



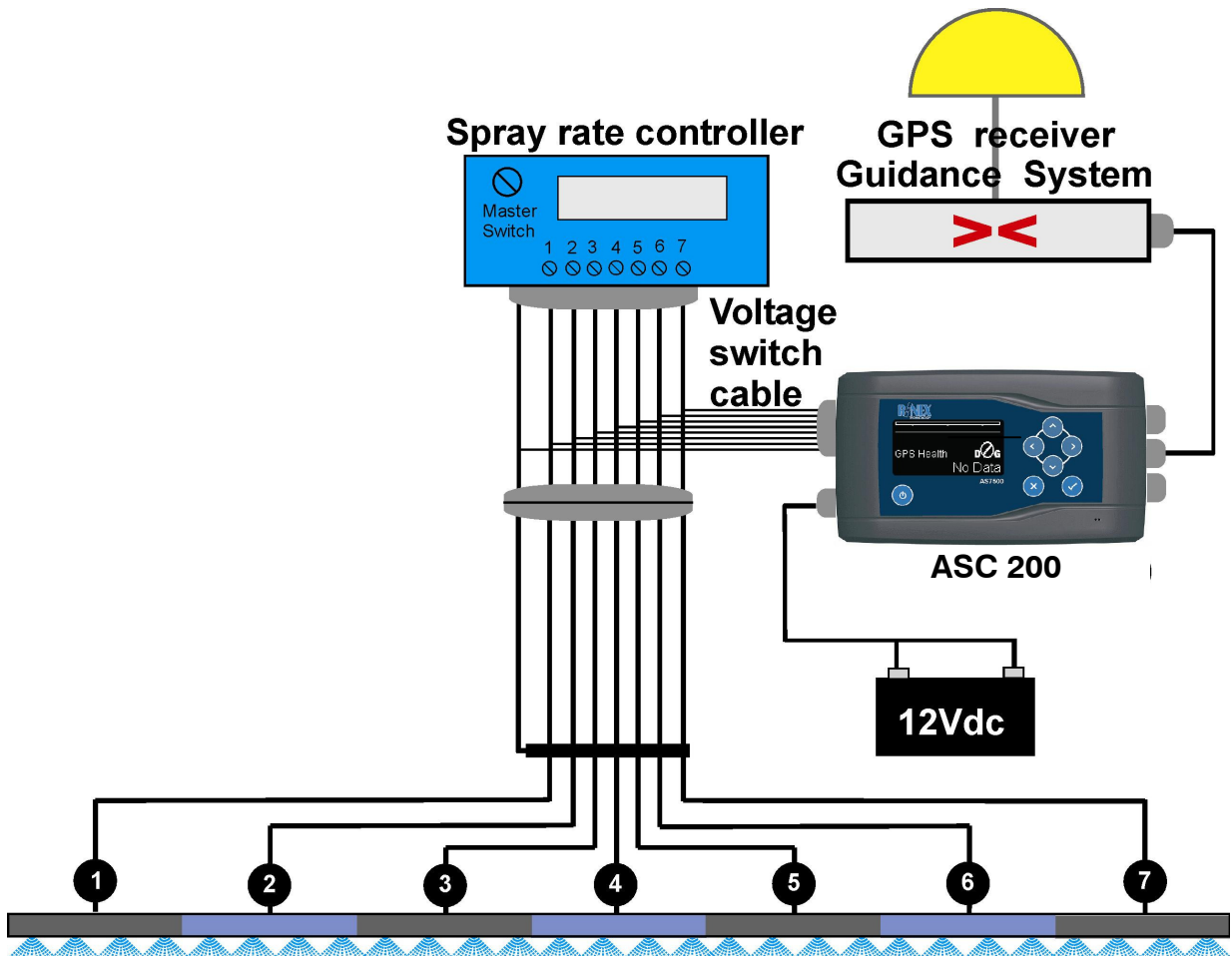
Introduction

Most spray rate controllers have a single wire for each section, from the controllers to the solenoid or valve on the actual boom spray, which regulates when the section is ON or OFF. Some controllers will have section switches built into the controller unit, where as others will have separate or remote switches installed elsewhere in the vehicle for ease of use.

The ASC 200 works in a similar format to the remote switches. The ASC 200 will energize individual wires for each section, which will open the solenoid or valve for that respective section. When necessary the sections will be de-energized and the sections will close accordingly.

The generic Voltage Switch cable S/CB/381-1-005 can be used to control up to eight individual boom sections and a single Master switch. It is not necessary to use all eight sections, or the Master switch if not required.

