

# 1518/1519 Metric Mechanical Gauge

## Installation, Operation, and Maintenance Instructions



The 1518M/1519M Mechanical Gauge is designed to be used to measure liquid level in an aboveground storage tank. The gauge mounts to the top of the tank and is activated by a float connected to a cable. The 1519M provides a single level alarm relay output, NO or NC, configurable to the desired level. The alarm relay output requires an external alarm box, such as the 918 or 918AC series alarm boxes.

**Failure to follow any or all of the warnings and instructions in this document could result in a hazardous liquid spill, which could result in property damage, environmental contamination, fire, explosion, serious injury or death.**

**NOTE:** The most accurate method to calibrate the tank is with fluid in it. This will take into account variables associated with the float position, the mechanism, and the fluid density.

## Installation



### WARNINGS

- **Fire Hazard** – Death or serious injury could result from spilled liquids.
- Any modification to this gauge other than those stated in these installation instructions will void the product warranty.
- This device is intended to be used as a liquid level indicator to the operator and should not be the only system in place to prevent a tank from overfilling. It is the sole responsibility of the operator to continuously prevent any spillage regardless of the situation or status of the gauge.
- Install in accordance with all applicable local, state and federal laws.
- For your safety, it is important to follow local, state, federal and/or OSHA rules that apply to working inside, above, or around the storage tank and piping area. Use all personal protective equipment required for working in the specific environment.
- Tanks could be under pressure. Vapors could be expelled from tank vents, piping, valves or fittings while performing installation. Vapors could catch fire or cause an explosion. Avoid sparks, open flame, or hot tools when working on gauge.
- Use a dampened cloth when cleaning the clear front cover of the gauge to prevent static buildup and discharge.
- In the event of malfunction, contact Morrison Bros. Customer Service.

### Steps

1. Verify contents of box. You should have received the gauge, float, and a small tube of adhesive (See Figure 1). Inspect the items for shipping damage. **DO NOT** use if damage is found.
2. Remove the front cover of gauge and remove foam under cover. **NOTE:** The Philips screws in the front cover are captive fasteners that aren't meant to be removed. Place the front cover back on gauge. Place the front cover back on gauge. The gauge should be reading approximately 111 centimeters. If not, the gauge could be damaged or dysfunctional. Inspect the internals for any damage. **DO NOT** use if damage is found. Find the cable sticking out of the end of the gauge connection pipe. Slowly pull on cable to ensure gauge is functioning properly. **DO NOT** pull and release cable uncontrollably. This can cause damage to the internal mechanism and render the gauge inoperable. **ALWAYS** hold onto cable and allow it to move in a slow steady motion.
3. Remove the red warning tag.
4. If installing a 1519M gauge, refer to page 3 for calibrating alarm set point.
5. Locate the opening on the top of the tank where the gauge is to be installed (minimum opening size is 2" schedule 40 pipe). If possible, select a location away from the fill port to avoid excessive turbulence that could affect the float. Also make certain that there are no objects inside the tank, near the selected opening, upon which the float and cable could get tangled and that the gauge location will not interfere with normal operation of the tank.

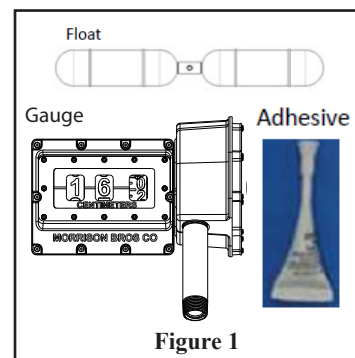


Figure 1

6. **NOTE:** Once an opening is selected, use a tank stick or gauging tape to determine the current liquid level height in the tank. Record this liquid level as you need it to set the gauge once it is installed.

