

Fig. 18

Some of the old style magnets in the field have only one wire. These magnets CANNOT be tested as described above.

NOTE: When testing, touch battery wire to magnet shell momentarily. If magnet has a dead short it will be harmful to ammeter if connection is made for any period of time.

TESTING MAGNET FOR AMPERAGE CAPACITY

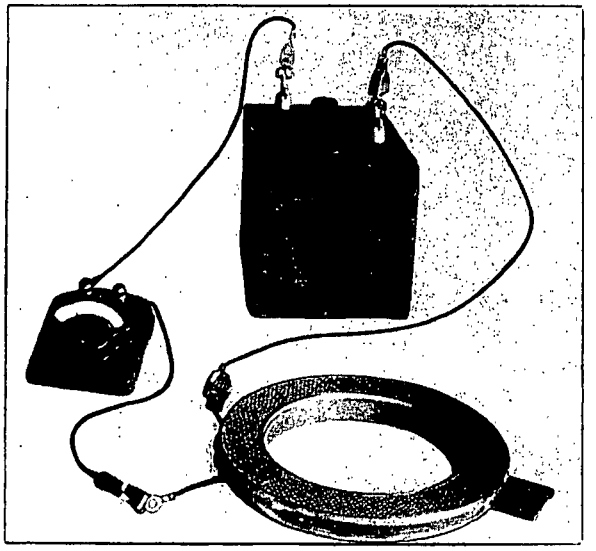

Fig. 19

Connect magnet as shown in Fig. 19. and take ammeter reading. Check the amperage reading against the amperage shown on name plate spot welded to the magnet. A variation of 10% from the amperage on name plate is permissible. The amperage on the name plate is the amperage that the magnet should show if tested with exactly 6 volts and the magnet at a temperature of approximately 70 degrees F. If the magnet is hot when tested, the resistance in the magnet coil is increased and the amperage reading may be lower than that shown in nameplate. A reverse condition would be found if magnet being tested is cold.

EXAMPLE: If a 3.7 magnet is being tested from a brake that has been exposed to 10 degrees below zero temperature, it would be allowable for magnet to test as high as 4.1.

When magnet does not check within these limits it should be replaced.

TESTING LOAD CONTROL

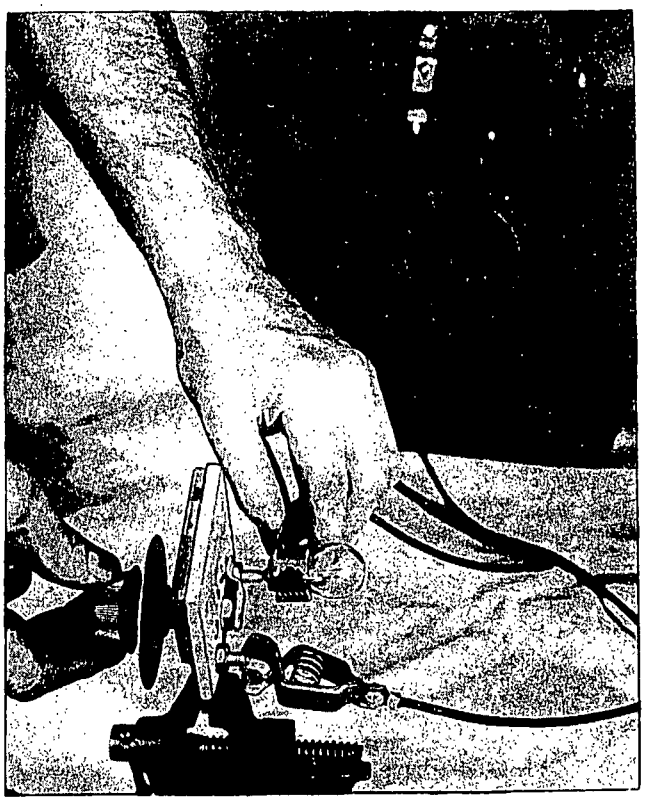

Fig. 20

Connect load control, battery and TWENTY-ONE candlepower light bulb as shown in Fig. 20. The bulb should light and increase in brightness in 3 steps as load control knob is turned to the right. The bulb MUST stay lit with knob in any position.

The load control can be tested on the job by connecting ammeter to the controller as shown on page *11*. Hold control lever in a full application position. Move load control from low to full capacity. The ammeter must show a reading with load control in any position and the amperage indicated on ammeter should increase in 3 steps as load control knob is turned to the right.

Repair or replace load control if it does not check as indicated.