



**INSTRUCTIONS**

**GEH-1802W**

*SUPERSEDES*

*GEH-1802V & GEF-3837*

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**METAL-CLAD SWITCHGEAR**

**Types M26 and M36**

**FOR MAGNE-BLAST AIR CIRCUIT BREAKER**

**TYPES AM-4.16 AND AM-13.8**

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**GENERAL  ELECTRIC**

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NOTE: THIS INSTRUCTION BOOK HAS HAD A MAJOR REVISION. PLEASE CHECK YOUR PREVIOUS EDITION TO COMPARE MATERIAL.

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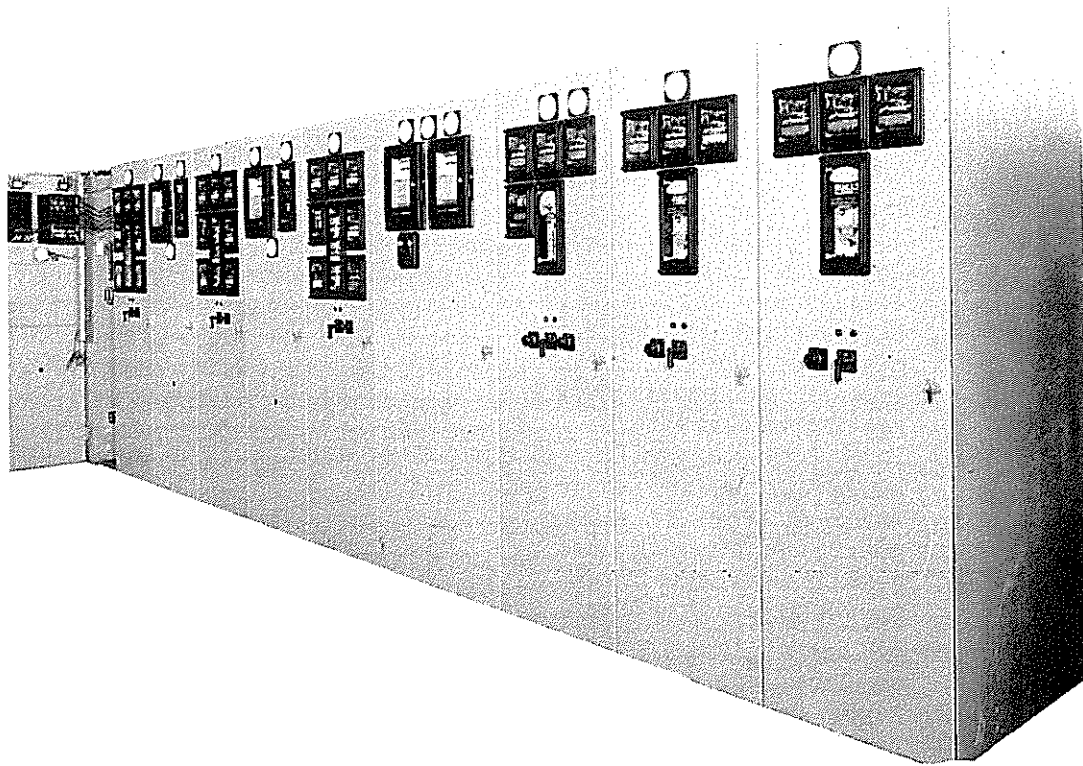


FIG. 1 (8021315) TYPICAL INDOOR METAL-CLAD SWITCHGEAR EQUIPMENT

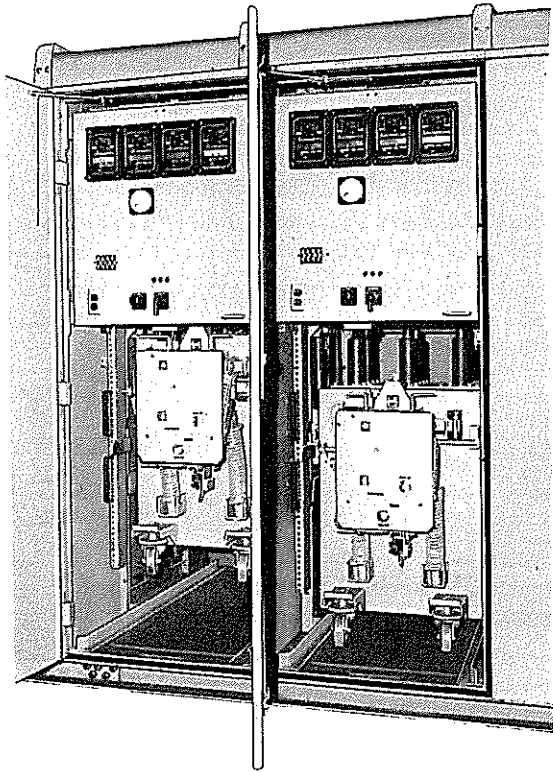


FIG. 2 (1169287) TYPICAL OUTDOOR METAL-CLAD SWITCHGEAR EQUIPMENT - FRONT VIEW

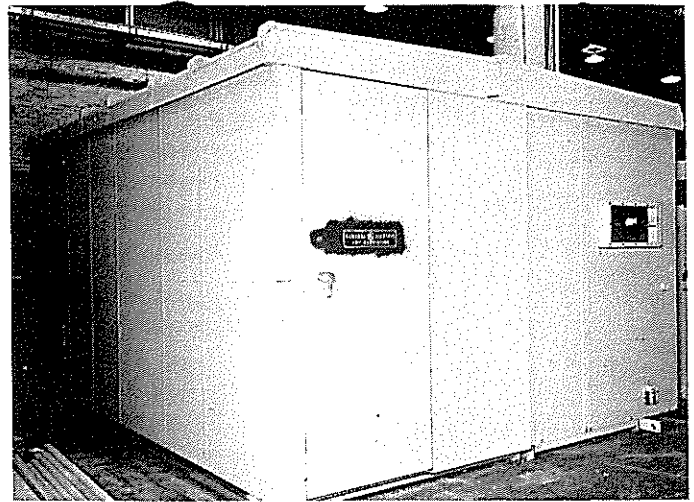


FIG. 3 (8025290) TYPICAL OUTDOOR METAL-CLAD SWITCHGEAR EQUIPMENT WITH PROTECTED AISLE-SIDE VIEW

# METAL-CLAD SWITCHGEAR TYPES M26 AND M36 FOR MAGNE-BLAST AIR CIRCUIT BREAKER TYPES AM-4.16 AND AM-13.8

Metal-clad switchgear is equipment to control and protect various types of electrical apparatus and power circuits.

The switchgear consists of one or more units which are mounted side by side and connected mechanically and electrically together to form a complete switching equipment. Typical equipments are shown in Figures 1, 2 and 3.

The circuit breakers are easily removable to provide maximum accessibility for maintenance with minimum interruption of services. The switchgear is designed to provide maximum safety to the operator. All equipment is enclosed in grounded metal compartments.

The equipment is available in the ratings listed in the following table. The ratings of the equipment and devices are based on usual service conditions as covered in ANSI standards. Operation at currents above the equipment rating will result in temperature rises in excess of these standards, and is not recommended. For outdoor installation the same basic equipment is built into a weatherproof housing as in Figures 2 and 3.

CIRCUIT BREAKER	INTERRUPTING CAPACITY KVA	CURRENT	FIGURE
TYPE M-26			
AM-4.16-250	250,000	1200 - 2000	4
AM-4.16-350	350,000	1200 - 3000	5
TYPE M-36			
AM-13.8-500	500,000	1200 - 2000	4
AM-13.8-750	750,000	1200 - 2000	4
AM-13.8-1000	1,000,000	1200 - 3000	6
AM-7.2-500	500,000	1200 - 2000	4

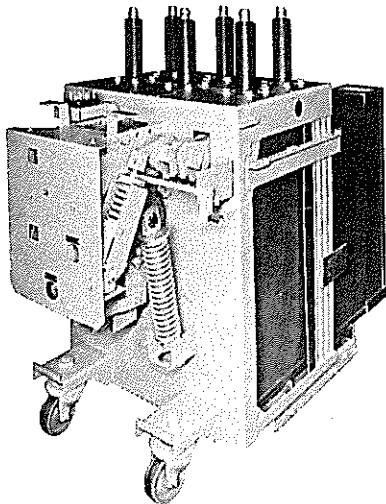


FIG. 4 (8034472)

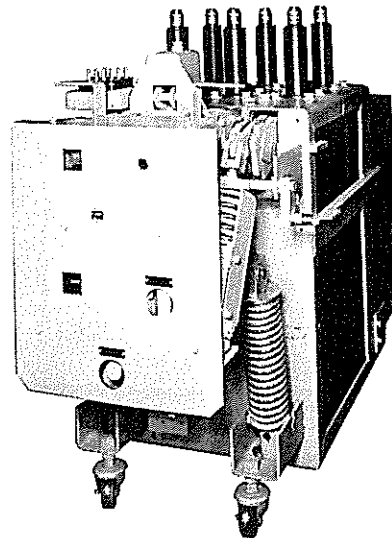


FIG. 5 (8034807)

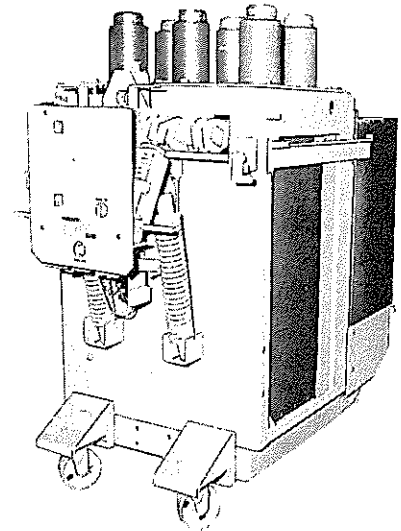
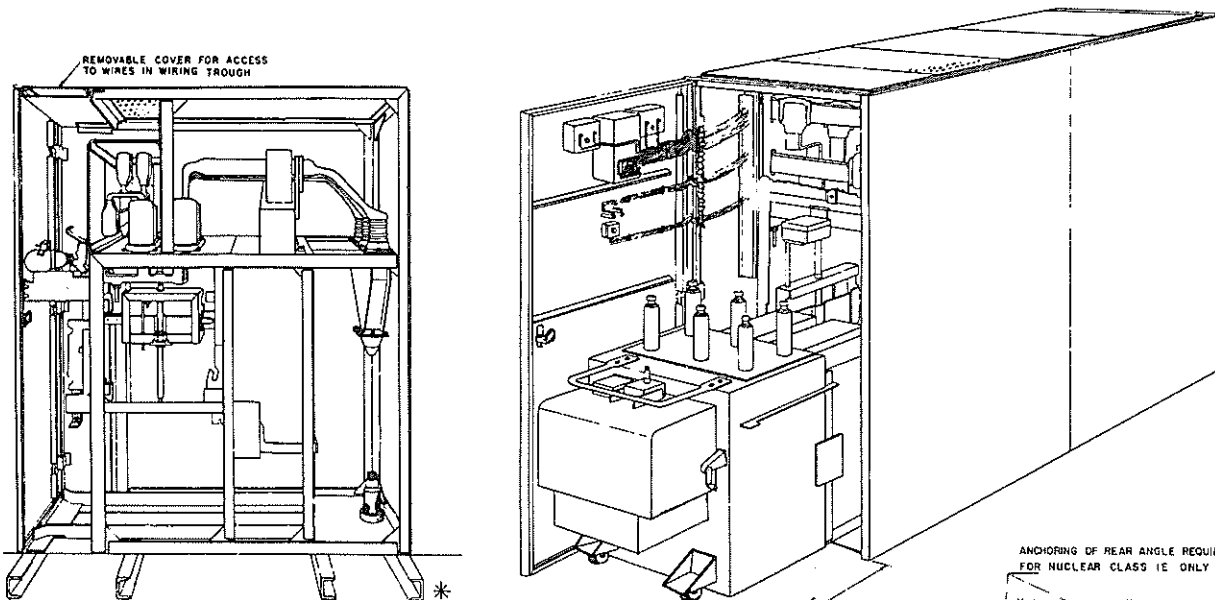


FIG. 6 (8035725)

## MAGNE-BLAST BREAKERS

*These instructions do not purport to cover all details or variations in equipment nor to provide for every possible contingency to be met in connection with installation, operation or maintenance. Should further information be desired or should particular problems arise which are not covered sufficiently for the purchaser's purposes, the matter should be referred to the General Electric Company.*

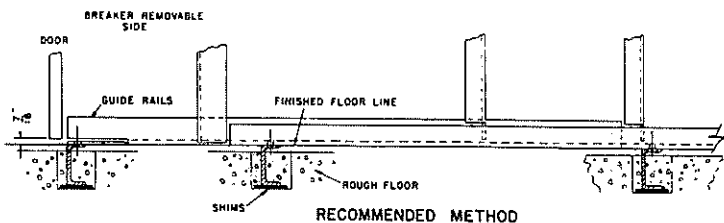
*To the extent required the products described herein meet applicable ANSI, IEEE and NEMA standards; but no such assurance is given with respect to local codes and ordinances because they vary greatly.*



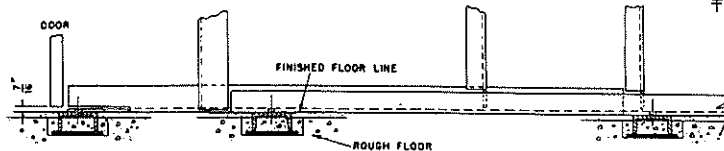
\* NUCLEAR CLASS 1E EQUIPMENT WILL REQUIRE AN ADDITIONAL FLOOR CHANNEL SEE FRONT VIEW FOR LOCATION

ALL FLOOR STEEL TO BE FURNISHED BY PURCHASER CHANNELS SHOULD BE SET LEVEL TO EACH OTHER AND SHOULD BE LEVEL OVER THEIR FULL LENGTH

ROUGH FLOOR THICKNESS AND REINFORCING DEPENDS ON LOADING AND OTHER NORMAL FACTORS, AND SHOULD BE DESIGNED IN ACCORDANCE WITH RECOMMENDED PRACTICE



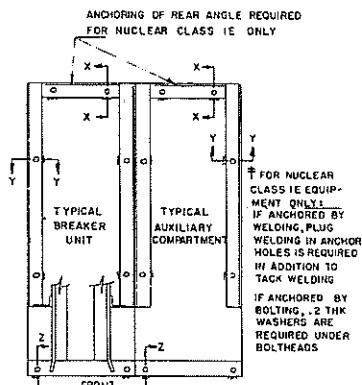
RECOMMENDED METHOD



ALTERNATE METHOD

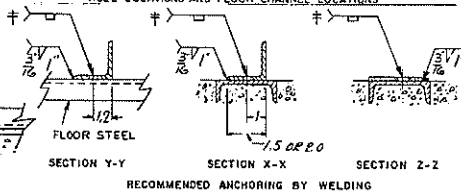
NOTE: IT IS IMPERATIVE THAT FLOOR STEEL BE EVEN WITH FINISHED FLOOR AND THAT BOTH BE LEVEL

ANCHORING OF REAR ANGLE REQUIRED FOR NUCLEAR CLASS 1E ONLY

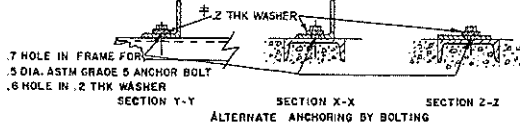


FLOOR ANCHORING METHODS

SEE KEY VIEW ON EQUIPMENT FRONT VIEW DRAWING FOR ANCHORING HOLE LOCATIONS AND FLOOR CHANNEL LOCATIONS

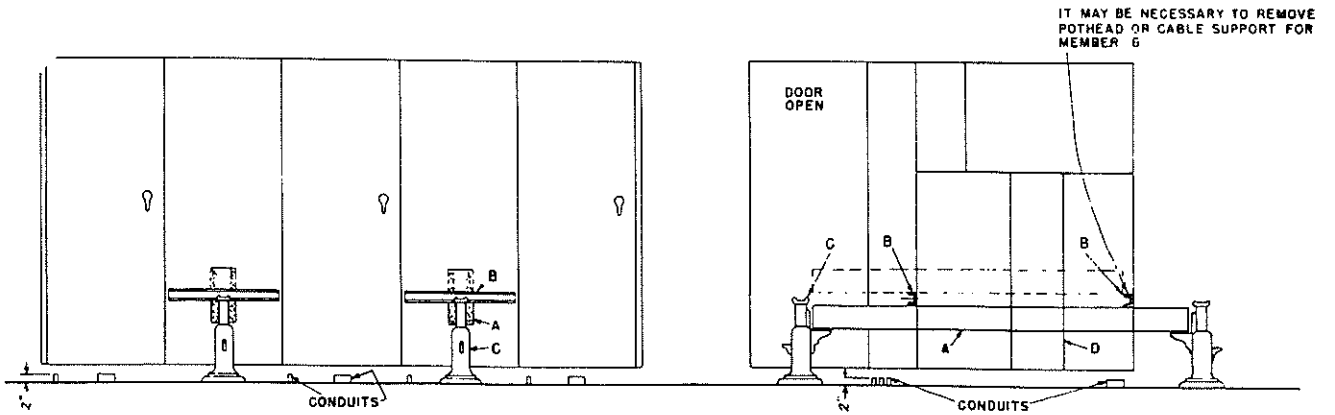


RECOMMENDED ANCHORING BY WELDING



ALTERNATE ANCHORING BY BOLTING

FIG. 7 (TT-6482630) INSTALLATION DETAILS FOR INDOOR METAL-CLAD SWITCHGEAR



**METHOD OF LIFTING**

MEMBERS A & C — TO BE FURNISHED BY PURCHASER  
 A - RAISING MEMBER - CHANNEL OR WOOD BEAM

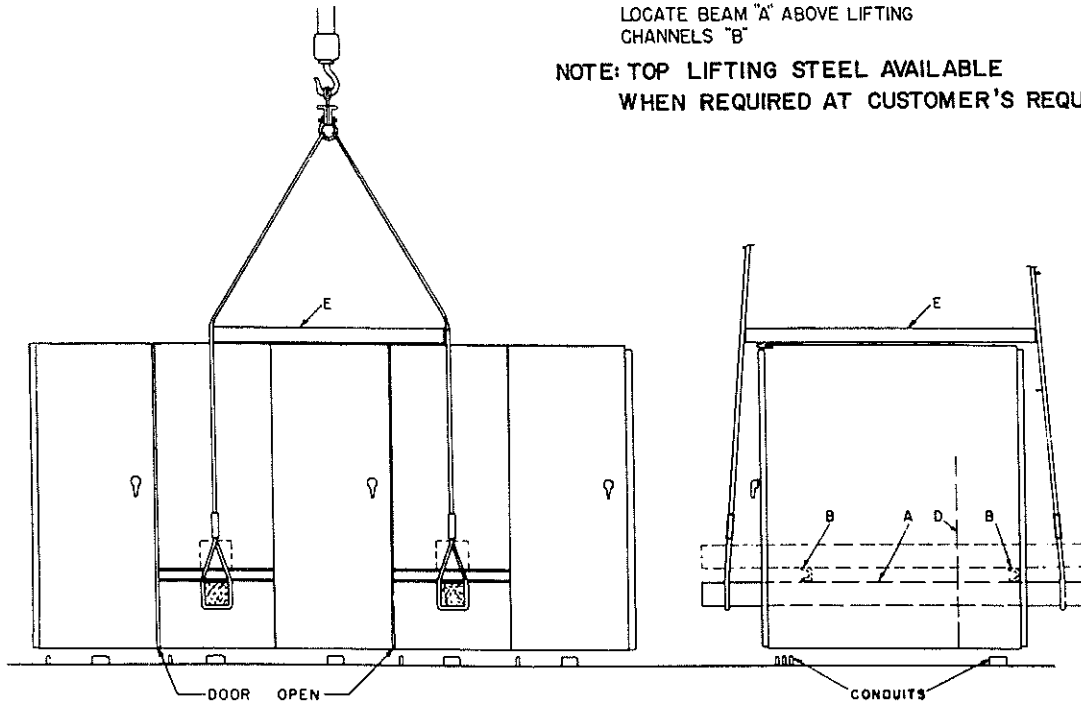
B - 3" CHANNEL FURNISHED WITH GEAR

C - LIFTING JACKS

D - COVER TO BE REMOVED AND REASSEMBLED  
 AFTER UNITS ARE IN PLACE

NOTE: WHEN LIFTING M-26 SWITCHGEAR  
 LOCATE BEAM "A" ABOVE LIFTING  
 CHANNELS "B"

