MOTOPLAT VC-203D

Armature Tester

Instruction Manual

2017 Version

POS SERVICE HOLLAND

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IMPORTANT INFORMATION

Safety Warning

Electrical devices should be installed and operated in such a way that all applicable safety requirements are met. It is your responsibility as an installer to ensure that you identify the relevant safety standards and comply with them. Failure to do so may result in damage to equipment and personal injury. In particular, you should study the contents of this guide carefully before installing or operating the equipment.

People who start using this product should review carefully this instruction manual, or have had a training from a qualified person.

The use of electrical equipment is entirely at your own risk and Pos Service Holland is under no circumstances responsible for any incidental, consequential or special damages of any kind whatsoever, including but not limited to lost profits arising from or in any way connected with the use of the automated test equipment or this manual.

The tester should be connected to a properly grounded outlet.
If the power cable is damaged, you must have it be replaced by the supplier or by another qualified person in order to avoid dangerous situations.

Environment

The tester should be installed in an weather protected area where heat, humidity or any other climate situation can not damage the tester.

The tester should be installed on a level surface that is clear of debris and obstructions.

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Section 1 – General information

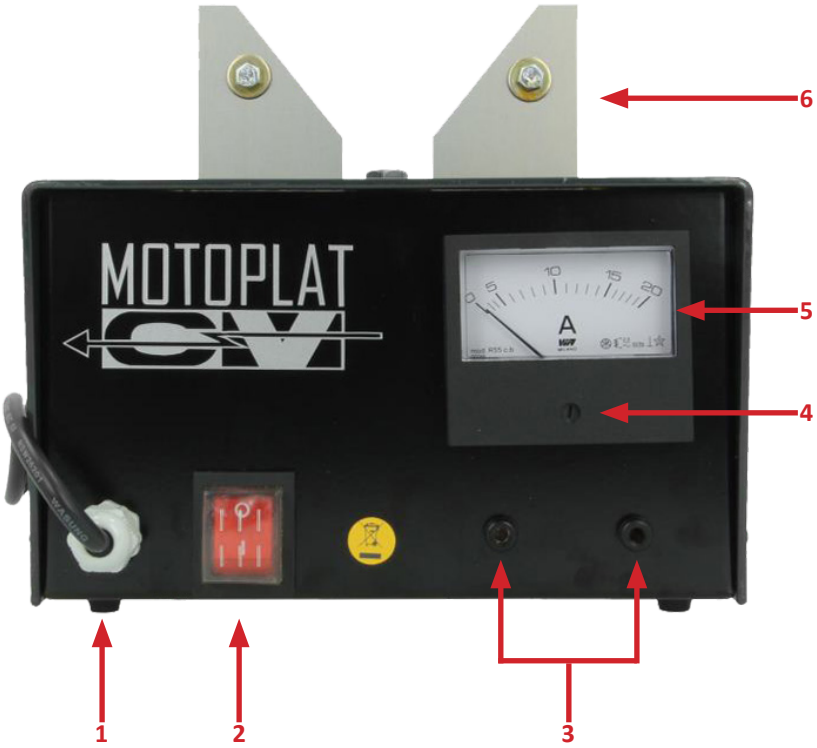
1.0 General information about Motoplat VC-203D armature tester:

The Motoplat VC-203D armuture tester is a steady easy to use device with a 220v single phase voltage supply.

With the magnetic field in the V-block, an ammeter and the supplied probes and metal strip, the Motoplat VC-203D helps you locate shorts, open circuits and grounds on the armature's core and commutator.

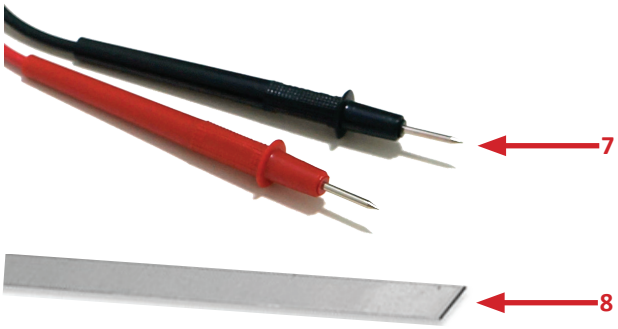
Section 2 – Specifications

2.0 Front pannel descriptions:



No.	Description
1	Power cable 220V/50Hz
2	On/Off switch
3	Sockets for ammeter cables
4	Amp meter for induced current test
5	Small bar for armature test
6	V-block with magnetic poles
7	Ammeter cables
8	Thin metal strip

