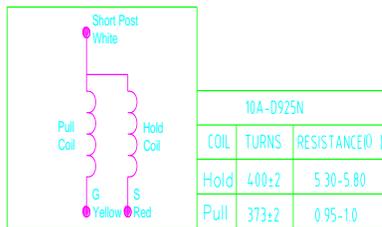


ACCUMAX

The Accumax 10A-D925N solenoid replaces Delco 1115567. This is not a conventional solenoid, it is used with 2 50MT starters on railroad engines. It can not be connected like a normal 50mt solenoid. In the railroad application this solenoid does not control power to actual starter motor. The windings are unbalanced by design.



1. Adjusting the pinion clearance: Delco Remy recommends pinion clearance of 0.328 to 0.390 Inch, or 8.33MM to 9.91MM. The railroad may have other specifications.
2. Special pinion clearance connections are used. We recommend not using the locking washers for testing. Connect +24V to the short post as this connects to both windings. The shift lever adjusting nut should be finger tight. Then you connect ground to the S post and flash ground to the G post to energize the pull in winding to seat the plunger. If 24V on the hold winding only will not keep the plunger seated then there is a problem with the plunger, spring, shift lever or drive splines. You must adjust the pinion clearance in less than 1 minute to avoid damaging the solenoid. Allow solenoid to cool before continuing.
3. Testing the 36V complete motor also requires a special connection: The long post on solenoid connects to the starter motor using a modified strap or other connection sufficient to carry the motor current. The short post on the solenoid connects to the battery. The long post on the rear of the starter connects to battery ground. The starter motor must be attached to the test bench so it can not move. Using suitable jumpers or test switches, the pull in and hold in windings must be connected to ground and the motor should run at full speed. Then pull in winding can be disconnected and the motor should continue to run at full speed. Then the hold can be disconnected and the motor should stop running. Be sure to remove the modified strap from the solenoid. This starter should be delivered to the railroad with no connections from the solenoid to the starter motor. The strap and normal 50 MT solenoid ground wire are not used.
Important: Use a backup wrench when removing connections so the copper studs do not twist.

Note: The railroad control circuit implements a soft start by running the motor at reduced speed until it engages. With the solenoid engaged, the motor should start to spin at less than 24V. Both motors are in series, so they must be close to balanced in speed.. Otherwise one motor may run and never let the other motor have enough voltage to spin.