NOTE: TOP LIFTING STEEL AVAILABLE  
 WHEN REQUIRED AT CUSTOMER'S REQUEST

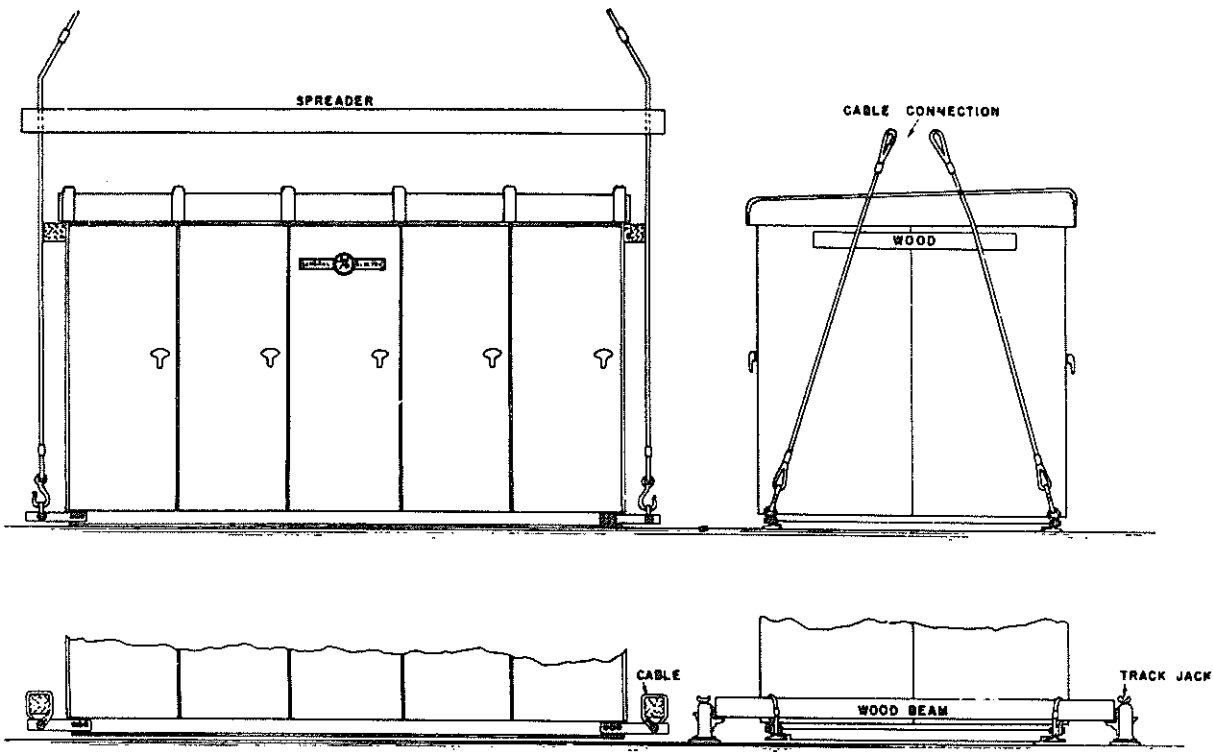


**ALTERNATE METHOD OF LIFTING**

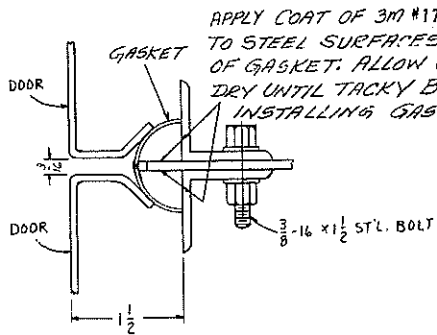
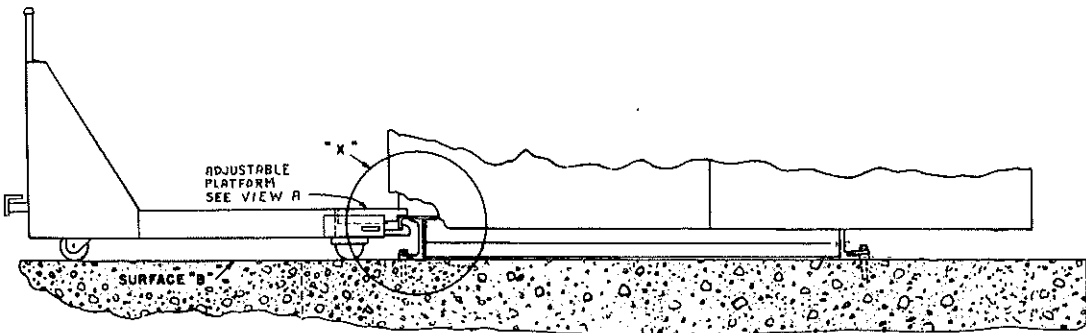
MEMBERS A & E TO BE FURNISHED BY PURCHASER  
 B - 3" CHANNEL FURNISHED WITH GEAR  
 D - COVER TO BE REMOVED AND REASSEMBLED  
 AFTER UNITS ARE IN PLACE  
 E - SPREADER

FIG. 7 (TT-6482630) CONTINUED

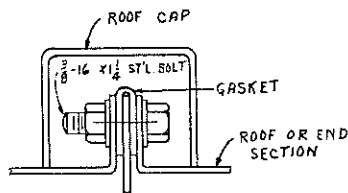
EH-1802 Metal-clad Switchgear



METHODS OF LIFTING



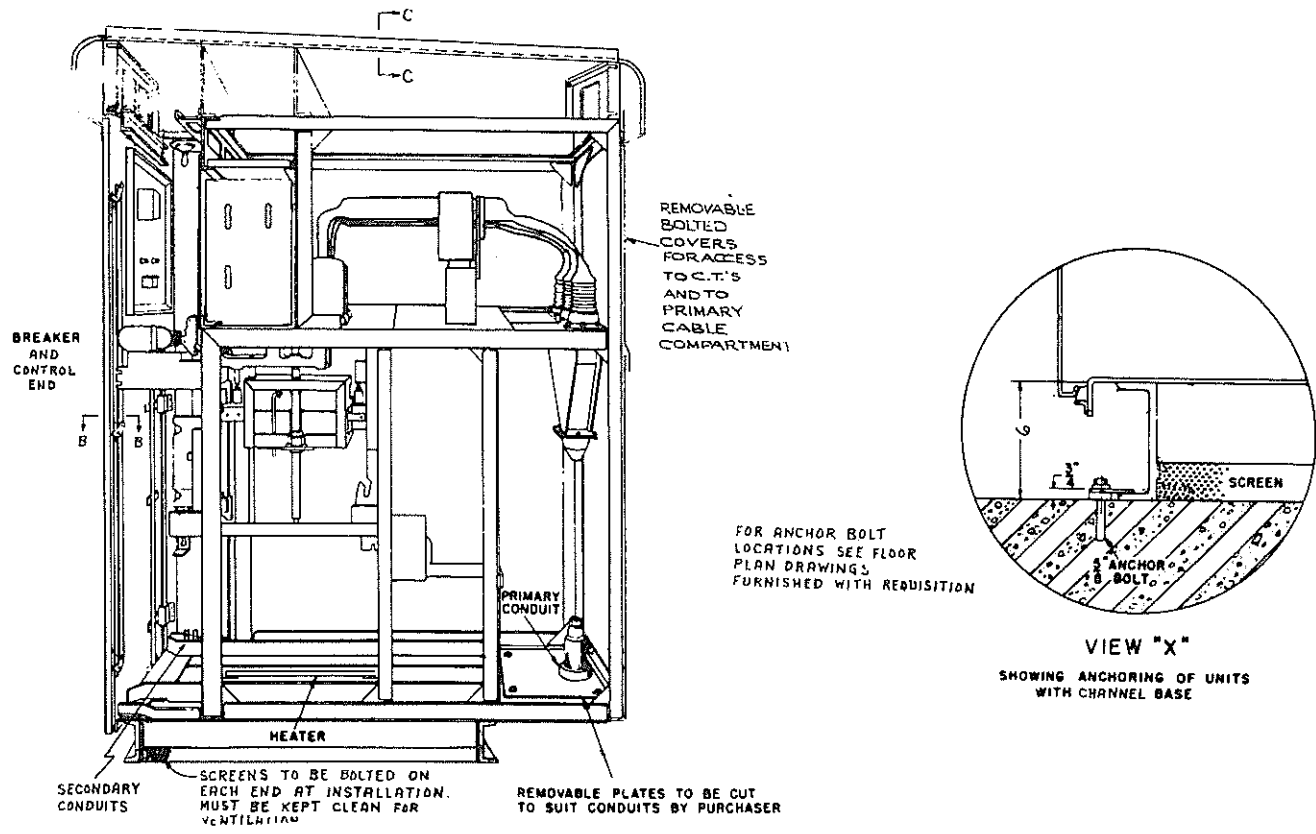
ENLARGED SEC B-B  
METHOD OF ASSEMBLING  
DOOR GASKET AT  
SHIPPING SPLITS



ENLARGED SEC C-C  
METHOD OF ASSEMBLING  
ROOF CAP AND GASKET  
AT SHIPPING SPLITS

FIG. 8 (118RD728 & TT-6482615) INSTALLATION DETAILS FOR OUTDOOR METAL-CLAD SWITCHGEAR



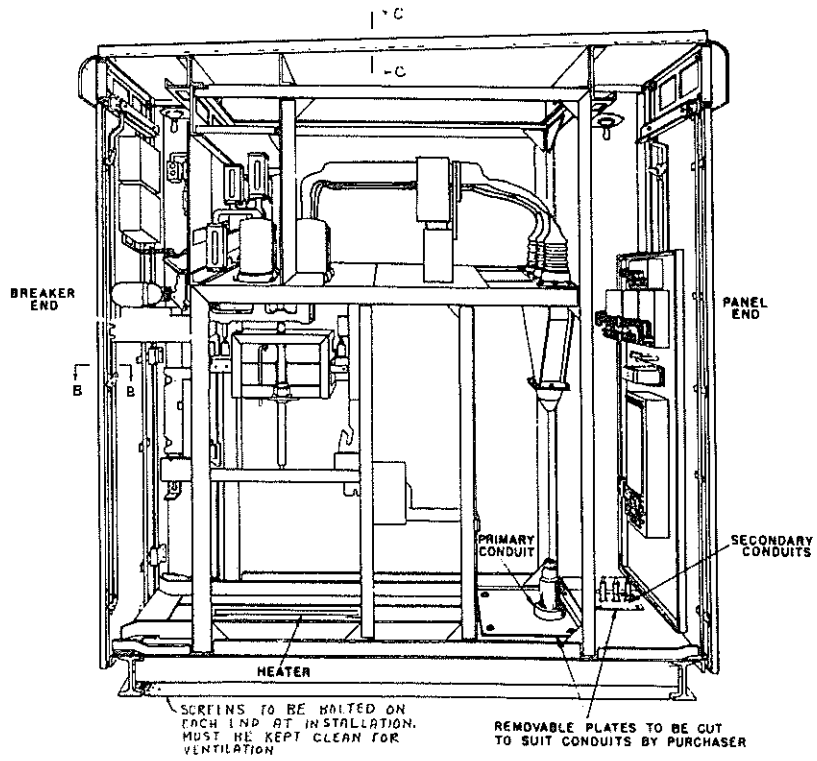


Without Rear Enclosure

FOUNDATION DATA

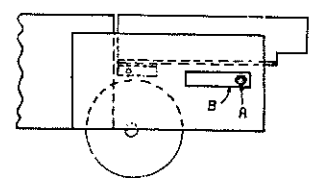
AREA AND DEPTH OF SOIL BEARING SURFACES OF EACH FOUNDATION MUST BE ALTERED TO SUIT SOIL CONDITIONS. BOTTOM SURFACES OF FOUNDATIONS SHOULD BE BELOW FROST ACTION OR BACKFILLED WITH PERVIOUS MATERIAL AND ADEQUATELY DRAINED.

SURFACE "B" SHOULD BE LEVEL OVER ITS FULL LENGTH TO INSURE EASY HANDLING OF REMOVABLE ELEMENTS. CONCRETE PAD SHOULD BE REINFORCED IN ACCORDANCE WITH STANDARD PRACTICE.



With Rear Enclosure

TO CHANGE HEIGHT OF TRUCK FLOOR LOOSEN NUT "A", ADJUST LEVER "B" TO GIVE DESIRED HEIGHT AND LOCK BY TIGHTENING NUT "A".



ADJUSTABLE PLATFORM VIEW "A"

FIG. 8 (118RD728 & TT-6482615) CONTINUED

GEH-1802 Metal-clad Switchgear

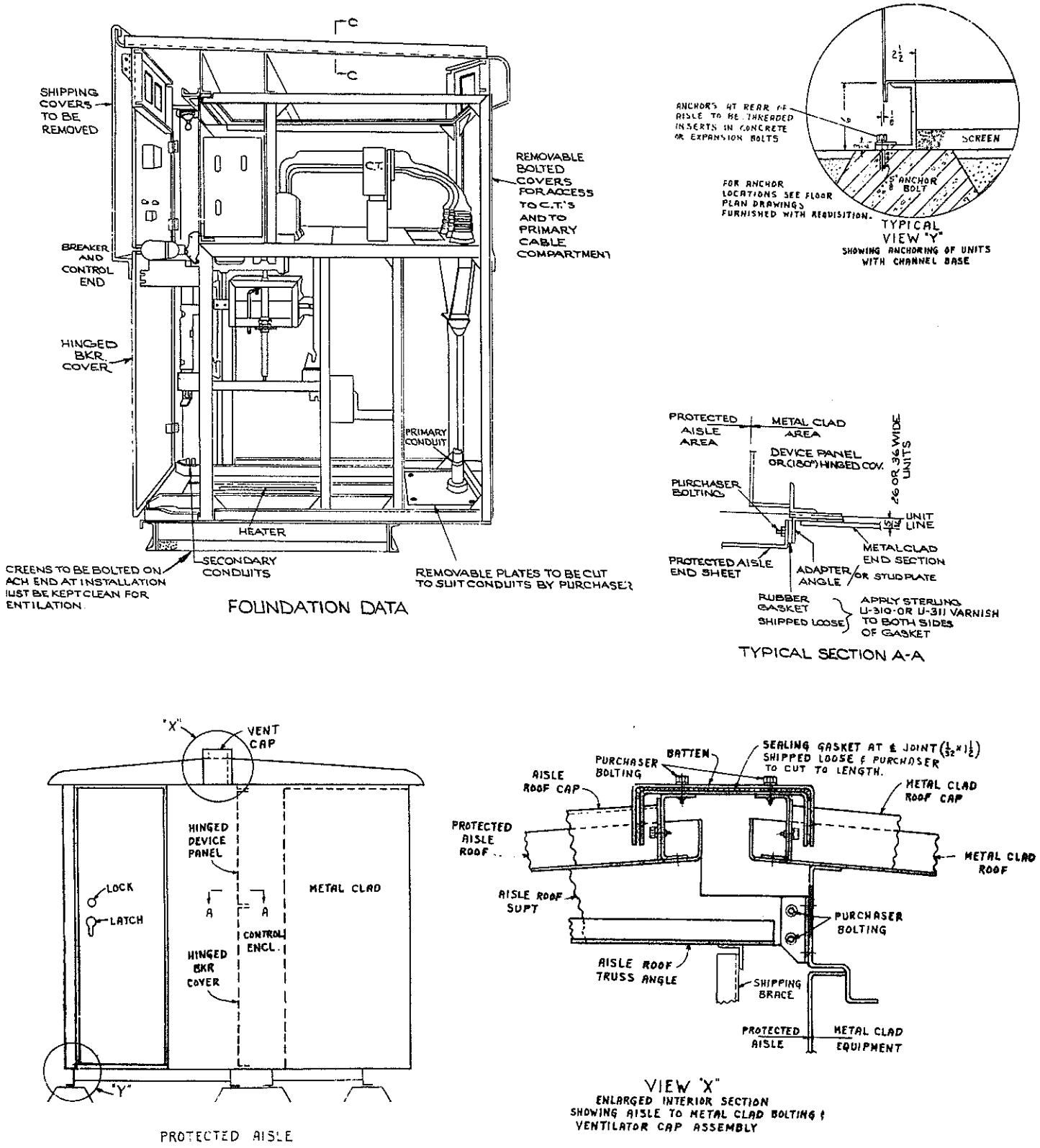


FIG. 9 (118RD727) INSTALLATION DETAILS FOR OUTDOOR METAL-CLAD SWITCHGEAR WITH PROTECTED AISLE

## RECEIVING, HANDLING AND STORAGE

### RECEIVING

Every case or crate leaving the factory is plainly marked at convenient places with case number, requisition number, customer's order, front or rear, and when for size and other reasons it is necessary to divide the equipment for shipment, with the unit number of the portion of equipment enclosed in each shipping case.

The contents of each package of the shipment are listed in the Packing Details. This list is forwarded with the shipment, packed in one of the cases. The case is especially marked and its number can also be obtained from the Memorandum of Shipment. To avoid the loss of small parts when unpacking, the contents of each case should be carefully checked against the Packing Details before discarding the packing material. Notify the nearest General Electric Company representative at once if any shortage of material is discovered.

All elements before leaving the factory are carefully inspected and packed by workmen experienced in the proper handling and packing of electrical equipment. Upon receipt of any apparatus an immediate inspection should be made for any damage sustained while enroute. If injury is evident or an indication of rough handling is visible, a claim for damage should be filed at once with the transportation company and the General Electric Company notified promptly. Information as to damaged parts, part number, case number, requisition number, etc., should accompany the claim.

### HANDLING

Before uncrating, indoor equipment may be moved by a crane with slings under the skids. If crane facilities are not available, rollers under the skids may be used. Fig. 7 shows suggested method of handling the switchgear after it is removed from the skids.

Methods of handling outdoor equipment are shown in Fig. 8. After the equipment is in place the lifting plates should be removed and reassembled, "turned in" so that passageway at the ends of the equipment will not be obstructed.

### STORAGE

If it is necessary to store the equipment for any length of time, the following precautions should be taken to prevent corrosion:

1. Uncrate the equipment.
2. Cover important parts such as jack screws, gears and chain of lifting mechanism, linkage and moving machine-finished parts with a heavy oil or grease. (D6B15 or D50H15)
3. Store in a clean, dry place with a moderate temperature and cover with a suitable canvas to prevent deposit of dirt or other foreign substances upon movable parts and electrical contact surfaces.
4. Batteries should be uncrated and put on trickle charge immediately on receipt.
5. If dampness or condensation may be encountered in the storage location, heaters should be placed inside the units to prevent moisture damage. Approximately 500 watts of heaters per unit will be required. Remove all cartons and other miscellaneous material packed inside units before energizing any heaters. If the equipment has been subjected to moisture the primary insulation system should be tested with a 1000v or 2500v megger. A reading of a least 200 megohms should be obtained.
6. Breakers should be prepared for storage separately. Refer to appropriate breaker instruction book.

## DESCRIPTION

Each unit is made up of a secondary enclosure and a primary enclosure, as shown in Figure 10.

### SECONDARY ENCLOSURE

The secondary enclosure is usually located at the breaker withdrawal side of the unit, although in certain units it may be on the side opposite to the breaker withdrawal area. It consists of a compartment with a hinged door or panel upon which are mounted the necessary instruments, control and protective devices. The terminal blocks, fuse blocks, and some control devices are mounted inside the enclosure on the side sheets and a trough is provided at the top to carry wiring between units.

### PRIMARY ENCLOSURE

The primary enclosure contains the high voltage

equipment and connections arranged in compartments to limit the effects of faults and so minimize the damage.

### BREAKER REMOVABLE ELEMENT

The removable element consists of a Magne-Blast circuit breaker which includes its operating mechanism, interlocks, movable primary and secondary disconnecting devices. The Magne-Blast breakers are equipped with wheels for easy insertion and removal. Refer to Figure 4, 5, 6.

All removable elements furnished on a particular requisition and of a like design and ratings are completely interchangeable one with the other.

