



INSTRUCTIONS

CONTROL RELAY

CAT. NO. NH

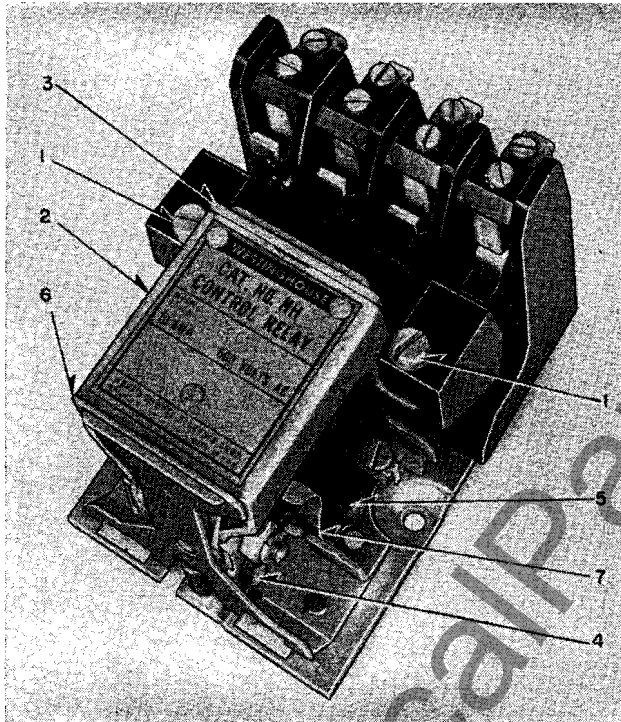


FIG. 1. Cat. No. NH Control Relay

THE NH CONTROL RELAY is an a-c multipole contactor actuated by a vertical operating, spring loaded, rocker-type magnet mechanism, using hardened knife-edge bearings, which provide a smooth, free action. Positive knife contact opening is assured by kickout-spring loading of the operating mechanism. Easy inspection and maintenance is afforded by the unique assembly of the moving parts.

These contactors are available in 2 to 6 pole forms with any complement of normally open and normally closed contacts required.

Contacts may be easily changed from N.O. (normally open) to N.C. (normally closed) and vice-versa so that stock relays may be readily converted by the user for special applications.

Pressure-type connectors on all terminals permit the use of either solid or stranded wire without soldered joints or looped wire.

RATINGS

| | |
|--------------------------------|-------------------|
| Maximum Amps..... | 10 Amperes |
| Maximum Volts..... | 600 Volts |
| A-C Interrupting Capacity..... | 7500 Volt-Amperes |
| D-C Interrupting Capacity..... | 50 Volt-Amperes |
| (Inductive Load 1 Amp Max.) | |

MAINTENANCE

The sealing surfaces of magnet and armature should be kept clean and free from greasy deposits which might cause the relay to stick in the closed position. No lubrication is required and the solid silver contacts do not require filing; discoloration and slight pitting of contacts is a normal condition.

Changing Coils. (Refer to Fig. 1) — After disconnecting leads to coil terminals, remove crossbar mounting screws (1) and remove crossbar assembly complete with moving contacts. Next, disengage armature bracket (2) from upper bearing arm (3) by applying pressure with thumbs to upper part of nameplate until the tongue on the bearing arm is freed from the hole in the armature bracket. The armature bracket (2) can then be swung outward and downward until the center leg of the armature (4) clears the coil (5).

The armature bracket (2) and the lower bearing arm (6) may now be disengaged by applying pressure to lower part of the nameplate until the tongue on the bearing arm (6) is freed from the hole in the armature bracket as before. The coil retaining springs (7) may now be swung outward allowing the coil to be removed.

To reassemble follow the same procedure except in reverse order making sure that pin (20) Fig. 3 engages hole in crossbar for all N.C. contacts.

Changing Contacts From N.O. To N.C. (Refer to Figs. 2 and 3) — To change N.O. contact, Fig. 2, to N.C. position per Fig. 3, first remove crossbar mounting screws (1) and withdraw crossbar (8). Second, remove front stationary contact mounting screw (9) and front stationary contact (10). Third, remove contact saddle mounting screw (11); invert the complete moving contact assembly and secure it in place in the molded contact base per Fig. 3 using the same screw (11) as before. Replace the front stationary contact (10) and operate the contact manually a few times to make sure it is free. Replace the crossbar assembly (8) and screws (1), making sure that pin (20) Fig. 3 engages hole in crossbar.