7. Carefully lay the gauge on the top of the tank, near your selected tank opening.

8. Attach the necessary pipe bushing to adapt the 1" gauge connection pipe to the connection on the tank opening. Apply PTFE tape to the male threads on the gauge connection pipe and thread into your pipe bushing. **DO NOT use any pipe dope as this may get on the gauge cable and cause a malfunction.**



Figure 2

9. Next you need to attach the float to the cable screw on the end of the gauge cable. Unscrew the cable bullet exposing the cable screw threads. The cable bullet is now no longer needed and can be discarded. Using the small tube of adhesive provided, place a drop or two of the adhesive onto the male threads, of the cable screw. Thread the float onto the cable screw and, while using pliers to carefully hold the float connector, snug the float onto the cable screw (See Figure 2). **NOTE: Make sure to do not damage the cable with the pliers.**

10. **SLOWLY** lower the float into the tank. Guide the cable through your fingers letting the cable slide through slowly. **DO NOT** allow the float to free fall into the tank as this will cause the cable to come off of the pulley mechanism and render the gauge inoperable. **NOTE: make certain that when lowering the float, that the cable DOES NOT rub on the edge of the tank opening.**

11. Once the float is resting on the liquid level (or tank bottom if the tank is empty) apply PTFE tape to the pipe bushing on the bottom of the gauge connection pipe. **DO NOT use pipe dope as this may get on the gauge cable and cause a malfunction.**

12. Lift the gauge to the vertical position and thread the pipe bushing into your tank opening. **Make certain that you do not allow any excess slack in the cable or kink the cable in any way.** Once you have threaded the gauge into the tank opening hand tight, use a pipe wrench or strap wrench, on the 1" gauge connection pipe, to complete tightening. Torque threads to 75-85 ft-lbs.

13. Now the gauge can be calibrated to the liquid level you found in step 4. Calibration is done one indicator wheel at a time (See Figure 3). Start with the ones' centimeter indicator wheel. Grab the indicator wheel and push it to the left to clear the drive gear. The ones' centimeter indicator wheel must be fully disengaged from the drive gear. The indicator wheel should now freely spin. Spin the wheel UPWARDS so that the numbers are counting up. Once at the correct setting, slowly let indicator wheel seat back into the drive gear. Failure to follow this procedure can cause damage to the internal mechanism and render the gauge inoperable. **Note: desired level reading needs to be in the center of the viewing window.**

14. Calibration for the tens' and hundreds' centimeter readings is done in a similar manner pushing the indicator wheels to the left so they clear the gears that are offset below the indicator wheels (See Figure 3.) Calibrate the tens' centimeter indicator wheel and then the hundreds' centimeter indicator wheel. **Note: desired level readings need to be in the center of the viewing window.**

15. Reinstall the front cover, the correct settings should be clearly centered in viewing windows. If needed, adjust the indicator wheels.

16. The tank manufacturer's chart will be required to translate fluid height into fluid volume.

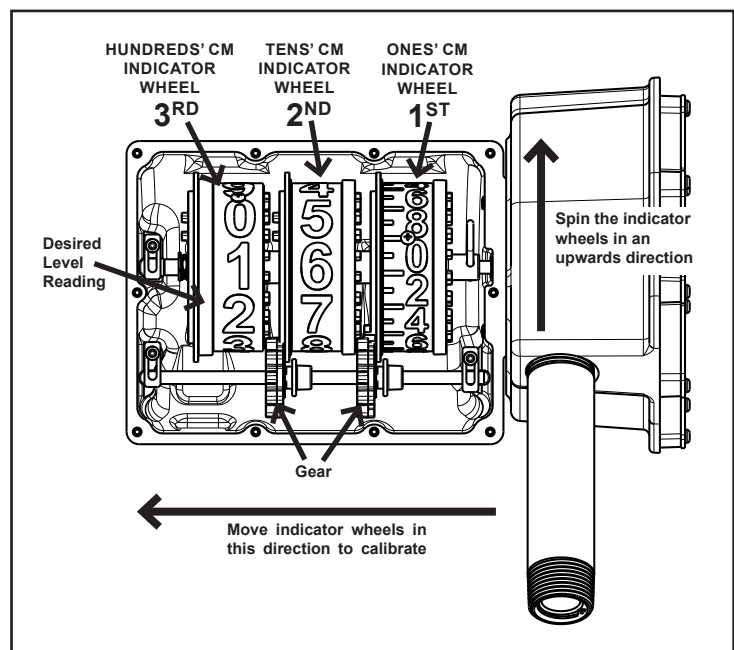


Figure 3



Failure to follow any or all of the warnings and instructions in this document could result in a hazardous liquid spill, which could result in property damage, environmental contamination, fire, explosion, serious injury or death.

