

TRANSMISSION CIRCUIT

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SUBSTATION

Medium Voltage Motor Control Center




SafeGear®
Advance™

Installation and
Maintenance Manual

Bulletin No. IB3.2.7-7B

INSTRUCTIONAL BOOKLET

**Motor Control Center
SafeGear[®] and Advance[™]
Medium Voltage,
Metal-Enclosed, Motor Control**

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November 1998

Table of Contents

Introduction	7	Control Circuit Checkout	27
General Instructions	7	Final Inspection	29
Scope of Instructions	7		
Important Safety Notes and Warnings	9	Placing Into Service	31
Safety Notations	9	Safety Precautions	31
		Energizing the Main Bus	32
Receiving and Handling	11	Standard Construction	33
Receiving	11	Standard Color	33
Storage	12	Galvalume	33
		Bus Support Insulation	33
Site Preparation	13	Primary Disconnect Device	33
General	13	Secondary Disconnecting Devices	34
Location	13	Ground and Bus Contacts	34
Foundation	14	Control Wires	34
		Inserting and Removing Contactors and Aux- iliary Modules	35
Indoor/Outdoor Installation	15	Contactor Fuse Replacement	39
General	15	Maintenance	41
Towing	19	General	41
Raising by Slings	19	Semi-Annual Inspection	41
Removal of the Shipping Base	20	Annual Inspection	42
Unit Substations	22	24 Month Inspection	43
Connections	22	10 Year Maximum Inspection	43
Connection to Ground Bus	23	Suspect Joint Maintenance	44
Connection to Control Source	23	Care of Finish	45
Secondary and Control Connections	23	Renewal Parts	45
Installation of Bus Bar Connections		Disclaimer of Warranties and Limitation of Liability	46
Between Groups	24		
Outdoor Installation: General	24		
Testing and Final Inspection	25		
Testing	25		

Chapter**1**

Introduction

GENERAL INSTRUCTIONS

Read these instructions carefully before installation and use as a guide during installation and initial operation.

File these instructions with other instruction books, drawings and descriptive data of the switchgear. Keep this book available for the installation, operation, and maintenance of this equipment. Use of these instructions will facilitate proper maintenance of the equipment, and prolong its useful life.

SCOPE OF INSTRUCTIONS

The instructions are general in nature. They cover requirements for installation, setup, checkout and maintenance as applied to ABB medium voltage, motor control centers (MCC). These instructions do not attempt to cover all variations and combinations of equipment and installations.

Information on particular installations appears in the following:

- Bills of Materials that list electrical devices and equipment.
- Single line drawings showing power connections.
- Floor plan, representing available space for power and control conduits.
- Special construction details.
- Elementary and schematic diagrams.
- Connection diagrams.

Chapter

2

Important Safety Notes and Warnings

Equipment operation depends on proper handling, installation, and maintenance. Neglecting fundamental requirements may lead to personal injury, failure of the equipment and property damage.

Safety as described in this instruction book involves two conditions:

- Personal injury.
- Product or property damage.

SAFETY NOTATIONS

Safety notations alert personnel to possible death, injury or property damage situations. The safety notations appear before the step in which the condition applies. The four hazard levels are:

DANGER

*“Danger” indicates a hazardous situation that has a **high probability of death, severe injury, and substantial property damage.***

WARNING

*“Warning” indicates a hazardous situation that has **some probability of severe injury, and substantial property damage.***

CAUTION

*“Caution” indicates a hazardous situation that **may result in minor or moderate injury and/or property damage.***



“NOTICE” indicates a statement of company policy as it relates to the safety of personnel or protection of property

Personnel installing, operating, or maintaining this equipment must have thorough knowledge of all applicable local, regional, industry, governmental, and OSHA safety procedures as well as commonly accepted safe working practices. Personnel working in, or around this equipment must also exhibit common sense and good judgement regarding the potential hazards for themselves and other personnel in the area. These instructions are intended for use by fully qualified personnel and are not a substitute for adequate training, experience, and supervision.

Should clarification or additional information be required, refer the matter to your ABB Power T&D Company sales office. When communicating with ABB regarding the product covered by this Instruction book, always reference the ABB assigned Shop Order (S.O.) number or Serial Number.

Chapter

3

Receiving and Handling

RECEIVING

Before shipment, the equipment is inspected and marked with its number and position. The factory ships contactors separately.

Upon receipt, examine the shipment for damage or loss. Check the contents against the packing list before discarding any packing material. Notify the carrier and ABB at once of any discrepancies. If there is damage from improper handling, file a claim for damages at once with the carrier and notify ABB.

Note: ABB standard shipments are “FOB Factory.” ABB is not responsible for damage, after delivery of the equipment to the carrier.

HANDLING



For structural integrity, all doors and panels must be in place and securely fastened before moving the equipment.



Do not move or transport the frames with contactors or other drawout equipment installed in the modules.



Before energizing the heaters, remove all the packing materials. Open the breaker or cutout device that controls the heaters when using a separate power source.

STORAGE

Leave the equipment on the shipping base.

Store all equipment indoors in a well-ventilated area.

The storage building should have a well-drained paved floor. The temperature should be above 60°F. The air should be dry (approximately 50% maximum humidity).

The sections ship wrapped in plastic for protection during shipment only. Remove the plastic wrap after placing into storage. Cover with heavy wrapping paper or other moisture barrier. Use materials that will not trap moisture inside the unit. Do not cover louvered openings.

For long term storage, or in high-humidity, use heaters (optional) to keep the interior dry. Bring power for the heaters to the load terminals of the device that controls the heater circuits. See Figure 1.

NOTE: The device must remain open when using a separate power source.

