Inspection and Maintenance

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Qualified Persons

**WARNING**
The equipment covered by this publication must be installed, operated, and maintained by qualified persons who are knowledgeable in the installation, operation, and maintenance of primary distribution fusing equipment along with associated hazards. A qualified person is one who is trained and competent in:

- The skills and techniques necessary to distinguish exposed live parts from nonlive parts of electrical equipment
- The skills and techniques necessary to determine the proper approach distances corresponding to the voltages to which the qualified person will be exposed
- The proper use of the special precautionary techniques, personal protective equipment, insulating and shielding materials, and insulated tools for working on or near exposed energized parts of electrical equipment

These instructions are intended only for such qualified persons. They are not intended to be a substitute for adequate training and experience in safety procedures for this type of equipment.

Read this Instruction Sheet

**NOTICE**
Thoroughly and carefully read this instruction sheet before performing maintenance and repair on your Loadbuster—The S&C Loadbreak Tool. Familiarize yourself with the Safety Information on pages 3 and 4. The latest version of this publication is available online in PDF format at sandc.com/Support/Product-Literature.asp

Retain this Instruction Sheet

This instruction sheet should be available for reference whenever the Loadbuster Loadbreak Tool is repaired. Designate a location where you can easily retrieve and refer to it.

Video

A video of the procedures in this instruction sheet is available at sandc.box.com/v/loadbuster

Proper Application

**WARNING**
The equipment in this publication is only intended for specific switching applications. When used with appropriately designed “hook-equipped” disconnects, cutouts, power fuses, dropout reclosers, fuse limiters, and pad-mounted gear, the Loadbuster Loadbreak Tool is suitable for the live-switching of single- or three-phase overhead distribution circuits through 34.5 kV and underground distribution circuits through 25 kV. These applications must be within the ratings furnished for the equipment. Ratings for the Loadbuster Loadbreak Tool are listed on the ratings table in Specification Bulletin 811-31. The ratings are also on the S&C product labeling on the Loadbuster Loadbreak Tool’s chassis.

Warranty

The warranty and/or obligations described in S&C’s standard conditions of sale, as set forth in Price Sheet 150, plus any special warranty provisions, as set forth in the applicable product-line specification bulletin, are exclusive. The remedies provided in the former for breach of these warranties shall constitute the immediate purchaser’s or end user's exclusive remedy and a fulfillment of all of the seller’s liability. In no event shall the seller's liability to the immediate purchaser or end user exceed the price of the specific product that gives rise to the immediate purchaser's or end user's claim. All other warranties, whether express or implied or arising by operation of law, course of dealing, usage of trade, or otherwise, are excluded. The only warranties are those stated in Price Sheet 150, and THERE ARE NO EXPRESS OR IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. ANY EXPRESS WARRANTY OR OTHER OBLIGATION PROVIDED IN PRICE SHEET 150 IS GRANTED ONLY TO THE IMMEDIATE PURCHASER AND END USER, AS DEFINED THEREIN. OTHER THAN AN END USER, NO REMOTE PURCHASER MAY RELY ON ANY AFFIRMATION OF FACT OR PROMISE THAT RELATES TO THE GOODS DESCRIBED HEREIN, ANY DESCRIPTION THAT RELATES TO THE GOODS, OR ANY REMEDIAL PROMISE INCLUDED IN PRICE SHEET 150.
Understanding Safety-Alert Messages

Several types of safety-alert messages may appear throughout this instruction sheet as well as on labels attached to the crate, packing, and equipment. Familiarize yourself with these types of messages and the importance of the various signal words, as explained below.

**DANGER**

“DANGER” identifies the most serious and immediate hazards that will likely result in serious personal injury or death if instructions, including recommended precautions, are not followed.

**WARNING**

“WARNING” identifies hazards or unsafe practices that can result in serious personal injury or death if instructions, including recommended precautions, are not followed.

**CAUTION**

“CAUTION” identifies hazards or unsafe practices that can result in minor personal injury if instructions, including recommended precautions, are not followed.