## 1519M Calibrating the Alarm Set Point

1. Each gauge's alarm set point will be factory defaulted to at 111cm.
2. The alarm set point uses a magnet that is attached to the indicator wheel using a magnet positioner. The alarm set points are activated when the magnet is above the circuit board that is located behind the indicator wheels.
3. There are two magnet positioners. The hundreds' and tens' magnet positioner has two unique ends, see Figure 8. The first end is the target end that will point to the desired set point level, and the second end has a pocket for the magnet to set into. The ones' cm magnet positioner has three magnet pockets along with one target arrow, see Figure 9.
4. Start with the ones' cm indicator wheel first. While holding the indicator wheel, remove the magnet screw along with the magnet and place aside.
5. Push the ones' cm indicator wheel to the left so that it disengages the drive gear and rotate the wheel upwards until you reach the next magnet see Figure 10. Now let the indicator wheel seat back into the drive gear. While holding the indicator wheel, remove the magnet along with the screw and set these items aside.
6. Push the ones' cm indicator wheel to the left so that it disengages the drive gear and rotate the wheel upwards until you reach the last magnet see Figure 10. Now let the indicator wheel seat back into the drive gear. While holding the indicator wheel, remove the magnet, screw and positioner and set these items aside.
7. Now push the indicator wheel to the left again to disengage from the drive gear. Rotate the indicator wheel upwards to the desired set point and allow the indicator wheel to seat into the drive gear.
8. Place the magnet positioner onto the indicator wheel with the target arrow aligned with the desired alarm set point, as shown in Figure 11. While holding the indicator wheel, thread the screw through the target end hole and into the matching hole in the indicator wheel. **DO NOT OVER TIGHTEN**, only snug up the screw.

