

INSTALLATION, OPERATION AND MAINTENANCE INSTRUCTIONS





HRSN3FS Series with Battery Backup


TO PREVENT POTENTIAL INJURY OR DAMAGE TO PROPERTY, READ THIS MANUAL CAREFULLY AND COMPLETELY.

IMPORTANT SAFETY INSTRUCTIONS

Basic safety precautions should always be followed, including the following: Failure to follow instructions can cause severe injury and/or death.


 This is the safety-alert symbol. When you see this symbol on your equipment or in this manual, look for one of the following signal words and be alert to the potential for personal injury.

 **WARNING** warns about hazards that could cause serious personal injury, death or major property damage and if ignored presents a potential hazard.


 **CAUTION** warns about hazards that will or can cause minor or moderate personal injury and/or property damage and if ignored presents a potential hazard. It can also make consumers aware of actions that are unpredictable and unsafe.


Notice: A notice indicates special instructions that are important but not related to hazards.




 **WARNING** - Read and follow all instructions in this IOM manual and on the equipment. Failure to follow instructions can cause severe injury and/or death.





 **WARNING** – **Risk of Electric Shock.** All electrical wiring **MUST** be in conformance with applicable local codes, regulations, and the National Electric Code (NEC). Hazardous voltage can shock, burn, and cause death or serious property damage. To reduce the risk of electric shock, do NOT use an extension cord to connect unit to electric supply. Provide a properly located electrical receptacle. **Before working on any electrical equipment, turn off power supply to the equipment.**

 **WARNING** – To reduce the risk of electric shock replace damaged wiring immediately.

 **WARNING** – Ground all electrical equipment before connecting to electrical power supply. Failure to ground all electrical equipment can cause serious or fatal electrical shock hazard.

 **WARNING** – Do NOT ground to a gas supply line.

 **WARNING** – To avoid dangerous or fatal electrical shock, turn OFF power to all electrical equipment before working on electrical connections.

 **WARNING** – Failure to bond all electrical equipment to system structure will increase risk for electrocution and could result in injury or death. To reduce the risk of electric shock, see installation instructions and consult a professional electrician on how to bond all electrical equipment. Also, contact a licensed electrician for information on local electrical codes for bonding requirements.




 **CAUTION** – Potential pinch point. Equipment connected to or driven by this device may start unexpectedly and may cause personal injury or entrapment in linkage systems.

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ACTUATOR OPERATIONAL CONCEPTS

The HRSN3 Series actuators ending in “20” or in “2X” have an internal battery backup system and are quarter-turn industrial electric actuators designed to operate valves and dampers in municipal, heavy commercial or industrial applications. These units are NEMA 4/4X, IP67 rated, and feature on/off or proportional control versions to interface to most field control signals. The HRSN3 Series with battery backup operate on 24vac or 24vdc power supplies. Hayward offers 120v and 230v transformers packaged in stainless steel wall mounted enclosures sized to provide the required power for the actuator and the battery system.

The battery pack and charge controller are housed in a side-mounted enclosure that is integral to the actuator lower housing. Wiring of the actuator and battery system is completed through access to a single terminal location. The battery system is designed to provide a minimum of two years of field service (depending on application and actual conditions of use). The battery pack is field replaceable.

Notice: The actuator is shipped with the battery system disconnected until the unit is commissioned after all installation procedures have been completed (see pg 14 or 19).

Notice: Read the project specifications and understand the application before making an actuator selection. If in doubt, consult with the project engineer to clarify what is actually required for a fully operational installation. We have provided in this document all the tools necessary to determine how the various levels interface to the outside world. If there are any questions, please contact Hayward Flow Control Technical Services.

Notice: HRSN3 Series actuators are fully assembled, calibrated and tested prior to leaving our factory. In most cases, after you have mounted the actuator to your device, you should be able to operate the actuator from fully CLOSED (CW) to fully OPEN (CCW) and back again, and find that no adjustments are needed. The assembly can be put into service immediately. However, should it be necessary to make adjustments to the end-of-travel positions to overcome any device related issues (i.e. valve shaft incorrectly timed to the drive stem), the procedures outlined below should be followed to put the assembly into service. Note that there is a maximum adjustment range of +/- 3° at each end of travel.

[Pages 10-11](#) - Travel limits for CW (CLOSED) & CCW (OPEN) positions, HRSN3 Series

[Page 12](#) - Auxiliary switch cams for CW & CCW positions, HRSN3 Series

TECHNICAL INFORMATION

ACTUATOR SPECIFICATIONS (20 SERIES)			HRSN3A	HRSN3B
Supply	Torque Output (in-lb / Nm)		880 / 100	1770 / 200
24VAC - 24VDC	Current Draw (Start / Run / LRA)		4.2A / 3.2A / 11.0A	4.2A / 3.2A / 11.0A
	Speed (90°) DC-60Hz/50Hz, seconds		14 / 14	28 / 28
	Motor - 24V DC Perm Magnet 2 Pole Brush		25W	25W
	On/Off / Proportional	Duty Cycle (IEC60034)	75% (S2-15 min) / 75% (S4-75%)	
		Motor Protection, Temp / Class	All - 130°C / Class B	
120VAC	Motor Starts, per hour, Max		All - 600	
	Requires 120:24 Transformer Pack, 250VA		HRSBBC120-250	HRSBBC120-250
	Transformer Current Draw (Inductive)		1.1A	1.1A
	Speed (90°) 60Hz / 50Hz, seconds		14 / 14	28 / 28
	Motor - 24V DC Perm Magnet 2 Pole Brush		25W	25W
	On/Off / Proportional	Duty Cycle (IEC60034)	75% (S2-15 min) / 75% (S4-75%)	
		Motor Protection, Temp / Class	All - 130°C / Class B	
230VAC	Motor Starts, per hour, Max		All - 600	
	Requires 230:24 Transformer Pack, 250VA		HRSBBC230-250	HRSBBC230-250
	Transformer Current Draw (Inductive)		.55A	.55A
	Speed (90°) 60Hz / 50Hz, seconds		14 / 14	28 / 28
	Motor - 24V DC Perm Magnet 2 Pole Brush		25W	25W
	On/Off / Proportional	Duty Cycle (IEC60034)	75% (S2-15 min) / 75% (S4-75%)	
		Motor Protection, Temp / Class	All - 130°C / Class B	
All	Motor Starts, per hour, Max		All - 600	
	Environmental Rating		NEMA 4/4X & IP67	
	Electrical Entry (2)		3/4" EMT or Polyamide gland	
	Control		On/Off or Proportional	
	Auxiliary Switch - End of Travel		(2) Form A Volt-Free, Rated 10A @ 250vac	
	Ambient Operating Range		-22°F to +158°F (-30°C to +70°C)	
	Humidity Range		0-95% RH	
Altitude Limit		9850 ft / 3000 m		
BATTERY SPECIFICATIONS			HRSN3A~3B (20 SERIES)	
Type			Lithium Ion 22.2v pack with charge / discharge control	
Cell Arrangement			Bank of 8 (eight) x 2.8V w/ logic control	
Service Life - @ Rated Torque Cycle Drain			10,000 cycles @ 5% Stored energy drain per cycle	
Enclosure			6 x 4 x 4, Aluminum enclosure, bottom EMT entry	

CONVENTIONS USED IN THIS MANUAL

Below are Terms and Definitions used throughout this manual.

1. **XTS/TS** product manufactured without/with Torque Switches.
2. **FS** product manufactured with Fail Safe built-in.
3. **LCS** is an industry acronym for a Local Control Station.
4. **CW** is Clockwise and **CCW** is Counterclockwise.

Use this table to efficiently select the actuator and wiring diagram you require.

ACTUATOR OPTIONS

Control	Voltage	Torque Switches	Fail Safe	Local Control Station	IOM	Wiring Diagram Page
On/Off	24VDC/VAC	XTS/TS	FS	None	This IOM	28
Proportional	24VDC/VAC	XTS/TS	FS	None	This IOM	29
On/Off	120VAC *	XTS/TS	FS	None	This IOM	30
Proportional	120VAC *	XTS/TS	FS	None	This IOM	30
On/Off	230VAC *	XTS/TS	FS	None	This IOM	30
Proportional	230VAC *	XTS/TS	FS	None	This IOM	30

* Requires use of a transformer to convert supply voltage to 24V.

ACTUATOR HANDLING AND INSTALLATION

SHIPPING AND HANDLING

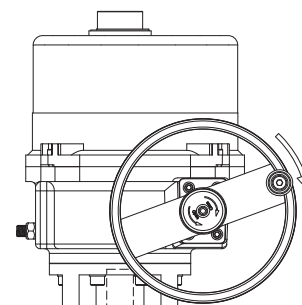
- Position on arrival:
 - A separate actuator arrives in the FULLY CLOSED (CW) position. The red/green position indicator (see illustration) shows RED.
 - A 2 way ball valve assembly arrives in the FULLY OPEN (CCW) position and the position indicator shows GREEN.
 - A 2 way butterfly valve assembly arrives nearly CLOSED (5°) position and the position indicator shows mostly RED.
- Storage: This unit should not be stored outside unless it is powered up and has proper conduit terminations. When not powered up, it should be stored in a clean, dry environment at all times.
- This quarter-turn actuator has been factory tested and calibrated to operate between 0° and 90°. Most products will not require recalibration of these settings. If any travel adjustment is necessary, please refer to the Adjusting CW/CCW End of Travel section for instructions.
- Notice:** The HRSN3 Series actuators have mechanical stops which limit rotation. Do not attempt to operate with a rotation greater than 95°.
- Notice:** Protect the actuator from moisture by installing it with water tight EMT fittings and proper conduit drainage. Supply power to the unit to keep the internal heater warm at the time of installation.



The actuator has a red and green position indicator. RED color in the indicator window means the actuator is fully CW, while GREEN means it is fully CCW.



WARNING – To avoid dangerous or fatal electrical shock, turn OFF power to all electrical equipment before working on electrical connections.



The manual override handwheel allows a user to position the valve or damper with or without power. Turn the handwheel CW to make the output drive move CW (when viewed from above). Turning the handwheel CCW makes the output drive turn CCW.

INSTALLATION NOTES



CAUTION – Please follow the following guidelines for proper installation.

- WARNING** – Do NOT install battery backup units in direct sunlight.
- These actuators are designed to be used between a horizontal and upright position. Do NOT mount the assembly with the actuator top below a horizontal position (i.e. upside down).
- When installing conduit, use proper techniques for entry into the actuator. Use drip loops to prevent conduit condensate from entering the actuator.
- Mechanical travel stops are factory calibrated for 90 degree operation. These stops are NOT designed to adjust mechanical rotation by more than +/- 3 degrees, they are for positioning the handwheel only.
- Both EMT conduit ports MUST use proper equipment to protect the NEMA 4X integrity of the housing.
- The internal heater is to be used in ALL applications.
- Do NOT install the actuator outdoors or in humid environments unless it is powered up and the heater is functioning.
- Use proper wire size to prevent actuator failure (see Wire Sizing Chart for proper wire sizing).
- All terminals accept 12-18AWG solid/stranded wire.
- Notice:** Do NOT parallel wire multiple battery backup actuators. Battery Backup units are designed to operate as stand-alone devices.

PRODUCT MOUNTING AND SETUP

Notice: All HRSN3 Series actuators rotate CW to close the output shaft out the bottom of the actuator **when viewed from above**. On all HRSN3 models, the cam shaft and the indicator rotate CW to close as well.

