Procedure to Adjust MO-10
When Tension is on the Vertical Operating Pipe

With Appendix I: MO-10 Coupling Lockout Procedures

The motor operator uncoupling bar is designed to slide freely in and out of the slot on the fixed coupling. This signals to the operator the tension has been removed from the vertical operating pipe. In the event the uncoupling bar does not slide freely, the following steps should be taken to prevent injury.

Verify the outboard bearing is toggled in the intended position.

When operating the switch, the offset bearing should “snap” over dead-center in the closed and open positions. This is also referred to as toggle. This serves as a signal to the operator that the switch is either fully open or closed. This is also a safety feature that insures that the switch is locked in the open and closed positions.

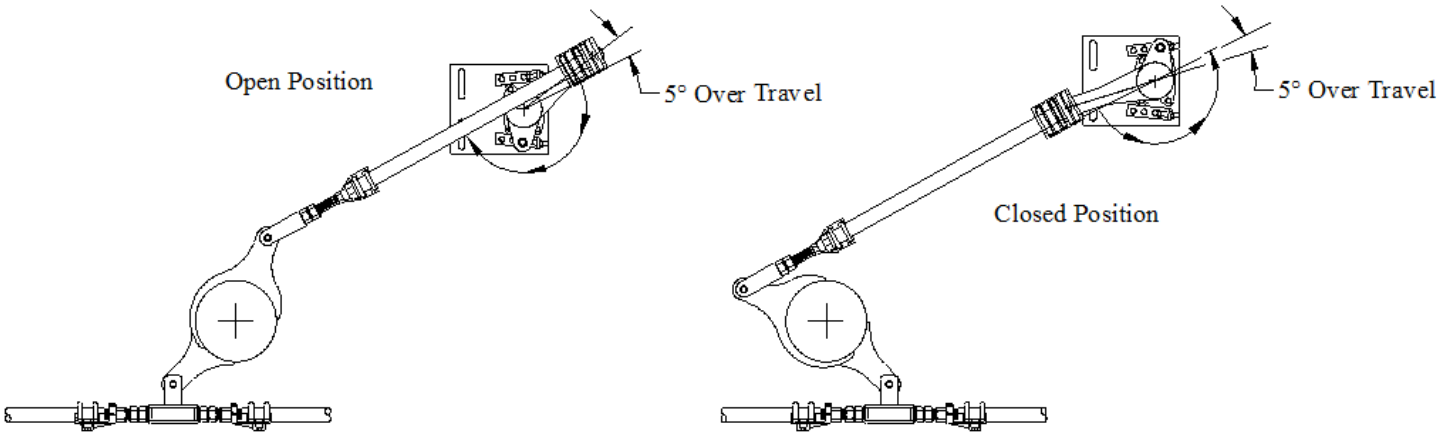

Figure 1

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Uncoupling Bar Does Not Move Freely with Switch Toggled

If the outboard bearing is toggled and the uncoupling bar does not move freely, there is a high probability that the motor operator has over traveled (figure 2). The misalignment causes pressure on the uncoupling bar.

Manually crank the gear train (figure 3) in the opposite direction half turn and check the uncoupling bar freeness. Repeat until the uncoupling bar is free. At this point, adjust the auxiliary cam (figure 4) according to the red decal on the left side door.

With the switch decoupled, electrically operate the motor operator returning to the initial position to verify the coupling slides freely into the slot of the fixed coupling.

