

ORDER CHANGE NOTICE: System Specific Part Numbers for DC Speed Controls

In the past when one was ordered a DC Speed Control, EL-MTR-PWMA, we would reach out to confirm what type system the speed control should be set for. As of now if you want the speeds adjusted for a specific system you will have to use one of our new system specific part numbers:

CATALINA 340z MkII	KIT-DCS-CT340Z
CATALINA 340c	KIT-DCS-CT340C
NEWPORT 400 MkII	KIT-DCS-NP4MK2
NEWPORT 400c	KIT-DCS-NP4C
NEWPORT 700 MkII	KIT-DCS-NP7MK2
NEWPORT 700c	KIT-DCS-NP7C
NEWPORT 1000 MkII	KIT-DCS-NP1KMK2
NEWPORT 1000c	KIT-DCS-NP1KC



Now when you order a standard Speed Control now each channel will be set to run at 50% of the motors capacity. Each speed will then have to be adjusted with the magnetic reed switches.

When you order the system specific part number (KIT-DCS-...) your Speed Control will arrive with the RUN HIGH, RUN LOW, and SERVICE speed preset and they should little to no adjustments.

By eliminating this step you should receive your Speed Control faster and your techs and customers should ultimately have an easier install.

Spectra Connect FYI

The new Spectra Connect circuit board **reads the speed control channels differently**. This means that if you have a Speed Control set for a Catalina MPC and you move it into a Catalina Connect the speeds will still need to be adjusted. **Speed adjustments can always be done with a magnet**, however, changing from a run speed to a service speed or vice versa can be a lengthy and potentially harmful process. For example purging a pickled system with a motor running at 100% could destroy the membrane, even with the pressure relief valve open.