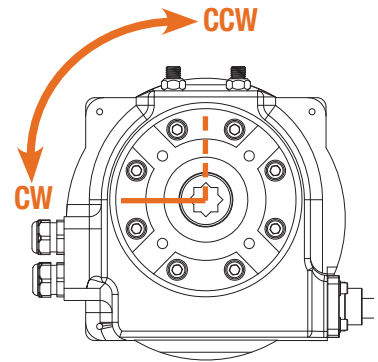
1. The battery system should remain UNPLUGGED until AFTER the actuator has been mounted and tested for proper travel and end stop calibration.
 - The battery system will be connected during the Commissioning Procedure.
1. Fully CLOSE the valve or damper to which the actuator is to be mounted.
2. Assemble necessary linkage hardware and attach the actuator to the valve or damper.
3. Center the actuator on the valve or damper drive shaft and tighten all hardware.
4. **Before applying power to the unit**, rotate the manual override handwheel from the fully CW to the fully CCW position to check for unobstructed manual operation of the valve or damper.
5. HRSN3 Series actuators utilize a removable terminal block to simplify field wiring and testing.
 - To remove a terminal block from the PCB receiver, pull straight out in a direction parallel to the PCB.
 - In the photo at right, the RIGHT side of the terminal block (between the PCB mounting screws) is pulled out to the RIGHT.
 - After wiring, reinsert the terminal strip into the receiver. This is a keyed pair and can only be inserted one way.
 - Screw terminals are rated to accept 14AWG down to 18AWG solid or stranded wire. **TERMINAL NUMBERING HAS #1 AT THE BOTTOM.**
6. Refer to your product part number to determine which wiring diagram to follow when wiring up the actuator.



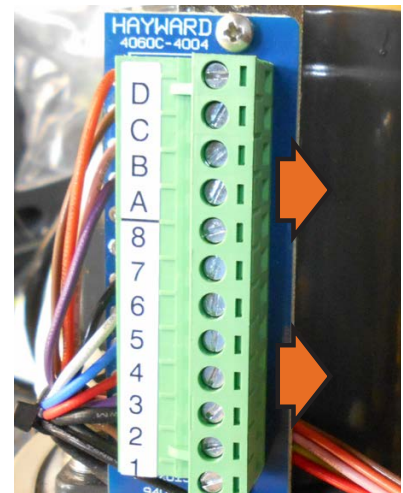
CAUTION – Be sure to make field connections to the proper terminal as identified by the LABEL and not the position!

7. Note that although terminals are labeled as 1-8 and A-D, not all terminals are used on all models.
8. Make the electrical connections per the appropriate Wiring Diagram for your actuator.
9. Connect POWER and CONTROL to the correct terminals.
10. Terminals A~D on each actuator are for the (adjustable) auxiliary switches. These are dry type (volt free) Form A contacts rated 10A @ 250VAC Max.
11. Select actuators covered in this manual are equipped with torque switches which protect the actuator motor and gear train. Torque switches protect controlled valves or actuators from damage in the event of a high torque condition. More information can be found throughout this manual.

Notice: Torque switches are factory set and are not adjustable.



Note that the rotation seen from below is a mirror of the direction viewed from above.



Removable terminal blocks facilitate ease of field wiring and testing. To remove a terminal block from the PCB receiver, pull straight OUT in a direction parallel to the PCB. Use caution when reinserting block - make sure all pins are aligned before seating.



Torque Switch (TS) equipped products have a secondary set of cams/switches to protect the actuator, equipment and processes.

TORQUE SWITCHES



WARNING – Torque switches are factory set and are **NOT ADJUSTABLE**.
Changing these settings will void the actuator warranty.

Torque Switch Operation

Select HRSN3 units have torque switches to protect the actuator and any attached equipment from possible damage which can occur in a high torque event. In such an event the valve or damper being driven encounters some blockage or impediment to travel. In the case of an actuator without torque switches, the actuator will attempt to drive until it either reaches the end of travel or (likely) the motor overworks and trips on a thermal overload. Units with torque switches will cease supplying power to the motor when a high torque event occurs.



Upper torque switch and
cam for actuator drive CW
rotation

Lower torque switch and
cam for actuator drive
CCW rotation

Torque Switch cams and switches are shown in the normal operating position.

Torque Switch (Normal Mode)

1. In normal operating mode, the torque switch and drive cam are in the neutral position shown in the photo.
2. Internal gearing in line with the output drive provide the rotational action for the cams.
3. Upper torque switch protects CW rotation.
4. Lower torque switch protects CCW rotation.



Upper cam has rotated
counter clockwise from its
neutral position and has
engaged the switch.

Torque Switch cams shown with the upper cam tripping the upper switch (Actuator was driving CW before this trip)

Torque Event (CW)

1. The photo at left shows a high torque event in the CW direction
2. The torque switch CW drive cam (upper) and switch are in the tripped position.
3. When the torque switch trips, it immediately cuts off power flow to the motor for that direction of travel.



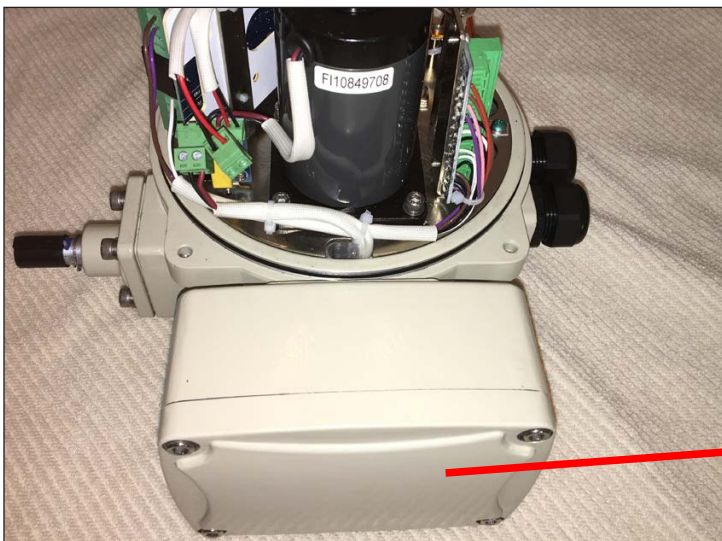
Lower cam has rotated
clockwise from its neutral
position (above) and has
engaged the switch.

Torque Switch cams shown with the lower cam tripping the lower switch (Actuator was driving CCW before this trip)

Torque Event (CCW)

1. The photo at left shows a high torque event in the CCW direction
2. The torque switch CCW drive cam (lower) and switch are in the tripped position.
3. When the torque switch trips, it immediately cuts off power flow to the motor for that direction of travel.

COMPONENT IDENTIFICATION



Introduction:

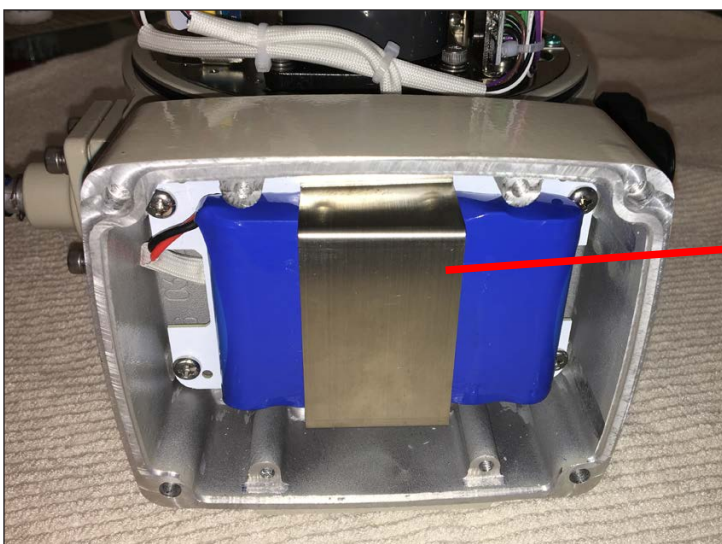
The HRSN3 Series Battery Backup units are fitted with a battery storage enclosure mounted directly onto the actuator as shown.

All wiring for the battery pack is complete and an internal disconnect for the battery system is provided.



WARNING –
Do NOT install battery backup units in direct sunlight.

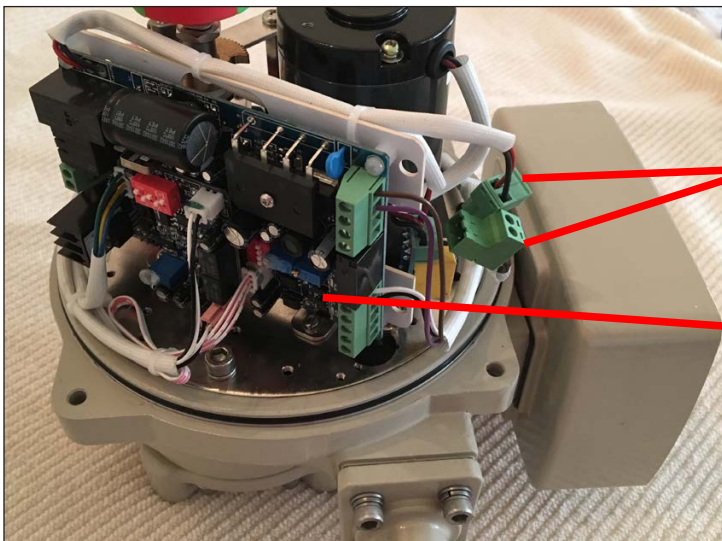
Battery and Controls Enclosure
(No field terminations)



No need to remove this cover unless replacing the battery pack

Battery Pack

Notice: The battery system should remain UNPLUGGED until AFTER the actuator has been mounted and tested for proper travel and end stop calibration.



Battery Disconnect
(Male/Female Pair)

Control Board
All field terminations are made here

120/230V TRANSFORMER MOUNTING AND SETUP

Notice: All HRSN3 Series Battery Backup units require a 250VA 24vac / 10A 24vdc power supply directly into the actuator terminal block.

Power Supply:

The HRSN3 Series Battery Backup units require a 250VA 24vac / 10A 24vdc power supply directly into the actuator terminal block.

To facilitate various site power availability, an optional enclosure is offered which houses an appropriately sized toroidal transformer to supply the 24V power to the actuator. Mounted separately, the enclosure is a NEMA 4X / IP65 9 x 7 x 6 hinged door cabinet.

Mounted to a back plane, the transformer primary and secondary are pre-wired to a six position dual terminal block.

Notes:

The enclosure, while NEMA 4X rated, should NOT be installed in direct sunlight. If installed outdoors, it should be installed in the shade under a rain hood using rain-tight conduit fittings and connectors.

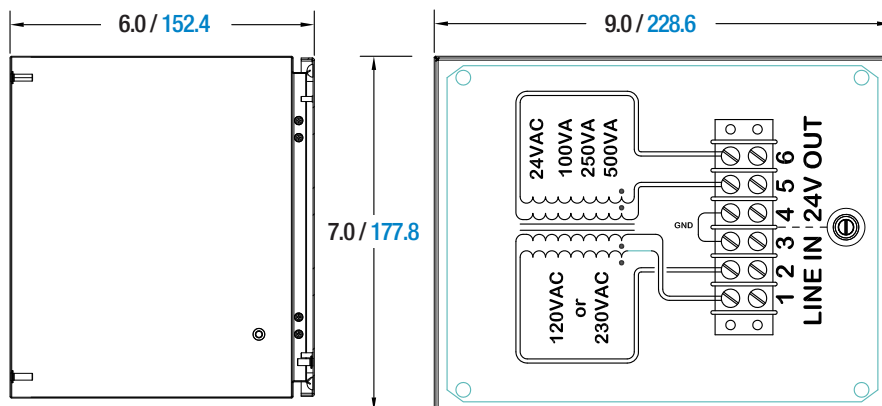
The Enclosure is a sealed NEMA 4X type stainless steel type without conduit holes or knock-outs. This allows complete flexibility when mounting. The enclosure can be oriented in any direction, and can be mounted on wall, floor, ceiling, uni-strut or any other fixed surface. Conduit penetrations by others. Interconnect wiring between transformer panel and actuator by others per the supplied wiring diagram.



HRSN3 Series Transformer Enclosure
(120/230VAC Installations)



HRSN3 Series Transformer
(120/230VAC Installations)



HRSN3 Series Transformer Enclosure
Dimensional Data

Model	Line	Power	Size in / mm	Weight lbs / kg
HRSBBC120-100	120VAC	100VA	9.0 W x 7.0 H x 6.0 D	12 / 5.5
HRSBBC120-250	120VAC	250VA		14 / 6.4
HRSBBC120-500	120VAC	500VA		20 / 9.1
HRSBBC230-100	230VAC	100VA	228.6 W x 177.8 H x 52.4 D	12 / 5.4
HRSBBC230-250	230VAC	250VA		14 / 6.4
HRSBBC230-500	230VAC	500VA		20 / 9.1

ADJUSTING CW END OF TRAVEL

This actuator has been factory calibrated and tested to stop at 0 degrees for CW position and to stop at 90 degrees for CCW position. Most installations onto valves or dampers will likely not require recalibration of these settings. Please mount the valve or damper and proceed on these pages **only** if adjustments are required.