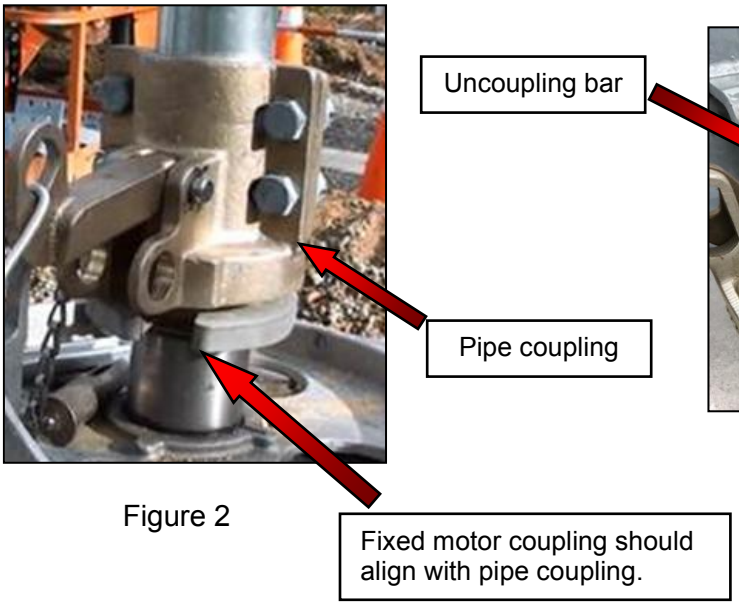

Figure 2

Figure 3

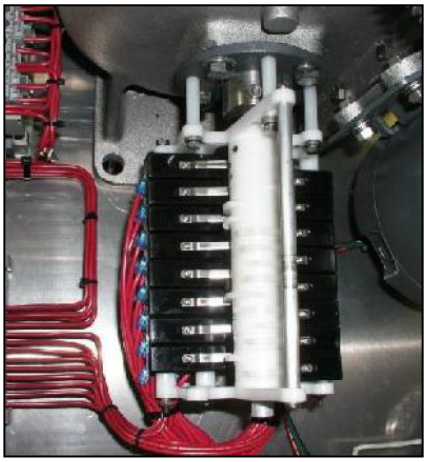

Figure 4

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Uncoupling Bar Does Not Move Freely with Switch Not Toggled

If the outboard bearing is not toggled, the switch has not traveled enough leaving pressure on the vertical operating pipe. This also will cause pressure on the uncoupling bar.

Verify the outboard bearing stop bolt will allow further travel of the outboard bearing crank (figure 5). Then manually crank the gear train until over-toggle is achieved checking freeness of uncoupling bar. Once free, then adjust the auxiliary cam (figure 4) accordingly, and tighten outboard bearing stop (figure 5).

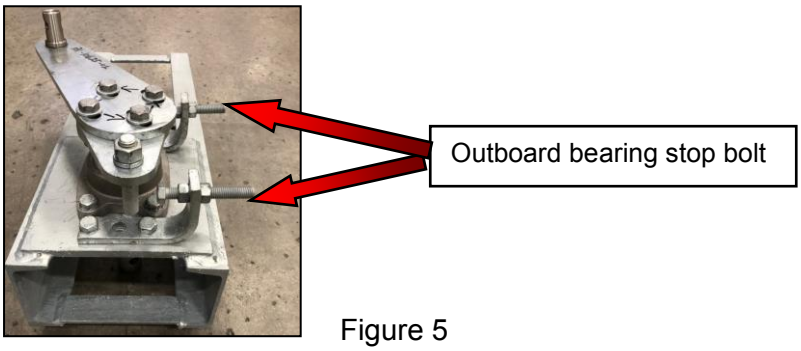

Figure 5

Decoupling Tool

If there is a safety concern with pinch points, Pascor Atlantic can provide an uncoupling tool. Insert the uncoupling tool with the hook facing away from the indicator (figure 6) and pull on the uncoupling bar (figure 7). To recouple, push on the coupling bar with the coupling tool until the lockout bar can be installed.

Figure 6

Figure 7

If additional assistance is needed, please call the factory at 276-688-3328, Jeremy Moore @ 276-688-2237 or Tim Cook @ 276-688-2216.

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APPENDIX I

MO-10 Coupling Lockout Procedures

Main Switch Closed and MO-10 Coupled to Vertical Pipe

With the un-coupling bar seated in the upper and lower coupling notch insert the locking pin through the round hole in the upper coupling. This will block the un-coupling bar from moving out of the notch. Insert padlock in the slotted opening in the end of the locking pin. Refer to figures 1 and 2 for pictures of proper setup.

Figure 1

Figure 2

Main Switch Closed and MO-10 De-coupled from Vertical Pipe

Verify that the switch is fully closed and the switch linkage is over-toggled. When the switch linkage is over-toggled there will be no torsional load on the vertical pipe and the un-coupling bar will be free to move. Rotate the un-coupling bar out of the lower coupling notch. Insert the locking pin through the oblong hole in the un-coupling bar and the position indicator. . Insert padlock in the slotted opening in the end of the locking pin. Refer to figures 3 and 4 for pictures of proper setup. Note the locking pin can not be inserted completely into the oblong hole. Refer to Figure 5 for a detailed view of the locking pin end.

Figure 3

Figure 4

Figure 5

Main Switch Open and MO-10 Coupled to Vertical Pipe

With the un-coupling bar seated in the upper and lower coupling notch insert the locking pin through the round hole in the upper coupling. This will block the un-coupling bar from moving out of the notch. Insert padlock in the slotted opening in the end of the locking pin. Refer to figures 6 and 7 for pictures of proper setup.

Figure 6

Figure 7

Main Switch Open and MO-10 De-coupled from Vertical Pipe

Verify that the switch is fully open and the switch linkage is over-toggled. When the switch linkage is over-toggled there will be no torsional load on the vertical pipe and the un-coupling bar will be free to move. Rotate the un-coupling bar out of the lower coupling notch. Insert the locking pin through the oblong hole in the un-coupling bar and the position indicator. . Insert padlock in the slotted opening in the end of the locking pin. Refer to figures 8 and 9 for pictures of proper setup.

Figure 8

Figure 9

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