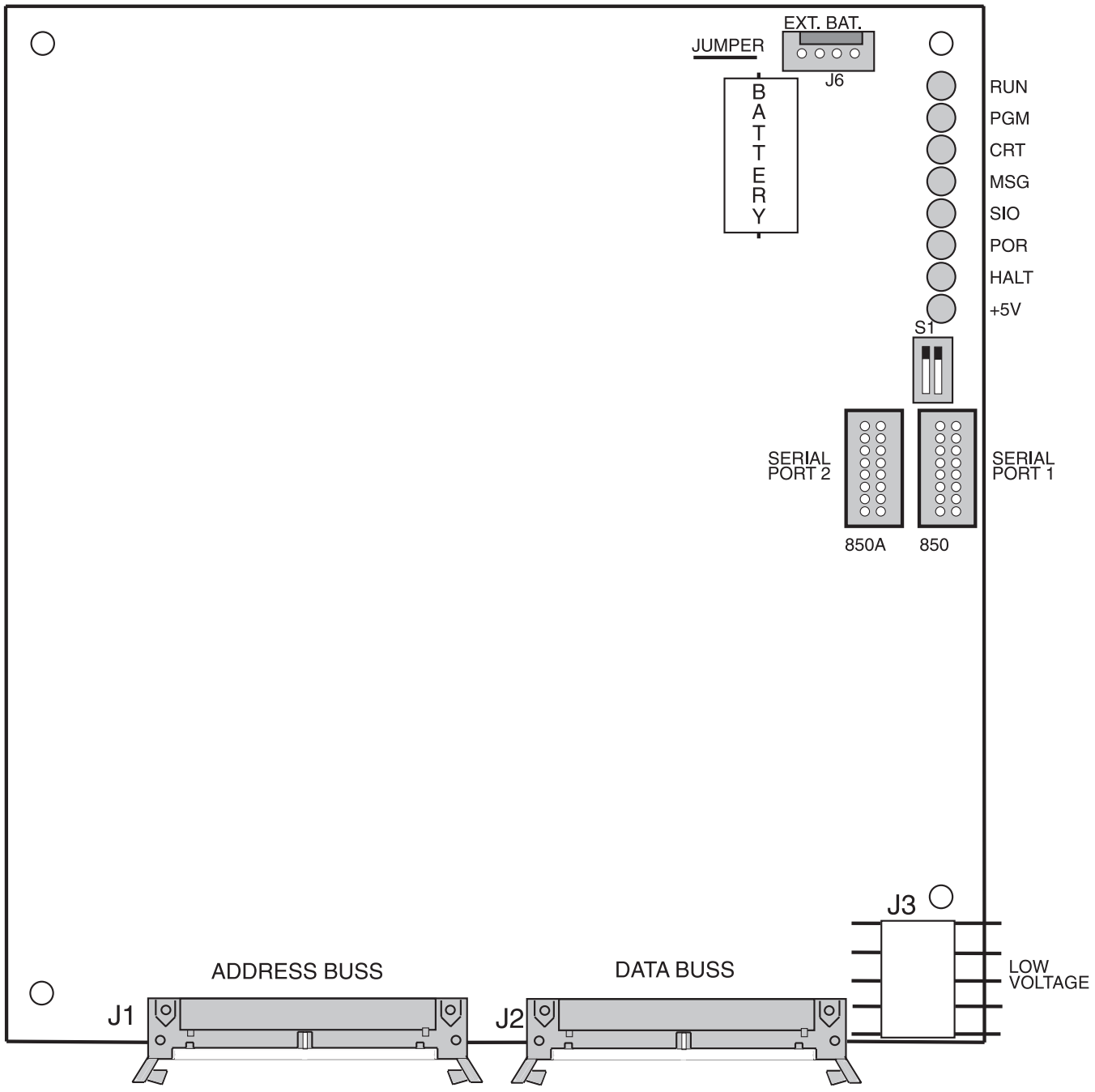
ITEM	CAPACITY	FLUID TYPE
COOLANT	30 gallons (40 for HL-3/4)	Water soluble, synthetic, or cutting oil.
WAY LUBE	Approx. 1 quart	Vactra #2
TRANSMISSION	54 Ounces	MOBIL DTE 25

CHUCK MAINTENANCE

CHUCK MAINTENANCE

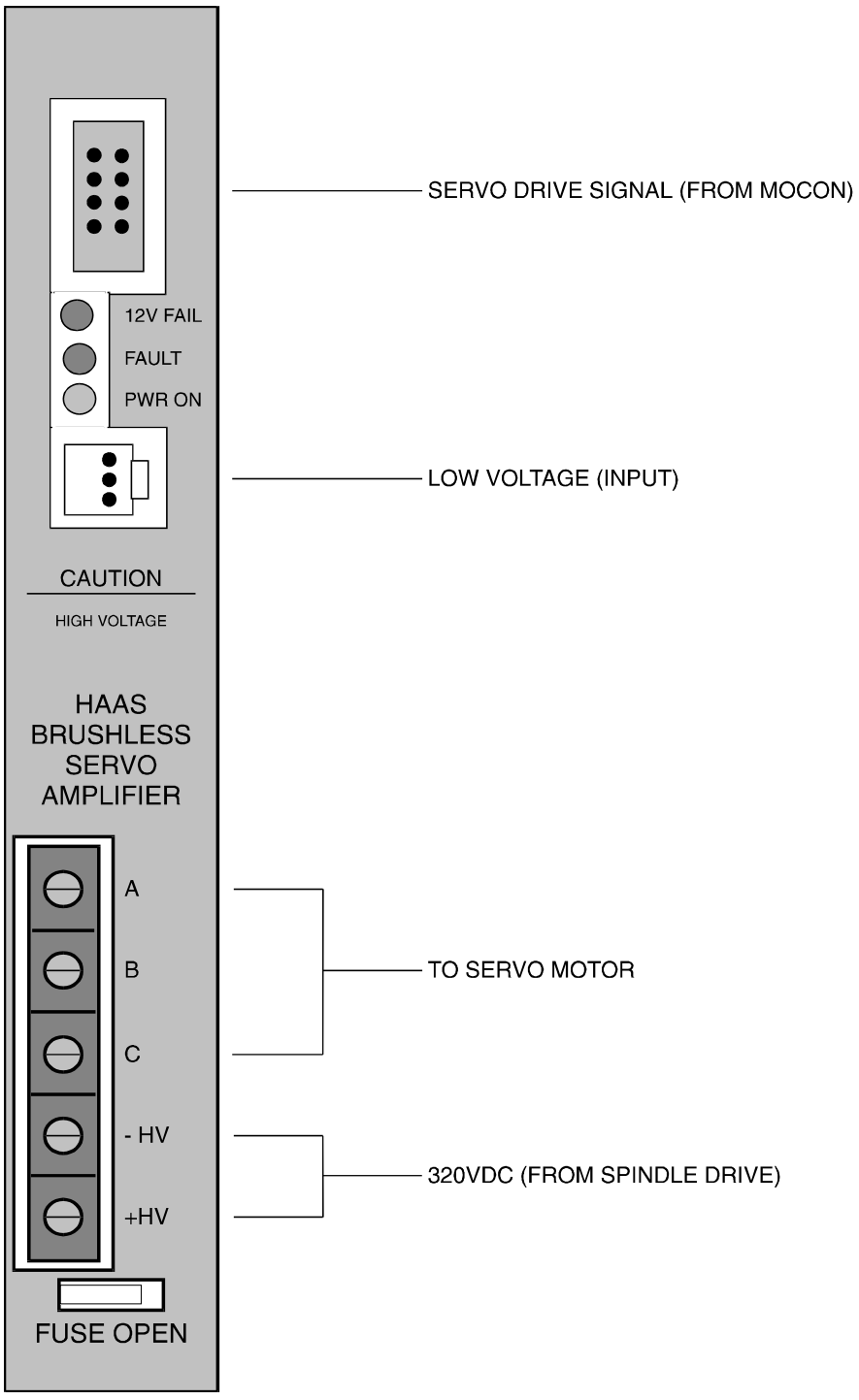
Ensure all moving parts are thoroughly greased.
Check for excessive wear on jaws.
Check T- nuts for excessive wear.
Check front retaining bolts for damage.
Chucks should be broken in according to the manufacturers' specifications.

PCB'S, CABLE LOCATIONS AND BOARD DIAGRAMS


EXT. BAT.
JUMPER
J6
BATTERY
RUN
PGM
CRT
MSG
SIO
POR
HALT
+5V
S1
SERIAL PORT 2
SERIAL PORT 1
850A
850
J3
LOW VOLTAGE
ADDRESS BUSS
DATA BUSS
J1
J2

MICRO PROCESSOR PCB - P/N 32-3090
CABLE CONNECTIONS

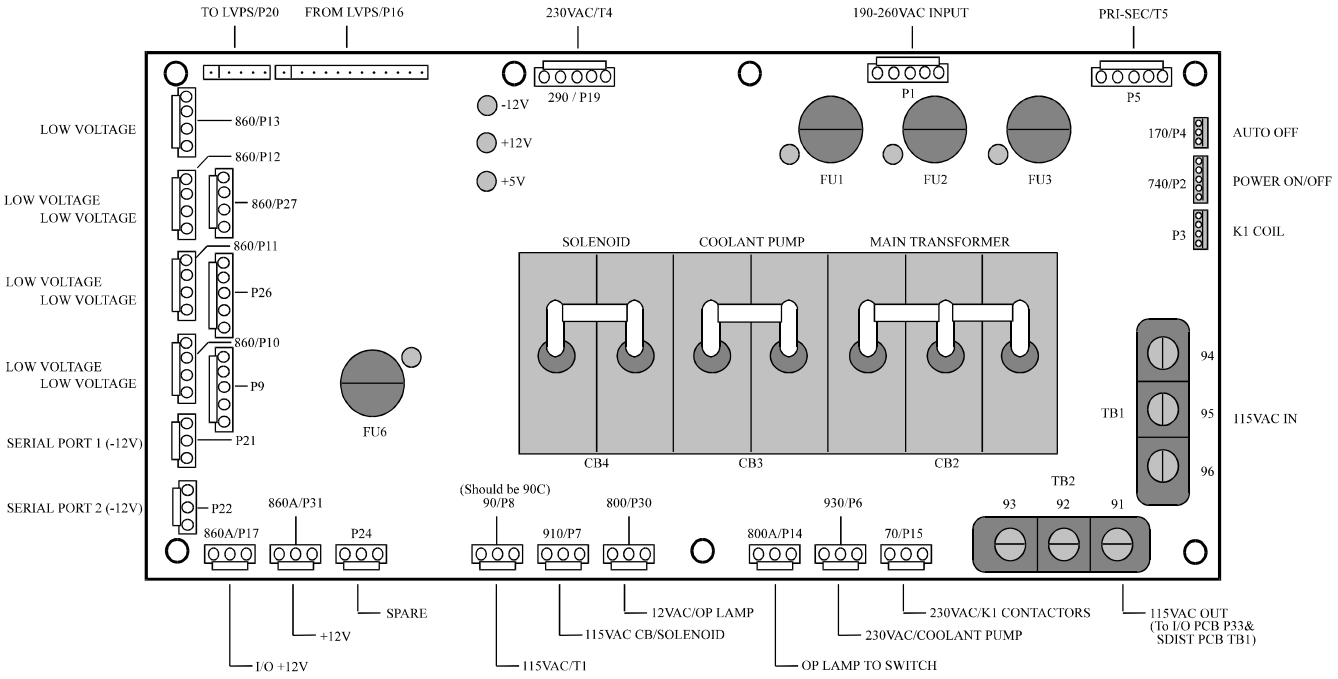
PROC. PLUG #	CABLE #	SIGNAL NAME	⇨ TO ⇨	LOCATION	PLUG #
ADDRESS		ADDRESS BUSS		VIDEO	———
& DATA		DATA BUSS		MOTIF PCB	———
P3	860	LOW VOLTAGE		POWER SUPPLY PCB	———
P6	N/A	EXTERNAL BATTERY		(EXT. BATTERY)	———
PORT 1	850	SERIAL PORT #1		SERIAL PORT #1	———
PORT 2	850A	SERIAL PORT #2		SERIAL PORT #2	———


SERVO DRIVE SIGNAL (FROM MOCON)
12V FAIL
FAULT
PWR ON
LOW VOLTAGE (INPUT)
CAUTION
HIGH VOLTAGE
HAAS
BRUSHLESS
SERVO
AMPLIFIER
A
B
C
TO SERVO MOTOR
- HV
+HV
320VDC (FROM SPINDLE DRIVE)
FUSE OPEN

BRUSHLESS SERVO AMPLIFIER - P/N 32-5550
CABLE CONNECTIONS

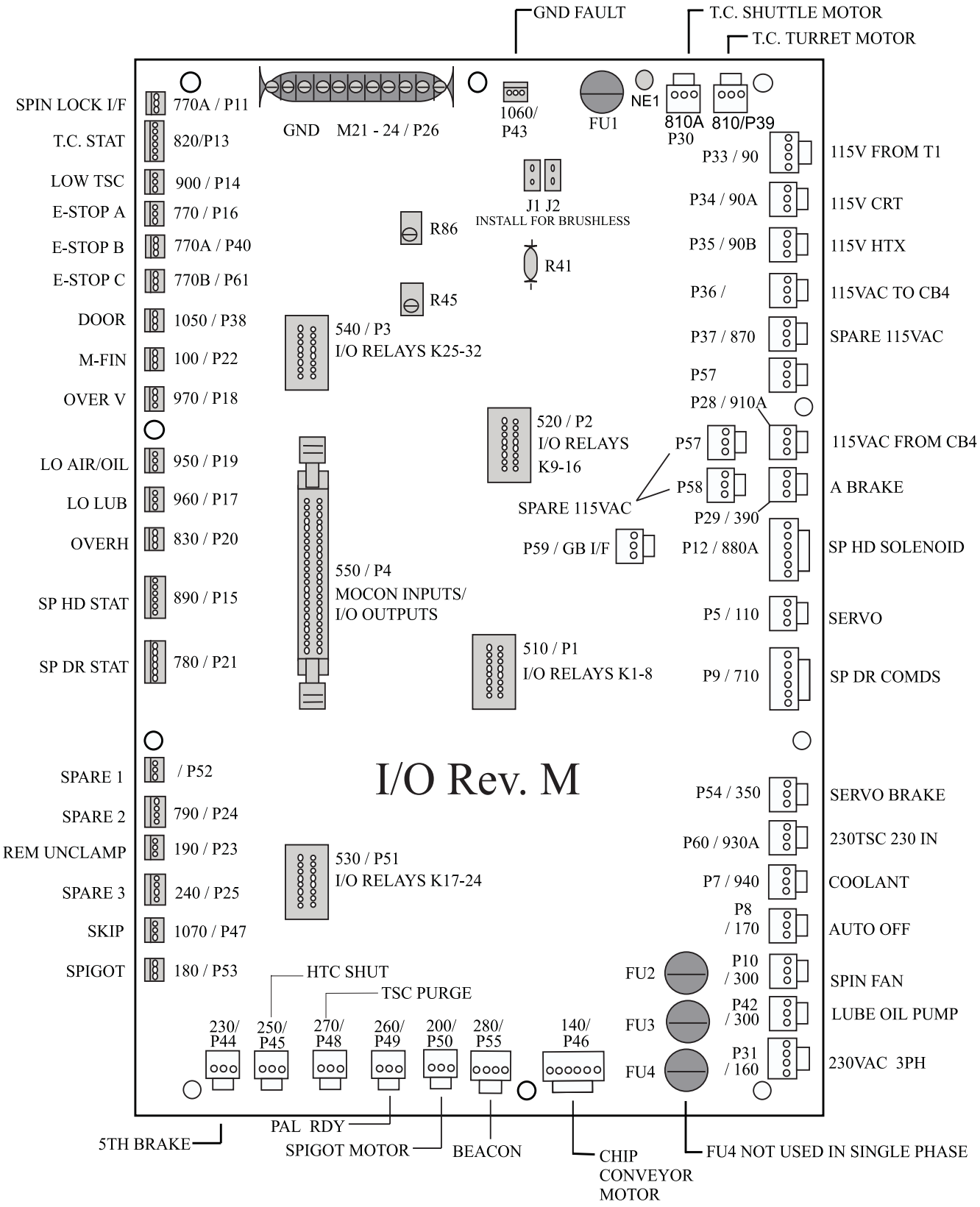
MOCON

PLUG #	CABLE #	SIGNAL NAME	⇨ TO ⇨	LOCATION	PLUG #
P	570	LOW VOLTAGE		L. V. POWER SUPPLY	———
TB A, B, C	———	MOTOR DRIVE		X SERVO MOTOR	———
P	610	X DRIVE SIGNAL		MOCON PCB	P2
TB -HV +HV	———	320VDC		SPINDLE DRIVE	———
Y AXIS AMP					
P	580	LOW VOLTAGE		L. V. POWER SUPPLY	———
TB A, B, C	———	MOTOR DRIVE		X SERVO MOTOR	———
P	620	X DRIVE SIGNAL		MOCON PCB	P3
TB -HV +HV	———	320VDC		SPINDLE DRIVE	———
Z AXIS AMP					
P	590	LOW VOLTAGE		L. V. POWER SUPPLY	———
TB A, B, C	———	MOTOR DRIVE		X SERVO MOTOR	———
P	630	X DRIVE SIGNAL		MOCON PCB	P4
TB -HV +HV	———	320VDC		SPINDLE DRIVE	———
A AXIS AMP					
P	600	LOW VOLTAGE		L. V. POWER SUPPLY	———
TB A, B, C	———	MOTOR DRIVE		X SERVO MOTOR	———
P	640	X DRIVE SIGNAL		MOCON PCB	P5
TB -HV +HV	———	320VDC		SPINDLE DRIVE	———


TO LVPS/P20
FROM LVPS/P16
230VAC/T4
190-260VAC INPUT
PRI-SEC/T5
290 / P19
P1
P5
-12V
+12V
+5V
FU1
FU2
FU3
170/P4
AUTO OFF
740/P2
POWER ON/OFF
P3
K1 COIL
LOW VOLTAGE
860/P13
860/P12
LOW VOLTAGE
LOW VOLTAGE
860/P27
860/P11
LOW VOLTAGE
LOW VOLTAGE
P26
860/P10
LOW VOLTAGE
LOW VOLTAGE
P9
SERIAL PORT 1 (-12V)
P21
FU6
SOLENOID
COOLANT PUMP
MAIN TRANSFORMER
CB4
CB3
CB2
TB1
94
95
96
115VAC IN
TB2
93
92
91
SERIAL PORT 2 (-12V)
P22
860A/P17
860A/P31
P24
(Should be 90C)
90/P8
910/P7
800/P30
800A/P14
930/P6
70/P15
SPARE
+12V
I/O +12V
115VAC/T1
12VAC/OP LAMP
115VAC CB/SOLENOID
OP LAMP TO SWITCH
230VAC/COOLANT PUMP
230VAC/K1 CONTACTORS
115VAC OUT
(To I/O PCB P33&
SDIST PCB TB1)

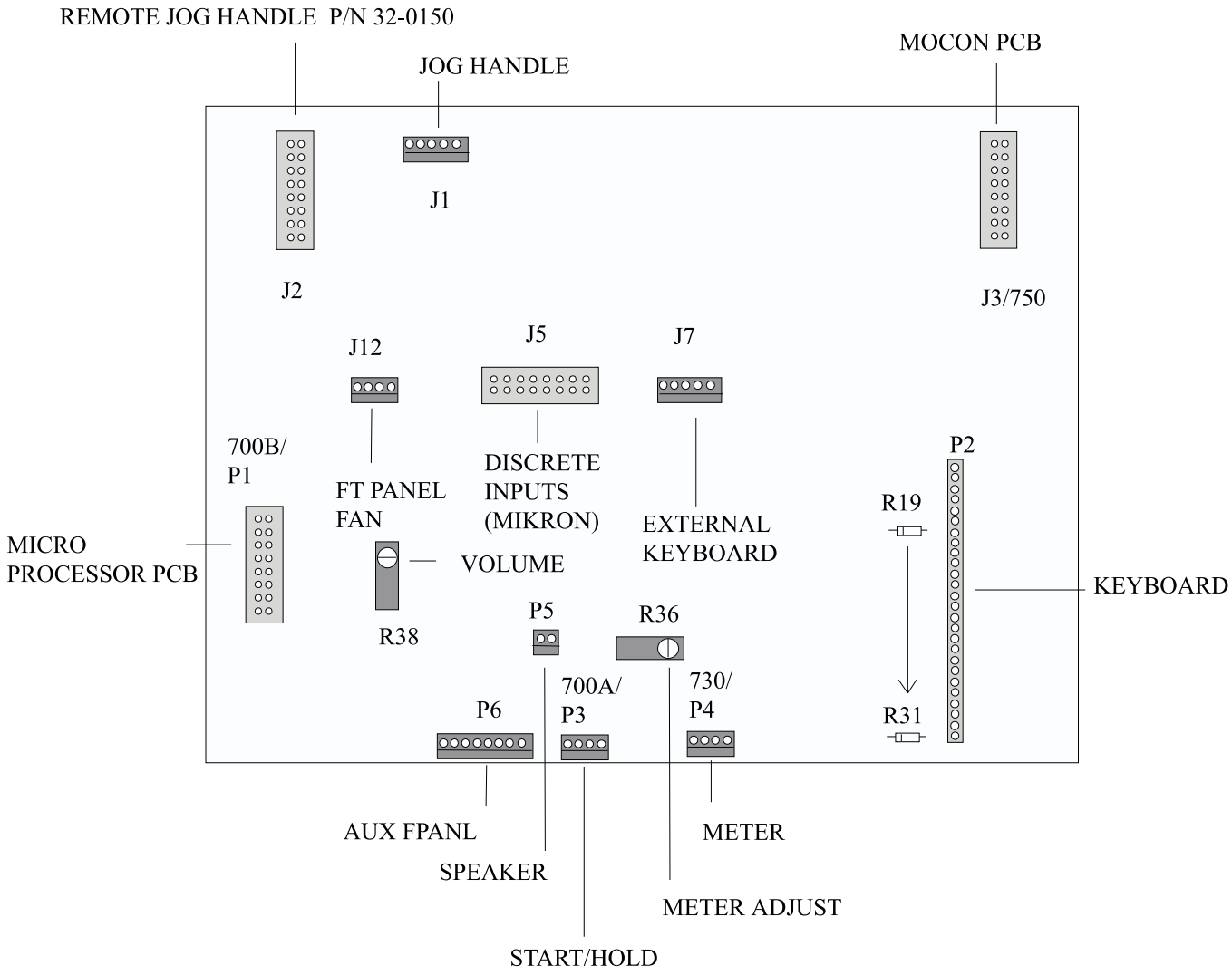
POWER PCB - P/N 32-5010
CABLE CONNECTIONS

PLUG #	CABLE #	SIGNAL NAME ⇨ TO ⇨	LOCATION	PLUG #
P1	——	190-260VAC INPUT	CB1	—-
P3	——	K1 COIL	K1 CONTACTOR	——
P4	170	AUTO OFF	I/O PCB	P8
P5	PRI-SEC	PRI-SEC/T5	T5	——
P6	930	230VAC/COOLANT PUMP	I/O PCB	P6
P7	910	115VAC CB/SOLENOID	I/O PCB	P28
P8	90	115VAC/T1	I/O PCB	P36
P9	860	LOW VOLTAGE	POWER	—-
P10	860	LOW VOLTAGE	POWER	——
P11	860	LOW VOLTAGE	POWER	——
P12	860	LOW VOLTAGE	POWER	——
P13	860	LOW VOLTAGE	POWER	——
P14	800A	OP LAMP TO SWITCH	OP LAMP SWITCH	——
P15	70	230VAC/K1 CONTACTORS	K1 CONTACTOR	——
P17	860A	I/O +12VDC	POWER	——
P19	290	230VAC/T4	T4	——
P21	PORT 1&2	-12VDC PORT 1 & 2	PROCESSOR PCB	P3
P22	——	-12VDC	——	——
P24	SPARE	SPARE	SPARE	N/A
P26	860	LOW VOLTAGE	POWER	——
P27	860	LOW VOLTAGE	POWER	——
P30	800	12VAC/OP LAMP	OPERATORS LAMP	——
P31	860A	+12VDC	POWER	——
TB1	——	115VAC IN	T1 - SECONDARY	——
TB2	——	115VAC OUT		
POWER ON/OFF		740 POWER ON/OFF	ON/OFF SWITCH	——


GND FAULT
T.C. SHUTTLE MOTOR
T.C. TURRET MOTOR
SPIN LOCK I/F
770A / P11
T.C. STAT
820/P13
LOW TSC
900 / P14
E-STOP A
770 / P16
E-STOP B
770A / P40
E-STOP C
770B / P61
DOOR
1050 / P38
M-FIN
100 / P22
OVER V
970 / P18
LO AIR/OIL
950 / P19
LO LUB
960 / P17
OVERH
830 / P20
SP HD STAT
890 / P15
SP DR STAT
780 / P21
SPARE 1
/ P52
SPARE 2
790 / P24
REM UNCLAMP
190 / P23
SPARE 3
240 / P25
SKIP
1070 / P47
SPIGOT
180 / P53
GND M21 - 24 / P26
1060/ P43
FU1
NE1
810A P30
810/P39
J1 J2
INSTALL FOR BRUSHLESS
R86
R41
R45
540 / P3
I/O RELAYS K25-32
520 / P2
I/O RELAYS K9-16
550 / P4
MOCON INPUTS/ I/O OUTPUTS
510 / P1
I/O RELAYS K1-8
530 / P51
I/O RELAYS K17-24
I/O Rev. M
SPARE 115VAC
P59 / GB I/F
P33 / 90
115V FROM T1
P34 / 90A
115V CRT
P35 / 90B
115V HTX
P36 /
115VAC TO CB4
P37 / 870
SPARE 115VAC
P57
P28 / 910A
P57
115VAC FROM CB4
P58
A BRAKE
P29 / 390
P12 / 880A
SP HD SOLENOID
P5 / 110
SERVO
P9 / 710
SP DR COMDS
P54 / 350
SERVO BRAKE
P60 / 930A
230TSC 230 IN
P7 / 940
COOLANT
P8 / 170
AUTO OFF
P10 / 300
SPIN FAN
P42 / 300
LUBE OIL PUMP
P31 / 160
230VAC 3PH
FU2
FU3
FU4
HTC SHUT
TSC PURGE
230/ P44
250/ P45
270/ P48
260/ P49
200/ P50
280/ P55
140/ P46
5TH BRAKE
PAL RDY
SPIGOT MOTOR
BEACON
CHIP CONVEYOR MOTOR
FU4 NOT USED IN SINGLE PHASE