The removable as well as the stationary elements are built with factory jigs and fixtures thus insuring interchangeability.

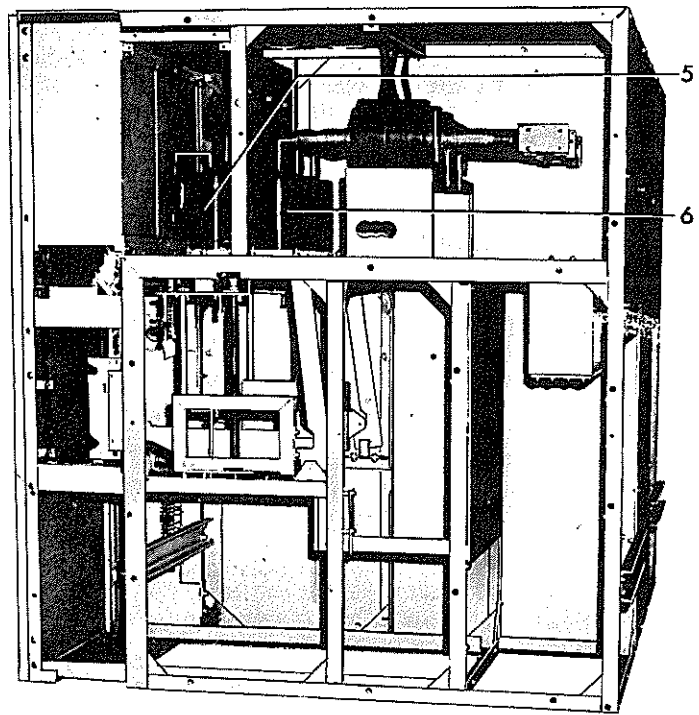


FIG. 10 (8039690) METAL-CLAD SWITCHGEAR

For a detailed description of the Magne-Blast breaker and its operation the applicable breaker instruction book should be consulted.

**BREAKER ELEVATING MECHANISM**

The elevating mechanism for elevating or lowering the removable element to or from its connected position supports the removable element in the operating position. In the test position the breaker is lowered to the guide rails and withdrawn from the fully inserted position 2 1/4 inches.

This mechanism consists of heavy-duty steel jack screws on which are carried nuts to support the elevating carriage. The carriage is so designed that the removable element can be readily inserted or withdrawn after the carriage has been lowered to the disconnected position without necessitating the removal of any bolts nuts or screws.

The breaker cannot be lowered or raised until it has been tripped. The breaker cannot be closed except with the breaker in either the operating or test position.

Guide rails are built into the metal-clad frame to guide the removable breaker element into correct position before the breaker is raised into the operating position by means of the elevating mechanism which is motor operated.

For a detailed explanation of the elevating mechanism refer to description under "OPERATION".

**ELEVATING MOTOR**

One elevating motor is furnished for each equipment. It is designed for quick interchangeability between units and is held in place by a stationary clamp under the clutch handle and a snap hasp on the front. Two dowels are located in the base to maintain alignment.

A short cable with plug is provided and must be plugged into the receptacle above the motor mounting. A selector switch is mounted on the motor for reversing the motor direction. This selector switch should not be used to start and stop the elevating gear motor.

**PRIMARY DISCONNECTING DEVICE**

The primary disconnecting devices utilize silver to silver contacts to insure against reduction of current carrying capacity due to oxidation of the contact surfaces. These contacts are of the high pressure line contact tube and socket design, the tube being backed up by heavy garter springs to insure contact pressure. Refer to Figure 11.

**BUS COMPARTMENT**

The main buses are enclosed in a metal compartment with removable front covers to provide accessibility.

The bus is supported by a flame retardant, track resistant, glass laminate insulating material which is practically impervious to moisture, and an excellent dielectric. No additional coatings should be applied.

The bus insulation is an extruded thermoplastic insulation sleeve, suitable for 105°C operating temperature. The bus bars are inserted into the sleeves leaving only the bolted joints exposed. Where standard configurations exist the joint is insulated with a Polyvinyl Chloride boot. Special conditions and non standards are taped. See page 22 item II.

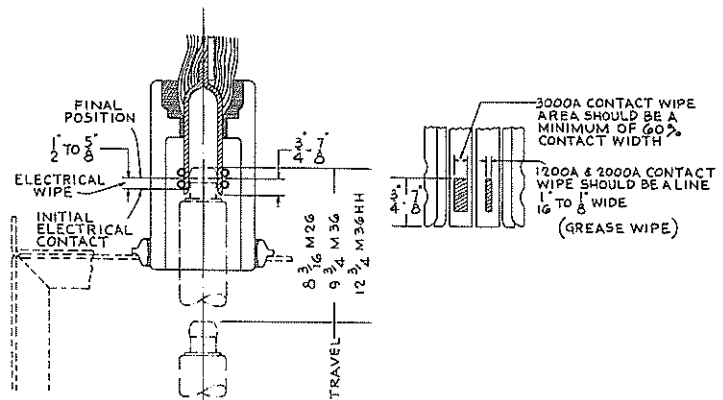


FIG. 11 BREAKER INSERTION IN PRIMARY DISCONNECTING DEVICES

### CURRENT TRANSFORMER AND CABLE COMPARTMENT

The current transformers are mounted in a compartment isolated from the other equipment. Provision is made in this compartment for connecting the purchaser's primary cable by means of potheads or clamp type terminals.

### POTENTIAL TRANSFORMER COMPARTMENT

Potential transformers are located in a compartment above the current transformers or in a separate unit adjacent to the breaker units.

The transformers are mounted on a movable carriage equipped with primary and secondary disconnecting devices. When the potential transformers are disconnected, they are at a safe striking distance from all live parts of the switchgear. In addition a grounding device is provided which contacts the fuses when the potential transformers are disconnected, effectively discharging the transformers. In this position the transformer fuses may be safely removed and replaced. A barrier mounted at the rear of the carriage moves with the carriage to a position in front of the stationary part of the primary disconnect device, providing a safe striking distance from all live parts. See Figure 12.

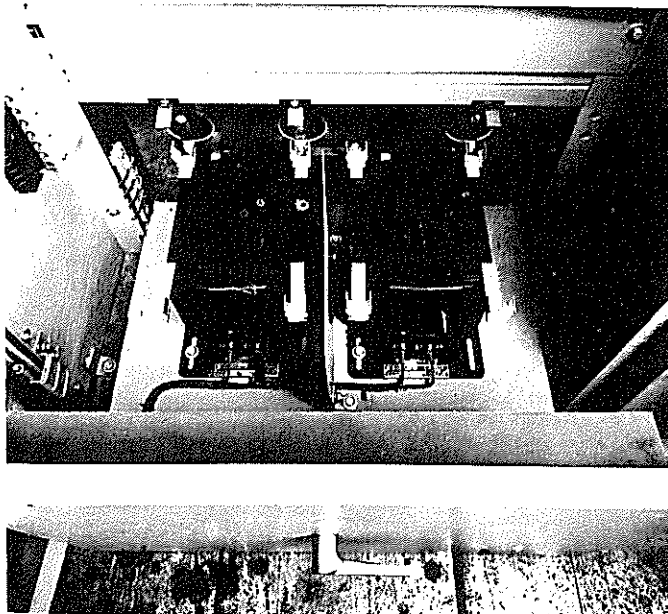


FIG. 12 POTENTIAL TRANSFORMER ROLLOUT SHOWN IN WITHDRAWN POSITION

### DUMMY REMOVABLE ELEMENT

Dummy removable elements, Fig. 13, are used as a means of isolating circuits or bus sections, where operation is infrequent and a circuit breaker cannot be economically justified. The device consists of a framework to simulate the circuit breaker

removable element with a set of six studs similar to those on the magneblast breakers. The lower end of the studs are connected, front to back, by copper bars which are fully insulated and metal-enclosed. The stationary structure is the same as for a circuit breaker. When the device is elevated into position, it connects the front set of metal-clad disconnecting devices to the rear set.

Under no conditions must the dummy element be elevated or lowered when the bus or the unit is energized. Key interlocks are applied to insure that all source of power are disconnected before the dummy element can be operated. Refer to Figure 15.

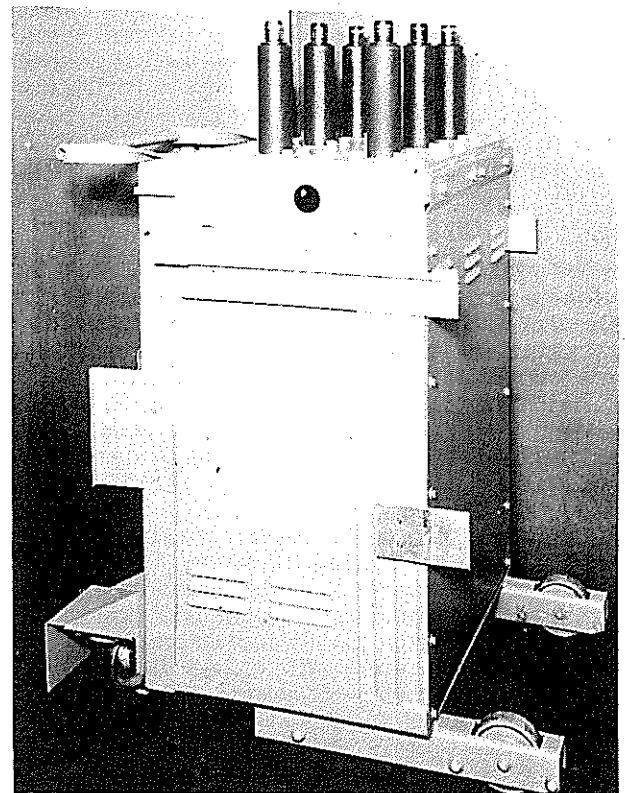


FIG. 13 DUMMY REMOVABLE ELEMENT

### ROLLOUT FUSE-SWITCH UNITS

Rollout load-break disconnect switches, with or without current limiting fuses of high interrupting capacity, are sometimes used in metal-clad switchgear to protect and switch small transformers and circuits where circuit breakers cannot be economically or functionally justified.

The rollout switch is designated as type SE-10, and the units in which they are used are designated as type SEM-26 or SEM-36. For additional information on these equipments, refer to the supplementary instructions furnished.

### FUSE DISCONNECTING DEVICE

Current limiting fuses with high interrupting rating are sometimes used in metal-clad switchgear to protect small transformers or circuits where circuit breakers cannot be economically or function-

ally justified.

The fuses are mounted on a movable support equipped with disconnecting devices. Control power transformers of 15 kva and smaller may be mounted on the rollout with the fuses. See Figure 16.

When the fuses are disconnected, they are at a safe striking distance from all live parts of the switchgear. In addition a grounding device is provided which contacts the fuses after they are disconnected, effectively removing any static charge from the fuses. In this position the fuses may be safely removed and replaced. The disconnecting devices are capable of interrupting transformer magnetizing current, but should not be used to interrupt load current. Mechanical or key interlocks are applied to prevent operating the disconnecting device while the load is connected. This is generally accomplished by interlocking so that the transformer secondary breaker must be locked in the open position before the disconnecting device can be opened or closed.

#### GROUNDING AND TEST DEVICE

The grounding and test device, Figure 14, provides a convenient means of grounding the cables or the bus in order to safeguard personnel who may be working on the cables or the equipment. The device can also be used for applying power for high potential tests or for fault location, to measure insulation resistance (Megger). By using potential transformers, it can also be used for phasing out cables.

The three studs of the device are similar to those of the magne-blast circuit breakers. The studs are mounted on a removable plate which can be placed in either of two positions. In one position the studs will engage the front (Bus) contacts only and in the other position the studs will engage the rear (Line) contacts only of a metal-clad unit.

To indicate the proper placement of the studs on the device, opposite sides of the assembly are marked "Line" and "Bus". The word corresponding to the desired position must be toward the operator.

To use, the device is rolled into the metal-clad housing in place of the circuit breaker, and raised into or lowered from the connected position by means of the circuit breaker elevating mechanism.

In addition to the device described above, there is available a form of grounding and testing device equipped with both bus and line side bushings, power operated grounding contacts, phasing receptacles, and a complete safety interlocking system. Refer to GEI-88768 for general design or instruction book called for on nameplate of device furnished.

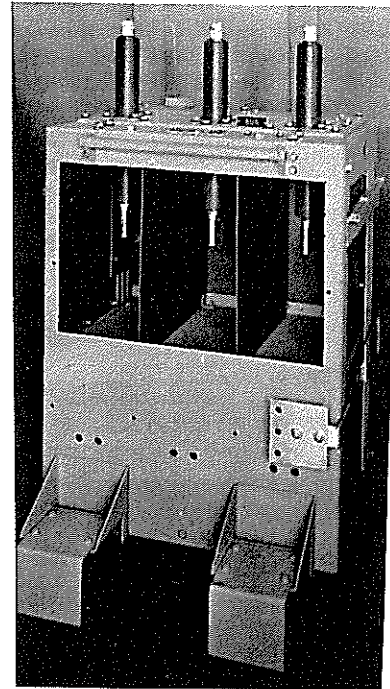


FIG. 14 (8028015) GROUND AND TEST DEVICE  
(Cable shown not furnished by G. E. Co.)

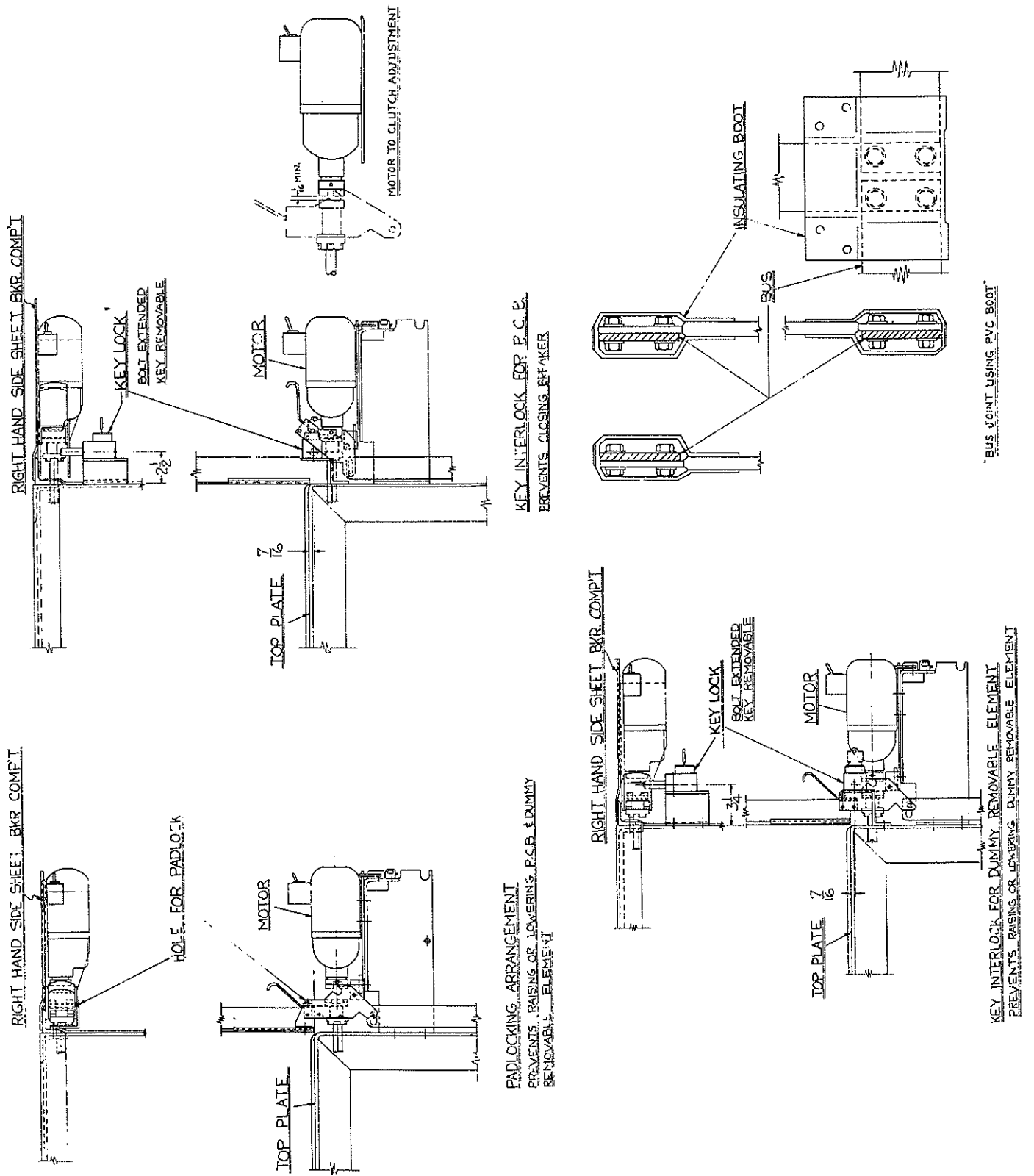


FIG. 15 PADLOCKING ARRANGEMENT, KEY INTERLOCKING AND BUS BOOT ASSEMBLY

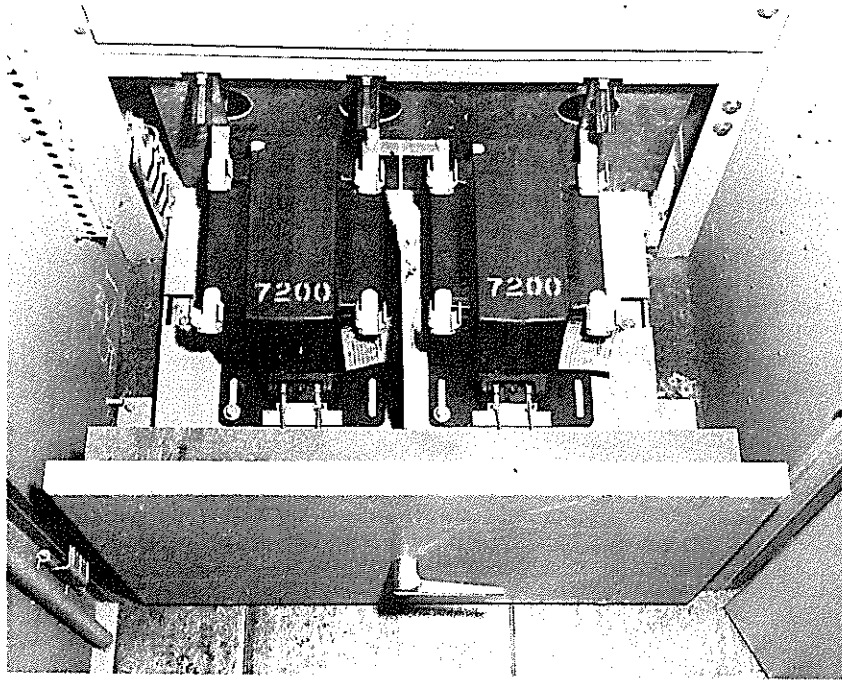


FIG. 16 (8918619B) CONTROL POWER TRANSFORMER ROLLOUT SHOWN IN OPEN POSITION

## INSTALLATION

Before any installation work is done, consult and study all drawings furnished by the General Electric Company for the particular requisition. These drawings include arrangement and floor plan drawings, elementary, connection and interconnection diagrams and a device summary.

Occasionally additional shipping members are installed in the primary area to protect against shipping damage.

**CAUTION - BUS SHIPPING BRACES MUST BE REMOVED PRIOR TO ENERGIZING. SHIPPING BRACES ARE PAINTED YELLOW AND MAY BE FOUND IN ANY UNIT WITH A RED "CAUTION" LABEL ON THE FRONT OF THE SHUTTER. THE BRACES ARE INDICATED ON THE ARRANGEMENT DRAWINGS. AN ADDITIONAL "CAUTION" LABEL WILL BE FOUND ATTACHED TO ONE OF THE BRACES.**

After the shipping braces have been removed all joints must be properly tightened and insulated before energizing the bus.

Mats, screens, railings, etc. which are external to the switchgear, but which may be required to meet any local codes, must be furnished by the purchaser.

### LOCATION

The recommended aisle space required at the front and at the rear of the equipment is shown on the floor plan drawing furnished for the particular requisition. The space at the front must be sufficient to permit the insertion and withdrawal of the circuit breakers, and their transfer to other units.