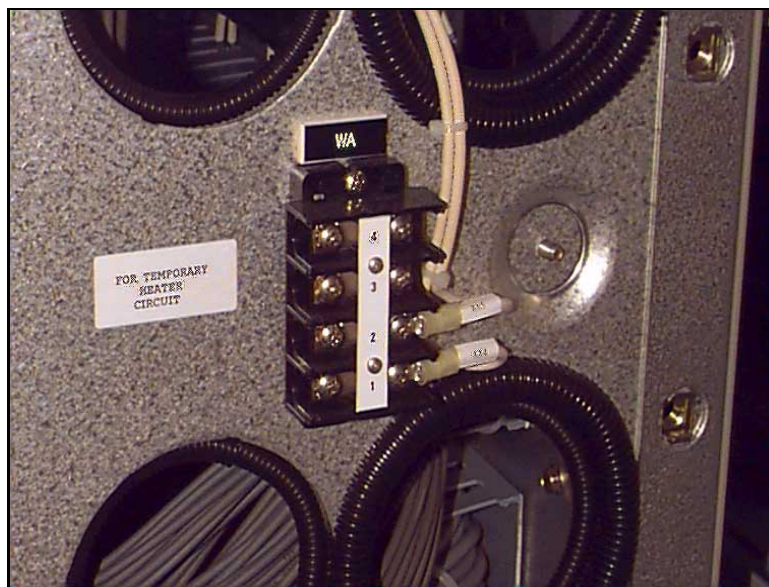


Figure 1. Heater load terminals. Remove before bolting sections together.

Store contactors upright in their original shipping carton. Do not stack. Do not store contactors in the modules.

Chapter

4

Site Preparation

GENERAL

Before installing, consult all drawings furnished for the particular order. The drawings show top and front views of the lineup, primary and secondary connection diagrams, and Bills of Materials. Study these drawings and the following recommendations before preparing the site plan drawings.

LOCATION

Locate the lineup in accordance with local regulations. Clearances at the front should allow installation and removal of the drawout equipment and lift devices. Allow enough clearance to service drawout equipment in back to back installations.

**Table 2. Recommended Ceiling Height for:
SafeGear Arc-Resistant Motor Control Center**

Recommended Minimum Ceiling Height*	
RATING	FEET
25 kA	12
36 kA	14
50 kA	16

* Try to maintain approximately 4 feet from the top of the equipment to any obstruction.

FOUNDATION

The factory supplies floor plan drawings for each installation. The floor must be straight and level within $\frac{1}{4}$ inch over the full length and depth of the lineup. The finished floor under and in front of the line-up should be smooth.

Install power and secondary (control) conduits before moving the units to the site. Available space for the conduits appears on the floor plans supplied with the units. Conduits should not extend more than one inch above the station floor level. Plug conduit openings before pouring concrete.

Indoor/Outdoor Installation

GENERAL

Metal-enclosed Motor Control Centers ship in sections. Indoor sections ship on throw away steel bases.

Unload the units as close to the installation site as possible. Raise the units with jacks and move on rollers with the shipping bases attached or with an overhead hoist and spreader bar. Do not move the shipping splits with the drawout units installed. See Figures 3 through 8.



Use of fork lift trucks for jacking or placing the jacks other than as described may result in stress distortions and irreparable damage to the equipment.



Do not remove the shipping bases until the units are set in place. Moving the units without the shipping base will cause irreparable damage and a hazardous condition.

In many locations the best way of moving the equipment is with jacks and rollers.

1. **Do not remove the shipping base.** Make sure that all doors and panels are secure. Move the unit near the site. Raise the unit by jacks placed under the front and rear corners, inside the shipping bases. See Figure 3.



Figure 3. Position jacks under the front and rear

2. Raise the unit enough to position a roller under the shipping base. Repeat the operation at the other end. See Figure 4.



Figure 4. Insert rollers under shipping base.

3. Push the unit toward its final position, while another person puts a third roller under the forward end. Keep moving a roller from the rear to the front until the unit is in place. See Figure 5.



Figure 5. Move a roller from the rear to the front.

4. For lateral moving, raise the units by jacks as described in step 1. Place the rollers laterally with steel channels (not furnished) on the rollers. See Figures 6 and 7. Carefully push the unit onto a third roller and move a roller from the rear to the front until the unit is in place.



Figure 6. Position rails on rollers as shown for lateral moving.



Figure 7. Carefully push the unit onto a third roller.

5. Locate the units in their final position. Raise the units to clear the rollers and channels. Remove the rollers and channels, and lower onto wood blocks.

TOWING

Use chains rated for safe handling of the shipping splits. Consult the chain manufacturer or local code requirements for proper safety factors. Attach the chains to the holes at each end of the base (See Figure 8). Secure to the towing equipment. Make sure that the truck bed height and dock height are even, or provide heavy duty steel sheets to bridge between the truck and the dock. Protect the lower edge of the equipment from damage by the chains



Figure 8. Towing

RAISING BY SLINGS

1. Attach the shackles to the base or use the optional extension plates to the 4 holes provided in the shipping bases. They provide a large hole at each end for attaching a sling and spreader bar assembly.
2. Use a spreader bar to keep the legs of the sling vertical.

3. When using wire rope slings place a 4" x 4" between the equipment and the sling.
4. Lift and move the equipment to it's final place. Once the unit is set in place, remove the shipping base.

REMOVAL OF THE SHIPPING BASE

Once the units are in their final place, remove the shipping base.

1. Open the equipment doors. Remove the bolts holding the shipping base to the equipment. See Figure 9.



Figure 9. Unbolting the shipping base.

Secure all doors and panels before going to the next step.

2. Raise the units to a height that allows removal of the base. Use four jacks for this operation to keep the units uniformly level and prevent distortion.

3. Select four pieces of wood thick enough to permit removal of the jack after lowering. Place one under each corner. Slowly lower one side until it rests on the pieces of wood. Remove the jacks. Repeat this process on the other side.



