

Type LF-50H430L Contactor

High Voltage, Mechanically Latched, Air Break



I. L. 16-200-5

DESCRIPTION

Application

The Type LF-50H430L contactor is a mechanically latched contactor for use in applications, such as transformer feeder circuits, where it is desirable to have the contactor remain closed even though the control circuit voltage may momentarily dip or fail completely.

The Type LF-50H430L contactor is a NEMA size H3 contactor for use on 50-60 cycles with horsepower ratings up to 3000

HP as shown in Table 1. The Type LF-50H430L contactor has a maximum 8 hour open rating of 400 amperes, but may also be used where NEMA ratings of 100 or 200 amperes are required.

The Type LF-50H430L contactor has an interrupting rating of 50,000 KVA, but when used in NEMA class E2 controllers, where current limiting fuses limit and interrupt short circuit current, the Type LF-50H430L contactor may be used on circuits having short circuit capacities up to 350,000 KVA as shown in Table 1.

RATING TABLE 1

Contactor 8 Hour Rating (Amperes)		System Voltage	Horsepower Rating			Controller Interrupting Capacity -- 3 Phase Symmetrical KVA	
			Synchronous Motor		Induction Motor		
Open	Enclosed		100% P.F.	80% P.F.		NEMA E 1	NEMA E 2
400	360	2200-2500	1750	1500	1500	50,000	200,000
400	360	4000-5000	3000	2500	2500	50,000	350,000

General Description

The Type LF-50H430L contactor is closed by means of an intermittently rated d-c magnet. After the main contacts close, the magnet armature is mechanically latched in the "closed" position following which the closing coil is de-energized.

In the "latched" position, the contactor will remain closed until the "Trip" magnet is energized to disengage the armature latch. The "Trip" magnet is an intermittently rated device which may be operated on either a-c or d-c power.

The Type LF-50H430L contactor employs single break contacts with weld resisting silver alloy faces, and series connected electromagnetic blowout coils. The moving contact assemblies are mounted on molded insulating supports attached to a

round steel shaft, which is supported by self-aligning ball bearings mounted in vertical end plates. The stationary contact assemblies together with blowout coils and iron are mounted on molded insulating supports which are in turn bolted to a molded cross member supported between the contactor end plates. Magnetic blowout cores are mounted loosely in their supports, permitting the blowout pole pieces to be rotated up out of the way when work is to be performed on the contact assemblies or shunts.

Arc resistant and flame retarding insulating barriers are mounted between phases and also between the two outside poles and the contactor end plates.

Operating Mechanism

In order to isolate the low voltage control

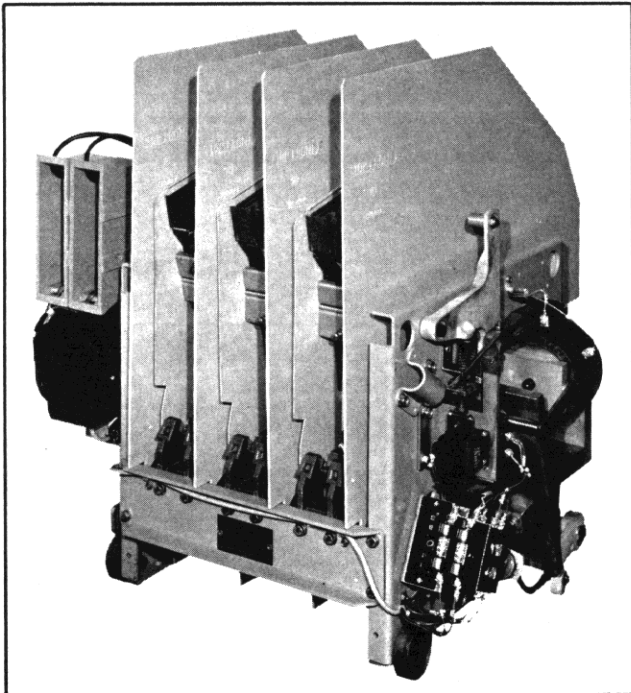


Figure 1 Type LF-50H430L Contactor

circuits from parts energized by high voltages and to achieve maximum accessibility, the operating magnets and latch mechanism are mounted on the outside of the right hand end plate. The closing magnet armature is clamped to an uninsulated portion of the main moving contact shaft, which projects through the right hand contactor end plate. The magnet armature is adjusted and locked in position

by means of an adjusting bolt, with lock-nut, which engages an operating arm clamped and keyed to the same shaft. This adjustment controls the main contact over-travel so that both measurement and adjustment of contact over-travel is made simply, and in a most accessible location.