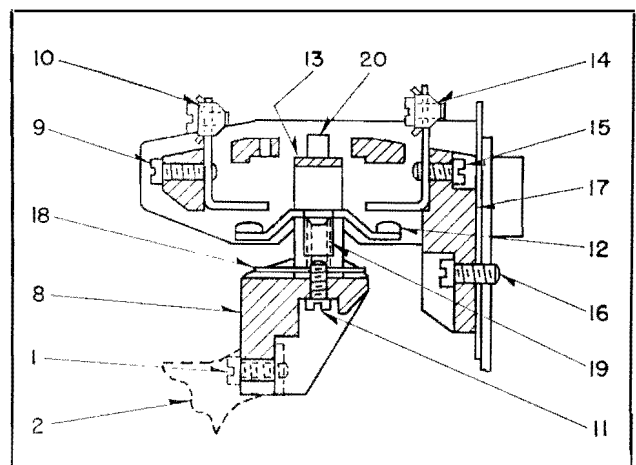


FIG. 2. Typical Normally Open Contact in De-Energized Position

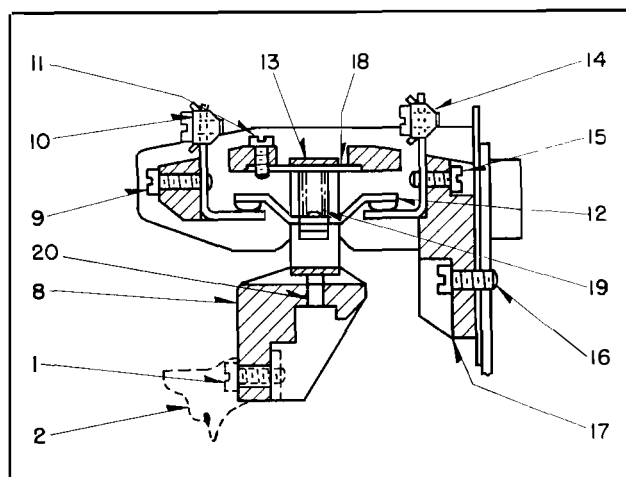


FIG. 3. Typical Normally Closed Contact in De-Energized Position

This completes the changeover from N.O. to N.C. position. The change back to N.O. position is accomplished by following the same procedure in reverse order with this special precaution:

Important. Be sure to tighten the moving contact saddle mounting screw (11) securely to avoid loosening in service.

INSPECTION

Normally Open Contacts. (See Fig. 2) Inspection of N.O. contacts is accomplished by removing the two crossbar mounting screws (1), whereupon the crossbar (8), complete with the moving contacts, may be removed and all contacts are accessible.

The moving contacts (12) are removed from the moving contact saddle (13) by twisting and sliding the contact endwise. The stationary contacts (10) and (14) are secured by screws (9) and (15) and before the rear stationary contacts can be removed, it is necessary to remove contact base mounting screws (16) and contact base (17).

Normally Closed Contacts. (See Fig. 3) Inspection of N.C. contacts is accomplished by first removing the crossbar mounting screws (1) and the molded crossbar (8) complete with any moving contacts that may be attached thereto. Next, the front stationary contact (10) and its mounting screw (9) are removed and screw (11) is removed, allowing the complete moving contact assembly to be taken out for inspection.

Removal of the rear stationary contact (14) is accomplished by first removing the base mounting screws (16) and the molded contact base (17) whereupon the contact mounting screws (15) become accessible for removal.

PRINCIPAL RENEWAL PARTS

| | |
|---------------------------------------|---------------|
| Renewal Contact Kit (1 Pole)..... | S# 1739 593 |
| Stationary Contact—Front (10)..... | 19C1154P3 |
| Stationary Contact—Rear (14)..... | 19C1154P3 |
| Moving Contact Assembly complete..... | S# 1739 594 |
| Moving Contact (12)..... | S# 133A107G01 |
| Contact Saddle (13)..... | S# 206B225G04 |
| Saddle Guide (18)..... | S# 206B225H04 |
| Contact Spring (19)..... | S# 134A065H01 |

For other parts, refer to Renewal Parts Catalog.

