Operator’s Manual

ASCO® 7000 Series 7ATB
Automatic Transfer & Bypass–Isolation Switches
G design 1000 through 4000 amp. sizes

DANGER is used in this manual to warn of high voltages capable of causing shock, burns, or death.

WARNING is used in this manual to warn of possible personal injury.

CAUTION is used in this manual to warn of possible equipment damage.

Refer to the outline and wiring drawings provided with your 7000 Series ATB for all installation and connection details and accessories.

Refer to Group 5 Controller User’s Guide 381333–126 for ATS status display messages, time delays, pickup & dropout settings, and adjustments.

An experienced licensed electrician must install the 7ATB.

Rating Label
Each 7000 Series 7ATB contains a rating label to define the loads and fault circuit withstand/closing ratings. Refer to the label on the Transfer Switch for specific values.

WARNING
Do not exceed the values on the rating label. Exceeding the rating can cause personal injury or serious equipment damage.

Nameplate
The Transfer Switch nameplate includes data for each specific 7000 Series ATB. Use the switch only within the limits shown on this nameplate. A typical Catalog Number is shown below with its elements explained:

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4000 amp. size
Catalog Number Identification

Typical 7000 Series ATB catalog no. for overlapping neutral, 3 pole, 4000 amp., 480 V, in Type 1 enclosure:

G7ATB C 3 4000 N 5 C

<table>
<thead>
<tr>
<th>Neutral</th>
<th>Phase Poles</th>
<th>Amperes</th>
<th>Voltage</th>
<th>Controller</th>
<th>Enclosure</th>
</tr>
</thead>
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<tr>
<td>A - solid</td>
<td>2 - single Ø</td>
<td>1000 A</td>
<td>A 115</td>
<td>5 - standard</td>
<td>C - type 1</td>
</tr>
<tr>
<td>B - switching</td>
<td>1200 A</td>
<td>B 120</td>
<td>K 415</td>
<td>5X - if accessories ordered</td>
<td>F - type 3R</td>
</tr>
<tr>
<td>C - overlapping</td>
<td>1600 A</td>
<td>C 208</td>
<td>L 440</td>
<td></td>
<td>G - type 4</td>
</tr>
<tr>
<td>blank - none</td>
<td>2000 A</td>
<td>D 220</td>
<td>M 460</td>
<td></td>
<td>L - type 12</td>
</tr>
<tr>
<td></td>
<td>2600 A</td>
<td>E 230</td>
<td>N 480</td>
<td></td>
<td>blank - open type</td>
</tr>
<tr>
<td></td>
<td>3000 A</td>
<td>F 240</td>
<td>P 550</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4000 A</td>
<td>G 277</td>
<td>Q 575</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>H 380</td>
<td>R 600</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

G7ATB 4000 A with the lower doors open (transfer switch shown)
SECTION 1 INSTALLATION

The ASCO 7000 Series Automatic Transfer & Bypass–Isolation Switch (ATB) consists of an upper bypass–isolation switch, a lower transfer switch, a monitoring and transfer controller, and door–mounted controls. The ATB is factory wired and tested. Installation requires removal of the shipping skid then securing the enclosure to the supporting foundation.

Remove the Shipping Skid

Open the front lower door and remove the two front lag screws securing the enclosure to the wood skid. Next remove the rear lower panel and remove the two rear lag screws securing the enclosure to the wood skid.

Supporting Foundation

The supporting foundation for the enclosure must be level and straight. Allow at least 35 inches in front of the enclosure for draw out of the Transfer Switch. Refer to the enclosure outline drawing included with the ATB for all mounting details including door opening space.

If bottom cable entry is used, the foundation must be prepared so that the conduit stubs are located correctly. Refer to the appropriate enclosure outline drawing for specified cable entrance area and location. Provide cable bending space and clearance to live metal parts. When a concrete floor is poured, use interlocking conduit spacer caps or a wood or metal template to maintain proper conduit alignment.

Mounting

Refer to the enclosure outline drawing furnished with this switch and mount the 7000 Series ATB according to the details and instructions shown on the drawing.

Remove Shipping Brackets / Angles from the Transfer Switch

Open the lower front door(s). The Transfer Switch carriage is secured to the frame for shipment. Remove the three or four shipping brackets or L–angles (1 upper left, 1 upper right, 1 lower right, or 2 lower on 4000 A).

