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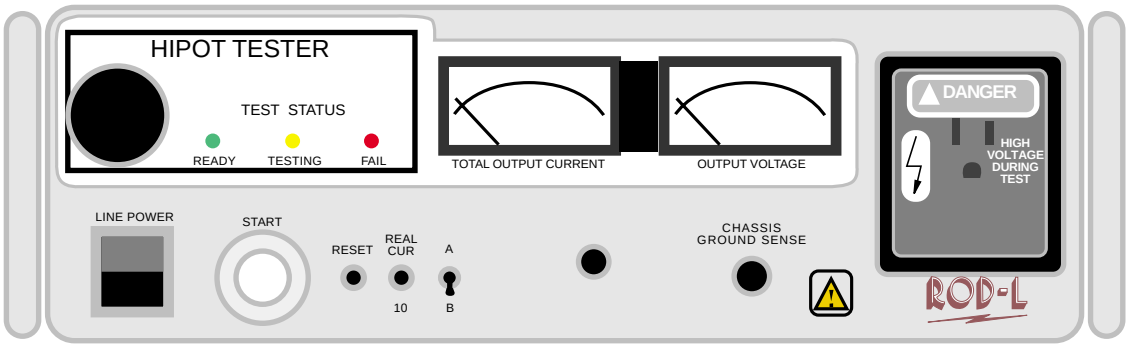
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Find the *Rod-L M100BVS5-2.8-40* at our website: *Click HERE*

ROD-L ELECTRONICS, INC.

QUICK START GUIDE



FOR MODELS:

M100AVS5

M100BVS5

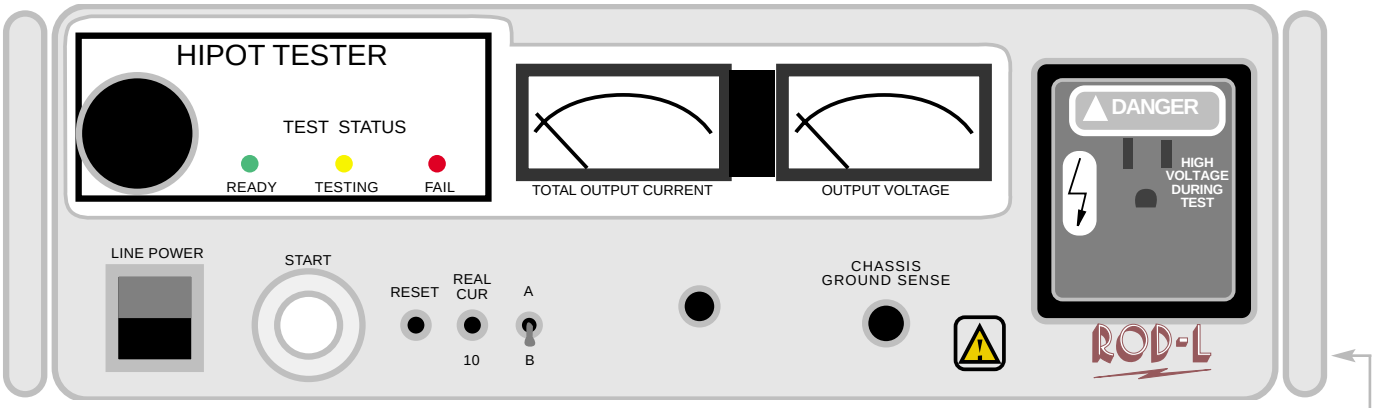
M500AVS5

M500BVS5

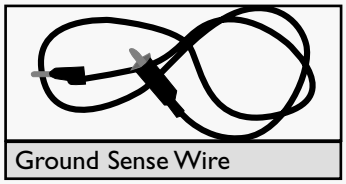
ROD-L ELECTRONICS, INC.

Phone:
(650) 322-0711 • (800) 548-6305
Fax: (650) 326-1993
Online: info@rodl.com • www.rodl.com

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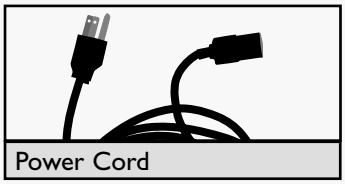


WHAT IS NEEDED FOR FOR SELF TEST AND BASIC DEVICE TESTING:



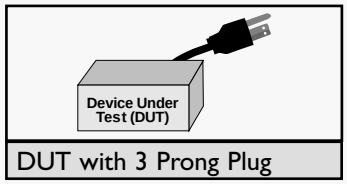
Ground Sense Wire

(The ground sense wire has a banana plug which inserts into the "Chassis Ground Sense post on the front panel of the ROD-L unit and allegator clip to be connected to the DUT)



Power Cord

(The power cord connects to the rear panel of the ROD-L unit and to any grounded three-prong wall socket. Be sure to set the line voltage on rear panel to correct voltage i.e. 110 or 220)



DUT with 3 Prong Plug

(If you are testing a DUT with other than a three prong grounded power cord, see diagram below titled : "SET-UP TESTING 2-WIRE HIPOT")

1. SELF TEST

1.a Make sure the line voltage switch on rear panel is set to the correct value for the wall outlet (i.e. 110 or 220).

1.b Connect the POWER CORD to the rear of the ROD-L Unit and plug into any three-prong grounded wall outlet.

1.c Turn on the Line Power on the front panel of the ROD-L Unit.

1.d Insert banana end of GROUND SENSE WIRE into the Chassis Ground Sense post on the front panel of ROD-L unit.

1.e Connect allegator clip of ground sense wire to the metal portion of the ROD-L unit handle. Green Ready light will light.

1.f Press "Start."