2.1 Parts descriptions:



No.	Description
7	Ammeter cables
8	Thin metal strip

2.2 Measurements:

Length:	215 mm
Width:	180 mm
Height:	200 mm
Weight:	8,790 Kg

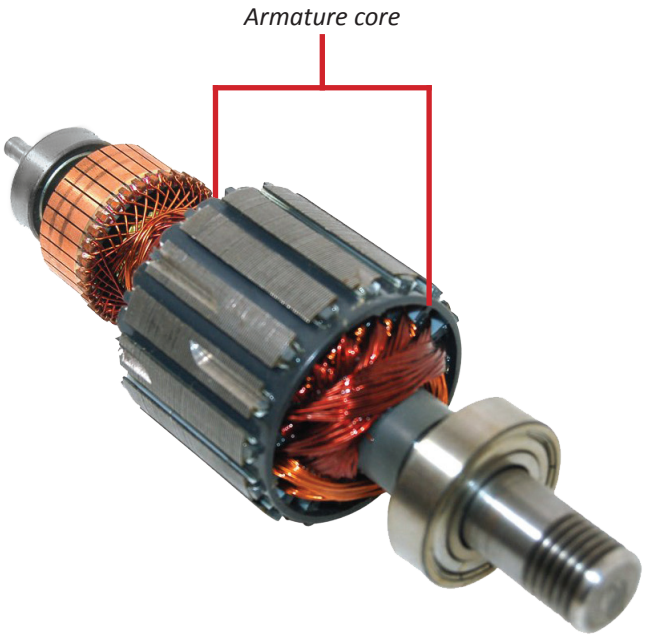
Section 3 – Instructions

3.0 Armeture core test:

The next instructions describe how to detect possible short circuits at the core part of the armature.

Before you start the test, please make sure the armature is free of dust and grease.

- Place the armature on the V-block. Please make sure the core of the armature is in a stable position, to run through the test as smoothly as possible.
- Turn on the tester by pressing the on/off switch (2)
- Rest the supplied metal strip (8) on the core and slowly turn the armature around its axis.
- Possible short circuits are identified by small vibrations of the metal strip.
  The faulty collectors are located where the armature slot and the metal strip meet.



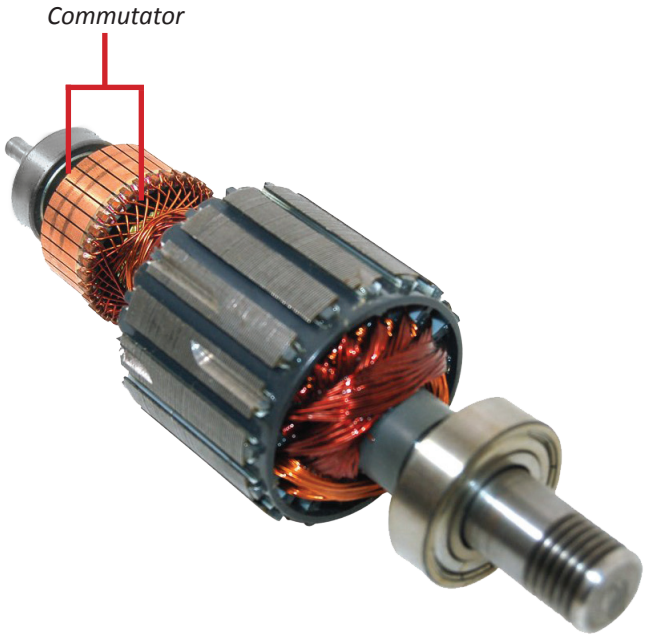
3.1 Armeture commutator test:

The next instructions describe how to detect possible short circuits between the commutator segments of a direct current armature.
Before you start the test, please make sure the armature is free of dust and grease.

- Place the armature on the V-block. Please make sure the core of the armature is in a stable position, to run through the test as smoothly as possible.
- Plug the supplied ammeter cables (7) in the sockets (3) (No preferred side).
- Turn on the tester by pressing the on/off switch (2).
- Rest the two prods on two adjoining commutator segments and slowly turn the armature around its axis.
- Repeat this procedure in order to test all adjoined commutator segments.

\+ The ammeter should show a current with variable intensity, according to the prods position to the starting position.
\+ For each adjoined segments, the ammeter should show the same winding current.

\- When the winding current is not the equal, the winding faulty.
\- When the ammeter shows no current, this is due to an interruption in the wires or in the connections to the commutator.



Section 4 – Support

4.0 Contact Information:

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