**CAUTION**

To prevent serious damage, remove 3 shipping angles from the transfer switch carriage. Do not turn the Isolation Handle until they are removed!

---

Figure 1-1. On 1000–3000 A remove three shipping L–angles.

Figure 1-2. 4000 A remove four shipping L–angles.
De-energize the conductors before making any line or auxiliary circuitry connections. Be sure that Normal and Emergency line connections are in proper phase rotation. Place engine generator starting control in the OFF position. Make sure engine generator is not in operation.

Testing Power Conductors
Do not connect the power conductors to the ATB until they are tested. Installing power cables in conduit, cable troughs, and ceiling-suspended hangers often requires considerable force. The pulling of cables can damage insulation and stretch or break the conductor’s strands. For this reason, after the cables are pulled into position, and before they are connected they should be tested to verify that they are not defective or have been damaged during installation.

Connecting Power Conductors
A Wiring Diagram is furnished with the ATB. All wiring must be made in accordance with the local codes. After the power cables have been tested, connect them to the appropriate terminal lugs on the Bypass Switch as shown on the wiring diagram provided with this ATB. Make sure that the lugs provided are suitable for use with the cables being installed. Standard terminal lugs are solderless screw type and will accept the wire sizes listed on the drawings provided with the ATB. Be careful when stripping insulation from conductors; avoid nicking or ringing the conductor. Remove surface oxides from conductors by cleaning with a wire brush. Follow conductor manufacturer’s instructions when aluminum conductor is used. Apply joint compound to conductor, then carefully wipe away excess compound. Tighten the cable lugs to the torque specified on the rating label.

Bus Connections
If bus connection is used, use SAE grade 5 hardware to connect bus to appropriate terminal plates on bypass switching device. Wipe off bus surfaces before they are joined. If bus is dirty, gently clean surfaces with a non-flammable solvent. Avoid touching cleaned surfaces.

Testing Power Conductors
Do not connect the power conductors to the ATB until they are tested. Installing power cables in conduit, cable troughs, and ceiling-suspended hangers often requires considerable force. The pulling of cables can damage insulation and stretch or break the conductor’s strands. For this reason, after the cables are pulled into position, and before they are connected they should be tested to verify that they are not defective or have been damaged during installation.

Protect the switch from construction grit and metal chips to prevent malfunction or shortened life of the 7ATB switch.

Connecting Power Conductors
A Wiring Diagram is furnished with the ATB. All wiring must be made in accordance with the local codes. After the power cables have been tested, connect them to the appropriate terminal lugs on the Bypass Switch as shown on the wiring diagram provided with this ATB. Make sure that the lugs provided are suitable for use with the cables being installed. Standard terminal lugs are solderless screw type and will accept the wire sizes listed on the drawings provided with the ATB. Be careful when stripping insulation from conductors; avoid nicking or ringing the conductor. Remove surface oxides from conductors by cleaning with a wire brush. Follow conductor manufacturer’s instructions when aluminum conductor is used. Apply joint compound to conductor, then carefully wipe away excess compound. Tighten the cable lugs to the torque specified on the rating label.

Be sure that the Normal and Emergency power connections are in proper phase rotation.

Table 2-1. Tightening torque values for bolted joints.

<table>
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<tr>
<th>Bolt Diameter (Grade 5 hardware) in inches</th>
<th>Recommended Tightening Torque in foot pounds</th>
</tr>
</thead>
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<tr>
<td>5/16</td>
<td>12</td>
</tr>
<tr>
<td>3/8</td>
<td>20</td>
</tr>
<tr>
<td>1/2</td>
<td>50</td>
</tr>
<tr>
<td>5/8</td>
<td>95</td>
</tr>
</tbody>
</table>

Harnesses
All internal connections are made at the factory. The bypass switch, transfer switch, and control panel are joined together by an interconnecting wire harness. The disconnect plugs are already engaged on enclosed switches. For open-type switches, the plugs must be engaged after installation is completed. Align harness plugs with sockets in the control and push them together until they are secure.

