

## INTERFACE WIRING FOR RIGHT-TO-LEFT TRAFFIC CONTROL

## EXTREMELY IMPORTANT!

THE FOLLOWING WIRING DIAGRAM IS FOR PACKERS WITH RIGHT-TO-LEFT DISCHARGE SYSTEMS.

THE FOLLOWING WIRING DIAGRAM IS FOR PACKERS WITH LEFT—TO—RIGHT DISCHARGE SYSTEMS.

EXTREMELY IMPORTANT!

FOR

INTERFACE WIRING
LEFT-TO-RIGHT
TRAFFIC CONTROL

THIS IS DEFINED AS A BAG FALLING ONTO THE TAKE-AWAY CONVEYOR FROM THE FAR LEFT SPOUT WILL TRAVEL BENEATH THE CENTER AND FAR RIGHT SPOUTS.

TSC DEFINES SPOUT #1 AS THE SPOUT AT THE FAR UP-STREAM END OF THE TAKE-AWAY CONVEYOR.

THIS IS DEFINED AS A BAG FALLING ONTO THE TAKE—AWAY CONVEYOR FROM THE FAR RIGHT SPOUT WILL TRAVEL BENEATH THE CENTER AND FAR LEFT SPOUTS

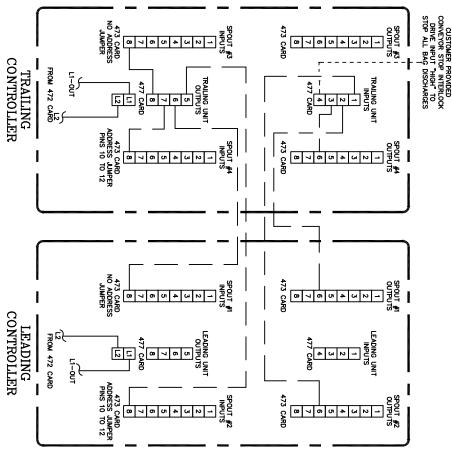
LEADING UNIT RS-422 SERIAL PORT

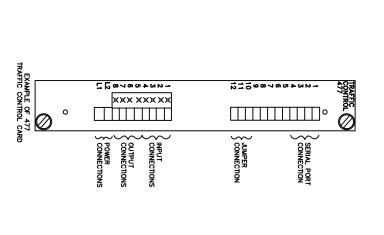
TRAILING UNIT RS-422 SERIAL PORT SERIAL COMMUNICATIONS PORT ON 477
UPLOADS & DOWNLOADS DATA BETWEEN
LEADING AND TRAILING CONTROLLERS

12 11 10 9 8 7 6 5 4 3 2 1

SHOWN AS LEFT-TO-RIGHT CONFIGURATION IN RIGHT-TO-LEFT CONFIGURATIONS JUMPER MUST BE INSTALLED ON TRAILING UNIT CARD

TSC DEFINES SPOUT #1 AS THE 2ND FROM THE RIGHT SPOUT #1 IS ALWAYS THE LEFT SPOUT WHEN USING A DUAL CONTROLLER SPOUT #1 IS ALWAYS THE LEFT SPOUT WHEN USING A DUAL CONTROLLER SPOUT SYSTEM, THE DUAL 4693 CONTROLLER MUST OPERATE THE FAR RIGHT AND CENTER SPOUTS





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В	N.S.								Tr
NO BY DATE	1/2005								affi
REVISION	CORRECTED TIMER DESIGNATIONS								c Control Into 4693 Fille
TSC			Thompson Scale Co.				Typical		Traffic Control Interconnection Diagram 4693 Filler Controller
4693-E4	1000	CHECKED	BY AV	SCALE	DATE 1/U3	. (25)			agram

SPOUT CENTERLINE

SPOUT CENTERLINE

SPOUT CENTERLINE

SPOUT CENTERLINE

DURATION #6

DELAY TIMER #6

DURATION #4 DELAY TIMER #4

DURATION #5

DELAY TIMER #5

SPOUT

#3

SPOUT #4

SPOUT #1

SPOUT

#2

DURATION #1
DELAY TIMER #1

DURATION #2

DELAY TIMER #2
DELAY TIMER #3

RIGHT TO LEFT
TRAFFIC CONTROL TIMING CHART