I/O PCB - P/N 32-3080 CABLE CONNECTIONS

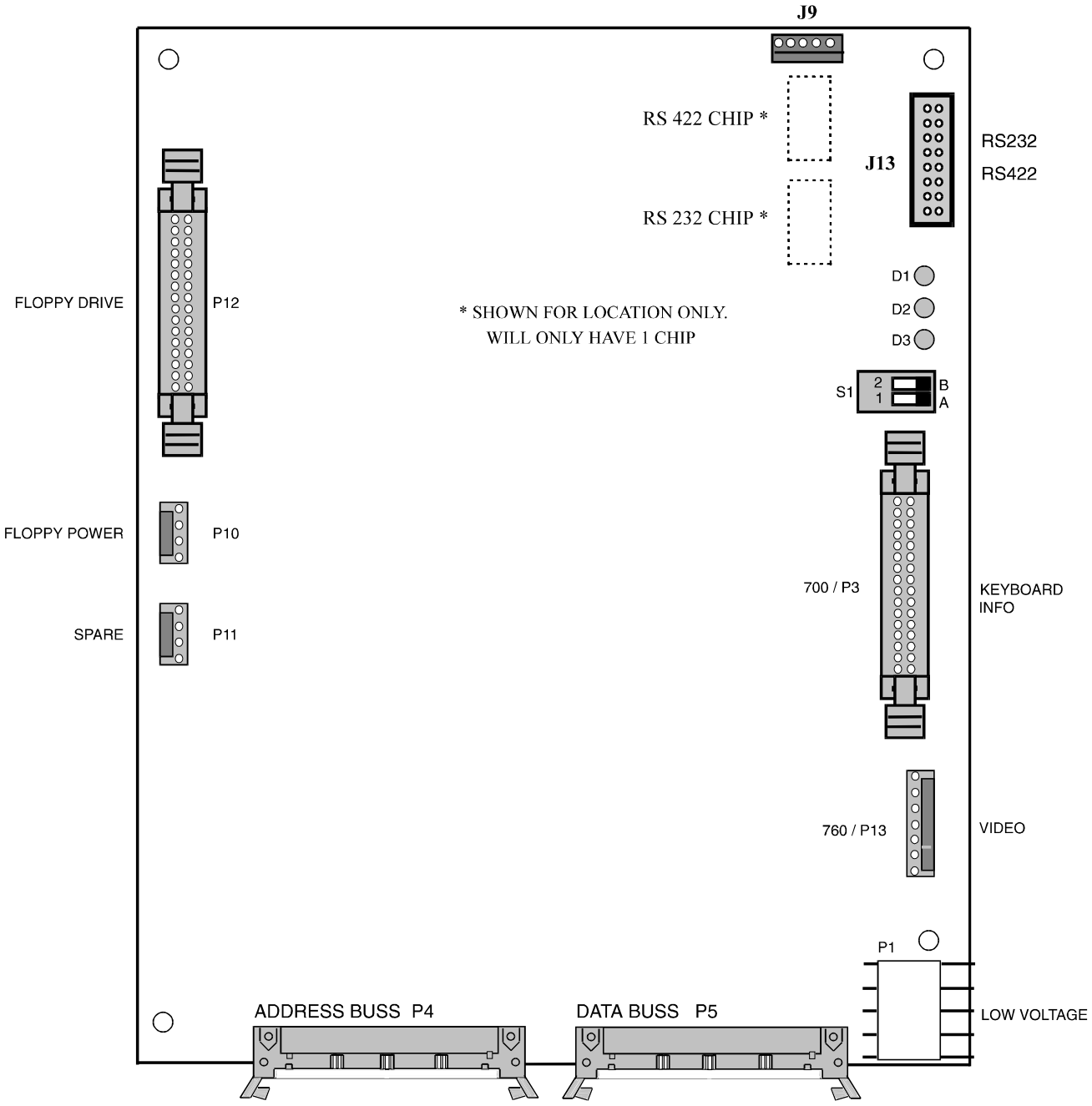
I/O PLUG #	CABLE #	⇨ TO ⇨	LOCATION	PLUG #
P1	510		MOCON PCB	P11
P2	520		MOCON PCB	P12
P3	540		MOCON PCB	P14
P4	550		MOCON PCB	P10
P5	110		SERVO POWER ON	———
P6	930		POWER PCB	P6
P7	940		COOL PUMP	———
P8	170		POWER PCB	P4
P9	710		SPINDLE DRIVE	———
P10	300		SP.FAN/GEAR BOX	———
P11			SPIN LOCK I/F	———
P12	880A		SPINDLE HEAD	———
P13	820		TOOL CHANGER	———
P14	900		TSC PUMP	———
P15	890		SPINDLE HEAD	———
P16	770		E-STOP SWITCH	———
P17	960		AIR/OIL	———
P18	970		NOT USED	N/A
P19	950		AIR/OIL	———
P20	830		REGEN RESISTORS	———
P21	780		SPINDLE DRIVE	———
P22	100		(EXTERNAL)	———
P23	190		SHOT PIN	———
P24	790		SPARE 2	N/A
P25	200		SPARE 3	N/A
P26	M21-24		(EXTERNAL)	———
P27	1040		DOOR LOCK	———
P28	910		POWER PCB	P7
P29	390		(EXTERNAL)	———
P30	810A		SHUTTLE MOTOR	———
P31	160		CHIP CONVEYOR	———
P33	90		T1	———
P34	90A		CRT	———
P35	90B		FANS	———
P36	90C		POWER PCB	P8
P37	870		115 VAC SPARE	———
P38	1050		DOOR SWITCH	———
P39	810		TURRET MOTOR	———
P40	770A		HYD PRESSURE TANK	———
P42	300		LUBE OIL PUMP	———
P43	1060		NOT USED	N/A
P44	319		5TH BRAKE	———
P45	———		HTC	———
P46	140		CHIP CONVEYOR	———
P47	1070		(EXTERNAL)	———
P48	———		SPARE 1	———
P49	———		SPARE 2	———
P50	200		COOLANT TANK	———
P51	530		MOCON PCB	P13
P52	———		SPARE 1	———
P53	180		SPIGOT SENSE	———
P54	350		SERVO BRAKE	———
P55	280		RED/GREEN LTS	———
P56	940A		TSC PUMP	———
P57	SPARE		115 VAC SPARE	———
P58	SPARE		115 VAC SPARE	———
P60	930A		TSC 230 IN	———
P61	770B		E-STOP C	———


REMOTE JOG HANDLE P/N 32-0150
JOG HANDLE
MOCON PCB
J1
J2
J3/750
J12
J5
J7
700B/
P1
FT PANEL
FAN
DISCRETE
INPUTS
(MIKRON)
EXTERNAL
KEYBOARD
P2
R19
MICRO
PROCESSOR PCB
VOLUME
KEYBOARD
R38
P5
R36
700A/
P3
730/
P4
P6
R31
AUX FPANL
SPEAKER
METER
METER ADJUST
START/HOLD

SERIAL KEYBOARD INTERFACE PCB WITH HANDLE JOG
P/N 32-4030
CABLE CONNECTIONS

PLUG#	CABLE#	⇨ TO ⇨	LOCATION	PLUG#
P1	700B		PROCESSOR	850
P2	—		KEYPAD	—
P3	700A		CYCLE START/ HOLD SWITCHES	—
P4	730		SP LOAD METER	—
P5	—		SPEAKER	—
P6	—		AUX FPANEL	—
J1	—		JOG HANDLE	—
J2	—		REMOTE JOG HANDLE	—
J3	750		MOCON	P18
J5	—		(MIKRON ONLY)	—
J7	—		EXTERNAL KEYBOARD	—
J12	860C		FT. PANEL FAN	—

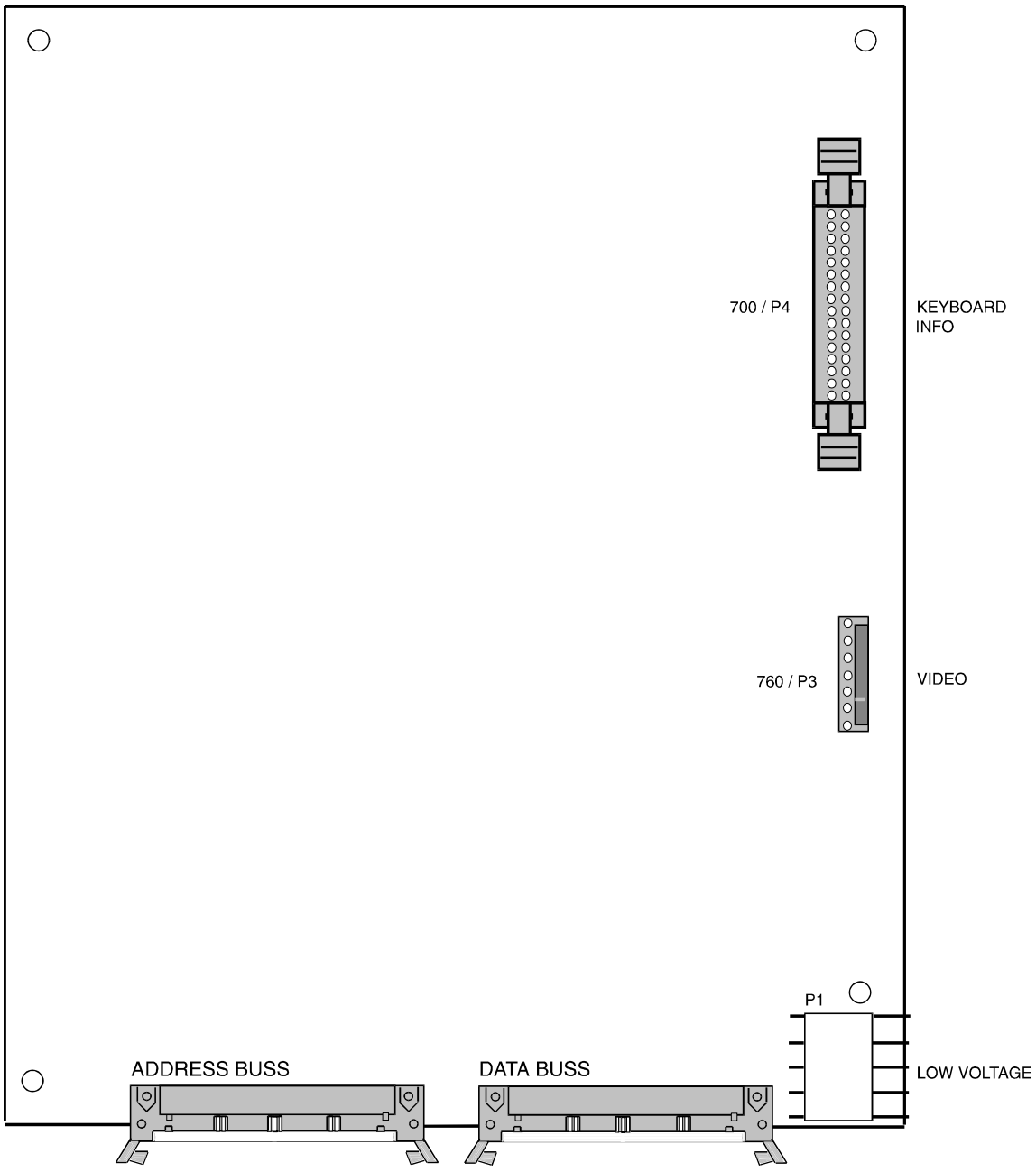
* See "Keyboard Diagnostic" section of this manual for Troubleshooting information.


J9
RS 422 CHIP *
RS 232 CHIP *
J13
RS232
RS422
D1
D2
D3
S1
2
1
B
A
FLOPPY DRIVE
P12
* SHOWN FOR LOCATION ONLY.
WILL ONLY HAVE 1 CHIP
FLOPPY POWER
P10
SPARE
P11
700 / P3
KEYBOARD
INFO
760 / P13
VIDEO
P1
LOW VOLTAGE
ADDRESS BUSS P4
DATA BUSS P5

VIDEO & KEYBOARD PCB W/ FLOPPY DRIVE - P/N 32-3201
CABLE CONNECTIONS

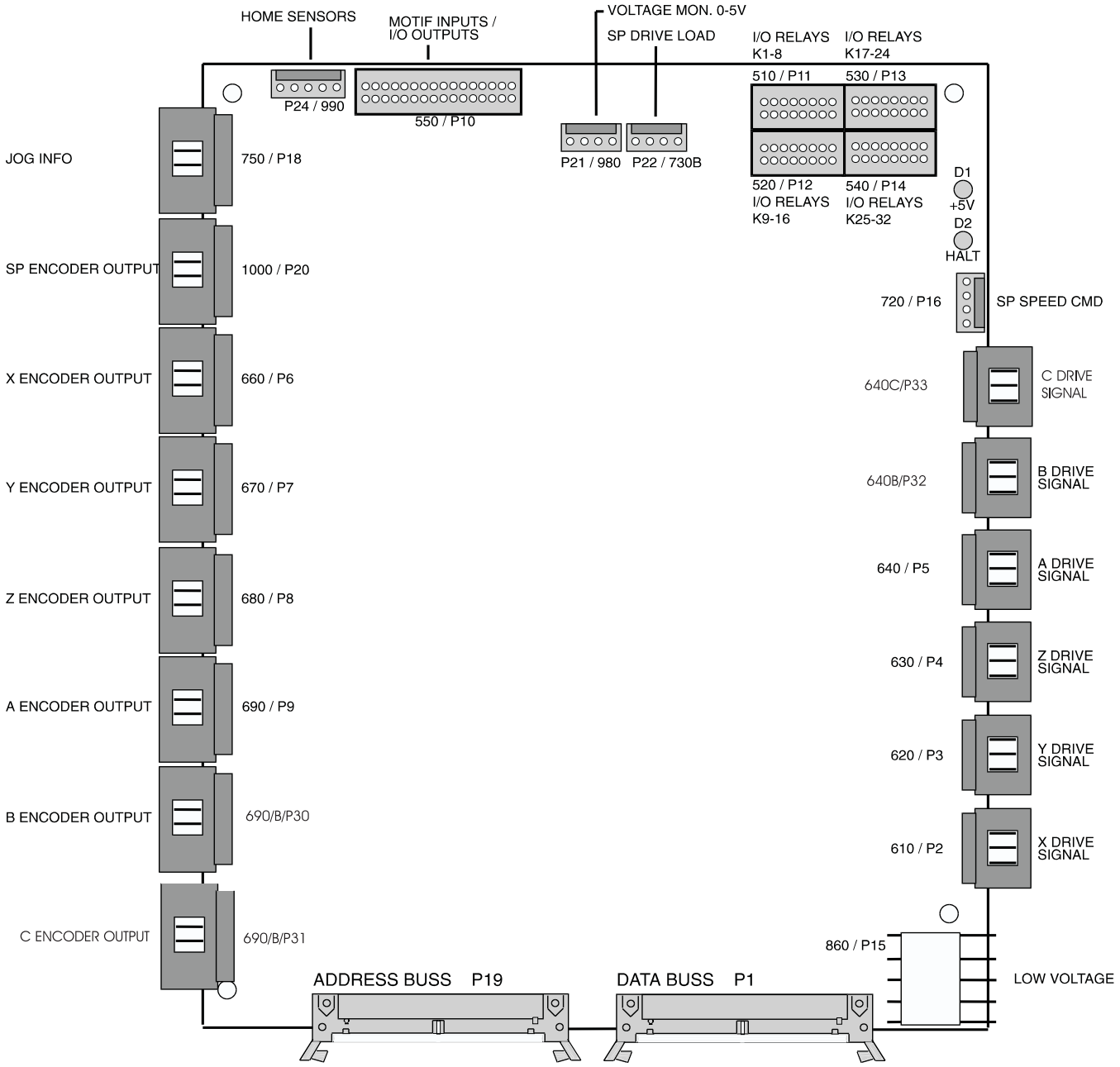
VIDEO PLUG #	CABLE #	SIGNAL NAME	⇨ TO ⇨	LOCATION	PLUG #
P1	860	LOW VOLTAGE		POWER SUPPLY PCB	———
P3*	700	KEYBOARD INFO.		KEYBOARD INT.	———
P4	———	ADDRESS BUSS		MICRO PROC. PCB	———
P5	———	DATA BUSS		MOTIF PCB	———
P10	———	FLOPPY DR. POWER		FLOPPY DRIVE	———
P11	———	SPARE		N/A	N/A
P12	———	FLOPPY DR. SIGNAL		FLOPPY DRIVE	———
P13	760	VIDEO SIGNAL		CRT	———
J9	———	RS422 B		N/A	N/A
J13	850	SERIAL DATA		N/A	J1

* Not used with Serial Keyboard Interface


700 / P4
KEYBOARD
INFO
760 / P3
VIDEO
P1
LOW VOLTAGE
ADDRESS BUSS
DATA BUSS

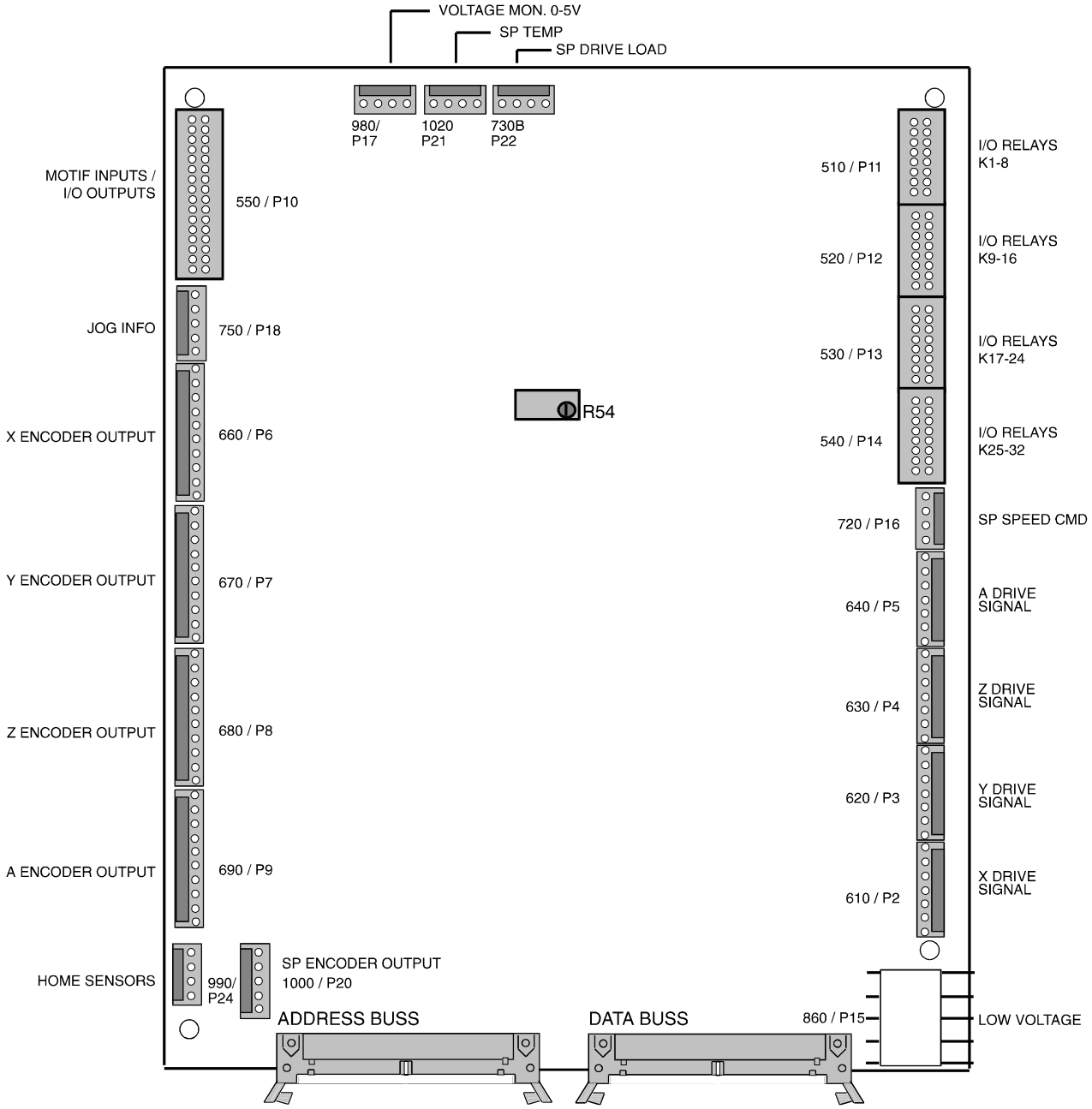
VIDEO & KEYBOARD PCB - P/N 32-3200
CABLE CONNECTIONS

VIDEO PLUG #	CABLE #	SIGNAL NAME	⇨ TO ⇨	LOCATION	PLUG #
ADDRESS &	———	ADDRESS BUSS		MICRO PROC. PCB	———
DATA	———	DATA BUSS		MOTIF PCB	———
P1	860	LOW VOLTAGE		POWER SUPPLY PCB	———
P3	760	VIDEO SIGNAL		CRT	———
P4	700	KEYBOARD INFO.		KEYBOARD INT.	———


HOME SENSORS
MOTIF INPUTS / I/O OUTPUTS
VOLTAGE MON. 0-5V
SP DRIVE LOAD
I/O RELAYS K1-8
I/O RELAYS K17-24
510 / P11
530 / P13
P24 / 990
550 / P10
P21 / 980
P22 / 730B
520 / P12 I/O RELAYS K9-16
540 / P14 I/O RELAYS K25-32
D1 +5V
D2 HALT
JOG INFO
750 / P18
720 / P16
SP SPEED CMD
SP ENCODER OUTPUT
1000 / P20
640C/P33
C DRIVE SIGNAL
X ENCODER OUTPUT
660 / P6
640B/P32
B DRIVE SIGNAL
Y ENCODER OUTPUT
670 / P7
640 / P5
A DRIVE SIGNAL
Z ENCODER OUTPUT
680 / P8
630 / P4
Z DRIVE SIGNAL
A ENCODER OUTPUT
690 / P9
620 / P3
Y DRIVE SIGNAL
B ENCODER OUTPUT
690/B/P30
610 / P2
X DRIVE SIGNAL
C ENCODER OUTPUT
690/B/P31
860 / P15
LOW VOLTAGE
ADDRESS BUSS P19
DATA BUSS P1

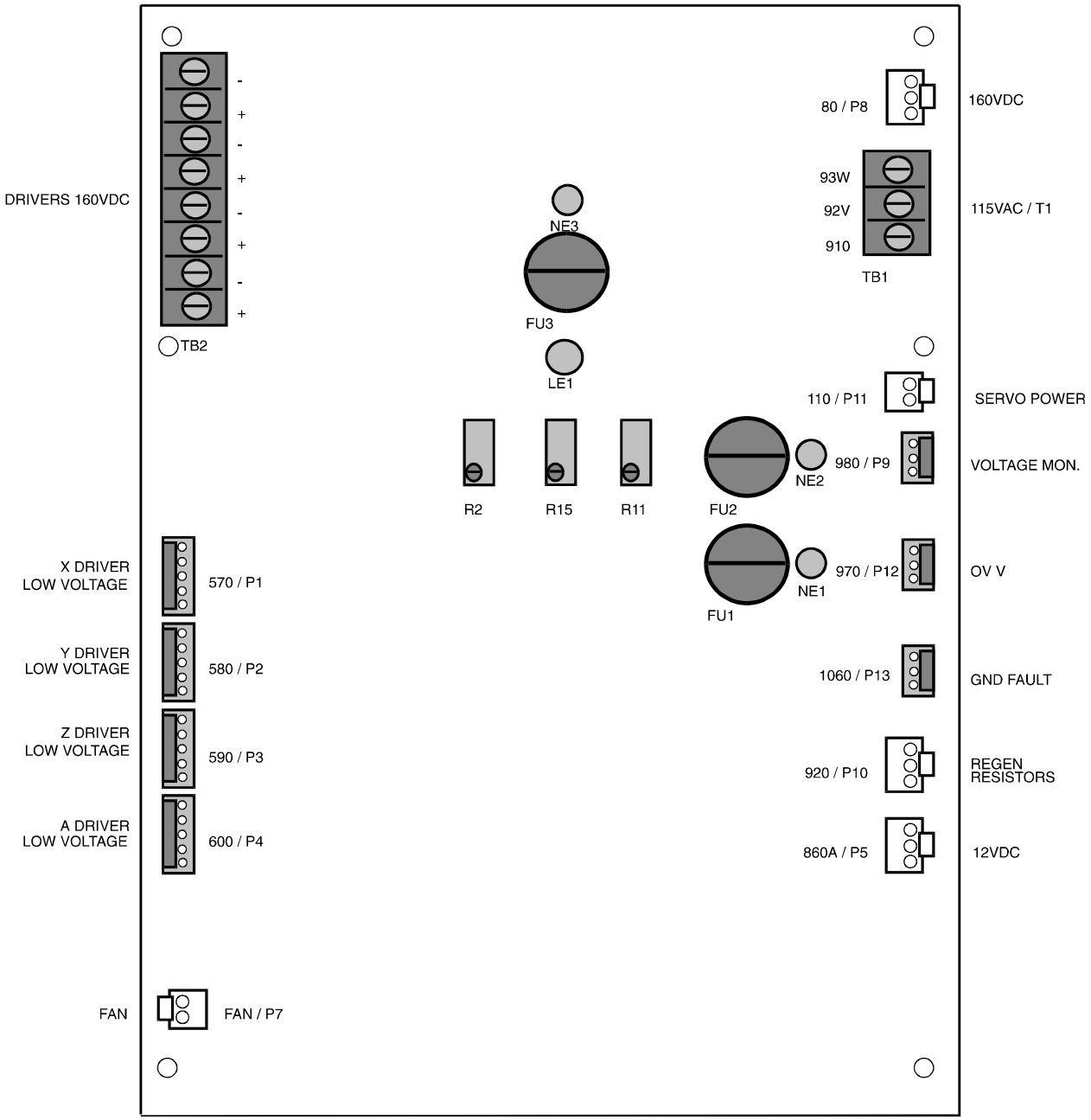
MOCON PCB - P/N 32-4023
CABLE CONNECTIONS

