# H909HV


CE

## ⚠ DANGER ⚠

**HAZARD OF ELECTRIC SHOCK, EXPLOSION, OR ARC FLASH**

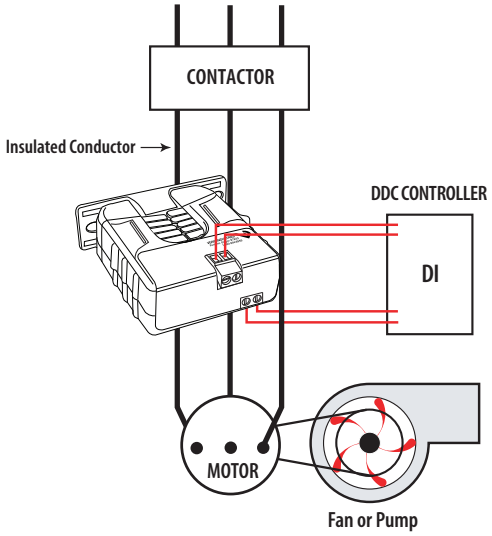
- Follow safe electrical work practices. See NFPA 70E in the USA, or applicable local codes.
- This equipment must only be installed and serviced by qualified electrical personnel.
- Read, understand and follow the instructions before installing this product.
- Turn off all power supplying equipment before working on or inside the equipment.
- Use a properly rated voltage sensing device to confirm power is off.
  DO NOT DEPEND ON THIS PRODUCT FOR VOLTAGE INDICATION
- Only install this product on insulated conductors.

**Failure to follow these instructions will result in death or serious injury.**

## NOTICE

- This product is not intended for life or safety applications.
- Do not install this product in hazardous or classified locations.
- The installer is responsible for conformance to all applicable codes.
- Mount this product inside a suitable fire and electrical enclosure.

## WIRING EXAMPLE




# Hawkeye™ 909HV

## *Split-Core Current Switch, Adjustable Trip Point with 250VAC/DC Output*

### *Installer's Specifications*

| | |
|---|---|
| Amperage Range | 2.5 to 135A Continuous |
| Sensor Power | Induced from monitored conductor |
| Max. Current | 200A |
| Frequency | 50/60Hz |
| Switch Output | Max. current: 1A; max. voltage: 250VAC/DC |
| Hysteresis | 10% of setpoint, typical |
| Insulation Class | 300V (CE); 600VAC RMS |
| Temperature Range | -15° to 60° C (-5° to 140° F) |
| Humidity Range | 10-90% RH non-condensing |
| Output Resistance - Off-State | 0 (open switch represents 1+ MΩ of resistance) |
| Terminal Block Maximum Wire Size | 14 AWG |
| Terminal Block Torque (nominal) | 4 in-lbs (0.45 N-m) |

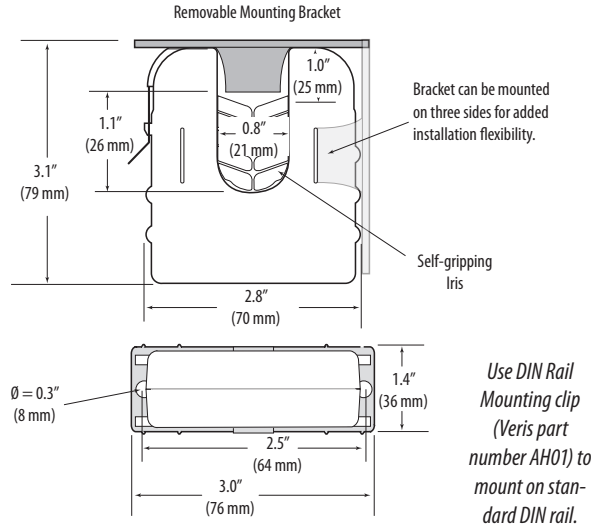
*For CE compliance, conductor shall be insulated according to IEC 61010-1:2001, Installation Category III or equivalent.*
*The product design provides for basic insulation only.*

## INSTALLATION

**Disconnect and lock out power to the conductor to be monitored.**

1. Locate a mounting surface for the removable mounting bracket that will allow the monitored conductor to pass through the center window when it is installed and that will keep the device at least 1/2" from any uninsulated conductors. Determine cable routing for the output connection, allowing wiring to reach the mounting location.
2. Drill holes to mount the bracket to the chosen surface using the included screws.
3. Wire the output connections between the sensor and the controller (solid-state contact).
4. Snap the sensor over the wire to be monitored and clip the assembly to the mounting bracket.
5. Calibrate the sensor (see page 2) with the load running normally.