Figure 10. Remove jacks after lowering unit onto pieces of wood.

4. Use a pry-bar to lift each corner enough to remove the four pieces of wood.



Figure 11. Use a pry-bar to remove the pieces of wood.

UNIT SUBSTATIONS

In multi-unit substations, physically identical transformers may have disconnect switches that are key interlocked with secondary breakers. Group the disconnects, switches, transformers, switchgear, and motor control sections by their key.

The interlock sequence depends upon having the locks on the switch and breaker operated by the same key.

NOTE: Avoid unnecessary rework by checking the key numbers before moving each piece of equipment into its final position.

CONNECTIONS

DANGER

Before making primary source connections, verify that the primary cables are de-energized and the equipment is properly grounded.

Unit substations ship in separate sections. Each transformer is a separate section. The factory splits the buses for shipment. Secondary and control wiring end at the shipping split.

Bolt the separate units together. Reconnect the bus and control wiring at the shipping splits. Follow the connection diagram when replacing secondary and control wiring.

NOTE: BOLTED JOINTS MUST BE TIGHT.

Complete all internal connections. Make the external connections to control power sources and circuits, to secondary and potential circuits, to feeders, power sources, and to ground.

NOTE: After completing all connections to secondary (control) circuits, follow these circuits and remove temporary connections from current transformer secondaries.

Temporary jumpers protect against voltages that may occur if the current transformer primaries carry currents while the sec-

ondary circuits are still not complete. With the secondary circuits connected, remove the jumpers.

NOTE: Failure to remove the jumpers will interfere with meters, relays, or other devices in these circuits.

If shorting Terminal Blocks are used, review the Connection Diagram that was shipped with the unit, for position of shorting screws. See Step 16 on page 28.

CONNECTION TO GROUND BUS

The factory bolts the ground bus bars to each frame. Connect the ground bus bars to the station ground with a cable or bus of larger gage than the housing ground bus.

Do not run cable or bus in conduit. The cable or bus should take the most direct path to ground.

CONNECTION TO CONTROL SOURCE

The control source wiring should be of larger gage than the rest of the control wiring. Connect the control source leads to the terminal blocks.

NOTE: CHECK THE ELECTRICAL PHASING BEFORE CONNECTING.

SECONDARY AND CONTROL CONNECTIONS

The factory wires the secondary and control connections using the connection diagram. The outgoing secondary and control connections are accessible from the control conduit area.

Openings in the side of the units allow control connections between sections. When shipped in groups of several units each, the factory installs cross connections between groups. The factory then disconnects and tags one end of each of the connections. Reconnect according to the connection diagram when the sections are together again.

INSTALLATION OF BUS BAR CONNECTIONS BETWEEN GROUPS

The factory assembles the main bus bar in each section. The splices at the shipping splits are unbolted for shipment. Refer to the General Arrangement Drawings.

The contact surfaces of the bus at bolted joints are plated. Clean contact surfaces with a clean cloth and an OSHA approved solvent. Bolt the bus together. Conductivity of a bolted joint depends on the pressure or torque applied..

CAUTION

*Limit the use of solvents to removing grease and contamination from primary conductors, insulation, and from unpainted metallic surfaces. **Do not use alcohol or freon.** Use OSHA approved solvents in accordance with local regulations. Use a non-flammable solvent with a threshold limit of 300 PPM or higher. Use solvents in well-ventilated areas.*

Take care not to remove plating.

OUTDOOR INSTALLATION: GENERAL

Outdoor installations are in modified enclosures called Power Distribution Centers (PDC's). Due to ceiling height limitations, SafeGear arc-resistant PDC's have top mounted plenums that exhaust to the end of the enclosure.

Outdoor installations are shipped in pre-assembled modules. Installation is contracted through ABB Service. It is recommended that PDC's be installed by experienced personnel.

Testing and Final Inspection

TESTING

DANGER

Disconnect the primary power source during testing

Do not exceed the listed voltages for the voltage class of the equipment under test.

Disconnect the shunt connected coils such as potential transformers.

Do not test solid state sensors or relays with high voltage. Disconnect solid state sensors and relays before applying voltage.

With the system erected, assembled and connected, perform the following 16 step process.

1. Remove packing and shipping materials.
2. Make sure that all internal parts are clean and dry. If moisture is present, blow dry with warm air.
3. Remove any shipping blocks from relays.
4. Check for damaged insulation by applying potential tests to the primary bus. Conduct potential tests phase-to-phase and phase to ground in accordance with “Field Test” values.

Test continued on next page.

Table 12

60 HZ, RMS, WITHSTAND VOLTAGES (1 minute)		
Rated	Factory Test	Field Test
Control Voltages up to 250 V	1500V*	1125V**
251V to 600V	1000V plus 2 × Nominal Voltage	2 × Rated Voltage
601V to 7200V	2000V plus 2.25 × Nominal Voltage	2 × Rated Voltage

* Acceptable alternate test: 1800V for 1 second.

** Acceptable alternate test: 1350V for 1 second.

5. With the main circuit de-energized and grounded, check the continuity of all circuits after installing the circuit breakers and contactors. Energize the control source and operate the equipment. Indicating instruments verify the continuity of current transformer circuits and energizing of the main circuit.

Test continued on next page.

CONTROL CIRCUIT CHECKOUT

DANGER

The breaker or cutout device of the local control power circuit must remain open when using a separate control power source.

The preferred method to check the control circuit is to furnish a separate temporary source of control power of the required control voltage rating. The temporary source must have a properly coordinated backup protective device in the circuit. Set the device to clear any faults that might occur. Initially all contactors should be in the **DISCONNECT** position and the main circuit de-energized and grounded. When ac control power is from control power transformers in the MCC, remove all fuses in the transformer circuits.