MOCON PLUG #	CABLE #	SIGNAL NAME ⇨ TO ⇨	LOCATION	PLUG #
P1	———	DATA BUSS	VIDEO PCB	———
			MICRO PROC. PCB	———
P2	610	X DRIVE SIGNAL	X SERVO DRIVE AMP.	P
P3	620	Y DRIVE SIGNAL	Y SERVO DRIVE AMP.	P
P4	630	Z DRIVE SIGNAL	Z SERVO DRIVE AMP.	P
P5	640	A DRIVE SIGNAL	A SERVO DRIVE AMP.	P
P32	640B	B DRIVE SIGNAL	B SERVO DRIVE AMP.	P
P6	660	X ENCODER OUTPUT	X ENCODER	———
P7	670	Y ENCODER OUTPUT	Y ENCODER	———
P8	680	Z ENCODER OUTPUT	Z ENCODER	———
P9	690	A ENCODER OUTPUT	A ENCODER	———
P30	690B	B ENCODER OUTPUT	B ENCODER	———
P10	550	MOTIF INPUTS/ I/O OUTPUTS	I/O PCB	P4
P11	510	I/O RELAYS 1-8	I/O PCB	P1
P12	520	I/O RELAYS 9-16	I/O PCB	P2
P13	530	I/O RELAYS 17-24	I/O PCB	P51
P14	540	I/O RELAYS 25-32	I/O PCB	P3
P15	860	LOW VOLTAGE	POWER SUPPLY PCB	———
P16	720	SP. SPEED COMMAND	SPINDLE DRIVE	———
P18	750	JOG INFO	JOG HANDLE	———
P19		ADDRESS BUSS	VIDEO PCB	———
			MICRO PROC. PCB	———
P20	1000	SP. ENCODER OUTPUT	SPINDLE ENCODER	———
P21	980	VOLTAGE MONITOR	N/A	N/A
P22	730B	SP. DRIVE LOAD	SPINDLE DRIVE	———
P24	990	HOME SENSORS	X, Y & Z LIMIT	———


VOLTAGE MON. 0-5V
SP TEMP
SP DRIVE LOAD
980/ P17
1020 P21
730B P22
MOTIF INPUTS / I/O OUTPUTS
550 / P10
JOG INFO
750 / P18
X ENCODER OUTPUT
660 / P6
Y ENCODER OUTPUT
670 / P7
Z ENCODER OUTPUT
680 / P8
A ENCODER OUTPUT
690 / P9
HOME SENSORS
990/ P24
SP ENCODER OUTPUT
1000 / P20
R54
510 / P11
I/O RELAYS K1-8
520 / P12
I/O RELAYS K9-16
530 / P13
I/O RELAYS K17-24
540 / P14
I/O RELAYS K25-32
720 / P16
SP SPEED CMD
640 / P5
A DRIVE SIGNAL
630 / P4
Z DRIVE SIGNAL
620 / P3
Y DRIVE SIGNAL
610 / P2
X DRIVE SIGNAL
860 / P15
LOW VOLTAGE
ADDRESS BUSS
DATA BUSS

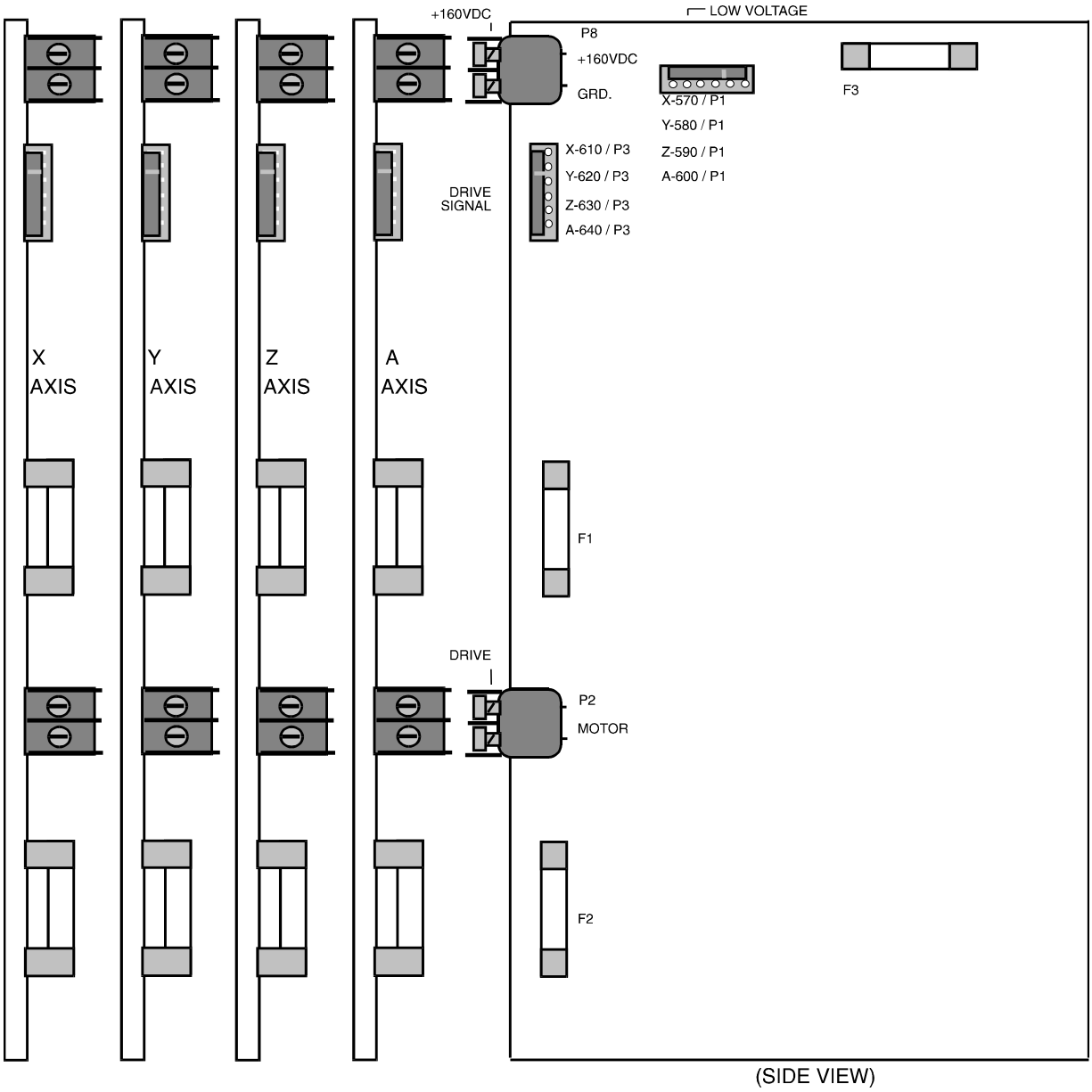
MOTIF PCB - P/N 32-4020
CABLE CONNECTIONS

MOTIF PLUG #	CABLE #	SIGNAL NAME ⇨ TO ⇨	LOCATION	PLUG #
ADDRESS	———	ADDRESS BUSS	VIDEO PCB	———
& DATA	———	DATA BUSS	MICRO PROC. PCB	———
P2	610	X DRIVE SIGNAL	X SERVO DRIVE	P3
P3	620	Y DRIVE SIGNAL	Y SERVO DRIVE	P3
P4	630	Z DRIVE SIGNAL	Z SERVO DRIVE	P3
P5	640	A DRIVE SIGNAL	A SERVO DRIVE	P3
P6	660	X ENCODER OUTPUT	X ENCODER	———
P7	670	Y ENCODER OUTPUT	Y ENCODER	———
P8	680	Z ENCODER OUTPUT	Z ENCODER	———
P9	690	A ENCODER OUTPUT	A ENCODER	———
P10	550	MOTIF INPUTS / I/O OUTPUTS	I/O PCB	P4
P11	510	I/O RELAYS 1-8	I/O PCB	P1
P12	520	I/O RELAYS 9-16	I/O PCB	P2
P13	530	I/O RELAYS 17-24	I/O PCB	P51
P14	540	I/O RELAYS 25-32	I/O PCB	P3
P15	860	LOW VOLTAGE	POWER SUPPLY PCB	———
P16	720	SP. SPEED COMMAND	SPINDLE DRIVE	———
P17	980	VOLTAGE MONITOR	SDIST PCB	P9
P18	750	JOG INFO.	JOG HANDLE	———
P20	1000	SP. ENCODER OUTPUT	SPINDLE ENCODER	———
P21	1020	SP. TEMP	SPINDLE	———
P22	730B	SP. DRIVE LOAD	SPINDLE DRIVE	———
P24	990	HOME SENSORS	X, Y & Z LIMIT SW.	———


DRIVERS 160VDC
- + - + - + - +
TB2
NE3
FU3
LE1
R2
R15
R11
FU2
NE2
FU1
NE1
80 / P8
160VDC
93W
92V
910
115VAC / T1
TB1
110 / P11
SERVO POWER
980 / P9
VOLTAGE MON.
970 / P12
OV V
1060 / P13
GND FAULT
920 / P10
REGEN RESISTORS
860A / P5
12VDC
X DRIVER LOW VOLTAGE
570 / P1
Y DRIVER LOW VOLTAGE
580 / P2
Z DRIVER LOW VOLTAGE
590 / P3
A DRIVER LOW VOLTAGE
600 / P4
FAN
FAN / P7

SERVO DISTRIBUTION (SDIST) PCB - P/N 32-5020
CABLE CONNECTIONS

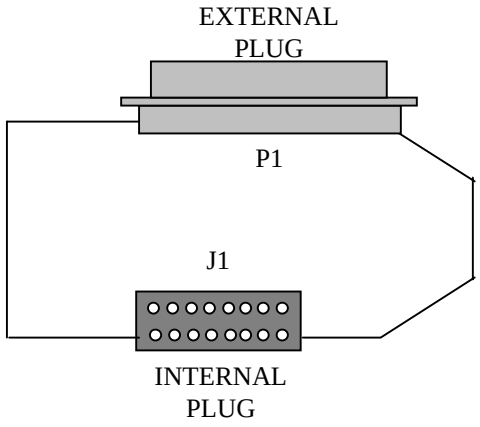
I/O PLUG #	CABLE #	SIGNAL NAME ⇨ TO ⇨	LOCATION	PLUG #
P1	570	X DRIVER LOW VOLTAGE	X SERVO DRIVER	P1
P2	580	Y DRIVER LOW VOLTAGE	Y SERVO DRIVER	P1
P3	590	Z DRIVER LOW VOLTAGE	Z SERVO DRIVER	P1
P4	600	A DRIVER LOW VOLTAGE	A SERVO DRIVER	P1
P5	860A	12VDC	POWER SUPPLY PCB	——
P7	FAN	FAN VOLTAGE	FAN (SERVO)	——
P8	80	160VDC	I/O PCB	P32
P9	980	VOLTAGE MONITOR	MOTIF PCB	P17
P10	920	REGEN RESISTORS	REGEN RESISTORS	——
P11	110	SERVO POWER	I/O PCB	P5
P12	970	OV V	I/O PCB	P18
P13	1060	GND FAULT	I/O PCB	P43
TB1	N/A	115VAC FROM T1	T1	——
TB2	N/A	160VDC TO AMPS.	SERVO DRIVERS	P8


+160VDC
LOW VOLTAGE
P8
+160VDC
GRD.
X-570 / P1
Y-580 / P1
Z-590 / P1
A-600 / P1
F3
X-610 / P3
Y-620 / P3
Z-630 / P3
A-640 / P3
DRIVE SIGNAL
X AXIS
Y AXIS
Z AXIS
A AXIS
F1
DRIVE
P2
MOTOR
F2

(SIDE VIEW)

SERVO DRIVER PCBs - P/N 32-4070
CABLE CONNECTIONS

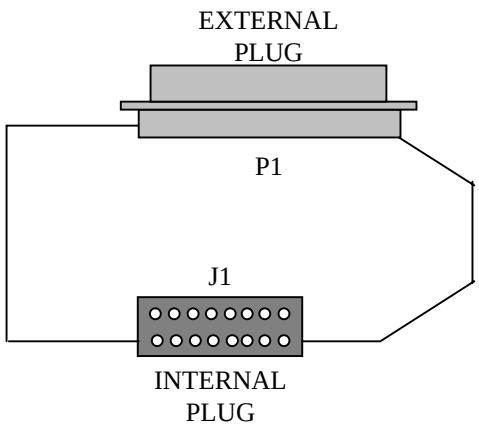
I/O PLUG #	CABLE #	SIGNAL NAME	⇨ TO ⇨	LOCATION	PLUG #
X AXIS					
P1	570	LOW VOLTAGE		SDIST PCB	P1
P2	——	MOTOR DRIVE		X SERVO MOTOR	——
P3	610	X DRIVE SIGNAL		MOTIF PCB	P2
P8	——	+160VDC		SDIST PCB	TB2
Y AXIS					
P1	580	LOW VOLTAGE		SDIST PCB	P2
P2	——	MOTOR DRIVE		Y SERVO MOTOR	——
P3	620	X DRIVE SIGNAL		MOTIF PCB	P3
P8	——	+160VDC		SDIST PCB	TB2
Z AXIS					
P1	590	LOW VOLTAGE		SDIST PCB	P3
P2	——	MOTOR DRIVE		Z SERVO MOTOR	——
P3	630	X DRIVE SIGNAL		MOTIF PCB	P4
P8	——	+160VDC		SDIST PCB	TB2
A AXIS					
P1	600	LOW VOLTAGE		SDIST PCB	P4
P2	——	MOTOR DRIVE		A SERVO MOTOR	——
P3	640	X DRIVE SIGNAL		MOTIF PCB	P5
P8	——	+160VDC		SDIST PCB	TB2



RS-232 PORT #1 PCB - P/N 32-4090

CABLE CONNECTIONS

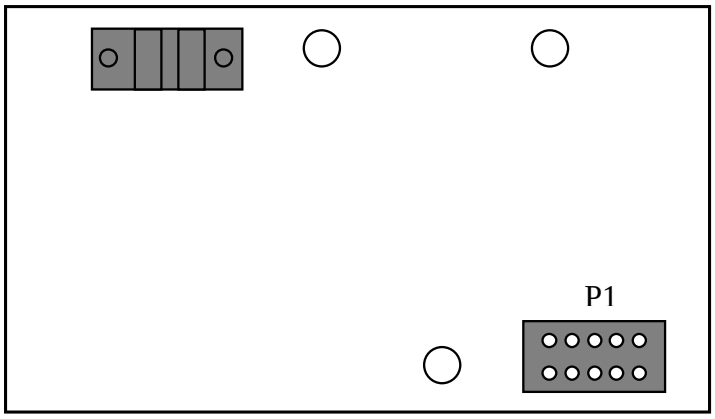
PLUG #	CABLE #	⇨ TO ⇨	LOCATION	PLUG #
P1 INTERNAL	850		VIDEO & KEYBOARD	J13
J1 EXTERNAL	———		———	———



RS-422 PORT #1 PCB - P/N 32-4091A

CABLE CONNECTIONS

PLUG #	CABLE #	⇨ TO ⇨	LOCATION	PLUG #
P1 INTERNAL	850		VIDEO & KEYBOARD	J13
J1 EXTERNAL	———		———	———



OPTICAL ENCODER PCB - P/N 32-5010

CABLE CONNECTIONS

PLUG #	CABLE #	⇨ TO ⇨	LOCATION	PLUG #
P1	690B		MOCON	——

CABLE LIST

CNC WIRING OVERALL
28-Mar-96

The following is a summary of the cables used in the wiring of this control:

WIRE/ TERMINAL NUMBER	FUNCTION NAME:
GND	INCOMING EARTH GROUND #8 -FROM INCOMING POWER GROUND -TO CHASSIS GROUND -TO 160 VDC RETURN -TO SHIELD OF ALL BULK CABLES **-TO LOGIC RETURN (D GROUND 65)**
L1	INCOMING 230VAC, PHASE 1, TO CB1-1 #10
L2	INCOMING 230VAC, PHASE 2, TO CB1-2 #10
L3	INCOMING 230VAC, PHASE 3, TO CB1-3 #10
L4	230VAC, PHASE 1, CB1 TO K1-1 #10
L5	230VAC, PHASE 2, CB1 TO K1-2 #10
L6	230VAC, PHASE 3, CB1 TO K1-3 #10
R/L7	230VAC FROM K1 TO SPINDLE DRIVE, PHASE 1 #10
S/L8	230VAC FROM K1 TO SPINDLE DRIVE, PHASE 2 #10
T/L9	230VAC FROM K1 TO SPINDLE DRIVE, PHASE 3 #10
71/L4	FUSED 230 VAC (FROM MAIN CB1-4 TO K1-1) #10
72/L5	FUSED 230 VAC (FROM MAIN CB1-5 TO K1-2) #10
73/L6	FUSED 230 VAC (FROM MAIN CB1-6 TO K1-3) #10
74/R	230 VAC (FROM MAIN CONTACTOR K1-4) #12
75/S	230 VAC (FROM MAIN CONTACTOR K1-5) #12
76/T	230 VAC (FROM MAIN CONTACTOR K1-6) #12
77	230VAC FUSED 12A TO 3 PH XFORMER T1 #12
78	230VAC FUSED 12A TO 3 PH XFORMER T1 #12
79	230VAC FUSED 12A TO 3 PH XFORMER T1 #12
80	DISTRIBUTED 160 VDC - SHIELD +2
81	+160 VDC HIGH VOLTAGE SUPPLY #16
82	160 VDC RETURN #16
90	115 VAC FROM TRANSFORMER T1
91/U	STEPPED-DOWN 115 VAC (FROM XFRMER T1) #12
92/V	STEPPED-DOWN 115 VAC (FROM XFRMER T1) #12
93/W	STEPPED-DOWN 115 VAC (FROM XFRMER T1) #12
90A	115 VAC TO CRT - SHIELD +2
92	LEG 1 #16
93	LEG 2 #16
90B	115 VAC TO HEAT EXCHANGER - SHIELD +2

91 LEG 1 #16
93 LEG 2 #16

90C 115 VAC TO CB4 - SHIELD +2
91 LEG 1 #16
92 LEG 2 #16

100 M-FIN (IOASM TO SIDE OF BOX)
101 LEG 1 #16
102 LEG 2 #16

110 SERVO POWER CONTROL - SHIELD +2
111 GROUND RETURN
112 RELAY DRIVER SINKS 12VDC TO GROUND

120 CHIP CONVEYOR COMMAND CABLE SHIELD +4 #20
(REMOVED IN REV J IOPCB)

130 OVERCURRENT SENSE FROM CHIP CONVEYOR
(REMOVED IN REV J IOPCB)

140 230VAC 3PH POWER TO CHIP CONVEYOR MOTOR (5 +SHIELD)
141 PHASE A 230VAC
142 PHASE B 230VAC
143 PHASE C 230VAC
144 STARTING WINDING 230VAC
145 STARTING WINDING 230VAC

140A 230VAC 3PH POWER IN CONDUIT TO CHIP CONVEYOR

150 12VDC TO CHIP CONVEYOR CONTROL PCB
(REMOVED IN REV J IOPCB)

160 3PH 230VAC TO CHIP CONVEYOR CONTROLLER
161 PHASE A 230VAC
162 PHASE B 230VAC
163 PHASE C 230VAC

170 AUTO OFF FUNCTION - SHIELD +2
172 RELAY 1-7 COMMON (C7) ; AUTO OFF
173 RELAY 1-7 N.O.

180 COOLANT SPIGOT DETENT SWITCH
181 SIGNAL
182 COMMON

190 UNCLAMP FROM SPINDLE HEAD TO IOASM
191 INPUT 25
192 DIGITAL RETURN

200 COOLANT SPIGOT MOTOR (12VDC)
201 MOTOR +
202 MOTOR -

210 DATA CABLE TO 3" FLOPPY DISK DRIVE (40 PINS)

220 SERVO BRAKE 115VAC - SHIELD +2
221 115VAC COMMON
222 115VAC SWITCHED

230 5'th AXIS BRAKE - SHIELD +2
231 115VAC COMMON
232 115VAC SWITCHED

240 SPARE INPUTS FROM IOPCB P25
241 COMMON
242 SPARE 3
243 SPARE 4

250 HORIZONTAL TOOL CHANGER SHUTTLE VALVE - SHIELD +2
251 COMMON 115VAC
252 SWITCHED 115VAC

260 K210 CABLING FOR EC

270 K111 CABLING FOR EC

280 RED/GREEN STATUS LIGHT WIRING
281 RED LAMP 115VAC
282 GREEN LAMP 115VAC
283 COMMON 115VAC

290 230VAC TO TRANSFORMER T2 (deleted 1-Aug-90)

300 115VAC TO SPINDLE MOTOR FAN/OIL PUMP/OILER
301 LEG 1 115VAC FUSED AT 3 A #18
302 LEG 2 115VAC FUSED AT 3 A #18

310 SOLENOIDS OUTPUT TO HORIZONTAL PALLET CHANGER
311 115VAC COMMON
312 UNSCREW
313 SCREW
314 DB DOWN
315 PALLET UP
316 PALLET CW
317 PALLET CCW

320 SWITCH INPUTS FROM HORIZONTAL PALLET CHANGER
321 SWITCHES COMMON
322 DB DOWN
323 PALLET UP
324 PALLET DOWN
325 PALLET CW
326 PALLET CCW
327 SCREW IN *
328 FIXTURE CLAMPED *

330 230V 3PH FROM CB6 TO K2 (LATHE HYDRAULICS)
331
332
333

340 230V 3PH FROM K2 TO HYDRAULIC PUMP (LATHE)
341
342
343

350 SERVO BRAKE RELEASE 115VAC - SHIELD +2
351 LEG 1 COMMON
352 LEG 2 SWITCHED

360-389 RESERVED

390 115VAC TO 4'TH AXIS BRAKE (LATHE PART DOOR) - SHIELD +2
391 LEG 1 #18
392 LEG 2 SWITCHED #18

400 SPINDLE DRIVE COAST COMMAND - SHIELD +2
401 LOGIC COMMON #20
402 SPINDLE COAST COMMAND #20

410-483 RESERVED

490 ALL WIRES CARRYING SERVO MOTOR DRIVE POWER (all #14)
491 A PHASE
492 B PHASE
493 C PHASE
494 GROUND

490A A AXIS MOTOR POWER
490B B AXIS MOTOR POWER
490X X AXIS MOTOR POWER
490Y Y AXIS MOTOR POWER
490Z Z AXIS MOTOR POWER

500 OVERTEMP SENSOR FROM SPINDLE MOTOR - SHIELD +2
501 OVERTEMP WIRE 1 #20 (N.C.)
502 OVERTEMP WIRE 2 #20

510 RELAY CARD 1 DRIVE CABLE - 16 WIRE RIBBON #24

520 RELAY CARD 2 DRIVE CABLE - 16 WIRE RIBBON #24

530 RELAY CARD 3 DRIVE CABLE - 16 WIRE RIBBON #24

540 RELAY CARD 4 DRIVE CABLE - 16 WIRE RIBBON #24

550 INPUTS CARD CABLE (MOTIF-P10) 34 WIRE RIBBON #24

560 TO MICROPROCESSOR P8 (REMOVED NOV-94)
561 -12V FROM 862 AT SUPPLY TO P8-1 #24
562 Gnd FROM 865 AT SUPPLY TO P8-4 #24

570 X AXIS DRIVER LOW VOLTAGE POWER - 6 WIRE RIBBON
571 14 VAC LEG 1 (DRIVER P2-1 #24
572 14 VAC LEG 2 (DRIVER P2-2 #24
573 16 VAC LEG 1 (DRIVER P2-3 #24
574 16 VAC LEG 2 (DRIVER P2-4 #24

575 CHASSIS GROUND (DRIVER P2-5 #24
576 CHASSIS GROUND (DRIVER P2-6 #24

580 Y AXIS DRIVER LOW VOLTAGE POWER (LATHE T.S)
(SAME AS 571 to 576)

590 Z AXIS DRIVER LOW VOLTAGE POWER
(SAME AS 571 to 576)

600 A AXIS DRIVER LOW VOLTAGE POWER
(SAME AS 571 to 576)

610 X AXIS DRIVER CONTROL CABLE
611..616 TBD FOR BRUSH & BRUSHLESS

620 Y AXIS DRIVER CONTROL CABLE
(SAME AS 611-616)

630 Z AXIS DRIVER CONTROL CABLE
(SAME AS 611-616)

640 A AXIS DRIVER CONTROL CABLE
(SAME AS 611-616)

640B B AXIS DRIVER CONTROL CABLE

650 THREE PHASE POWER TO SPINDLE MOTOR - SHIELD +3
651 LEG 1 OF 230VAC #14
652 LEG 2 #14
653 LEG 3 #14

660 X-ENCODER CABLE
661 LOGIC RETURN (D GROUND) #24
662 ENCODER A CHANNEL #24
663 ENCODER B CHANNEL #24
664 +5 VDC #24
665 ENCODER Z CHANNEL #24 (OR C)
666 HOME/LIMIT SW #24
667 OVERHEAT SWITCH #24
668 ENCODER A*
669 ENCODER B*
66T ENCODER Z* (OR C*)

670 Y-ENCODER CABLE
(SAME AS 661-66T)

680 Z-ENCODER CABLE
(SAME AS 661-66T)

690 A-ENCODER CABLE
(SAME AS 661-66T)
690B B AXIS ENCODER CABLE

700 KEYBOARD CABLE - 34 WIRE RIBBON WITH IDC
(FROM VIDEO P4 TO KBIF P1)

710 FORWARD/REVERSE/RESET TO SPINDLE - SHIELD +4
711 FORWARD COMMAND (SP DR CN1-18 TO IO P9-4) #24
712 REVERSE COMMAND (CN1-19 TO IO P9-3) #24
713 RESET COMMAND (CN1-21 TO IO P9-2) #24
714 COMMON (CN1-14 TO IO P9-1) #24

720 ANALOG SPEED COMMAND TO SPINDLE - SHIELD +2
721 0 TO +10 VOLTS SPEED COMMAND (SPINDLE DRIVE CN1-1) #24
722 SPEED COMMAND REFERENCE (A GROUND) (CN1-17) #24

730 POWER METER FROM SPINDLE DRIVE TO KBIF - SHIELD +2
731 METER + (SPINDLE DRIVE CN1-5 TO KBIF) #24
732 METER - (CN1-6 TO KBIF) #24

730A POWER METER FROM KBIF TO METER - SHIELD +2
733 METER + AFTER TRIM POT (KBIF TO METER) #24
734 METER - AFTER TRIM POT (KBIF TO METER) #24

730B ANALOG SIGNAL FROM SPINDLE DRIVE LOAD MONITOR
731 SIGNAL 0..5V
732 GROUND

740 POWER ON/OFF CABLE TO FRONT PANEL - SHIELD +4
741 POWER ON SWITCH LEG 1 (24 VAC) #24
742 POWER ON SWITCH LEG 2 #24 N.O.
743 POWER OFF SWITCH LEG 1 (24 VAC) #24
744 POWER OFF SWITCH LEG 2 #24 N.C.