When an a-c control circuit is used, a rectifier to convert the a-c control power to d-c power for the coils, must be provided. No provision is made for mounting this detail on the contactor. Silicon rectifiers for this purpose may be ordered by referring to the appropriate style number as listed in Table 2. The operating coil and electrical interlock wiring is terminated at a plug mounted on the right hand end-plate. Contactors which are to be used as part of an "Ampgard" starter may in addition be supplied with control transformer, fuses, and miscellaneous mechanical details to provide mechanical interlocking with the isolating switch, with other contactors, and to latch the contactor in place within the starter enclosure.

Contact Structure

The stationary contact assemblies comprise three molded insulators on which are mounted the following:

- (a) Stationary contact support.
- (b) Blowout coil.

RATING TABLE 2

AC Control Voltage	Nominal Coil Voltage	Rectifier Unit S #	Coil S #	Application
115-120	100 D-C	657C780G01	658C651G01	Close
230-240	200 D-C	657C780G02	658C651G02	Close
---	230/250 D-C	---	658C651G03	Close
115-120	120 60 Cy	---	*296B892G22	Trip
	100 D-C	657C780G01		
230-240	240 60 Cy	---	*296B892G23	Trip
	200 D-C	657C780G02		

*Plunger Guides S#197A758H01 Req. 2 should be replaced when a new coil is installed.

