

NEWSLETTER

Presidents Message & Contentious Corner	2
EASA Unique Technical Support - Welcome New Affiliate Member &	
What's New from Our Members	3
What's New	4
EASA's Ex Repair and Overhaul Training	5
EASA's Ex Repair and Overhaul Training Continued	6
EASA's Ex Repair and Overhaul Training Continued & Dates for your Diary	7
Training Schedule	8
EASA International Convention 2016 Toronto, Canada	9
Karsten Moholt Exceptional Achievement Award Application Form	10
FREE advertising	11



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Presidents Message

Think Globally, Act Locally!

If you want to go Fast, go alone, if you want to go Far, go Together!



Dear EASA Members, Affiliates and Friends,

This month, I would like to give you more details on our unique EASA Ex Training program. For 10 years now, EASA has been offering an assessed training course no more difficult than any other equivalent training but it does include an element a practical demonstration of skills, however it's assessment of knowledge and skills is definitely more comprehensive than some other training courses. This year, John Allen, who is one of the most respected experts in our industry and who has for many years represented EASA on the IECEx Committee, is going to deliver that course in Birmingham, UK. Please have a look on some of the key questions we received from you on that training and our answers.

Energy Efficiency and Reliability are not only key words in our industry, they are very important for your customers and with the EASA Accreditation Programme. EASA offers you the chance today to respond to the challenge to differentiate your workshop, to work with a real competitive advantage. What makes our program unique is the fact now that the whole industry is coming with the same standards, the same technical language, and the same references from a global authority. We believe that our program is the only one in the world and it demonstrates to our customers that repairing motors can officially maintain a motors efficiency and makes a myth of those who say otherwise. EASA wants our Accreditation Programme to be the reference that all end-users, manufacturers and repairers refer to when repairing electric motors. It is quickly becoming THE standard. Take a look at: <http://www.easa.com/accreditation>

Last but not least, it is time to plan your next EASA conventions. From June 11th to June 14th of 2015, EASA is hosting the largest convention in the world fully dedicated to our industry with 2500 participants, 210 exhibitor, in Toronto, Canada. It is not going cost you, the return on investment is direct. Please book it now with the following link: <http://www.easa.com/convention>

I hope to see many of our Chapter Members in Toronto and Marseille (29th of September to 1st of October for EASA European & World Chapter Convention) as both have a very big benefit and I have always taken a lot of information and input with me back to my daily work.

Best Wishes,

Mathis Menzel, President, EASA European and World Chapter

Contentious Corner

Do you think EASA Technical Support should be charged to our Members?

In 2015 we were happy to see that Region 9 Members had the chance to use more of their free EASA technical support. In 2015, We had 70% more emails from our Region (2014: 335 emails 2015: 571 emails) and the ones who are using this service are using it much more.

So why are so many of you still not taking advantage of the free EASA Technical Support? Is it because it is free? Would you value this service more if EASA charged you?

Please let us know your thoughts and suggestions at secretary@easa9.org



EASA Unique Technical Support Services:

Contact Us First !

As a Member you are entitled to our free technical support for your business. If at all possible, give us a call before you take action to try to correct a problem. For example, it is unfortunate the number of times a Member has rewound a problem machine, only to have the problem recur. The subsequent call to us in Technical Support then determines the solution to the problem, but not until after a rewind (or multiple rewinds) has been performed that could have been avoided.

Remember the time-tested adage, "Two heads are better than one." Quite often our experience is that there is synergy in talking with others, so one head plus one head equals at least the equivalent of three heads worth of solutions.

Calling us before you take action just might save enough money to pay your annual dues, and maybe even more. The reason for mentioning this is not to flatter us, but to encourage you to get the most from your EASA Membership. In this case it would be by using our technical capabilities to help you make something right perhaps not the first time, but coming up with a solution the second time around.

It is our privilege in Technical Support to serve a most appreciative Membership. Sometimes a Member apologizes for "bothering us." As mentioned above, your calls are never a "bother"; they are the very reason for having this service. Likewise, as the saying goes, there are no "dumb questions." Many times a seemingly simple question reflects a profound subject.

The point we are trying to make here is do not hesitate to call us with your technical questions. All of us are better off if we discuss an issue on the "front end" of a problem rather than later on.

Don't forget that EASA staff and volunteer committee Members represent your interests on a variety of standards-making committees that affect our industry. They may have access to some key references you do not know, that would also prevent you of endless and damaging discussions with your customers.

Please use your free EASA technical support and keep us informed of our performances, To Contact EASA technical support: http://www.easa.com/resources/tech_support

Welcome New Affiliate Member

Knicht Manufacturing Inc - Lucy Shaver

Contact - lucy@knightcnc.com www.knightcnc.com

Knicht Manufacturing Inc produces Knicht sleeves; high quality cast iron sleeves for repairing bearing housings. The insulated version can be used in repairs as well as on new motors, to prevent eddy currents from damaging motor bearings, which can cause motor failure. Knicht sleeves are Swiss engineered and made in Canada.