The space at the rear must be sufficient for installation of cables, for inspection and maintenance, and on some equipments to draw out potential transformers.

### PREPARATION OF FLOOR - ANCHORING

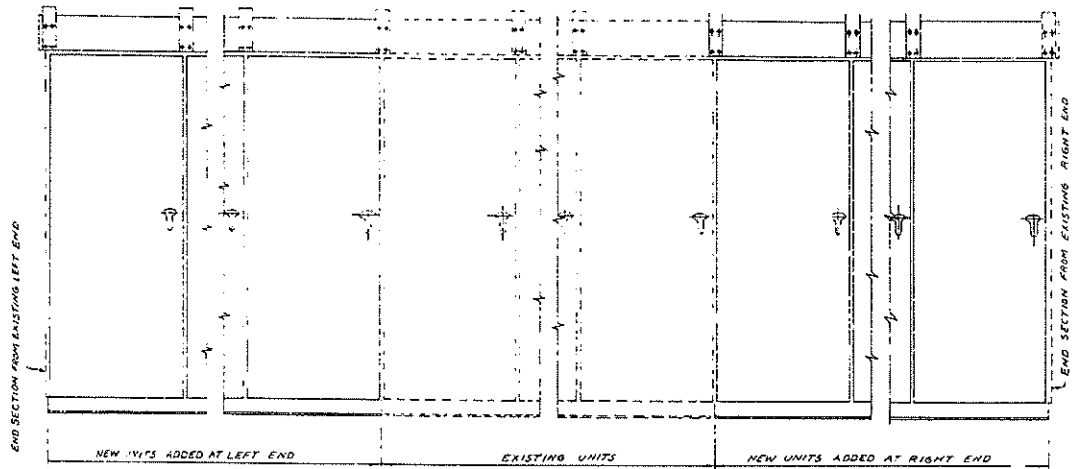
#### Indoor Equipment

The station floor must be strong enough to prevent sagging due to weight of the switchgear structure and to withstand the impact stress caused by the opening of the circuit breakers under short circuit conditions. The impact loading is approximately 1-1/2 times the static load.

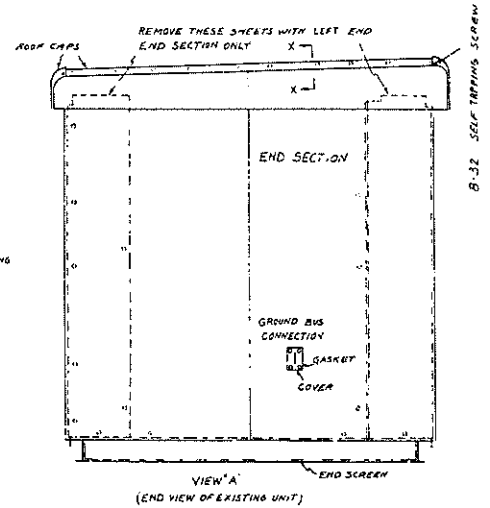
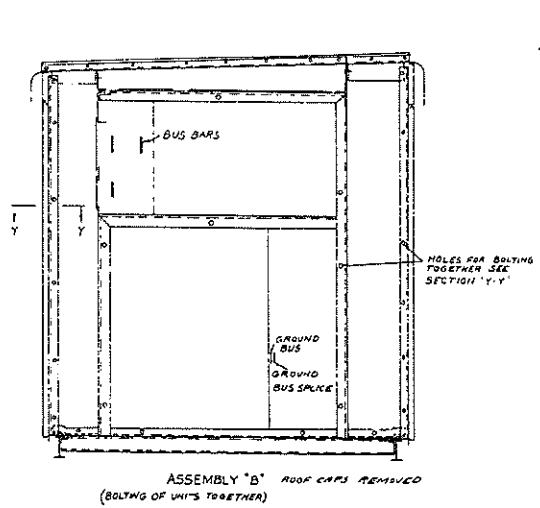
Suitable means must be provided by the purchaser for anchoring the equipment to the floor. It is essential that the floor be level to avoid distortion of the switchgear structure and the equipment be completely aligned prior to final anchoring. The recommended floor construction is shown in Figure 7. The floor channels must be level and straight with respect to each other. Steel shims should be used for final leveling of the switchgear if necessary. Care should be taken to provide a smooth, hard, and level floor under and in front of the units to facilitate installation and removal of the breaker. If the floor is not level and flush with the floor channels, it will be difficult to handle the breaker because it will not be level with respect to the stationary element.

Recommended practice is to weld the switchgear structure to the floor channels, using a tack weld at points indicated for anchoring on the drawing. If welding facilities are not available the gear should be bolted to the floor channels.

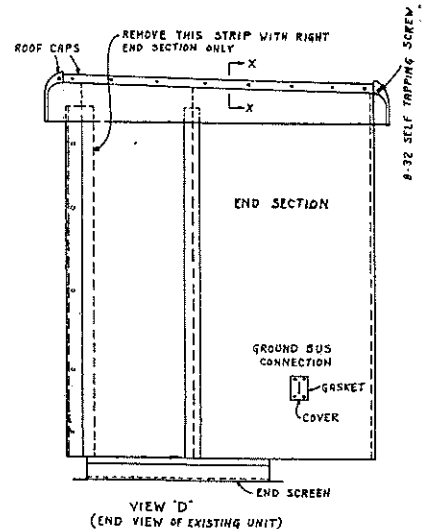
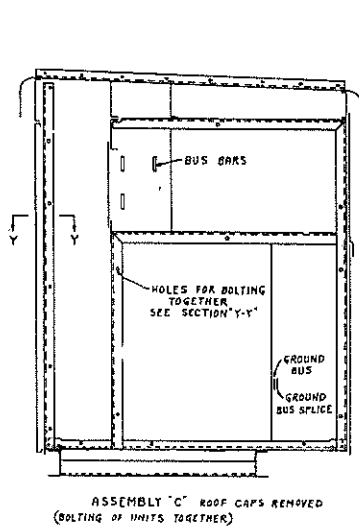




FRONT VIEW  
(PANEL END)



WITH REAR ENCLOSURE

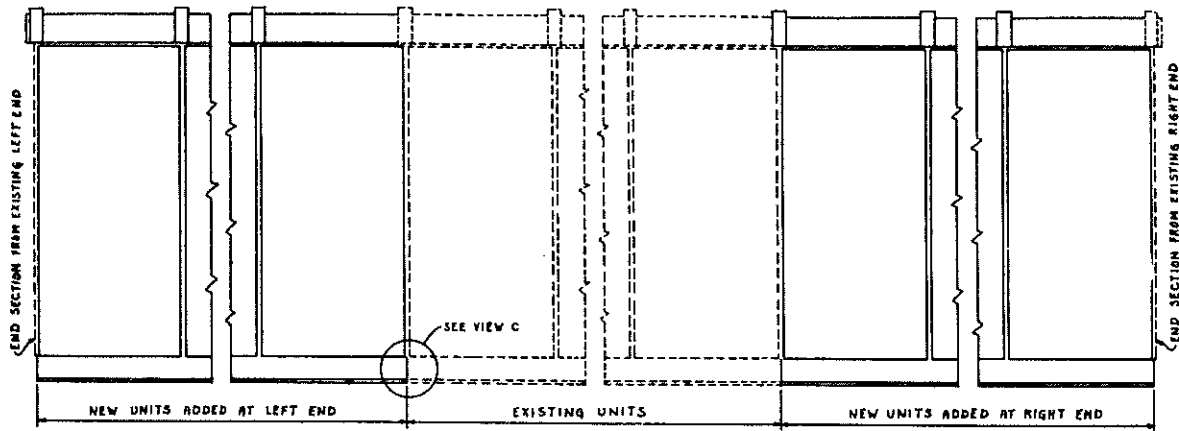


WITHOUT REAR ENCLOSURE

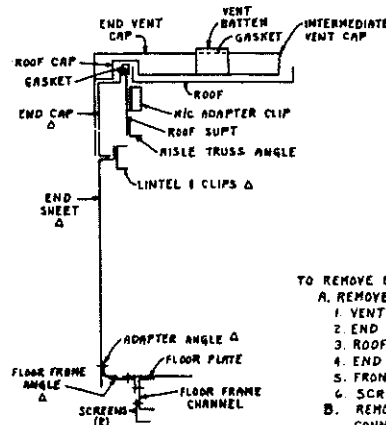
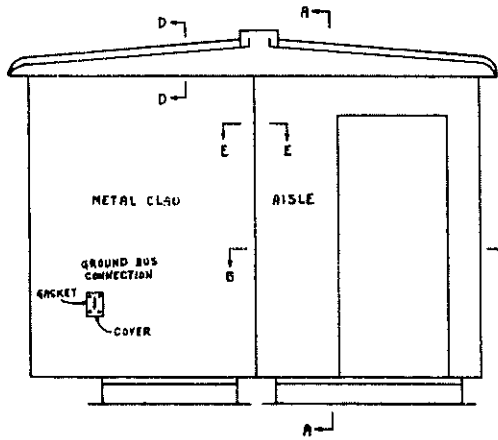
**PROCEDURE**

1. REMOVE ROOF CAP, END SCREEN, GROUND BUS CONNECTION, AND END SECTION. SEE VIEW "A" & VIEW "D"
2. SET NEW UNIT(S) IN PLACE AND BOLT TOGETHER AS SHOWN IN ASSEMBLY "B" & ASSEMBLY "C"
3. ASSEMBLE ITEMS LISTED IN PROCEDURE NO.1
4. ASSEMBLE NEW ROOF CAPS AS SHOWN IN VIEW "A" & VIEW "D".
5. ASSEMBLE GROUND BUS SPLICE BETWEEN EXISTING AND NEW GROUND BUS AS SHOWN IN ASSEMBLY "B" & ASSEMBLY "C"
6. ASSEMBLE BUS BARS AND INSULATE PER INSTRUCTION BOOK.

FIG. 17 (545D856) OUTDOOR METAL-CLAD SWITCHGEAR - ADDITION OF UNITS TO LINE - UP.



FRONT VIEW



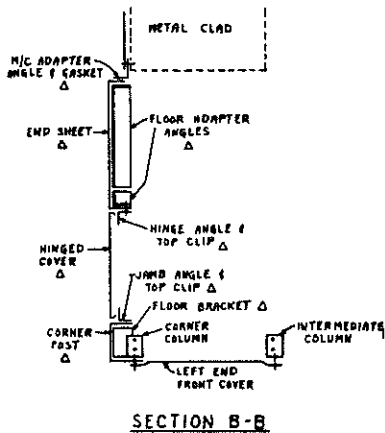
SECTION A-A

- TO REMOVE EXISTING END SHEET (LEFT)
- A. REMOVE THE FOLLOWING ITEMS FROM AISLE SECTION
    1. VENT BATTEN
    2. END VENT CAP
    3. ROOF CAPS
    4. END SECTION CONSISTING OF ITEMS MARKED Δ
    5. FRONT COVER (MOVE TO NEW UNIT)
    6. SCREENS (2)
  - B. REMOVE ROOF CAP, END SCREEN, GROUND BUS CONNECTION AND END SECTION FROM METAL CLAD SECTION

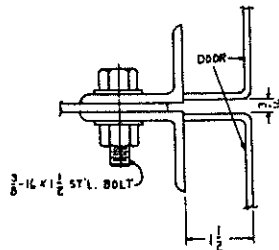
- TO INSTALL NEW METAL CLAD UNITS (LEFT)
1. SET NEW UNIT(S) IN PLACE AND BOLT TOGETHER
  2. ASSEMBLE ITEMS LISTED IN B
  3. ASSEMBLE NEW ROOF CAPS
  4. ASSEMBLE GROUND BUS SPLICE BETWEEN EXISTING AND NEW GROUND BUS
  5. ASSEMBLE BUS BARS AND INSULATE PER INSTRUCTION BOOK

- TO INSTALL NEW PROTECTED AISLE UNITS (LEFT)
1. INSTALL NEW FLOOR FRAMES AND FLOOR PLATE TIE DOWN ANGLE
  2. REPLACE FLOOR FRAME ANGLE AT NEW END POSITION
  3. INSTALL NEW FLOOR PLATES
  4. ERECT NEW CORNER COLUMN (ANGLE)
  5. ADD NEW AISLE TRUSS ANGLE AND METAL CLAD ADAPTER CLIP TO EXISTING END ROOF TRUSS AND SUPPORT
  6. INSTALL NEW END AISLE TRUSS SUB-ASSEMBLY CONSISTING OF ROOF TRUSS ANGLE, ROOF SUPT, COLUMN CLIP, METAL CLAD ADAPTER CLIP AND ROOF SUPT CLIPS
  7. REINSTALL THE ITEMS REMOVED IN A-4  
NOTE:-- USE NEW GASKETS AND ALSO INSTALL PREVIOUS END FRONT COVER ON FRONT OF NEW END UNIT
  8. INSTALL WIRING AND LIGHTING TROUGH

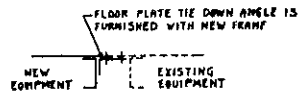
NOTE:-- A SIMILAR PROCEDURE IS USED FOR RIGHT END ADDITIONS



SECTION B-B



SECTION E-E



INTERNAL VIEW C

FIG. 18 (718D393) OUTDOOR METAL-CLAD SWITCHGEAR WITH PROTECTED AISLE.

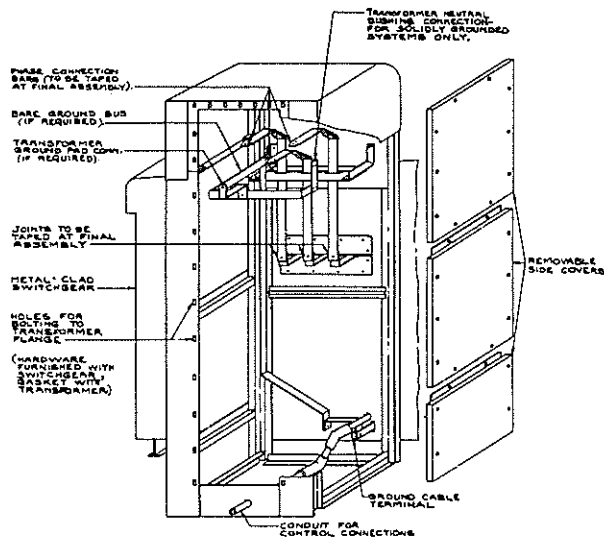


FIG. 19 (261C416)

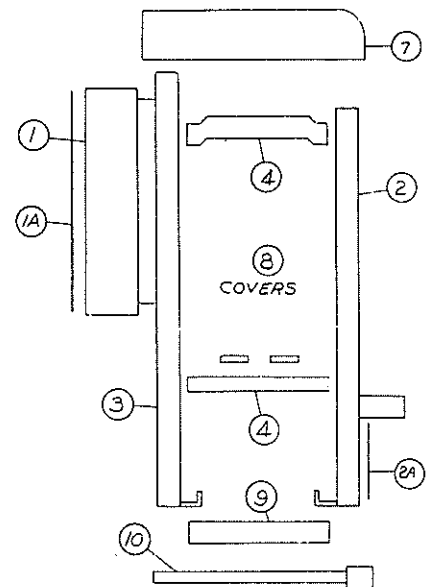


FIG. 20 (453A738)

### OUTDOOR TRANSITION COMPARTMENT

Provision should be made in the floor for conduits for primary and secondary cables, located as shown on the floor plan drawing furnished for the particular requisition. If desired, the conduits may be installed before the switchgear. Consideration should be given to conduits which might be required for future connections.

#### Outdoor Equipment

Outdoor equipments are furnished both with and without rear enclosures. Recommendations for foundations for both types are given in Fig. 8. Primary and secondary conduits should be installed in accordance with the requisition drawings, before the equipment is put into place.

Since outdoor equipments are provided with a 6" base, a transfer truck is required to place the breaker in the housing. The level adjustment on the truck is shown in Fig. 8.

When outdoor equipments are shipped in more than one section, the joint between sections must be weatherproofed. Assemble the gasket between the doors, using cement provided. Refer to Fig. 8, Section B-B. Assemble the gasket between the roof sections, bolt together and install the roof caps. Refer to Fig. 8, Section C-C.

#### Outdoor Equipment with Protected Aisle

When specified by the purchaser, outdoor equipment is furnished with an enclosed, weatherproof operating aisle. See Fig. 3. The aisle enclosure is shipped separately from the switchgear.

The following procedure outlines the steps necessary to install outdoor equipment with a protected aisle:

(1) Install the switchgear in accordance with the procedure given above for outdoor equipment.

(2) Remove the shipping covers from the control panels. Since the relay and instrument cases are not weather-proof, the control panels should be protected from inclement weather until the installation of the aisle enclosure is completed.

(3) Apply Sterling U-310 or U-311 varnish to both sides of the gaskets furnished for the joint between the ends of the switchgear and the aisle enclosure and to the surfaces against which the gasket presses and hang the gaskets on the projecting studs at the ends of the switchgear lineup. See Fig. 9, section A-A.

(4) Move the aisle enclosure into position guiding the holes in the end sheets over the studs on the switchgear lineup and guiding the roof sills between the support clips bolted to the upper front of the switchgear units above the control panels. This operation may be simplified by temporarily loosening the support clips.

The floor of the aisle enclosure must fit under the hinged breaker cover of the metal-clad, so the aisle enclosure must be moved into position on a level with the switchgear units.

(5) Bolt the aisle enclosure in place at both ends, and bolt the roof sills to the support clips, tightening any support clips loosened in the previous operation. Replace any breaker compartment doors previously removed.

(6) If the aisle enclosure was shipped in more than one section, bolt the sections together and assemble the roof caps in the manner described above for roof joints in outdoor switchgear.

(7) Anchor the outside floor sill of the aisle enclosure with anchor bolts placed in accordance with the requisition drawing. See Fig. 9, view Y.

(8) Assemble the dome over the roof opening

between the switchgear and the aisle enclosure. See Fig. 9, view X.

(9) Remove shipping braces from aisle enclosure. These braces should be left in place until the aisle enclosure is assembled in order to maintain alignment of the enclosure.

(10) Connect secondary wiring to lights, convenience outlets, etc., in accordance with the wiring diagrams furnished for the equipment.

Since the aisle floor is level with the floor of the switchgear units, no transfer truck is required for outdoor equipment with a protected aisle.

The above procedure describes installation of a protected aisle enclosure with switchgear on one side of the aisle only. If the aisle is common to two line-ups of switchgear, the procedure will require slight modification. See the drawings furnished with the requisition for specific instructions.

#### Transition Compartments

Transition compartments for outdoor unit substations may be one of two types (Figs. 19 and 20). These compartments are normally shipped assembled. The full height compartment (Fig. 19) cannot be disassembled for installation. The throat type compartment (Fig. 20) can be installed in any of three ways, in accordance with the following instructions:

(a) Should the switchgear be positioned on its foundation prior to the power transformer, the complete transition can be mounted on the metal-clad as assembled. Remove covers #8. Apply Sterling U 310 varnish to both sides of gasket 2A, and to the surfaces against which the gasket presses. Bolt transition compartment to throat on metal-clad switchgear. Before jacking the power transformer into its final location, apply Sterling U 310 varnish to both sides of gasket 1A and to the surfaces against which the gasket presses, and place the gasket over the mounting studs on the transformer tank wall. Slide transformer in place, guiding the transformer mounting studs through the mounting holes in #1. Center rubber seal between #1 and #3 before tightening nuts, maintaining 24" between transformer tank wall and end of metal-clad. Do not apply varnish to the rubber seal between #1 and #3. Cut secondary conduit #10 to length and assemble under the transition.

(b) Should the power transformer be positioned on its foundation prior to the switchgear, follow the procedure of paragraph (a) above, except move the switchgear up to the power transformer after assembling the transition compartment to the switchgear.

(c) If the power transformer and metal-clad switchgear are in place, disassemble transition as follows: Remove covers #8 and #9, adapter #1, dome #7, braces #4. Apply Sterling U 310 varnish to both sides of gasket #2A, and to the surfaces against which the gasket presses, before bolting #2 to metal-clad throat. Apply Sterling U 310 varnish to both sides of gasket #1A, and to the surfaces against which the

gasket presses, and loosely fasten #1 and #1A to transformer tank. Slide throat of #3 into #1 and maintain approximately 4 1/2" from #3 to tank. Assemble braces #4 top and bottom to maintain size and proper alignment, then tighten #1 to transformer tank. Assemble connections, terminals, supports and complete all joints. Assemble dome #7, side covers #8 and bottom cover #9. Cut secondary conduit #10 to length and assemble under the transition.