**NOTICE**

“NOTICE” identifies important procedures or requirements that can result in product or property damage if instructions are not followed.

Following Safety Instructions

If you do not understand any portion of this instruction sheet and need assistance, contact your nearest S&C Sales Office or S&C Authorized Distributor. Their telephone numbers are listed on S&C’s website [sandc.com](http://sandc.com), or call S&C Headquarters at (773) 338-1000; in Canada, call S&C Electric Canada Ltd. at (416) 249-9171.

**NOTICE**

Read this instruction sheet thoroughly and carefully before installing or operating your S&C Loadbuster Load-break Tool.

Replacement Instructions and Labels

If you need additional copies of this instruction sheet, contact your nearest S&C Sales Office, S&C Authorized Distributor, S&C Headquarters, or S&C Electric Canada Ltd.

It is important that any missing, damaged, or faded labels on the equipment be replaced immediately. Replacement labels are available by contacting your nearest S&C Sales Office, S&C Authorized Distributor, S&C Headquarters, or S&C Electric Canada Ltd.
Location of Safety Labels

Reorder Information for Safety Information

<table>
<thead>
<tr>
<th>Location</th>
<th>Safety Alert Message</th>
<th>Description</th>
<th>Part Number</th>
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<tr>
<td>A</td>
<td>NOTE</td>
<td>To ensure resetting, depress telescoping tube until orange band …</td>
<td>G-5840R1</td>
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<tr>
<td>B</td>
<td>WARNING</td>
<td>RESET AFTER EACH OPERATION—To check for proper resetting …</td>
<td>G-4401 (for 5300R3)</td>
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<td></td>
<td></td>
<td></td>
<td>G-4401 (for 5300R3-E)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G-4320 (for 5400R3)</td>
</tr>
</tbody>
</table>
Before performing maintenance on the Loadbuster Loadbreak Tool, please make sure you have the necessary tools and materials listed below:

- 7/16-inch combination wrench
- (2) flat-head screwdrivers, (1/8-inch and 3/16-inch recommended)
- 5/32-inch Allen key
- S&C spanner wrench (NA-1057) or a 3/32-inch drift pin
- Vernier calipers
- Emery cloth
- Rubber mallet (8–16 oz.)
- DC-Moly-GY lubricant (Part no. 0352-407)
- Petroleum jelly lubricant
- Silicone oil lubricant, DOW Corning DC 200 (5 cSt viscosity) or equivalent

Cleaning supplies:
- Soft cloth or lint-free towels
- Liquid abrasive-type household cleanser
- Degreasing dish soap
- Bottle brush

Four trigger screws and one set screw have integral nylon gaskets that will need to be replaced with new hardware. Make sure you have the replacement trigger assembly hardware and socket head set screw before disassembling your Loadbuster Loadbreak Tool. S&C also recommends having on hand a new inner-tube seal, a moving contact, silicone oil lubricant, and DC-Moly-GN lubricant. For a detailed view of Loadbuster Loadbreak Tool parts, see Figure 51 on page 23.

Necessary replacement parts to have on hand:
- Socket head set screw (Part no. NA-1048)
- Trigger assembly hardware (Part no. NA-1050)

Suggested replacement parts to have on hand:
- Inner tube seal (Part no. NA-1023)
- Moving contact (Part no. NA-1068-1 or NA-1068-2)
Step 1
Loosen the tube cover with a rubber mallet and remove the tube cover by pulling it out. Unscrew the end cap. Pull the end cap out until the Loadbuster Loadbreak Tool trips, then push the end cap back until the contact tube is inside the chassis. See Figures 1 and 2.

⚠️ CAUTION
Keep fingers clear of the end of the chassis when tripping the Loadbuster Loadbreak Tool. The contact tube is spring loaded and will move quickly toward the trigger assembly. Failure to keep fingers clear could cause minor injury.

Step 2
To prevent spinning, use a 7/16-inch combination wrench to hold the locknut on the underside of the end cap steady. Use an appropriately sized flat-head screwdriver to loosen and remove the set screw followed by the retaining screw. Remove the end cap. See Figures 3 and 4.