Our focus is on offering reasonably priced, quality products and exemplary customer service.

Based in Ontario, Canada to serve North America, we also have a distribution center in Europe



What's New From Our Members

Menzel Elektromotoren GmbH - Press Release

Construction continues in Cambridge: Special replacement motor ends downtime within three days

To View full article please visit: <https://www.menzel-elektromotoren.com/en/news/>

Menzel Elektromotoren GmbH - Press Release

Swift delivery of replacement motor keeps Swedish paper mill running

To View full article please visit: <https://www.menzel-elektromotoren.com/en/news/>

EMIR Welcomes New Customer - MGR Fluid Power Ltd - Press Release

To View full article please visit: <http://www.solutionsinit.com/news/new-customer-mgr-fluid-power>

What's New



Tests show gearbox efficiency ratings are out by up to 25%

A series of tests of industrial gearbox efficiencies conducted by a team of Belgian researchers have cast doubt on the accuracy of efficiency figures given in gearbox manufacturers' catalogues. The researchers, from the University of Ghent, tested more than a dozen gearboxes and found that the measured efficiencies ranged from 25% worse to 11% better than those given by the manufacturers in their catalogues.

See more at: http://www.drivesncontrols.com/news/fullstory.php/aid/5033/Tests_show_gearbox_efficiency_ratings_are_out_by_up_to_25_25.html

Global electric motors market heads above \$140bn

The global market for electric motors will expand from just under \$100bn in 2014 to reach more than \$140bn by 2022, according to a new report from Grand View Research. It says that advances in technology and regulatory policies aimed at improving energy efficiency will be vital factors in driving this growth, which represents a CAGR of 4.5% from 2015 to 2022.

AC motors are the largest product segment, accounting for more than 70% of global revenues in 2014. The gradual replacement of DC motors by AC motors in a variety of applications has been a factor in the growth of AC machines.

See more at: [http://www.drivesncontrols.com/news/fullstory.php/aid/5011/Global_electric_motors_market_heads_above_\\$140bn.html](http://www.drivesncontrols.com/news/fullstory.php/aid/5011/Global_electric_motors_market_heads_above_$140bn.html)

New-generation drives are aimed at machine-builders

Schneider Electric announced a new generation of variable-speed drives aimed at machine-builders, at the SPS IPC Drives exhibition in Germany. The bookshelf-format Altivar 320 and the compact-format Altivar 340 support open-loop control with torque-sensitive operation, even at low speeds, as well as closed-loop control for applications requiring velocity-sensitive operation or precise positioning.

See more at: http://www.drivesncontrols.com/news/fullstory.php/aid/4972/New-generation_drives_are_aimed_at_machine-builders.html

High-speed VSDs are affected by new 'dual-use' legislation

Emerson has added two new models to its Control Techniques family of variable-speed drives, which have been designed specifically to operate at high speeds. The Unidrive HS30 and HS70 VSDs are capable of output frequencies of up to 3kHz, and are thus controlled products under new laws in the EU and US that cover the export of "dual-use" technologies that are normally used for civilian purposes but may have military applications, or could be used in equipment such as high-speed centrifuges used to produce weapons of mass destruction.

See more at: http://www.drivesncontrols.com/news/fullstory.php/aid/4978/High-speed_VSDs_are_affected_by_new_91dual-use_92_legislation.html

An innovative tool for tracking the certification process

NCC, the Brazilian certification body, has developed an app to enable clients to follow the progress of the certification of their products in Brazil and elsewhere. The app, NCC Certifications, can be used for all Inmetro, Anatel and IECEx projects. Here Walmir Macedo of NCC explains the functionality of the app and the benefits it can bring to manufacturers bringing new Ex products to market.

See more at: <http://www.hazardxonthenet.net/article/94565/An-innovative-tool-for-tracking-the-certification-process.aspx>

EASA's Ex Repair and Overhaul Training



Repair and Overhaul of Explosive Atmosphere Equipment to IEC 60079-19 for Operatives and Responsible Persons

1. Why it is so important to attend an EASA IEC Ex Repair training?

There are lots of reasons why somebody needs to attend EASA Ex Repair training:

- a) As a company management objective to prevent any Ex equipment overhauled and/or repaired from causing an explosion and any subsequent financial or legal consequences and as evidence of personnel training.
- b) As an employee to learn about how to repair Ex equipment and increase his/her skills which also increases his/her value as an employee.
- c) As a skilled employee to refresh their knowledge and demonstrate on-going competency to re-enforce their ongoing value as an employee.
- d) As a skilled employees wanting to take on more responsibility as a Responsible Person to increase their value as an employee.
- e) As a Responsible Person to refresh their knowledge and demonstrate their competency to re-enforce their ongoing value as an employee and as evidence which will have credibility if it is ever required in a law court.
- f) As a user of Ex Equipment responsible for selection or control of sub-contract service facilities for Ex Equipment repair and overhaul to become competent in overhaul and repair requirements under IEC 60079-19 and to be competent to take on the User requirements of IEC 60079-19 and be able to assess service facilities.
- g) As an Ex expert responsible for assessing service facilities or as a regulator assessing organisations assessing service facilities who need to gain knowledge in overhaul and repair of Ex equipment to IEC 60079-19.