A schematic of the ASC 200 and how it connects to the spray rate controller and GPS receiver is shown in Figure 1
Figure 1 Schematic layout of the ASC 200



It is recommended that all electrical wiring should be installed by a qualified fitter/technician. Incorrect wiring may damage the ASC 200 controller, the spray rate controller, or both.



1. Installation

IMPORTANT NOTE: Space is provided in these instructions, to record details including wire colours and boom section settings. Therefore, after installation, please keep these instructions for future reference.



Step	Instruction
1	Determine the number of sections or valves for the spray rate controller. This is the number of switches on the controller. Note the ASC 200 will control a maximum of eight (8) sections.
2	Identify the wires that are connected from the solenoid or valves on the boom spray for each respective section. Record the colour and/or identification code for each individual section in Table 1. Note that Section 1 is referred to as the left-most section as standing at the rear of the boom spray looking forward. The section numbers increase towards the right hand side. Also note that any fence-line or end nozzles should not be included in these sections (Also note that any fence-line or end nozzles should not be included in these sections (see User manual - Section 3.5 'Boom Section Translation').
3	Trace the individual wires for each section through to the vehicle cab. Then identify a location where the cable can be connected into the existing wiring loom. DO NOT CUT the wires at this point in time.
4	Check that for each section wire, as noted in Table 1, has +12Vdc when the respective section switch is turned ON. This should be done using a voltmeter. It is important to check that each section wire is NOT CONNECTED TO GROUND when the section switch is turned OFF.
5	Join the matching cable section wire to the boom spray section wire as noted in Table 1. It is important that a good reliable connection is made between the two wires. It is recommended that the connecting wires be soldered together and insulated accordingly. Any section wire from the cable that is not connected, should be insulated from all other wires.
6	The cable has provision to use the Master switch on the spray rate controller for switching the ASC 200 as well as the spray rate controller. Identify the wire that is connected to the Master Switch on the spray rate controller. This should be done using a voltmeter.
7	Join the matching cable Master wire to the boom spray Master wire as in Table 1. It is important that a good reliable connection is made between the two wires. It is recommended that the connecting wires be soldered together and insulated accordingly. If the Master wire is not used from the cable it should



ASC 200 VOLTAGE SWITCH CABLE
PT NO. S/CB/381-1-005 (1-2805)
Installation Instructions (For kit ref: P/ASC200 only)

Step	Instruction
	be insulated from all other wires.
8	The spray rate controller should be tested for typical function before connecting the cable to the ASC 200. Subsequent to the test being successfully completed the cable should be connected on the rear panel of the ASC 200 controller. The cable will only connect one way to the controller.
9	Start the ASC 200 as directed in the User Manual and test the functionality of the system.

If no Master switch is available, the ASC 200 can operate with external switches (optional items), or the front panel switch. The Master switch setup must be configured in the ASC 200 SETUP menu.

Table 1: Cable notation

Pin	Function	Wire Colour	Label	SRC Wire Colour / ID Code / Function	Section Controller O/P # assigned
1	None	Red	Power (Not Connected)		
2	None	Black	Ground (Not Connected)		
3	Section 1	Yellow	Section 1		
4	Section 2	Grey	Section 2		
5	Section 3	Green	Section 3		
6	Section 4	Blue	Section 4		
7	Section 5	Magenta	Section 5		
8	Section 6	Pink	Section 6		
9	Section 7	Brown	Section 7		
10	Section 8	White	Section 8		
11	Master Switch	Yellow/Red	Master		








2. Configuration

Prior to testing the Voltage Switch cable and boom section operation, you need to make the following settings:

- No. of Boom Sections and Section Width.
- Master Control Switch (MCS) configuration
- Vehicle and Boom Offset measurements
- Boom Translation (assigning the section controller outputs to different boom sections)

For these settings, please refer to the Installation and Operation Manual ref. S/DC/500-10-569.

2.1 Testing the Voltage Switch cable

Step	Instruction	Screen
1	Start the ASC 200 using the On/Off button. The ASC 200 will start into the Operational mode after about 15 seconds and the display panel will appear as shown.	
2	Switch the SRC Master switch ON. If the vehicle is stationary the display will not change.	
3	If the vehicle is moving, with GPS connected. The MCS status will be On, and the Section status will be On as shown, (assuming three boom sections).	
4	If number of boom sections is more than 13, the displayed will be as shown.	
5	Switch the SRC Master switch OFF.	

A delay may occur between the switching of the Master Section switch and when the Master Status is displayed on the ASC 200. This delay is due to the type of electrical circuit switching used within the SRC.

If the display panel status value does not change, check that the cable has been installed correctly.