EINGABE (INPUTS) — X = Masse-Signal (X = ground-signal)

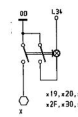
Symb	DESCRIPTION name	group Nr	Adr	Symb	DESCRIPTION name	group Nr	Adr	Symb	DESCRIPTION name	group Nr	Adr	Symb	DESCRIPTION name	group Nr	Adr
	TAMP.-UNIT LOWER	1	X10		LEVELL.+LINING START SIGN. UNIT DOWN	7	X20		LEVELL.+LINING START SIGN UNIT MIDDLE POS	7	X30				X40
	PEDAL DRIVING	1	X11				X21		LIFT+HOLD MULTIPLE SQUEEZE	7	X31				X41
	PEDAL SQUEEZING		X12		WORK DRIVE FORWARD	2	X22		LIFT LIM. L.H.	7u2 8d	X32				X42
18d	L.H. UNIT IN POS. TOP	2u21	X13		WORK DRIVE REVERSE	2	X23		LIFT LIM R H	7u3 8d	X33				X43
18d	R.H UNIT IN POS.: TOP	2u22	X14		L H. CLAMP UNIT DOWN	1	X24	5ul	HY-BRAKE CIRCUIT ON (SEE SAFTY SYS.)	S141	X34				X44
22b	L H UNIT IN POS.: MIDDLE	2u21	X15		R H CLAMP UNIT DOWN	1	X25		RECORD MEAS DRIVE	11	X35				X45
22b	R.H UNIT IN POS MIDDLE	2u22	X16		SQUEEZE MANUAL	52	X26			60	X36				X46
26d	L.H. UNIT IN POS.: DOWN	2u21	X17		AUTOM.CYCLE 1x	2	X27		SQUEEZE LOCK FRONT	52	X37		Pn. BRAKE PRESSURE SWITCH	1	X47
26d	R H. UNIT IN POS.. DOWN	2u22	X18		AUTOM CYCLE 2x	2	X28		SQUIEZE LOCK REAR	52	X38		L SWROBE FRONT UNLOCKED (V3)	1	X48
	TAMP.-UNIT SYSTEM ON	2	X19		CLAMP UNIT RAISE	2	X29		3 POINT LINING ON	7	X39		L SWROBE REAR UNLOCKED (V10)	1	X49
	PENETR.ASSIST. ON	2	X1A		CLAMP UNIT CLOSEDWHEN STANDSTILL	2	X2A		CLAMP UNIT CLOSED WHEN UNIT DOWN	1 2	X3A		OVER LIFT SAFETY L H	1	X4A
	ONLYFRONT CLAMP CLOSE	2	X1B		CLAMP UNIT ALWAY CLOSE	2	X2B		LEFT CLAMP OPEN	2	X3B		OVER LIFT SAFETY R.H.	1	X4B
	ONLYREAR CLAMP CLOSE	2	X1C		CLAMP UNIT L H LOWER	2	X2C		RIGHT CLAMP OPEN	2	X3C		CLAMP L H LIFT + STOP	2	X4C
	ONLYL.H TAMP.-UNIT ON	2	X1D		CLAMP UNIT R.H LOWER	2	X2D		LIN AUTOM ON	7	X3D		CLAMP R H. LIFT + STOP	2	X4D
	ONLYR H TAMP.-UNIT ON	2	X1E		LEVELL CONTROL ON	7	X2E		LINING WITHOUT SQUEEZE	7	X3E		MEAS TROLL L H PRELOAD	7	X4E
	SAFETY SYS.ON	2	X1F		RAIL SENSOR ON	7	X2F	2u26	PROP WATCH-DOG & SAFETY SYS -OK-	2	X3F		MEAS.TROLL R H. PRELOAD	7	X4F

