

MOTOR STOP ALARM ROUTINE

NO. 1 CROSSBAR OFFICES

1. GENERAL

- 1.01 This section outlines the procedures to be followed in handling motor stop alarms.
- 1.02 This section is reissued to bring it in conformity with other material in the Plant Series. In this process marginal arrows have been omitted.
- 1.03 These alarms are brought in when a motor stops or slows down enough to close the normally open contacts of the motor stop alarm mechanism.
- 1.04 Whenever a motor stops or slows down enough to close the motor stop alarm contacts, an MS lamp is lighted at the floor alarm cabinet, the white aisle pilot lamp is lighted and the major audible alarm is sounded.
- 1.05 When a motor stops, the interrupters on the frame cease to function and service reactions occur. It is therefore necessary to take immediate action as outlined in Section 216-433-301 covering taking interrupter frames out of service.

2. APPARATUS

- 2.01 Supply of cartridge type fuses of proper type and capacity.
- 2.02 One emergency motor.

3. METHOD

- 3.01 When the interrupter frame motor stop lamps are lighted and the major audible alarm is sounded, operate the MS key associated with the lighted MS lamp at the floor alarm cabinet to extinguish the lamps and retire the major audible alarm. The operation of the MS key will also light the MG lamp at the floor alarm cabinet.
- 3.02 Remove the a-c and d-c plugs from their associated outlets. Do not pull on the connecting leads when removing the plugs, hold the plugs themselves.

3.03 Check the motor, gears and shafts by turning the motor coupling by hand to determine whether bind exists in the apparatus. If no bind is present, proceed as outlined in 3.08.

3.04 If the apparatus appears to bind, back off the motor from the drive.

3.05 Turn the motor coupling by hand to determine whether the bind is in the motor. If bind is present or if the motor appears defective, remove it from the motor bracket. Test the emergency motor to determine that it operates satisfactorily on direct and alternating current.

3.06 Turn the drive coupling by hand to determine whether binds exist in the drive or shaft. If bind is present, clear it in accordance with local instructions.

3.07 Remount the motor on the motor bracket and engage the motor and drive couplings. Insert the d-c and a-c plugs into their associated outlets.

3.08 If the motor and drive operate freely or if the trouble has been cleared, insert the d-c and a-c plugs into their associated outlets. Remove the Saf-to-Fuse a-c and d-c heads (consisting of both fuse and fuse holder) from the motor fuse box. Replace the fuses.

3.09 Insert the d-c head into the fuse box. If the motor fails to operate, check the wiring. If defective, repair it.

3.10 With the motor running up to speed, note that the MS and aisle pilot lamps light and the major audible alarm is sounded.

3.11 Insert the a-c head into the fuse box and note that the motor transfers to alternating current operation. This may be tested by momentarily removing the d-c head. If the motor does not transfer, refer the matter to the power man.

4. REPORTS

- 4.01 The required record of these alarms should be entered on the proper form.