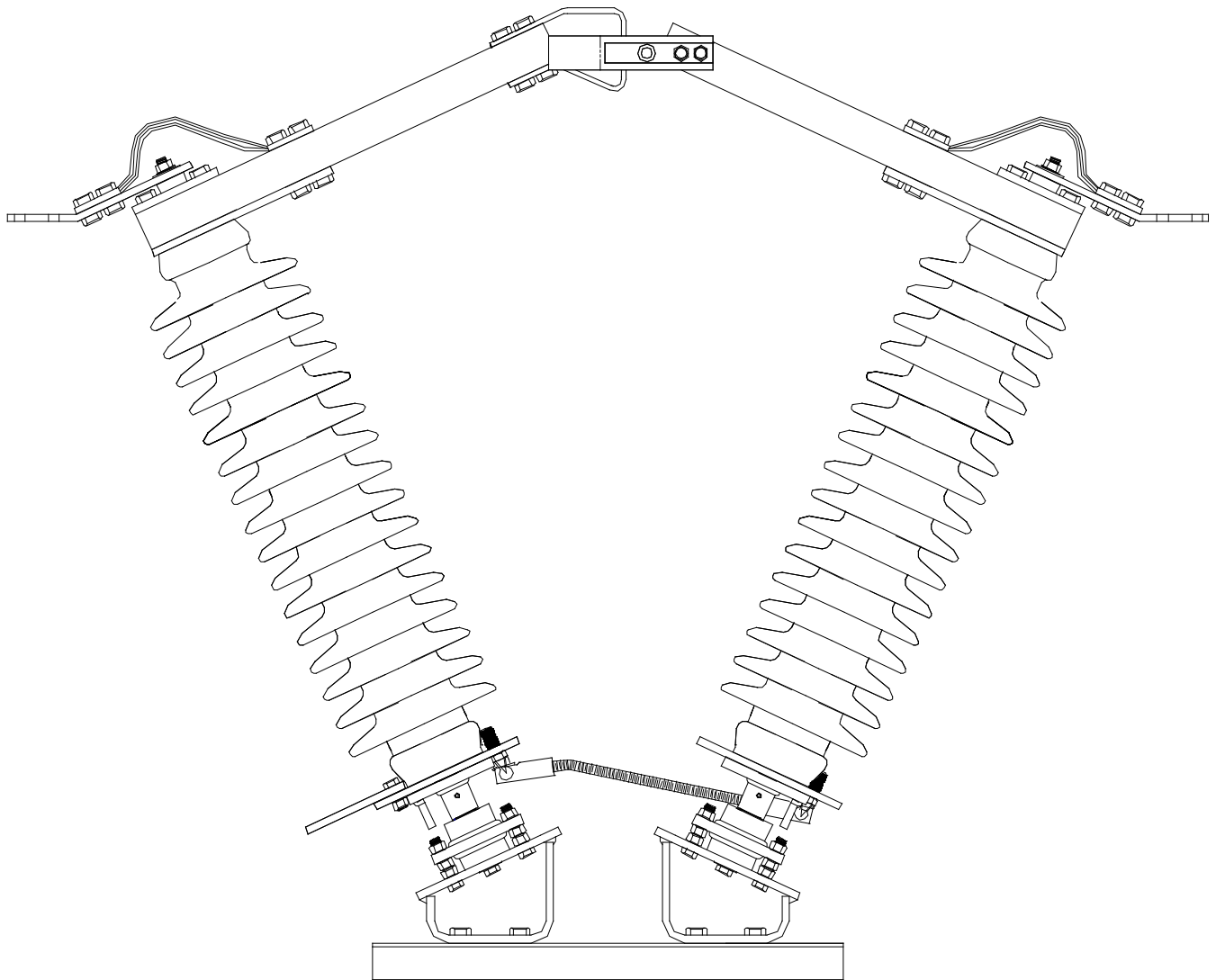


Type FAS2-V



7.5 THRU 69Kv
600 – 1200 Amp
61 KA Momentary



Center-Break, Gang-Operated Outdoor Air Disconnect Switch

Contents

<u>Subject</u>	<u>Page</u>
Receiving and Handling	2
Installation and Adjustment	
Step 1. Cranks and Insulators	2
Step 2. Mount Current Carrying Parts	2
Step 3. Switch Blade Adjustment	2
Step 4. Mount Switches	2
Step 5. Mount Offset Bearing	3
Step 6. Install Interphase Rods and Offset Crank Rod	3
Step 7. Install Vertical Operating Pipe	4
Step 8. Install Pipe Splice and Guide Plate	4
Step 9. Install Operating Mechanism	5
Step 10. Arcing Horn Installation	6
Step 11. Final Checks	6
Terminal Connections	6
Maintenance	7
Renewal Parts	8
Lubrication	8