750 JOG-CRANK DATA CABLE - SHIELD +4
751 LOGIC RETURN (D GROUND) (65) #24
752 ENCODER A CHANNEL #24
753 ENCODER B CHANNEL #24
754 +5 VDC #24

760 MONITOR VIDEO DATA CABLE - SHIELD +9 (all #24)
(FROM VIDEO P3 TO CRT)

770 EMERGENCY STOP INPUT CABLE - SHIELD +2
771 SIGNAL (INPUT 8) #20
772 RETURN (D GROUND) (65) #20

770A SECOND E-STOP INPUT FOR HORIZONTAL

780 STATUS CABLE FROM SPINDLE DRIVE - SHIELD +4
781 +12 VDC (SPINDLE DRIVE CN1-25) #24
782 FAULT (INPUT 18 TO CN1-24) #24
783 AT SPEED (INPUT 20 TO CN1-23) #24
784 STOPPED (INPUT 19 TO CN1-22) #24

790 SPARE INPUTS FROM IOPCB P24
791 SPARE 1
792 SPARE 2
793 COMMON

800 12VAC TO LAMP - SHIELD +2
801 UNSWITCHED LEG 1 #20

802 SWITCHED LEG 2 #20

800A CABLE FOR LAMP SWITCH - SHIELD +2

800B CABLE WITH 10VAC FROM TRANSFORMER T2 - SHIELD +2

810 TOOL CHANGER MOTORS - SHIELD +2 #20
811 TURRET MOTOR + (IO P30-2 TO P6-J) #14
812 TURRET MOTOR - (IO P30-1 TO P6-I) #14

810A TOOL CHANGER MOTORS - SHIELD +2 #20
813 SHUTTLE MOTOR - (IO P30-4 TO P6-A) #14
814 SHUTTLE MOTOR + (IO P30-3 TO P6-B) #14

820 TOOL CHANGER STATUS - SHIELD +7
821 LOGIC RETURN (D GROUND) (P6-F/H/L/M) #24
822 GENEVA MARK (INPUT 5 TO P6-G) #24 (LATHE PART DOOR)
823 TOOL #1 (INPUT 3 TO P6-E) #24
824 SHUTTLE IN (INPUT 1 TO P6-C) #24 (LATHE TURRET CLAMPED)
825 SHUTTLE OUT (INPUT 2 TO P6-D) #24 (LATHE TURRET UNCLAMPED)

830 OVERHEAT THERMOSTAT - SHIELD +2
831 OVERHEAT SIGNAL (INPUT 14) #20
832 OVERHEAT RETURN (D GROUND) (65) #20

840 CIRCUIT BREAKER FOR 160 VDC - SHIELD +2
841 LEG 1 (TO 81) #14
842 LEG 2 #14

850 SERIAL PORT #1 INTERFACE CABLE (16 WIRE RIBBON #24)

850A SERIAL PORT #2 INTERFACE CABLE (16 WIRE RIBBON #24)

860 +12V/+5V/Gnd POWER CABLES - 4 WIRE (all #18)
861 +12 VOLTS
862 -12 VOLTS FROM LOW V SUPPLY TO 68020 PCB
863 +5 VOLTS
864 -5 VOLTS
865 LOGIC POWER RETURN (D GROUND)
866 POWER GOOD SIGNAL FROM SUPPLY

860A 12 VOLT POWER TO IOPCB - SHIELD +2
861 +12 VOLTS
865 LOGIC POWER RETURN (D GROUND)

860B +5 POWER TO 3" FLOPPY DRIVE

860C +5,+12,-12 POWER TO 68030

870 115VAC TO OILER - SHIELD +2
871 115VAC LEG 1 #18
872 115VAC LEG 2 #18

880A HIGH/LOW GEAR UNCLAMP/LOCK SOLENOID POWER - SHIELD +6
881 115 VAC SOLENOID COMMON (IO P12-5) #18
882 HIGH GEAR SOLENOID (IO P12-4) #18

883 LOW GEAR SOLENOID (IO P12-3) #18
884 TOOL UNCLAMP SOLENOID (IO P12-2) #18
885 SPINDLE LOCK SOLENOID (IO P12-1) #18
886 PRE-CHARGE SOLENOID #18 (IO P12-7)

880B TRANSMISSION HIGH/LOW GEAR SOLENOIDS FOR LATHE
881 115 VAC SOLENOID COMMON (IO P12-5) #18
882 HIGH GEAR SOLENOID (IO P12-4) #18
883 LOW GEAR SOLENOID (IO P12-3) #18

890 SPINDLE STATUS SWITCHES SHIELD +6
891 SIGNAL RETURN (D GROUND) (65) #24
892 HIGH GEAR (INPUT 6) #24
893 LOW GEAR (INPUT 7) #24
894 TOOL UNCLAMPED (INPUT 15) #24
895 TOOL CLAMPED (INPUT 16) #24
896 SPINDLE LOCKED (INPUT 17) #24

900 LOW COOLANT STATUS - SHIELD +2
901 LOW COOLANT SIGNAL (INPUT 4 TO P7-C) #20
902 LOW COOLANT RETURN (D GROUND) (65 TO P7-D) #20

910 115 VAC CIRCUIT BREAKER TO SOLENOIDS - SHIELD +2
911 LEG 1 #18
912 LEG 2 #18

910A SPARE 115VAC
910B SPARE 115VAC
910C SPARE 115VAC
910D SPARE 115VAC

920 REGENERATIVE LOAD RESISTOR FOR SERVO - SHIELD +2
921 LEG 1 #18
922 LEG 2 #18

930 FUSED 230 VAC FOR COOLANT PUMP - SHIELD +2
931 LEG 1 #14
932 LEG 2 #14

940 230 VAC TO COOLANT PUMP - SHIELD +2
941 LEG 1 (P7-A) #14
942 LEG 2 (P7-F) #14

950 LOW AIR PRESSURE SENSOR - SHIELD +3
951 LOW AIR SIGNAL (INPUT 12) #20
952 LOW AIR/OIL RETURN (D GROUND) (65) #20
953 LOW OIL PRESSURE SWITCH FOR VERTICAL TRANSMISSION #20

950A LOW HYDRAULIC PRESSURE SWITCH FOR LATHE - SHIELD +2
952 LOW HYDRAULIC RETURN (D GROUND) (65) #20
953 LOW HYD PRESSURE SWITCH FOR VERTICAL TRANSMISSION #20

960 LOW LUB/DOOR OPEN SENSORS - SHIELD +4
961 LOW LUB SIGNAL (INPUT 13) #24
962 LOW LUB RETURN (D GROUND) (65) #24
963 DOOR OPEN SIGNAL (INPUT 9) #24 (OBSOLETE OPTION)

964 DOOR OPEN RETURN (D GROUND) (65) #24 (OBSOLETE OPTION)

970 LOW VOLTAGE SENSOR - SHIELD +2
971 LOW VOL SIGNAL (INPUT 11 FROM PMON P9-3) #24
972 LOW VOL RETURN (D GROUND) (PMON P9-4) #24

980 VOLTAGE MONITOR - SHIELD +2
981 VOLTAGE MONITOR 0 TO +5 (PMON P9-1 / MOTIF P17-1) #24
982 VOLTAGE MON RET (A GND) (PMON P9-2 / MOTIF P17-2) #24

990 HOME SENSORS - SHIELD +4
991 X HOME SWITCH (MOTIF P24-2 TO P5-B) #24
992 Y HOME SWITCH (MOTIF P24-3 TO P5-D) #24 (LATHE TAIL STOCK)
993 Z HOME SWITCH (MOTIF P24-4 TO P5-L) #24
994 HOME SWITCH RETURN (MOTIF P24-1 TO P5-C) #24

1000 SPINDLE ENCODER CABLE - SHIELD +5 (LATHE TAIL STOCK)
1001 LOGIC RETURN (D GROUND) (TO MOTIF P20-1) #24
1002 ENCODER A CHANNEL (TO MOTIF P20-2) #24
1003 ENCODER B CHANNEL (TO MOTIF P20-3) #24
1004 +5 VDC (TO MOTIF P20-4) #24
1005 ENCODER Z CHANNEL (TO MOTIF P20-5) #24

1010 KEYBOARD INPUTS FROM HORIZONTAL OPERATOR PANEL
1011 CYCLE START
1012 CYCLE START
1013 FEED HOLD
1014 FEED HOLD
1015 PART READY
1016 FIXTURE ROTATE
1017 PART RDY/FIX ROT COMMON

1020 SPINDLE TEMPERATURE SENSOR CABLE - SHIELD +3
1021 SIGNAL
1022 ANALOG RETURN
1023 +5 VOLTS TO SENSOR
1024 SHIELD GROUND

1030 SPINDLE LOAD RESISTOR - SHIELD +2
1031 REGEN LOAD RESISTOR FOR SPINDLE DRIVE (B1) #18
1032 REGEN LOAD RESISTOR FOR SPINDLE DRIVE (B2) #18

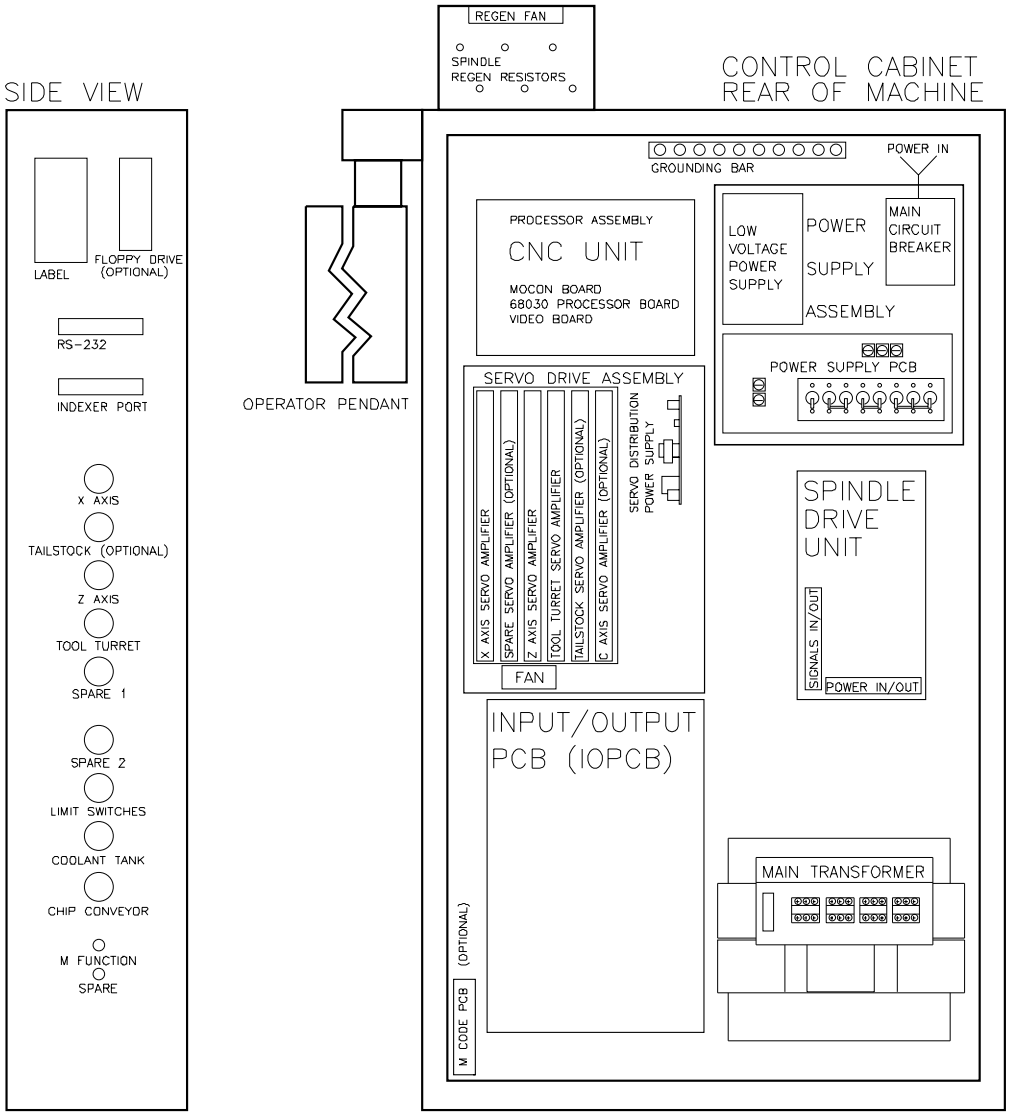
1040 Y160 (MIKRON DOOR LOCK OR HORIZONTAL PART READY LAMP)
1041 SWITCHED RELAY CONTACT
1042 SWITCHED RELAY CONTACT

1050 DOOR SWITCH WIRING THRU SUPPORT ARM - SHIELD +2
1051 DOOR OPEN SIGNAL (INPUT 9) #24
1052 DOOR OPEN RETURN (D GROUND) (65) #24

1060 GROUND FAULT DETECTION SENSE INPUT
1061 + INPUT FROM SENSE RESISTOR
1062 - INPUT FROM SENSE RESISTOR

1070 SKIP INPUT FROM SENSOR - SHIELD +2
1071 LOGIC COMMON
1072 SKIP SIGNAL

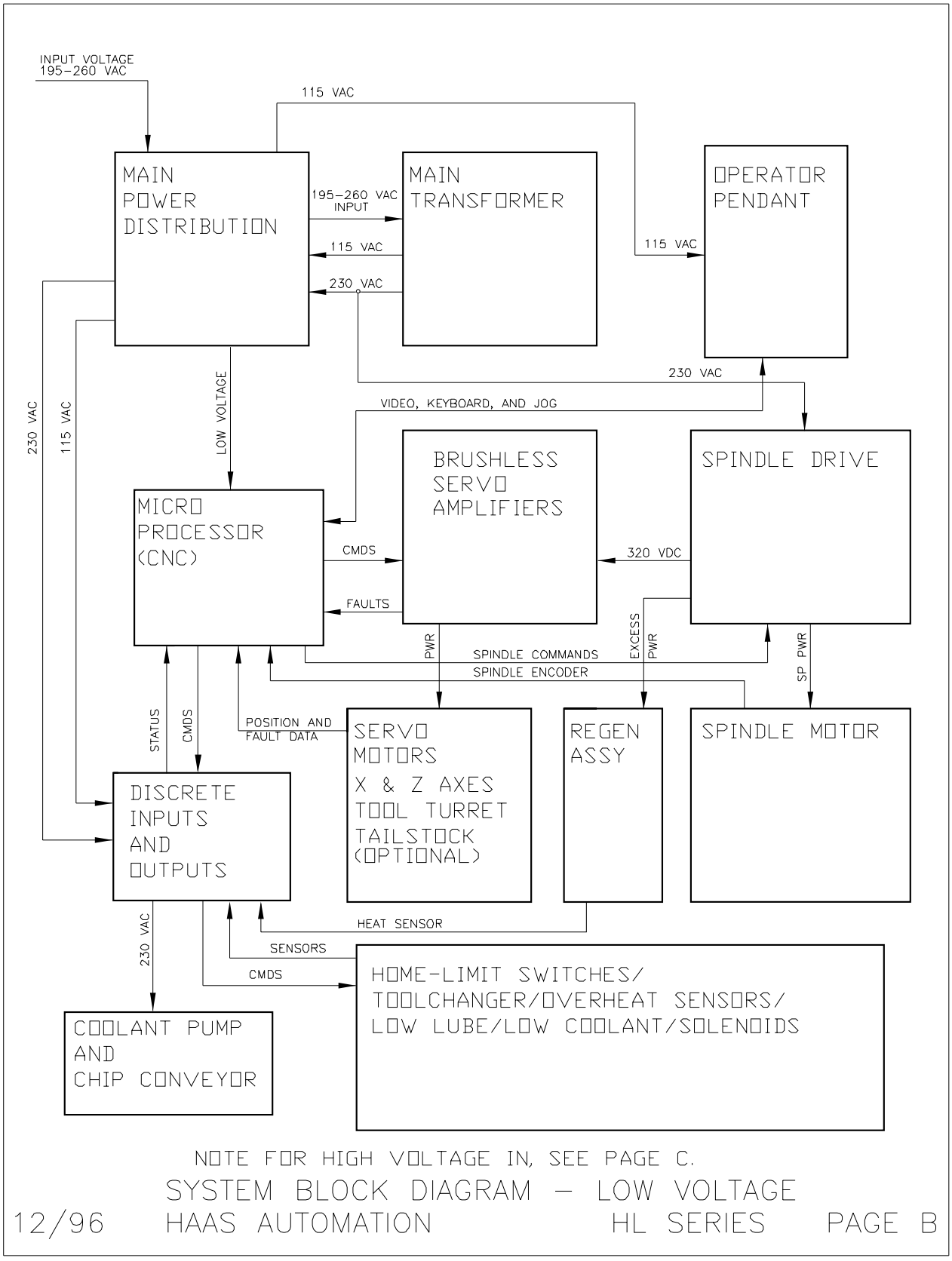
ELECTRICAL WIRING DIAGRAMS



ITEM DESCRIPTION	PAGE #	ITEM DESCRIPTION	PAGE #
CNC LAYOUT	A	RELAY COIL DRIVERS, IOPCB	8–11
SYSTEM BLOCK DIAGRAM	B,C	SPINDLE DRIVE UNIT	12
CABLE INTERCONNECT DIAGRAM	D	AXIS MOTOR & ENCODER	13,14
SERVO SYSTEM	1	CABINET CONNECTORS	15
MAIN TRANSFORMER	2,3	TOOL CHANGE MOTORS	16
CNC UNIT	4	CHIP CONVEYOR	17
115VAC CIRCUITS	5	OPERATOR PENDANT	18
INPUTS IOPCB	6,7	ELECTRICAL SYMBOLS	19

CONTROL LAYOUT DIAGRAM

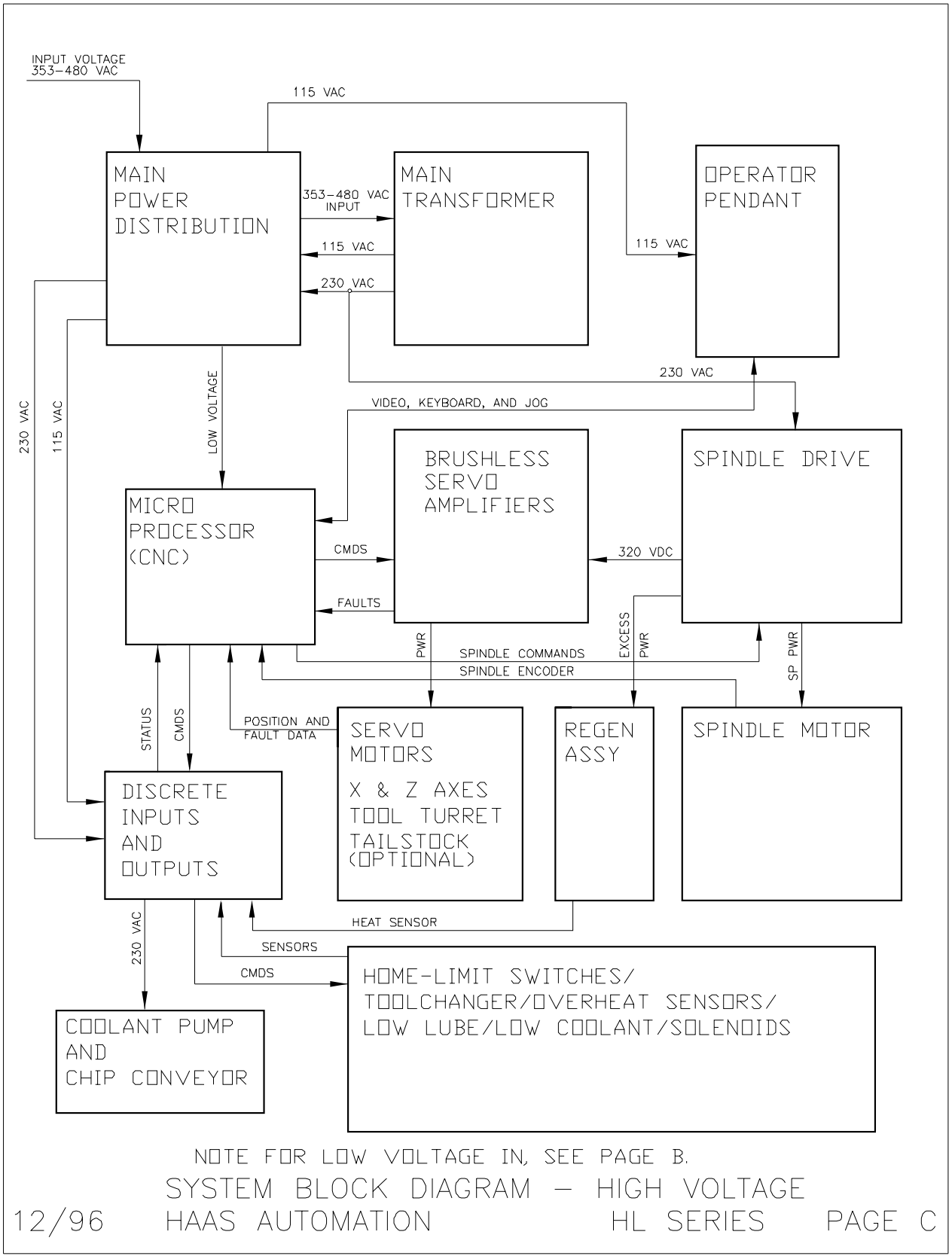
12/96 HAAS AUTOMATION HL SERIES PAGE A



NOTE FOR HIGH VOLTAGE IN, SEE PAGE C.

SYSTEM BLOCK DIAGRAM – LOW VOLTAGE

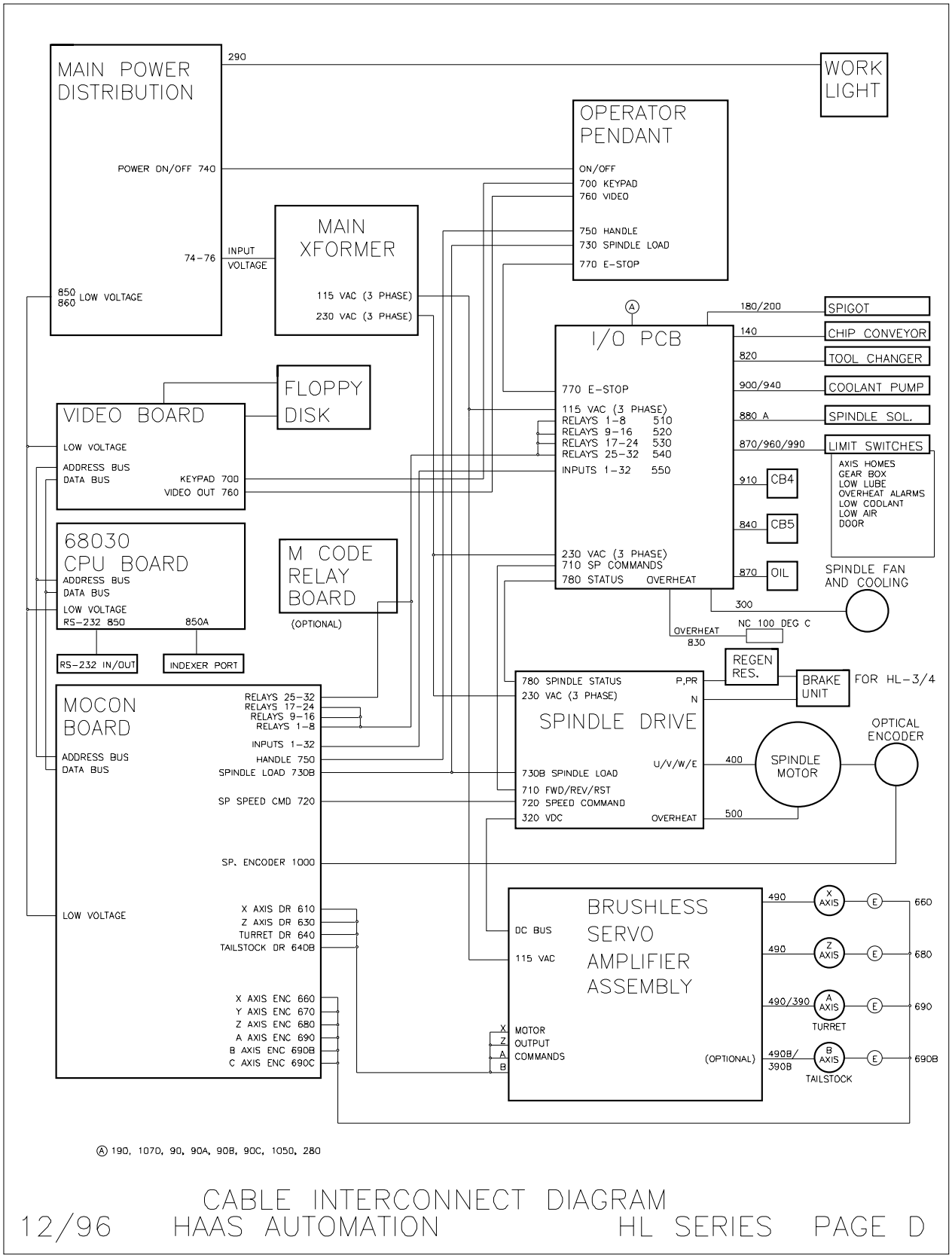
12/96 HAAS AUTOMATION HL SERIES PAGE B



NOTE FOR LOW VOLTAGE IN, SEE PAGE B.