DANGER

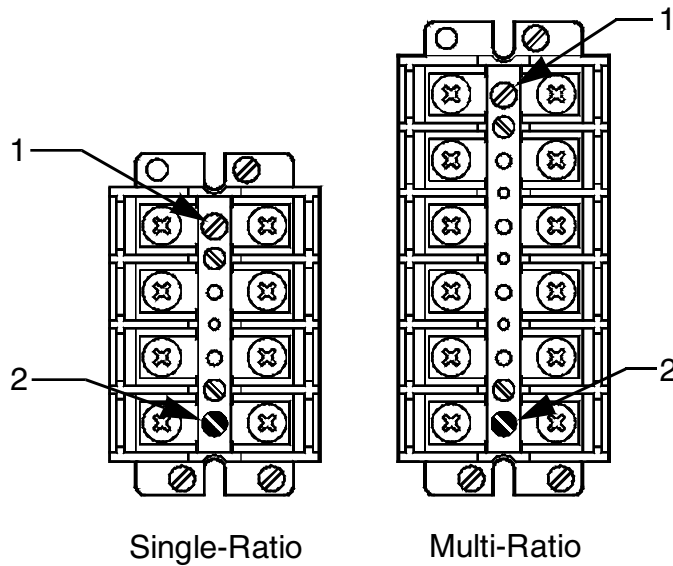
OPEN the contactor before racking.

6. Rack contactors to the **DISCONNECT** position.
7. Open all normal control power source disconnects, if supplied.
8. Check each control switch or push-button. Make sure that it is in the **OPEN** position.
9. Connect a temporary control power source to the circuit load terminals in the MCC. Energize the control circuit from the temporary control power source.
10. Rack the remaining contactors into the **CONNECTED** position, one at a time.
11. Test contactors for closing and tripping.
12. De-energize the control circuit. If ac control power is from transformers in the switchgear, remove the temporary separate source of control power. Reinstall all fuses in the transformer circuit.

13. Set all relays, regulators, and other devices for proper operation of loads. The factory does not set the relays.
14. Remove shorting screws from the terminal blocks in the current transformer circuits. See Step 15. Store screws in the tapped holes in the corners of the blocks.

Verify the proper phasing of all main circuits according to diagram.

15. To open the short circuiting device:
 - a. **Single Ratio** - Remove and store the shorting screw 1.
 - b. **Multi Ratio** - Remove the shorting screw 1. Insert shorting screw according to connection diagram. Do not remove the ground screw 2.



FINAL INSPECTION

DANGER

There are hazards of electrical shocks and/or burns whenever working in or around electrical equipment. Turn off power ahead of the switchgear before performing any inspection or maintenance operations. Check incoming line terminals to verify that the equipment is de-energized and grounded. Check out-going terminals to ensure that no back-feed condition exists.

Once installed and all connections made, perform a final check and test on the equipment and its controls. Check for correct equipment installation and that all connections are complete. Use extreme care to prevent the controlled equipment (load) from being connected to the system while performing preliminary tests.

Chapter

7

Placing Into Service

SAFETY PRECAUTIONS

DANGER

There are hazards of electrical shocks and/or burns whenever working in or around electrical equipment. Turn off power ahead of the switchgear before performing any inspection or maintenance operations. Check incoming line terminals to verify that the equipment is de-energized and grounded. Check out-going terminals to ensure that no back-feed condition exists.

Contactors should be in the **DISCONNECTED** position.

When working on switchgear, de-energize and ground the main-bus.

Before energizing make a complete check of the mechanical operation of all devices. Manually operate all contactors and relays. Moving parts should not bind. Verify that there are no foreign objects in the equipment. Use compressed, clean, dry air to clean all inside and outside surfaces.

Make incoming and outgoing power connections after all other connections are complete. A note on the connection diagram indicates devices that are phase sensitive. Verify the phase sequence of the incoming power source before making connections.

The secondary circuits of energized current transformers should never be open circuited.

The contact surfaces of the bus at bolted joints are plated. Clean contact surfaces with a clean cloth and an OSHA approved solvent. Bolt the bus together. Conductivity of a bolted joint depends on the pressure or torque applied.

ENERGIZING THE MAIN BUS

After completing the control circuit checkout, energize the equipment main bus.

1. Verify that all door and panel hardware is secure.
2. Energize the incoming bus to the equipments main circuit devices. Observe if operation of instruments and relays are correct.
3. Energize the separate control power source, if furnished.
4. Energize the switchgear main bus by closing the main circuit devices. Observe if operation of instruments and relays are correct.
5. Rack the contactors to the CONNECTED position.
6. Close the desired feeder contactors.

Standard Construction

STANDARD COLOR

The standard paint color is ANSI #61. This finish is electrostatic powder paint applied over an iron phosphate coating. This process achieves a smooth, uniform paint finish that conforms to all UL requirements.

GALVALUME

Unpainted parts are made of Galvalume.[®] Galvalume is cold rolled sheet steel with a hot dipped coating of aluminum, zinc and silicon. Galvalume greatly exceeds the paint qualifications of ANSI C37.20.2-5.2.8.

BUS SUPPORT INSULATION

The bus supports on the MCC are glass filled polyester laminate. The supports ensure safe operational clearances of bus under normal and short-circuit conditions.

PRIMARY DISCONNECT DEVICE

Contact primary disconnects consist of a set of inline fingers compressed with springs. The springs are outside the current path. The fingers can be inspected by withdrawing the unit. The primary contacts are high pressure, self-aligning devices. All parts are plated to reduce resistance.

SECONDARY DISCONNECTING DEVICES

Contactors have self-aligning disconnects sized for the required current. They make contact in the **CONNECTED** position.