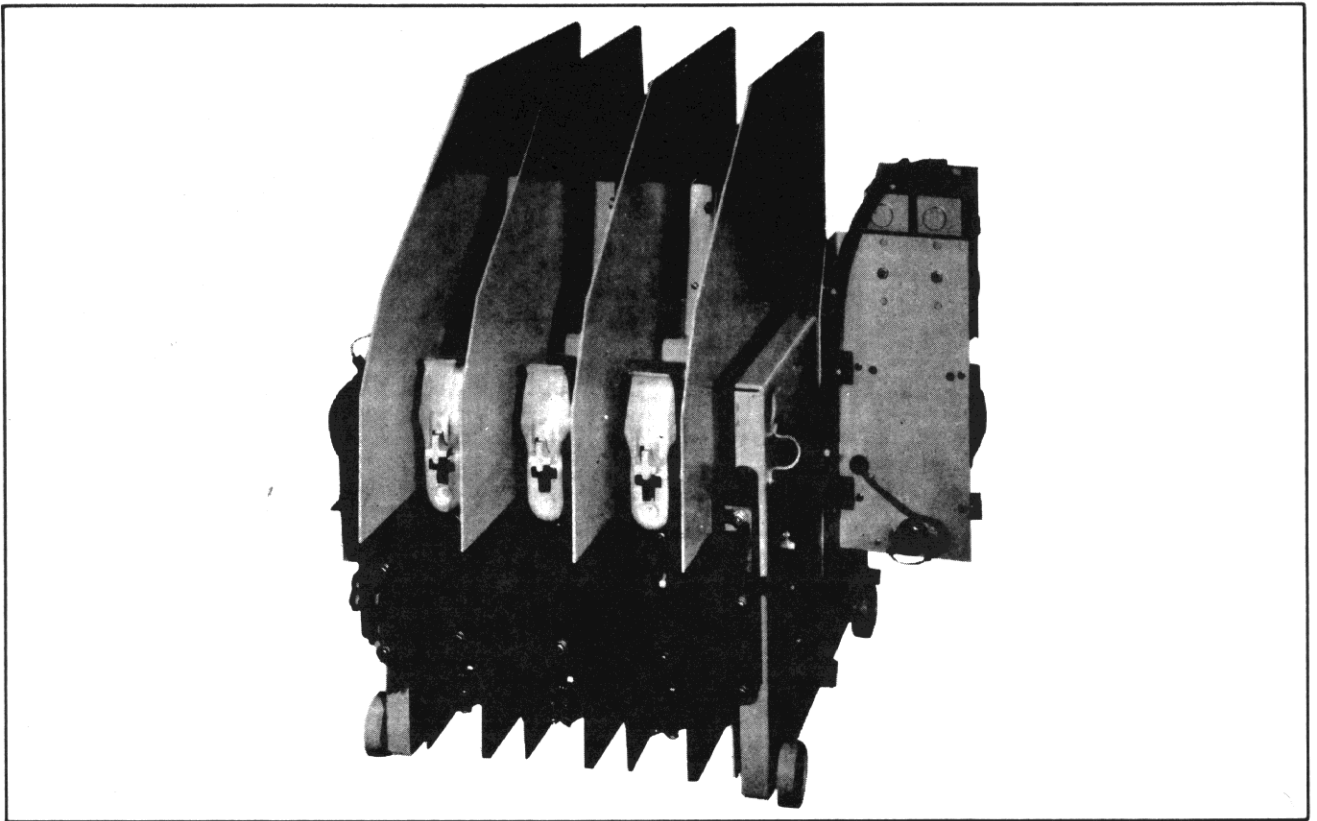


Figure 2 Rear View of Type LF-50H430L Contactor

- (c) Blowout iron assembly.
- (d) The fuse jaw for the load side of current limiting fuses when the contactor is to be built into a fused controller.
- (e) Bolt-on or stab type line terminals when the contactor is to be used without fuses.
- (f) Stab type load connectors.

Removable contact tips bolt to the stationary contact support member and have thick weld resisting silver alloy faces.

Spring loaded moving support assemblies are provided with tapped holes for bolting the removable contact tips and flexible shunt connection in place. The removable contact tips for the moving contact assemblies are identical to the stationary contact tips.

Arc Chute

The arc chute assemblies consist of a single cemented grid stack, molded muffler, arc resisting ceramic arc shields, and

metal arc horns, bolted and clamped securely in place between arc and flame retarding arc chute sides. The arc chutes are supported by and pivoted on molded insulators mounted on a steel cross member bolted to the front flanges of the contactor end plates. The arc chutes may be rotated out of their normal operating position or lifted off their pivot points to provide convenient access for contact inspection or replacement. When the arc chutes are in their normal operating position, electrical connections to the arc horns, mounted within the arc chutes, are completed through knife jaw assemblies mounted adjacent to the moving and stationary contacts.

In the operating position, the arc chute grid stacks are tilted slightly forward at an angle so that hot gases, generated during arc interruption, are directed towards the front of the starter enclosure, and away from the vicinity of energized components and connections.

Electrical Interlocks

Two type L-64 electrical interlocks are mounted in front of the closing magnet to provide a maximum of four auxiliary circuits. One of these circuits is used as a "cutoff" switch for the "Trip" coil and the three remaining circuits are for use in the starter control circuits.

Any combination of normally open or normally closed circuits are made available by selection of the appropriate style of interlock assembly in each instance.

Actuation of the interlocks is by a pushrod attached to the armature adjusting casting mounted on the uninsulated portion of the moving contact shaft. The pushrod carries an adjustable operating disc that operates the type L-64 interlock plungers.

A third type L-64 electrical interlock with two normally closed contacts is mounted on the rear of the "Trip" magnet and is used as a "cutoff" switch for the closing magnet.

L-64 INTERLOCKS

Interlock Style	Circuit Combination Provided by One Interlock Assembly
843D943G04	One normally open, one normally closed
843D943G05	Two normally open
843D943G06	Two normally closed

MAINTENANCE AND REPAIR

The following sections describe the recommended maintenance and repair procedures including details of the various contact gaps and forces, etc.

General

A maintenance program should be established as soon as the contactor is installed and put into operation. After the contactor has been inspected a number of times at