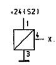
Symb	Benennung name	group Nr	Adr	Symb	DESCRIPTION name	group Nr	Adr	Symb	DESCRIPTION name	group Nr	Adr	Symb	DESCRIPTION name	group Nr	Adr
	TAMPUNIT MOVE TO L.H.	2	X50				X70								XA0
	TAMPUNIT MOVE TO RH	2	X51				X71								XA1
	TAMPUNIT AUTOM SHIFT ON	2	X52				X72								XA2
			X53				X73								XA3
			X54				X74								XA4
	TAMPUNIT ADJSTRH TO RH	1	X55				X75								XA5
	TAMPUNIT ADJSTRH TO RH	1	X56				X76								XA6
	TAMPUNIT ADJUSTLH TO LH	1	X57				X77								XA7
	TAMPUNIT ADJUSTLH TO LH	1	X58				X78								XA8
			X59				X79								XA9
	L.H.TAMPUNIT LOCKED	1	X5A				X7A								XAA
	R.H.TAMPUNIT LOCKED	1	X5B				X7B								XAB
			X5C				X7C								XAC
16291	ADD.-DRIVE ENGAGED	G5	X5D				X7D								XAD
	ADD -DRIVE ON	2	X5E				X7E								XAE
S148	Ext.Engine Stop(Not Operates	1	X5F		EXT STOP KEY NOT OPERATED	1	X7F								XAF

AUSGÄNGE (OUTPUTS)