The self-aligning disconnects in Contactors make contact only in the **CONNECTED** position.

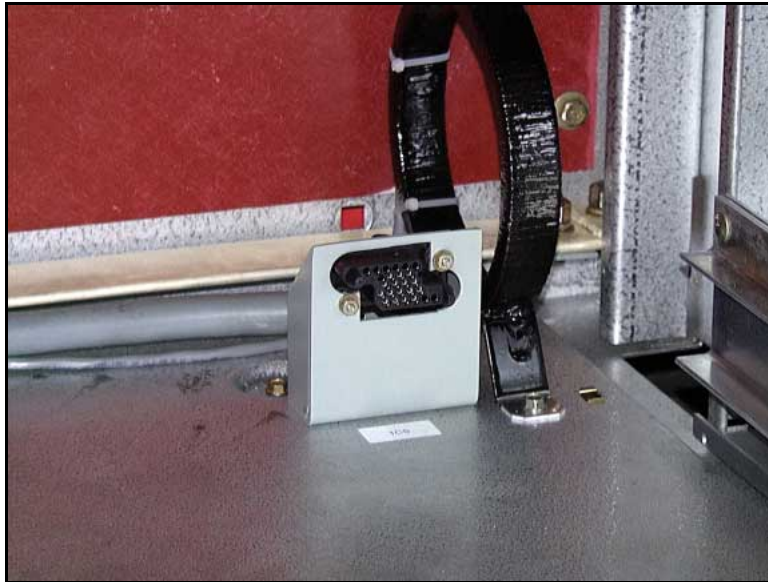


Figure 13. Contactor self-aligning secondaries.

GROUND AND BUS CONTACTS

The ground bus contacts are under the contactors. The contactors are grounded in all positions.

CONTROL WIRES

The main control leads are on the side of the contactor compartment.

INSERTING AND REMOVING CONTACTORS AND AUXILIARY MODULES

Drawout modules are provided for Contactors, Potential Transformers, Current Limiting Fuses, and for Control Power Transformers.



Before inserting a unit into a module, remove foreign objects, tools and debris, or obstructions from inside the module.

INSERTION

Insertion and racking of Contactors and Auxiliary Drawout modules is similar to inserting a circuit breaker. The units do not have a **TEST** position.

Insertion from the **WITHDRAWN** to the **DISCONNECTED** position.



Figure 14. Module Interlock Slots



The module interlock tabs must engage the slots in the lift truck platform before releasing the foot-brake and moving the lift-truck. Lower the lift-truck platform before transporting drawout modules with the lift-truck.

1. Align the locking tabs of the lift truck with the slots in the front of the frame (see Figure 15). Push the lift truck to the frame to engage the locking tabs with the module. Lower the truck platform slightly to lock into place. The truck platform should be horizontal and aligned with the rails in the module. Set the lift truck brake. Try pulling the lift truck away from the frame. The locking tabs should be set firmly in place.

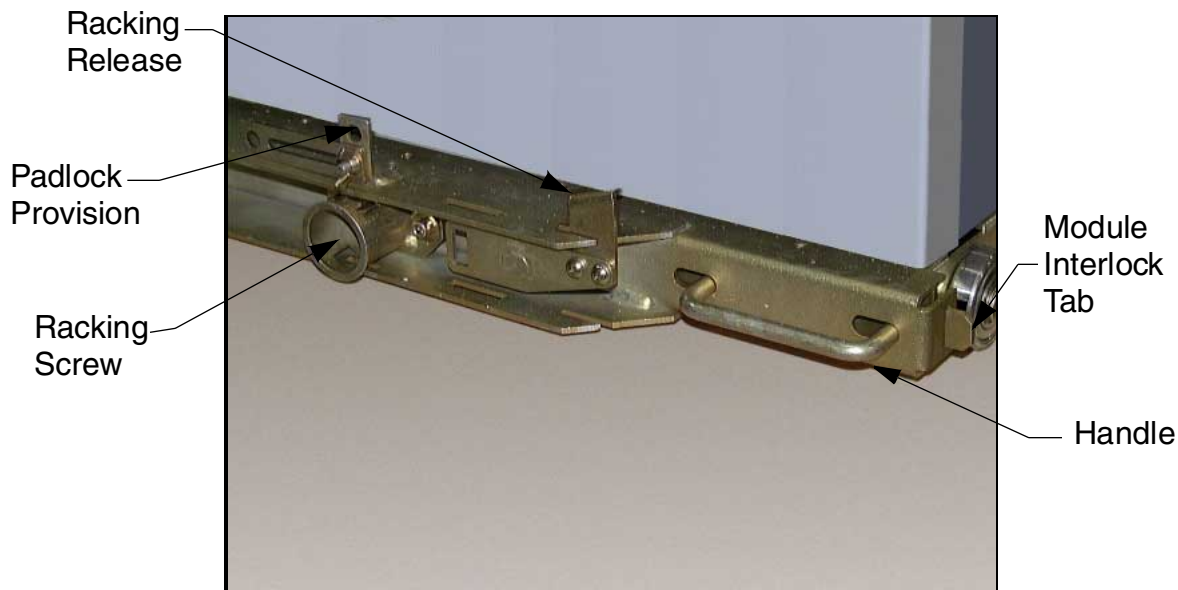


Figure 15. Module Interlock Tabs and Handles.

2. Release the module from the lift truck by pulling the handles toward the center of the unit.
3. Push the drawout unit straight into the module. Keep the unit as level as possible. Do not raise or lift the unit.
4. Align the module interlock tabs (Figure 15) with the module slots (Figure 14).

5. Engage the module Interlock tabs by returning the handles to their outward position.
 - a. Verify that the handles are fully outward and the module interlock tabs are in the module slots.