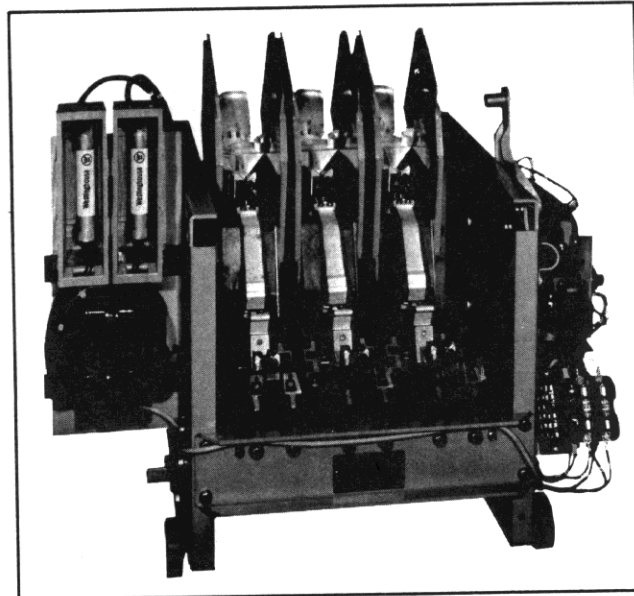


Figure 3 Front View of Main Contacts and Shunts

monthly intervals, and the condition noted, the frequency of inspection can be increased or decreased to suit the conditions found, since this will depend upon the severity of the contactor duty.

All work on this contactor should be done with the main circuit disconnect device open, and using a separate source of control power to operate the magnet.

Handling

Lifting holes are provided at the top edge of both right and left hand end plates for use with lifting hooks or ropes. Remove the outer phase barriers to obtain full access.

Contactors which are to be used in "Ampgard" starters are supplied with wheels and provision for inserting a short length of standard 3/4" pipe in the contactor end plate to aid in moving the contactor about.

For further "Ampgard" starter details see I.L. 11-202-3.

Insulation Level

After installation, and before energizing the contactor for the first time, the insulation resistance between poles and from each pole

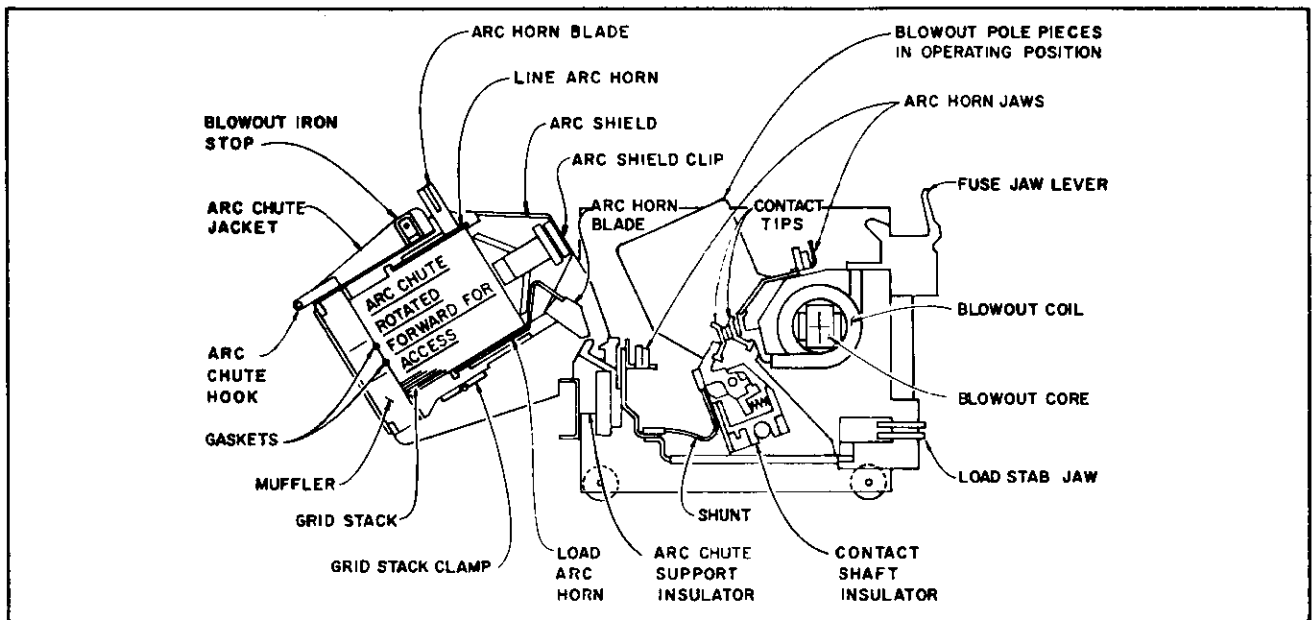


Figure 4

to ground should be measured and recorded. It is not practical to specify an absolute value for this reading since it is dependent on other connected apparatus, and conditions of service. However, any unusually low reading or abrupt reduction in this reading would indicate a possible source of trouble, and the cause should be established and corrected.