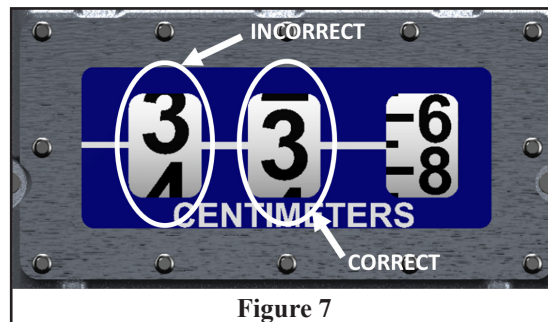


Figure 7

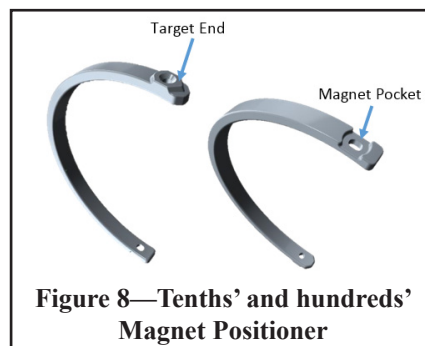


Figure 8—Tenths' and hundreds' Magnet Positioner

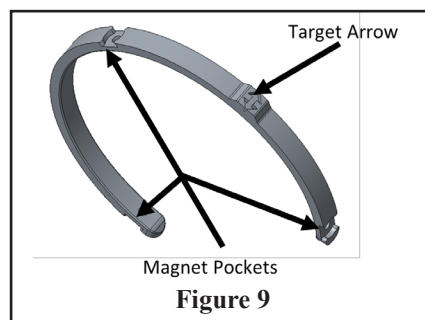


Figure 9

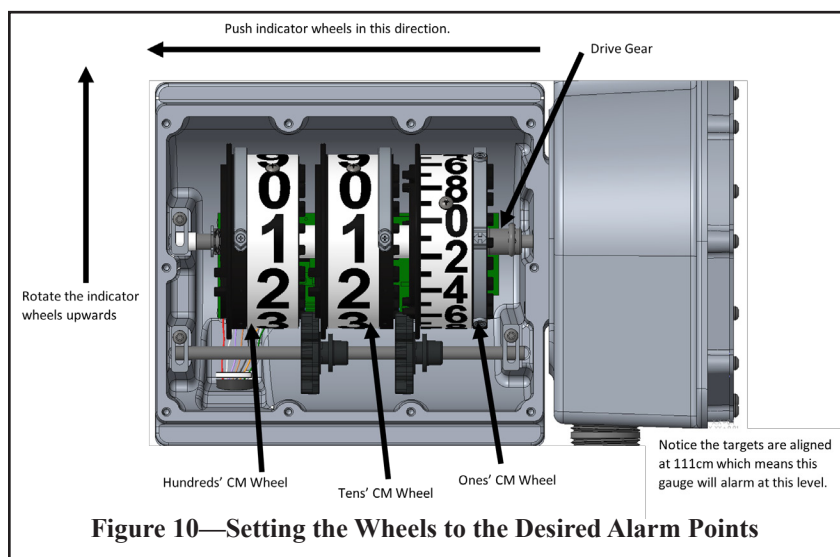


Figure 10—Setting the Wheels to the Desired Alarm Points



Figure 11—Target End Aligned to the Alarm Set Point



Figure 12—Target Aligned to the Alarm Set Point

9. Push the indicator wheel to the left again, disengaging the wheel from the drive gear. Rotate the wheel upwards to the other magnet pockets. Place a screw through the magnet into the positioner and while holding the indicator wheel, thread into the indicator wheel. **DO NOT OVER TIGHTEN**, only snug up the screw.
10. Push the Ten's indicator wheel to the left so that it disengages the drive gear and rotate the wheel upwards until you reach the magnet see Figure 10. Now let the indicator wheel seat back into the drive gear. While holding the indicator wheel, remove the magnet, screw and positioner and set these items aside.
11. Now push the indicator wheel to the left again to disengage from the drive gear. Rotate the indicator wheel upwards to the desired set point and allow the indicator wheel to seat into the drive gear.
12. Place the magnet positioner onto the indicator wheel with the target end aligned with the desired alarm set point, as shown in Figure 12. While holding the indicator wheel, thread the screw through the target end hole and into the matching hole in the indicator wheel. **DO NOT OVER TIGHTEN**, only snug up the screw.
13. Push the indicator wheel to the left again, disengaging the wheel from the drive gear. Rotate the wheel upwards to the magnet end. Place a screw through the magnet into the positioner and while holding the indicator wheel, thread into the indicator wheel. **DO NOT OVER TIGHTEN**, only snug up the screw.
14. These steps are repeated for the hundreds' cm wheel, see Figure 10.
15. Magnet positioners must be evenly placed on the wheels as in Figure 9 and Figure 10.
16. Setting of the alarm point is now complete, return to page 2 and proceed with step 5 of Installation.

## 1519M Mounting the Power Module

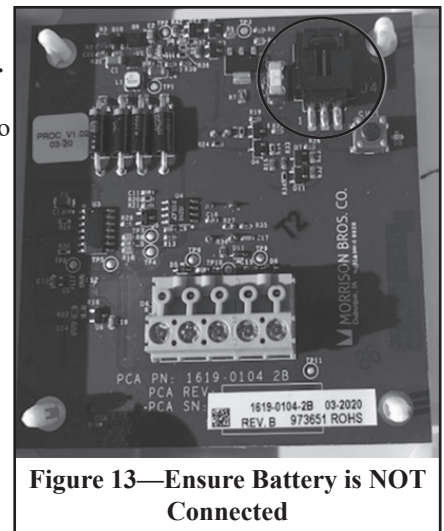
**IMPORTANT:** The maximum wiring distance between the Gauge Head and the Power Module is 200 feet. Do not exceed this distance.

We recommend that the Power Module be mounted in close proximity to the associated Tank Alarm for the convenience of the operator to verify the operation of both before performing a fill operation.

**NOTE:** The Power Module **MUST** be mounted with the conduit opening on the bottom to prevent water ingress.

**NOTE:** The enclosure appears to be square, but it is not symmetrical in how the cover mounts to the base. Do **NOT** turn the enclosure 90 degrees and attempt to install the cover; it will not seal properly.