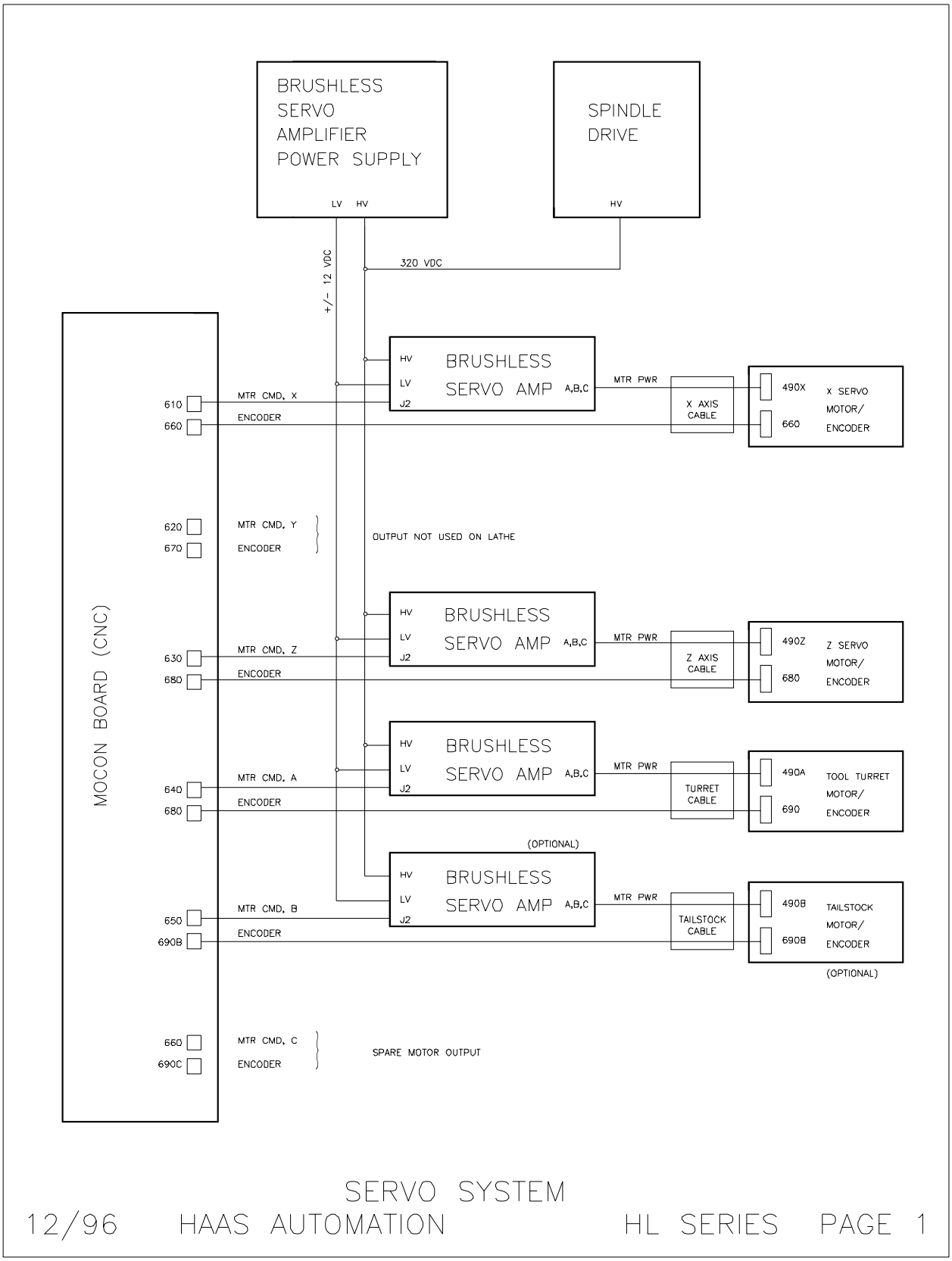
SYSTEM BLOCK DIAGRAM — HIGH VOLTAGE

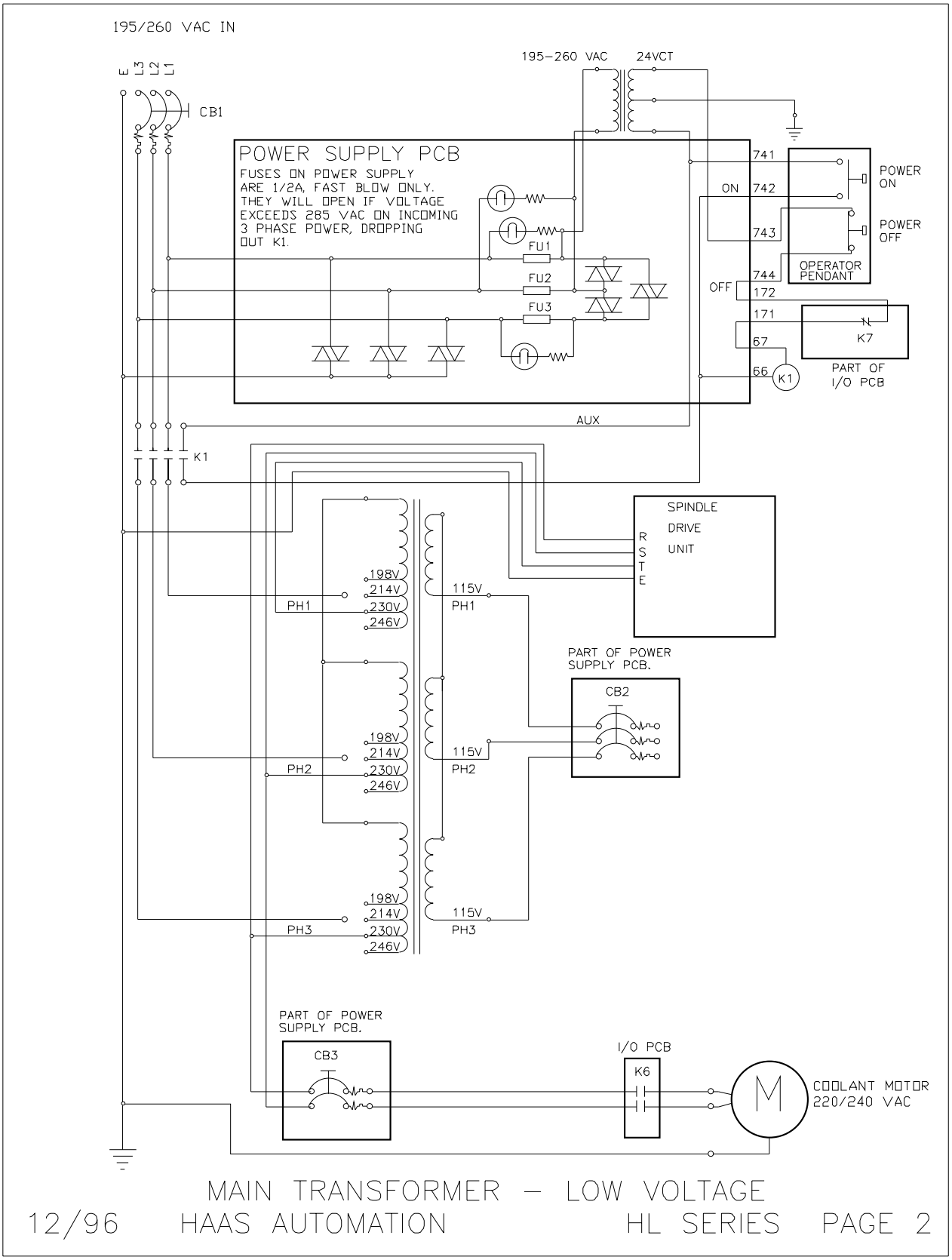
12/96 HAAS AUTOMATION HL SERIES PAGE C



CABLE INTERCONNECT DIAGRAM

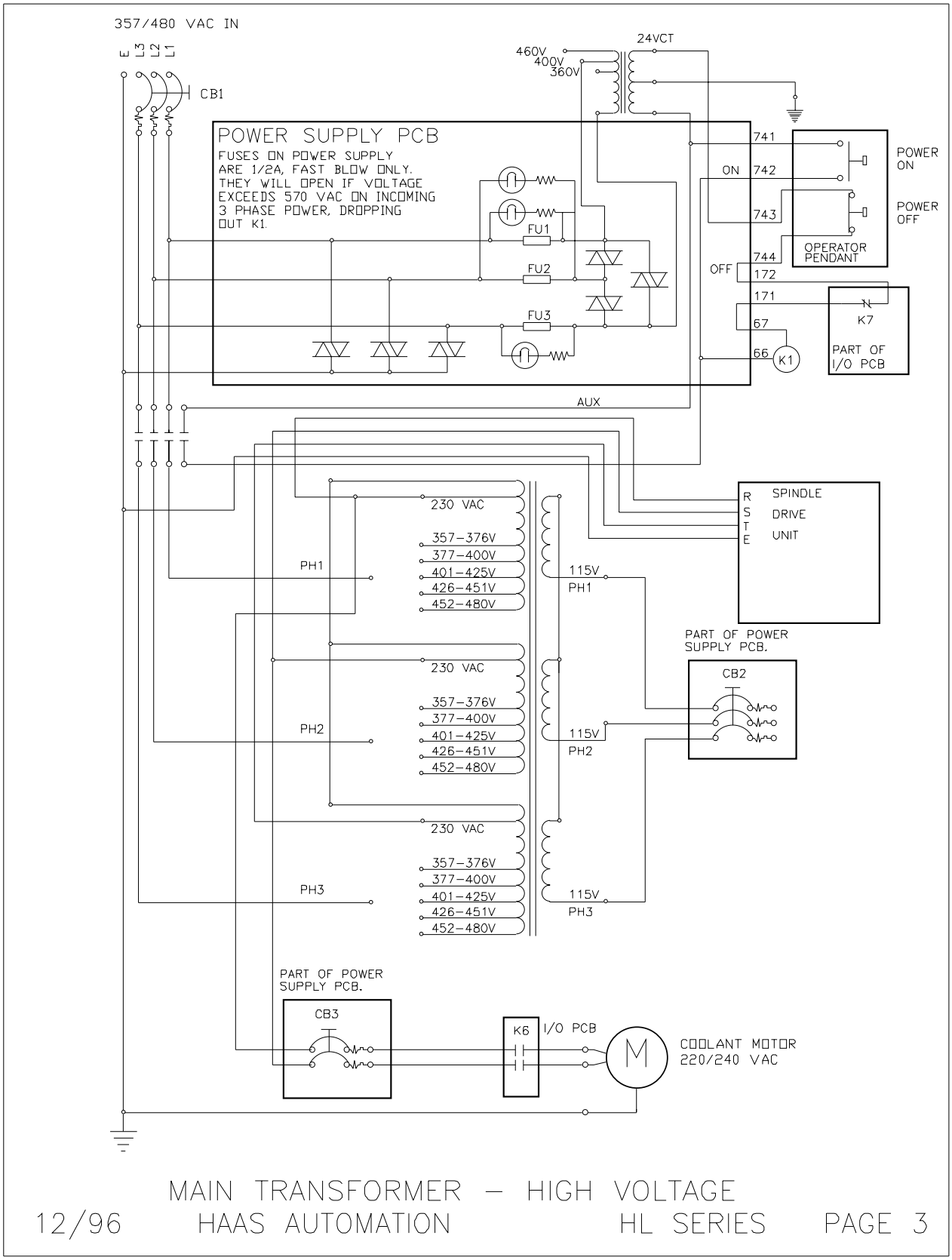
12/96 HAAS AUTOMATION HL SERIES PAGE D


BRUSHLESS SERVO AMPLIFIER POWER SUPPLY
LV HV
SPINDLE DRIVE
HV
+/- 12 VDC
320 VDC
MOCON BOARD (CNC)
610
660
MTR CMD, X
ENCODER
HV
LV
J2
BRUSHLESS SERVO AMP A,B,C
MTR PWR
X AXIS CABLE
490X
660
X SERVO MOTOR/ ENCODER
620
670
MTR CMD, Y
ENCODER
OUTPUT NOT USED ON LATHE
630
680
MTR CMD, Z
ENCODER
Z AXIS CABLE
490Z
680
Z SERVO MOTOR/ ENCODER
640
680
MTR CMD, A
ENCODER
TURRET CABLE
490A
690
TOOL TURRET MOTOR/ ENCODER
(OPTIONAL)
650
690B
MTR CMD, B
ENCODER
TAILSTOCK CABLE
490B
690B
TAILSTOCK MOTOR/ ENCODER
(OPTIONAL)
660
690C
MTR CMD, C
ENCODER
SPARE MOTOR OUTPUT
SERVO SYSTEM
12/96 HAAS AUTOMATION HL SERIES PAGE 1