Engine Starting Contacts and Auxiliary Circuits
The engine control contact signal connections and auxiliary circuits are located on terminal block TB as shown on the Wiring Diagram provided with the ATB. Connect the signal wires to the appropriate terminals.
Functional Test

Read all instructions on the Wiring Diagrams and labels affixed to the ATB. Note the control features that are provided and review their operation before proceeding. After installing the ATB check the following:

- Bypass Handle should be in the NORMAL position.
- Isolation Handle should be in the CONN position.
- TS transfer switch Normal contacts should be CLOSED (Emergency contacts should be OPEN)

If handles are not in correct positions, follow instructions for Bypassing and Isolating the automatic transfer switch in Section 3. Do not force the handles. Electrical interlocks prevent a wrong sequence of operation.

1 – Voltage Checks

First check nameplate on transfer switch; rated voltage must be the same as normal and emergency line voltages.

**DANGER**

Use extreme caution when using a meter to measure voltages. Do not touch power terminals; shock, burns, or death could result!

Perform steps 1–6 at the right. Observe the status lights. See Figure 1–2.

- Black square means light is on.
- White square means light is off.

*If necessary, adjust voltage regulator on generator per the manufacturer's recommendations. The ATB will respond only to rated voltage specified on the nameplate.

Now continue to 2 – Electrical Operation on next page.
2 – Electrical Operation

This procedure checks electrical operation of the ATS.

**WARNING**

Be sure to close the enclosure door before proceeding to prevent personal injury in case of electrical system fault.

*Transfer Test*

The ATS should still be bypassed. Both normal and emergency sources must be available and the emergency source generator (if used) must be capable of being started; put engine starting control in *automatic* position. The *Transfer Switch Connected to Normal* light and the *Normal Source Accepted* light should be on.

1. Turn the *Isolation Handle* counterclockwise to the *TEST* position.
   
   **NOTE:** The engine generator may be signalled to start while turning the Isolation Handle. If emergency source is available, the ATS may operate to the emergency position. If it does, operate *Retransfer Delay Bypass* switch.

2. Perform steps 1–5 at right. Observe the status lights.
   
   ■ Black square means light is on.
   
   ○ White square means light is off.

3. Turn the *Isolation Handle* clockwise to the *CONN* (connected) position.

4. Push in the *Bypass Handle* and turn it counterclockwise to the *OPEN* position.

   This completes the Functional Test of the ATB.

---

1. The *Transfer Switch Connected to Normal* and *Normal Source Accepted* lights should be on.

2. Turn and hold *Transfer Control* switch clockwise to *Transfer Test* until the engine starts and runs (within 15 sec.). The *Emergency Source Accepted* light should come on.

3. Transfer switch will operate to the Emergency position after Feature 2B time delay. The *Transfer Switch Connected To Emergency* light should come on and *Load Connected to Normal* light goes off.

4. Transfer switch will operate back to Normal position after Feature 3A time delay. For immediate retransfer turn *Transfer Control* counterclockwise to *Retransfer Delay Bypass*. The *Transfer Switch Connected To Normal* light should come on; *Transfer Switch Connected to Emergency* light should go off.

5. The engine–generator will stop after the Feature 2E time delay (unloaded running engine cool-down). The *Emergency Source Accepted* light should go off.
SECTION 2 TESTING & SERVICE

TRANSFER TEST
Test the Automatic Transfer Switch portion of the 7000 Series ATB at least once a month. This procedure checks the electrical operation of the Transfer Switch and Controller. Put the engine-generator starting control (at the engine-generator set) in automatic mode.

In the following test the generator will start, the load will be transferred to the Emergency source, then back to the Normal source. An interruption to the load will occur, unless the transfer Switch contacts are bypassed before the test. See pages 3–1 and 3–2 for bypassing & isolating instructions if no interruption of load is required.

Be sure to close the enclosure door before proceeding to prevent personal injury in case of electrical system fault.

Perform the five-step Electrical Operation – Transfer Test procedure on page 1–4.

PREVENTIVE MAINTENANCE
Reasonable care in preventive maintenance will insure high reliability and long life for the 7000 Series ATB. An annual preventive maintenance program is recommended.

ASCO Services, Inc. (ASI) is ASCO Power Technologies' national service organization. ASI can be contacted at 1–800–800–2726 for information on preventive maintenance agreements.