Connect heaters located in 13.8 kv class transition compartment.

Indoor transition compartments are shipped assembled together with the adjacent metal-clad switchgear units.

#### BREAKER REMOVABLE ELEMENT

Before installing or operating the removable element consult the circuit breaker instructions for directions on installation and inspection.

The operation of the elevating mechanism, positive interlock and associated features are described under Operation of Equipment and should be reviewed before installing removable element.

#### TESTING CABINET

The testing cabinet, Fig. 22, should be installed on the wall at a location where maintenance and testing of the breaker can be conveniently done. Conduits must be installed to carry cables to supply control power for testing. Test coupler springs will charge immediately.

#### ADDITION OF UNITS TO EXISTING EQUIPMENT

Before adding units to existing equipment, consult and study all drawings furnished with the equipment. In addition to the usual drawings furnished with new equipment special drawings may be furnished covering complicated or special assembly work. Also, check to make sure all necessary parts are on hand.

**BEFORE ANY COVERS ARE REMOVED OR ANY DOORS OPENED WHICH PERMIT ACCESS TO THE PRIMARY CIRCUITS" IT IS ESSENTIAL THAT THE CIRCUIT OR CIRCUITS BE DE-ENERGIZED AND BREAKERS BE WITHDRAWN TO A DISCONNECTED POSITION AND TAGGED.**

**IF WORK IS TO BE DONE ON REMOTE EQUIPMENT CONNECTED TO A UNIT, THE BREAKER FOR THAT UNIT SHOULD BE PLACED IN THE DISCONNECTED POSITION AND TAGGED. ALSO THE REMOTE EQUIPMENT SHOULD BE ISOLATED FROM ANY OTHER POWER SOURCES CONNECTED TO IT.**

Figure 17 indicates the special procedures required to add new metal-clad units to outdoor equipment without protected aisle, and Figure 18 indicates the special procedures required to add new metal-clad units to outdoor equipment with protected aisle. For indoor equipment, it is usually

necessary only to remove the end cover sheets and to re-assemble them on the new units after these are located and bolted to the existing units. Otherwise, the installation procedure is the same as described above.

When the units are in place and mechanical assembly is completed, assemble the main bus and other primary connections per the instructions below. (Removal of existing compound-filled connection boxes can be easily accomplished by packing the box in dry ice for 2 - 3 hours. Remove the dry ice and the cord tying the box in place, and strike the box with a hammer. The hardened box and compound will crack away from the joint.)

Secondary wiring and control bus connections should be made in accordance with the wiring diagrams furnished with the equipment.

**CONNECTIONS**

The main bus bars and other connection bars will be either copper or aluminum. In either case, the contact surfaces will be silver surfaced or equivalent. Do not use unplated copper or aluminum bars. All field assembled joints in primary conductors, regardless of material or method of insulation, should be made as described below:

- (1) Wipe silver clean. Do not use steel wool, sandpaper or any abrasive on the silvered surface. Avoid handling of cleaned surface as much as possible.
- (2) After cleaning apply D50H109 contact compound to the silvered surfaces in sufficient quantity so that the contact area will be thoroughly sealed with excess grease squeezed out of the joint when tightened. The bolts should be tightened to the torque values, shown in Table A, Fig. 23. After the bolts have been securely tightened, the joints are insulated using the molded poly-vinyl-chloride boots which are furnished. These boots are placed over the bolted joints and the boot flaps are secured with nylon rivets.
- (3) In some cases external connections are made to metal-clad bus by bars. The metal-clad bars are normally silver plated. Unplated bars, either copper or aluminum, should not be used to connect to silver plated bars.
- (4) All field assembled Primary joints and terminations must be insulated for the operating voltage. There are two methods of insulating joints, boots where applicable and taped joints for all others. A detailed procedure for joint insulation is described under "MAIN BUS ASSEMBLY".

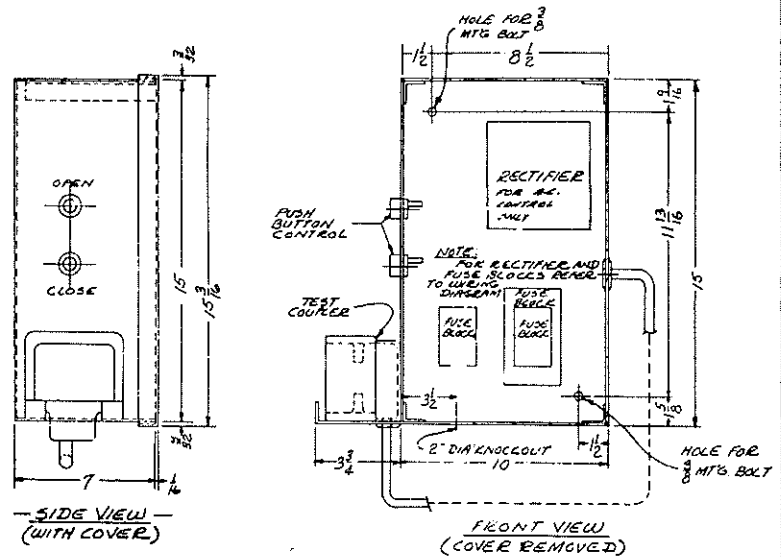


FIG. 22 (899B745) INSPECTION BOX FOR 13.8 KV METAL-CLAD SWITCHGEAR

**MAIN BUS ASSEMBLY**

For 4.16 kv, 7.2 kv and 13.8 kv equipment.

- (a) Remove compartment covers.
- (b) Bolt splice plates and bus bars together, following assembly instructions as given under CONNECTIONS. Also see Fig. 24 and Table A, Fig. 23.

Bolt Size	TIGHTENING TORQUE IN FOOT POUNDS	
	Bolted connection using standard wash, LK wash, nut with D50H109	Bolted connection using standard wash, prevailing torque lock nut with D50H109
3/8-16	20-30	15-20
1/2-13	45-55	30-35
5/8-11	60-70	45-55

FIG. 23

- (c) There are two means of insulating bus joints for both 4.16 kv and 13.8 kv equipment.
  - 1- Taped joints Fig. 26.
  - 2- PVC(POLYVINYL CHLORIDE) boots Fig.25A.

### I-TAPED JOINTS for 13.8 KV EQUIPMENT

- (1) Prepare all joints as outlined under "CONNECTIONS".
- (2) Fill all cavities around bolts and nuts with A50H119 compound to form a smooth surface for taping, thus preventing air voids. This compound is not an insulating medium and should not be used for that purpose.
- (3) "T" Joint - Place 4" wide double thick Irrathene tape over the A50H119 compound as shown in Fig. 25. (This is not required for 4.16 joints).
- (4) Wrap with insulating tape provided maintaining tension on the tape while wrapping, as shown in Fig. 26. Where there are sharp angles apply additional layers to obtain equivalent of the insulation on the flat surfaces.
- (5) Over the insulating tape, apply one layer of glass tape, half lap as a protective covering as shown in Fig. 26.
- (6) Over the glass tape, brush a heavy coat of U310 (brown) varnish. Varnish may be thinned, if necessary with XYLENE D5B9.
- (7) Replace all covers previously removed.

### II-PVC (POLYVINYL CHLORIDE) BOOT INSULATION for 13.8 KV EQUIPMENT

- (1) PVC boots for 13.8 equipment can only be applied to those assemblies furnished with the molded bus barrier, Figure 36. This barrier is distinguished by the raised surface around each bus bar. Those assemblies not furnished with this barrier will have to be taped. See above.

PVC boots can be applied to 13.8kv - 1000 MVA bus compartment or any elevated bus compartment using flat, non molded bus supports.

- (2) Prepare all joints as outlined under "CONNECTIONS".
- (3) Place the PVC boot over the joint as shown in Fig. 25A.
- (4) Secure the PVC boot with self-locking fasteners furnished. Joint insulation is now complete.
- (5) Replace all covers previously removed.
- (6) Boots will be furnished for standard configurations, however special conditions must be taped.

### III-PVC (POLYVINYL CHLORIDE) BOOT INSULATION for 4.16 KV EQUIPMENT

The instructions for the bolted joint and application of the PCV boot is the same as outlined for the 13.8 equipment except there are no restric-

tions on the bus barrier.

### IV-TAPED JOINTS for 4.16 KV EQUIPMENT

- (1) The instructions for the bolted joint and application of the tape insulation is the same as outlined for the 13.8 equipment except use 1/2 the amount of insulating tape and use the U-311 (black varnish). Refer to Table in Fig. 26.
- (2) In unit substations, the connection bars should be assembled in the transition compartment (Figure 19 and 20) and the connections at the transformer terminals taped and painted as indicated above. The conduit for secondary circuits should also be assembled in or below the transition compartment.

### CLEANING BUS INSULATION

Main bus bars are insulated with a high temperature thermoplastic material having excellent dielectric and mechanical properties. When cleaning is necessary only denatured alcohol or iso propyl alcohol should be used to remove any foreign materials from the insulation surface.

Paint on Porcelain: Use methylene chloride based paint remover. Wipe off with distilled water. Extreme care should be taken not to get any on Noryl, compound or tape.

### BUS DUCT

Bus ducts connecting between groups of metal-clad switchgear, or between metal-clad switchgear and other apparatus, should be installed as shown on the arrangement drawings furnished with the ducts. Supports should be provided as indicated on the drawings.

All joints in the bus, including adjustable joints, should be assembled and insulated as described above for main buses. Adjustable joints are provided in long runs of bus duct to allow for variations in building construction, etc. These joints should be loosened before installation of the duct, then tightened after being set in the position required by the fixed points at the ends of the duct.

Outdoor bus ducts must be gasketed at the joints between shipping sections. Coat both sides of the flat gasket and the flanges of both duct sections with Sterling U310 or U311 varnish before assembly. Bolt the two duct sections together. Remove the top cover from one duct section and place 3/8" elastic compound bead along top of joint slightly overlapping the sides. Bolt top cover in place and fasten roof cap in place over the joint. See Fig. 23A. When top covers are removed after installation for inspection the 3/8" elastic compound bead must be replaced to insure a tight seal.

Removable front and rear covers of vertical sections of bus duct must also be gasketed. Coat both sides of the gasket, the flange of the duct, and the edges of the inside surface of the cover with

Sterling U310 or U311 varnish before assembly. Do not bolt these covers in place until all interior assembly work on the duct is completed and access will no longer be required.

Outdoor bus ducts of the 13.8 kv class are provided with heaters. Connect these heaters in accordance with the wiring diagrams furnished with the equipment before energizing the bus duct.

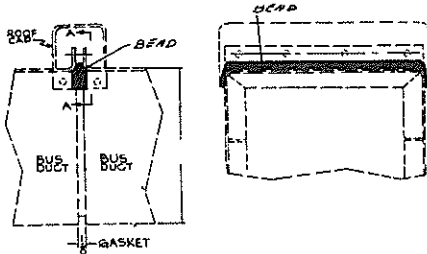


FIG. 23A BUS DUCT GASKETS

### PRIMARY CABLES

The primary cable connections in indoor switchgear are reached by removing the rear bolted covers. In outdoor switchgear with rear enclosures the hinged instrument panel, if present, must be swung open and the bolted covers behind it removed.

Before any primary cable connections are made, the cables should be identified to indicate their phase relationship with the switchgear connections. This is necessary to insure that motors will rotate in the proper direction and that the phase rotation is the same when interconnecting two different sources of power.

There are two common methods of making primary cable connections:

- (a) Potheads (see GEI-28838H) are used when it is desired to hermetically seal the end of the cable to make a moisture-proof connection between the cable and switchgear bus. A pothead also prevents seeping of oil from the end of oil impregnated varnish cambric or paper insulated cable.
- (b) Clamp type terminals and wiping sleeve or cable clamp.

No insulation materials are furnished for cable terminations. When potheads are supplied as part of switchgear insulation materials are furnished for the bar terminations to the pothead studs.

In all cases carefully follow the cable manufacturer's recommendations for installation of the type of cable being used. A typical example of terminating a shielded cable is shown in Figures 28 and 29.

If the cable is aluminum, the conductor surface must be carefully abraded and the cable covered liberally with a joint compound recommended by the cable manufacturer.

## INSULATING PRIMARY CABLE

### TERMINATIONS

All field assembled joints for primary cable terminations should be prepared as outlined under "CONNECTIONS". Upon completion of the cable termination, care must be exercised when taping the exposed termination.

- (1) Check to see that a sufficient area of insulating tape extends beyond the painted glass tape furnished by the factory. (2" for 5KV, 3" for 15KV). It may be necessary to remove the current transformer primary conductor insulating support to obtain proper insulation joint overlap. Replace support upon completion of joint. Refer to Fig. 26.
- (2) All terminations should be insulated as outlined in table Fig. 26 for correct layers of insulating and glass tape.
- (3) The instructions for application of the tape insulation is the same as outlined for "Taped Joints" items 1, 2, 4, 5, 6 and 7.

### POTHEADS

Potheads are mounted on an adapter plate extending across the width of the metal-clad unit as shown in Fig. 27. Where necessary the adapter plate is split into two parts to facilitate the installation of the potheads.

#### Three-Conductor Potheads

Installation procedures for a three-conductor lead-sheathed cable with a wiping sleeve cable entrance fitting on the pothead is outlined in GEI-28838H. This is the type most generally used. The factory does not furnish insulating materials for completing stress cones and cable terminations. In all cases carefully follow the cable manufacturer's recommendation for installation of the type cable being used. A suggested procedure for shielded cables is outlined below. Refer to Fig. 28 and 29 for reference.

#### TERMINATION WITHOUT POTHEAD

The factory does not furnish insulating materials for completing the primary cable termination at the cable clamp or for stress cones. In all cases carefully follow the cable manufacturer's recommendation for installation of the type cable being used. A suggested procedure for shielded cables is outlined below. Refer to Fig. 28 and 29 for reference.

#### Single Conductor

1. Cut cable to proper length.
2. Remove jacket and cable tape for distance of A plus B plus 3 inches, plus length to be inserted into terminal lug.
3. Unwrap shielding tape to point M, cut and solder it in place avoiding excessive heat on insu-

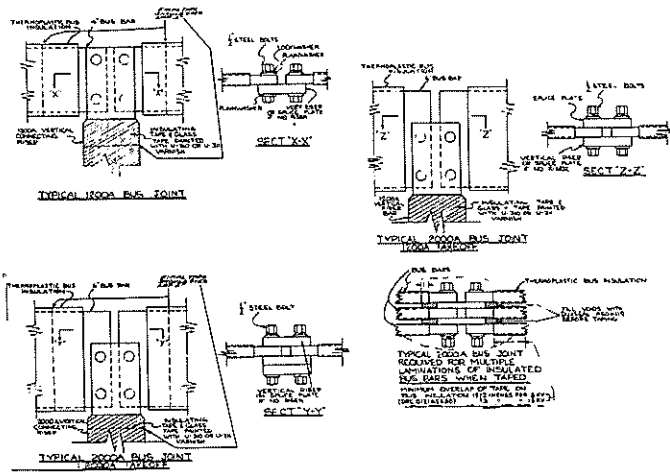


FIG. 24 (132C7770) METHOD OF MAKING BUS BAR CONNECTIONS

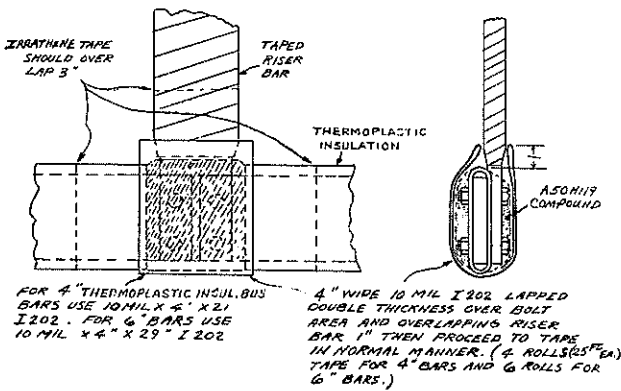


FIG. 25 (104A2714) 13.8 KV TAPED JOINTS

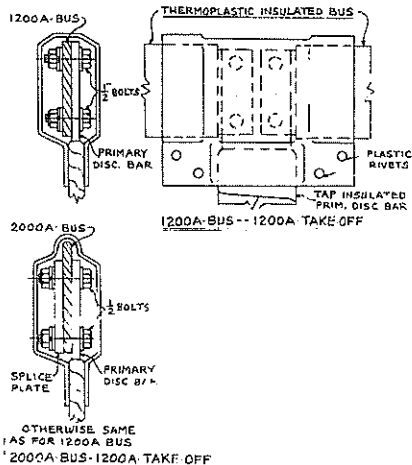


FIG. 25A (208A8953) 4.16 KV AND 13.8 KV BUS INSULATING BOOT

lation. Remove outer semi-conducting tape for same distance. Thoroughly clean surface from which the semi-conducting tape was removed.

4. Remove insulation and inner semi-conducting tape to expose conductor for distance of one inch plus length to be inserted into terminal lug.

5. Attach terminal lug to conductor. If the cable is aluminum, the conductor surface must be carefully abraded and the cable covered liberally with a joint compound recommended by the cable manufacturer.

6. Taper insulation for one inch as shown. See Fig. 28.

7. Apply end seal. Clean surface over which splicing tape is to be applied and coat with G.E. No. A50P68 adhesive cement or equivalent. When solvent evaporates, build up with splicing tape GE8380 or equivalent, as shown.

Rated kv Phase to Phase	Dimensions in Inches	
	A*	B
	Indoors Dry Locations	
2 to 5	5	2
6 to 10	9	3
11 to 15	13	4

\* For ungrounded neutral use 1.33 times the dimensions in selecting distance A. See Fig. 28 and 29.

8. Build stress cone. Clean cable surface and coat with G.E. No. A50P68 adhesive cement or equivalent. When solvent evaporates, build up cone with splicing tape GE8380 or equivalent, for length B plus B. Between points M and P, tape is applied so that wrapped thickness at N is equal to 75% of the original insulation thickness - and so that the cone tapers to zero thickness at points M and P. Apply one layer No. 33 Scotch tape or equivalent, half lapped. Obtain a smooth wrapping but do not stretch tape more than necessary.

9. Pass a turn of tightly drawn braid around exposed portion of shielding tape at point M and solder in place. Then apply shielding braid in tightly drawn 1/6 inch lap wrappings to point N and spot solder. Terminate the braid by cutting 1/2 inch beyond soldering point. Turn down and solder loose ends to preceding turns. Wrap four to six turns of No. 19 AWG tinned copper wire around shielding braid and solder. Solder all turns of braid together along three lengthwise lines equally spaced around braided surface.

10. Solder ground strip over shielding tape near cable covering. Cover stress cone with one layer No. 33 Scotch tape, half lapped. Obtain a smooth wrapping but do not stretch tape more than necessary. Add two layers of splicing tape.



11. Pencil jacket for 1/2 inch as shown. Clean surface. Take particular care in cleaning outside jacket surface in order to entirely remove black wax finish. Coat with G.E. No. A50P68 adhesive cement or equivalent. When solvent evaporates, apply splicing tape GE8380 or equivalent and make sheath seal as shown on drawing. Apply one layer No. 33 Scotch tape or equivalent, half lapped. Obtain a smooth wrapping but do not stretch tape more than necessary.

12. Over entire termination, apply two layers of No. 33 Scotch tape or equivalent, half lapped, in manner to shed water. Obtain a smooth wrapping but do not stretch tape more than necessary.

#### TERMINATION WITHOUT POTHEAD MULTI-CONDUCTOR

The factory does not furnish insulating materials for completing the primary cable terminations at the clamp terminal or for the stress cones. Refer to Fig. 29 for reference.

Make termination as indicated for single-conductor except - substitute the following for paragraphs 10, 11 and 12;

Pencil jacket 1/2 inch. Clean surface over which sheath moisture seal is to be applied. Take particular care in cleaning outside jacket surface in order to entirely remove black wax finish. Coat with G.E. No. A50P68 adhesive cement or equivalent. Allow to dry. Apply splicing tape GE8380 or equivalent to make moisture seal as shown. This is done by starting wrapping tape near end of jacket and wrapping over ground wires for 1-1/2 inches. Bend ground wires out and back over taping just applied and continue applying lapped layers of tape to completion of moisture seal including a complete tape seal in crotch formed between the three conductors. Bond and ground the ground wires.

