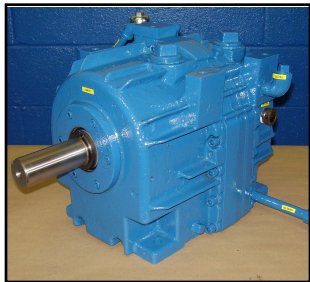
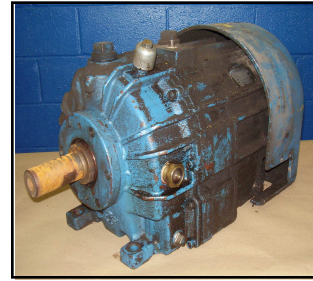
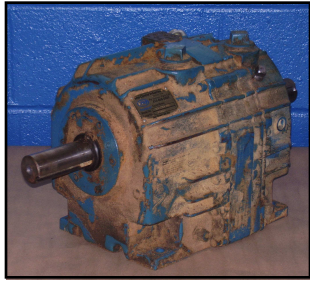


# Don't waste your money!

Force Control's "JUST LIKE NEW" Factory Rebuild Service can rebuild your Posidyne® to:

**LOOK LIKE NEW**  
**PERFORM LIKE NEW**  
**LAST LIKE NEW**



When it is time to repair your Posidyne:

**Don't** cut corners.

**Don't** try to re-use old parts.

**Don't** try to repair broken parts.

**Don't jeopardize your entire plant's performance!**

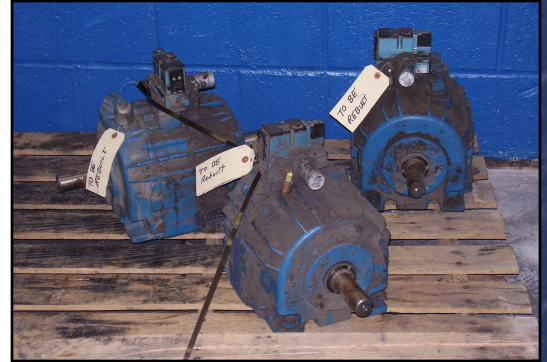
Force Control's "JUST LIKE NEW" Factory Rebuild Service may cost a little more and it may take a little longer - Isn't your production worth it?

# Top Five Reasons...

## Reason 1: Rebuild versus Repair

When a Posidyne has broken down, there are two approaches to fixing it. The first is to simply repair the broken component and get it back running as quickly and as cheaply as possible. More often than not, the visibly damaged part isn't the only problem and shortly the Posidyne will be back for another repair.

Our **"JUST LIKE NEW"** Factory Rebuild Service takes the second approach - rebuild the entire Posidyne using quality OEM parts to insure maximum life and reliability. Doing the job right takes a little more time and costs a little bit more - but it is worth it in the long run.



## Reason 2: Inspect... Inspect... Inspect...

Inspection is more than finding the broken part. Our inspection process is looking for three things: what is broken, what is the root cause of the failure and are there worn parts that aren't broken but still need to be replaced.

Other repair groups can only inspect for what is broken. They won't have the experience to identify the source of the failure such as overhung load, improper belt tension, misalignment, electrolysis, or misapplication. And they don't have the engineering specification and support to determine: whether a shaft is worn and needs replacement; how much spline wear is acceptable before replacing it; if the bearing bores or piston surface can be turned down or if it needs to be replaced; what is the correct surface finish for proper sealing?



## Reason 3: Experience and Dedication

Rebuilding a Posidyne doesn't take a rocket scientist. But it isn't as easy as tinker toys either. A good mechanic with the right instruction, tools and time can rebuild a "normal" unit. Problems occur when the mechanic isn't trained, they are rushed, they don't read the repair manual, or the unit isn't "normal". In many shops, the mechanic is working on motors one day, gearboxes the next and occasionally works on a Posidyne. Even if they were trained, do they remember the subtleties and nuances of repairing a Posidyne?

Our Service personnel have 30 years of experience dedicated to rebuilding Posidynes. Everyday, they are rebuilding Posidynes and only Posidynes for our customers.



# ...Our Repairs Last Longer



## Reason 4: Parts and Tools

Why jeopardize performance? Always use Genuine OEM Parts. Through the years, people have tried to make their own parts and gaskets; people have tried to weld broken housings or shafts; people have tried to re-use old parts – the result is short life and another repair. We will always replace all the bearings, oil seals, o-rings, friction discs, drive plates, Teflon liners, oil sight gauge, breather and gaskets.

Equally important is having the right tools for the job. We know a lot of people don't replace the bearings, not because of the costs but because they don't have the right tools to remove and install the bearings. We have manufactured special tools to install bearings, oil seals, mating rings, wear sleeve and other components.



## Reason 5: Testing

To ensure our quality, 100% of our new and rebuilt Posidyne Clutch/Brakes are tested on custom built test stands. During our testing, we are checking: clutch torque, brake torque, air pressure leak down, shaft run-out, shaft end-play, piston travel, bearing performance, oil seals and temperature.

Other repair groups do not know how to properly check the repair. If you are lucky, they may hook it up to a motor for a couple hours. But do they engage and disengage it throughout the testing? Do they check the torque levels? Do they even know the specs for run-out, end-play, or piston travel? Or is their testing really done when you install it on your production line?



## And we guarantee it...

100% Customer Satisfaction. Nothing else will do...

We do not have to "make it work". We know it will work like new because: we designed it, we manufactured the parts ourselves, we build hundreds of Posidyne just like it each year, and we test them prior to shipping.

And we guarantee it. All "**JUST LIKE NEW**" Factory Rebuilt Posidyne come with a full twelve month warranty - just like a new Posidyne.





As a leading manufacturer of Oil Shear Clutches and Brakes for over 40 years, Force Control Industries Inc. is dedicated to providing the highest level of quality and customer service. Our headquarters, located in Fairfield, Ohio a few miles north of Cincinnati, currently occupies over 100,000 sq. ft of fully air-conditioned manufacturing space. Our 60 plus engineers, machinists, inspectors, mechanics and support personnel pride themselves on providing quality products and service.

We know there are a couple of good independent Posidyne repair operations - because we trained them and we certified them. We know there are some good in-house repair groups. But we also know there are "groups" that rebuild Posidynes in the garage behind their house.

The Posidyne name has always been known as "**the problem solver**". Why after years of service would you want to jeopardize its performance and your plant's production with non-OEM parts and service?

Make sure the people repairing your Posidyne are:

- Properly trained to rebuild this type of equipment
- Have the tools to rebuild it right
- Always use Genuine OEM parts
- Inspect each part 100%
- Rebuild the entire units, not just fix the broken part(s)
- Fully test the unit prior to returning it to you
- And give you a full warranty for the repair



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