Mount the Power Module on a suitable surface with the wiring opening on the bottom using the holes provided in the mounting flanges of the enclosure.



**Figure 13—Ensure Battery is NOT Connected**

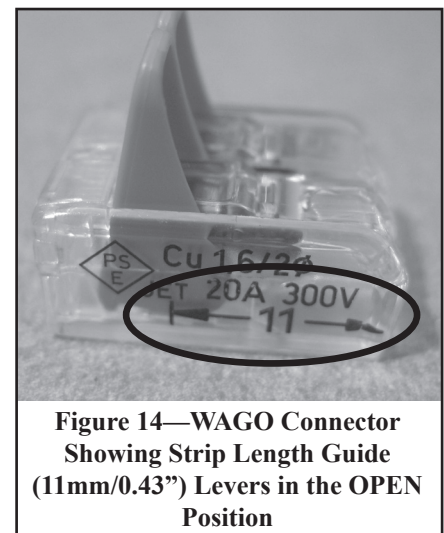
## 1519M Wiring the Gauge Head

**IMPORTANT:** Do **NOT** wire the Gauge Head to the Power module with the battery connected to the Power Module Board.

1. Loosen the four corner screw holding the front cover of the Power Module in place.

**NOTE:** These are captive screws and are not intended to be removed.

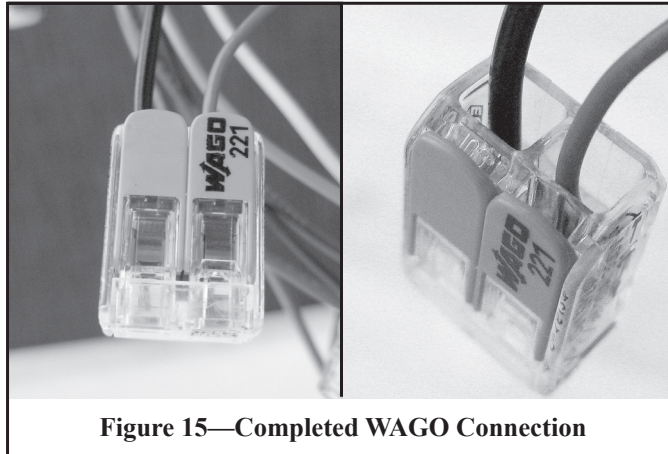
2. Separate the Power Module's front cover from the base.
3. **Verify that the battery is NOT connected** to the Power Module Board. If it is connected, disconnect it before proceeding.
4. Install conduit between the Gauge Head and the Power Module.
5. Pull the recommended cable between the Gauge Head and the Power Module not to exceed 200 wiring feet.



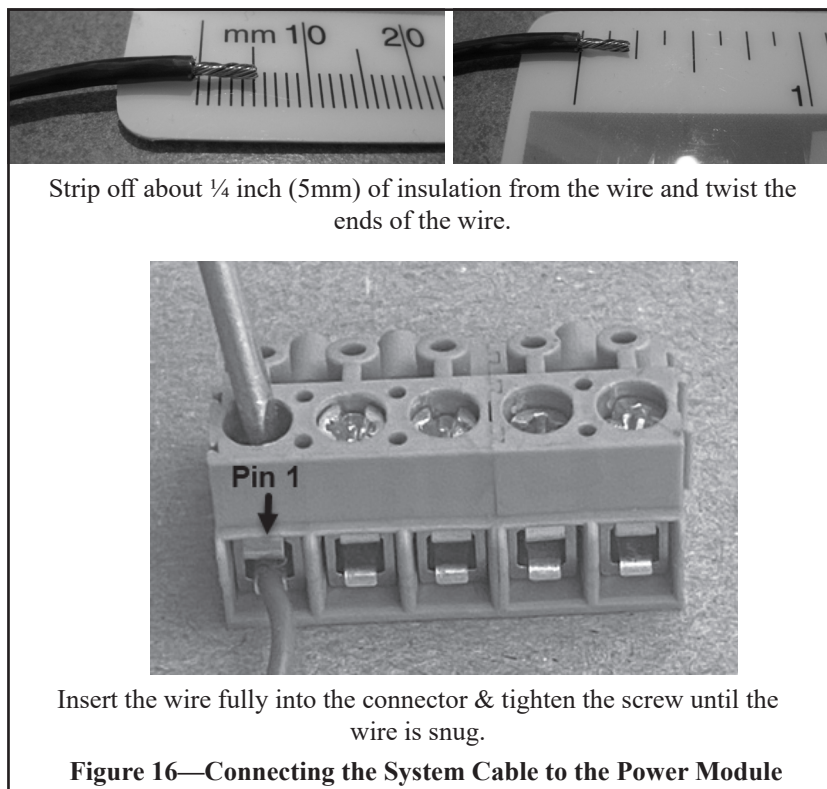
**Figure 14—WAGO Connector Showing Strip Length Guide (11mm/0.43”) Levers in the OPEN Position**