Suggested Tools

- 15/16" Open-End Wrench
- 15/16" Socket
- 3/4" Open-End Wrench (2)
- 3/4" Socket
- 1 1/2" Open-End Wrench or Adjustable
- Lineman Pliers
- Tape Measure
- Angle Finder
- Metal Cutting Saw
- Level

IMPORTANT: Read manual before installing or maintaining equipment! Make absolutely sure that equipment is de-energized and properly grounded.

This manual should be used in conjunction with the factory drawings. The drawings contain critical information, which if not followed could affect the operation of the switch.

Instructions cannot cover all possible variations in equipment nor provide for every possible contingency to be met in connection with installation, operation or maintenance. Should further information be required or should particular problems arise which are not covered sufficiently for the purchaser's purposes, the concern should be referred to the factory.

For Technical Assistance Call 276-688-3328

RECEIVING INSPECTION

Check the shipment for completeness against the bill of material and installation drawings. If damage is found, file a claim immediately with the transportation company and notify your Pascor Atlantic representative.

HANDLING

Handling of disconnect switches should be done with care. Porcelain is fragile and may be damaged due to improper handling.

Factory drawings should be followed during installation. It is recommended that switches be fully assembled and adjusted at ground level before being placed into position. This should minimize final adjustments.

Lifting of switches by insulators, contacts, or live parts should be avoided, because of possible damage to these parts. Attachments for hoisting should be made to the switch bases unless otherwise instructed.

CAUTION: When uncrating switches having blade counterbalances, open the switch blade to relieve the pressure of the counter balance before removing the live parts from the base.

INSTALLATION AND ADJUSTMENT

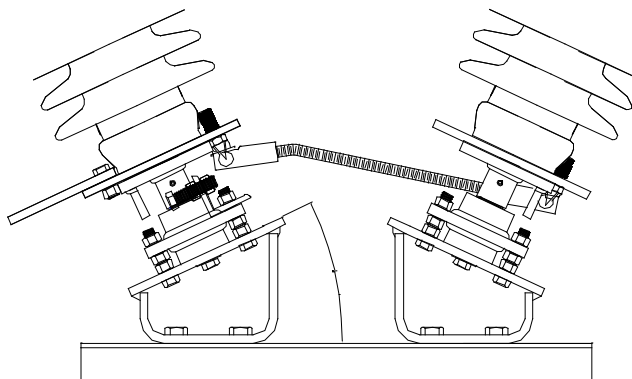
Step 1—Switch Blade Adjustment

Check the control drawing to determine the drive crank FOR EACH POLE. Using the drive crank, move the switch blades toward the closed

position and observe that the blade end contact enters the jaw contact properly. See Fig. 3.

If length adjustment is needed raise or lower the leveling screws located at the base spacers. If angular adjustment is required this can be accomplished at the same time. If torsional adjustment is necessary adjust the inter-pole linkage. Shorten the linkage for more close and lengthen the linkage for less close.

With the switch closed and the blades properly in line set the closed position stop.



Step 2—Mount Switches

Assemble the switches on the supporting structure in accordance with the positions shown on the installation drawing. The switches should be mounted level and parallel with each other. In case of a warped structure, shimming under the switch bases may be required.

Step 3—Mount Offset Bearing

For those installations requiring an offset bearing, mount the offset bearing and its supporting base on the structure in the position shown on the installation drawing. Check operating crank for proper length radius and

