CLASS A-210 REVERSING DRIVE

SYSTEMS TESTS AND ADJUSTMENTS

A. INITIAL ADJUSTMENTS

1. Power OFF
   a. Open main power disconnect 1SW.
   b. Master switch in OFF or all pendant buttons released.
   c. Hand operate contactors to insure freedom of movement.
   d. Check all connections for tightness.

2. Power ON
   a. Close main disconnect 1SW.
   b. Push RESET button. Master relay MR and main contactor M pick up and seal in.
   c. The drive is now in a standby condition.

B. RUNNING THE DRIVE

When starting the drive, be sure the drive is well clear of any travel limits. Move the control forward, and observe that the brake (if used) releases, and that the drive moves in the forward direction. If the drive moves in the reverse direction, interchange motor leads T1 and T3.

C. STOPPING THE DRIVE

Moving the control to the OFF position will de-energize the directional contactor, and de-energize the motor.

If there is no brake, the drive will coast to a stop.

If there is an instantaneous brake, the drive will brake to a stop.

D. LIMIT SWITCHES (IF USED)

Run the drive into the forward limit switch. Drive will de-energize. Return the control to OFF. The drive will not energize if the drive is moved in the forward direction, but will power out of the overtravel if the control is moved in the reverse direction.

The reverse limit switch should be set up in the same manner as the forward limit switch.

DESCRIPTION OF OPERATION

The Class A-210 drive is a magnetic, reversing, across the line starter.

A. RUNNING THE DRIVE

Moving the control to the forward position energizes the forward directional contactor, and the drive moves forward. Moving the control to the reverse position energizes the reverse directional contactor, and the drive moves in the reverse direction.

B. STOPPING THE DRIVE

Moving the control to OFF de-energizes the motor. If no brake is used, the drive coasts to a stop. If a brake is used, the drive brakes to a stop.

C. LIMIT SWITCHES (IF USED)

If a limit switch is tripped, return the master switch to OFF or release control button. The drive can be energized only in a direction to back out of the overtravel.

D. PROTECTIVE FEATURES

The motor is protected from overload by the overload relay. If an overload occurs, a contact of the overload relay opens, and de-energizes the drive.

TROUBLESHOOTING

A. MAIN CIRCUITS

If motor amperes are appreciably different from normal, check motor circuit wiring for completeness and agreement with schematic diagram.

B. BRAKE (IF USED)

If brake does not release, check for mechanical binding, coil excitation when the brake contactor is picked up, or circuit continuity.

C. GENERAL

If the drive is malfunctioning from one of the above causes, the adjustment procedure outlined in the Systems Tests and Adjustments section should be followed in detail.