Main Contacts and Shunts

For visual inspection of the contacts and shunts the arc chutes may be rotated forward out of the normal operating position as shown in Figure 4.

The general condition of the connectors and shunts should be noted, especially any discoloration which would indicate excessive heating due to loose hardware, high current, or low contact force. Since silver alloy contact faces are used, dressing or filing of the contacts is not required.

To obtain access to the contacts and shunts for tightening or replacement, remove the phase barriers and arc chutes and rotate the magnetic blowout pole pieces upward to the vertical position as shown in Figures 3 and 5.

When replacing contacts, make sure that they sit flat against the contact supports and tighten the bolts firmly until the lock-washers are fully compressed. Bolts used to hold the contacts in place and also those used to make main circuit connections should be high strength S.A.E. grade 8 which is indicated by six radial marks on the bolt head.

Check, and if necessary, adjust the contact forces and overtravel, and see that all contacts touch simultaneously, using the following procedure:

1. Move the contacts to the contact touch position by hand and check to see that

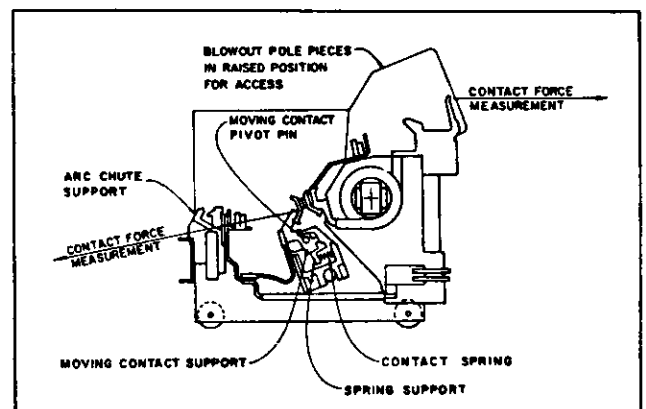


Figure 5

moving and stationary contacts line-up within $1/32"$.

Lateral adjustments of the moving contacts may be made by loosening the $5/16"$ bolt attaching the molded spring support to the moving contact support and sliding the moving contact support to the left or right on the pivot pin as required to obtain proper contact alignment. Following this adjustment the $5/16"$ bolt must be re-tightened before proceeding with the remaining contact adjustments.

2. Again move the contacts to contact touch position by hand and check to see that all contacts touch simultaneously within $1/32$ in.

3. Check initial contact forces. Contact forces measured at the heel of contact inlays as shown in Figure 5 are as follows:

18 to 22 Lbs. initial
31 to 38 Lbs. final

To measure the initial force the armature should be blocked within $1/16$ - $1/8"$ of the contact touch point. Force is then conveniently measured by looping a piece of string around the heel of the moving contact face and pulling in a direction perpendicular to the contact face as indicated in Figure 5. A small piece of cardboard or wood approximately 3" long should be suspended between the two strands of string to avoid interference with the arc chute support insulator.

4. In the event initial contact forces or contact touch points are not within allowable limits, adjustment may be made by increasing or decreasing the number of flat washers under the stop bracket mounting lugs as shown in Figure 6.

Since this adjustment affects both the initial contact force and touch point simultaneously both contact force and touch point must be re-checked following an adjustment.

Check, and if necessary adjust contact overtravel. Overtravel is measured at point "X" of Figure 7 at the tip of the magnet armature. With new contacts this dimension

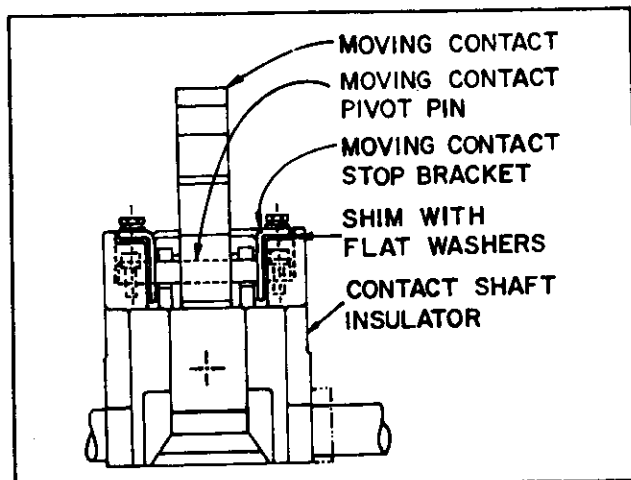


Figure 6

should be $21/32 \pm 1/64"$ when the main contacts are at the touch point. Contact overtravel adjustment is made as follows:

1. Loosen the two bolts at "A" in Figure 7 which clamp magnet armature to shaft.
2. Block the magnet armature in the contact touch position.
3. Adjust bolt "B" in Figure 7 as required to obtain the $21/32 \pm 1/64"$ overtravel dimension at point "X". With this adjustment contact open gap should be $1" \pm 1/8"$ measured at the heel of contact faces when the armature is resting against the stop pin.