6. Connect the cable wires at the Gauge Head and Power Module ends of the cable as laid out in Table 1.
  - a. Remove approximately 6 inches of the outer jacket of the System Cable.
  - b. Entirely remove the foil shield and the associated drain wire.
  - c. Using the strip length guide on the side of the supplied WAGO 221, lever activated connectors, strip the conductors at the ends of the system cable to expose the conductor.
  - d. Verify that the Gauge Head pigtail wires are also stripped using the strip length guide on the side of the supplied WAGO 221 connectors.
  - e. Flip the levers up to the open position on the supplied WAGO 221 connectors.
  - f. Follow the wiring chart in Table 1.
    - i. Fully insert the wires into the WAGO connector and flip the lever down.
    - ii. Visually inspect each connector. No bare copper should be visible.
    - iii. Gently tug on each wire to verify that they have been captured by the connector.



7. Connect wires at power module as laid out...
  - a. Remove approximately eight (8) inches of the outer jacket of the system cable (supplied)
  - b. Remove the exposed foil shield. Do NOT cut the drain wire.
  - c. Strip the ends of the five conductors to expose approximately ¼" of bare copper.
  - d. Wrap the drain wire with the black wire all the way to the end and twist the conductors together.
  - e. Follow the wiring chart in Table 1



8. Run wires between the Dry Contact output of the Gauge Head and the associated Tank Alarm (see Table 1). Choose the contact type as is appropriate for the Tank Alarm to be used.

**NOTE:** There are eight (8) wires available in the junction box attached to the bottom of the gauge head.

**Five (5)** of these are wired to the Power Module.

**Three (3)** are the dry contact outputs that may be wired to your alarm system. One is Common, one is Normally Closed contacts and the other is Normally Open contacts. These are a bit longer than the ones that are wired to the Power Module.

Gauge Head Wire	Cable Conductor Colors	Power Module
RED	RED	J1.1
YELLOW	YELLOW	J1.2
ORANGE	ORANGE	J1.3
BROWN	BROWN	J1.4
BLACK	BLACK + Drain Wire	J1.5
-----	<b>TANK ALARM WARNING</b>	
BLUE	Normally OPEN Contacts CLOSE on alarm	To Tank Alarm using oil resistant wires
PINK	COMMON	
VIOLET	Normally CLOSED Contacts OPEN on alarm	

