

**TROUBLE SHOOTING CHART - SERVO STABILIZER, 3 PHASE**

<b>Fault</b>		<b>Remedies</b>
1)	Output Voltage Unbalanced	<ul style="list-style-type: none"> <li>i. Check Input Supply whether all the 3 phases are present. If so;                             <ul style="list-style-type: none"> <li>a) Carbon brush may have worn out or broken.</li> <li>b) Snapped or loose. connection on Input/output. Correct the same.</li> </ul> </li> </ul>
2)	Output Voltage Fluctuating continuously	<ul style="list-style-type: none"> <li>i. Adjust P3 Pot clockwise on the Servo Control Card till fluctuations stop. This can be done only on auto mode.</li> <li>ii. The Carbon may be worn out and is causing sparking on the track. Change the carbon.</li> <li>iii. Check for any loose connection on the input or the output side.</li> </ul>
3)	Continuous Rattling/hunting sound	<ul style="list-style-type: none"> <li>i. Adjust P3 clockwise on Servo Controlled Card. Keeping switch in 'auto' mode .</li> <li>ii. The Gear on the motor and the main gear mis-matching. Adjust the Motor by loosening it four holding screws and moving the motor to match the two gears. Tighten the motor in the correct position.</li> </ul>
4)	Output Voltage not regulating	<ul style="list-style-type: none"> <li>i. Put the switch in manual mode and try to raise or lower the output voltage.</li> <li>ii. Check if the motor is running. Incase no change in voltage occurs, the gear on the motor shaft is definitely not matching with the main gear. Please do the needful as explained above.</li> <li>iii. Put the switch in auto mode after correction. If still not regulating to the correct value the control card may be defective. Before removing the control card short terminal No. 5 &amp; 6 and then check. If still no function in output voltage occurs, change the card.</li> <li>iv. The voltage adjust pot provided on the front panel may be open, change the pot.</li> </ul>
5)	Tank over-heating beyond limits	<ul style="list-style-type: none"> <li>i. Check for over-loading on all three phases. The normal temperature of the oil should not be more than 45 degree centigrade above the ambient. If the temperature is more there may be some short in the winding. Thus, requiring a major repair.</li> <li>ii. The oil level might have fallen due to some leakage and this can also result in over heating.</li> </ul>