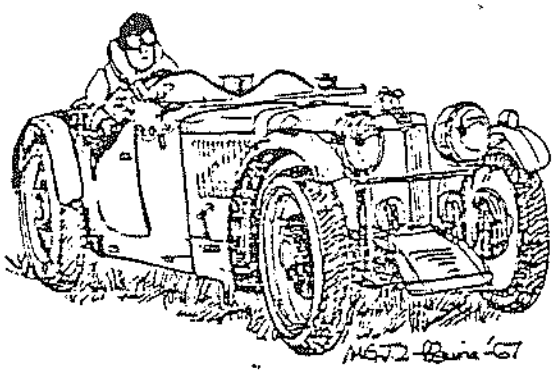

J2 TECHNICAL ARTICLE

Number 194

April 10, 1984

From Octagon Heaven

Resource: MMM Register Infoletter

PLC SWITCHES AND DYNAMO VOLTAGE

PLC Switches.

Apart from the more easily obtained Lucas PLC 5 and PLC 6 switches, the PLC 2 was made in alternative versions. I had been running for two years on a "proper" J2 type PLC 2 borrowed from John Kidder. Eventually however I found a new one for sale priced "only" £10 "because it was not the sort anyone wanted" the dealer said. The apparent difference is the substitution of the connection T for an L.

A test-light proved that L does take the place of the missing T, but that a loop is needed connecting F1 to F2 to get a charge when the switch was in the headlight position (H), which otherwise on this variation of the switch would give headlights only without obtaining dyno charge.

The positions of this particular switches face are OFF - Ignition only if ig.key switched on. No lights on, except red ig. warning light, and no charge.

T - Dynamo charge position, no lights on.

T and S - Tail and Sidelights on plus dyno charge.

H - Headlights on, plus side and tail lights, plus because of the loop, Dyno charge.

Technical Advisor John Kidder informs me this type is an Army vehicle switch and the T was for tail light on only for blacked-out convoys to follow each other.

As the innards of many PLC switches have become very worn this ex WD part is a usefull alternative.

Dynamo Voltage.

The way to ascertain the voltage of an unknown dyno is as follows; Connect a wire from a car battery (positive pole) to the dyno case. A second wire with an ampmeter interposed is then used to connect the negative pole of the battery to the field connection on the dyno.

If when the circuit is made the ampmeter reads 8 amps, then you have a 6 volt dynamo. A lower reading however of only 4 or 5 amps. shows the dyno. to be wound for 12 volts.