SUBROUTINE	Masse(ground)-Signal	Leist.(power) + Signal	Leist (power) + Signal	Leist.(power) + Signal	Leist (power) + Signal
Q00 → X00 FF-AUTOM. CYKL. 2x CLOCK=28^0B RESET=$\overline{28}$v09 Rom 89	Q10 L.H. TAMP.UNIT DOWN 2u21 12d =08^$\overline{1E}$^$\overline{5A}$^60	QL20 TAMP.UNIT TO L.H. MOVE 1s75 =19^50^60 v19^52^$\overline{0B}$^64	QL30 DRIVE FORWARD 1s22 =08^34^68	QL40 ZF Measuring ..ALC G58 = 35	Q50
Q01 → X01 TAMP.UNIT IN DOWN POS =17^18 v17^10 v18^1E	Q11 R.H. TAMP.UNIT DOWN 2u22 12d =08^$\overline{1D}$^$\overline{5B}$^68	QL21 TAMP.UNIT TO R.H. MOVE 1s76 =19^51^68 v19^52^$\overline{0B}$^65	QL31 DRIVE REVERSE 1s23 =09^34^68	QL41 ZF Safety By Pass 5U4B = 35	Q51
Q02 → X02 L.H. CLAMP LIFT & STOP LATCH ON=4C HOLD=$\overline{29}$^$\overline{2C}$	Q12 CYCLE CLOCK ON=01 HOLD=$\overline{04}$ Rom 88	QL22 SQUEEZE ON L.H. OUTS. 1s5 =68 v6A^($\overline{37}$v$\overline{38}$)]^$\overline{1E}$^68	QL32 CLAMP OPEN FRONT LHS 1s453 =($\overline{2B}$^$\overline{62}$) v1C v$\overline{63}$ v3C	QL42 Pn. Valve Work Drive1 Desengage = 35	Q52
Q03 → X03 R.H. CLAMP LIFT & STOP LATCH ON=4D HOLD=$\overline{29}$^$\overline{2D}$	Q13 INDIC..L.H.CLAMP LIFT & STOP on X4C =02	QL23 SQUEEZE ON R.H. OUTS. 1s7 =68 v6A^($\overline{37}$v$\overline{38}$)]^$\overline{1D}$^68	QL33 CLAMP OPEN REAR LHS 1s454 =($\overline{2B}$^$\overline{62}$)v1B v1B v$\overline{63}$ v3C	QL43	Q53
Q04 → X04 ENGINE DRIVING =08v09	Q14 INDIC..R.H. CLAMP LIFT & STOP on X4D =03	QL24 SQUEEZE ON L.H. INSIDE 1s62 =68^$\overline{1E}$^68	QL34 LIN.UNIT STOP L.H 1s455 =02	QL44	Q54
Q05 → X05 START OF MEAS SYSTEM =(20^0B)v(3E^10) v(15v16)^30^0B v6E	Q15	QL25 SQUEEZE ON R H INSIDE 1s63 =68^$\overline{1D}$^68	QL35 LIN UNIT STOP R.H 1s456 =03	QL45	Q55
Q06 → X06 LEVELL.AUTOM.START L.H. =2E^05^$\overline{1E}$^$\overline{32}$^48^49^(24v2F)^$\overline{02}$ auf: 7u2,16b	Q16 L.H. CLAMP UNIT LOWER. 7u2 18d =2C v2E^$\overline{06}$^$\overline{02}$ v$\overline{2E}$^05^3E]^68	QL26	QL36 CLAMP OPEN FRONT RH =($\overline{2B}$^$\overline{62}$)v1Cv$\overline{63}$v3B	QL46	Q56
Q07 → X07 LEVELL AUTOM START R.H =2E^05^$\overline{1D}$^$\overline{33}$^48^49^(25v2F)^$\overline{03}$ auf 7u4,16b	Q17 R.H. CLAMP UNIT LOWER 7u4 18d =2D v2E^$\overline{07}$^$\overline{03}$ v$\overline{2E}$^05^3E]^68	QL27 SQUEEZE LOCK. FRONT 1s201 = 6A^$\overline{37}$^68	QL37 CLAMP OPEN REAR RH =($\overline{2B}$^$\overline{62}$)v1Bv$\overline{63}$v3B	QL47	Q57
Q08 → X08 DRIVING FORWARD =28^$\overline{00}$^10^19^80^$\overline{0E}$ v27^10^19^80^$\overline{0E}$ v11]^22	Q18	QL28 SQUEEZE LOCK REAR 1s202 = 6A^$\overline{38}$^68	QL38 MEAS TROLLEY PRELOADL H 1s270 =4E	QL48	Q58
Q09 → X09 DRIVING REVERSE =13^14^23^11	Q19	QL29 FRONT CLAMPS CLOSE LHS 1s29 =62^$\overline{1C}$^$\overline{3C}$^68	QL39 MEAS.TROLLEY PRELOADR.H. 1s271 =4F	QL49	Q59
Q0A → X0A LIN.AUTOM START =05^3D^(4Ev4F)^[(24^25)v2F]	Q1A LIN.AUTOM START 7u7 16d =0A^68	QL2A REAR CLAMPS CLOSE LHS 1s28 =62^$\overline{1B}$^$\overline{3C}$^68	QL3A CLAMP CLOSE RH FRONT =62^$\overline{1C}$^$\overline{3B}$^68	QL4A WARN -WORK SYS ON L H 1h1 1h2 =68^$\overline{87}$	Q5A
Q0B → X0B TAMP.UNIT DOWN =10^$\overline{27}$^$\overline{28}$^$\overline{04}$ v10^0E v(26v12)^(27v28)^15^16]^19^$\overline{3E}$	Q1B PERMISS FOR LED TEST 2u25 C =$\overline{68}$	QL2B CLAMP UNIT L.H. LOWER 1s8 on x2C =Q16	QL3B CLAMP CLOSE RH REAR =62^$\overline{1B}$^$\overline{3B}$^68	QL4B WARN -WORK SYS ON R H 1h1o 1h2o =68^$\overline{87}$	Q5B
Q0C → X0C AUTOM. CYCLE EIN LATCH ON=19^$\overline{10}$ HOLD=19^($\overline{01}$v(28^00))	Q1C CLAMP UNIT LIFT L.H. 7u2 4b =(29v4C)^$\overline{0B}$^68	QL2C CLAMP UNIT R H. LOWER. 1s9 on x2D =Q17	QL3C	QL4C	Q5C
Q0D → X0D SQUEEZE END UNIT UP =(27v28)^01^19^69	Q1D CLAMP UNIT LIFT R.H. 7u4 4b =(29v4D)^$\overline{0B}$^68	QL2D TAMP.COUNTER 2g1 =0B^01	QL3D ADD.DRIVE ENGAGE 1s265 ON = 5E^34^11(22v23) HOLD = 5E^34	QL4D	Q5D
Q0E → X0E TAMP.UNIT AUTOM.DOWN ON=13^14^0C^10^(27v28) HOLD=(27v28)^10^$\overline{0D}$	Q1E PROZ. RUN-INDICATION 2u26/6 INTERN.CONTROL	QL2E CLAMP UNIT L H. LIFT 1s3 =(29v4C)^$\overline{0B}$)^68 v06^$\overline{4A}$^68	QL3E ADD DRIVE FORWARD 1s24 = 5E^08^5D^34^68	QL4E HYD. BRAKE RELEASE FRONT =04v(34^47)	Q5E
Q0F → X0F	Q1F	QL2F CLAMP UNIT R H LIFT 1s4 =(29v4D)^$\overline{0B}$)^68 v07^$\overline{4B}$^68	QL3F ADD.DRIVE REVERSE 1s25 = 5E^09^5D^34^68	QL4F HYD. BRAKE RELEASE REAR =QL4E	Q5F