**Table 1—Wiring Gauge Head to Power Module**

## 1519M Initial Setup of Power Module

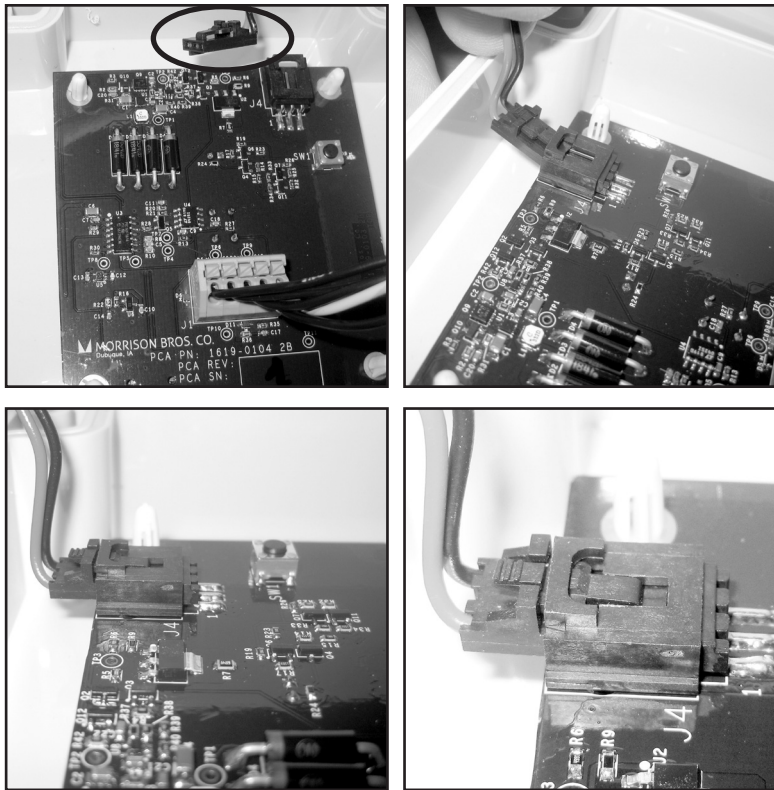
**IMPORTANT:** In order to accomplish the initial setup of the gauge head, the float level must be below the indicated set point.

**EXAMPLE:** If the alarm level was set at 11 feet 1 inch, then the float level must be below the 11 foot mark prior to completing this step.

1. Ensure the float level is below the set alarm level.
2. Loosen the four corner screw holding the front cover of the Power Module in place.

**NOTE:** These are captive screws and are not intended to be removed.

3. Separate the Power Module's front cover from the base.



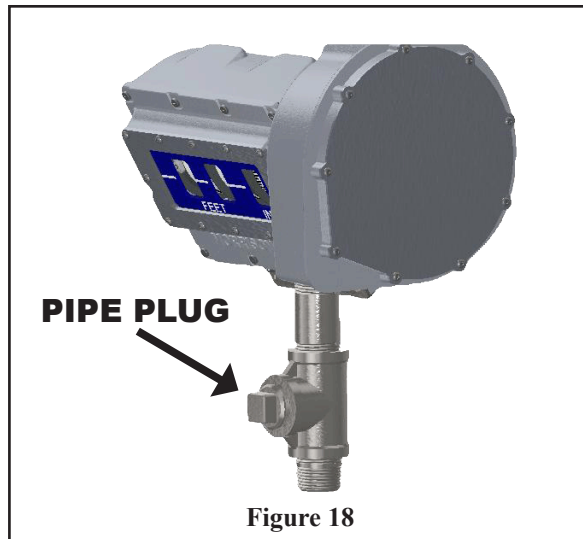
**Figure 17—Connecting the Battery**

4. Connect the Battery Cable to the Power Module Board's J4 connector in the upper right hand corner of the board. The front panel LED should flash momentarily if the system is alive. If this does not happen, disconnect the battery and check all wiring connections in the system before proceeding.
5. Press and hold the Test button for more than three (3) seconds. The Low Battery indicator on the front panel should flash momentarily and then extinguish. If this does not happen, disconnect the battery and check all wiring connections in the system before proceeding.
6. Locate the small pushbutton, SW1. Right next to the pushbutton is a small, green LED.
7. Press and hold the pushbutton until the LED flashes twice.
8. Release the pushbutton.
9. Replace the front cover back on the base being careful to establish the right registration of cover to base.
10. Secure the cover in place with the four corner screws.

## 1519M Verify Installation

For a 1519M, gauge the system must be tested before installation is completed.

1. Remove the pipe plug and grab onto the cable (See Figure 20.)
2. To test a high-level alarm, slowly begin pulling downwards on the cable causing the float to rise in the tank, this whole time the gauge should be taking up the slack in the cable. To test a low-level alarm begin pulling the cable upwards causing the cable to fall into the tank.
3. Observe the reading on the gauge, if the alarm device alarms at the desired set point the test is completed; now slowly allow the float to drop and the cable back into the gauge. If the alarm device does not alarm, recheck the wiring, the calibration, and the alarm set point.