2. What makes EASA Ex Training different from other Ex Repair Trainings proposed in the UK?

Under Health and safety legislation all personnel doing work need to be competent or working under supervision EASA's Ex training details the responsibilities of users, employers and employees overhauling & repairing Ex Equipment. Ex motors are the largest proportion of all Ex Equipment overhauled and repaired and any change in efficiency during overhaul and repair will affect the temperature rise of motors and could compromise the temperature classification of the motor (T1 - T6). EASA's Ex Training, addresses this risk and prepares candidate for assessment by IECEx Certification Bodies (IECEx CB). EASA's training includes.

- a) The need to comply with IEC 60079-19 requirements under national H&S legislation is detailed together with the requirements of IEC 60079 series of standards and other relevant standards as well as details of International & National assessment of Ex equipment, service facilities and personnel competency.
- b) EASAs Ex training includes, in addition to the requirements of IEC 60079-19, the specific requirements for maintaining the efficiency of motors during overhaul and repair detailed in the Good Practice guidance in the EASA's rewind study on Effect of Repair/Rewinding on Motors Efficiency as is now required by IEC 60079-19.
- c) The amendment of IEC 60079-19 Iss. 3 published in 2015, where copy rewinding for Ex e motors was permitted, introduced a new requirement for Service Facilities overhauling and repairing Ex motors to follow the Best Practice Guidance as detailed in the EASA/AEMT Rewind Study to prevent any significant reduction in efficiency.

EASA's Ex Repair and Overhaul Training - Continued

- d) The course content has been designed to prepare applicant Ex Operators and Ex Responsible Persons for assessment by an IECEx CB assessing competency of personnel within the IECEx Certification of Personnel Competency (CoPC) Scheme.
- e) Assessment of knowledge of applicable standards and UK regulations alone is not a measure of competence. There needs to be assessment of the individual's demonstration of that knowledge maintaining and repairing Ex equipment to the relevant IEC standards.
- f) EASA is of the opinion that training without assessment has no real value and will have little credibility in a law court and EASA's pre-assessment following training is invaluable preparation for candidates before an IECEx CB assessment identifying weak areas which can be reinforced before the IECEx assessment.
- g) Candidates who have not been assessed for many years, typically since they left school, can find any assessment stressful and by having EASA pre-assessment following EASA training helps by taking them through the assessment process and increases their confidence in their knowledge and skills before IECEx assessment.
- h) The results of the pre-assessment following training are an indication of the candidates potential level of competency. If the candidate fails either the assessment of knowledge or their practical



3. Is EASA Training more difficult?

EASA's training is no more difficult than any other equivalent training but it does include practice in demonstration of skills, however it's assessment of knowledge and skills is definitely more comprehensive than other training assessment.

The training and assessment is the same for Operatives and Responsible Persons however the assessment criteria are different for the Responsible Persons. EASA's assessment is an indication of the level of competency the candidates are ready to be assessed for.

This assessment is very necessary preparation for assessment of competence by an IECEx CB.

4. Does the trainer have the necessary experience and job competence?

EASA's Ex training committee chairman and now trainer John Allen, after graduating from UMIST with a BSC in Electrical Engineering & Electronics, started his working life in 1970 as an electrical design engineer later Chief Engineer for a rotating machine manufacturer, these were predominantly for industrial applications but some for GROUP II applications.

From 1988 – 2014 he had been in service facility management repairing Ex equipment from Group I – III. Now he is working as an independent engineer.

From 1995 he was a service facility representative on the EECS Scheme Advisory Board for assessment of service facilities and is currently EASA representative on SGS BASEEFA's Advisory Board. He was an expert on the BSI MRE/3/2 committee for the production of BS 7924 for Group I repair and as a UK expert on IEC TC31 Maintenance Team for Issue 2 & 3 of IEC 60079-19. He was convenor of IEC TC31 MT80079-19 and prepared Amendment 1 to IEC 60079-19 Iss. 3 and currently is an expert on that committee preparing issue 4.