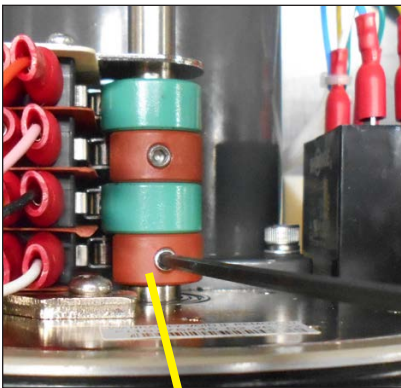
WARNING – Serious Damage to the actuator will result if the motor is allowed to drive the gear train into the mechanical stop! Remove power from this device **BEFORE** making any travel adjustments.



CAUTION! - There are dual power sources in this actuator. Disconnect both sources of power.



CW Mechanical Stop



Cam 1 - CW Cam



CW Mechanical Stop



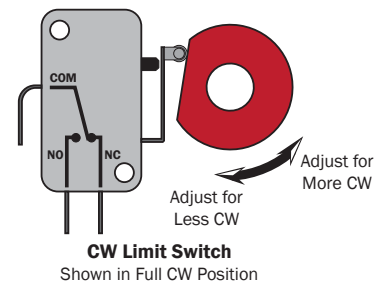
CAUTION! - The mechanical stop screw limits handwheel operation **ONLY** and is **NOT** to be used as an electrical travel limiting device.

Reposition Mechanical Stop

1. **Disconnect power.**
2. Loosen the RIGHT SIDE mechanical stop. This is the CW mechanical stop limit adjustment. Using a 17mm wrench and a 5mm hex key, hold the jam nut and turn the stop screw 5-6 turns CCW so it clears the mechanical boss inside the actuator.
 - This will allow you to adjust the cam/switch stop position without running into the mechanical stop screw.
3. Use the manual override handwheel to position the actuator to your required CW position. Keep all changes within +/- 3 degrees of the factory setting.

Adjust CW Cam (Bottom)

4. Cam 1 is the bottom cam (red) and is the end-of-travel adjustment for the actuator CW position. With POWER OFF and the actuator at its required CW position, use a sharp 2.5mm hex key to free up the cam set screw. **Take care not to let the hex key slip at this stage, it can easily strip out.** Once it is free adjust it as described below:
 - Rotate the hex key to the RIGHT 10-15 degrees until you hear a click. This will reset the switch roller arm.
 - Gently tighten (CW) the set screw only until slight pressure is felt. Ideally the set screw rides along the camshaft.
 - Now SLOWLY rotate the hex key to the LEFT, pushing the cam, until you hear the “click” on the bottom switch. The click means correct adjustment has been achieved.
 - Tighten the cam set screw.
5. **Apply power** and test for the correct CW position:
 - Drive the actuator CCW at least 15-20 degrees.
 - Drive the actuator CW until the cam stops the electrical travel.
 - Check to be sure this is the correct CW position you require. Repeat the steps of item 4 if further adjustment is needed.



Tighten Mechanical Stop

1. With the actuator in the proper position. Hold the 17mm wrench on the RIGHT SIDE jam nut to prevent the jam nut from locking and turn the 5mm hex key CW until the end of the stop screw bottoms out against the internal stop boss.
2. Turn the hex key ONE FULL TURN CCW and lock this position with the jam nut. Now the actuator will reach its end of travel electrically before there is any interference from the mechanical stop.
3. CW position calibration is now complete.

ADJUSTING CCW END OF TRAVEL

This actuator has been factory calibrated and tested to stop at 0 degrees for CW position and to stop at 90 degrees for CCW position. Most installations onto valves or dampers will likely not require recalibration of these settings. Please mount the valve or damper and proceed on these pages **only** if adjustments are required.



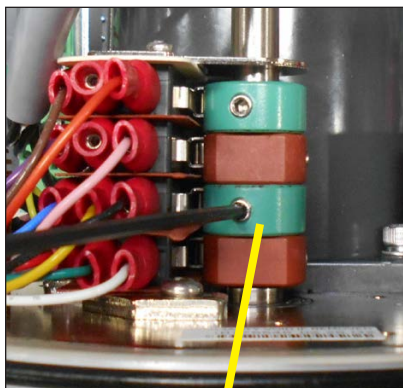
WARNING – Serious Damage to the actuator will result if the motor is allowed to drive the gear train into the mechanical stop! Remove power from this device **BEFORE** making any travel adjustments.



CAUTION! - There are dual power sources in this actuator. Disconnect both sources of power.



CCW Mechanical Stop



Cam 2 - CCW Cam



CCW Mechanical Stop



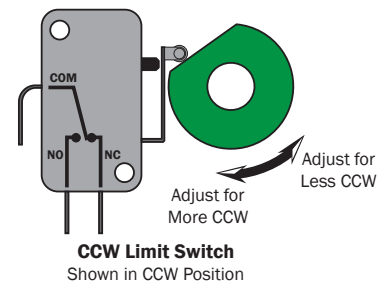
CAUTION! - The mechanical stop screw limits handwheel operation **ONLY** and is **NOT** to be used as an electrical travel limiting device.

Reposition Mechanical Stop

1. **Disconnect power.**
2. Loosen the LEFT SIDE mechanical stop. This is the CCW mechanical stop limit adjustment. Using a 17mm wrench and a 5mm hex key, hold the jam nut and turn the stop screw 5-6 turns CCW so it clears the mechanical boss inside the actuator.
 - This will allow you to adjust the cam/switch stop position without running into the mechanical stop screw.
3. Use the manual override handwheel to position the actuator to your required CCW position. Keep all changes within +/- 3 degrees of the factory setting.

Adjust CCW Cam (Second from Bottom)

4. Cam 2 is the second cam up from the bottom (green) and is the end-of-travel adjustment for the actuator CCW position. With POWER OFF and the actuator at its required CCW position, use a sharp 2.5mm hex key to free up the cam set screw. **Take care not to let the hex key slip at this stage, it can easily strip out.** Once it is free adjust it as described below:
 - Rotate the hex key to the LEFT 10-15 degrees until you hear a click. This will reset the switch roller arm.
 - Gently tighten (CW) the set screw only until slight pressure is felt. Ideally the set screw rides along the camshaft.
 - Now **SLOWLY** rotate the hex key to the RIGHT, pushing the cam, until you hear the “click” on the bottom switch. The click means correct adjustment has been achieved.
 - Tighten the cam set screw.
5. **Apply power** and test for the correct CCW position:
 - Drive the actuator CW at least 15-20 degrees.
 - Drive the actuator CCW until the cam stops the electrical travel.
 - Check to be sure this is the correct CCW position you require. Repeat the steps of item 4 if further adjustment is needed.



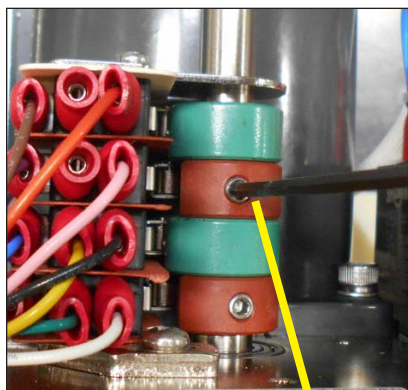
CCW Limit Switch
Shown in CCW Position

Tighten Mechanical Stop

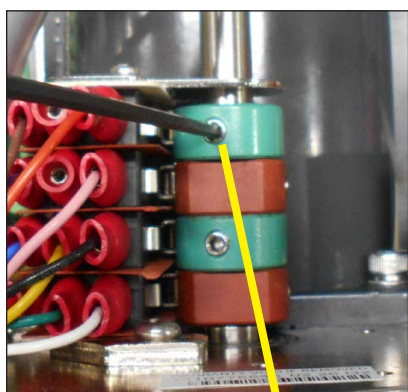
1. With the actuator in the proper position, hold the 17mm wrench on the LEFT SIDE jam nut to prevent the jam nut from locking and turn the 5mm hex key CW until the end of the stop screw bottoms out against the internal stop boss.
2. Turn the hex key ONE FULL TURN CCW and lock this position with the jam nut. Now the actuator will reach its end of travel electrically before there is any interference from the mechanical stop.
3. CCW position calibration is now complete.

ADJUSTING AUXILIARY SWITCHES

This actuator has been factory calibrated and tested to stop at 0 degrees for CW position and to stop at 90 degrees for CCW position. The Auxiliary Switch settings are based on those stops. Ideally the Auxiliary Switches are set a few degrees in advance of the respective stop switches, so if you had adjusted either the CW or CCW you may need to adjust these as well.

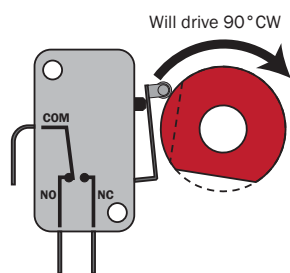


Cam 3 - CW Auxiliary Cam

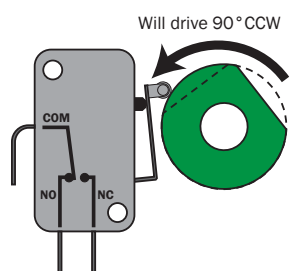


Cam 4 - CCW Auxiliary Cam

CAM BEHAVIOR



CW Limit Switch
Shown in CCW Position



CCW Limit Switch
Shown in Full CW Position

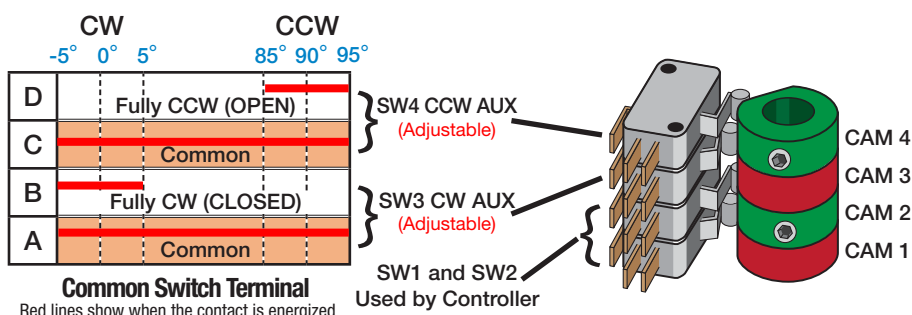
Adjust CW Auxiliary Cam

1. Cam 3 is the third cam up from the bottom (red) and is the CW auxiliary switch adjustment, an optional switch typically used to indicate the actuator reached its CW position.
2. Drive the actuator to its CW position. Use a sharp 2.5mm hex key to free up the cam set screw. **Take care not to let the hex key slip at this stage, it can easily strip out.** Once it is free adjust it as described below:
 - Rotate the hex key to the RIGHT 10-15 degrees until you hear a click. This will reset the switch roller arm.
 - Gently tighten (CW) the set screw only until slight pressure is felt. Ideally the set screw rides along the camshaft.
 - Now SLOWLY rotate the hex key to the LEFT, pushing the cam, until you hear the “click” on the bottom switch.
 - Continue to rotate the cam between 3 and 5 degrees to the LEFT to make sure the auxiliary cam switch changes state before the actuator reaches its end of travel electrically.
 - Tighten the cam set screw.

Adjust CCW Auxiliary Cam

1. Cam 4 is the fourth cam up from the bottom (green) and is the CCW auxiliary switch adjustment, an optional switch typically used to indicate the actuator reached its CCW position.
2. Drive the actuator to its CCW position. Use a sharp 2.5mm hex key to free up the cam set screw. **Take care not to let the hex key slip at this stage, it can easily strip out.** Once it is free adjust it as described below:
 - Rotate the hex key to the LEFT 10-15 degrees until you hear a click. This will reset the switch roller arm.
 - Gently tighten (CW) the set screw only until slight pressure is felt. Ideally the set screw rides along the camshaft.
 - Now SLOWLY rotate the hex key to the RIGHT, pushing the cam, until you hear the “click” on the bottom switch.
 - Continue to rotate the cam between 3 and 5 degrees to the RIGHT to make sure the auxiliary cam switch changes state before the actuator reaches its end of travel electrically.
 - Tighten the cam set screw.