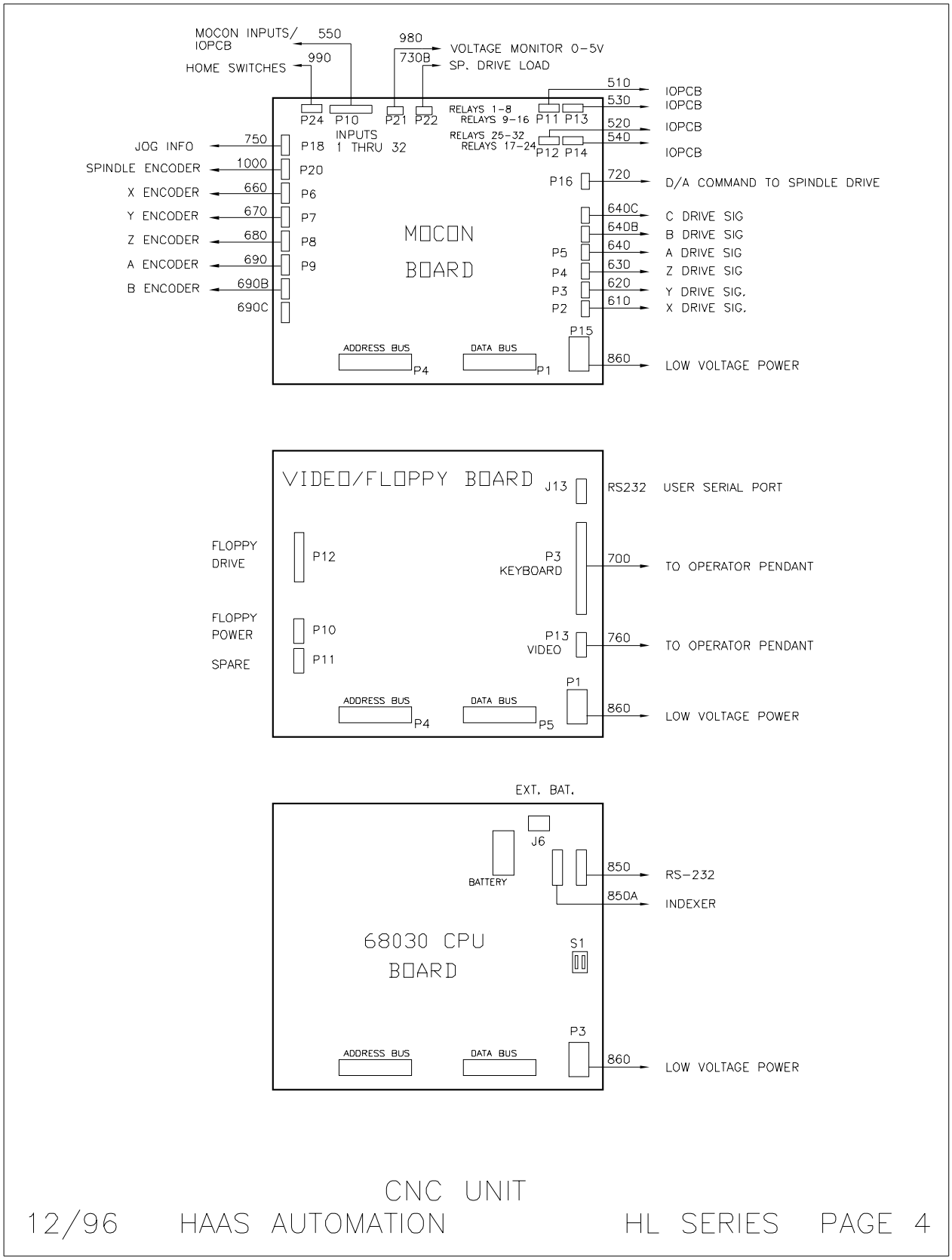
MAIN TRANSFORMER – LOW VOLTAGE

12/96 HAAS AUTOMATION HL SERIES PAGE 2



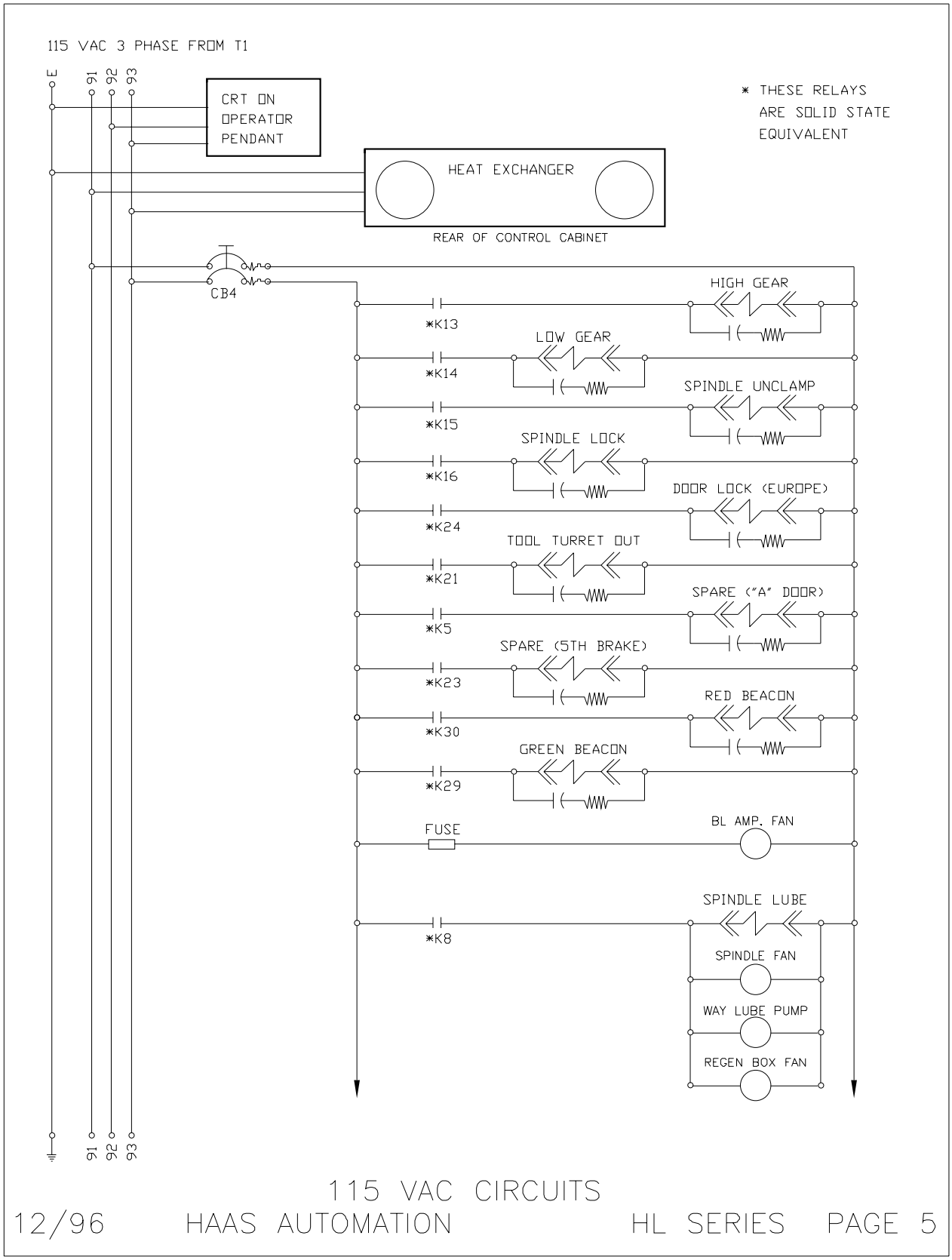
MAIN TRANSFORMER – HIGH VOLTAGE

12/96 HAAS AUTOMATION HL SERIES PAGE 3



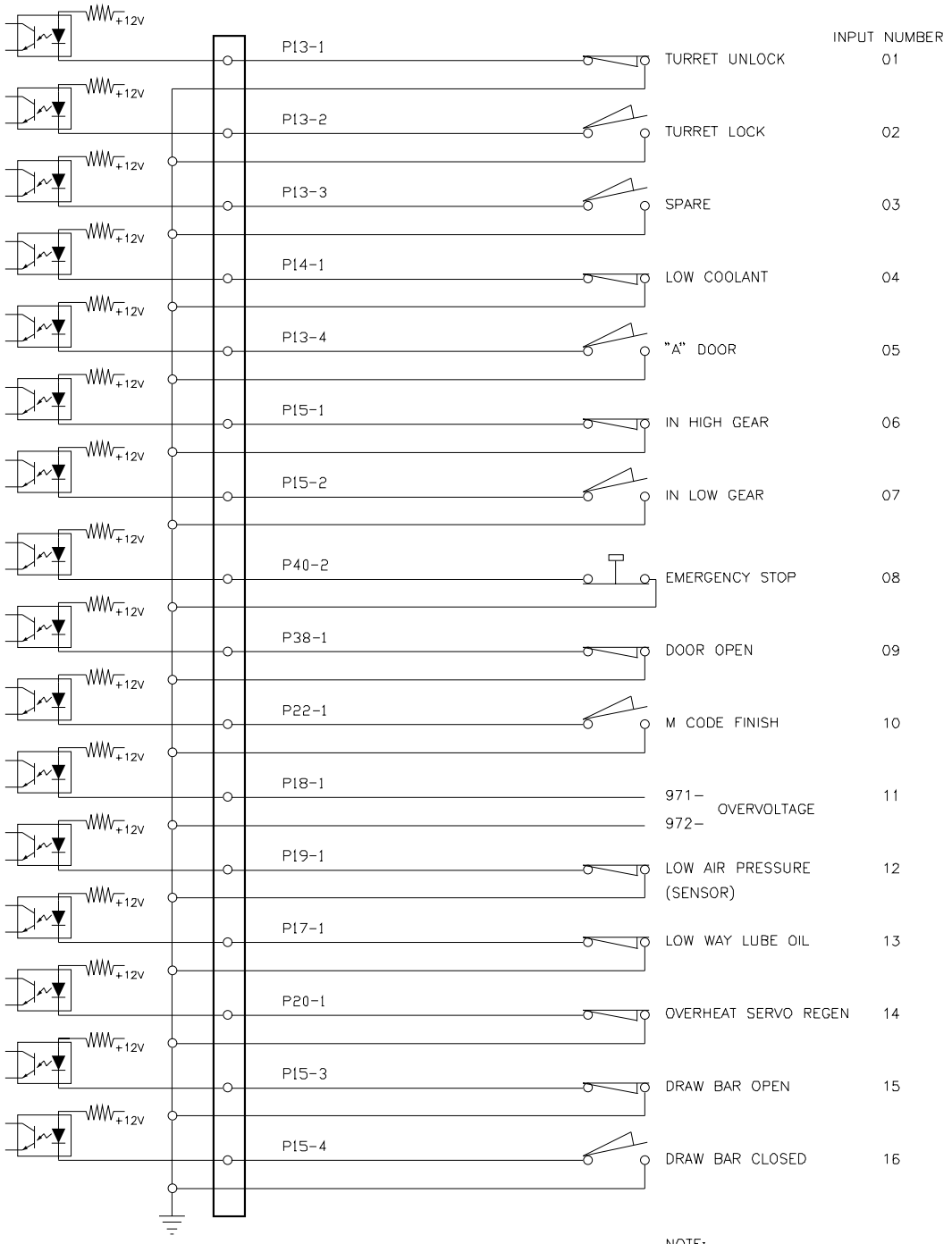
CNC UNIT

12/96 HAAS AUTOMATION HL SERIES PAGE 4



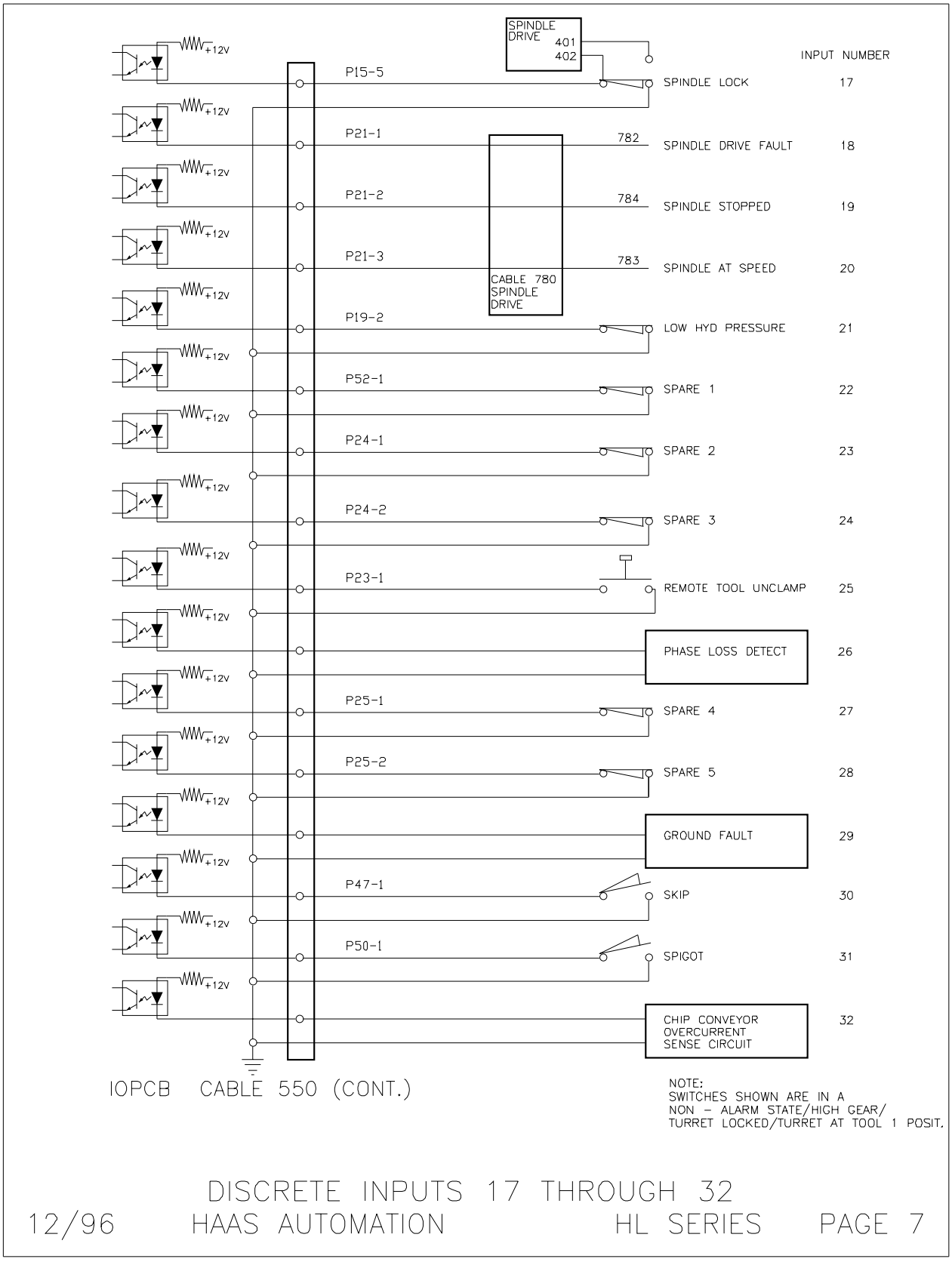
115 VAC CIRCUITS

12/96 HAAS AUTOMATION HL SERIES PAGE 5



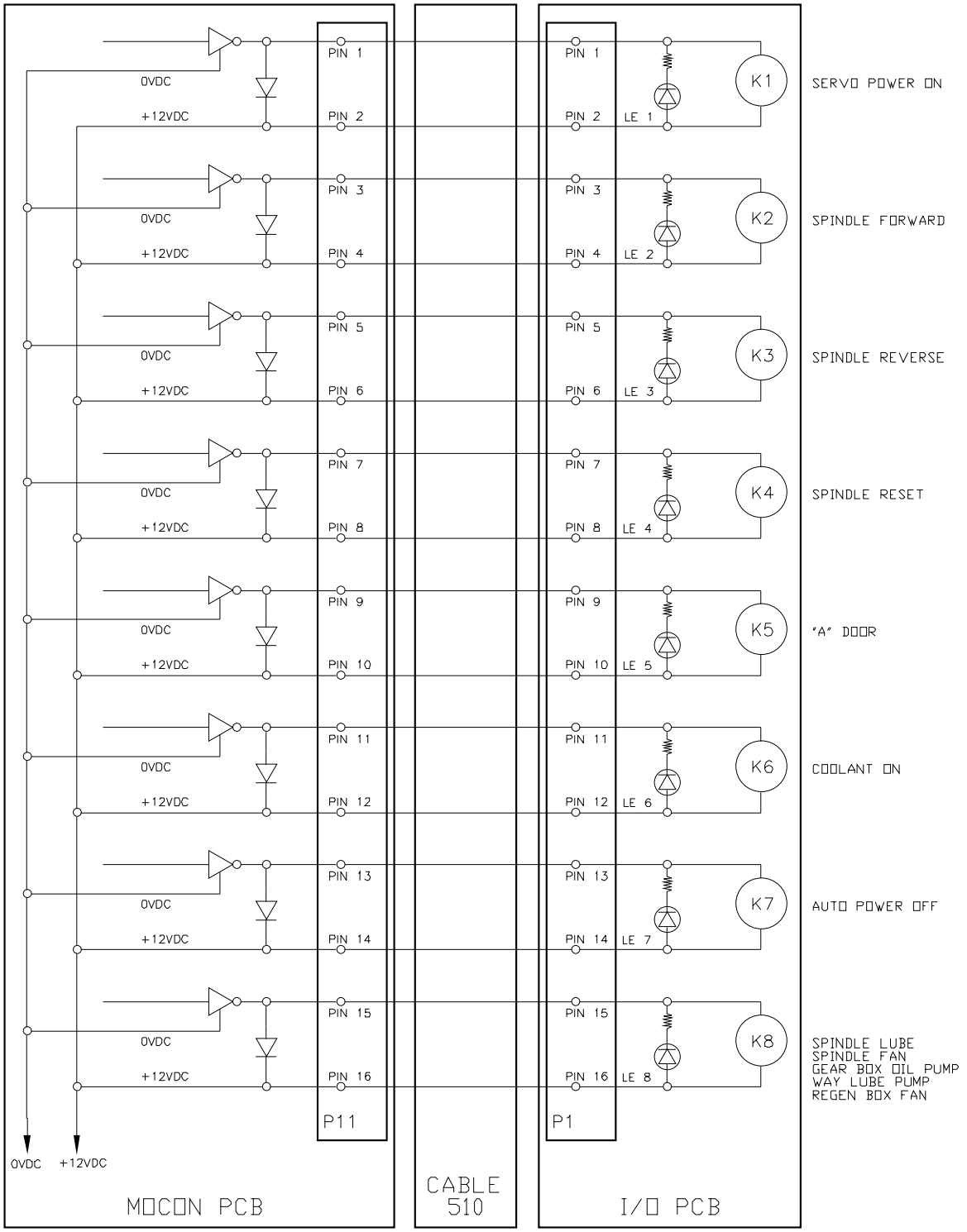
DISCRETE INPUTS 1 THROUGH 16

12/96 HAAS AUTOMATION HL SERIES PAGE 6



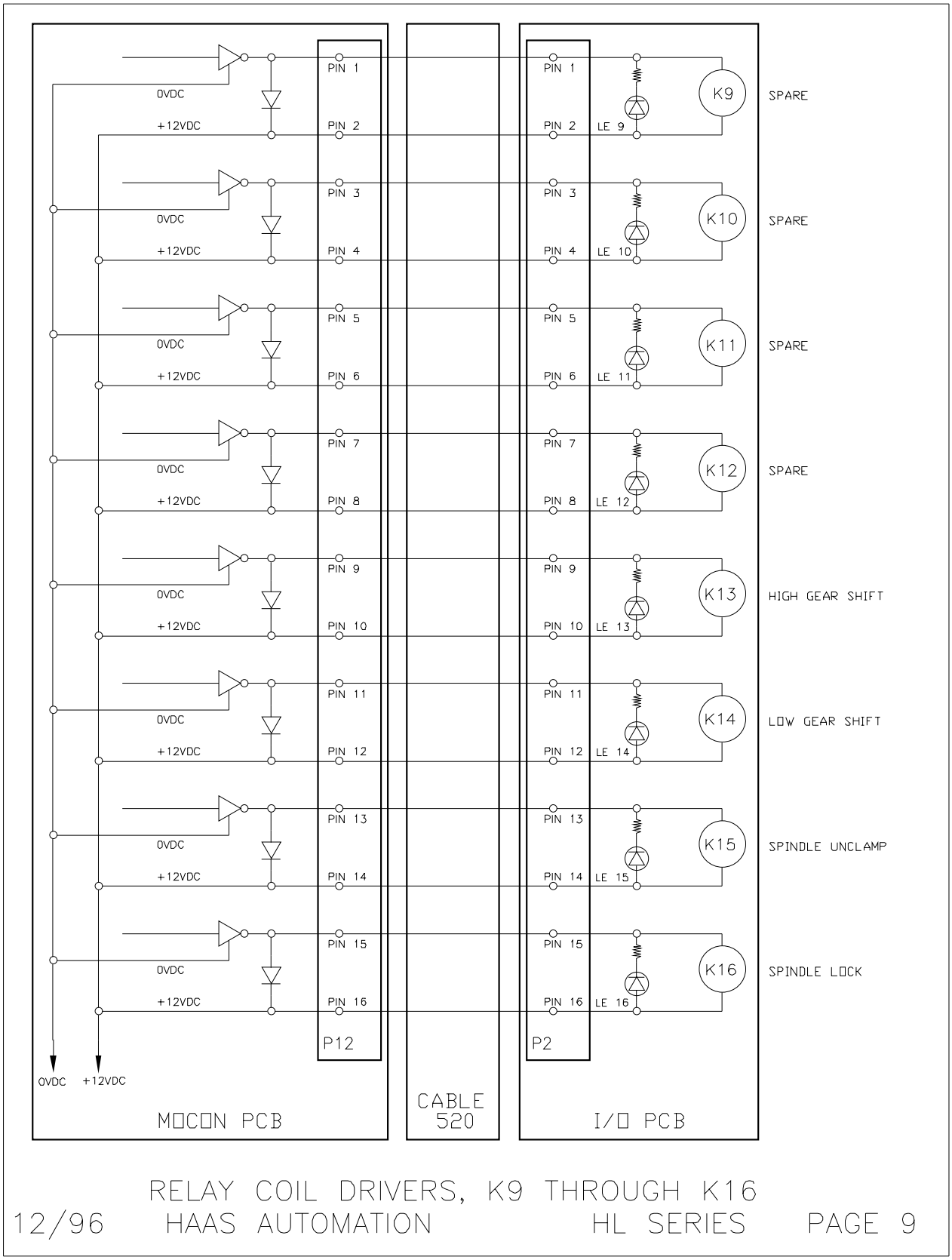
DISCRETE INPUTS 17 THROUGH 32

12/96 HAAS AUTOMATION HL SERIES PAGE 7



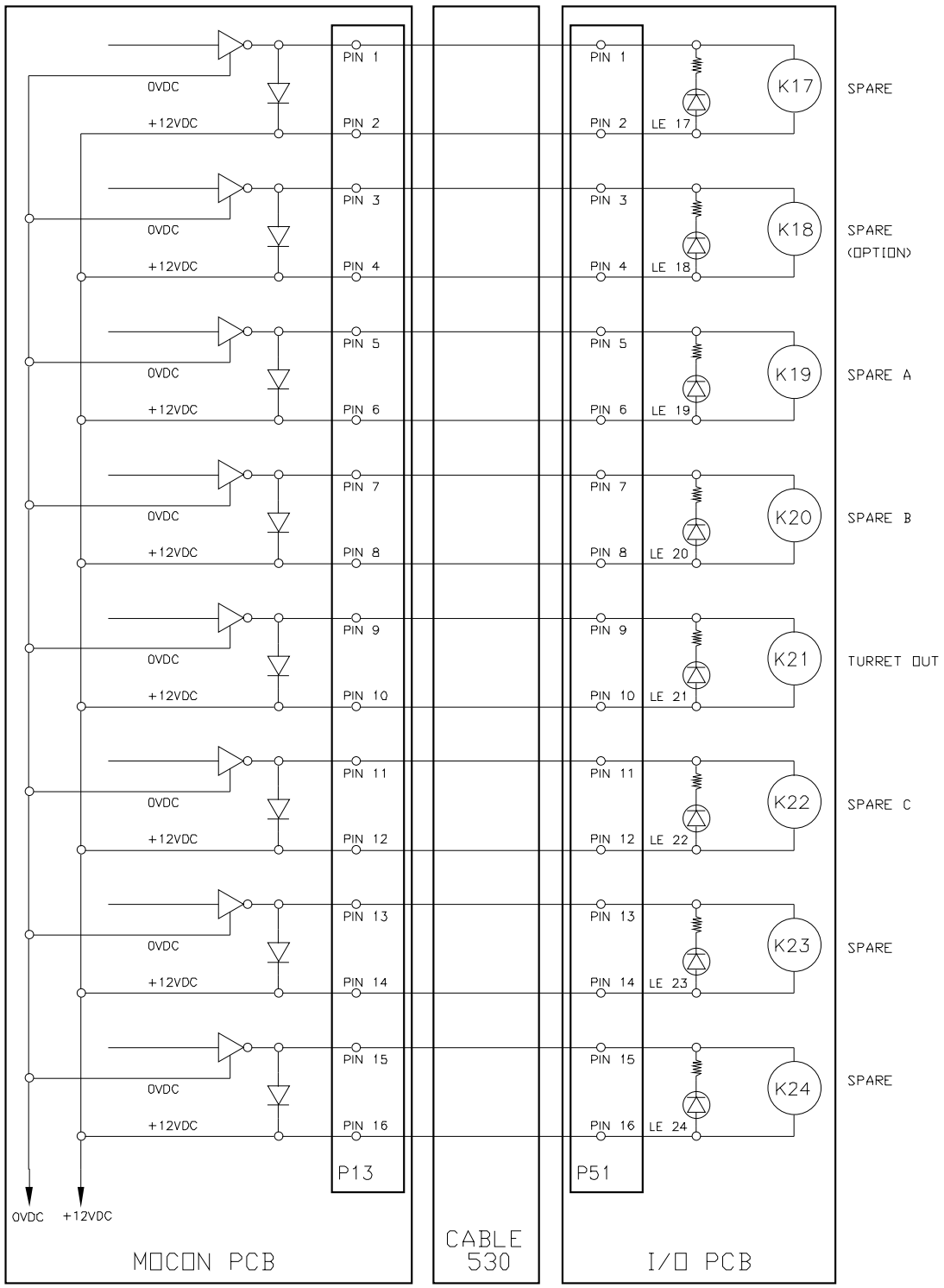
RELAY COIL DRIVERS, K1 THROUGH K8

12/96 HAAS AUTOMATION HL SERIES PAGE 8



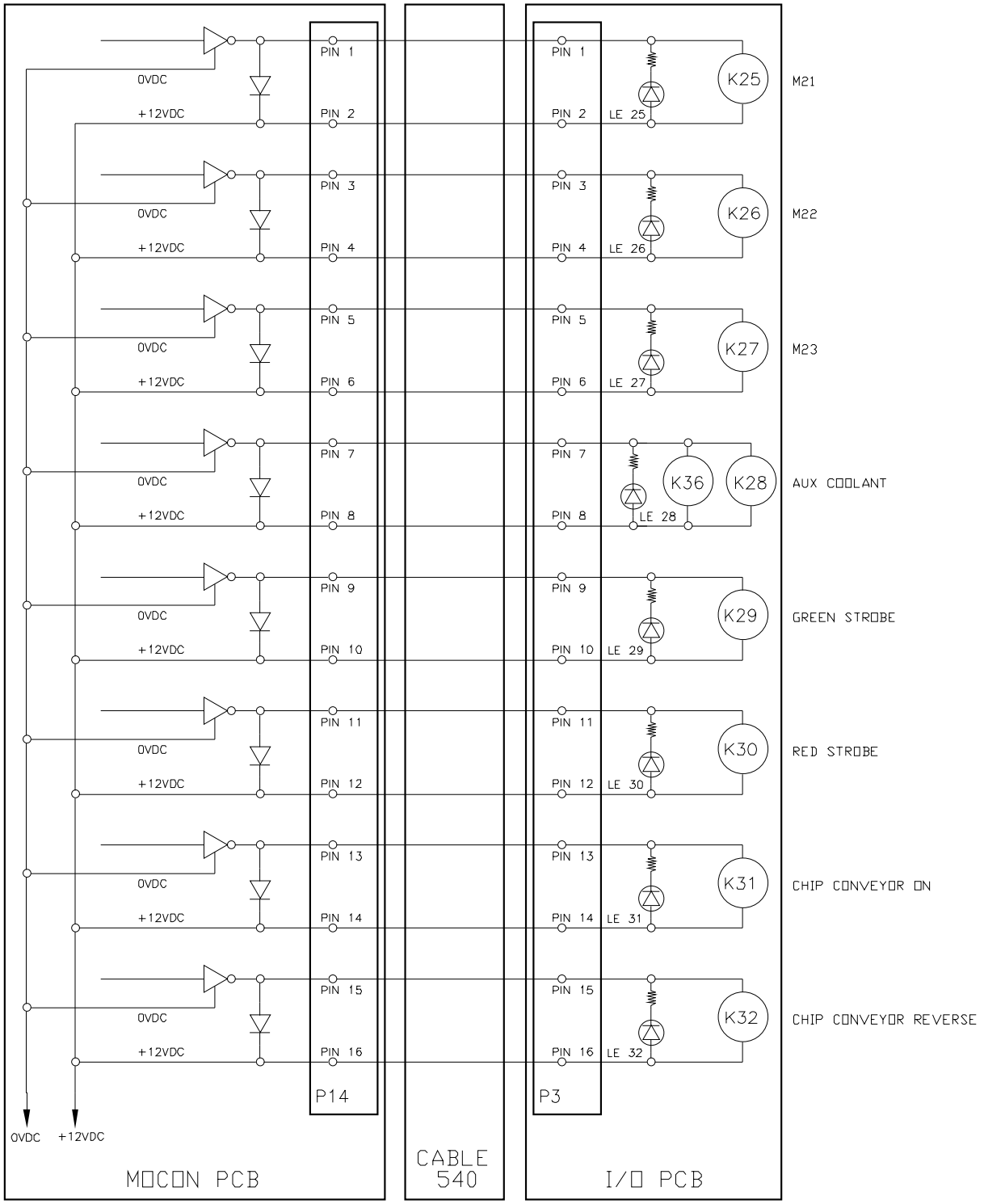
RELAY COIL DRIVERS, K9 THROUGH K16

12/96 HAAS AUTOMATION HL SERIES PAGE 9



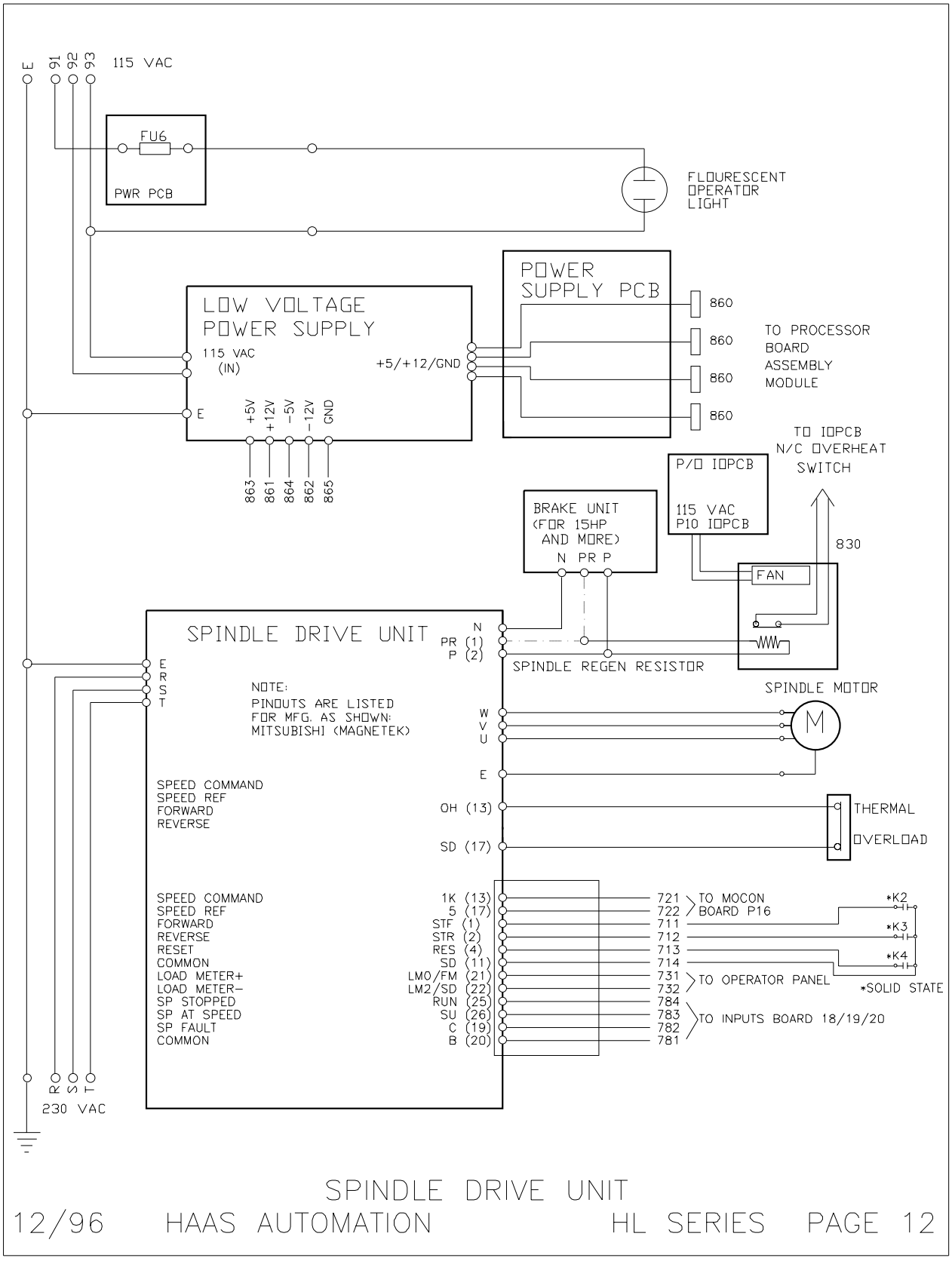
RELAY COIL DRIVERS, K17 THROUGH K24

12/96 HAAS AUTOMATION HL SERIES PAGE 10



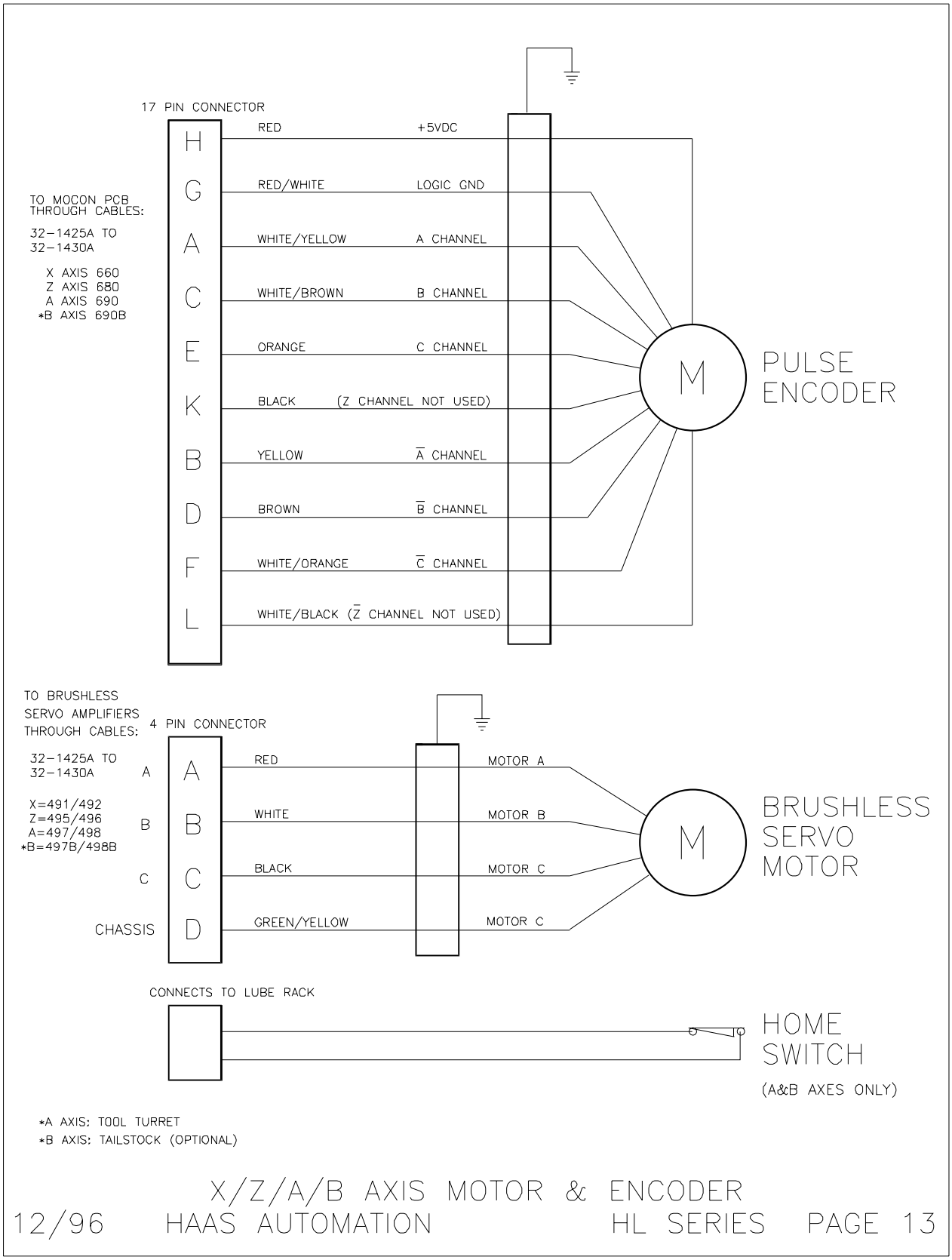
RELAY COIL DRIVERS, K25 THROUGH K32

12/96 HAAS AUTOMATION HL SERIES PAGE 11



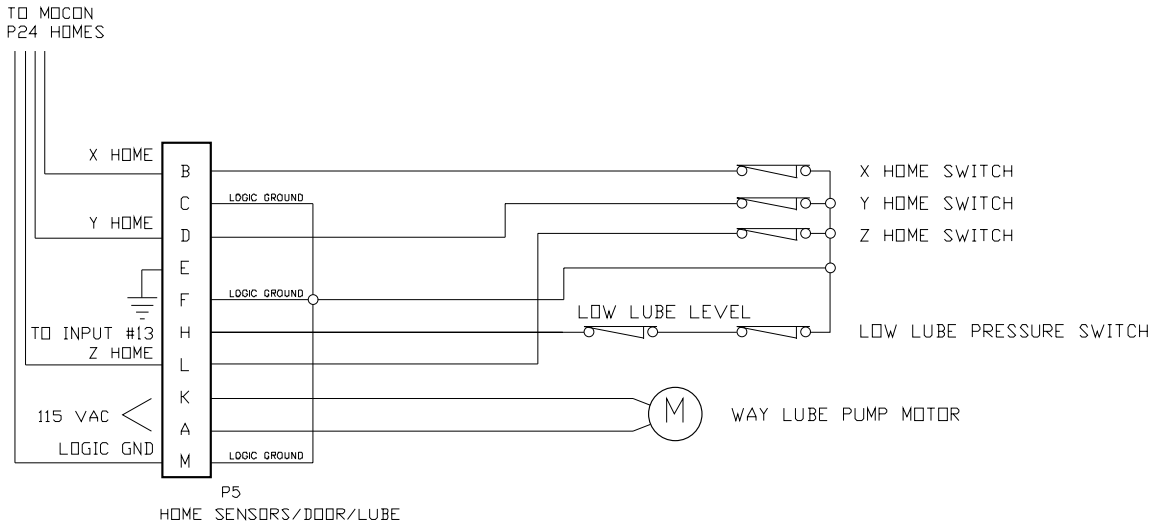
SPINDLE DRIVE UNIT

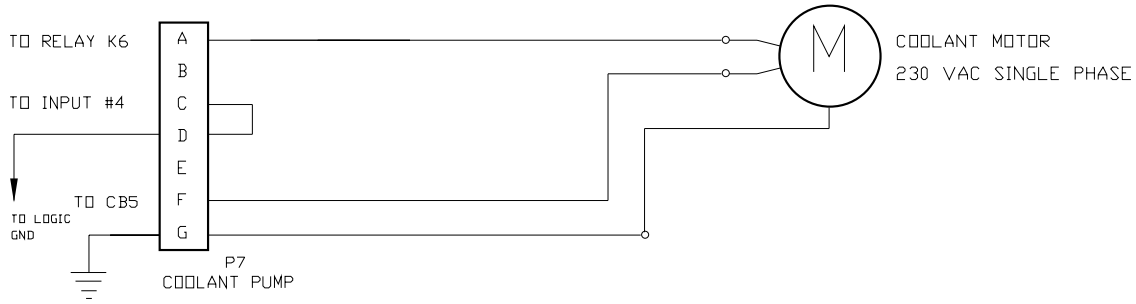
12/96 HAAS AUTOMATION HL SERIES PAGE 12



X/Z/A/B AXIS MOTOR & ENCODER

12/96 HAAS AUTOMATION HL SERIES PAGE 13

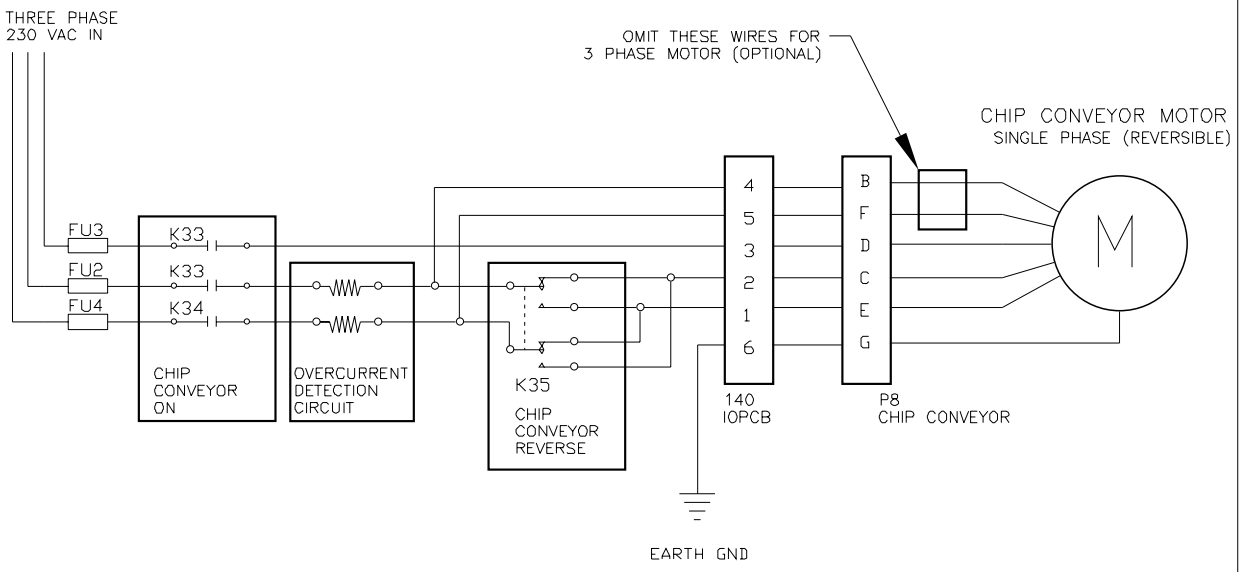




NOTE: CONNECTORS ARE LOCATED ON SIDE OF CONTROL CABINET.

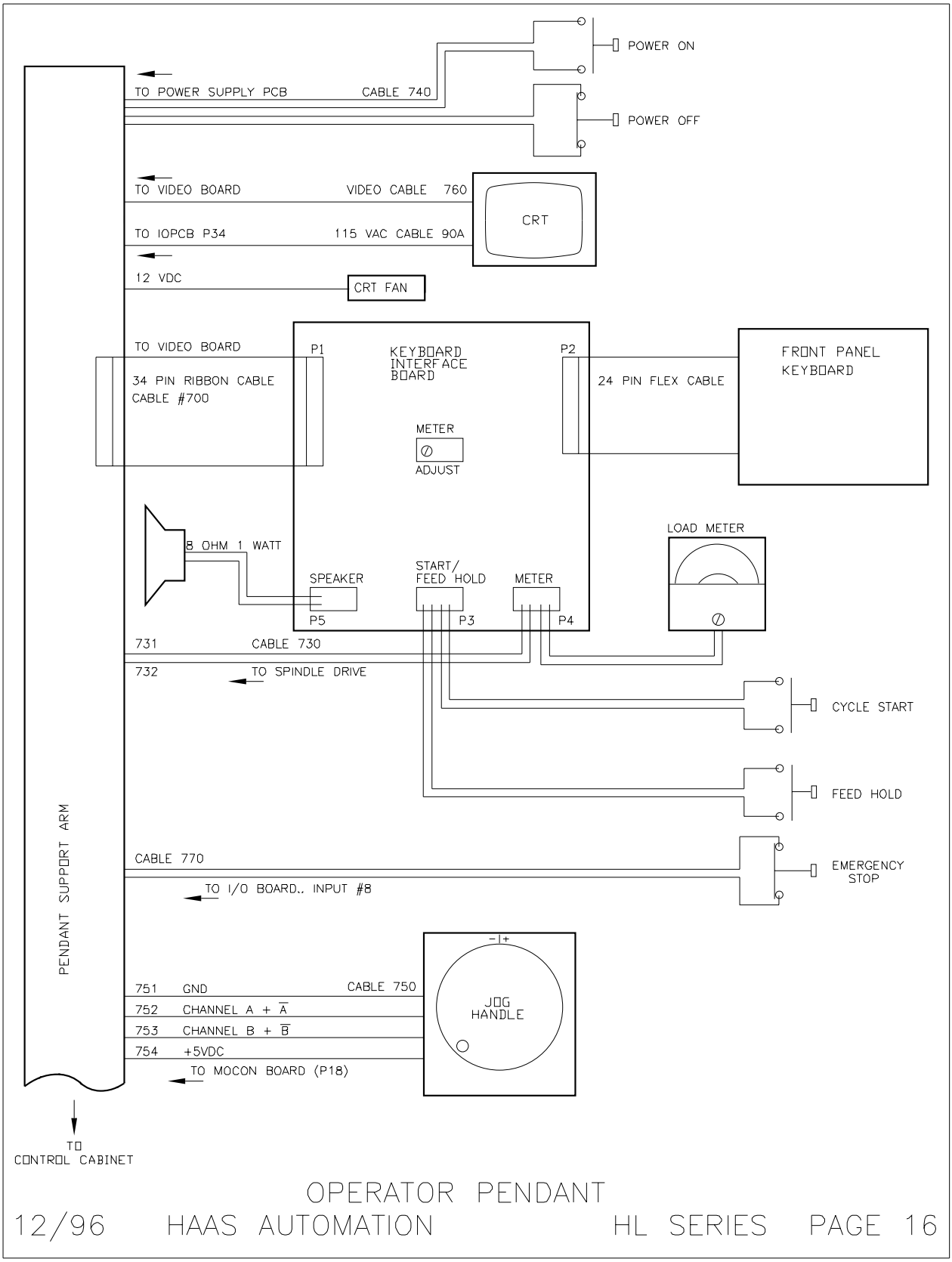
CABINET CONNECTORS

12/96 HAAS AUTOMATION HL SERIES PAGE 14



CHIP CONVEYOR MOTOR

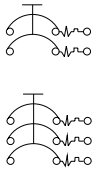
12/96 HAAS AUTOMATION HL SERIES PAGE 15



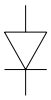
