

# ELECTRIC RAILROAD CARSHAKERS

The VIBCO Carshaker consists of a vibrator built especially sturdy to take heavy shocks, and is connected to a VMC (clamp-on bracket) or VMW (wedge-type bracket).

## INSTALLATION AND OPERATING INSTRUCTIONS

1. Be sure the motor voltage is the same as the line voltage.
2. When you install your vibrators, make sure you use an overload protection (starter box) with proper overload protection. The starter box should be mounted no closer than 4' from motor (on it's cord) but no further away than 20'. If you have to mount it further away, a voltage reading should be taken at the vibrator while running, as well as at the overload protection.

If there is no voltage drop, proper size wire is used, if more than 5% lower at the vibrator, a heavier wire is necessary. For example, if #16 wire was used, change to #14.

3. The VMW bracket is secured in the female bracket on the car by use of the flat bracket which is put on the lower bolt and held in place with the nut and lockwasher. **DO NOT NEGLECT TO USE THIS SECURING METHOD.** If not used, the vibrator can jump out of the bracket or it will vibrate loose and overload. To remove the male bracket, put the flat bracket on the top bolt and use it as a puller.
4. The VMC bracket is clamped on the flange of a channel or angle iron. After starting unit, only run it for 30 to 60 seconds then retighten bolts. It is now possible to tighten up on the bolts considerably, due to dirt, paint and burrs being vibrated away.
5. Unit should now operate smoothly and quietly.
6. The unit should not jump or vibrate violently, you are then only shaking the vibrator itself, and not the car. The kickback vibration will also overload the motor. If unit is shaking or jumping so hard that the nameplate cannot be read, stop unit and restart while bracing up the unit with the hand or a heavy piece of wood (2 x 4 or similar). If this does not help, **MOVE THE UNIT TO A MORE RIGID PLACE ON THE CAR, or CHANGE THE SETTING ON THE ECCENTRICS TO GIVE A LOWER IMPACT.** Change it down to the point where the unit operates smoothly and quietly.
7. When a railroad car is full, it is very rigid and can take almost any vibration force. However, as it empties, it gets less and less rigid. When close to being empty, it's rigidity is low and it might not absorb all the vibration the railroad carshaker is developing. The vibration it cannot absorb is "kicked back" to the vibrator and acts as a braking force on it. If this "kick back" vibration is large enough it will overload (stall) your vibrator and kick out the overload and stop the vibrator. When railroad car is close to being empty use vibrator only intermittently giving railroad car only short spurts of vibration.

The overload protection **will not** guarantee you from "burning out" your vibrator, it is only a warning that tells you "check me out." If vibrator is immediately turned on again without checking out and rectifying the problem, you may burn out your vibrator motor.



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