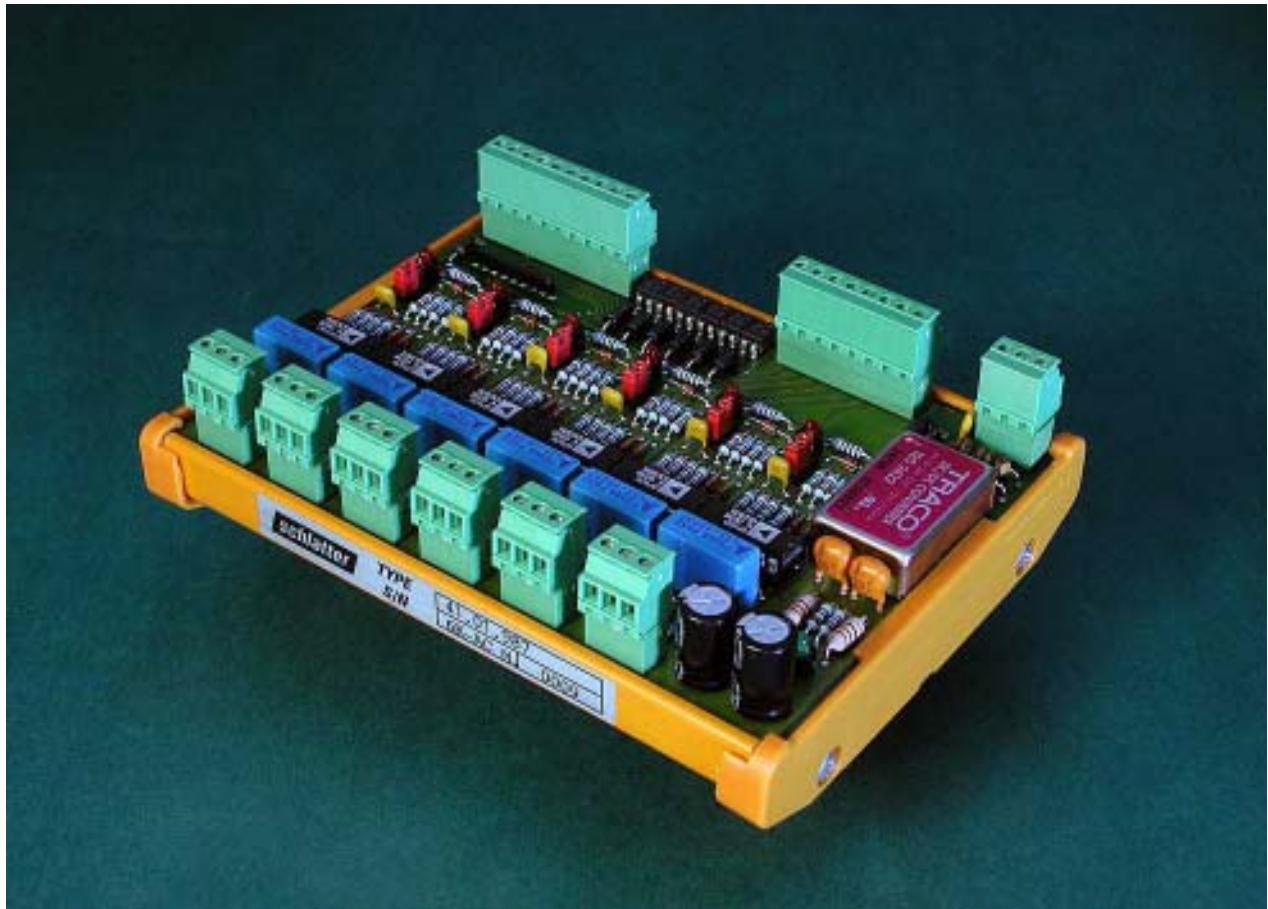


# *AC-Detector*



*Welding current detection for multispot welding machines*

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## ***AC-Detector - Welding current detection for multispot welding machines***

### ***Weld current detection for each weld spot.***

Six-channel AC current detection for application in multispot welding plants. 12 weld spots can be simultaneously supervised by one AC-detector module, as "one current" always flows through two weld spots. Two variable setting ranges are made available (20kA or 50kA).

### ***Current detection on the welding machine.***

The current detection belts – in accord. with the Rogowski principle – are fitted around the current cables in the welding machine. The detection belts are connected to the AC-detector via sensor cables. The AC-detectors are fitted onto symmetrical carrier rails (EN50022) in the control cabinet.

### ***AC-detection when multispot welding convectors***

If convector sheet metal hasn't been correctly welded or hasn't been welded sufficiently, this is frequently not determined during production. After the radiators have been installed in a building, this can bring about a "cracking sound" in the radiator, which causes annoyance to the owner and/or tenant, who may then complain and demand damage compensation.

### ***Function of the weld current detector.***

A digital output signal is made available by the module, for each channel. This digital output signal is processed by the control system. If no current flows through a weld spot, the machine will come to a halt. In addition, an analog signal ( $\pm 10V$ ) with the current image is available for each channel. This can be used by the customer for further evaluations – e.g. on a PC.

### ***AC-detection when carrying out multispot welding of panels.***

If for any reason, weld spots haven't been carried out by the panel multispot welding machine, this very often goes unnoticed until pressure tests are made. Therefore it is possible, that all radiators present in the welding line between the panel multispot welding machine and the pressure tests, are not welded. This in turn, brings about unplanned still-stand times and therefore interruptions in production.



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