AUXILIARY SWITCH CAM MAPPING



COMMISSIONING

The end stop travel (cams) of this actuator have been factory set and tested to respond between 0° and 90° degrees rotation. If NO changes to end stops are required, this unit is ready to be put into service immediately using this procedure. IF changes to the cam positions are required, refer to pages 10~12 before proceeding.

Conceptually this procedure first establishes correct direction and control; these **MUST** be verified in order to proceed. Any actuator must drive CW when commanded to do so, and STOP when the actuator reaches the full CW travel position. The same applies for the CCW operation.



WARNING – Follow these directions carefully and in order. Actuator damage due to improper testing and commissioning will NOT be covered under warranty.

Notice: This procedure has many sections with the text “**IMMEDIATELY remove power from the actuator to STOP movement**”. Quick action is necessary in case of any unexpected or uncontrolled movement to keep the actuator from possibly driving into the mechanical stops, past the limits of the valve or damper attached, and to simply keep the actuator in a known position for a quick, efficient installation.

Commissioning - Non-LCS actuators - On/Off Control

After the actuator and valve (damper) assembly have been installed with power and control connected, BEFORE applying power, use the handwheel to rotate the actuator to a mid-travel position.

1. Be sure there are NO movement commands active, and apply power.
 - A. The actuator should NOT move.
 - I. If it does move, **IMMEDIATELY remove power from the actuator to STOP movement**.
 - a. Proceed to step 2.
 - II. If it does NOT move, proceed to step 3.
2. Check control wiring to terminals 1~8 on the actuator.
 - A. Remove field wiring from terminals 4, 6 & 7, then place a jumper between terminals 4 & 7. Do NOT apply external power to any of these terminals.
 - B. Re-apply power. The actuator will move CW.
 - C. After confirmation, remove power, then remove the jumper between terminals 4 & 7, and place a jumper between terminals 6 & 7.
 - D. Re-apply power, and the actuator will move CCW.
 - E. After confirmation, remove power, then remove the jumper between terminals 6 & 7, and replace the field wiring to terminals 4, 6 & 7.
 - F. Repeat step 1.
3. **Generate a remote CW move command** and verify the DIRECTION of the position indicator is CW.
 - A. If it is NOT, there is a problem with the field logic or wiring, troubleshoot accordingly.
 - B. On HRSN3 Series torque switch equipped units, during CW travel movement, depress the lever on the UPPER torque switch to interrupt actuator movement as a check of the system.
4. **Generate a remote CCW move command** and verify the DIRECTION of the position indicator is CCW.
 - A. If it is NOT, there is a problem with the field logic or wiring, troubleshoot accordingly.
 - B. On HRSN3 Series torque switch equipped units, during CCW travel movement, depress the lever on the LOWER torque switch to interrupt actuator movement as a check of the system.
 - C. If it is, proceed to step 5.
5. **If the actuator does NOT stop at the correct positions**, fails to move in the correct directions, or on fails to stop movement when the respective torque switch levers are depressed, **IMMEDIATELY STOP the operation of the actuator** and refer to the Table of Contents for the section to reference for the corrective action needed.
6. **Place the LCS in Local or Remote Mode to put the actuator into service.**



WARNING – LETHAL voltages may be present inside this actuator.



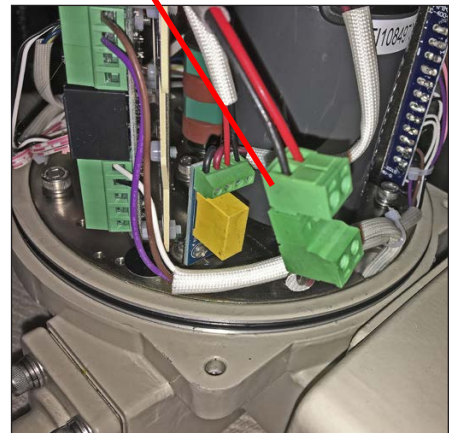
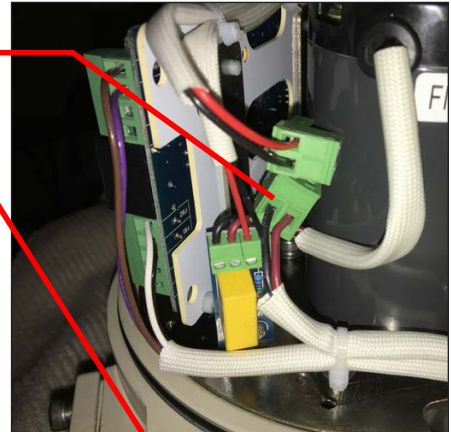
WARNING – Serious Damage to the actuator will result if the motor is allowed to drive the gear train into the mechanical stop! Remove power from this device BEFORE making any travel adjustments.

BATTERY SYSTEM CONNECTION

Connecting and Starting the Battery System

After the actuator has been fully installed in the field and wired to power and control systems, it is now possible to initialize the battery system. All HRSN3 Series Battery Backup units require a 250VA 24vac / 10A 24vdc power supply directly into the actuator terminal block. The initialization procedure is as follows:

1. Remove the actuator top cover.
2. Locate the green two-pin connector halves.
 - Both halves are keyed to connect in only one direction.
 - Align with each other and plug together.
3. Apply 24V power to the actuator.
4. Replace the actuator top cover.
5. Battery system must charge for 12 hours after powering up to provide 100% charge capacity.
6. The battery system employs a 22.2V Li Ion pack. The DC motor is driven directly by the battery pack upon loss of power. Refer to the section: Calibration - Continued, On/ Off Control for setting the required fail safe direction (default is drive CW on loss of power).



This image shows a full page of blank graph paper. The grid consists of small, uniform squares formed by thin, light blue horizontal and vertical lines. There are no margins, text, or other markings on the page.

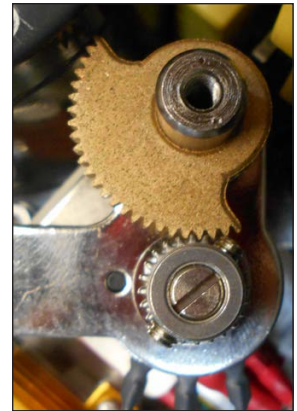
CALIBRATION

⚠ WARNING – Follow these directions carefully and in order. Actuator damage due to improper testing and commissioning will **NOT** be covered under warranty.

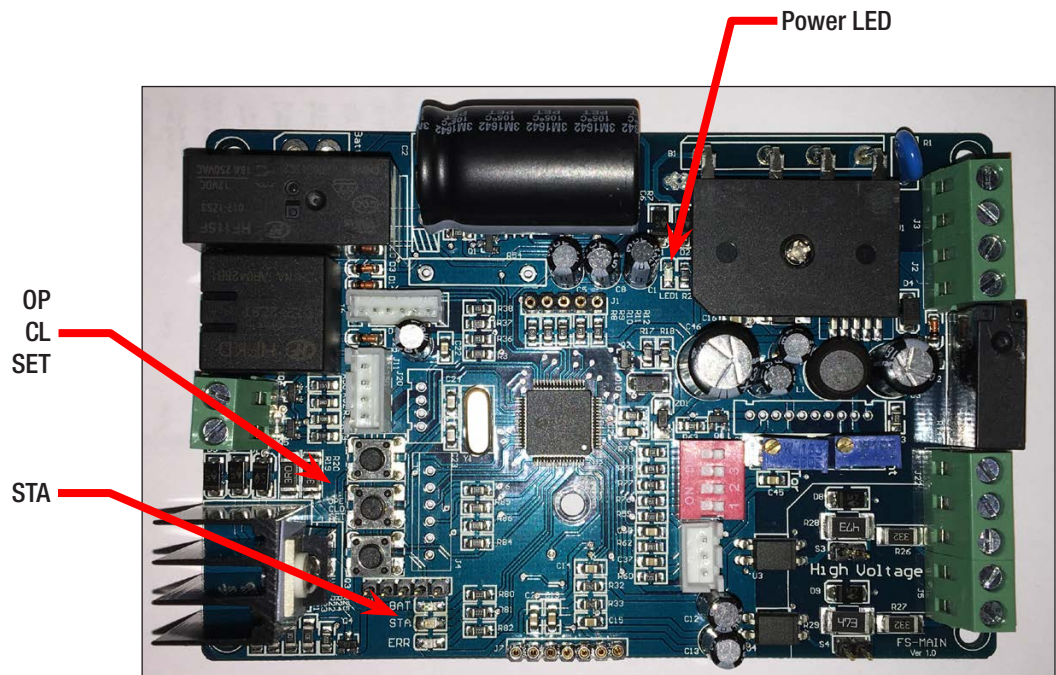
Calibration Procedure - On/Off Control

After completing all mounting and wiring procedures and main power is available, it is now possible to commission the actuator.

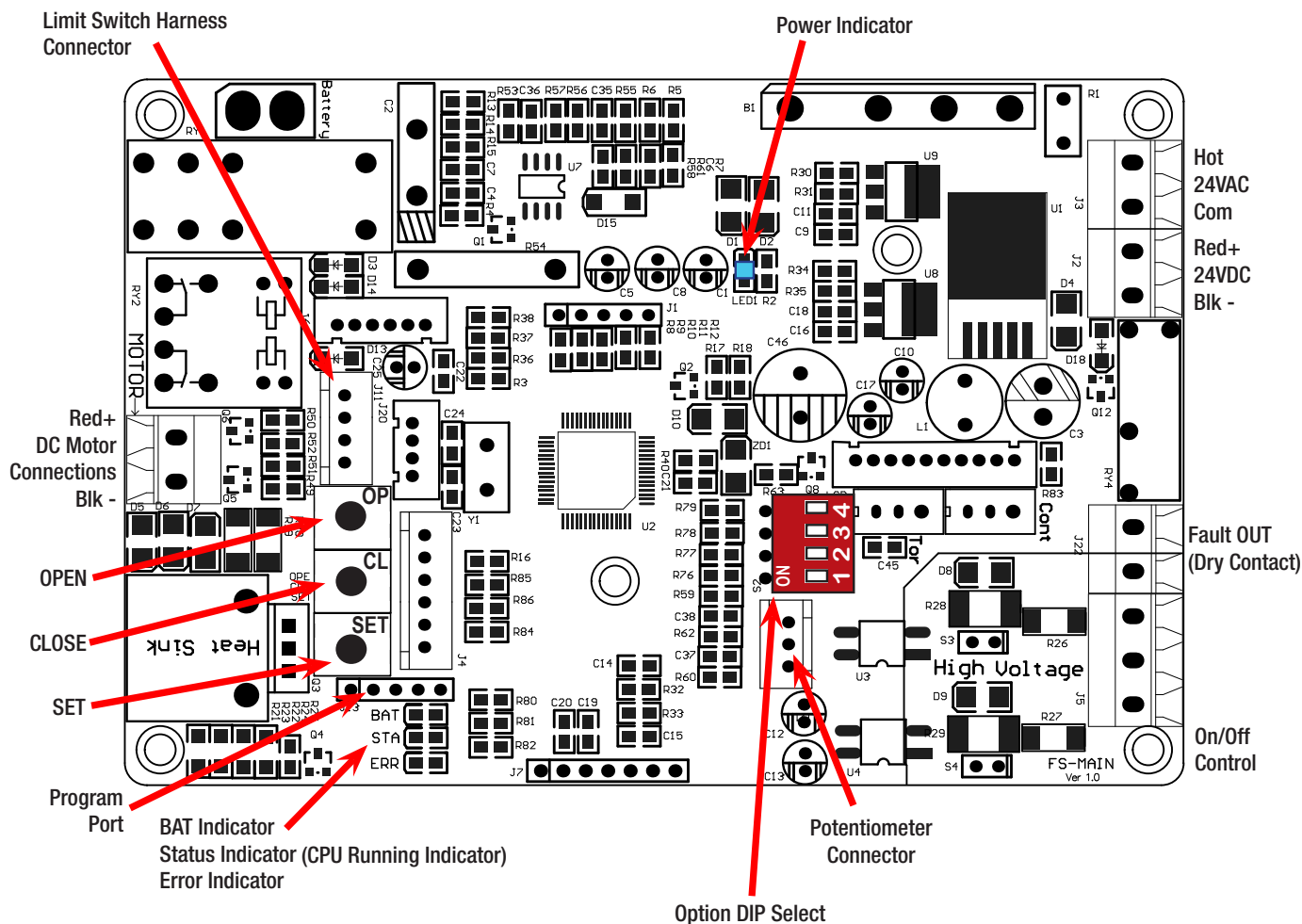
1. Position the actuator to a mid-stroke position.
2. Apply correct power according to the actuator model.
 - A. The blue POWER LED will turn on, and the green LED STA will turn on.
3. **Press the “SET” black pushbutton** on the Mod control board and hold it down for about three seconds, then release.
 - A. The grn STA LED will turn off and the unit will drive to the full CCW (Open) position. The actuator will stop when the pre-set cam positions are reached.
 - B. There are NO LED indicators to advise when the actuator is running.
4. When the actuator stops, **press the OP pushbutton ONCE.**
 - A. The actuator will drive to its full CW (Closed) position and stop when the pre-set cam positions are reached.
 - B. There are NO LED indicators to advise when the actuator is running.
5. When the actuator stops, **press the CL pushbutton ONCE.**
6. After data is stored (about 10 - 20 seconds), the unit will start to respond to the incoming 4-20mA control signals being sent to the actuator.
7. Slight adjustments may be made to trimmer VR2 if necessary to tune the feedback signal (20mA full CCW position only).
8. **Unit is now calibrated and is ready to be put into service.** No other calibration is necessary.