SUBROUTINE	Masse(ground) -Signal	Zeitstufe (time-stage)	Zeitstufe (time-stage)
Q60 → X60 DRIVE REVERSE LATCH ON=09 HOLD=$\overline{08}$	Q70	Q80 → Q80' DRIVE DELAY =22^$\overline{0B}$^10	Q90 → Q90'
Q61 → X61	Q71	Q81 → Q81' PENETR.ASSIST.CLOSE =66	Q91 → Q91'
Q62 → X62 CLAMP CLOSE =(2Av2B)^$\overline{04}$ v3A^(0Bv05)]^63	Q72	Q82 → Q82' PENETR ASSIST.OPEN =67	Q92 → Q92'
Q63 → X63 CLAMP CLOSE =$\overline{2C}$^$\overline{2D}$^$\overline{29}$^$\overline{4C}$^$\overline{4D}$	Q73	Q83 → Q83'	Q93 → Q93'
Q64 → X64 SUB.f.QL20 =(4E^58)v(4F^56)	Q74	Q84 → Q84'	Q94 → Q94'
Q65 → X65 SUB.f.QL21 =(4E^57)v(4F^55)	Q75	Q85 → Q85' DELAY SYS.START ON=$\overline{68}$^1F^3F HOLD=(1Fv85')^3F^$\overline{68}$	Q95 → Q95'
Q66 → X66 PENETR.ASSIST. ON =15^16^$\overline{01}$^08^$\overline{67}$^1A	Q76 SYSTEM START INDICATION X1F =68	Q86 → Q86'	Q96 → Q96'
Q67 → Q67 PENETR.ASSIST. CLOSE ON=81' HOLD=$\overline{82}$'	Q77	Q87 → Q87' BLINK STAGE = ALWAY ON	Q97 → Q97'
Q68 → Q68 WORK.SYS.ON ON=85'^$\overline{1F}$^3F^7F^5F HOLD=$\overline{1F}$^3F^7F^5F	Q78 EXT.STOP Operated 2h17 ON=$\overline{5F}$ HOLD=$\overline{68}$v$\overline{5F}$	Q88 → Q88 RAM FOR Q12	Q98 → Q98
Q69 → Q69 SQUEEZE TIME ELAPSED TIMESET= (27v28)^01^19	Q79	Q89 → Q89 RAM FOR Q00	Q99 → Q99
Q6A → Q6A SQUEEZE LATCH ON=19^(37v38) HOLD=19^6B^6C	Q7A	Q8A → Q8A RAM FOR QL26	Q9A → Q9A
Q6B → Q6B SQUEEZE =26^[$\overline{01}$v($\overline{27}$^$\overline{28}$)]^(26v12) v01^0B^(27v28) v67	Q7B LINING AUTOMATIC ON on X3D =3D^(4Ev4F)	Q8B → Q8B	Q9B → Q9B
Q6C → Q6C	Q7C	Q8C → Q8C	Q9C → Q9C
Q6D → Q6D	Q7D CLAMP PROXIM.INDIC. L.H. 19h4 =2E^$\overline{24}$	Q8D → 8D	Q9D → Q9D
Q6E → Q6E MEAS SYST START ON=(15v16)^31 HOLD=$\overline{04}$^31	Q7E CLAMP PROXIM.INDIC R.H. 19h5 =2E^$\overline{25}$	Q8E → Q8E	Q9E → Q9E
Q6F → Q6F	Q7F	Q8F → Q8F	Q9F → Q9F





Ind Schalter Anschl
proxim sw connect

Λ = UND(AND)
V = ODER(OR)
$\overline{2D}$ = 2D nicht (not)
LATCH = Halteschaltung
(15) = Progr Blatt (progr sheet)

VALID FOR M/C NO 8096-8127

INDIEN 08-32
AB IND54694-98
EPROM 27C512

EVW4969

Stück	Benennung	Teil	Werkstoff
2010	Tag: 06.04	Name: Bohan / M.GOUR	FRANZ PLASSER Industriegesellschaft m.b.H. Bahnbaumaschinen LINZ/D
Maßstab	PROGRAM LOGIC		PX23 2 Test-1 6
Ursprung EL-08-L049-0a	EL-08-2 049-0b		

WST