ATTENTION: ASCO® 300 SERIES (GROUP 1) CONTROLLER SERVICE PERSONNEL

Below are a couple things to check for when servicing your transfer switches that can lead to re-occurring damage or inhibit proper function.

CORRODED MEMBRANE / DISPLAY and RIBBON CABLE:

Always check the condition of your membrane / display panels for any **corrosion**!

ANY visible sign of corrosion (green to grayish build-up) around the ribbon cable or the ribbon cable connection can put an excess power draw on the power supply, of the controller. This can eventually lead to the internal over current protection of the controller, kicking in, and shutting the unit down. This will cause a no light, or dim / flashing situation with a constant run signal.

If you suspect the membrane, try powering down the unit, letting it sit for a minute, and connect a spare membrane display and separate ribbon cable, if available. If a spare isn't available, you can test the control without it. You will loose your indicators but it will perform: engine start, transfer, retransfer, and run the 5 minute cooldown.

SHORTED BRIDGE RECTIFIER / TRANSFER SOLENOID:

A common failure of Solenoid style transfer switches is a shorted bridge rectifier or transfer solenoid. Most often the bridge rectifier is the only component shorted, but sometimes the solenoid is shorted or burnt up, especially if the switch hangs between transfers. This in turn will also take out the rectifier. In these instances reoccurring damage can occur to a repaired control if the rectifier and solenoid aren't tested, to see if they are shorted

A major sign of a bad rectifier is burnt up circuit traces, right below the SE and ER relays. If there is doubt, always replace the rectifier to be safe. We suggest one rated for 25Amps and 1000Volts reverse. Solenoid resistance should be checked. Resistances will vary per system voltage but shouldn't be lower than 20 ohms.

For questions about testing or more information please contact:

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