## DIMENSIONS




*Use DIN Rail Mounting clip (Veris part number AH01) to mount on standard DIN rail.*

## OPERATION

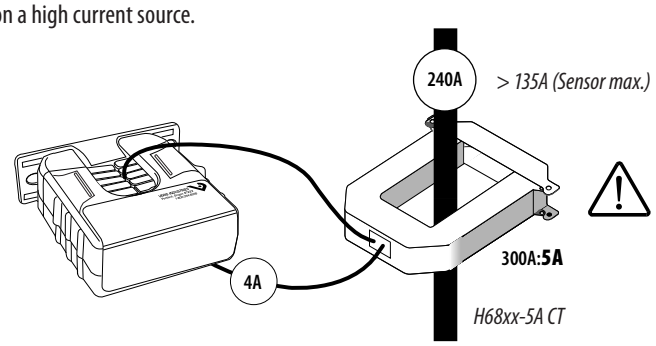
The H909HV is a current-sensitive switching device that monitors current (amperage) in the conductor passing through it. A change in amperage in the monitored conductor which crosses the switch (trip point) threshold plus the hysteresis value will cause the resistance of the status output to change state, similar to the action of a mechanical switch. In this model, the trip point is adjustable through the action of a twenty (20) turn potentiometer (see the CALIBRATION section). The status output is suitable for connection to building controllers or other appropriate data acquisition equipment operating at up to 250 volts. The H909HV requires no external power supply to generate its output.

The H909HV housing offers unprecedented mounting flexibility. The mounting bracket can be attached in three different places. Additionally, the bracket is compatible with the Veris AH01 DIN Rail clip, allowing DIN mounting.

## NOTES

### For load currents greater than sensor maximum rating:

Use a 5 Amp (H68xx series) Current Transformer (CT) as shown. This technique can be combined with wrapping (see below) when added safety is desired for a low current load on a high current source.




**DANGER: 5A CTs can present hazardous voltages. Install CTs in accordance with manufacturer's instructions. Terminate the CT secondary before applying current.**

**CAUTION**

**RISK OF EQUIPMENT DAMAGE**

- **Derate the product's maximum current for the number of turns through the sensing window using the following formula.**

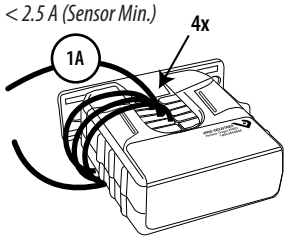
  **Rated Max. Amps ÷ Number of Turns = Max. monitored Amps**

  **e.g. : 100A ÷ 4 Turns = 25 Amps max. in monitored conductor**
- **Failure to follow these instructions can result in overheating and permanent equipment damage.**

### For load currents less than sensor minimum rating:

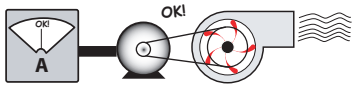
Wrap the monitored conductor through the center window and around the sensor body to produce multiple turns. This increases the current measured by the transducer.

Program controller to account for the extra turns. e.g., if four turns pass through the sensor (as shown) divide the normal controller reading by 4.



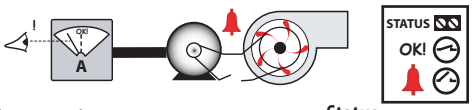

## CALIBRATION

*Before beginning calibration, establish normal load conditions.*

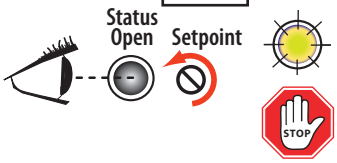



*Then choose either A or B below.*

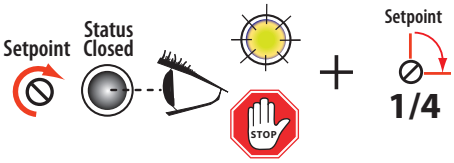
### A. To monitor under-current (belt loss, coupling shear, status)




1. Turn setpoint screw counter-clockwise until Status OPEN LED turns ON.

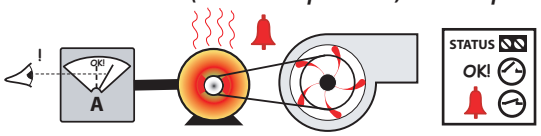



2. Slowly turn the screw clockwise until the Status CLOSED LED just turns ON.

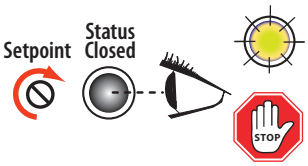



3. Turn the screw an additional 1/4 turn clockwise for operational margin.

### B. To monitor over-current (mechanical problems, seized impeller)




1. Turn setpoint screw clockwise until Status CLOSED LED turns ON.




2. Slowly turn the setpoint screw counter-clockwise until the Status OPEN LED just turns ON.


3. Turn the setpoint screw an additional 1/4 turn counter-clockwise for operational margin.

## TROUBLESHOOTING

| Problem | Solution |
|---|---|
| No Reading at Controller | • Check sensor calibration (see above)<br>• Check for control voltage at sensor (250V)<br>• Check for amperage in monitored conductor (> 2.5A)<br>• Assure that sensor core mating surfaces are clean and that the core clamp is completely closed |
| Setpoint screw has no stops | The setpoint screw has a slip-clutch at both ends of its travel to avoid damage. Twenty turns CCW will reset the sensor to be most sensitive. Repeat calibration above. |
| Both LEDs are lit | Setpoint screw is too far clockwise. See solution above. |