Check the bus bar connections for any loose

Does this solve the problem?

1] Yes

2] No

3] I don't know

- **Explanation**

Bolts holding bus bars may be loose.

Loose connections causing non-continuous current flow can produce a high frequency alarm such as this.

Inspect the bus bars in the AT1 cabinet. A visual inspection will not detect a loose bus bar until it has arching damage. You should check the tightness of each fastener with a torque wrench. It is a good idea to mark the bolts with a paint pen as you check them.

Replace any bus bars that show arching damage.

*note the spring washers should only be installed with the concave side down and the chamfered side up. See the tech info sheet for restrictions on reusing the washers.

Relevant documentation	
Description	**DMS No.**
Tech info sheet for spring washers	0043-2117
PWI main panel AT1	0012-0719
Installation and Service Data	5003033

Relevant spare parts	
Description	**Item No.**

Screw M10X50	60009689
Washer spring M10	60009809
Nut M10	60009879

Check the capacitor cabinet

Does this solve the problem?

1] Yes

2] No

3] I don't know

- **Explanation**

Check in the AT3 cabinet for any damage such as inflated capacitors, blackened wires, blown fuses or stuck in contactors.

Repair any failed components you find and test the circuit before returning the turbine to operation

Relevant documentation	
Description	**DMS No.**
PFC Panel 60 Hz	6013792
PFC Panel 50 Hz	6011999