After you press start, the "Testing" light will light for a brief period of time and then shut off. This completes the self test.

Disconnecting the Ground Sense Wire from the Chassis Ground Sense post or the metal part of handle will cause the test to fail. The red fail light will light, the audible alarm will sound and the unit will shut down. If this happens, press the Reset button to turn off the alarm.

2. BASIC DEVICE TEST

Make sure your test parameters are set correctly on the rear panel. If you are unsure or need to set any test parameters, see instructions on the next page or refer to the manual.

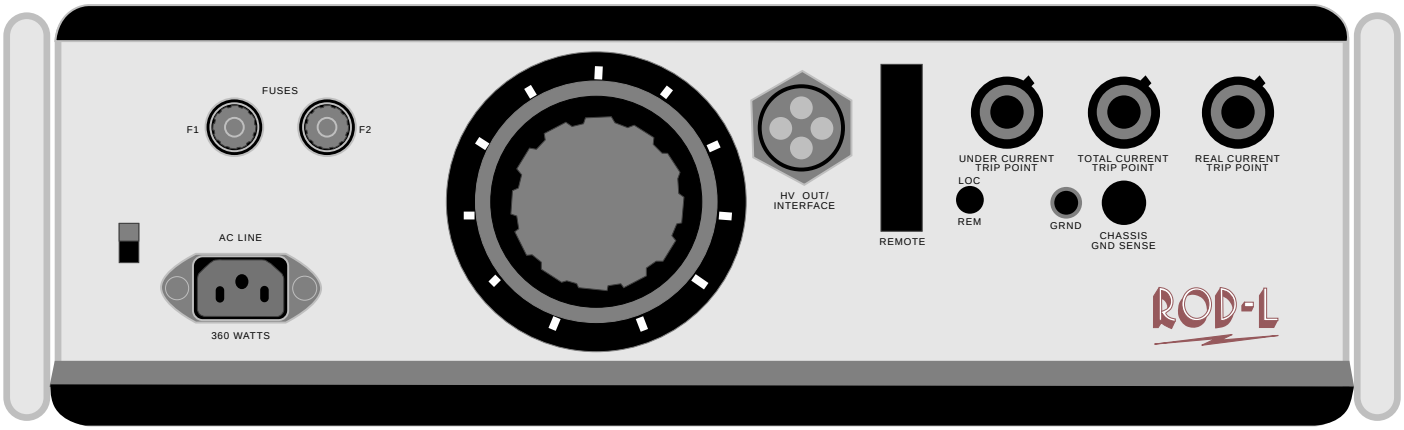
2.a Plug the three-prong plug of the DUT into the front panel receptacle of the ROD-L tester

2.b Connect the allegator clip of the Ground Sense Wire to the DUT. Green Ready light should light.

2.c Press "Start." Testing light will light for a brief period of time and then return to ready mode if test passes.

2.d If failure light and audible alarm turn on, disconnect the DUT and press the Reset button on tester to cancel alarm.

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1. Large Variac Knob:

The Variac scale is marked from 0 to 100, and can be interpreted as "percentage of full-scale capability of the unit" (e.g. 50 on the Variac would correspond to 2500 volts on a 5KV maximum unit, but only 1400 volts on a 2.8 kV maximum unit.

2. Total Current Potentiometer:

This is a 10-turn pot, where the extreme clockwise position (10.00 on the vernier dial) corresponds to the maximum current output capability of the unit. A setting of 5.00 on the potentiometer of a 40 mA unit would correspond to a total current trip point of 20 mA, however, for a 25 mA unit a setting of 5.00 on the potentiometer would correspond to a trip point of 12.5 mA.

3. Real Current Potentiometer:

This is also a 10-turn pot which adjusts in exactly the same manner as the total current potentiometer.

4. Under Current Potentiometer:

This is also a 10-turn potentiometer which adjusts in the same manner as the other potentiometers. This potentiometer, when set in any position above 0, requires a minimum amount of current to be drawn (corresponding to the setting of the dial) from the D.U.T. A setting of 5.00 would require at least 20 mA of current to be drawn on a 40 mA unit, but only 12.5 mA on a 25 mA unit.

It is recommended that this potentiometer be set to 0 -- the extreme counter-clockwise position if you don't have a specific requirement for an undercurrent setting.

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General Safety Guidelines for ROD-L Units

[Note: The following information applies to all ROD-L units and is also contained in the user's manuals]

All ROD-L Electronics units are designed to assure maximum safety for the operators of the units. There are no extraordinary precautions necessary during their operation and setup, however, due to the fact that high voltage and high current are in use, there are some strongly recommended guidelines listed below:

There are a number of safety features built into ROD-L units that should never be removed or overridden. These are; 1) the chassis ground sense circuit, 2) The internal components of the front panel high voltage receptacle, 3) The recessed start button, 4) The alarm light and alarm tone, 5) The internal shut-down circuitry of the units, 6) The reset switch.

The units should only be connected to three-wire grounded outlets. The safety of the outlets should be periodically checked to insure safety.

Before initial operation, verify that the line input voltage selector switch (for 115 volts vs. 230 volts) is in the correct position.

Due to the fact that high voltage is also present at the rear panel voltage connector during operation of the unit, the connector when not used should be covered or the unit should be positioned in such a way that the metal contacts within it cannot be accidentally touched.

Before changing fuses in the units, the power switch should be turned-off and the power cord disconnected.

Do not touch the device-under-test or its power cord while a test is in progress.

Following the above precautions should eliminate hazard to the operator of the ROD-L unit, but it should be noted that the same common sense advice that would apply to the use of any electrical product should always be used when operating ROD-L units.

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