

Equipment Technical Bulletin

Pump Motor Failure Update



PROBLEM

Some vendor-supplied motor gearbox assemblies have had loose bushings. This problem affects both the 98 RPM #1203847 and the 200 RPM #1203846 motors.

All motors shipped prior to August 28, 2004 are suspect.

SCOPE

Several motor gearboxes (98 RPM #1203847 and 200 RPM #1203846) were shipped with the parts having the problem.

Products effected are ILS, ILS Max, PR-1100, Summit XL, P-6100T and P-6100C.

SYMPTOMS

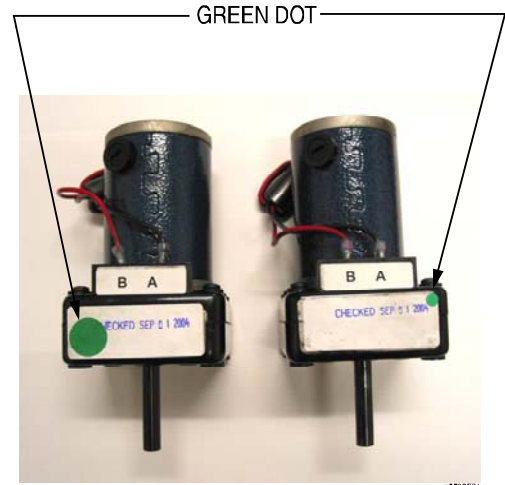
Loose bushings could cause wear and premature failure of the gearbox. This problem may manifest itself over time, or may never occur.

The label may be torn on some of the suspect motors, while others may be marked with an orange dot from a previous rework.

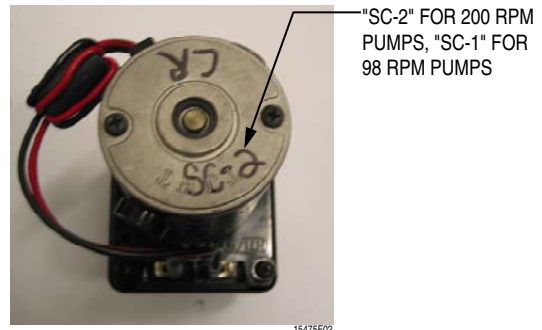
SOLUTION

If you have a failure of these motor/gearboxes, contact Customer Service to report the problem and obtain a replacement motor at no charge.

Replacement motor gearboxes can be identified by the **green** (NOT orange) dot and check-date notation as shown to the right. Dates on motors should be August 28, 2004 or later. Replacement motor gearboxes are also marked with "SC-1" for 98 RPM motors or "SC-2" for 200 RPM motors.



Replacement Motor Gearbox



Top Side of Replacement Motor Gearbox

REPLACING MOTOR GEARBOX

1. Disconnect power to the pump box.
2. Remove the front pump plate.
3. Remove the screws securing the pump panel and gently pull out on the bottom of the panel. When the alignment pins are free of the chassis, the panel will drop down.
4. Remove motor wires from gearbox (note color codes).
5. Remove pump tube.
6. Unscrew four screws from rear pump housing.
7. Remove motor/gearbox assembly through top of cabinet.

8. Install new motor by reversing the above steps (take care to replace motor wires by color-coded locations).



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