NOTICE
DO NOT remove the locknut from the moving contact.
Step 3

**NOTICE**

Use a hand-driven screwdriver to loosen the four screws. A power-driven screwdriver may damage the trigger assembly.

Remove the four screws that fasten the trigger assembly to the inner tube assembly, and withdraw the trigger assembly. Discard the screws. See Figure 5.

![Figure 5. Remove the four screws securing the trigger assembly to the inner tube assembly. Remove the trigger assembly.](image)

Step 4

Withdraw the moving contact assembly, and then slide off the guide bearing. See Figure 6.

![Figure 6. Remove the moving contact assembly and slide off the guide bearing.](image)

Step 5

Carefully withdraw the inner tube assembly from the chassis. See Figure 7.

![Figure 7. Remove the inner tube assembly.](image)
Step 6
Unscrew and remove the silencer. See Figure 8.

Step 7
Use the mallet and a screwdriver or other pry tool to loosen and remove the retaining ring securing the anchor assembly to the inner tube assembly. See Figures 9, 10, and Figure 11 on page 9.
Step 8
Remove the anchor assembly. See Figure 11.

Step 9
Use a 5⁄32-inch Allen key to remove the socket-head set screw. Discard the set screw. See Figure 12.
**Step 10**
Withdraw the stationary contact assembly from inside the inner tube. See Figure 13.

![Figure 13. Remove the stationary contact.](image)

**Step 11**
Remove the chassis cover by slightly prying the cover equally on both sides and sliding off the chassis. See Figure 14.

![Figure 14. Remove the chassis cover.](image)
Step 12
Unscrew and remove the bearing retainer from the chassis, and remove the inner tube seal and the bearing. See Figure 15.

Step 13
Use a drift pin or S&C spanner wrench (NA-1057) in the wrenching hole to unscrew the contact tube from the moving contact assembly. Remove the tube. See Figure 16. This concludes the Loadbuster tool disassembly.
Inspecting the Key Parts of the Loadbuster Loadbreak Tool

Step 14
Trigger assembly Inspection
Examine the trigger to make sure the spring is working and the key is still secure and in place. Look for evidence of excessive wear, a broken spring, or burning or pitting of any part of the assembly. Replace entire trigger assembly if necessary. See Figure 17.

Step 15
Moving contact assembly inspection

<table>
<thead>
<tr>
<th>NOTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do not soak any part of the Loadbuster Loadbreak Tool in cleaning solution or water. The Loadbuster Loadbreak Tool and its components are not designed for submersion in water or solvent. Damage to the tool may result.</td>
</tr>
</tbody>
</table>

To inspect the moving contact assembly:
(a) Use water and a liquid abrasive-type household cleanser to remove surface carbon deposits from the trailer and the moving contact. Thoroughly rinse and dry the assembly immediately after cleaning. DO NOT submerge the moving contact assembly in water or cleaning solution. See Figure 18.
(b) If necessary, use an Emery cloth to polish the moving contact. Avoid heavy filing that would change the dimensions.
(c) Pull either end of the assembly to extend the spring. Examine the flexible cable inside the spring for signs of wear or fraying. Make sure the cable is securely connected at both ends. See Figure 18.
(d) Using a micrometer, check the diameter of the trailer. Note: Exercise care to avoid mechanical damage to the trailer. See Figure 19.

If the trailer diameter is 0.650 inch (16.5 mm) or less at any point other than the chamfered ends, or if the flexible cable is frayed, replace the moving contact assembly and inner tube assembly. S&C also recommends replacing the stationary contact assembly, guide bearing, and the silencer at the same time.

<table>
<thead>
<tr>
<th>NOTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loadbuster Tools with a red dot on the trailer (manufactured before August 2002) can be operated 500 to 1,000 times before inspection and maintenance are required. Tools with a blue dot on the trailer (manufactured during or after August 2002) can be operated 1,500 to 2,000 times before inspection and maintenance are required.</td>
</tr>
</tbody>
</table>
Step 16

**Inner tube assembly Inspection**

Do not replace the inner tube assembly unless the diameter of the trailer is 0.650 inch (16.5 mm) or less, as described in Step 15(d). If replacement is not required, use water and an abrasive-type household cleanser applied with a bottle brush to remove any surface carbon deposits from the liner of the inner tube assembly. Thoroughly rinse and dry the assembly immediately after cleaning. See Figure 20.

