



Subtrol-Plus (Obsolete - See SubMonitor)

Subtrol-Plus - Troubleshooting After Installation

SYMPTOM	POSSIBLE CAUSE OR SOLUTION
Subtrol-Plus Dead	When the Subtrol-Plus reset button is depressed and released, all indicator lights should flash. If line voltage is correct at the Subtrol-Plus L1, L2, L3 terminals and the reset button does not cause lights to flash, Subtrol-Plus receiver is malfunctioning.
Green Off Time Light Flashes	The green light will flash and not allow operation unless both sensor coils are plugged into the receiver. If both are properly connected and it still flashes, the sensor coil or the receiver is faulty. An ohmmeter check between the two center terminals of each sensor coil connected should read less than 1 ohm, or coil is faulty. If both coils check good, receiver is faulty.
Green Off Time Light On	The green light is on and the Subtrol-Plus requires the specified off time before the pump can be restarted after having been turned off. If the green light is on except as described, the receiver is faulty. Note that a power interruption when the motor is running will initiate the delay function.
Overheat Light On	This is a normal protective function which turns off the pump when the motor reaches maximum safe temperatures. Check that amps are within the nameplate maximum on all three lines, and that the motor has proper water flow past it. If overheat trip occurs without apparent motor overheating, it may be the result of an arcing connection somewhere in the circuit or extreme noise interference on the power lines. Check with the power company or Franklin Electric. A true motor overheat trip will require at least five minutes for a motor started cold. If trips do not conform to this characteristic, suspect arcing connections, power line noise, ground fault, or SCR variable speed control equipment.
Overload Light On	This is a normal protective function, protecting against an overload or locked pump. Check the amps in all lines through a complete pumping cycle, and monitor whether low or unbalanced voltage may be causing high amps at particular times. If overload trip occurs without high amps, it may be caused by a faulty rating insert, receiver, or sensor coil. Recheck that the insert rating matches the motor. If it is correct, carefully remove it from the receiver by alternately lifting sides with a knife blade or thin screwdriver, and make sure it has no pins bent over. If the insert is correct and its pins are okay, replace receiver and/or sensor coils.
Underload Light On	This is a normal protective function. A. Make sure the rating insert is correct for the motor. B. Adjusting the underload setting as described to allow the desired range of operating conditions. Note that a DECREASE in underload setting is required to allow loading without trip. C. Check for drop in amps and delivery just before trip, indicating pump breaking suction, and for unbalanced line current. D. With the power turned off, recheck motor lead resistance to ground. A grounded lead can cause underload trip.



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Subtrol-Plus - Troubleshooting After Installation (Continued)

SYMPTOM	POSSIBLE CAUSE OR SOLUTION
<p>Tripped Light On</p>	<p>Whenever the pump is off as a result of Subtrol-Plus protective function, the red tripped light is on. A steady light indicates the Subtrol-Plus will automatically allow the pump to restart as described, and a flashing light indicates repeated trips, requiring manual reset before the pump can be restarted. Any other red light operation indicates a faulty receiver. One-half voltage on 460 V will cause tripped light on.</p>
<p>Control Circuit Fuse Blows</p>	<p>With power turned off, check for a shorted contactor coil or a grounded control circuit lead. The coil resistance should be at least 10 ohms and the circuit resistance to panel frame over 1 megohm. A standard or delay-type 2 amp fuse should be used.</p>
<p>Contactor Will Not Close</p>	<p>If proper voltage is at the control coil terminals when controls are operated to turn the pump on, but the contactor does not close, turn off power and replace the coil. If there is no voltage at the coil, trace the control circuit to determine if the fault is in the Subtrol-Plus receiver, fuse, wiring, or panel operating switches. This tracing can be done by first connecting a voltmeter at the coil terminals, and then moving the meter connections step by step along each circuit to the power source, to determine at which component the voltage is lost.</p> <p>With the Subtrol-Plus receiver powered up, with all leads disconnected from the control terminals and with an ohmmeter set at RX10, measure the resistance between the control terminals. It should measure 100 to 400 ohms. Depress and hold in the reset button. The resistance between the control terminals should measure close to infinity.</p>
<p>Contactor Hums or Chatters</p>	<p>Check that coil voltage is within 10% of rated voltage. If voltage is correct and matches line voltage, turn off power and remove the contactor magnetic assembly and check for wear, corrosion, and dirt. If voltage is erratic or lower than line voltage, trace the control circuit for faults similar to the previous item, but looking for a major drop in voltage rather than its complete loss.</p>
<p>Contactor Opens When Start Switch is Released</p>	<p>Check that the small interlocks switch on the side of the contactor closes when the contactor closes. If the switch or circuit is open, the contactor will not stay closed when the selector switch is in HAND position.</p>
<p>Contactor Closes But Motor Doesn't Run</p>	<p>Turn off power. Check the contactor contacts for dirt, corrosion, and proper closing when the contactor is closed by hand.</p>
<p>Signal Circuit Terminals Do Not Energize</p>	<p>With the Subtrol-Plus receiver powered up and all leads disconnected from the signal terminals, with an Ohmmeter set at RX10, measure the resistance between the signal terminals. Resistance should measure close to infinite. Depress and hold in the reset button. The resistance between the signal terminals should measure 100 to 400 ohms.</p>