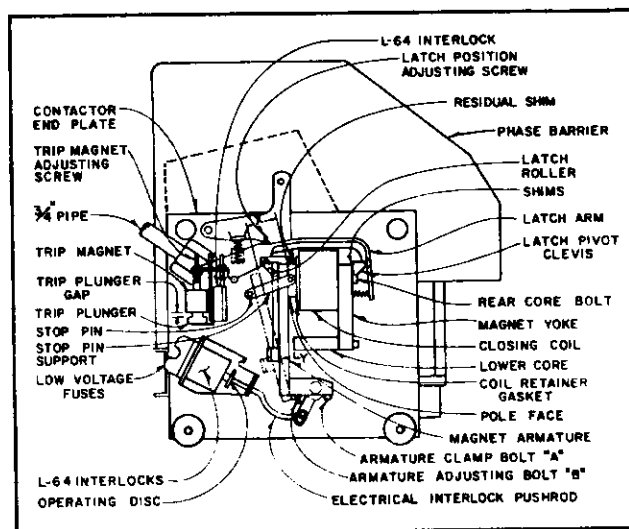


Figure 7

4. Re-tighten the two bolts at "A" and locking nut on bolt "B".

As the contact faces become worn the overtravel dimension will gradually decrease. When the $21/32$ gap at "X" has decreased to $5/32$ with all three main contacts touching, the main contacts should be replaced.

The procedures outlined above, provided they are done when new contacts are fitted, will automatically set the contact forces; however, the contact forces should be checked as a matter of routine. Failure of contact forces to fall within limits would indicate the following:

- (a) An incorrect overtravel adjustment (final force only).
- (b) Weak, broken or incorrect contact springs.
- (c) Incorrect adjustment of the moving contact stop bracket.

Examine the lower fuse finger mounted at the rear of the stationary contact support. The contact surface should be clean, and the fuse finger should pivot smoothly. Check the initial spring force. Measured at the point of contact with the fuse, this initial force should be 30 to 40 lbs.

Operating Mechanism

In carrying out general inspections, operate the magnet armatures and latch arm by hand. Any friction in these moving parts should be investigated and corrected.

The previous section dealing with main contact overtravel, also covered the principle closing magnet adjustment since this controls the contact overtravel. Check that the armature seats squarely without hitting the magnet pole face bolts, and that a $3/32$ to $5/32$ gap at point "Y" of Figure 7 has been maintained.

The armature holding latch is adjusted as follows:

- (a) Add or subtract .012 thick shims between latch pivot clevis and closing

magnet yoke as required to make the corner of latch arm clear the extreme projection of latch roller by $.031 \pm .012$ ", when the latch arm drops into the latched position and the closing magnet armature is tight against the pole face.

- (b) Set the "Trip" magnet adjusting screw to release the closing armature when the "Trip" plunger gap is .060".

- (c) With the armature latch engaged, set the latch position adjusting screw so that the trip magnet plunger strikes the trip magnet adjusting screw when the trip magnet plunger gap is $.375 \pm .031$ ".

- (d) The vertical pull required on the trip magnet plunger to release the latch should be 5 to 8 lbs.

Replacing Coils

To change operating coils, proceed as follows:

Closing Coil

1. Disconnect the leads from the coil terminals.
2. Remove the two $3/8$ "-16 Allen head cap screws used to attach the magnet pole face to the contactor end plate and armature stop pin support.
3. Remove the rear core bolt attaching the core to the magnet yoke and remove the core and coil assembly from the magnet frame.
4. Install the new coil on the core assembly being sure the residual shim and coil retainer gasket are mounted as shown in Figure 7.
5. Re-install the core assembly by reversing the above disassembly procedure.