Minor scratches on the inner tube assembly are allowable. Tubes with rough scratches must be replaced because the rough scratches may impede proper operation of the Loadbuster Loadbreak Tool. DO NOT repaint the tube.

Step 17

**Inner tube seal Inspection**

Examine the inner tube seal. Replace the seal if it is cracked, deformed, or damaged in any way. S&C recommends replacing the inner tube seal when the inner tube assembly is replaced. See Figure 21.

Step 18

**Stationary contact assembly inspection**

Use water and an abrasive-type household cleanser to remove any surface carbon deposits from the stationary contact assembly. Thoroughly rinse and dry the assembly immediately after cleaning. Examine the stationary contact assembly for extreme pitting, erosion, or cracking. Light polishing is permissible, but avoid heavy filing that would change the dimensions. Replace the stationary contact if the ring inside the contact is bent. Be careful not to drop the contact assembly. See Figure 22.
Step 19

**Anchor assembly inspection**

Use an Emery cloth to polish the surface and remove pitting. If the anchor assembly is severely pitted or burned, or if the spring does not work, replace the anchor assembly. See Figure 23.

---

Step 20

**Resetting latch inspection**

Examine the resetting latch and look for excessive wear on the latching surface. The latching surface should be flat. Pull the latch and check the springs. Replace the resetting latch if it is deformed or damaged. See Figure 24.

---

Step 21

**Hook frame attachment assembly inspection**

Look for excessive burning or pitting on all contact surfaces on the hook frame attachment assembly. Make sure the pull ring hook is straight and the spring in the pivot contact is working properly. The spring in the pivot should allow movement in the same direction as the pivot contact. The pivot also should move freely side to side. Replace the hook frame attachment assembly if it is damaged. See Figure 25.
Step 22

Chassis Inspection
Clean the chassis with a cloth and household detergent to remove grease or dirt. DO NOT soak the chassis in water or detergent solution. Replace the shunt strap if it is badly burned. Check the hook frame assembly springs to make sure they are in good condition and hold tension. Replace the springs if necessary. The hook frame assembly should move approximately 65° “in and out” and “side to side” approximately 35° in each direction. Contact your local S&C Sales Office if the chassis does not rotate properly. Replace any missing or faded product labels. See Figure 26 and refer to page 4.

Figure 26. Inspect the chassis.

Step 23

Bearing and bearing retainer inspection
Examine the bearing and bearing retainer for evidence of mechanical damage. See Figure 27. Replace as required.

Figure 27. Inspect the bearing and bearing retainer.

Step 24

Silencer Inspection
Check the silencer to make sure the snubber (gasket) is in good condition. Also look inside and make sure there is no corrosion and that the mesh is in good condition. Push the pin that actuates the counter. The counter should advance to the next “operation number.” Replace the silencer if there is any evidence of damage. See Figure 28.

Figure 28. Inspect the silencer.
Assembling the Loadbuster Loadbreak Tool

Step 25
Install the stationary contact assembly in the inner tube assembly. Use the 5/32-inch Allen key to install a new socket head set screw. Make sure that its point engages the locating hole in the stationary contact assembly. Tighten the socket head set screw firmly, but avoid overtightening that may bend the stationary contact assembly. See Figure 29.

Step 26
To assemble the inner tube assembly: See Figure 30 and Figure 31.
(a) Apply a thin coating of silicone oil to the surface of the inner tube assembly.
(b) Slide the bearing retainer onto the inner tube assembly.

NOTICE
The inner tube seal will not perform properly unless it is installed with its flared edge pointing toward the stationary contact end of the inner tube assembly.