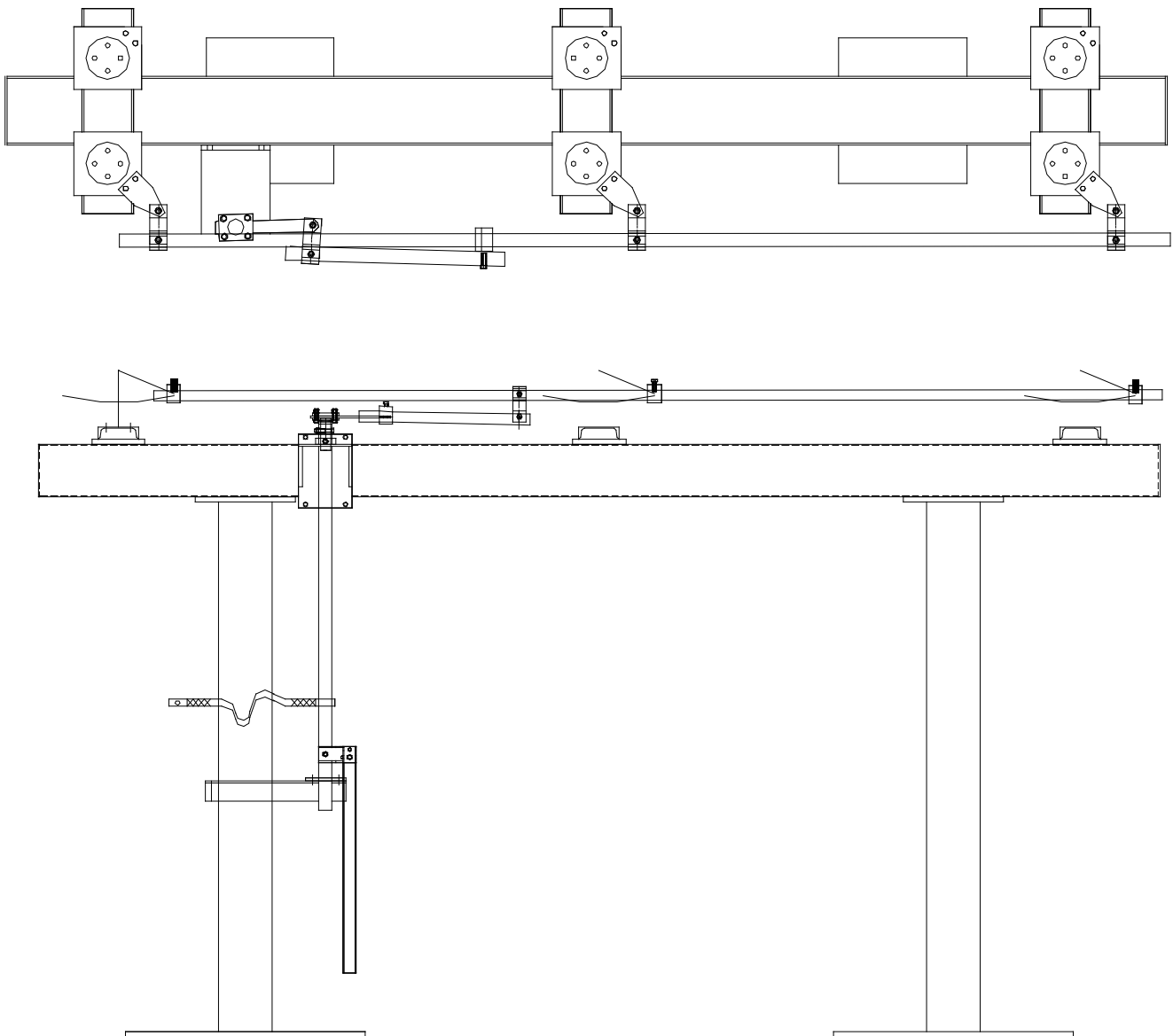
angle, and stop crank for correct position. See Fig. 5 & 6.

If the offset bearing has an adjustable crank, it is sometime necessary to add $\frac{1}{4}$ " to $\frac{1}{2}$ " to the trial radius given on the control drawing to get required travel of switch blades. This additional length allows for lost motion and clearances in pin holes and will also provide a definite audible sound accompanied by a reasonable amount of deflection in the structural members when the crank crosses the dead center position. This serves as a signal to the operator that the switch is fully closed.

Step 4—Install Interphase Rods

With all blades in the closed position, install the interphase rods and offset crank rod as follows:

- a. Lengthen the interphase rods that are in compression during opening, as much as possible, yet allowing for the pins to be inserted.
- b. On the rods that are in tension during opening, shorten them as much as possible, yet allowing for the pins to be inserted.
- c. The offset crank rod between the outboard bearing and the driven switch should be handled the same way

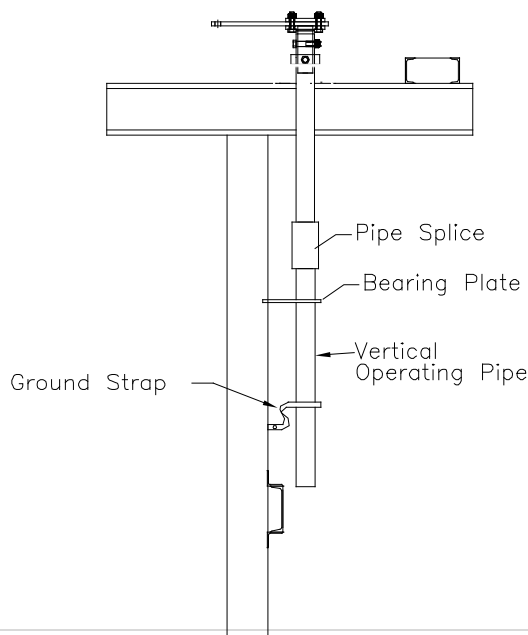


- d. For lubrication of pins and bearing areas, see Table 2.