For a multi-conductor cable not having ground wires, the individual terminations should have grounding strips applied as for a single-conductor termination. These grounding strips are to be joined together to a common ground. This common ground must then be grounded.

#### GROUND FAULT CURRENT TRANSFORMERS (THROUGH-TYPE)

Through-type current transformers (See Fig. 27) are furnished where specified for sensitive protection against ground faults. These transformers are normally installed in a horizontal position directly above or below the primary cable terminals, so that the primary cable or cables can pass through them. One transformer is required for each three-phase circuit.

Where armored cable is used, the armor must be terminated and grounded before the cable passes through the transformer. Armor clamps are furnished for this purpose when specified.

When lead or other conducting sheath cable, or cable with shielding tape or braid is used, it is recommended that the sheath or shield be grounded solidly to the switchgear ground bus. The ground lead should be bonded to the sheath or shield on the side of the current transformer away from the primary terminals. In cases where the ground cannot be applied before the cable passes through the transformer, bond the lead to the sheath or shield between the transformer and the primary terminals. The ground conductor must then be passed back along the cable path through the current transformer before being connected to the ground bus.

Where potheads are used in units provided with ground fault current transformers, the pothead mountings must be insulated from ground.

#### CONTROL CABLES

When control conduits enter the unit from below, the conduit should not extend more than 4 inches above the floor. The control cables may be pulled through the conduits before or after the switchgear is installed, whichever is more convenient.

Connect the cables to the terminal blocks in accordance with the wiring diagrams furnished for the requisition.

If the control conduits enter from above, drill the top and bottom covers of the front enclosure wiring trough to suit the conduits. Fasten the conduits to the bottom cover with locknuts.

The cables from the control power source to the switchgear should be large enough to avoid excessive voltage drop when the circuit breakers are operated. See testing instructions.

Where units have been split for shipment, any control or other secondary leads which must connect across the split will be arranged with terminal blocks in the cross trough or convenient side sheet so that the wires can be reconnected. The wires will be cut to length and formed before being folded back so that a minimum of time will be required for reconnecting them.

#### GROUND BUS

The ground bus is bolted to the rear of the frame near the bottom. It is arranged so that connections to the station ground can be made in any unit. Where the equipment is shipped in more than one group, the sections of ground bus must be connected by using the splice plates furnished with the equipment. Assemble the ground bus joints as outlined under "CONNECTIONS" (Page 19). Ground bus connections are made in the lower portion of the cable entrance compartment. The switchgear ground bus must be connected to the station ground bus by a conductor having a current carrying capacity equal to that of the switchgear ground bus. It is very important that the equipment be adequately grounded to protect the operator from injury when short circuits or other abnormal occurrences take place and to insure that all parts of the equipment, other than live parts, are at ground potential.

**LIGHTNING PROTECTION**

It will be the responsibility of the purchaser to provide suitable lightning arresters to protect the switchgear from damage due to lightning. The General Electric Company's recommendations as to the types of circuits requiring lightning protection, and a list of recommended lightning arresters, are contained in Bulletin GER-141 copies of which are available upon request.

When lightning arresters are furnished the primary cable terminal will be insulated at the factory unless it must be disconnected for shipment. When this connection is completed in the field it will be necessary to insulate the primary connection before the switchgear is energized.

**ROOF ENTRANCE BUSHING**

When assembling the connection bar end of roof entrance bushings inside of the switchgear and other terminations where porcelain insulators are used, insulation should be applied as follows:

- (1) Prepare the connection bars as outlined under "CONNECTIONS".
- (2) Fill all cavities around the contact nuts and connection bars with A50H119 compound. Form a smooth surface for taping, thus preventing air voids. The compound is not an insulating medium and should not be used for that purpose.
- (3) Wrap joint with insulating tape provided, maintaining tension on the tape while wrapping as shown in Fig. 26 where there are sharp angles apply additional layers to obtain equivalent of the insulation on the flat surfaces.
- (4) Over the insulating tape, apply one layer of glass tape, half lap as a protective covering as shown in Fig. 26.
- (5) Over the glass tape, brush a heavy coat of U-310 brown (for 15kv) or U-311 black (for 5kv), varnish. See Fig. 25B.

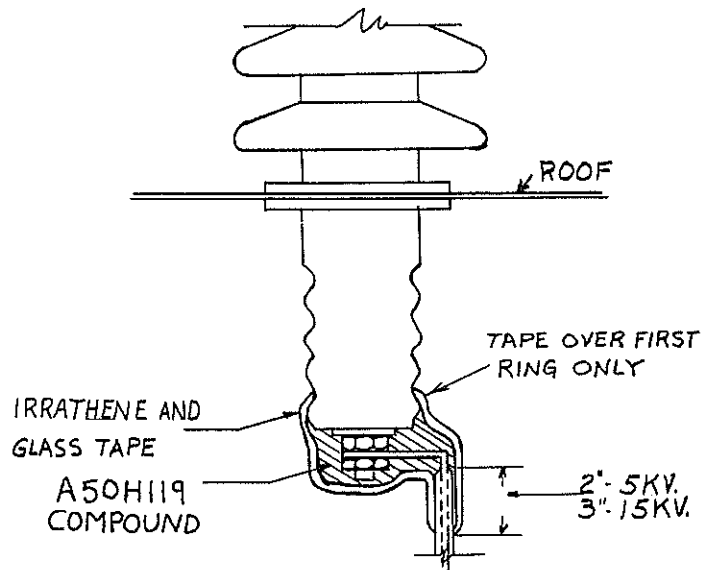
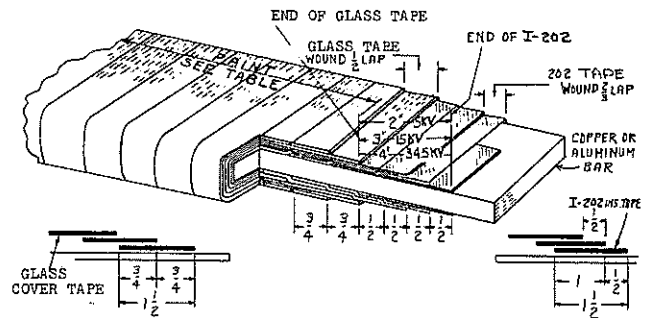


FIG. 25B TAPING OF ROOF ENTRANCE TERMINATION



INSULATION LEVEL	INSULATION LAYERS (NOTE 1)		PAINT APPLY ONE COAT LIBERALLY
	I-202 NOTE 2	GLASS NOTE 3	
5000V	2	1	STERLING U-311 BLACK
15,000V	4	1	STERLING U-310 BROWN
34,500V	6	1	

NOTE 1:  
I-202 TAPE - One layer, wound 2/3 lap requires 3 turns around bar in one width of tape. One layer thickness is 3 times tape thickness.  
GLASS - One layer, wound 1/2 lap requires 2 turns around bar in one width of tape. One layer thickness is 2 times tape thickness.

NOTE 2:  
Irrathene #202, width 1 1/2" thickness 0.010". Keep tension on tape at all times while applying.

NOTE 3:  
Glass A2L12B width 1 1/2" thickness 0.004".

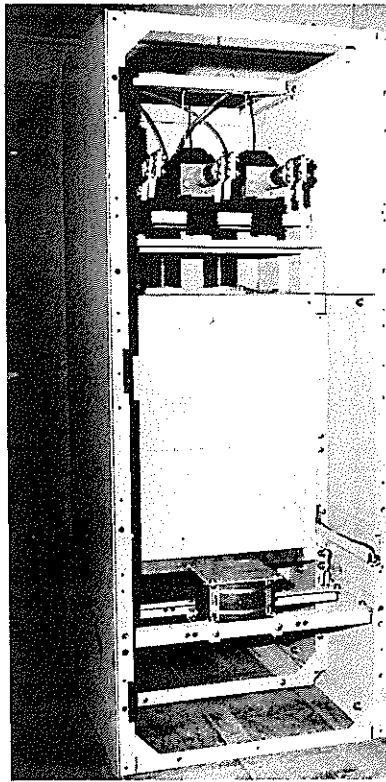


FIG. 27 (8918527-A) REAR VIEW OF UNIT SHOWING GROUND SENSOR TRANSFORMERS

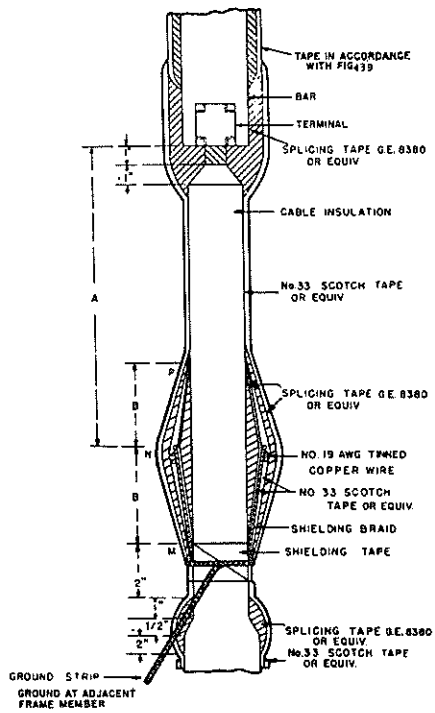


FIG. 28 (B230046C) TERMINATION WITHOUT POTHEAD SINGLE-CONDUCTOR

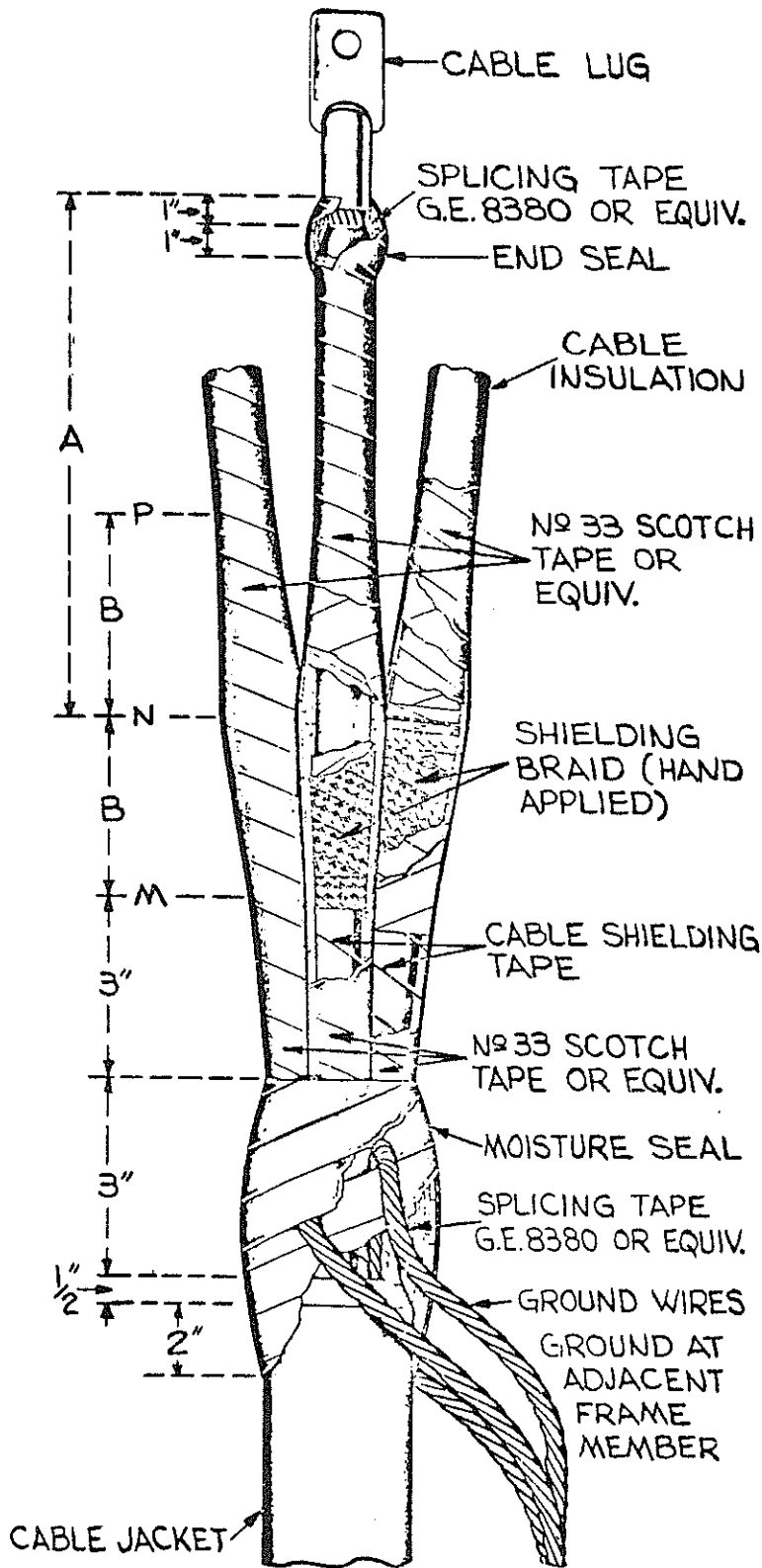


FIG. 29 (B232004C) TERMINATION WITHOUT POTHEAD MULTI-CONDUCTOR

## DOOR ALIGNMENT

If for any reason it is necessary to realign the doors of metal-clad switchgear during installation the procedure given in the following paragraphs should be followed.

After checking that the switchgear is level and plumb as described above, start at either end of the switchgear lineup and realign each door individually as required.

The top of each door should be level with the adjacent doors; the sides of each door plumb; the surface of each door flush with the adjacent doors; and the space between adjacent doors equalized to permit their free swing and present a neat appearance. The door stops should be adjusted to permit a door swing of approximately 105°.

Doors may be raised or lowered vertically, or moved forward or backward horizontally, by loosening the hinge mounting nuts on the left side sheet and shifting the hinge and door assembly as allowed by the slotted holes in the hinge.

Doors may be shifted to the right or left by adding or removing washers or shims from between the hinge and side sheet.

Doors may be plumbed by slightly bending the appropriate hinges. To do this, open the door and insert a drift pin in either of the two holes in the hinge. Pulling forward on the drift pin will move the door to the right, and pushing back will move the door to the left. Adjust each hinge individually as required to plumb the door.

When properly aligned, the doors of outdoor switchgear should be tightly seated on the gasket all around. After aligning such doors, close and latch the door and check the seal by running a 3" x 5" card, shipping tag, IBM card, or some similar card around the edge of the door. If the card will pass between the door and the gasket, the door is improperly adjusted, and should be readjusted until the card will no longer pass through.

## TESTING AND INSPECTION

After the equipment has been installed and all connections made, it should be tested and inspected before putting in service. Although the equipment and devices have been completely tested at the factory, a final field test should be made to be sure that the equipment has been properly installed and that all connections are correct and have not become loose in transportation. The primary equipment should be completely de-energized while the tests are in progress. See installation.

Directions for testing devices such as relays, instruments and meters are given in the instruction book furnished for each device. The settings of the protective relays must be coordinated with the other relays on the system and therefore these relays

must be set by the purchaser. General instructions on setting the relays are given in the relay instruction books. Special instruction books are furnished for complicated automatic equipments, describing the sequence of operation of the devices required to perform the desired function.

When transformers are furnished to supply the control power, the primary taps should be selected so that the control voltage indicated on the wiring diagram is obtained on the secondary of the transformer. When a battery is used to supply the control power, the cables from the battery to the switchgear should be large enough to avoid excessive voltage drop. The voltage at the terminals of the breaker closing coils, when the breaker is being closed, should not be less than 112.5 volts for 125 volt coils and 225 volts for 250 volt coils.

The operation of the breaker with its associated devices may be tested in the unit while the equipment is energized by use of the test coupler which is furnished.

### SOLENOID OPERATED BREAKER

Lower the breaker to the test or down position. Attach the test coupler to connect the breaker secondary disconnecting device to that on the structure.

### STORED ENERGY OPERATED BREAKER

Lower the breaker to the down position and withdraw the breaker 2 1/4" until a notch in the spring discharge cam releases the breaker interlock. Attach the test coupler to connect the breaker secondary disconnecting device to that on the structure.

High potential tests to check the integrity of the insulation are not necessary if the insulation instructions in this book are carefully followed. Should the purchaser desire to make high potential tests, the test voltage should not exceed 14kv A. C. for 4.16kv and 27kv A. C. for 13.8 equipments. These voltages are 75% of factory test voltages and are in accordance with ANSI standards.

Potential transformers and control power transformers must be disconnected during high voltage testing.

## OPERATION

The operation of metal-clad switchgear is similar to that of other types except that it provides maximum safety to the operator and the feature of easy removal and replacement of the circuit breaker.

All circuit breaker removable elements of the same type and rating which have duplicate wiring may be interchanged.

### BREAKER POSITIONING

To place the breaker in the operating position, proceed as given below.

The elevating mechanism is accurately leveled

## GEH-1802 Metal-clad Switchgear

and checked at the factory and should need no adjustment. Do not install or remove the breaker or make adjustments unless the breaker is open.

Rub a small amount of contact lubricant D50H47 on the silvered portion of the breaker studs to form a thin coating of contact purposes.

Lower the elevating mechanism lifting brackets until the lifting brackets are in the fully lowered position. The breaker should then enter the housing freely. After first assuring that the breaker is in the open position, push the breaker into the unit until it rests against the rear of the front lifting saddle of the elevating mechanism.

The clearance between the interference block on the breaker and the interference block on the interlock lock mechanism (view X-X Figure 29) should be from 1/16" to 1/8". At this point the breaker positive interlock roller should be centered in the bottom "VEE" of the interlock cam plate.

To elevate the breaker, operate the elevating control selector switch on the elevating motor to "RAISE". A clutch handle just above the elevating motor (clutch handle is under the elevating motor in the 1000 MVA Unit) is then pulled forward until a motor limit switch closes and the motor clutch engages to raise the breaker in the unit. Carefully raise the breaker and while elevating note that the shutter slides open and the breaker studs center with respect to the openings in the stationary disconnecting devices or injury to the contacts may result.

The clutch handle is held in the forward position until a limit switch on the structure opens to stop the motor at the end of the upward travel of the breaker. The springs will charge.

The motor selector switch must not be used to energize or interrupt the motor circuit at any time.

When the breaker is fully elevated the clearance between the breaker lifting rail and the upper stop bolts should not be more than 1/8" and not less than 3/32".

The positive interlock roller should be centered in the upper "VEE" and the interlock roller should have 1/16" clearance to the stationary interference plate directly under it.

To lower the breaker, proceed the same as for raising except operate the selector switch to "LOWER". The clutch must be held in the engaged position; otherwise, a spring will return it to its normal position, opening the electrical circuit to the motor.

The breaker may be raised or lowered by an emergency hand crank which can be inserted after removing the motor. The motor is removed by unlatching the motor assembly from its support and disconnecting the motor lead plug. After removing the motor, pull the clutch forward and insert the manual crank into the end of the clutch coupling. The

breaker must be open before the crank can be inserted and held in the clutch coupling.

After the breaker is lowered and withdrawn from the unit inspect the contact surfaces of both the breaker studs and the stationary disconnecting devices.

(a) Each segment of the stationary disconnecting device should make a heavy impression in the contact lubricant D50H47 on the breaker studs. Contact wipe should start not less than 1/8" from top of the contact ball although each contact need not start at the same location. See Fig. 11.

(b) The penetration of the breaker stud inside the stationary disconnecting device, as indicated by the contact lubricant D50H47, should be 3/4" to 7/8". See Fig. 11. This indicates that the breaker studs contacted at the full pressure center of the silver band on the stationary disconnecting device.

(c) Should the inspection of the contacts show that the breaker is not being raised to the proper position, readjust the upper stop bolts and limit switches to raise or lower the breaker to the proper location. Lock the stop bolts in the new position.

(d) If proper contacting cannot be attained by the above methods, additional adjustments will be necessary.

DO NOT MAKE ANY ADJUSTMENT. COMMUNICATE WITH THE NEAREST GENERAL ELECTRIC CO OFFICE FOR ADDITIONAL INFORMATION.