Alignment of the sector and potentiometer gear sets at actuator full CW position. (reference only).



CALIBRATION – CONTINUED



Indicators Table

FUNCTION	COLOR	STATUS
Power Indicator	Blue	LED ON = Mains Power ON
		LED OFF = Mains Power OFF
BAT Indicator	Yellow	LED OFF = Battery Disconnected
		LED ON = Battery Charge Sufficient
		LED Flashing = Battery Charging
Status Indicator	Green	LED ON = System CPU Running
		LED OFF = System Stopped - Fault
Error Indicator	Red	LED OFF = Normal
		LED ON = Fault (Fault OUT Contact tripped)

Option DIP Select Table

DIP	FUNCTION - On/Off Failsafe Models
4 = Off	Factory Function
4 = On	Factory Function
3 = Off	Direct Acting (DA) Mode (Wiring Terminal #4 = CW)
3 = On	Reverse Acting (RA) Mode (Wiring Terminal #6 = CW)
1 = Off, 2 = Off	Fully CW upon loss of mains power (independent of DIP 3)
1 = Off, 2 = On	Invalid
1 = On, 2 = On	Fully CCW upon loss of mains power (independent of DIP 3)

COMMISSIONING

The end stop travel (cams) of this actuator have been factory set and tested to respond between 0° and 90° degrees rotation. If NO changes to end stops are required, this unit is ready to be put into service immediately using this procedure. IF changes to the cam positions are required, refer to pages 10~12 before proceeding.

Conceptually this procedure first establishes correct direction and control; these **MUST** be verified in order to proceed. Any actuator must drive CW when commanded to do so, and STOP when the actuator reaches the full CW travel position. The same applies for the CCW operation.



WARNING – Follow these directions carefully and in order. Actuator damage due to improper testing and commissioning will **NOT** be covered under warranty.

Notice: This procedure has many sections with the text “**IMMEDIATELY remove power from the actuator to STOP movement**”. Quick action is necessary in case of any unexpected or uncontrolled movement to keep the actuator from possibly driving into the mechanical stops, past the limits of the valve or damper attached, and to simply keep the actuator in a known position for a quick, efficient installation.

Commissioning - Non-LCS actuators - Proportional Control

1. After the actuator and valve (damper) assembly have been installed with power and control connected, BEFORE applying power, use the handwheel to rotate the actuator to a mid-travel position.
2. Set the control signal selection jumpers, refer to the Proportional PCB detail page.
3. **Generate a mid-travel command (12mA)**, and apply power.
 - A. The actuator should move only to match the incoming signal, if at all.
 - I. If the actuator moves and continues to move **away** from midpoint, **IMMEDIATELY remove power from the actuator to STOP movement**.
 - a. Place a meter in series with terminal 3 (sig-in) (– lead) and the wire coming from the field controller (+ lead), it **MUST** read +12mA (with power ON).
 - i. If it does NOT, check the polarity of the incoming analog signal to make sure it is (+)12mA.
 - ii. Return to step 3.
 - II. If the actuator moves momentarily and then STOPS at the mid stroke position, proceed to step 4.
 - III. If the actuator does not move at all, rotate the handwheel slightly in either direction to offset the controller.
 - a. The actuator should move back to the midpoint position and then STOP.
 - b. Proceed to step 4.
4. **Generate a CW move command (4mA)** and verify the DIRECTION of the position indicator is CW.
 - A. The actuator should run CW and run until it reaches its CW end of travel position.
 - B. While power is on, an analog feedback signal OUT provides an electronic position of the actuator... i.e. 4mA = full CW and 20mA = full CCW positions (reference actuator terminals #5 (+) and #6(-)).
 - C. On HRSN3 Series torque switch equipped units, during CW travel movement, depress the lever on the UPPER torque switch to interrupt actuator movement as a check of the system.
5. **Generate a CCW move command (20mA)** and verify the DIRECTION of the position indicator is CCW.
 - A. The actuator should run CCW and run until it reaches its CW end of travel position.



WARNING – **LETHAL** voltages may be present inside this actuator.



WARNING – Serious Damage to the actuator will result if the motor is allowed to drive the gear train into the mechanical stop! Remove power from this device BEFORE making any travel adjustments.

COMMISSIONING – CONTINUED

- B. While power is on, an analog feedback signal OUT provides an electronic position of the actuator... i.e. 4mA = full CW and 20mA = full CCW positions.
- C. On HRSN3 Series torque switch equipped units, during CCW travel movement, depress the lever on the LOWER torque switch to interrupt actuator movement as a check of the system.
6. **If the actuator does NOT stop at the correct positions**, fails to move in the correct directions, or fails to stop movement when the respective torque switch levers are depressed, **IMMEDIATELY STOP the operation of the actuator** and refer to the Table of Contents for the section to reference for the corrective action needed.
7. Check the full scale response of the analog signals into and out of the actuator by referring to the section: Calibration - Proportional Control for the proper voltage of the actuator.
8. **If the actuator stops at the correct positions and generates a feedback signal representative of the position of the actuator, the actuator can be put into service and is fully operational.**

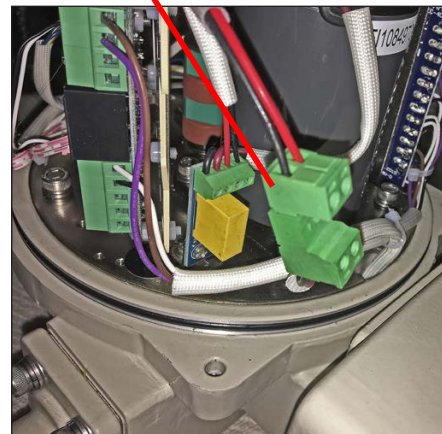
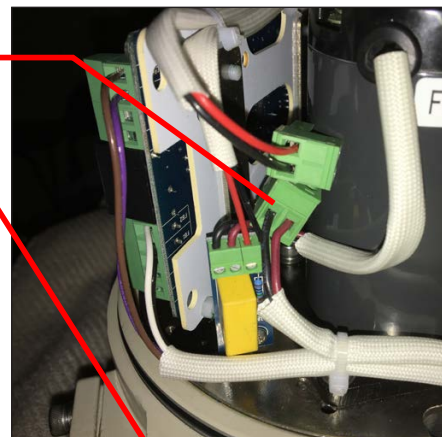
PROPORTIONAL CONTROL

BATTERY SYSTEM CONNECTION

Connecting and Starting the Battery System

After the actuator has been fully installed in the field and wired to power and control systems, it is now possible to initialize the battery system. All HRSN3 Series Battery Backup units require a 250VA 24vac / 10A 24vdc power supply directly into the actuator terminal block. The initialization procedure is as follows:

1. Remove the actuator top cover.
2. Locate the green two-pin connector halves.
 - Both halves are keyed to connect in only one direction.
 - Align with each other and plug together.
3. Apply 24V power to the actuator.
4. Replace the actuator top cover.
5. Battery system must charge for 12 hours after powering up to provide 100% charge capacity.
6. The battery system employs a 22.2V Li Ion pack. The DC motor is driven directly by the battery pack upon loss of power. Refer to the section: Calibration - Continued, Proportional Control for setting the required fail safe direction (default is drive CW on loss of power).



CALIBRATION

⚠ WARNING – Follow these directions carefully and in order. Actuator damage due to improper calibration will NOT be covered under warranty.

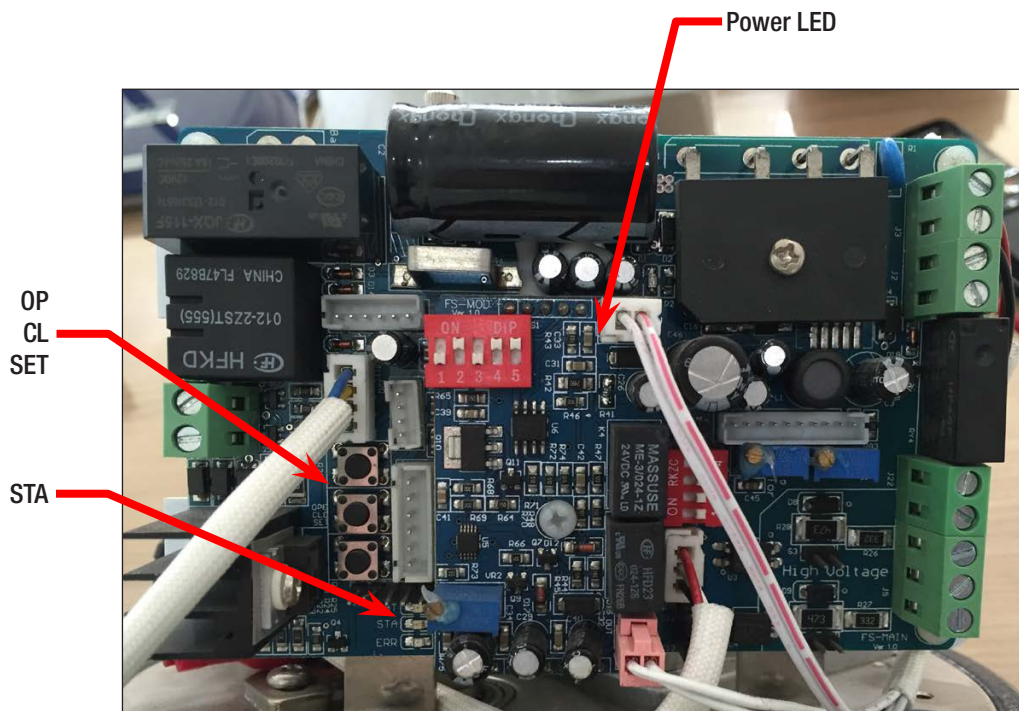
Calibration Procedure - Proportional Control

After completing all mounting and wiring procedures and the Commissioning has been performed, it is now possible to calibrate the analog response of the actuator.