(c) Slide the inner tube seal onto the assembly. If the seal is difficult to put on the inner tube assembly, expand its inner diameter somewhat by rotating it against a thumbnail or other smooth object. Use care to avoid damaging the seal. The seal material has a “memory” and will soon return to its original shape. Immediately place the flared edge of the inner tube seal squarely against the metal insert on the lower end of the inner tube assembly. Then, using a slight twisting motion, work the inner tube seal onto the inner tube assembly, taking care to avoid damaging or inverting the seal, especially when sliding the seal past the flat area on the inner tube assembly.

(d) Slide the bearing onto the inner tube assembly.

Figure 29. Install the stationary contact assembly to the inner tube assembly.

Figure 30. Apply a layer of silicone oil.

Figure 31. Assemble the inner tube assembly. Detail view of inner seal. Make sure the flared end is pointing toward the stationary contact end of the inner tube assembly.
Step 27
Insert the inner tube assembly into the chassis, lifting the resetting latch to provide clearance for the inner tube. See Figure 32.

Step 28
Thread the bearing retainer firmly onto the chassis. See Figure 33.

Step 29
Reinstall the chassis cover. See Figure 34.

Step 30
Extend the inner tube assembly approximately two inches (51 mm). See Figure 35.
Assembling the Loadbuster Loadbreak Tool

**Step 31**
Install the anchor assembly so the key on the anchor assembly mates with a slot in the ferrule of the inner tube assembly. See Figure 36.

![Anchor assembly](image)

**Figure 36.** Install the anchor assembly so the key mates with the slot on the inner tube assembly.

**Step 32**
Reinstall the retaining ring. Position the retaining ring so the concave shape is toward the anchor assembly. Use a hammer or mallet to secure the ring in place around the inner tube assembly and the anchor assembly. See Figure 37.

![Retaining ring](image)

**Figure 37.** Reinstall the retaining ring. Make sure the ring is bowed toward the surface of the anchor assembly. Tap it into place with a mallet.

**Step 33**
Reinstall the silencer on the inner tube assembly. If the silencer has metal threads, apply a light coating of petroleum jelly to the threads. See Figure 38.

![Silencer](image)

**Figure 38.** Reinstall the silencer.
Step 34
Screw the contact tube onto the moving contact assembly. Use a drift pin or spanner wrench (NA-1057) in the wrenching hole while tightening the threads. See Figure 39.

Step 35
Slide the guide bearing over the open end of the contact tube. See Figure 40.

Step 36
Apply a light coating of DC-MOLY-GN paste lubricant to the trigger end of the moving contact assembly. See Figure 41.

Step 37
Insert the moving contact assembly into the inner tube assembly, trailer end first, making certain the guide bearing is seated in the inner tube assembly. See Figure 42.
Step 38
Apply a light coating of DC-MOLY-GN paste lubricant to the latching area of the trigger only. See Figure 43.

Figure 43. Apply lubricant to the latching area of the trigger.

Step 39
Insert the trigger into the inner tube assembly. Use a screwdriver to depress the trigger latch and extend the moving contact assembly through the trigger assembly. See Figure 44.

Figure 44. Insert the trigger into the inner tube assembly. Depress the trigger to extend the moving contact assembly.

Step 40
Rotate the anchor assembly as required to center the anchor with the pull-ring hook. Using 4 new screws, attach the trigger assembly to the inner tube assembly, aligning the guide pin on the trigger assembly with the slot in the chassis. See Figure 45.

Figure 45. With the moving contact extended, turn the anchor to align the holes in the trigger with the holes in the inner tube assembly. Attach the trigger assembly to the inner tube assembly.
Step 41
Reposition the end cap, and use the retaining screw and set screw to secure it to the moving contact assembly. Tighten the set screw last. See Figure 46.

Step 42
Apply a light coating of petroleum jelly to the threads of the end cap. Screw the end cap firmly into the chassis. See Figure 47.

Step 43
Install the tube cover. See Figure 48.
Step 44
For Loadbuster Loadbreak Tool Catalog Number 5300R3-E, install the extended insulating hood. See Figure 49.

