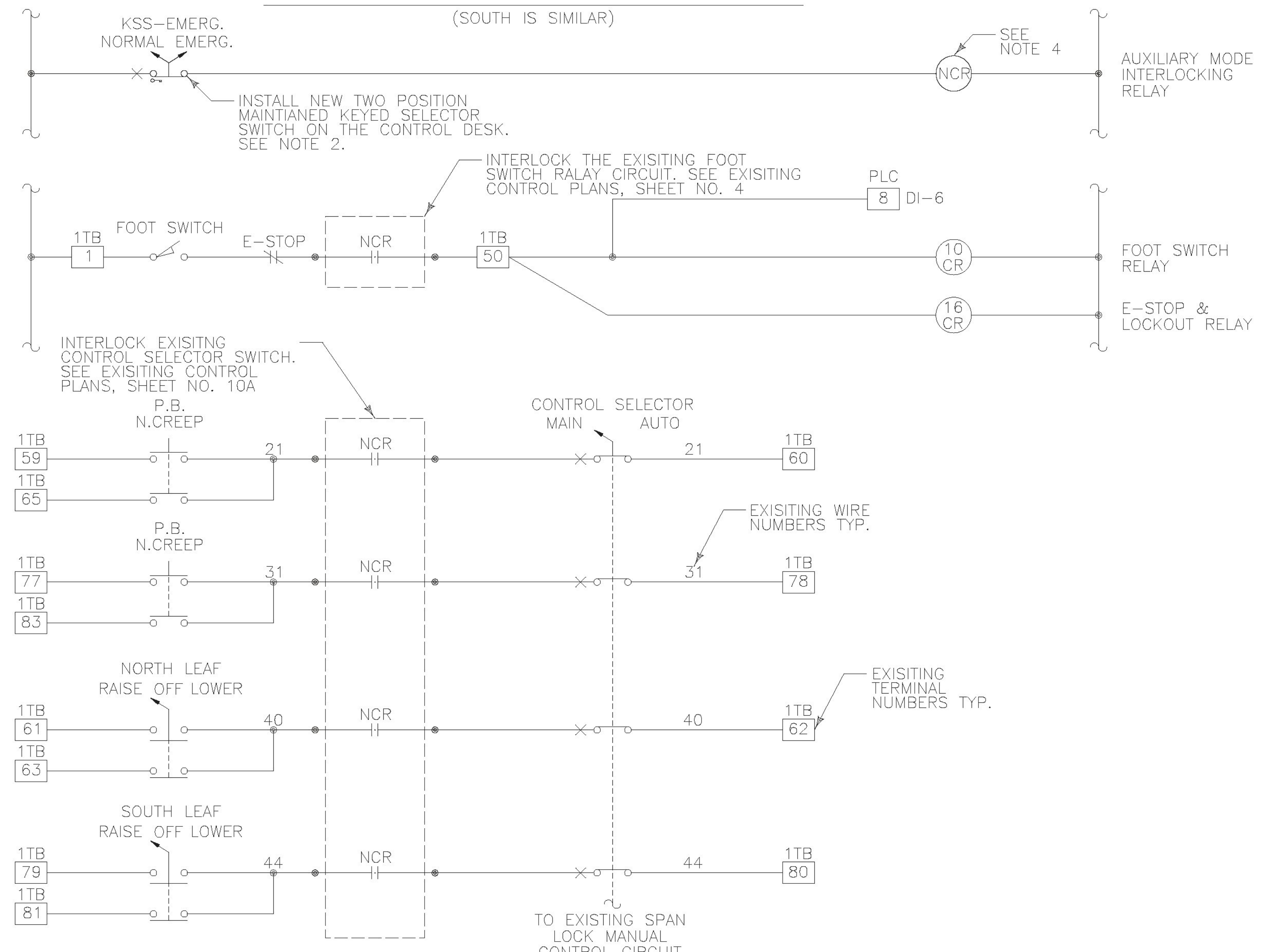


- NOTES:
- FOR LEGEND, ABBREVIATION, AND NOTES SEE SHEET NO. 6
  - THE EXISTING CONTROL SYSTEM SHALL BE INTERLOCKED SUCH THAT NORMAL BRIDGE OPERATION (MANUAL AND AUTO MODE) CAN ONLY BE PERFORMED WHEN THE SELECTOR SWITCH "KSS-EMER" IS SWITCHED TO THE NORMAL POSITION. WHEN THE SELECTOR SWITCH "KSS-EMER" IS SWITCHED TO THE AUXILIARY POSITION, THE BRIDGE RAISE AND LOWER FUNCTION CAN ONLY BE PERFORMED VIA THE AUXILIARY DRIVE MOTOR.
  - EACH LEAF AUXILIARY MOTOR CONTROL CIRCUIT SHALL BE INTERLOCKED WITH THE RESPECTIVE NEARLY OPENED, NEARLY CLOSED, FULLY OPEN AND FULLY CLOSED POSITION CAM CIRCUIT LOCATED IN THE ROTARY CAM LIMIT SWITCH BOX. NEW AND DEDICATED CAM CIRCUITS SHALL BE USED FOR THESE FUNCTIONS. THEY SHALL BE CALIBRATED TO MATCH THE EXISTING ANGLE POSITIONS SET FOR THE NORMAL MODE OF OPERATION.
  - INSTALL THE INTERLOCKING RELAY IN THE CONTROL DESK. FURNISH THE INTERLOCKING RELAY WITH SUFFICIENT AUXILIARY CONTACTS AS SHOWN ON THE PLANS.
  - SEE SPECIAL PROVISION 900.645 (ELECTRICAL EQUIPMENT REHABILITATION) FOR AUXILIARY DRIVE SEQUENCE OF OPERATION.

- KEY NOTES:
- ① EACH LEAF AUXILIARY MOTOR CONTROL CIRCUIT SHALL BE INTERLOCKED WITH THE RESPECTIVE NEARLY OPENED, NEARLY CLOSED, FULLY OPEN AND FULLY CLOSED POSITION LIMIT SWITCHES LOCATED IN THE ROTARY CAM BOX. DEDICATED CAM CIRCUITS SHALL BE USED FOR THE AUXILIARY CONTROL FUNCTIONS. THEY SHALL BE CALIBRATED TO MATCH THE EXISTING ANGLE POSITIONS SET FOR THE NORMAL MODE OF OPERATION. FURNISH THE ROTARY CAM LIMIT SWITCH WITH ENOUGH CAM CIRCUITS FOR THE AUXILIARY AND THE EXISTING MAIN CONTROL SYSTEM INTERLOCKING.



MODIFICATIONS TO EXISTING CONTROL CIRCUIT (SEE NOTE 2)

PROJECT NAME: NORTH HERO GRAND ISLE	PLOT DATE: 03/03/2016
PROJECT NUMBER: BF EWP1(2)	DRAWN BY: S. YEARWOOD
FILE NAME: z12b142bdr_ctr1s.dgn	CHECKED BY: K. HAJJEH
PROJECT LEADER: T. FRENCH	SHEET 8 OF 8
DESIGNED BY: Y. ADELEKAN	
AUXILIARY DRIVE CONTROLS	