The unit will not rack into the CONNECTED Position if the module interlock tabs are not properly engaged with the frame.

- b. Push against both sides of the unit to verify that the tabs are locked into position.
 - c. The unit is now in the DISCONNECTED position.
6. Disengage the lift truck and move it away from the frame.
7. Close the door and secure all door bolts and latching devices.

To rack from the DISCONNECTED to the CONNECTED position:

8. Press down on the Racking Release Handle before racking Contactors. For auxiliary units without a racking release handle, push the Racking Screw with the Racking Tool and rack clockwise (CW) into the CONNECTED position.

REMOVAL

1. Do not open the module door.
2. Press down on the Racking Release Handle before racking Contactors. Engage the racking screw with the Racking Tool. Rack counterclockwise (CCW), into the DISCONNECTED position.
3. Open the module door.

4. Align the locking tabs of the lift truck with the slots in the front of the frame (see Figure 14). Push the lift truck to the frame to engage the locking tabs with the module. Lower the truck platform slightly to lock into place. The truck platform should be horizontal and aligned with the rails in the module. Set the lift truck brake. Try pulling the lift truck away from the frame. The locking tabs should be set firmly in place and the brake set.
5. Release the unit from the module by pulling the handles toward the center of the unit.
6. Pull the drawout unit straight onto the lift truck platform. Keep the unit level as possible. Do not raise or lift the unit.
7. Align the Module Interlock Tabs (Figure 15) with the lift truck slots.
8. Engage the Module Interlock Tabs by returning the handles to their outward position.
9. Verify that the handles are fully outward and the Module Interlock Tabs are in the lift truck slots.



The module interlock tabs must engage the slots in the lift truck platform before releasing the foot-brake and moving the lift-truck. Lower the lift-truck platform before transporting drawout modules with the lift-truck.

CONTACTOR FUSE REPLACEMENT

The fuses in a motor control center contactor are easily removed and replaced. They are individually secured with 4 bolts to the contactor or with ferrule type clips.

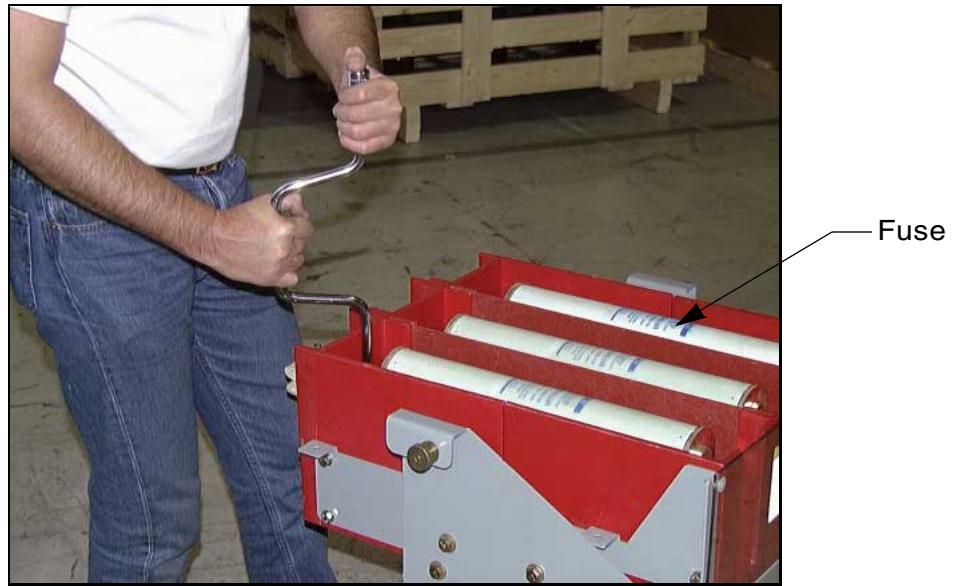


Figure 16. Individual fuse replacement.

Chapter

9

Maintenance

GENERAL

Inspect all Motor Control installations at frequent intervals. Perform a visual inspection, front and rear, to see that there is no evidence of loose parts, warping, or undue vibration. Take steps to remedy any deficiencies of this nature that may appear. Keep the assembly dry. Cover to prevent moisture from dripping on equipment. Do not block vents or flaps.

DANGER

There are hazards of electrical shocks and/or burns whenever working in or around electrical equipment. Turn off power ahead of the equipment before performing any inspection or maintenance operations. Check incoming line terminals to verify that the equipment is de-energized and grounded. Check out-going terminals to ensure that no back-feed condition exists.

CAUTION

*Limit the use of solvents to removing grease and contamination from primary conductors, insulation, and from unpainted metallic surfaces. **Do not use alcohol or freon.** Use OSHA approved solvents in accordance with local regulations. Use a non-flammable solvent with a threshold limit of 300 PPM or higher. Use solvents in well-ventilated areas.*

SEMI-ANNUAL INSPECTION

At least twice yearly, perform a through inspection of the lineup. Emphasize the following checks:

1. Perform an overall visual inspection.
2. Check all indicators, meters and instruments for proper operation.

3. Make sure all bolted connections are secure. See Table 17.
4. Verify operation of heaters and thermostats, if used.
5. Check for undue noise and vibration that might loosen bolted connections.
6. Look for evidence of moisture in the switchgear.
7. Note unusual amount of ozone odor.

ANNUAL INSPECTION

In addition to the semi-annual inspection, perform the following recommended inspection and maintenance once a year, or sooner, if required by local conditions or regulations.

