



SPEED CONTROLS

A specific speed control must be tested with a specific motor. There are no general lines of speed controls that can be used across the motor offering. Each motor will respond differently. The most important test characteristic is heat rise in the motor. Some motors may overheat and trip the motor's overload. It is advisable to place thermocouples on the windings and monitor the motor's operating temperature throughout the speed range before one of these controls are used.

REMOVING MOTORS

1. Disconnect all electrical power from the unit. Never take chances with live wires.
2. Find the wiring diagram that shows the hook-up of all motor leads, or draw a diagram showing where each wire is going.
3. If the motor is a PSC type, note the size and location of the capacitor. Before attempting to remove or handle the capacitor, discharge the capacitor through a resistor. A capacitor can hold a charge for some time which could cause a rather harsh shock.
4. Note number of motor speeds.
5. Determine rotation by looking on the nameplate, or motor body, for arrow or rotation markings. Fasco uses CW as clockwise and CCW as counter clockwise, looking at the shaft end. Some manufacturers refer to rotation as at lead end or opposite lead end. The best method is to scratch a rotation arrow on the motor before removal.
6. Remove the motor from the unit, noting the type of motor mounting being used. For instance, resilient base, through bolts, lug mounts, band mount, etc.