Trip Coil

1. Disconnect the coil leads.
2. Remove the four #8 screws from the

mounting flanges of the trip magnet and remove the trip magnet assembly.

3. Using care not to bend or distort magnet parts, the roll pin bridging the plunger legs should next be pressed out to permit removal of the plunger. The retaining hook at one end of the plunger guides should then be straightened out to permit removal of the plunger guides following which the coil may be removed.

4. The new coil, new plunger guides, plunger and roll pin should now be restored in order being sure to bend over the ends of the plunger guides and inspect the completed assembly to make sure the plunger can slide freely without friction, sticking, or interference of any kind.

5. Re-check latch adjustments.

Arc Chutes

Usually, the arc chutes require little or no maintenance, but it is convenient to check them whenever the main contacts are examined or changed.

With the arc chutes pulled forward out of the operating position, examine the arc horns and the insulating supports for excessive arc erosion; also examine the arc shields at each side of the arc chute and the grid stack assembly for either excessive arc erosion or metal deposits, and for cracks. Examine the two knife switch blades at the ends of the arc horns, and the corresponding knife switch jaws mounted adjacent to the contacts, to ensure good contact surfaces. Note the deflection of the knife switch jaws when the blade is engaged since this deflection indicates the presence of contact pressure. Note that these knife switch assemblies carry current only while an interruption is taking place.

Arc chutes can be removed completely by first rotating them forward toward the front, as shown in Figure 4, and then lifting upward until the horizontal pivot bolt comes free. It is not necessary to loosen hardware to remove the arc chutes.

In the event arc shields are to be removed for cleaning or replacement this may be done without disassembling the arc chute simply by removing the two screws and spring clips which hold the arc shields in place and sliding the arc shields out the bottom of the arc box.

If more minute examination is desired, or if, after prolonged use, there is sufficient arc erosion to require replacement of parts, the arc chutes may be dismantled as follows:

1. Refer to Figure 4 and loosen the grid stack clamping screw.
2. With the right hand arc chute side facing upwards, remove the hardware from the three 1/4-20 bolts along the flanged joint and also from the three long bolts passing through the arc chute. Remove the two #10-32 screws next to the flange and lift the top half of the arc chute off.
3. The two arc horn assemblies, the grid stack and muffler can now be lifted out, and the two screws holding the arc shields can be removed if arc shield replacement is necessary.
4. The arc horns are mounted on their supports by two #10-32 screws. These too can now be removed.

This completes the dismantling of the arc chute.

To reassemble the arc chute continue as follows:

1. Attach the arc shields to the arc box sides using #10-32 screws and spring clips.
2. Lay the left hand arc chute side on a flat surface with the three long through bolts pointing up in the air.
3. Attach the arc horns to the molded arc horn insulators using two #10-32 screws.
4. Bolt the arc chute muffler to the end of the line arc horn insulator using the long

#10-32 self locking screw and allowing a gap of approximately 1/8 in. between the two moldings.

5. Lay the line arc horn and muffler sub-assembly in place on the left hand arc chute side and bolt the arc horn Insulator to the arc chute side using a #10-32 screw.

6. Lay the grid stack, grid stack clamp, and load arc horn sub-assemblies in place with the long 1/4-20 through bolts passing through the hole in arc horn knife blade and through the indentation in grid stack clamp.

7. Lay the right hand arc chute side in place on the left hand side and bolt the two arc chute sides together finger tight at their flanges using 1/4-20 hardware and including the steel arc chute hook and molded blowout iron stops. The right hand arc chute side should now be bolted to the line arc horn insulator using a #10-32 screw. The 1/4-20 hardware along the arc chute flanges should now be tightened.

8. Install hardware on the long through bolts finger tight and bolt the front end of muffler to the load arc horn using a long #10-32 screw together with wide flat washers and locknuts.

9. The #10-32 screws at ends of the muffler should now be tightened down as required to compress the two gaskets, in the center of the muffler, against the end of the grid stack. This will usually allow a 1/16" gap between the muffler and molded arc horn insulators.

10. Tighten the 1/4-20 screw in the grid stack clamping plate until the load arc horn assembly and grid stack are clamped tightly in place. Now tighten the locking nut on the clamp screw and also the hardware on the two long 1/4"-20 bolts passing through the arc chutes.

11. Tighten the long 5/16"-18 pivot bolt hardware as required to provide a snug fit with the arc chute support insulator.