Checklist for Yearly Inspection

- Clean the ATB enclosure. Brush and vacuum away any excessive dust accumulation. Remove any moisture with a clean cloth.
- Check the transfer switch contacts. Remove transfer switch barriers and check the condition of the contacts. Replace contacts when pitted or worn excessively. Reinstall the barriers carefully.
- Maintain transfer switch lubrication. If switch is subjected to severe dust or abnormal operating conditions, renew factory lubrication on all movements and linkages. Relubricate solenoid operator if TS coil is replaced. Don’t use oil; order lubrication kit 75-100.
- Check all cable connections & retighten them.

REPLACEMENT PARTS
Replacement parts are available in kit form. When ordering parts provide the Serial No., Bill of Material No. (BOM), and Catalog No. from the transfer switch nameplate. For service call ASCO Services at 1–800–800–2726.

DISCONNECTING THE CONTROLLER
The harness disconnect plugs are furnished for repair purposes only and should not have to be unplugged. If the controller must be isolated, follow these steps:

Disconnecting the Plugs
1. Bypass and Isolate the Automatic Transfer Switch.
2. Open the upper enclosure door.
3. Separate the two quick disconnect plugs by squeezing the latches. Do not pull on the harness wires.

Reconnecting the Plugs
1. The ATS should be still bypassed and isolated.
2. The two harness plugs and sockets are keyed. Carefully align the plugs with the sockets and press straight in until the latches click.
3. Close the enclosure doors.
TROUBLE-SHOOTING

Note any optional accessories that may be furnished on the ATB and review their operation. Refer to any separate drawings and/or instructions that may be packed with the ATB.

<table>
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<tr>
<th>PROBLEM</th>
<th>CHECK IN NUMERICAL SEQUENCE</th>
</tr>
</thead>
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<td>Engine–generator set does not start when the Transfer Control switch is turned and held in Transfer Test position or when normal source fails.</td>
<td>1) Hold Transfer Test switch 15 seconds or the outage must be long enough to allow for Feature 1C time delay plus engine cranking and starting. 2) Starting control must be in the automatic position. Batteries must be charged and connected. Check wiring to engine starting contacts.</td>
</tr>
<tr>
<td>Transfer switch does not transfer the load to the emergency source after the engine–generator set starts.</td>
<td>1) Wait for Feature 2B time delay to time out. 2) Generator output circuit breaker must be closed. Generator frequency must be at least 95% of nominal (57 Hz for a 60 Hz system) * 3) Voltmeter should read at least 90% of nominal phase to phase voltage between transfer switch terminals EA &amp; EC (or EL1 &amp; EL2 for 2 pole)*</td>
</tr>
<tr>
<td>Transfer switch does not transfer the load to normal source when normal returns or when the Transfer Control switch is released.</td>
<td>1) Wait for Feature 3A time delay to time out. 2) Voltmeter should read at least 90% of nominal phase to phase voltage between transfer switch terminals NB &amp; NC, NC &amp; NA, &amp; NA &amp; NB (or NL1 &amp; NL2 for 2 pole).</td>
</tr>
<tr>
<td>Engine–generator-set does not stop after load retransfer to the normal source.</td>
<td>1) Wait for Feature 2E time delay to time out. 2) Starting control must be in the automatic position.</td>
</tr>
</tbody>
</table>

* These are factory settings. Refer to Controller’s User’s Guide.

If the problem is isolated to circuits on the controller or the transfer switch, call your local ASCO Power Technologies sales office or ASI: in the United States, call 1–800–800–2726. Furnish the Serial No., Catalog No., and Bill of Material (BOM) No. from the transfer switch nameplate.

MANUAL LOAD TRANSFER

This procedure manually transfers load to other source if the Transfer Switch or Controller are out of service.

WARNING

Close enclosure doors to prevent personal injury in case of electrical system fault.

1. Be sure that the Bypass Handle is CLOSED on either Emergency or Normal (see page 3–1).
2. Be sure that the Isolation Handle is in the TEST or ISOLATE position (see page 3–2).
3. Turn the Bypass Handle counterclockwise to OPEN the Bypass Switch. Then Bypass to the other source (see page 3–1).

MAINTENANCE HANDLE

Bypass and isolate the Transfer Switch before using the maintenance handle! See pages 3–1 and 3–2. Remove the maintenance handle after using it and store it on the frame.