1. Position the actuator to a mid-stroke position.
2. Apply correct power according to the actuator model.
 - A. The blue POWER LED will turn on, and the green LED STA will turn on.
3. **Press the “SET” black pushbutton** on the Mod control board and hold it down for about three seconds, then release.
 - A. The grn STA LED will turn off and the unit will drive to the full CCW (Open) position. The actuator will stop when the pre-set cam positions are reached.
 - B. There are NO LED indicators to advise when the actuator is running.
4. When the actuator stops, **press the OP pushbutton ONCE**.
 - A. The actuator will drive to its full CW (Closed) position and stop when the pre-set cam positions are reached.
 - B. There are NO LED indicators to advise when the actuator is running.
5. When the actuator stops, **press the CL pushbutton ONCE**.
6. After data is stored (about 10 - 20 seconds), the unit will start to respond to the incoming 4-20mA control signals being sent to the actuator.
7. Slight adjustments may be made to trimmer VR2 if necessary to tune the feedback signal (20mA full CCW position only).
8. **Unit is now calibrated and is ready to be put into service.** No other calibration is necessary.



Alignment of the sector and potentiometer gear sets at actuator full CW position. (reference only)

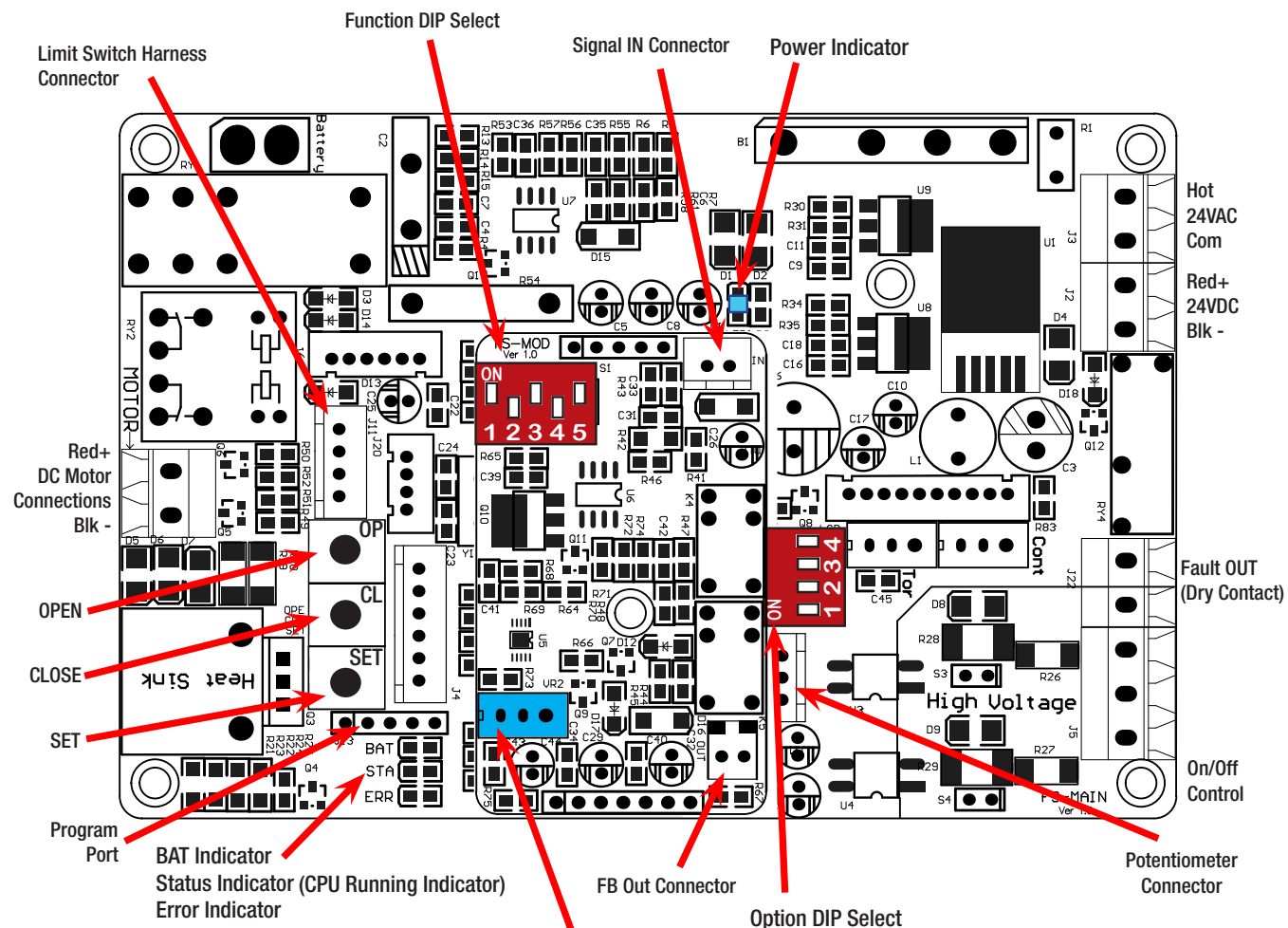


CALIBRATION – CONTINUED

Function DIP Select Table

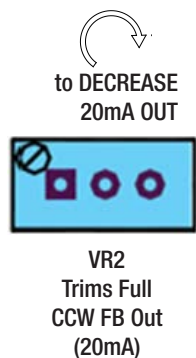
DEFAULT

DIP	ON	OFF	FUNCTION
1	4-20mA	0(2)-10V	Input
2	0-10V	2-10V/4-20mA	
3	4-20mA	0(2)-10V	Feedback
4	0-10V	2-10V/4-20mA	
5	Mod	On/Off	Control



Indicators Table

FUNCTION	COLOR	STATUS
Power Indicator	Blue	LED ON = Mains Power ON
		LED OFF = Mains Power OFF
BAT Indicator	Yellow	LED OFF = Battery Disconnected
		LED ON = Battery Charge Sufficient
		LED Flashing = Battery Charging
Status Indicator	Green	LED ON = System CPU Running
		LED OFF = System Stopped - Fault
Error Indicator	Red	LED OFF = Normal
		LED ON = Fault (Fault OUT Contact tripped)



Option DIP Select Table

DEFAULT

DIP	FUNCTION - Proportional Failsafe Models
4 = Off	Factory Function
4 = On	Factory Function
3 = Off	Direct Acting (DA) Mode (4mA = Closed CW)
3 = On	Reverse Acting (RA) Mode (20mA = Closed CW)
1 = Off, 2 = Off	Fully CW upon loss of mains power (independent of DIP 3)
1 = Off, 2 = On	Invalid
1 = On, 2 = On	Fully CCW upon loss of mains power (independent of DIP 3)

TROUBLESHOOTING


WARNING – To avoid dangerous or fatal electrical shock, turn OFF power to all electrical equipment before working on electrical connections. If it is necessary to troubleshoot with live power to the actuator, please use **EXTREME CAUTION**, and follow your company's safety protocols and procedures at all times.

After completing all mounting and wiring procedures and main power is available, if the actuator does NOT respond as expected, the following procedure(s) may help in identifying the problem.

Symptom	Target	Action
Actuator does not move when commanded to do so.	Power Source	Measure incoming power AT the actuator terminal block. Reference the correct wiring diagram.
	Control Problem	Generate move commands by the field device. Measure correct voltage changes between HOT and terminal #6 (CCW) and HOT and terminal #4 (CW).
	Wire Sizing	Check for correct wire size per Wire Sizing Chart.
Supply and controls are measured to be correct, but actuator still does not move.	Overtorque	Remove the actuator from the driven device. If the actuator now moves, the torque required by the mechanical device exceeds that of the actuator. Increase actuator size.
		With the actuator removed from the mechanical equipment, manually rotate the valve or damper through its intended range of travel to check for mechanical problems.
	Insufficient power supply and/or incorrect wire size during installation.	Measure the voltage between terminals 1 & 2 WHILE commanding the actuator to move. The measured voltage cannot drop more than 10%.
Motor is extremely hot to the touch.	Cams improperly set.	REMOVE POWER. Check to see if cams rotate freely on the cam shaft using your finger. Cams MUST be secure and set according to the procedures in the Adjusting CW/CCW End of Travel section.
		Check for stray voltage fluctuations on the incoming control signals. The on/off line voltage actuators have a maximum 25% duty cycle. While the low voltage models have a 75% duty cycle.
	Control “noise” or excessive duty cycle	Check for parallel wiring of multiple on/off actuators. Review the site as-built wiring diagrams to verify.
Actuator does not stop at correct position at either end of travel	Travel cams and/or mechanical stops not positioned correctly	Reset end-of-travel cams and/or mechanical stops as detailed in the Adjusting CW/CCW End of Travel section.

TROUBLESHOOTING


WARNING – To avoid dangerous or fatal electrical shock, turn OFF power to all electrical equipment before working on electrical connections. If it is necessary to troubleshoot with live power to the actuator, please use **EXTREME CAUTION**, and follow your company's safety protocols and procedures at all times.

After completing all mounting and wiring procedures and main power is available, if the actuator does NOT respond as expected, the following procedure(s) may help in identifying the problem.

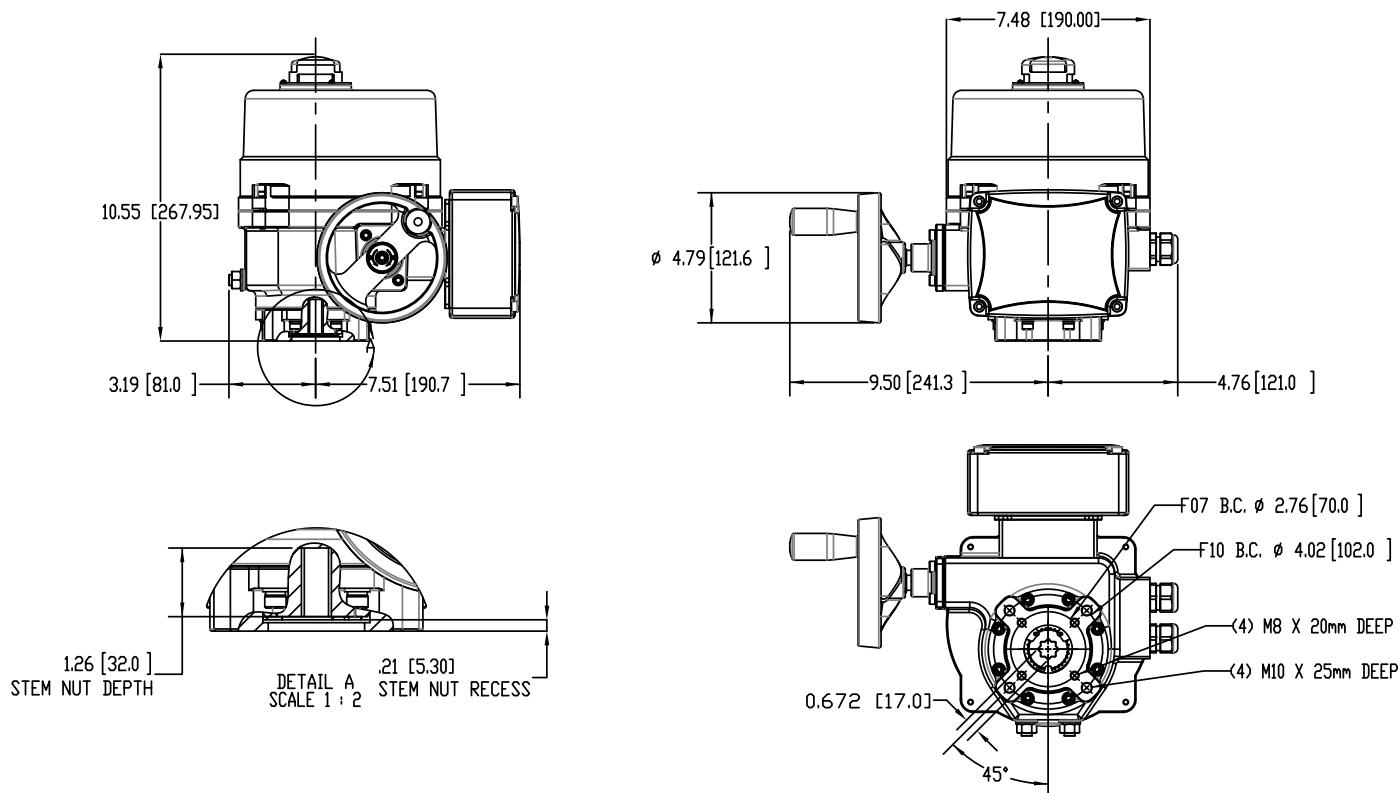
Symptom	Target	Action
Actuator does not move when commanded to do so.	Power Source	Measure incoming power AT the actuator terminal block. Reference the correct wiring diagram.
	Control Problem	Generate move commands by the field device. For most analog control systems, reversing the polarity will render the control system output as invalid. Check the polarity of the analog control signals as they are connected to the actuator. The actuator will NOT respond to inverted control signals.
	Wire Sizing	Check for correct wire size per Wire Sizing Chart.
Supply and controls are measured to be correct, but actuator still does not move.	Overtorque	Remove the actuator from the driven device. If the actuator now moves, the torque required by the mechanical device exceeds that of the actuator. Increase actuator size.
		With the actuator removed from the mechanical equipment, manually rotate the valve or damper through its intended range of travel to check for mechanical problems.
	Insufficient power supply and/or incorrect wire size during installation.	Measure the voltage between terminals 1 & 2 WHILE commanding the actuator to move. The measured voltage cannot drop more than 10%.
	Cams improperly set.	REMOVE POWER. Check to see if cams rotate freely on the cam shaft using your finger. Cams MUST be secure and set according to the procedures in the Adjusting CW/CCW End of Travel section.
Motor is extremely hot to the touch.	Control “noise” or excessive duty cycle	Check for stray voltage fluctuations on the incoming control signals. Analog control signals are susceptible to “noise” and send unstable control data to the actuator. This results in a never-ending motor drive scenario with the usual result being thermal overload of the drive motor.
		Check for parallel wiring of multiple on/off actuators. Review the site as-built wiring diagrams to verify.
Actuator does not stop at correct position at either end of travel	Travel cams and/or mechanical stops not positioned correctly	Reset end-of-travel cams and/or mechanical stops as detailed in the Adjusting CW/CCW End of Travel section.