12. When new arc horns or arc horn jaws are installed they should be lubricated with

a thin film of silicone grease or vaseline to reduce sliding friction.

13. Return arc chutes to contactor by dropping pivot bolt into the slot of molded arc chute support as shown in Figure 4 and then rotate the arc chute into operating position as shown in Figure 1. When in the operating position arc horn blades should make at least 1/4" engagement with their respective arc horn jaws. In the event blowout pole pieces are not in their operating position, projections on the arc chute flanges will strike the pole pieces preventing the arc chute from being rotated into operating position. When the contactor is mounted in an "Ampgard" starter the arc chute will prevent the enclosure door and isolating switch from being closed if the blowout pole pieces are not in the operating position.

Following any inspection procedure, or after any maintenance work--BE SURE TO REPLACE the arc chutes and four large phase barriers and lower the magnetic blowout pole pieces to the operating position. Never energize the contactor at line potential without having arc chutes, phase barriers, and blowout iron in place.

Electrical Interlocks

The two type L-64 interlocks are mounted on a steel base which is in turn bolted to the right hand contactor and plate, in front of the magnet. It is very important to be sure the interlock plunger does not reach its solid stop before the contactor is fully closed. The interlock adjustment is properly set when the plunger can be depressed slightly beyond the position it takes when the magnet armature is fully sealed. This adjustment is effected by adjustment of the operating disc mounted on the pushrods.

A third type L-64 interlock with two normally closed contacts is mounted on the rear of the trip magnet assembly and is used as a cutoff switch for the closing magnet. This interlock is operated by

the armature latch and should be adjusted to have .10" contact gap when the armature latch is fully engaged.

For further details of the L-64 interlock, see I.L. 15-829-7.

RENEWAL PARTS

The following parts are most subject to wear in ordinary operation.

<u>Name of Part</u>	<u>Style No. of Part</u>	<u>No. Used</u>
Moving and stationary contact	316B948G01	6
Stationary contact assembly support	872D213H01	1
Stationary contact insulator	648J248H01	3
Side cover for above	872D210G01	3
Stationary contact support	657C760G01	3
Moving contact support	484B505G01	3
Moving contact pivot shaft	484B510H01	3
Moving contact stop	484B544H01	3
Moving contact spring support.	657C759H01	3
Moving contact spring	488A898H01	3
Moving contact shunt.	657C766G01	3
Blowout coil	657C761G01	3
Blowout coil core	657C753G01	3
Blowout coil core tube	484B450H01	3
Blowout coil pole piece-RH	872D211G01	3
Blowout coil pole piece-LH	872D211G02	3
Arc box assembly	490A813G10	3
Arc shield	872D200H01	6
Arc shield clip	484B511H01	6
Arc stack	636C347G02	3
Line arc horn.	872D216G01	3
Insulator for above	872D203H02	3
Load arc horn	872D216G02	3
Insulator for above	872D203H01	3
Muffler	872D202G01	3
Arc box support insulator	872D207H01	3
Arc switch jaw	316B932H01	6
Arc switch spring	316B934H01	6
Arc switch bracket.	316B943H01	6
Load stab.	657C773G01	3
Stationary magnet pole face	640C443H06	1
Operating coil retainer.	484B512G01	1
Magnet residual shim	484B501H01	1
Magnet armature.	657C754H03	1
Armature support casting	657C752H01	1
Adjusting lever for above	657C751H01	1
Contact shaft key.	316B929H03	1
Contact shaft bearing	430A762H01	2
L-64 interlock (electrical).	843D943G06	1
Drawout detent latch	657C775G01	1
Wheel.	484B506H01	4
Shoulder bolt for above	488A871H07	4
Armature latch.	872D229G01	1

<u>Name of Part</u>	<u>Style No. of Part</u>	<u>No. Used</u>
Armature latch spring	441A241H06	1
Phase barrier	657C767H01	4
Drawout contact assembly	490A813G07	3 or 6
Line fuse support (w/o stab)	872D225H01	3
Line fuse support (with stab)	872D224H01	3
Fuse lever for above.	657C765H01	3
Fuse lever spring	441A241H12	3
Contact shaft - 3 pole	490A813G08	1
Isolation switch interlock lever spring . . .	197A754H04	1
Lever mounting bracket	484B502H01	1
Spacer for above	484B502H02	1