Step 45
After reassembly, reset the Loadbuster Loadbreak Tool. Hold with the inner tube extended, and lift the resetting latch with your thumb. With the latch up, press down on the inner tube assembly until the tool is closed completely so the trigger can reset itself. When reset properly, the orange inner tube will no longer be visible.

Check for proper resetting by extending the tool about three inches (76 mm) until you feel increasing spring resistance. Operate the tool several times to make sure the trigger and resetting latch perform properly. Refer to Instruction Sheet 811-505 for complete operation instructions.

Step 46
Make sure the trip force is between 20 and 27 lbs. for Loadbuster Loadbreak Tool 5300R3 (20 to 29 lbs. for Loadbuster Loadbreak Tool 5400R3) by securing the hook frame assembly and pulling open the tool using a force gauge attached to the anchor assembly.
Assembling the Loadbuster Loadbreak Tool

Figure 50. Cross-section view of the Loadbuster Loadbreak Tool.

Figure 51. Exploded view of the Loadbuster Loadbreak Tool.

Note: Loadbuster Tools with a red dot on the trailer (manufactured prior to July 2002) can be operated 500 to 1,000 times before inspection and maintenance are required. Tools with a blue dot on the trailer (manufactured during or after July 2002) can be operated 1,500 to 2,000 times before inspection and maintenance are required.
# Replacement Parts

## Table 1. Parts for Loadbuster Loadbreak Tools, Catalog Numbers 5300R3, 5300R3-e, and 5400R3

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<thead>
<tr>
<th>Item</th>
<th>For Use on Loadbuster, Catalog Number</th>
<th>Catalog Number</th>
<th>Net Weight</th>
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<td>Complete Chassis</td>
<td>5300R3 AND 5300R3-E</td>
<td>NA-1026-1</td>
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<td></td>
<td>5400R3</td>
<td>NA-1026-2</td>
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<tr>
<td>End Cap Assembly (includes retaining screw and set screw)</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1044</td>
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<tr>
<td>Resetting Latch Assembly (includes spring and roll pin)</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1045</td>
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<tr>
<td>Shunt Strap (includes screw and locking washer)</td>
<td>5300R3 and 5300R3-E</td>
<td>NA-1046-1</td>
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<td>5400R3</td>
<td>NA-1046-2</td>
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<tr>
<td>Hook Frame Attachment Assembly (includes pull-ring hook, pivot, pivot contact, and appropriate springs and roll pins)</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1047</td>
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<td>Chassis Cover (includes label)</td>
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<td>Tube Cover</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>N-1125</td>
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<td><strong>Moving Contact Assembly Parts</strong></td>
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<tr>
<td>Complete Moving Contact Assembly①</td>
<td>5300R3 and 5300R3-E</td>
<td>NA-1068-1●</td>
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<td>NA-1068-2●</td>
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<tr>
<td>Contact Tube①</td>
<td>5300R3 and 5300R3-E</td>
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<td>5400R3</td>
<td>NA-1020-2</td>
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<tr>
<td>Guide Bearing</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>N-1069</td>
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</table>

① Requires DC-MOLY-GN lubricant (listed on page 25).

● Supersedes NA-1022-1 and NA-1022-2, respectively.

**TABLE CONTINUED**

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24  S&C Instruction Sheet 811-510
### Table 1. Parts for Loadbuster Loadbreak Tools, Catalog Numbers 5300R3, 5300R3-e, and 5400R3—Continued