1. Turn counterclockwise to Emergency.
2. Turn clockwise to Normal.
3. Slide hub onto shaft.
4. Insert handle firmly into hole.
SECTION 3 BYPASSING & ISOLATING

BYPASSING THE ATS*

This procedure explains how to Bypass the closed automatic transfer switch contacts. Bypassing is required before the ATS can be tested or isolated. The Bypass Handle must be in the OPEN position (green indicator) and the Isolation Handle must be in the CLOSED position (window). See Figures 3–1, 3–2, and 3–3.

1. Observe which Transfer Switch Connected To light is on (Normal or Emergency) on the door. This is the position of the automatic transfer switch.
2. Bypass to the same source as connected to transfer switch as follows (select Normal or Emergency).

---

**CAUTION**

You can only bypass to the same source that the Transfer Switch is connected. Solenoid interlock prevents incorrect operation.

---

To Bypass Normal Source*

(Load connected to Normal Source)

The Transfer Switch Connected To Normal light is on and Transfer Switch Connected To Emergency light is off.

Push in* the Bypass Handle all the way, then turn it clockwise until Bypass Switch Position shows CLOSED on NORMAL (yellow indicator). The red light Unit Not In Automatic will flash.

---

To Bypass Emergency Source*

(Load connected to Emergency Source)

The Transfer Switch Connected To Emergency light is on and Transfer Switch Connected To Normal light is off.

Pull out* the Bypass Handle all the way, then turn it clockwise until Bypass Switch Position shows CLOSED on EMERGENCY (yellow indicator). The red light Unit Not In Automatic will flash.

---

The automatic transfer switch can now be put in the TEST or OPEN position. See ISOLATING on page 3–2.

* NOTE: When Accessory 66A (reversed Normal & Emergency connections) is specified, the handle push–pull operation is reversed. Follow instructions on the door.

---
ISOLATING THE ATS

Isolating is required before any service work can be performed on the automatic transfer switch (ATS). Refer to Figures 3–4, 3–5, 3–6, and 3–7.

1. Bypass the closed automatic transfer switch contacts. See BYPASSING on page 3–1.

   **CAUTION**
   
   Align position indicator. Do not leave the handle in an intermediate position.

2. Turn the Isolation Handle counterclockwise (approx. 16 turns, approx. 12 turns for 4000 A) until window shows TEST. The ATS can be tested now without load interruption (see page 2–1).

3. Continue turning Isolation Handle counterclockwise (approx. 7 turns, approx. 8 turns for 4000 A) until the window shows ISOLATE.

4. Open the lower enclosure door(s). Pull out the side rail carriage. On 4000 A extend two support legs; see Figure 3–7b. Then roll out the transfer switch. It can be safely inspected in this position. The transfer switch can also be removed for easier maintenance operations.

   **NOTE:** In the TEST position the transfer switching device solenoid operator circuit is energized through secondary disconnects.

   **DANGER**
   
   Hazardous voltage capable of causing electrical shock, burns, or death; do not touch any control circuit terminals.

   **WARNING**
   
   1000–3000 A switches weighs 350–450 lbs; use lifting yoke 607064. 4000 A switches weigh approx. 600 lb; use lifting yoke 835745–001 or other device capable of lifting this weight to avoid personal injury or equipment damage.

   **WARNING**
   
   To avoid personal injury and equipment damage on 4000 A switches, two support legs must be extended as shown in Figure 3–7b. Substantial initial force is required to pull out the transfer switch (there are detents on rails).
BYPASSING & ISOLATING (continued)

Drawout procedure

1. Bypass and Isolate the ATS, then open both lower doors.
2. Pull out the rail support carriage all the way.
3. Remove left & right clevis and locking pins, drop two support legs, reinstall locking and clevis pins (to lock in place), and adjust both leg lengths to extend to the floor.
4. Stand directly in front of transfer switch. Grasp both handles, and pull straight out (detents on the rails require high initial force to overcome resistance).

Figure 3–7b. 4000 amp transfer switch isolated and pulled out for inspection.

![Diagram of transfer switch with labels for grasp two handles, locking pin with clevis pin, left support leg, right support leg, rail support carriage, and adjust length to touch floor.]