Step 5—Install Vertical Operating Pipe

For directly connected switch operating mechanism, attach vertical operating pipe to switch rotor bearing shaft. Or, In the case of offset-torsional operating mechanism, attach vertical operating pipe to offset rotor bearing shaft, with coupling and pins supplied. For reference, see Fig. 7. At this point, check drawings for accessory equipment (auxiliary switches, mechanical interlocks, position indicators, ground straps, etc.) which mounts on vertical operating pipe and install before continuing installation. The vertical pipe is predrilled at one end for a 5/8" diameter pin, two of which are shipped, together with a coupling, in a bag, for connection to the offset bearing shaft (or on the pole unit rotor bearing in the case of direct connection switches)

When the length of the vertical operating pipe exceeds 23 feet, a pipe splice and a guide plate are furnished and should be installed. The pipe splice and both pieces of pipe are pre-drilled to receive the 5/8" diameter pins. The guide plate should not be solidly mounted until after the vertical pipe has been completely installed; then bolts holding the guide plate on the structure should be tightened in order that the holes in the guide plate line up with the normal position of pipe. This assures that there is no binding.



Step 6—Install Operating Mechanism

Two types of manual operating mechanisms

- Swing-handle operator
- Worm gear mechanism

Swing Handle Operator

To install the swing handle operator:

1. With ground strap in place on vertical operating pipe, slide handle and handle lock plate over the end of the vertical operating pipe
2. Fasten the lock plate at the proper location. Recommended height for the lock plate is 3 ft. 6 in. above ground.

Note: The lower end of the vertical operating pipe should extend through the lock plate at least 3 inches. It may extend as much as 3 feet or more, just so it doesn't touch the ground or column footing.

3. The lock plate assembly (Fig. 8) consists of two castings, mounted on the pipe guide plate, which can be easily adjusted in an arc to provide the required rotation. These act as locks for the manual operating handle when it is dropped from the operating position. The handle must be raised to a horizontal position for operation.
4. With the switch in the fully closed position, set the handle clamp so its set screws are 4 inches above the lock plate and its vertical centerline is at or near as possible to the closed position, see Fig. 8.
5. Temporarily fasten the handle to the pipe with the set screws.

Worm Gear Mechanism

1. With ground strap in place on vertical operating pipe, slide worm gear mechanism over the vertical operating pipe and attach it to the structure.
2. Remove the small position indicators, which are attached to the worm gear coupling with Allen set screws.
3. Tighten hex head set screws in the coupling until the vertical operating pipe is pierced.



Fig. 9 Geared Mechanism

4. If all stops at switch elevation have been set, including the offset bearing, then it is safe to reinstall the position indicators on the worm gear mechanism. These indicators should not quite touch the raised boss on the worm gear housing in either the open or closed position. There is a possibility of damage to the indicators or the coupling if this is not observed

Motor Operator

For remote operation, a motor operator is supplied and it should be installed per the instructions supplied with it.

Step 7—Arcing Horn Installation

Arcing horns are furnished only when horn gap switches are ordered. When arcing horns are used, they should be installed and adjusted after the switches are mounted and adjusted.

The arcing horn should be adjusted to make very light contact when the switch is operated, the main switch contacts should separate before the arcing horns disengage. Refer to arcing horn assembly drawing supplied with the order for detailed information.



Fig. 10 MO-10 Motor Operator

Step 8—Final Checks

The completed 3-pole installation should be checked for the following:

1. In the open position, the blades should be between 90° to 93°.
2. In closing, blades should make central entry into their jaws at approximately the same time.
3. In the closed position, all blades must be in full contact with jaws.
4. All bolts are tight and all cotter pins are bent adequately.
5. The single poles are held against or nearly against their individual rotor bearing stops in both the open and closed positions and also the stops on the offset bearings are engaged.
6. Operating effort required to operate the switch is not excessive.

TERMINAL CONNECTIONS

The aluminum surface of the terminal connection provides for easy current transfer.