OPERATOR PENDANT

12/96 HAAS AUTOMATION HL SERIES PAGE 16

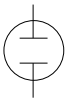

CIRCUIT BREAKER (SINGLE)

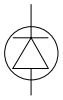

CIRCUIT BREAKER (MULTI)

COIL


DIODE


GROUND

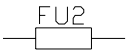

LAMP (FLOURESCENT)


LED (LIGHT EMITTING DIODE)

LIMIT SWITCH (CLOSED)


LIMIT SWITCH (OPEN)

MOTOR



FUSE

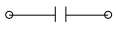

VARISTOR

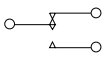

NEON BULB (W/ RESISTOR)


PUSH BUTTON SWITCH (NORMALLY CLOSED)

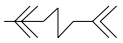

PUSH BUTTON SWITCH (NORMALLY OPEN)


RELAY (CLOSED)

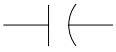

RELAY (OPEN)

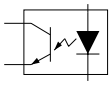

RELAY (SINGLE POLE DOUBLE THROW)


RESISTOR


SOLENOID


TRANSFORMER

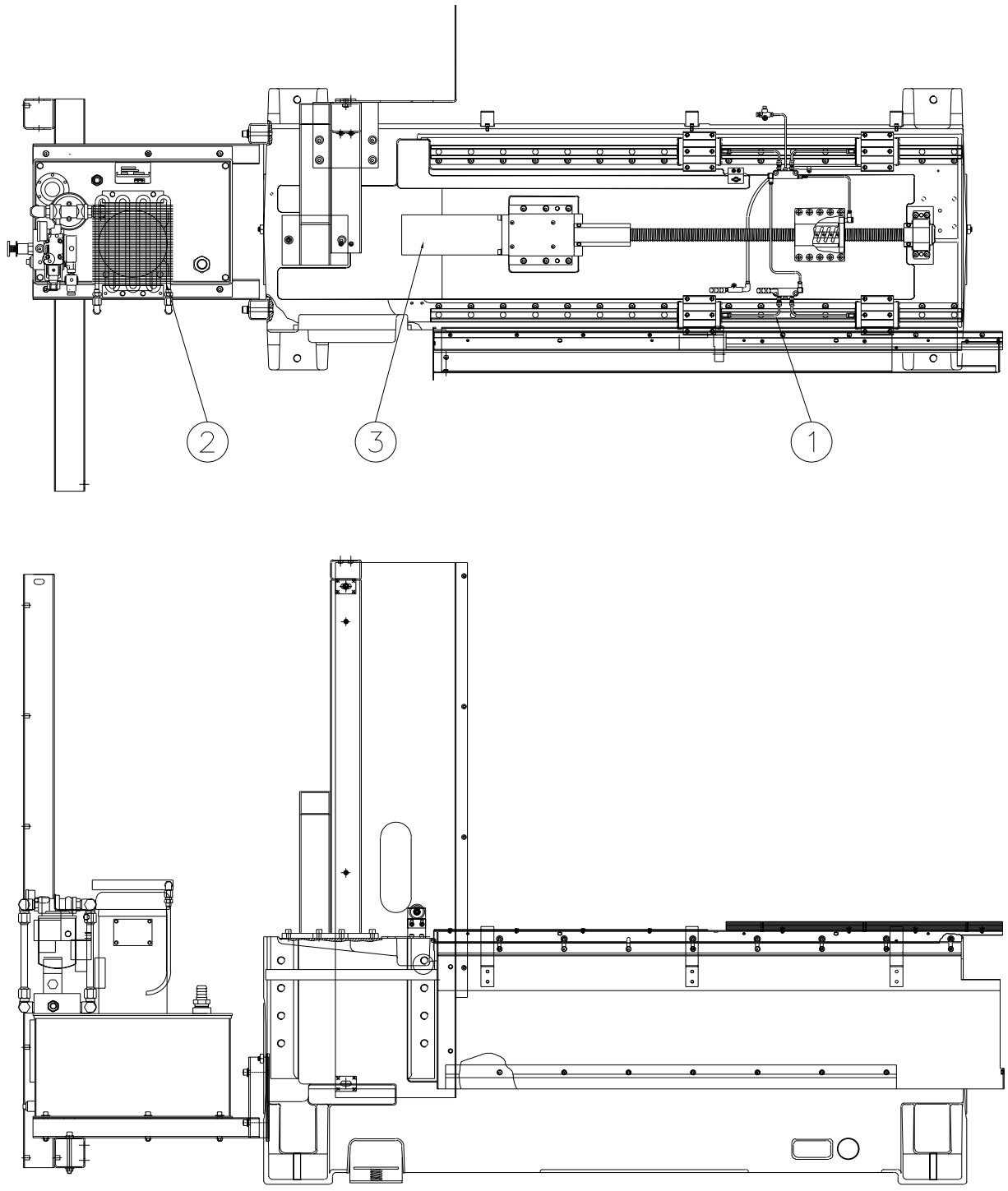

CAPACITOR


OPTO–ISOLATOR

ELECTRICAL SYMBOLS

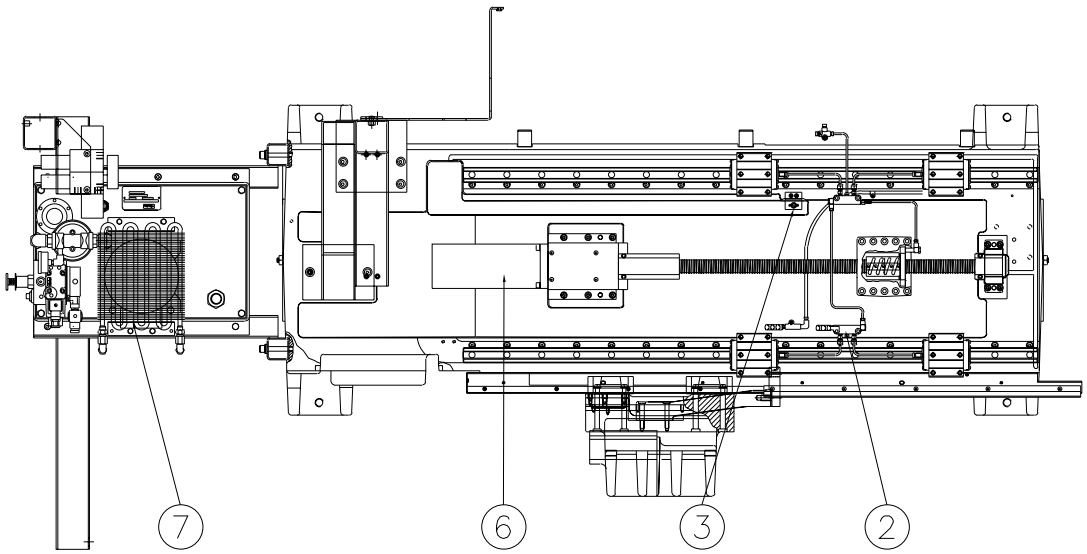
12/96 HAAS AUTOMATION HL SERIES PAGE 17

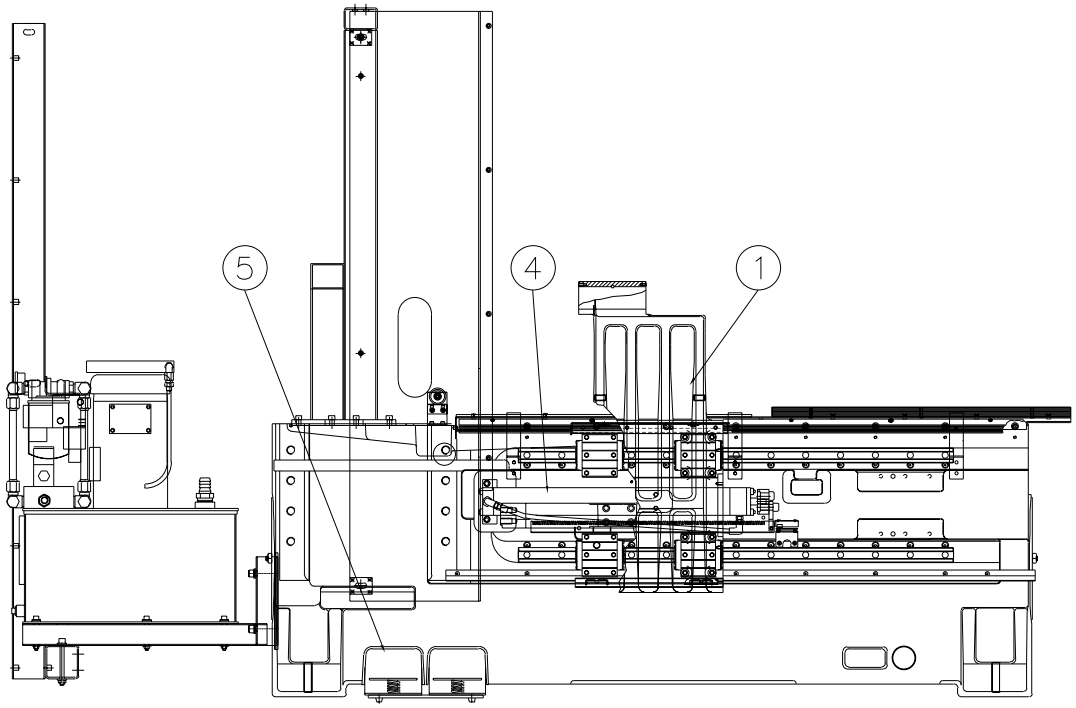
ASSEMBLY DRAWINGS



1 – 30–8717 – OIL LINE ASSEMBLY
2 – 32–2040 – TELEMECH. SWITCH ASSEMBLY
3 – 62–0013 – SERVO MOTOR YASKAWA

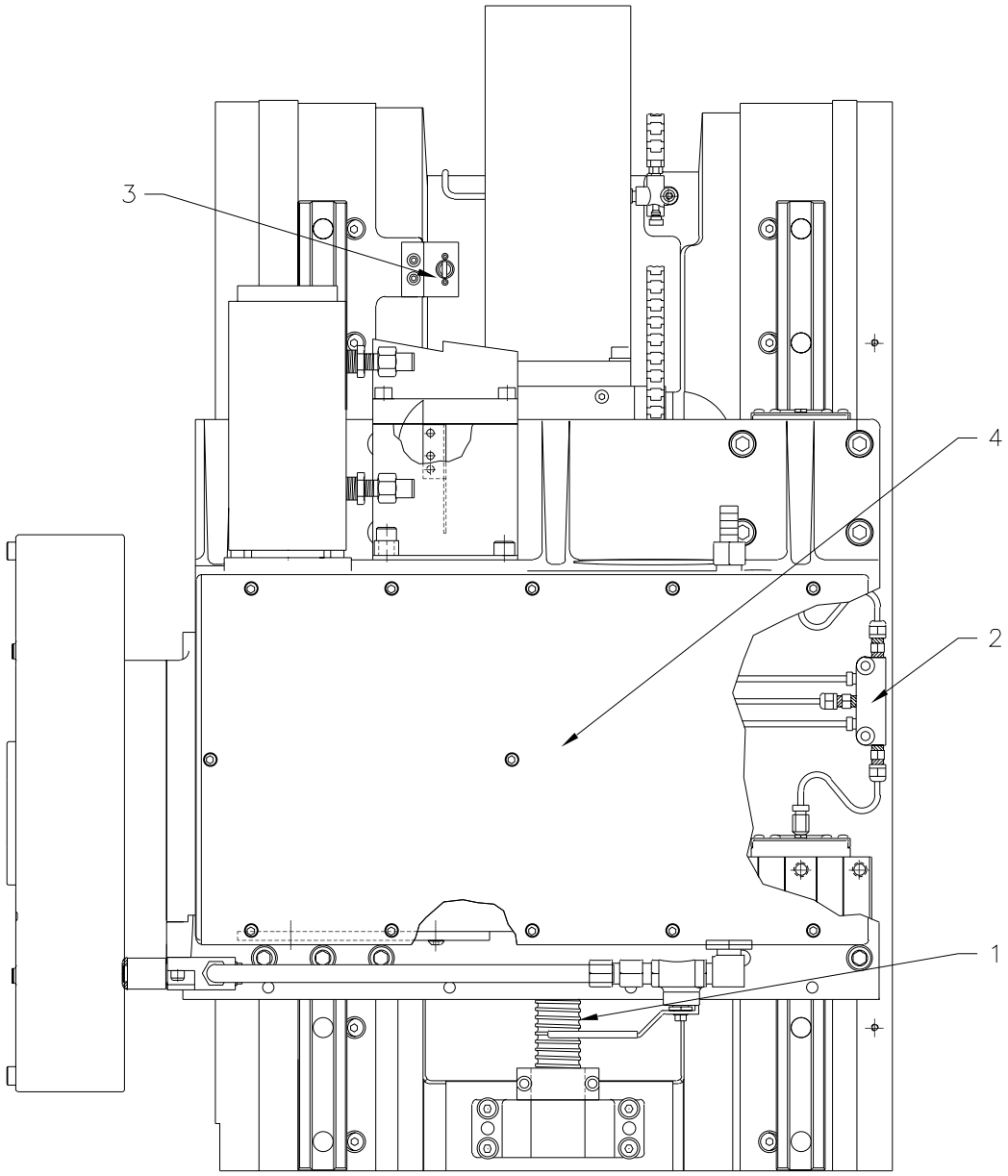
HL-1 CASTING ASSEMBLY





1 – 20–8504 – TAILSTOCK
2 – 30–8717 – OIL LINE ASSEMBLY
3 – 32–2040 – TELEMECH. SWITCH ASSEMBLY
4 – 59–0012 – HYDRAULIC CYLINDER
5 – 59–1054 – FOOT SWITCH
6 – 62–0013 – SERVO MOTOR YASKAWA
7 – 90–7000 – HYDRAULIC POWER UNIT

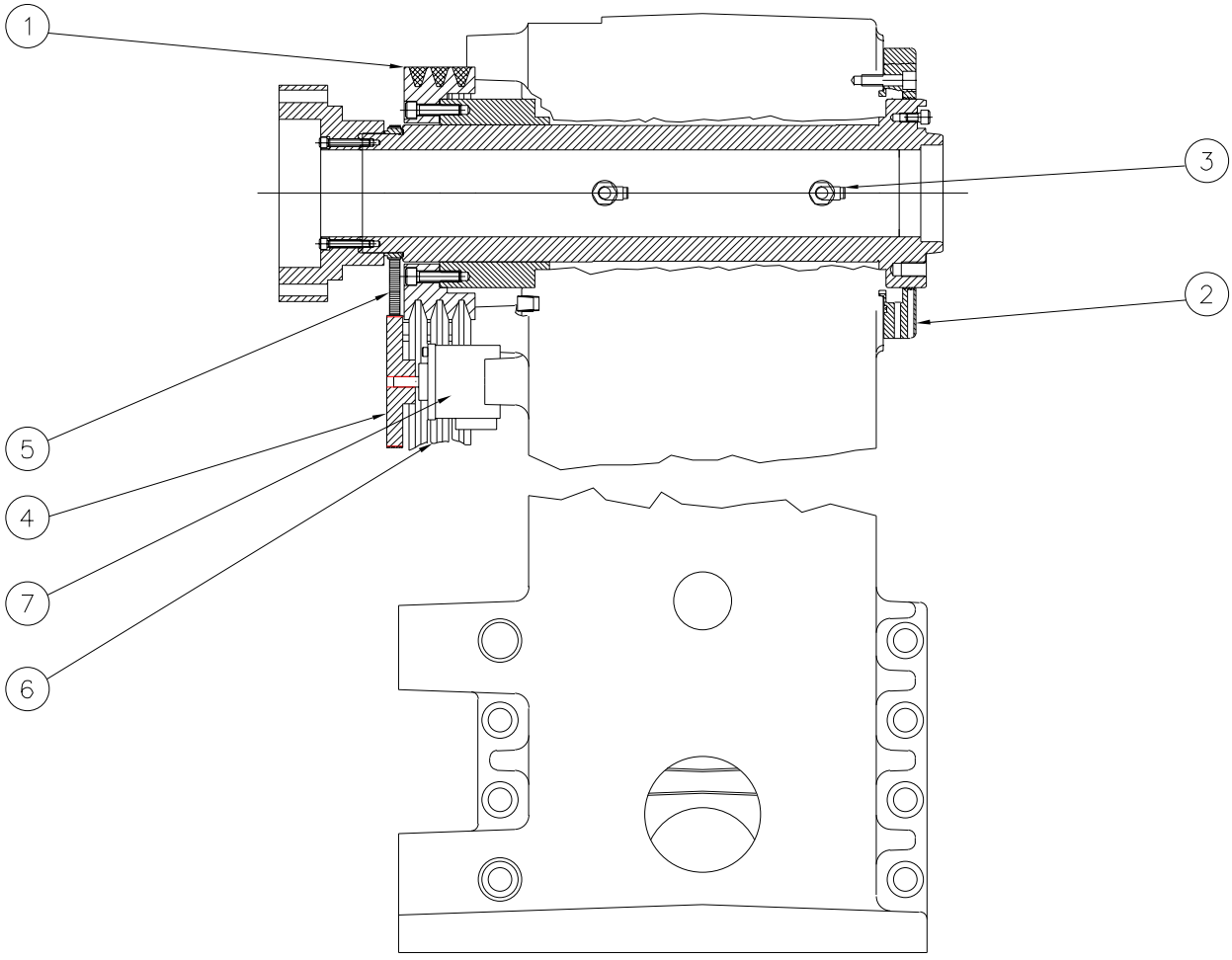
HL-2 CASTING ASSEMBLY



30-2610A WEDGE ASSEMBLY, HL-1,2

1 - 30-1290A - BL LEAD SCREW ASSEMBLY
2 - 30-8716 - X AXIS OIL LINE ASSEMBLY
3 - 32-2051 - LIMIT SWITCH X HOME
4 - 30-9700 - tool changer assembly

