

Servo Service Bulletin #060810

Date: June 8, 2010

Issue to be addressed

Recent reports have suggested that there could be a problem with the new integrated thread-locker servo arm screws that have been sent out for retrofit by customers in the field. Reports indicate that the screw could back out of its hole in the end of the servo shaft during normal usage. In speaking with the manufacturer of the new servo arm screws, the suspected cause is residual chemical thread-locker in the threads of the servo shaft which was the previous method for locking the arm screws in place. While there are only a very few reports of this actually happening, Trutrak Flight Systems wants to take steps against the possibility of this happening. We will include the bracket shown below with all new servos shipped with the current servo arm screw. This bracket will also be available to all customers with the current servo arm screw configuration as a field retrofit solution.

Servos not affected

Part numbers of servos that are NOT affected under this service bulletin are as follows:

DSB HB12V
DSB HB24V
DSB HBCAP12V
DSB HBCAP24V
DSP HB12V
DSP HB24V
DSP HBCAP12V
DSP HBCAP24V

Solution

Below is a drawing of the proper installation of the screw retainer. Trutrak Flight Systems has decided to alter the arm attachment method in future servo production. The shaft will have a threaded portion protruding out with an elastic stop-nut used to attach the arm to the servo shaft. The stop-nut requires much more removal torque than the currently used screw method. This will ensure that arm will not become loose during normal operation.

Torque Enhancer/Capstan equipped servos

Torque enhancer and capstan equipped servos will need to be returned to the factory for modification. Please contact the office for an RMA number.