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<th>Catalog Number</th>
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<td>Complete Inner Tube Assembly</td>
<td>5300R3 AND 5300R3-E</td>
<td>NA-1019-1</td>
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<td></td>
<td>5400R3</td>
<td>NA-1019-2</td>
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<tr>
<td>Stationary Contact Assembly (includes socket-head set screw)</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1048</td>
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<tr>
<td>Socket-Head Set Screws for Stationary Contact Assembly</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1049</td>
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<td>Silencer without Operation Counter</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1058</td>
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<td>Silencer with Non-resettable Operation Counter</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1071▲</td>
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<tr>
<td>Silencer Snubber</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>N-1165</td>
<td>—</td>
</tr>
<tr>
<td>Anchor Assembly</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1037</td>
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<tr>
<td>Trigger Assembly (includes screws and washers)</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>5277</td>
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<tr>
<td>Trigger Assembly Hardware (screws and washers)</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1050</td>
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<tr>
<td>Retaining Ring</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>N-1140</td>
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<tr>
<td>Bearing</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>N-1128</td>
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<td>Bearing Retainer</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>N-1127</td>
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<tr>
<td>Inner Tube Seal</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1023</td>
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<tr>
<td>Extended Insulating Hood for converting Loadbuster Catalog Number 5300R3 to Catalog Number 5300R3-E</td>
<td>5300R3</td>
<td>NA-1034■</td>
<td>—</td>
</tr>
<tr>
<td>Upgrade Kit (includes moving contact assembly, silencer with non-resettable operation counter, label, and instructions)</td>
<td>5300R3 and 5300R3-E</td>
<td>NA-1073</td>
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<td>5400R3</td>
<td>NA-1074</td>
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<tr>
<td>Miscellaneous Parts</td>
<td>DC-MOLY-GN Lubricant ¼-oz. tube</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>0352-407</td>
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<td>Spanner Wrench</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>NA-1057</td>
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<td>Labels and Instructions</td>
<td>Chassis Label</td>
<td>5300R3 and 5300R3-E</td>
<td>G-4401</td>
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<td>5400R3</td>
<td>G-4320</td>
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<td>Chassis Cover Label</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>G-5840R1</td>
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<td>Insulating Hood Label</td>
<td>5300R3-E</td>
<td>G-4585</td>
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<td>Instruction Sheet</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>811-505</td>
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<td>Services</td>
<td>Complete Overhaul</td>
<td>5300R3, 5300R3-E, and 5400R3</td>
<td>—</td>
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</tbody>
</table>

1. Includes hardware sufficient to service 10 tools.
2. Requires DC-MOLY-GN lubricant (listed above).
3. Upgraded tools can be operated 1,500 to 2,000 times before inspection and maintenance are required.
4. Contains lubricant sufficient to service approximately 10 tools.
5. Used to remove contact tube from moving contact assembly, to facilitate inspection of spring and cable assembly.
6. To ensure proper handling, purchasers are asked to obtain from the nearest S&C Sales Office a special serially numbered label to place on one of the shipping boxes in which the Loadbuster Loadbreak Tools are returned. Loadbuster Loadbreak Tools should be packed carefully, with a packing slip enclosed showing purchase-order or requisition number covering overhaul, and should be shipped, transportation charges prepaid, to S&C Electric Company, Repair Center, 1800 Devon Avenue, Chicago, Illinois 60660-1010.
7. Includes S&C's standard 2-year warranty, effective from the date of complete overhaul, and in accordance with the terms of the standard warranty set forth in Price Sheet 150. See "Conditions of Sale" on page 1.

● Applicable only to tools manufactured after May 1983. The date of manufacture can be determined from the serial number stamped on the aluminum strap attached to the chassis. The first three (or four) digits of the serial number represent the month and year of manufacture.

▲ For use on Loadbuster tools, Catalog Numbers 5300R3, 5300R3-E, and 5400R3, manufactured after June 2002.

■ Body is approximately 2½ inches (73 mm) in length. For use on Loadbuster Tool, Catalog Number 5300R3, manufactured before June 2002. NA-1034 extended insulating hood will not fit over silencer with non-resettable operation counter.

◆ Body is approximately 3⅞ inches (95 mm) in length. For use on Loadbuster Tool, Catalog Number 5300R3, manufactured after June 2002. NA-1075 extended insulating hood will not fit over silencer without operation counter.
Enhanced Operating Life Upgrade Kits

Loadbuster Loadbreak Tools, Catalog Numbers 5300R3, 5300R3-E, and 5400R3 and manufactured between May 1983 and August 2002, can be upgraded to achieve an enhanced operating life of 1,500 to 2,000 operations before inspection and maintenance are required. See applicable upgrade kits in the Table 1 on page 25.