**WARNING**

To avoid personal injury and equipment damage on 4000 A switches, two support legs must be extended as shown in Figure 3–8. Substantial initial force is required to pull out the transfer switch (there are detents on rails).

**WARNING**

The 4000 A transfer switch weighs 600 lb. Use lifting yoke 835745–001 or other device capable of lifting this weight to avoid personal injury or equipment damage.
RETURN TO SERVICE

This procedure explains how to return the automatic transfer switch (ATS) to service after inspection and maintenance. Observe the Bypass Switch Position indicator and lights. Refer to Figures 3–7a, 3–7b, 3–8, 3–9, and 3–10.

1. Slide the transfer switch (ATS) into the enclosure (isolation contacts facing inward) until its crank pins engage the latch plates on both sides. On 4000 A substantial force is required to overcome detents on the rails. Next push in side rail carriage. On 4000 A first retract the two legs and lock them in place. See Figure 3–7b. Then close enclosure door.

2. Turn the Isolation Handle clockwise (approx. 7 turns, approx. 8 turns for 4000 A) until the window shows TEST. The ATS can be tested now without load interruption (see page 2–1).

3. Observe which Bypass Switch Position indicator is black (NORMAL or EMERGENCY) at the Bypass Switch Handle. This indicates the source connected to the load.

4. Observe which Transfer Switch Connected To light is on (Normal or Emergency) on the door. This is the position of the Transfer Switch. If it is not in the same position as the Bypass Handle change the position of the Transfer Switch as follows:

   To change the position of transfer switch

   **Operate to NORMAL**  **Operate to EMERGENCY**

<table>
<thead>
<tr>
<th>Turn Transfer Control switch to Retransfer Delay Bypass.</th>
<th>Turn Transfer Control switch to Transfer Test (hold 15 seconds).*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connected To Normal light should come on.</td>
<td>Connected To Emergency light should come on.</td>
</tr>
</tbody>
</table>

   * If Feature 2B time delay is used, there will be a delay before transfer to Emergency.

   NOTE: With Normal available, the automatic transfer switch will not stay in the emergency position unless Feature 3A time delay is used (at least 30 seconds).

5. When the transfer switch is in the same position as the Bypass Switch Handle, continue turning the Isolation Handle clockwise (approx. 16 turns, approx. 12 turns for 4000 A) until the window shows CONN (connected).

   Now continue to the next page for instructions on how to return the Bypass Handle to the OPEN position.
**RETURN TO SERVICE** continued*

This procedure explains how to return the Bypass Switch Handle to the OPEN position. The Bypass Handle must be in the CLOSED position (yellow indicator on NORMAL or EMERGENCY) and the Isolation Handle must be in the TEST position (window). If the handles are not in these positions, refer to Return to Service on page 3–3. See Figures 3–11, 3–12, and 3–13.

---

**CAUTION**

You can only bypass to the same source that the ATS is connected. Solenoid interlock prevents incorrect operation.

1. Observe which Bypass Switch Position indicator is yellow (NORMAL or EMERGENCY) at the Bypass Switch Handle. This indicates the source connected to the load.
2. Un–Bypass to same source as the Bypass Switch Position as follows (select Normal or Emergency).

---

**Figure 3–11. Bypass Handle and position indicators.**

**To Un–Bypass Normal**

*push in handle all the way & turn it counterclockwise.*

---

**To Un–Bypass Normal Source**

*(Load connected to Normal Source)*

The Transfer Switch Connected To Normal light is on and Transfer Switch Connected To Emergency light is off.

*Push in* the Bypass Handle then turn it counterclockwise until Bypass Switch Position shows OPEN (green indicator). The Unit Not in Automatic light should be off.

---

**To Un–Bypass Emergency**

*(Load connected to Emergency Source)*

The Transfer Switch Connected To Emergency light is on and Transfer Switch Connected To Normal light is off.

*Pull out* the Bypass Handle then turn it counterclockwise until Bypass Switch Position shows OPEN (green indicator). The Unit Not in Automatic light should be off.

---

The Automatic Transfer & Bypass–Isolation Switch should be left in this position.

*NOTE: When Accessory 66A (reversed Normal & Emergency connections) is specified, the handle push–pull operation is reversed. Follow instructions on the door.*
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800–800–ASCO

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