Notice: In cases where a copper conductor is used, bolt a tinned terminal clamp (if available) to the aluminum switch terminal pad.

If a non-tinned terminal clamp is used, apply a liberal amount of electrical joint grease at the joint and all over the pad of the fitting.

To connect aluminum – to - aluminum terminals:

1. Clean all contact surfaces of conductors and fittings using a stiff wire brush to remove heavy oxide coatings until the aluminum finish is visible and restored.
2. Coat these now clean contact areas with a liberal amount of corrosion inhibitor such as NO-OX-ID™ A Special” or No. 2 EJC.
3. Abrade the contact surface through the corrosion inhibitor again using the stiff wire brush.

Notice: Do not remove the compound.

4. Connect the terminals and tighten bolts

To connect copper-to-aluminum terminals:

1. Except for plated surfaces, clean all contact surfaces of conductors and fittings using a stiff wire brush to remove heavy oxide coatings until the aluminum finish is visible and restored.
2. Prepare any bare copper surfaces in the usual manner.
3. Coat these now clean contact areas with a liberal amount of corrosion inhibitor such as NO-OX-ID “A Special” or no. 2 EJC.
4. Abrade the contact surface through the corrosion inhibitor using a stiff wire brush.

Notice: Do not remove the electrical joint grease.

5. Connect the terminals and torque the bolts as per Table 1.

MAINTENANCE

WARNING

Before servicing the switch, be sure it is disconnected from all electric power sources and properly grounded.

A certain amount of care and inspection is recommended. The frequency of inspection depends upon atmospheric conditions and frequency of operation. The service interval is largely determined by the user. Recommended maintenance is similar to that listed in the latest industry standards.¹ First, it is important that the insulators are always clean. It is also important that the contacts be examined to see that they are aligned, clean, and have a firm uniform pressure. If the contacts are pitted, or burned to some extent, they should be removed and replaced. Under normal service conditions, the jaw contacts should be examined and maintained at least once a year, depending upon the type of atmosphere to which they are exposed.

Periodic maintenance should consist of cleaning the contact surfaces thoroughly by carefully scraping off any contamination or deposit and sanding the surface entirely clean, a coating of lubricant should be applied. Suggested lubricants are MOBIL 28 grease of NO-OX-ID “A Special”. MOBIL 28 is an Exxon Mobil Company product. NO-OX-ID is made by SANDCHEM INC.

In general, operating linkages require virtually no maintenance. However, in contaminated atmospheres of where operation under sleet conditions is common some lubrication at pivot points may be desirable. The grease used should be durable even when exposed to the elements, and should retain its viscosity over a wide temperature range.

¹ ANSI C37.35 (American National Standard Guide for the Application, Installation, Operation and Maintenance of High-Voltage Air Disconnecting and Interrupter Switches)

Table 1 RECOMMENDED TORQUE FOR ALUMINUM BOLTS				
Bolt Diameter, Inches	Lubricated Threads		Dry Threads	
	In. – Lbs.	Ft. – Lbs.	In. – Lbs.	Ft. – Lbs.
1/2	240	20	420	35
5/8	480	40	720	60
3/4	720	60	1140	95

Table 2 Lubrication Guide for Outdoor Switch Components			
Part Name	Type Lubricants Recommended	Amount Applied	Qty. Req'd. for (6) Three-pole Switches
Jaw Fingers	NO-OX-ID Grade "A" Special or Mobil 28 Grease	Medium Coat	
Blade Ends	NO-OX-ID Grade "A" Special or Mobil 28 Grease	Medium Coat	(1) Quart
Pins On current carrying parts	Mobil 28 Grease or DC-4	*	
Pins On control parts	Mobil 28 Grease or DC-4	Light Coat	(1) Quart
Bearing Areas On control parts	Mobil 28 Grease or DC-4	Medium Coat	
Terminal Connections	NO-OX-ID Grade "A" Special or NO 2 EJC	Heavy Coat	(1) Quart

RENEWAL PARTS

Refer to the switch nameplate when ordering renewal parts. The nameplate is attached to the base assembly of each switch pole. The same data is shown on the record engineering drawings. The master file at the factory is linked to the serial number on the nameplate.

Renewal Parts Ordering Information

Serial Number
Switch Type
Part Name
Quantity Required
Max. kV
B.I.L. kV
Cont. Amps
Mom. Amps

Refer your requests for renewal parts to the Factory.

Pascor Atlantic
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254 Industry Dr. • Bland, Virginia 24315-9709
Phone: 276-688-3328 • Fax: 276-688-2228 or 2229
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