### POSITIVE INTERLOCK GENERAL

The positive interlock functions to prevent raising or lowering a breaker except when the primary contacts are open. It also prevents closing primary contacts when the breaker is being raised or lowered by blocking the operating mechanism mechanically and electrically.

### POSITIVE INTERLOCK ASSEMBLY FOR SOLENOID OPERATE BREAKERS

To place the breaker in the operating position, proceed as given below. The elevating mechanism is accurately leveled and checked at the factory and should require no adjustment. Do not install or remove the breaker or make adjustments unless the breaker primary contacts are open.

Lower the elevating mechanism lifting brackets until the lifting brackets are in the fully lowered position. The breaker should then enter the housing freely. After first assuring that the breaker primary contacts are in the open position, insert the breaker into the unit until it rests against the rear of the front lifting saddle of the elevating mechanism.

The interlock should be checked to see that the removable element is obstructed from being raised to or lowered from the operating position when the primary contacts are closed.

BEFORE PROCEEDING WITH THIS CHECK IT IS NECESSARY THAT THE PRIMARY CIRCUITS BE DE-ENERGIZED.

Using the maintenance closing device, close the breaker and snap the selector switch to "RAISE" position and pull the clutch handle forward. Movement must be stopped by the breaker interlock roller before the contacts of the motor limit switch close and before the sliding clutch and motor connector engage. A minimum of 1/16" should be maintained between the two clutch parts when the positive interlock is blocked by the breaker interlock roller. See Fig. 15 for dimension.

Trip the breaker manually and elevate to the operating position. AGAIN IT IS EMPHASIZED THAT THE PRIMARY CIRCUITS MUST BE DE-ENERGIZED BEFORE MAKING THIS CHECK OF THE POSITIVE INTERLOCK.

Electrically close the breaker. Snap the selector switch to "LOWER" position and pull the clutch handle forward. Again, a definite stop should be encountered preventing the motor circuit limit switch from energizing the motor circuit and lowering the breaker.

If the interlock does not function as indicated above DO NOT MAKE ANY ADJUSTMENT. COMMUNICATE WITH THE NEAREST GENERAL ELECTRIC CO. OFFICE FOR ADDITIONAL INSTRUCTIONS.

#### POSITIVE INTERLOCK ASSEMBLY FOR STORED ENERGY

To place the breaker in the operating position, proceed as given below. The elevating mechanism is accurately leveled and checked at the factory and should require no adjustment. Do not install or remove the breaker or make adjustments unless the breaker primary contacts and or closing springs are discharged.

Lower the elevating mechanism lifting brackets until the lifting brackets are in the fully lowered position. The breaker should then enter the housing freely. After first assuring that the breaker primary contacts are in the open position, insert the breaker into the unit until it rests against the rear of the front lifting saddle of the elevating mechanism.

BEFORE PROCEEDING WITH THIS CHECK IT IS NECESSARY THAT THE PRIMARY CIRCUITS BE DE-ENERGIZED.

When entering a breaker into a unit for elevating the spring discharge cam (on the left hand side of the unit) will hold the breaker interlock trip free and the closing springs discharged until the breaker is 1/4" off the breaker floor rail. (See detailed description of Spring Discharge Cam under separate heading).

AGAIN IT IS EMPHASIZED THAT THE PRIMARY CIRCUITS MUST BE DE-ENERGIZED BEFORE MAKING THIS CHECK OF THE POSITIVE INTERLOCK.

Elevate the breaker to the raised position and electrically close the breaker. The positive interlock should be checked to see that the removable element is obstructed from being lowered from the operating position.

Snap the selector switch to "LOWER" position and pull the clutch handle forward. A definite stop should be encountered preventing the motor circuit limit switch from energizing the motor circuit and lowering the breaker.

A minimum of 1/16" must be maintained between the sliding clutch and the motor connector when the positive interlock is blocked by the breaker interlock roller. See Fig. 15 for dimension. Trip the breaker manually and lower the breaker to the fully lowered position. During the last 1/4" of travel the spring discharge cam will discharge the stored energy springs and maintain the breaker trip free as long as the breaker remains in the unit. If the interlock does not function as indicated above.

DO NOT MAKE ANY ADJUSTMENT. COMMUNICATE WITH THE NEAREST GENERAL ELECTRIC CO. OFFICE FOR ADDITIONAL INFORMATION.

#### STATIONARY AUXILIARY SWITCH

On units equipped with stationary auxiliary switches (Fig. 30A) the clearance between the end of the switch mechanism operating rod and the operating plunger on the circuit breaker should be 0 to 1/8" with the circuit breaker in the raised and open position.

Any adjustment in this dimension must be made on the auxiliary switch setting. Care should be taken to prevent destroying interchangeability of the circuit breaker by excessive adjustment.

A stationary auxiliary switch test position link is furnished as an accessory for use when the circuit breaker is in the test position.

#### SPRING DISCHARGE CAM

The spring discharge cam is mounted on the left hand side of the unit and operates in conjunction with a spring discharge interlock on the breaker.

When entering a breaker into a unit, to elevate to the operating position, the spring discharge cam will hold the breaker interlock trip free and the closing springs discharged until the breaker is 1/4" off the floor rails. At this point the positive interlock is blocking the spring charging and closing circuit open.

When lowering the breaker from the operating position the breaker must be open before the elevating mechanism can be operated. While the breaker is being lowered the springs are still charged but the positive interlock blocks the breaker from closing. When the breaker is about 1/4" from the floor rails the spring discharge interlock holds the breaker trip free, discharges the closing springs

and holds them discharged so long as the breaker remains in its unit.

To operate the breaker in the test position it is pulled forward, (out of the unit) about 2 1/4" until a notch in the spring discharge cam releases the breaker interlock and the breaker can be operated manually, or, by assembling the test coupler, electrically. In the test position a mechanical block prevents operating the elevating mechanism.

If after test operations the breaker is left closed and/or its closing springs charged, it will be automatically tripped and held trip free while the springs are discharged when it is reinserted in; or while being withdrawn from its unit.

### KEY LOCKS

Key locks for breaker units can be furnished when requested.

The purpose of this device is to prevent a breaker from being closed in the connected position when the lock key is removed from the lock. The key lock consists of a metal support and key lock mounted on the top plate flange and adjacent to the elevating motor clutch.

To operate the key lock if the breaker is in the disconnected or test position the clutch handle is pulled forward allowing the key lock bolt to extend in back of the clutch handle. The key lock key can then be removed.

If the breaker is in the connected position the breaker must first be opened.

Snap the selector switch to the "off" position. The clutch handle can then be pulled forward allowing the key lock bolt to extend in back of the clutch handle. The key lock key can then be removed. With the clutch handle pulled forward the positive interlock cam plate has rotated the circuit breaker positive interlock shaft so as to mechanically and electrically block the breaker from closing.

To lower the breaker, snap the selector switch to "LOWER", pull the clutch forward and lower the breaker to the test position.

The key lock does not prevent operation of the breaker in the test position. However, if the breaker is elevated to the connected position the key lock will prevent its closing until the key is returned and the lock reset. See Fig. 15.

### BREAKER INTERFERENCE STOPS

Stops are provided in the breaker unit to prevent the insertion of a breaker with a 1200A continuous current rating into a unit with a 2000A rating and vice-versa.

The stop plate is bolted to the left hand unit frame angle near the floor of all breaker units. A projec-

tion on the breaker frame will interfere with the unit stop plate when an attempt is made to insert an incorrect breaker into the unit.

The breaker rating should be checked against the unit rating and under no circumstances should the interference stop be removed to allow the breaker to be inserted.

### TRANSFER TRUCKS

Circuit breaker transfer trucks are furnished with outdoor metal-clad switchgear to facilitate moving of circuit breakers from unit to unit or to maintenance areas. The platform at the front end of the transfer truck is adjustable in height. See Fig. 8, view A, for instructions for adjustment. The truck is equipped with two latches, one to hold the breaker on the truck and one to hold the truck to the metal-clad switchgear unit. Both latches engage automatically, and both are released by a single T-shaped foot pedal on the rear of the truck. Depressing the left side of the pedal unlatches the truck from the switchgear unit, and depressing the right side of the pedal unlatches the breaker from the truck. Trucks can be stored in breaker unit when breaker is in operating position.

### SPACE HEATERS

Space heaters are provided in all outdoor equipment in order to keep the inside temperature several degrees higher than that outside. Heaters are also furnished for indoor equipment when it is known that abnormal atmospheric conditions exist at the installation, or when specified by the purchaser.

By maintaining a slight temperature differential, the heaters help facilitate drying and prevent condensation and the resulting corrosion and insulation deterioration which might occur.

Heaters are normally located at the sides of the breaker units, a few inches above the floor. In auxiliary compartments with a single rollout, the heaters will be in a space above the rollout. In auxiliary compartments with two rollouts, the heater will be in a space between the rollouts. Heaters may also be located in superstructure compartments, transition compartments, and in bus ducts if the operating conditions require them.

Before energizing the heaters, be sure the power source is of the proper voltage, frequency, and phase arrangement, and is connected in accordance with the wiring diagrams furnished with the equipment. Also, be sure to remove all cartons and miscellaneous material packed inside the units before energizing the heaters.

Heaters should be visually inspected several times a year to make sure they are operating properly.

It is recommended that the heaters be energized at all times and that thermostatic control not be used.



If thermostatic control is used, the contacts of the thermostat should be set to close between 95°F and 100°F on falling temperature, de-energizing the heaters only when strong sunlight beats on the switchgear. Under no condition should a differential thermostat be used to control the heaters because under conditions of extremely high humidity this type of thermostat will not operate at all times to keep the heaters on enough to prevent condensation in the switchgear.

## MAINTENANCE

A regular maintenance schedule should be established to obtain the best service and reliability from the switchgear or bus duct. Plant operating and local conditions will dictate the frequency of inspection required. For specific information regarding the maintenance of devices, such as circuit breakers, relays, meters, etc., refer to the separate instruction book furnished for each device. The inspection cabinet, which is furnished, provides a convenient means for maintaining the circuit breakers. Under normal conditions the protective relays do not operate, therefore, it is important to check the operation of these devices regularly.

A permanent record of all maintenance work should be kept, the degree of detail depending on the operating conditions. In any event, it will be a valuable reference for subsequent maintenance work and for station operation. It is recommended that the record include reports of tests made, the condition of equipment and repairs and adjustments that were made.

**BEFORE ANY COVERS ARE REMOVED OR ANY DOORS OPENED WHICH PERMIT ACCESS TO THE PRIMARY CIRCUITS, IT IS ESSENTIAL THAT THE CIRCUIT OR CIRCUITS BE DE-ENERGIZED AND BREAKERS BE WITHDRAWN TO A DISCONNECTED POSITION AND TAGGED.**

**IF WORK IS TO BE DONE ON REMOTE EQUIPMENT CONNECTED TO A UNIT, THE BREAKER FOR THAT UNIT SHOULD BE PLACED IN THE DISCONNECTED POSITION AND TAGGED. ALSO THE REMOTE EQUIPMENT SHOULD BE ISOLATED FROM ANY OTHER POWER SOURCES CONNECTED TO IT.**

The primary circuits of metal-clad switchgear are insulated in order to reduce the size of the equipment. However, this insulation, except in one or two instances, requires a certain amount of air gap between phases and to ground to complete the insulation. Inserting any object in this air space, when equipment is energized, whether it be a tool or a part of the body, may under certain conditions, in effect, short circuit this air gap and may cause a breakdown in the primary circuit to ground and cause serious damage or injury or both.

Care should be exercised in the maintenance and checking procedures that accidental tripping or

operation is not initiated.

The switchgear structure, bus duct, and connections should be given the following overall maintenance at least annually.

1. Thoroughly clean the equipment, removing all dust and other accumulations. Wipe clean the buses and supports. Inspect the buses and connections carefully for evidence of overheating or weakening of the insulation.

2. Measure the resistance to ground and between phases of the insulation of buses and connections. Since definite limits cannot be given for satisfactory insulation resistance values, a record must be kept of the reading. Weakening of the insulation from one maintenance period to the next can be recognized from the recorded readings. The readings should be taken under similar conditions each time if possible, and the record should include the temperature and humidity.

High potential tests are not required, but if it seems advisable, based on the insulation resistance tests or after repairs, the test voltage should not exceed 14kv A. C. for 4.16kv and 27kv A.C. for 13.8 equipments. These voltages are 75% of factory test voltages and are in accordance with ANSI standards.

Potential transformers and control power transformers must be disconnected during high voltage testing.

3. Clean elevating mechanism and lubricate jack screws and gears with lubricant G.E. Co. #D50H15 or equal.

4. Check primary disconnecting device contacts for signs of abnormal wear or overheating. Clean contacts with silver polish. Discoloration of the silvered surfaces is not ordinarily harmful unless atmospheric conditions cause deposits such as sulphides on the contacts. If necessary the deposits can be removed with a good grade of silver polish.

Before replacing breaker, apply a thin coat of contact lubricant D50H47 to breaker studs for lubrication.

5. Check to see that all anchor bolts and bolts in the structure are tight. Check tightness and continuity of all control connections and wiring.

6. If the switchgear is equipped with heaters, check to see that all heaters are energized and operating.

7. All filters should be inspected and cleaned or replaced once a year.

### OUTDOOR ACRYLIC PAINT FINISH

The outside of standard outdoor switchgear has acrylic paint finish, blue gray ASA #24, providing improved resistance to all atmospheric conditions, longer life and less maintenance than with ordinary

paint finishes.

If it is desired to refinish acrylic painted switchgear, it is necessary to use one of the following procedures in order to secure the best adhesion of the paint to the original finish.

A. Refinishing with Acrylic Paint. It is recommended that refinishing be done with DuPont acrylic paint of the desired color. Obtain materials and instructions for application from the DuPont Company.

B. Refinishing with Alkyd or Oil Base Paints. Two methods are recommended:

1. Spray one sealer coat of DuPont 233E75300 or equivalent which has been reduced to spraying viscosity with DuPont 37692 or 37666 thinner. Air dry for one hour. Apply alkyd or oil base paint.
2. Spray one sealer coat of Arco 214-806 primer which has been reduced to spraying viscosity with Xylol. Air dry for one hour. Apply alkyd or oil base paint.

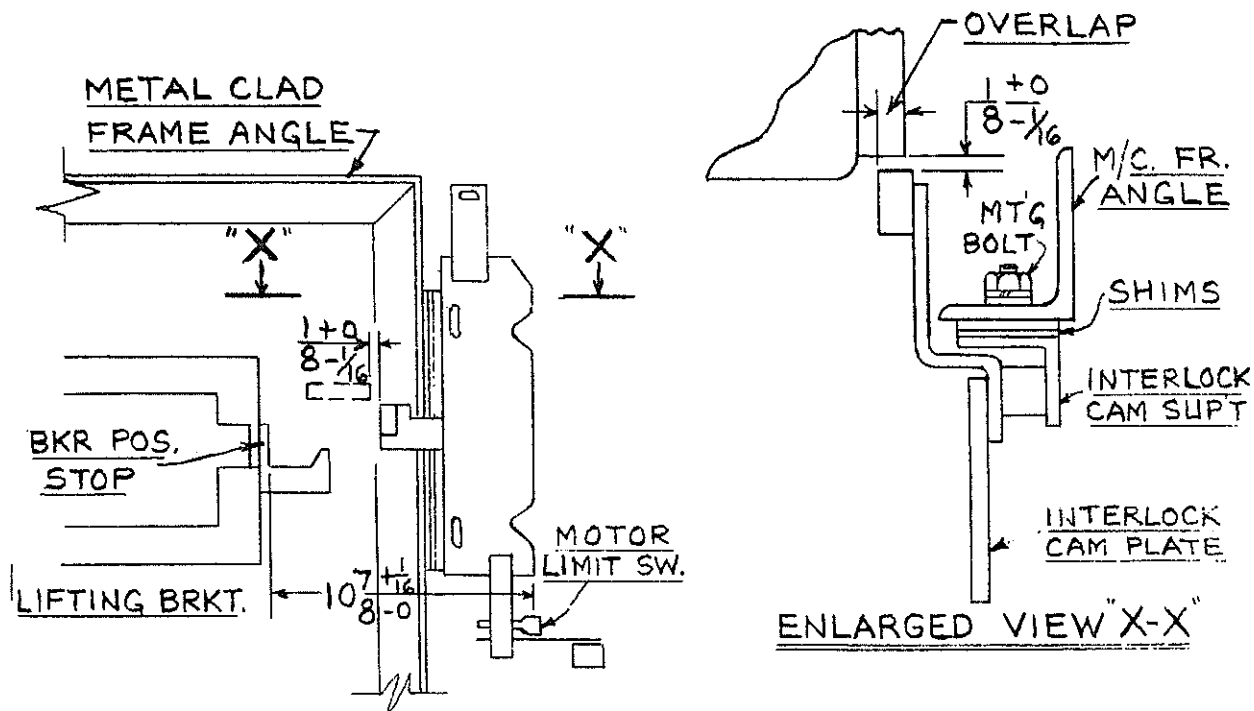
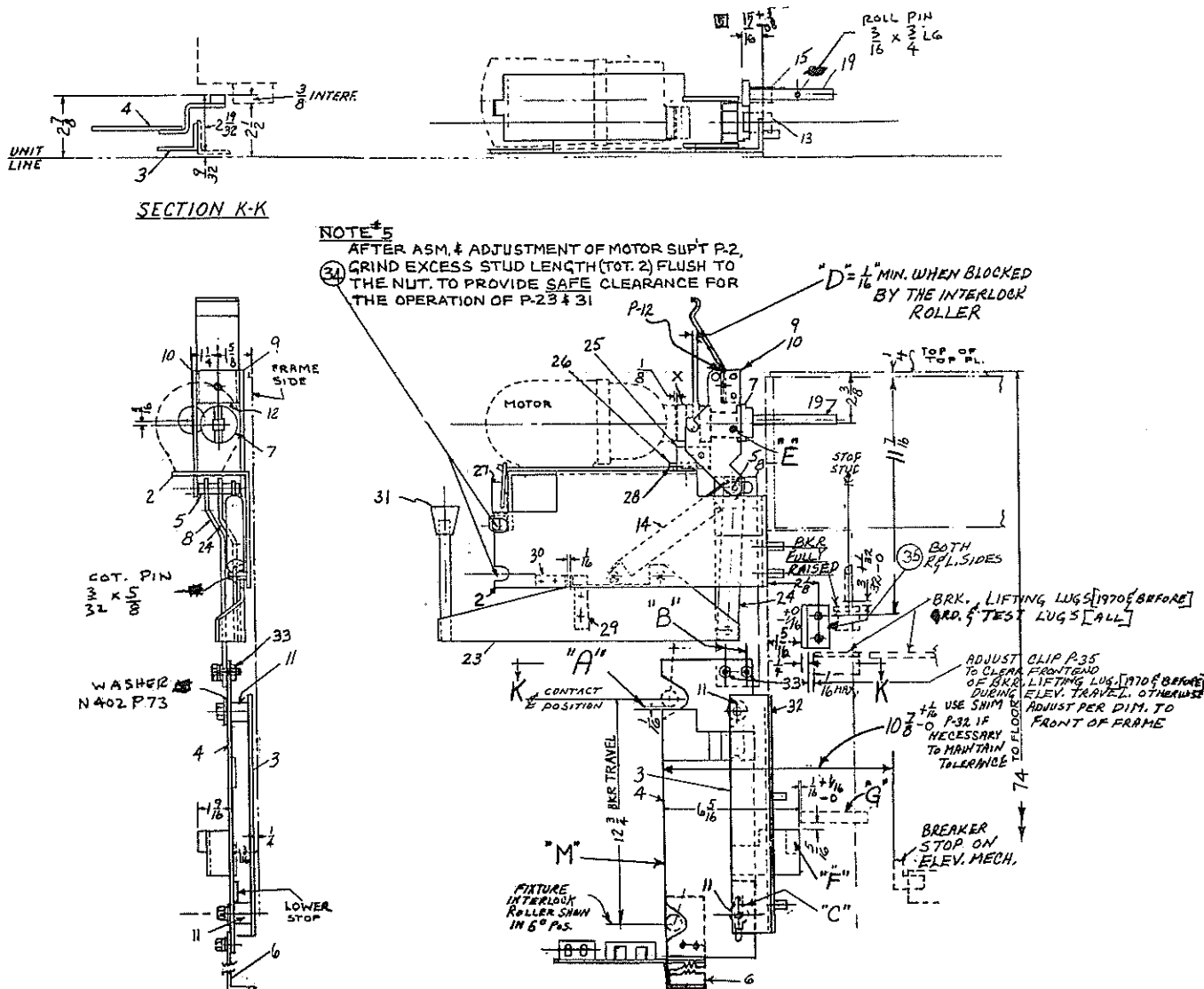


FIG. 29A (208A8952) POSITIVE INTERLOCK ADJUSTMENT



**INSTRUCTIONS FOR POSITIVE INTERLOCK ADJUSTMENT**

Insert breaker fixture and raise to stops as shown. The clearance between the breaker fixture supporting rail and the stop bolts should not be less than 3/32" and both sides to be equal. Set fixture interlock at 50° position. Shim cam support P-3 to maintain a 10-7/8" ± 1/16" dimension between the back of the lifting saddle and the front of the interlock cam plate indicated as "H". Also adjust for a 1/16" clearance to fixture roller at "A". With bolts at "B" loose, allow cam P-4 to rest on stop "C". Set handle P-1/2 so that cradle P-9 is vertical. Tighten bolts at "B". After tightening bolts, lock securely with a jamb nut. Remove fixture interlock pin. Adjust striker P-6 so that contacts of motor switch close in the last 1/4" of vertical travel of cam. Fixture interlock roller must indicate between 130° and 28° when contacts in motor switch close. When handle P-1/2 is in forward position and clutch X E P-7 fully engaged, pins "E" must be free of clutch P-7. Set fixture interlock in 130° position, operate unit interlock: movement must be stopped by the breaker fixture interlock roller before contacts of motor switch close and before clutch X E P-7 engage. Lower breaker fixture to rails. Set fixture interlock in 50° position, breaker interlock roller must be centered in the unit cam "M" notch. Remove fixture interlock pin and operate unit interlock: block "F" on cam must pass in front of block "G" on fixture. The clearance between the interference block on the breaker fixture and the interference block on the interlock cam assembly should be 1/16" to 1/8" maximum. Move fixture out of housing to a point that block "G" is over block "F". Operate unit interlock: block "F", must engage block "G" and stop movement of cam before contacts in motor switch close. For final interlock check: set breaker fixture interlock roller in 130° position, and move fixture into the housing. Operate unit interlock by pulling clutch handle forward. Movement of interlock cam must be stopped by the breaker fixture interlock roller before the contacts of the motor switch close and before the sliding clutch P-7 engages the motor clutch coupling X. A minimum of 1/16" at "D" must be maintained between the two clutch parts when the interlock is blocked by the fixture interlock roller.