## Operation

**IMPORTANT:** Prior to each use, it is imperative that the operation of BOTH the Gauge Head and the Tank Alarm be verified.

### 1519M Test the Operation of the Gauge Head

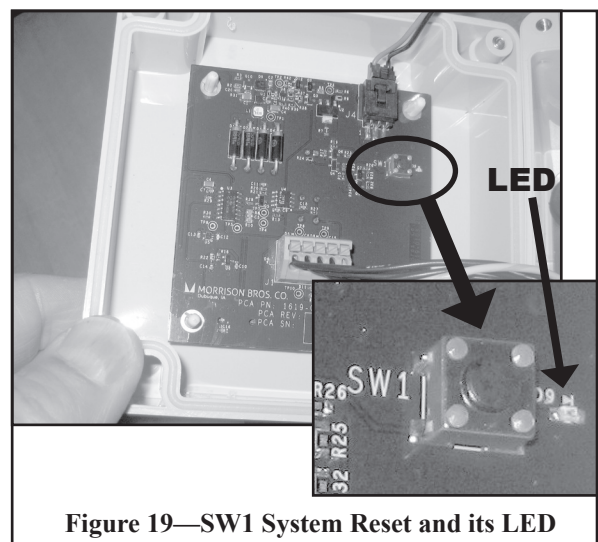
To verify the operation of the Gauge Head electronics and health of the battery, press and hold the “Test” button on the Power Module for at least 3 seconds.

If all is well, the “Battery Low” indicator will flash momentarily.

If the “Battery Low” indicator either does not flash at all or remains illuminated, then do not use the system or fill the tank until this is corrected. After this is corrected, the electronics must be reinitialized as described above in the “Initial Setup” section.

### 1519M Test the Operation of the Associated Tank Alarm

In addition to checking the operation of the gauge head, the attached alarm system would also have to be verified as functional. Follow the manufacturer’s instructions for verification of the attached alarm system prior to any fill operation.



If the Tank Alarm does not respond appropriately per its manufacturer’s instructions, do not use the system or fill the tank until this is corrected.



## Maintenance



### WARNINGS

- **Fire Hazard** – Death or serious injury could result from spilled liquids.
- You must be trained to maintain this gauge. Stop now if you have not been trained.
- For your safety, it is important to follow local, state, federal and/or OSHA rules that apply to working inside, above, or around the storage tank and piping area. Use all personal protective equipment required for working in the specific environment.
- Tanks could be under pressure. Vapors could be expelled from tank vents, piping, valves or fittings while performing maintenance. Vapors could catch fire or cause an explosion. Avoid sparks, open flame, or hot tools when working on gauge.
- Use a dampened cloth when cleaning the clear front cover to prevent static buildup and discharge.
- In the event of malfunction, contact Morrison Bros. Customer Service.

This gauge should be maintained per applicable codes or at least once each year.

### Steps

1. Visually inspect the gauge for damage or excessive wear. If either is found replace the gauge.
2. If necessary, clean the clear front lens with a damp cloth.
3. Measure the fluid height and verify the gauge reading. If readings do not match adjust the gauge setting according to the installation instructions.
4. Remove pipe plug at base/tank bracket to drain any condensation.

Check the Enclosure for water ingress no less than once per year.

### Additional steps for the 1519M

1. Carefully open the Power Module enclosure cover by loosening the Phillips head fasteners at the four corners of the cover.
2. Inspect the interior of enclosure to determine if any water has infiltrated the enclosure. If water has infiltrated the enclosure, take corrective action to seal the points of ingress.
3. Inspect the electronics for corrosion. If there is corrosion present on the electronic assembly(ies) Take corrective action to seal the enclosure from further water ingress.  
Contact Morrison Bros. Co. for further action.
4. Reattach the front cover of the Alarm using the Phillips head fasteners at the four corners of the cover. DO NOT OVERTIGHTEN. “Snug” the fasteners in place and verify that the cover is fully seated to the enclosure base.