RELAY IDENTIFICATION

The relay complete with coil is identified by catalog number and by style number (which appear on carton label and in price form) and consists of the mechanical parts (identified by style number which appears on relay nameplate) plus the appropriate coil for the voltage and frequency of operation.

The coil style appears on the coil label along with the voltage and frequency rating of the coil.

Catalog numbers, complete style and coil styles listed in the following table may be used in ordering either the complete relay with coil or the coils only for all standard voltages and frequencies.

Caution: When ordering relay, specify contact arrangement.

STYLE IDENTIFICATION

| COIL STYLES | | | |
|-----------------------|--------|------------------------|-------------------------|
| VOLTS | CYCLES | 1 TO 4 POLE COIL STYLE | 5 AND 6 POLE COIL STYLE |
| 110 | 60 | 1720 611 | 1739 601 |
| 208 | 60 | 1720 612 | 1739 602 |
| 220 | 60 | | |
| 380 | 50 | 1720 613 | 1739 603 |
| 440 | 60 | | |
| 550 | 60 | 1720 614 | 1739 604 |
| 600 | 60 | 1720 615 | 1739 605 |
| 110 | 50 | 1720 616 | 1739 606 |
| 220 | 50 | 1720 617 | 1739 607 |
| 440 | 50 | 1720 618 | 1739 608 |
| 550 | 50 | 1720 619 | 1739 609 |
| 440 | 25 | 1720 620 | 1739 610 |
| 550 | 25 | 1720 621 | 1739 611 |
| 110 | 25 | 1740 714 | 1740 716 |
| 220 | 25 | 1740 715 | 1740 717 |
| COMPLETE RELAY STYLES | | | |
| VOLTS | CYCLES | CAT. NO. | COMPLETE RELAY STYLE |
| 110 | 60 | NH 20A | 1739 613 |
| 110 | 60 | NH 30A | 1739 646 |
| 110 | 60 | NH 40A | 1739 690 |
| 110 | 60 | NH 50A | 1739 745 |
| 110 | 60 | NH 60A | 1739 811 |

For complete listing of N.O. and N.C. contact combinations with various coil ratings, refer to catalog or to nearest Westinghouse Office.



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BEAVER PLANT • STANDARD CONTROL DIVISION • BEAVER, PA.

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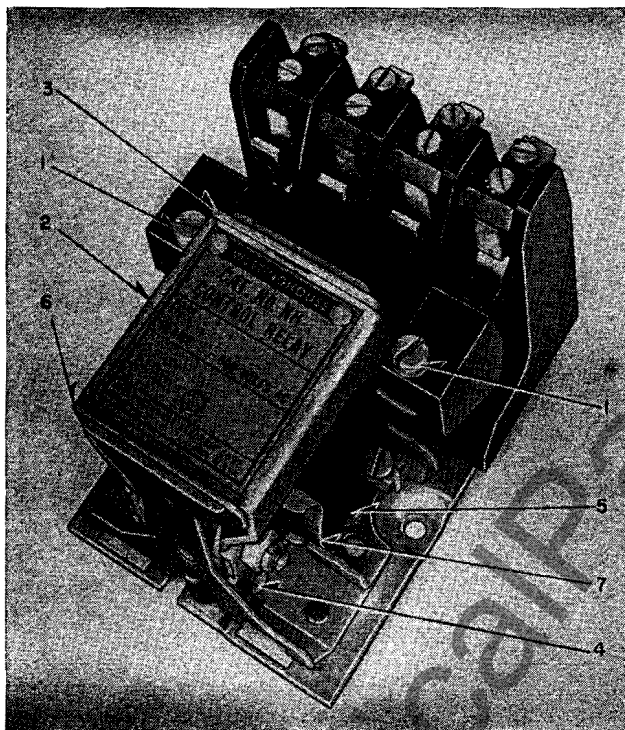


FIG. 1. Cat. No. NH Control Relay

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These contactors are available in 2 to 6 pole forms with any complement of normally open and normally closed contacts required.