1. Bolted connections should be tight. Discoloration, excessive corrosion, embrittled or discolored insulation may indicate an overheated connection. If found, follow the procedure described under section "Suspect Joint Maintenance."
2. Inspect all cables for tight connections and ample support.
3. Inspect control wiring for signs of wear and damage. Replace wire wherever doubtful.
4. Examine resistors and other devices prone to over heating.
5. Open all hinged doors and remove bolted panels.
6. Clean insulation thoroughly.
7. Withdraw and clean all drawout components.
8. Clean the stationary portion of the switchgear by wiping with a clean cloth. Use dry, compressed air in inaccessible areas.
9. Remove the covers of all panel devices where possible. Check wiring for secure connections. Clean contacts on relays and switches wherever necessary. Replace covers.
10. Remove air filters when used. Flush with clean water if necessary. Coat filters with Randolph Products', Super Coat Adhesive or equivalent.

11. Inspect the gearing of lift devices, if used. For normal operation use a heavy gear lubricant. In very dirty or gritty conditions, use a dry lubricant.
12. Follow the recommendations of any individual device instructions furnished for maintenance of the device.
13. Perform maintenance of Contactors as recommended in instructions furnished with the unit.

24 MONTH INSPECTION

In addition to the annual inspection, perform the following recommended inspection and maintenance at 24 month intervals, or sooner, if required by local conditions or regulations.

1. Perform maintenance of Contactors as recommended in instructions furnished with the unit.
2. Inspect secondary wiring bundles for signs of discoloration because of heat or chafing. Check for cracked or embrittled insulation. Replace wire whenever doubtful.
3. Inspect primary insulation system for accumulated contamination. Clean insulation with a dry cloth, dry-air, vacuum, or if necessary with an OSHA approved solvent.
4. Check the calibration of protective relays approximately every two years.
5. Follow the recommendations of any individual device instructions furnished for maintenance of the device.

10 YEAR MAXIMUM INSPECTION

In addition to the annual inspections and maintenance, perform the following recommended inspections and maintenance every ten years, or sooner, if required by local conditions or regulations.

1. Disassemble, inspect, clean, lubricate, adjust and calibrate contactor mechanisms as recommended in the instructions furnished with the contactor.

2. Torque all primary conductor connection bolts to recommended values. See Table 17.
3. Tighten all secondary control wire connections. Check for loose lug crimps and broken wire strands.

SUSPECT JOINT MAINTENANCE

1. Open joint and inspect connection surfaces.
2. Clean surfaces with an OSHA approved solvent. Dress contact surfaces that show minor corrosion or pitting by lightly rubbing with a polishing cloth such as “3M Scotch Brite”. Take care to minimize the removal of plating.
3. Replace parts that signs of heavy corrosion, arcing or melting.
4. Replace contact fingers springs after exposure to excess heating at the breaker disconnect.
5. Before assembly, protect contact surfaces with “No-Ox-Id Special A Compound”, a product of Sanchem Chemical Co., or equivalent.
6. Use proper torque in tightening bolted connections. See Table 17.

Table 17

Torque Values for Equipment Hardware	
Bolt Size (Inches)	Foot-Pounds (Dry Threads)
3/8	15-35
1/2	30-45

CARE OF FINISH

The finish is strong and durable. Always keep the switchgear clean. Wiping with a clean dry cloth will usually suffice. To remove oil and grease marks, use warm water and soap, and wipe dry with a clean, dry, soft cloth.

Because the color and finish may vary, consult the front sheet of the Bill of Materials before using touch-up paint. The standard paint color is ANSI 61, light gray. A 12 ounce aerosol can of ANSI 61 touch-up paint is available from ABB under part number 88787A00.

RENEWAL PARTS

Previous experience and the number of vertical sections in service are the best guidelines for determining the stocking of replacement parts. Order factory original replacement parts from ABB Power T&D Company Inc., Distribution Systems Division, Sanford, Florida. Specify quantity, part numbers, description, and nameplate data of the device requiring the replacement parts.

For replacement parts, call toll free: 1-800-929-SWGR.

Outside of USA call: 1-407-323-8220, extension 0operator.

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Index

A

Auxiliary Drawout Modules	
inserting	35
Removal	37

B

Bill of Materials	13
-------------------------	----

C

Care of Finish	45
Ceiling Height	13
Chains	19
Color	33
Connection Diagram	13, 23
Contactors	
Insertion	35
Removal	37
Control Circuit	
Checkout	27
Control Wires	34

E

External Connections	22
----------------------------	----

F

Final Inspection	29
Floor Plan	14
Foundation	14

G

Galvalume	33
-----------------	----

H

Heaters	12
---------------	----

I

Inspection	
10 year	43
24 month	43
annual	42
semi-annual	41

J

Jacks	16
-------------	----

K

Key Interlocks	22
----------------------	----

L

Location	13
----------------	----

M

Main Bus	
energizing	32
Maintenance	41

P

PDC	24
Primary Disconnect	33

R

Receiving	11
Renewal Parts	45
Rollers	16

S

Safety Notations	9
Secondary Disconnect	34
Shipping Base	
Removal	20
Shorting Terminal Blocks	23
Site Preparation	13
Slings 1	9
Steel Channels	18
Storage	12
Suspect Joint	44