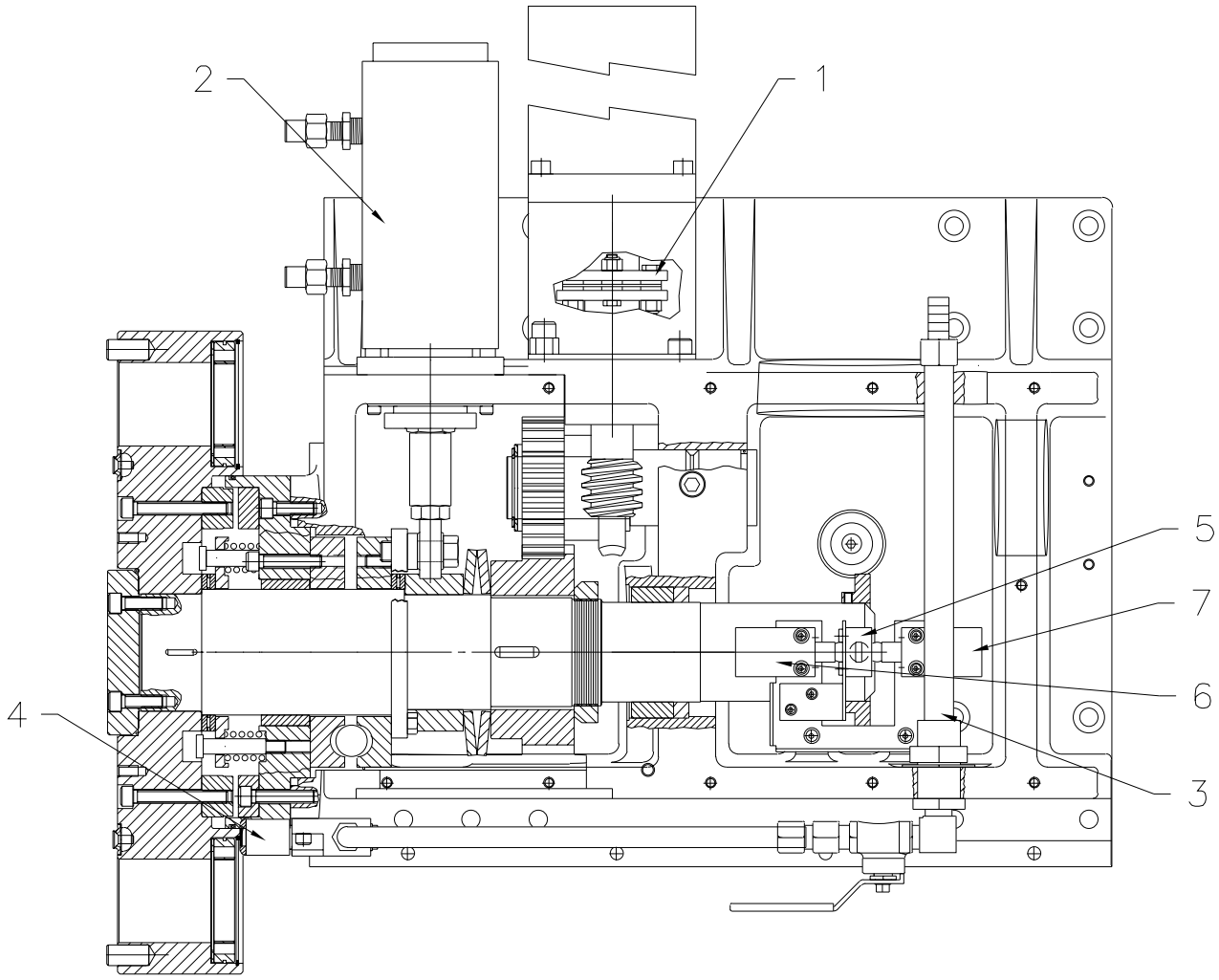
HL-1/2 WEDGE ASSEMBLY



30–3600 SPINDLE ASSEMBLY, HL–1,2

1 – 20–8566B – DRIVE SHEAVE
2 – 20–8568 – RETAINER RING
3 – 20–8572 – OIL MIST NOZZLE
4 – 54–3090 – TIMING PULLEY
5 – 54–3100 – TIMING BELT
6 – 54–7131 – V–BELT
7 – 60–1810 – ENCODER

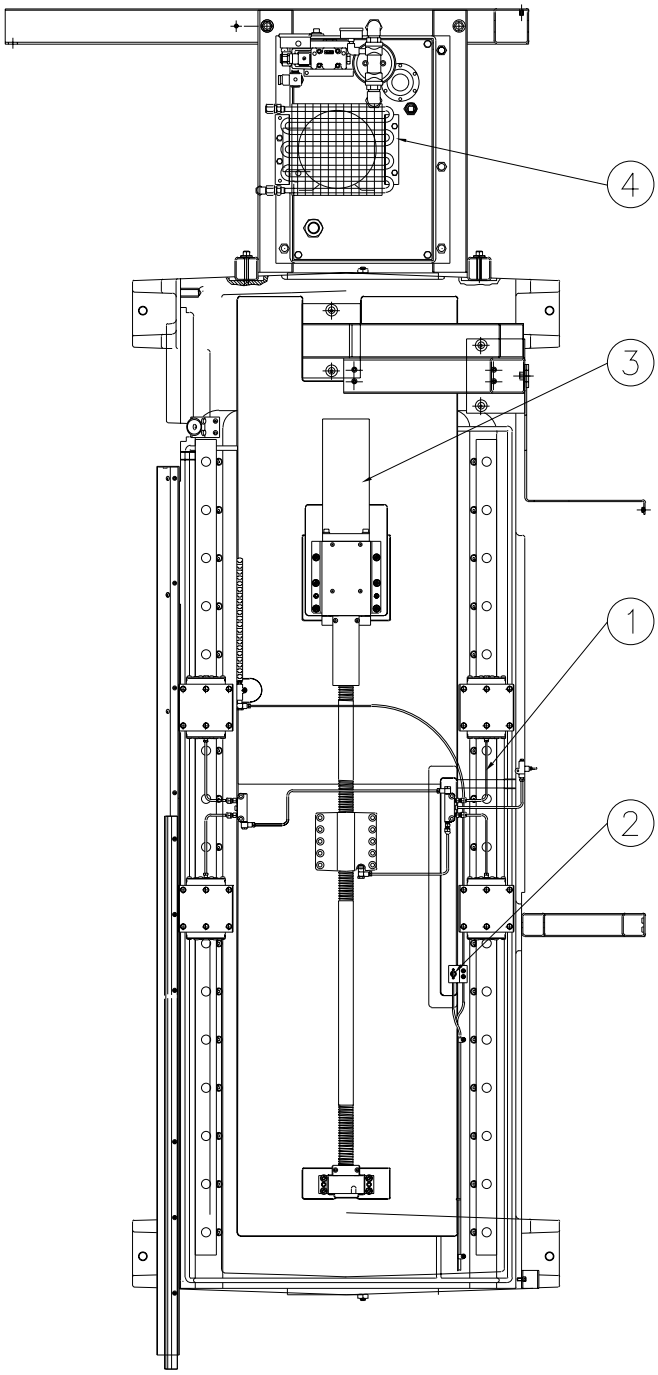
HL-1/2 SPINDLE



30-9700 TOOL CHANGER ASSEMBLY

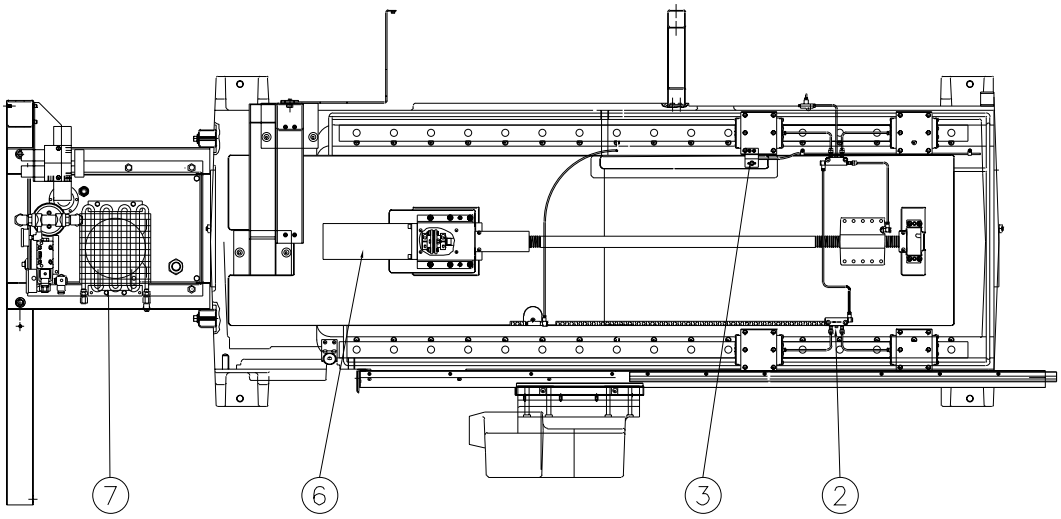
1. 30-1220A COUPLING ASSEMBLY
2. 30-3650 AIR CYLINDER ASSEMBLY
3. 30-3655 XFER COOLANT ASSEMBLY
4. 30-3660 XFER COOLANT TIP ASSEMBLY
5. 32-2010 TELEMECHANIQUE SWITCH ASSEMBLY
6. 32-2153 LIMIT SWITCH ASSEMBLY
7. 32-2154 LIMIT SWITCH ASSEMBLY

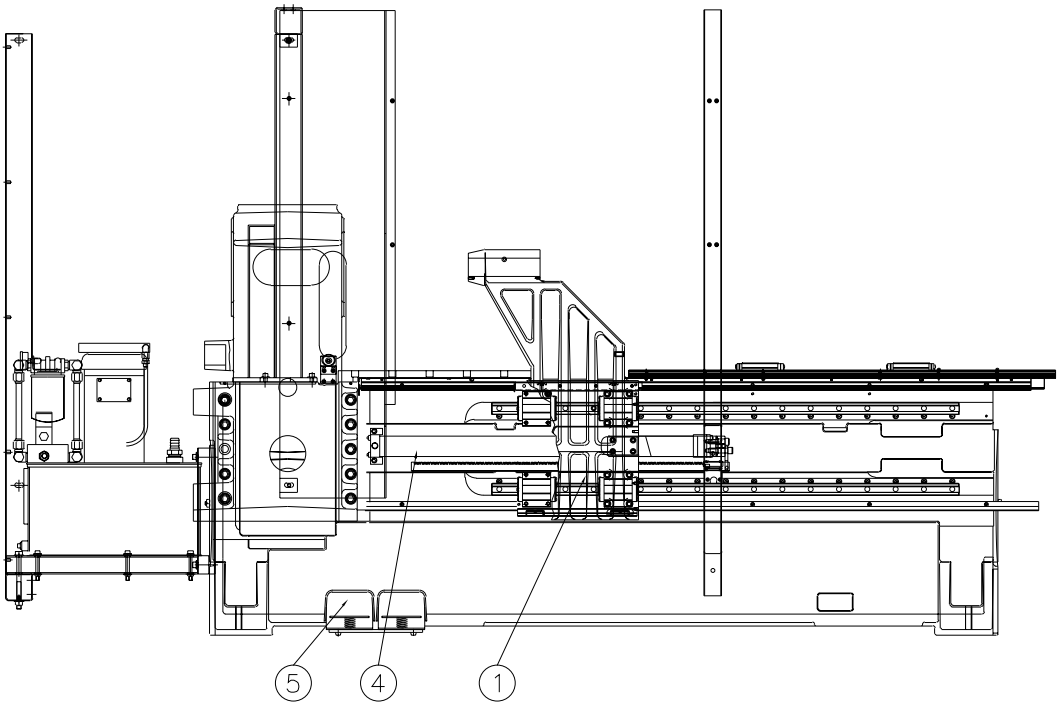
HL-1/2 TURRET ASSEMBLY



1 – 30–8863 – OIL LINE ASSEMBLY
2 – 30–2040 – TELEMECH. SWITCH ASSEMBLY
3 – 62–0013 – SERVO MOTOR YASKAWA
4 – 90–7000 – HYDRAULIC POWER UNIT

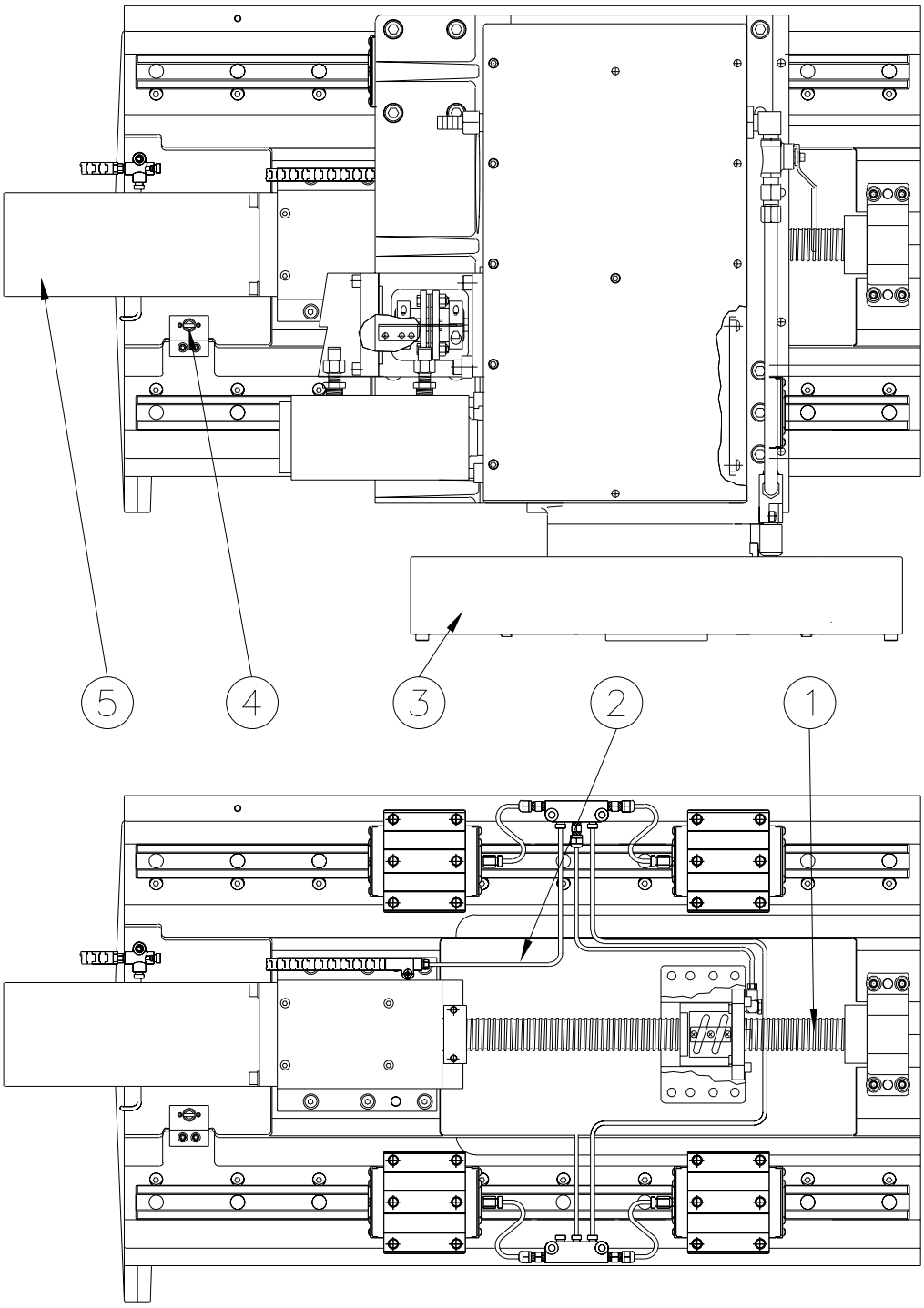
HL-3 CASTING ASSEMBLY





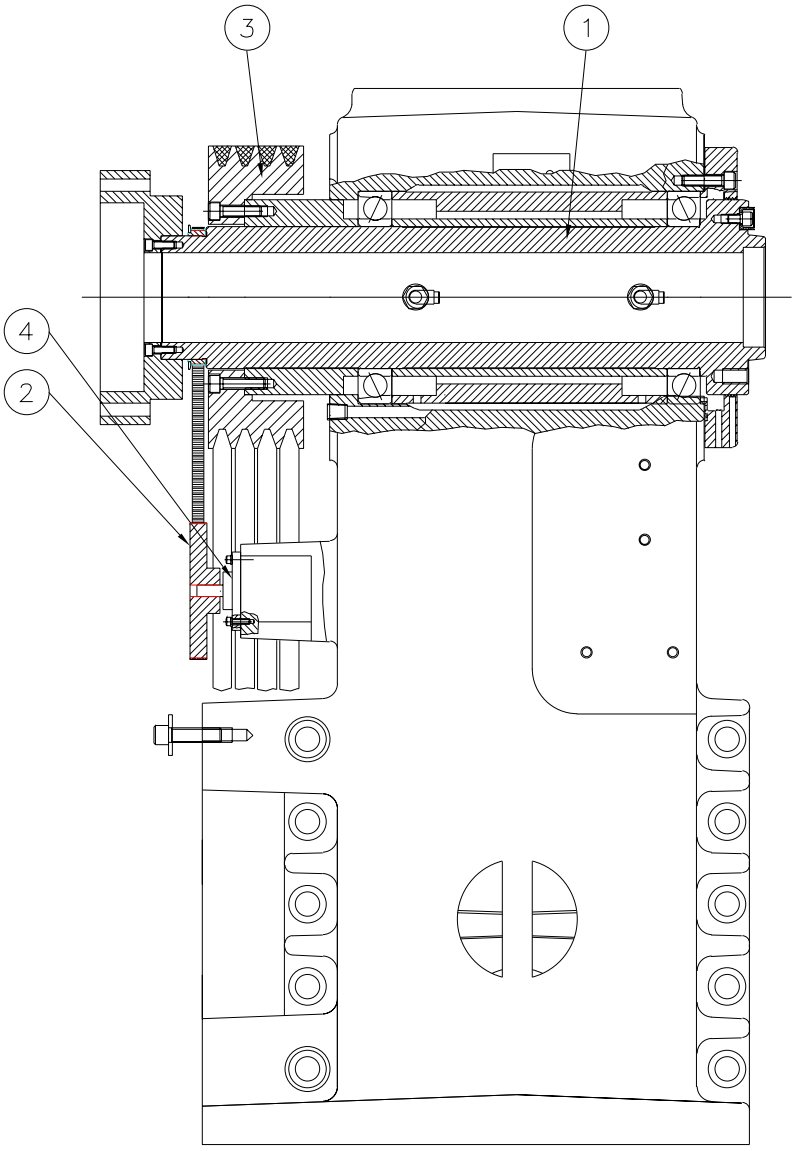
1 – 20–8753 – TAILSTOCK
2 – 30–8663 – OIL LINE ASSEMBLY
3 – 32–2040 – TELEMECH. SWITCH ASSEMBLY
4 – 59–0013 – HYDRAULIC CYLINDER
5 – 59–1054 – FOOT SWITCH
6 – 62–0013 – SERVO MOTOR YASKAWA
7 – 90–7000 – HYDRAULIC POWER UNIT

HL-4 CASTING ASSEMBLY



1 – 30–1295A – LEAD SCREW ASSEMBLY
2 – 30–8716 – OIL LINE ASSEMBLY
3 – 30–9750A – TOOL CHANGER ASSY
4 – 32–2055 – LIMIT SWITCH ASSEMBLY
5 – 62–0013 – SERVO MOTOR YASKAWA

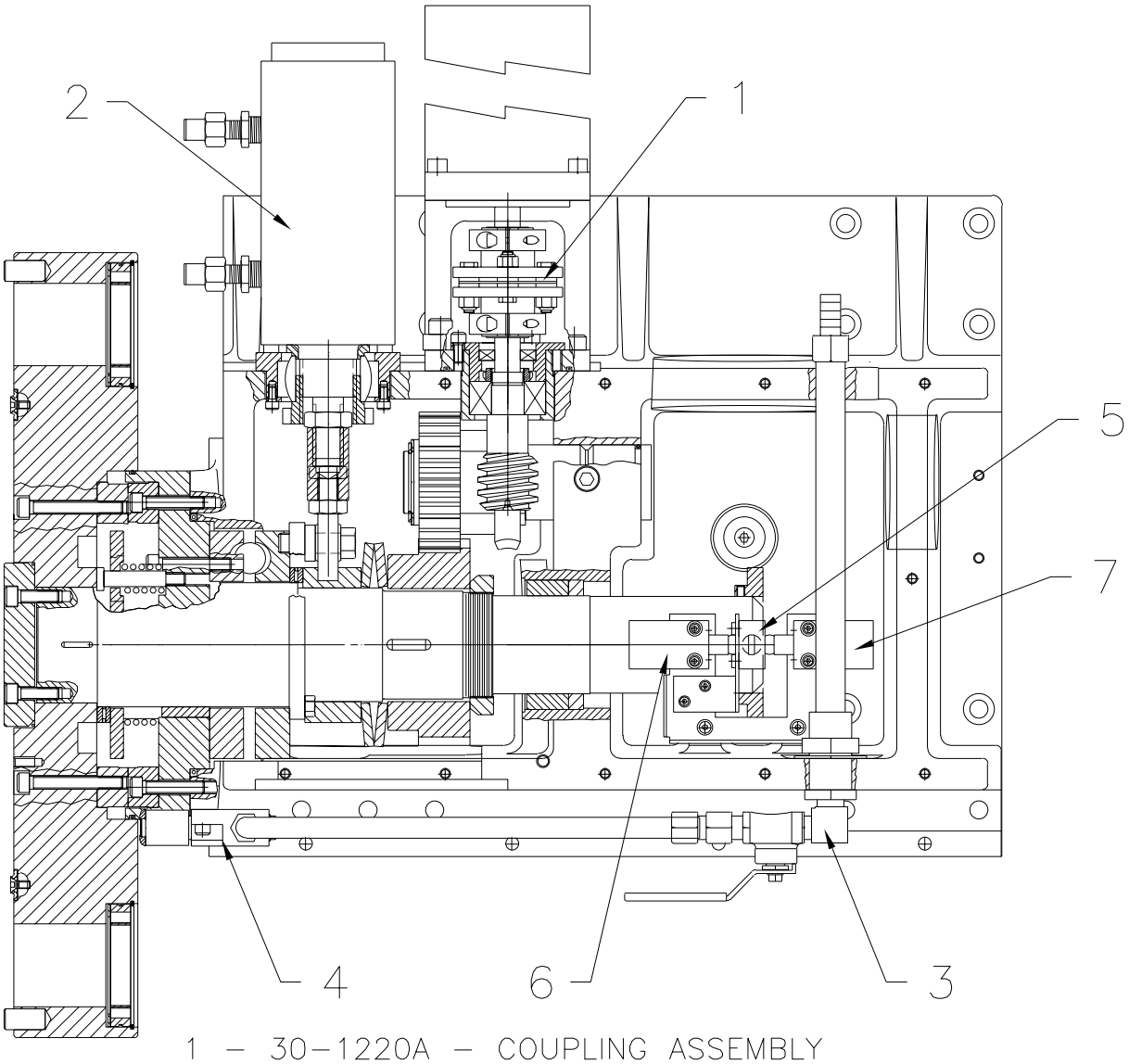
HL-3/4 WEDGE ASSEMBLY



30-3630 SPINDLE ASSEMBLY, HL-3,4

1 - 20-8563B - SPINDLE SHAFT
2 - 20-8567B - PULLEY, TIMING
3 - 20-8800 - SPINDLE DRIVE PULLEY
4 - 60-1810 - ENCODER

HL-3/4 SPINDLE



1 – 30–1220A – COUPLING ASSEMBLY
2 – 30–3650 – AIR CYLINDER ASSEMBLY
3 – 30–3655 – XFER COOLANT LINE ASSEMBLY
4 – 30–3660 – XFER COOLANT TIP ASSEMBLY
5 – 32–2011 – TELEMECHANIQUE SWITCH ASSEMBLY
6 – 32–2153 – LIMIT SWITCH, UNCLAMP/CLAMP
7 – 32–2154 – LIMIT SWITCH, CLAMP

HL-3/4 TURRET ASSEMBLY