

MAINTENANCE AND REPAIR GUIDELINES

for Actuators StG 90 and StG 180

HEINZMANN offers the following advice regarding actuator maintenance intervals and actuator repairs at StG 90 and StG 180 actuators:

In general, the lifetime and wear of all HEINZMANN actuators depend on the ambient and operation conditions than on the actual running hours. Therefore, HEINZMANN cannot give general advice on the overhaul interval of actuators.

SERVICES

- ▶ Inspection
- ▶ Overhaul
- ▶ Replacement
- ▶ Cost estimate



HEINZMANN Actuator StG 90



HEINZMANN Actuator StG 180

From HEINZMANN's experience with StG 90 and StG 180 applications, we recommend checking the actuators as described below annually or at least after 20.000 running hours, and they should be overhauled by a HEINZMANN approved work shop after 40.000 running hours.


During overhaul, all bearings, gear parts and sealings will be replaced. Additionally we overhaul the disc motors. Any other parts which are not in good condition and should be replaced (such as plugs or feedback PCB), we will also replace. Before starting the repair, we will make an inspection and will let the customer know the repair expenses for confirmation.

The customer will always get back his own unit and we will not repair actuators on exchange basis.

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ANNUAL INSPECTION STEPS

At site, the local technicians are able to carry out the following annual inspections on the StG 90/StG 180 applications:

- Switching off of power supply.
 - Disconnecting of linkage at the connection between fuel rack and rod to the actuator lever.
 - Checking of worn-out parts at ball ends and connections at all components associated with the linkage.
 - Checking of friction and abnormal gear clearance in the actuator by moving the actuator lever arm manually.
 - If a HEINZMANN hand programmer is available at site, an actuator auto-calibration/adjustment should be executed when the linkage is disconnected following the instructions in the hand programmer manual.
 - Reconnecting of linkage.
 - Switching on the power supply.
 - Checking of power supply output voltages 24 VDC and 43 VDC during engine start and running.
 - If a redundant speed sensor is used, checking of both sensor signals at running engine with their indication LEDs in the PRIAMOS control unit (these must be off when engine is running).
 - If one speed sensor signal is failing, cross-changing step by step connections between cabinet and sensors to find the root cause of the fault.
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- Running and testing of complete operation modes. The numeric display in the PRIAMOS has to show 0 at engine stopped and 5 at engine is normally running and operating. No error indication LEDs should be lit.
 - If any abnormalities were found during the tests, the relevant units must be investigated and, if necessary, changed.
 - If it cannot be verified from which part the problem was caused and you have more than one similar installation at site, the actuators or control units should be cross-changed step-by step to check if the problem is following the cross-changed unit.

FOR SERVICE AND TECHNICAL SUPPORT CONTACT

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