Contacts may be easily changed from N.O. (normally open) to N.C. (normally closed) and vice-versa so that stock relays may be readily converted by the user for special applications.

Pressure-type connectors on all terminals permit the use of either solid or stranded wire without soldered joints or looped wire.

RATINGS

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|--------------------------------|-------------------|
| Maximum Amps..... | 10 Amperes |
| Maximum Volts..... | 600 Volts |
| A-C Interrupting Capacity..... | 7500 Volt-Amperes |
| D-C Interrupting Capacity..... | 50 Volt-Amperes |
| (Inductive Load 1 Amp Max.) | |

MAINTENANCE

The sealing surfaces of magnet and armature should be kept clean and free from greasy deposits which might cause the relay to stick in the closed position. No lubrication is required and the solid silver contacts do not require filing; discoloration and slight pitting of contacts is a normal condition.

Changing Coils. (Refer to Fig. 1) — After disconnecting leads to coil terminals, remove crossbar mounting screws (1) and remove crossbar assembly complete with moving contacts. Next, disengage armature bracket (2) from upper bearing arm (3) by applying pressure with thumbs to upper part of nameplate until the tongue on the bearing arm is freed from the hole in the armature bracket. The armature bracket (2) can then be swung outward and downward until the center leg of the armature (4) clears the coil (5).

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To reassemble follow the same procedure except in reverse order making sure that pin (20) Fig. 3 engages hole in crossbar for all N.C. contacts.

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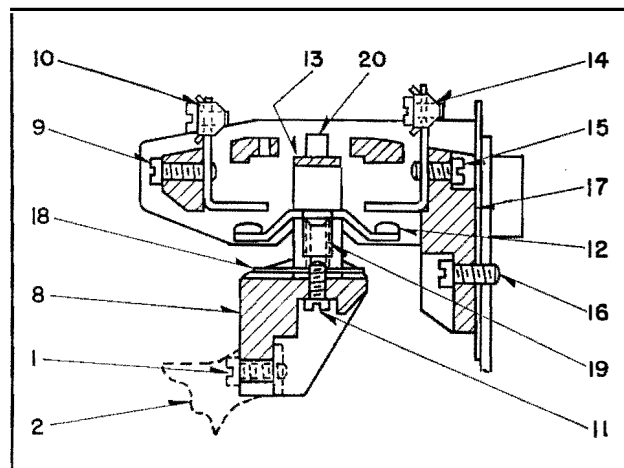


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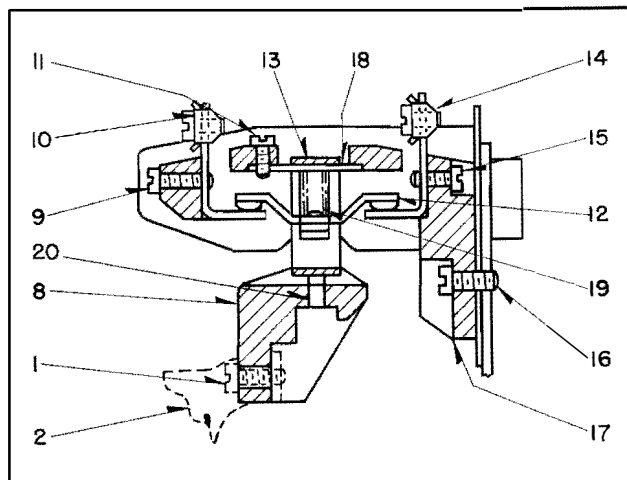


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| COMPLETE RELAY STYLES | | | |
| VOLTS | CYCLES | CAT. NO. | COMPLETE RELAY STYLE |
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| 110 | 60 | NH 30A | 1739 646 |
| 110 | 60 | NH 40A | 1739 690 |
| 110 | 60 | NH 50A | 1739 745 |
| 110 | 60 | NH 60A | 1739 811 |

For complete listing of N.O. and N.C. contact combinations with various coil ratings, refer to catalog or to nearest Westinghouse Office.



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