FIG. 29B (829C0463) POSITIVE INTERLOCK ASSEMBLY FOR 1000 M.V.A.

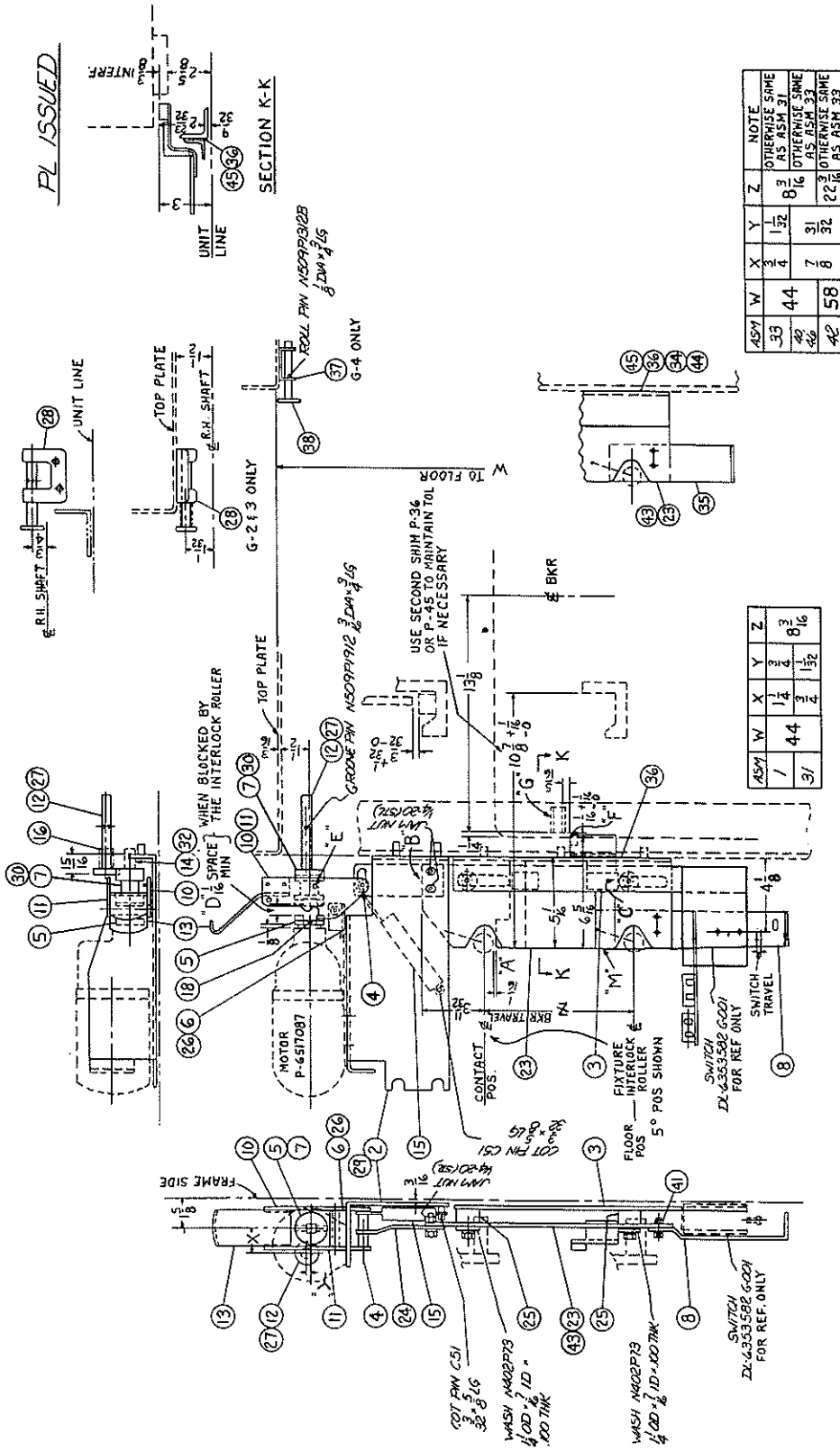


FIG. 29C (6519802) POSITIVE INTERLOCK ASSEMBLY FOR STD AM-2.4 AND 4.6

NOTE: INSTRUCTIONS FOR POSITIVE INTERLOCK ADJUSTMENT  
 The clearance between the breaker fixture supporting rail and the stop  
 bolts should not be less than 1/32" and both sides to be equal. Set fixture interlock at 3° position. Shim can support P-3  
 on P-4 to maintain a 10-7/8" (± 1/16) dimension between the back of the lifting saddle and the front of the interlock  
 cam plate indicated at "N". Also adjust for a 1/16" clearance between the fixture roller at "N". With bolts at "N" loose, allow cam P-23  
 on P-43 to rest on stop "N". Set handle P-13 so that evade P-11 is vertical. Tighten bolts at "N". After tightening bolts,  
 lock securely with 9 jaw nut. Remove fixture interlock pin. Adjust striker P-4 or P-25 so that contacts of motor switch  
 close in the last 1/8" of vertical interlock travel. Set clutch P-5 and P-7 fully engaged, plus "N" must be free of  
 contact. Set fixture interlock in 1 1/2° position, operate unit interlock; movement must be stopped by the breaker fixture  
 interlock roller before contacts of motor switch close and before clutch P-5 and P-7 engage. Lower breaker fixture to fall.  
 Set fixture interlock in 3° position, breaker interlock roller must be centered in the unit cam "N" notch. Remove fixture  
 interlock pin and operate unit interlock; block "N" on cam must pass in front of block "N" on fixture. The clearance between  
 the interlock block on the breaker fixture and the interlock roller on the breaker fixture can assembly should be block "N".  
 The interference block on the breaker fixture and the interlock roller on the breaker fixture can assembly should be block "N".  
 must engage block "N" and stop movement of cam before contacts in motor switch close. Final interlock check: set breaker  
 fixture interlock roller in 3° position, and move fixture into the housing. Operate unit interlock by pulling clutch handle  
 forward. Movement of interlock can be stopped by the breaker fixture interlock roller before the contacts of the motor  
 switch close and before the sliding clutch P-7 engages the motor clutch compiling P-5. A minimum of 1/16" at "N"  
 must be maintained between the two clutch parts when the interlock is blocked by the fixture interlock roller.

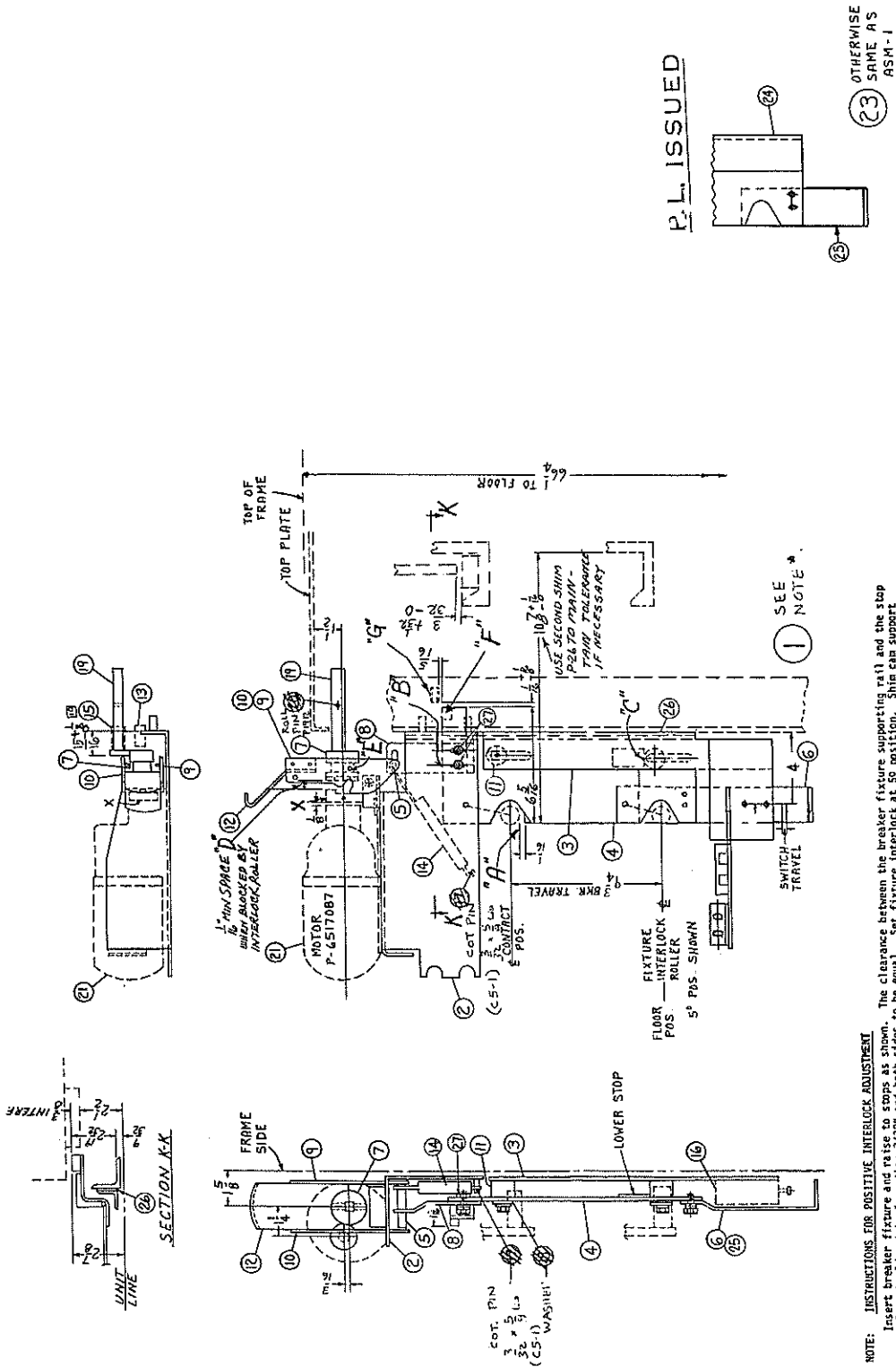
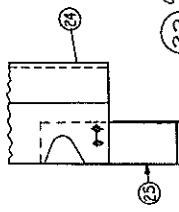


FIG. 29D (265C0235) POSITIVE INTERLOCK ASSEMBLY FOR M-36

**NOTE: INSTRUCTIONS FOR POSITIVE INTERLOCK ADJUSTMENT**

Insert breaker fixture and raise to stops as shown. The clearance between the breaker fixture supporting rail and the stop bolts should not be less than  $3/32$ " (1/16" both sides to each interlock at 50 position. Shim can support P-3 or P-39 to maintain a 10-1/16" clearance between the back of the lifting saddle and the front of the interlock cam plate indicated on stop "c". Set handle P-2 so that cradle P-9 is vertical. Tighten bolts at "g". After tightening bolts, lock securely with a jam nut. Remove fixture interlock pin. Adjust striker P-6 or P-25 so that contacts of motor switch close in the last 1/8" of vertical travel of cam. Fixture interlock roller must indicate between 1/8" and 1/16" on face of clutch P-7. Set fixture interlock in 1/8" position, operate motor switch before clutch X over P-2 engage. Lower breaker fixture to rails. Interlock roller block on the breaker fixture and the interference block on the interlock can assembly should be 1/16" between contacts of motor switch. Set breaker fixture interlock roller in 1/8" position, and move fixture into the housing for interlock by pulling clutch handle 1/8" maximum. Move fixture out of housing to a point that block "g" is over block "f". Operate unit interlock. Set breaker fixture interlock roller in 1/8" position, and move fixture into the housing for interlock by pulling clutch handle forward. Movement of interlock cam must be stopped by the breaker fixture interlock roller before the contacts of the motor switch close and before the sliding clutch P-2 engages the motor clutch coupling X. A minimum of 1/16" at "g" must be maintained between the two clutch parts when the interlock is blocked by the fixture interlock roller.

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OTHERWISE  
SAME AS  
ASM-1  
**(23)**

SEE NOTE \*

## RENEWAL PARTS

### ORDERING INSTRUCTIONS

1. RENEWAL PARTS SHOULD BE ORDERED FROM THE SWITCHGEAR PRODUCTS DEPARTMENT.
2. ALWAYS SPECIFY THE REQUISITION NUMBER ON WHICH THE EQUIPMENT WAS ORIGINALLY FURNISHED.
3. SPECIFY THE QUANTITY, REFERENCE NUMBER, DESCRIPTION AND THIS BULLETIN NUMBER.
4. STANDARD HARDWARE, SUCH AS SCREWS, BOLTS, NUTS, WASHERS, ETC., IS NOT LISTED. SUCH ITEMS SHOULD BE PURCHASED LOCALLY.
5. FOR PRICES, REFER TO THE NEAREST OFFICE OF THE GENERAL ELECTRIC COMPANY.
6. IF INSULATING MATERIAL, SUCH AS TAPE, VARNISH, COMPOUND, ETC., IS REQUIRED, IT MUST BE SPECIFIED SEPARATELY.
7. IF PARTS LISTED SEPARATELY ARE TO BE ASSEMBLED AT THE FACTORY, ORDER MUST SO STATE.
8. NOT ALL PARTS LISTED HEREIN WILL BE USED ON ANY ONE EQUIPMENT. PARTS NOT USED IN ORIGINAL EQUIPMENT SHOULD NOT BE ORDERED AS RENEWAL PARTS.

#### PRIMARY DISCONNECT DEVICES (SEE FIG. NO. 11)

REF. NO.	DESCRIPTION
5	Front Primary Disconnect Device Assembly, 3 Pole, Complete with Connections
6	Rear Primary Disconnect Device Assembly, 3 Pole, Complete with Connections

NOTE: Insulating material required for Ref. Nos. 5 and 6 will be furnished with order.

#### POSITIVE MECHANICAL INTERLOCK (FIG. NO. 30A)

REF. NO.	DESCRIPTION
3	Complete positive mechanical interlock assembly
4	Elevating mechanism motor (115-v d-c)
4	Elevating mechanism motor (230-v d-c)
4	Elevating mechanism motor (230-v d-c)
18	Spring only

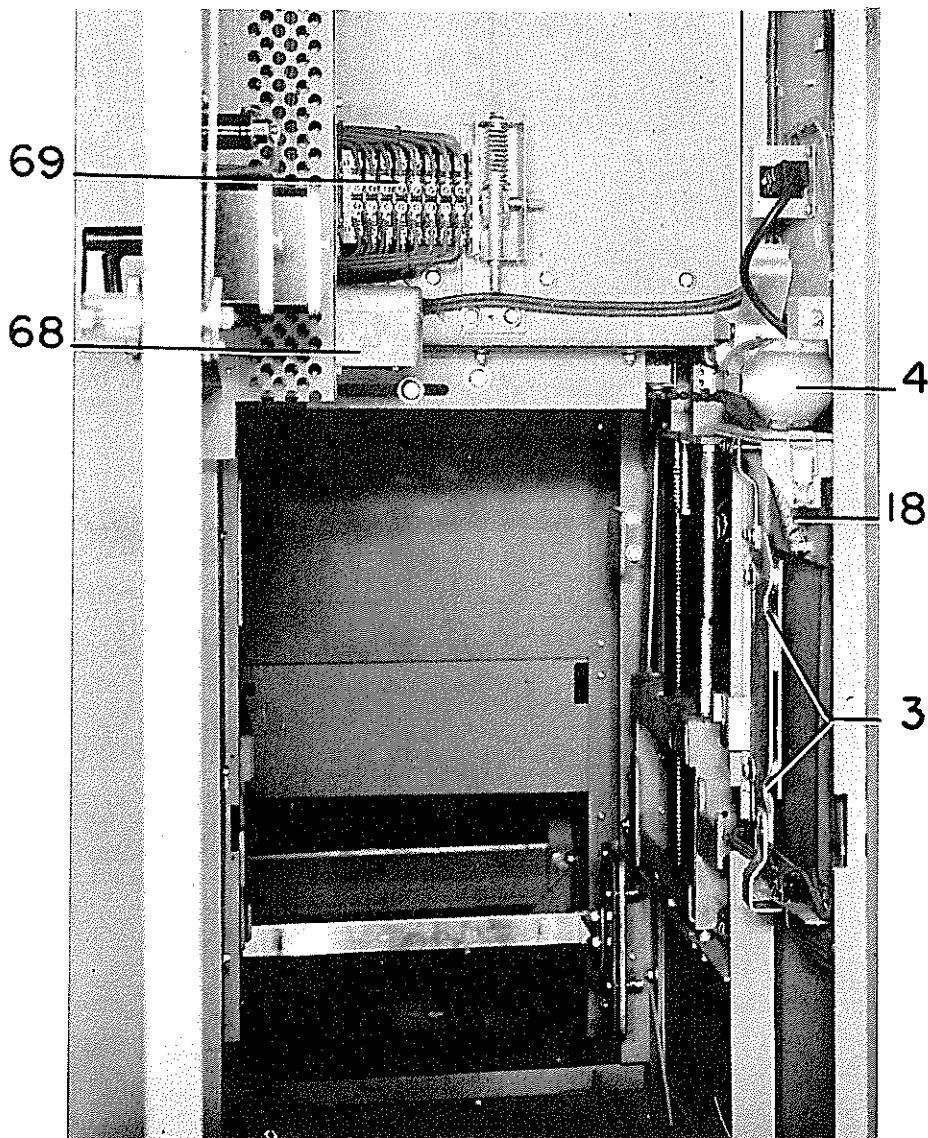


FIG. 30A VIEW SHOWING ELEVATING MECHANISM MOTOR AND CONTROL UNIT

## NOTES