Hi Joe,

In our previous testing I reset the overspeed braking levels as follows:

|  |  |
| --- | --- |
| Setpoint | Default |
| Overspeed Stage 1 braking level, | 10% |
| Overspeed stage 2 braking level, | 50% |
| Overspeed stage 3 braking level, | 100% |

The Stage 1 is set to 10%, sort of preemptive, hopefully reducing any time lag in preparation for Stage 2. This causes little or no movement in the WC brake.

The 80% Stage 2 setting caused a rhythmic stop/start/stop/start.

By reducing the Stage 2 setting to 50% we stopped the stop/start pulsing.

The lower setting applies enough pressure to reduce the speed and drop back to Stage1.

The 50% Stage 2 setting still seem a bit aggressive.

Lowering the adjustment range of the Stage 2 low setting to 25% could help.

Note: We have adjusted the control valve spool stops to limit the max speed of the motor in both directions.

           Payout max rpm: 3800

           Inhaul max rpm: 4300

At these setting the operator cannot exceed Setting 1 alarm with the controls.

I'm also sending a drawing labeled 'All Systems Drawing', it includes the complete hydraulic schematic.