TROUBLESHOOTING

Upon loss of mains power if the actuator does NOT respond as expected, the following procedure(s) may help in identifying the problem.

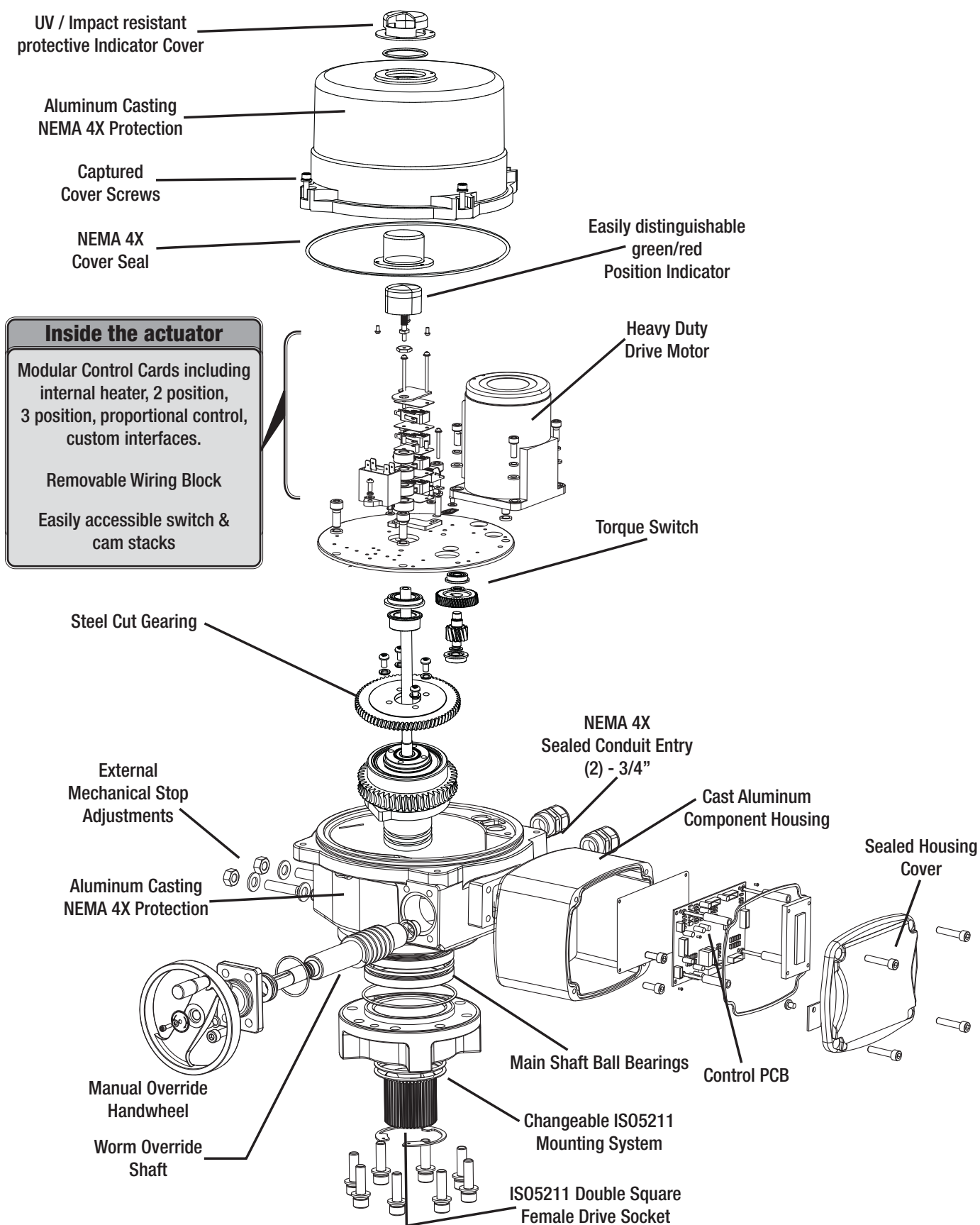
Symptom	Target	Action
Actuator does not move to expected Fail-Safe position upon loss of mains power	Stored Energy device not connected	After actuator commissioning, plug the two-pin green connectors together (ref pg 15 or 18). The BAT status LED must be ON when power is On (ref pg 14 or 17).
	Stored Energy device not charged	Unit must charge for at least twelve hours after initial connection is made.
	Fail-Safe direction incorrectly set	Reset 4 position DIP Switch (see pg 14, 17 & below).
Actuator does not complete the move to the full end of travel position upon loss of mains power	Stored Energy device not sufficiently charged	Unit must charge for at least twelve hours after initial connection is made. Yellow BAT status indicator must be on or flashing when mains power is ON and stored energy device is plugged into connector.
	Fault OUT contact is closed. ERR indicator on PCB is ON ERR indicator is ON	Motor current draw exceeds the capacity of the stored energy device. Check valve torque and charge time.
		Mains power ON time is insufficient between power failures - increase ON time.
		Stored energy demand cycle has depleted the life of the device - replace stored energy pack.
		Stored energy device disconnected - reconnect two-pin plug. Stored energy device voltage drops below 18.5VDC.

4 position DIP Setting On/Off units	Default	DIP 4 stays OFF and is reserved for Factory function
	Direct Acting	DIP 3 OFF = Direct Acting (Term 6 drives CCW)
	Fail CW	DIP 1 & 2 OFF = Fail CW on loss of mains power (Independent of DIP 3)
	Reverse Acting	DIP 3 ON = Reverse Acting (Term 6 drives CW)
	Fail CW	DIP 1 & 2 OFF = Fail CW on loss of mains power (Independent of DIP 3)
4 position DIP Setting Proportional units	Direct Acting	DIP 3 OFF = Direct Acting (Term 6 drives CCW)
	Fail CCW	DIP 1 & 2 ON = Fail CCW on loss of mains power (Independent of DIP 3)
	Reverse Acting	DIP 3 ON = Reverse Acting (Term 6 drives CW)
	Fail CCW	DIP 1 & 2 ON = Fail CCW on loss of mains power (Independent of DIP 3)
	Default	DIP 4 stays OFF and is reserved for Factory function
	Direct Acting	DIP 3 OFF = Direct Acting (4mA = CW)
	Fail CW	DIP 3 OFF = Direct Acting Feedback OUT (CW = 4mA)
		DIP 1 & 2 OFF = Fail CW on loss of mains power (Independent of DIP 3)
	Reverse Acting	DIP 3 ON = Reverse Acting (20mA = CW)
	Fail CW	DIP 3 ON = Reverse Acting Feedback OUT (CW = 20mA)
		DIP 1 & 2 OFF = Fail CW on loss of mains power (Independent of DIP 3)
	Direct Acting	DIP 3 OFF = Direct Acting (4mA = CW)
	Fail CCW	DIP 3 OFF = Direct Acting Feedback OUT (CW = 4mA)
		DIP 1 & 2 ON = Fail CCW on loss of mains power (Independent of DIP 3)
	Reverse Acting	DIP 3 ON = Reverse Acting (20mA = CW)
	Fail CCW	DIP 3 ON = Reverse Acting Feedback OUT (CW = 20mA)
		DIP 1 & 2 ON = Fail CCW on loss of mains power (Independent of DIP 3)

MECHANICAL DATA


COVER REMOVAL CLEARANCE		HANDWHEEL		WEIGHT
MODEL	IN/MM	IN/MM	# TURNS FOR 90°	LBS/KG
HRSN3A	8 / 200	4.79 / 122	12.5 turns 90°	34.1 / 15.5
HRSN3B	8 / 200	4.79 / 122	12.5 turns 90°	34.1 / 15.5

*Consult Hayward Flow Control for optional ISO patterns



WIRE SIZING CHART

Wire sizing data is provided in the table below to assist in the selection of the proper wire size for HRSN3 Series actuators using various wire sizes over distance. Be sure to reference the correct voltage and do not exceed the indicated length of the wire run for each model.



WARNING – To avoid dangerous or fatal electrical shock, turn OFF power to all electrical equipment before working on electrical connections.

		Maximum distance between Actuator and Power Supply (ft)		
ACTUATOR		HRSN3A, 3B	HRSN3A, 3B	HRSN3A, 3B
Voltage		24VAC/VDC	120:24 Transformer Pack, 250VA 120VAC	230:24 Transformer Pack, 250VA 230VAC
AWG	Amps	4.20	2.10 (x1.5 inductive)	1.08 (x1.5 inductive)
18		41	–	–
16		65	412	1537
14		103	666	2482
12		164	1019	3796
10		260	1732	6453
8		414	2584	9632