T

Temporary Jumpers	22
Testing	25
Towing	19

U

Unit Substations	22
------------------------	----

W

Withstand Voltages	26
--------------------------	----

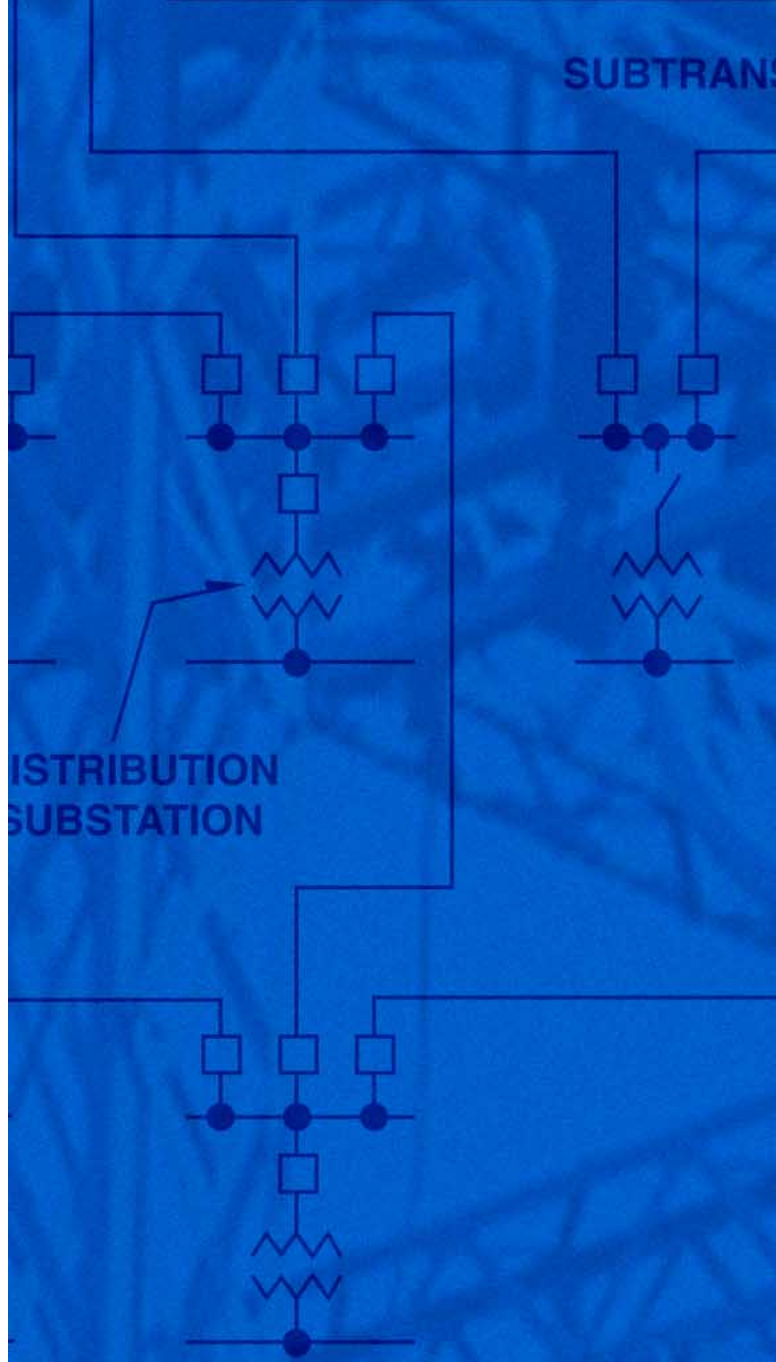
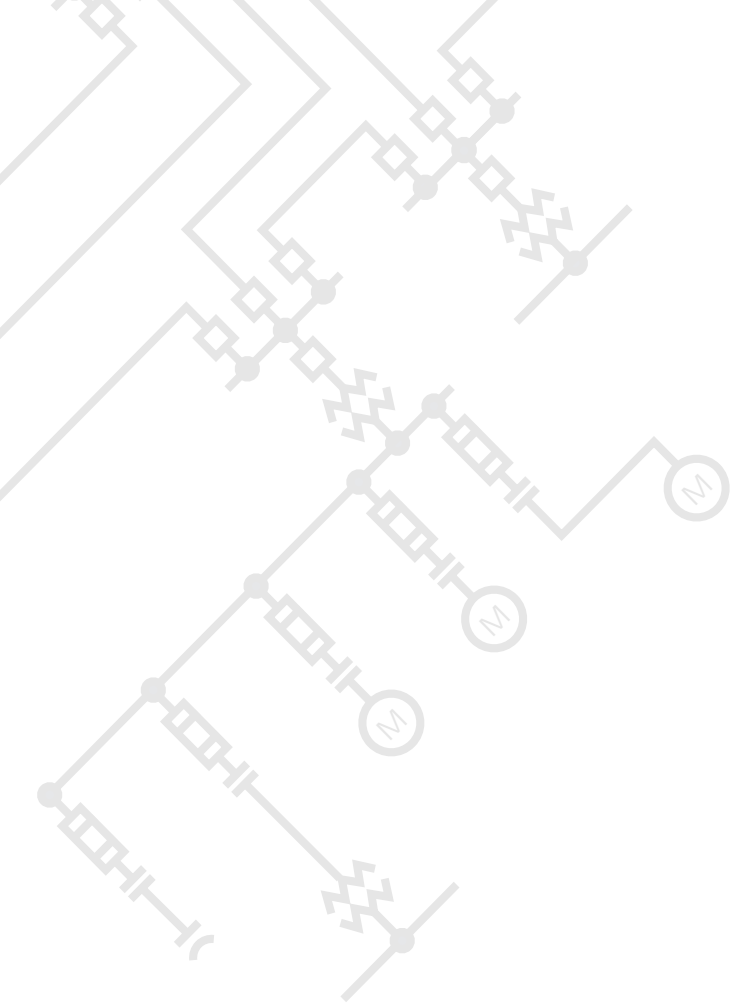


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$$Z_P = \frac{1}{2} \left[Z_{PS} + Z_{PT} - \frac{Z_{ST}}{n} \right]$$

$$Z_S = \frac{1}{2} \left[Z_{ST} + n_1^2 Z_{PS} - \frac{Z_{PT}}{n_1} \right]$$

$$Z_T = \frac{1}{2} \left[\left(\frac{n_2}{n_1} \right)^2 Z_{ST} + n_2^2 Z_{PS} - \frac{Z_{PT}}{n_2} \right]$$