24 VAC/VDC

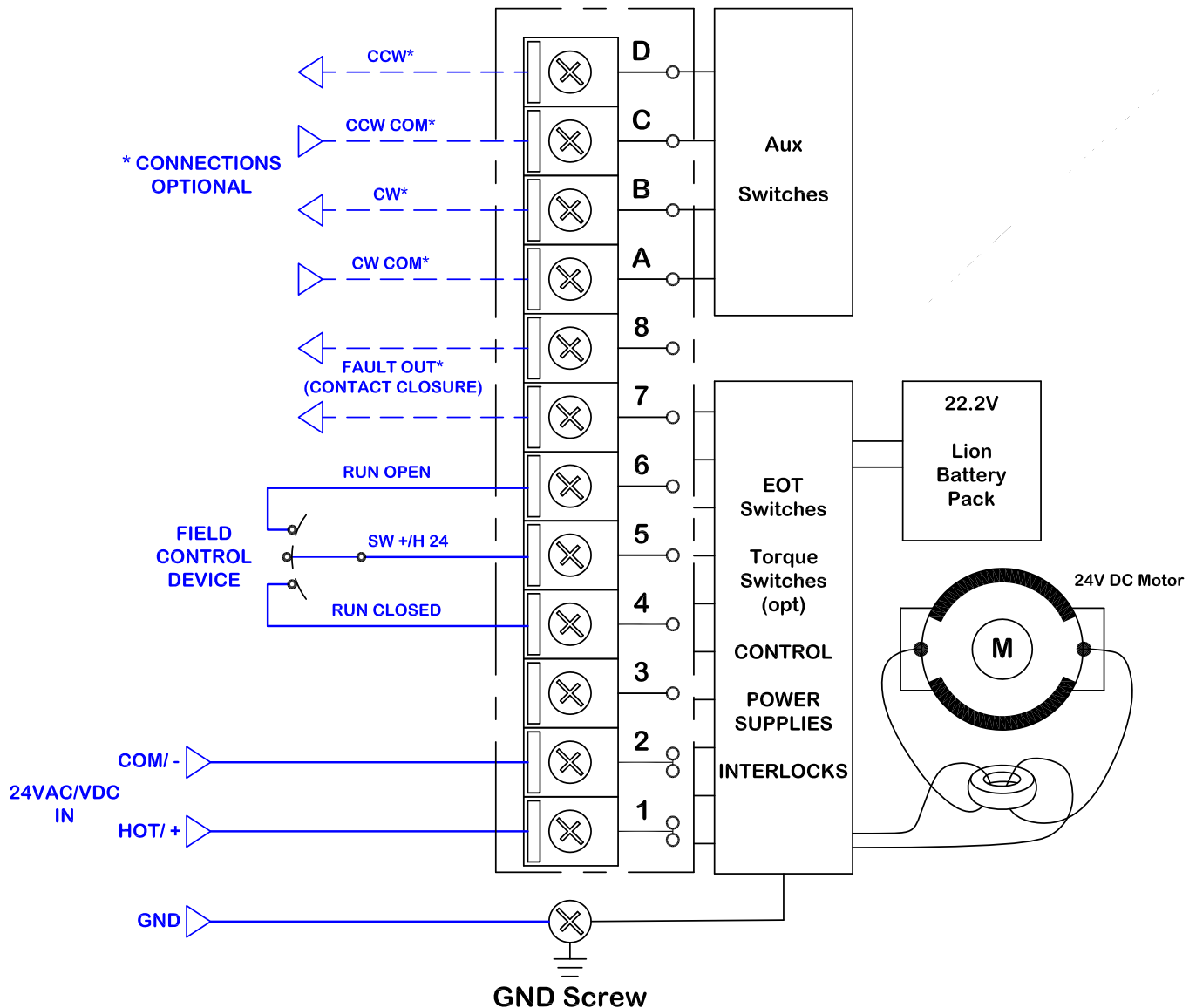
To determine proper wire size between transformer pack and actuator.

120/230 VAC

To determine proper wire size between breaker panel and transformer pack.

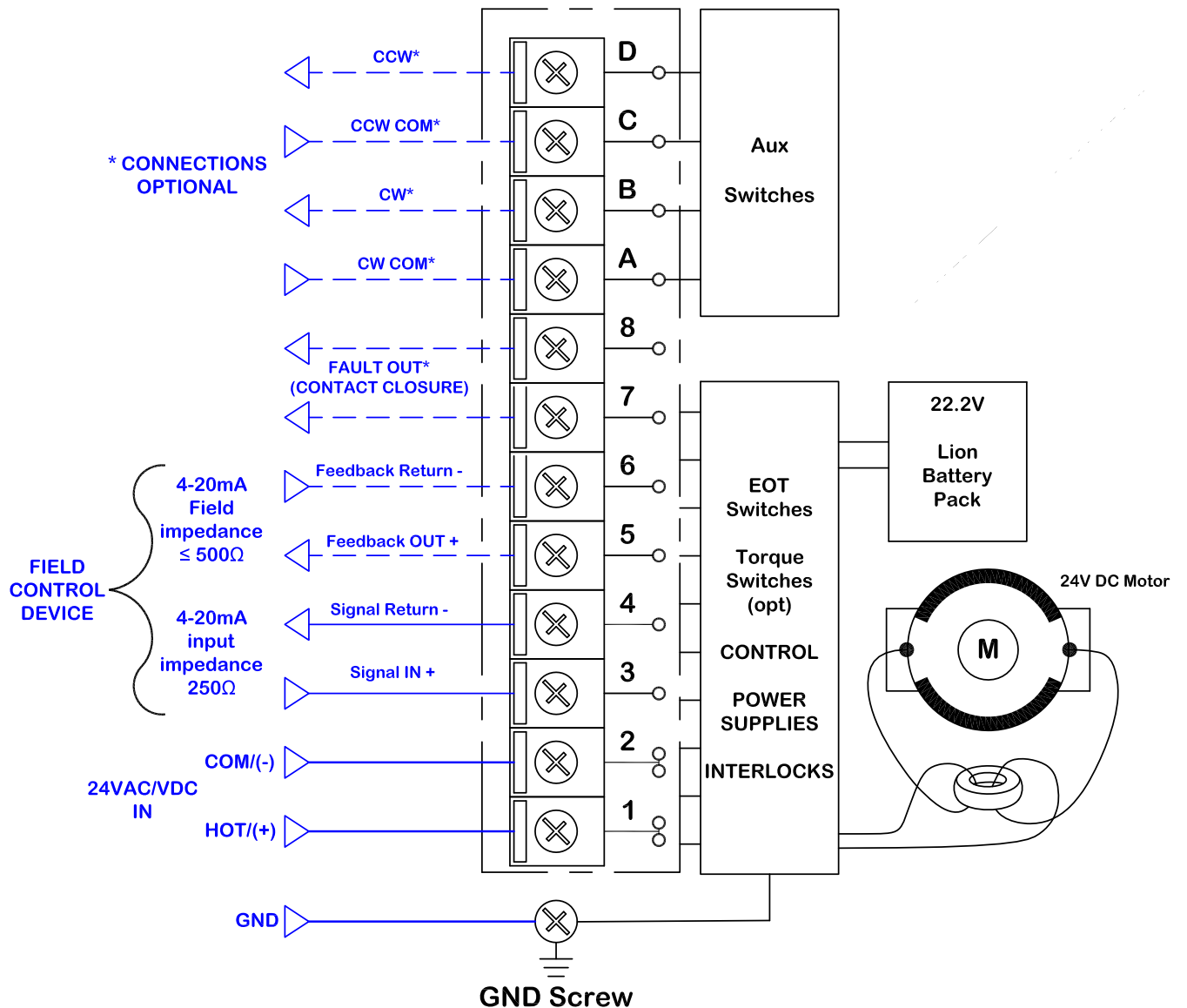
WIRING DIAGRAMS
HRSN3A-3B..20 24vac/vdc On/Off

- ✓ • On/Off Control
- ✓ x • Torque Switches
- ✓ • Battery Backup
- x • LCS



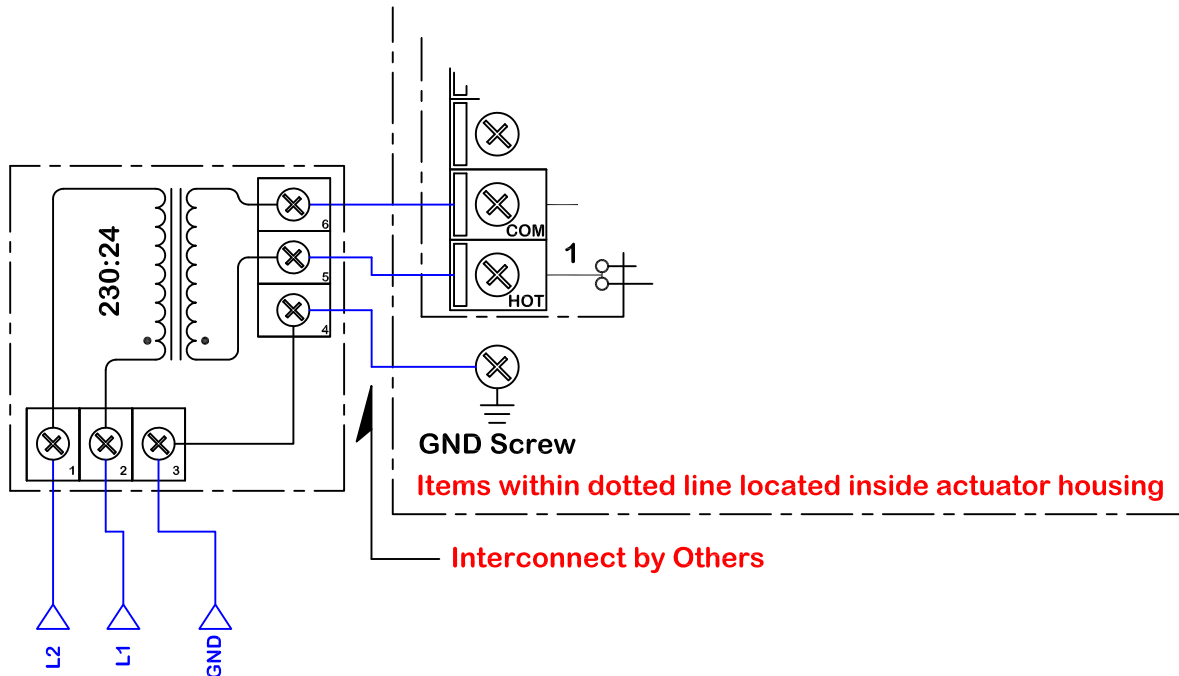
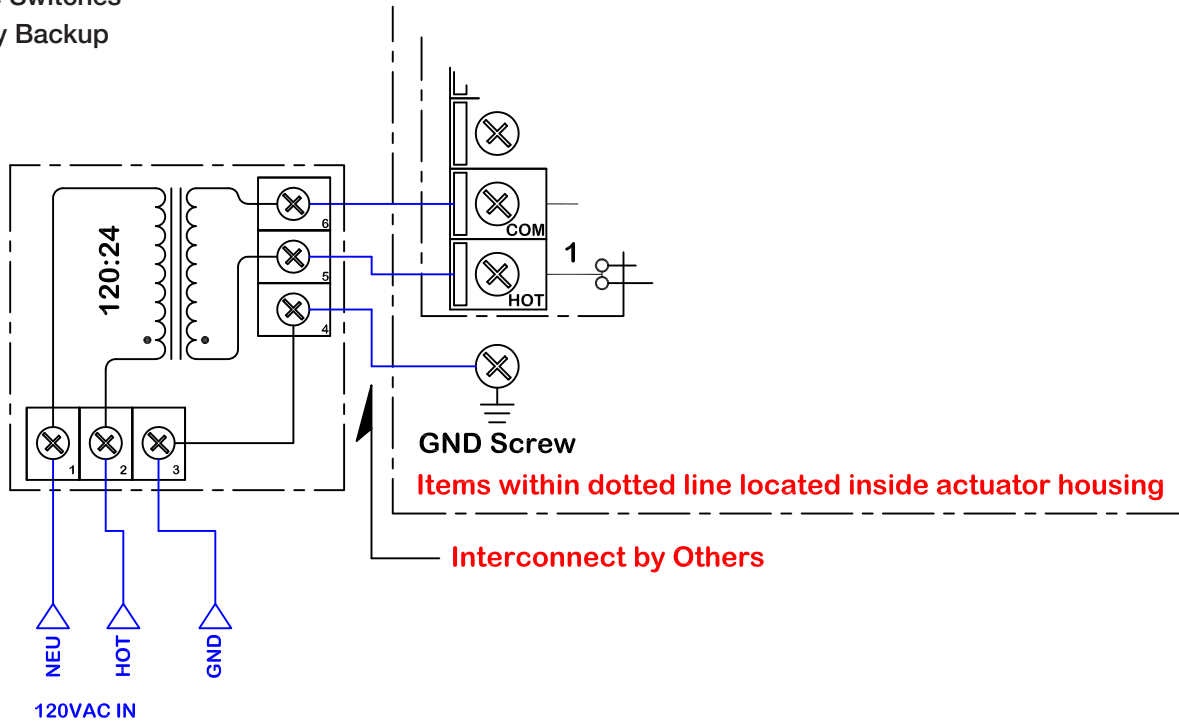
WIRING DIAGRAMS
HRSN3A-3B..20 24vac/vdc Proportional

- ✓ • Proportional Control
- ✓ x • Torque Switches
- ✓ • Battery Backup
- x • LCS



WIRING DIAGRAMS
HRSN3A-3B..20 120/230vac
All Control Types

- ✓ • On/Off Control
- ✓ • Proportional Control
- ✓ ✕ • Torque Switches
- ✓ • Battery Backup
- ✕ • LCS



This image shows a full page of blank graph paper. The grid consists of thin, light blue horizontal and vertical lines that intersect to form small squares across the entire surface. There are no margins, text, or other markings on the paper.

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