Since 2003 he has been EASA's representative at IECEx and was on IECEx WG10 committee for Ex Service Facility Scheme since 2004 and has been chairman of the IECEx Scheme for competency of persons

EASA's Ex Repair and Overhaul Training - Continued

5. To whom this training is dedicated?

EASA's Ex training is primarily aimed at the Ex Operatives and Ex Responsible Persons overhauling and repairing Ex Equipment. However, EASA's training has flexibility to meet the needs of other persons who need knowledge and understanding of Ex Equipment repair; these will include:

- a) Managers of Service Facilities who have no prior knowledge and experience in overhaul and repair of Ex equipment but need to learn more about IEC60079-19.
- b) Sales personnel who have to sell the Ex overhaul and repair services of service facilities to Ex equipment users.
- c) Purchasing specialists procuring parts and materials for Ex equipment overhaul and repair within the service facility.
- d) Management specialists from Ex equipment users purchasing or managing the overhaul and repair services for their Ex equipment from Service Facilities.
- e) Auditors of Service Facilities, whether from an Ex equipment user, or independent service facility auditing organisation, to acquire the relevant competency to audit or to maintain competency to audit overhaul and repair to IEC 60079-19.

Candidates such as service facility managers, sales personnel and Ex user purchasing specialists can attend the 1st day of the full 5 day training, as an overview of the requirements of Ex Repair and the responsibilities of all parties. Ex user specialists managing overhaul and repair can attend the first 3 days of the full 5 day training but omit the 2 days of assessment, unless they want to include assessment, this will assist them in their day to day working relationships with their service facilities. Auditors should complete the assessment days.

Only those who have attended the full 5 day training can attend the 2 day refresher training.

6. Is EASA Training more expensive?

EASA's training is no more expensive than other training when delivered in Birmingham.

However, because the training and assessment of skills requires dismantling, inspection, measurement and reporting on real Ex equipment, the cost of assessment is greater and the cost of running the course at alternative venues increases the cost due to the transportation of the training and assessment artefacts.

Where alternative venues can provide their own artefacts the training costs are competitive with other training providers. EASA's EX Training Program:

If you are interested by our unique EASA's EX training, if you have questions or suggestions Please contact fbeghain@easa9.org.

Dates for your Diary

EASA Electric Motor Root Cause Failure Analysis Training - 1st & 2nd March 2016 - Birmingham, England
3 Year Refresher Ex. Atmosphere Equip - 12th & 13th of April 2016, Birmingham, England
EASA European & World Chapter Spring Council Meeting - 22nd April 2016 - Copenhagen
One day Awareness of Repair and Overhaul Ex. Atmosphere Equip - 9th of May 2016, Birmingham, England
Explosive Atmosphere Equipment Training 3 days EX Equipment Users and Commercial & Sales Management - 9th - 11th of May 2016 - Birmingham, England
Full Course Operatives & RPs Repair and Overhaul Ex. Atmosphere Equip - 9th - 13th of May 2016, Birmingham, England
EASA International Convention - 12th - 14th June 2016 - Toronto, Canada
EASA European & World Chapter AGM & Convention - 29th of September - 1st October 2016, Marseille
3 Year Refresher Ex. Atmosphere Equip - 21st & 22nd October 2015, Birmingham, England

Please contact EASA at secretary@easa9.org for any further information.

Training Schedule

EASA Ex Training for the Repairs and Overhaul of Ex Equipment to IEC 60079-19 + Motor Energy Efficiency Requirements

Course No.	Type	Training Duration (days)	Training Dates	Trainer	Venue	Available places	EASA Member Price (*)	Non Member Price (*)
1_2DR	3 Year Refresher Managers & RPs Repair and Overhaul Ex. Atmosphere Equip.	2	12th and 13th of April 2016	John Allen	Birmingham, England	9	£650.00	£728.00
1_1DA	One day Awareness of Repair and Overhaul Ex. Atmosphere Equip	1	9th of May 2016	John Allen	Birmingham, England	9	£215.00	£240.00
1-3DU	Explosive Atmosphere Equipment Training - 3 days EX Equipment Users and Commercial & Sales Management	3	9th to 11th of May 2016	John Allen	Birmingham, England	9	£840.00	£940.00
1-3DR	Full Course Operatives & RPs Repair and Overhaul Ex. Atmosphere Equip.	3	9th to 13th of May 2016	John Allen	Birmingham, England	9	£1,395.00	£1,562.00
2_2DR	3 Year Refresher Managers & RPs Repair and Overhaul Ex. Atmosphere Equip.	2	21st & 22nd October 2016	John Allen	Birmingham, England	9	£650.00	£728.00

(*): Prices guaranteed if more than 6 participants. All Training registrations have to be finalized 3 weeks before all courses

NOTE. WHERE THERE IS SPECIFIC SUFFICIENT DEMAND ADDITIONAL DATES & LOCATIONS CAN BE PROVIDED FOR ALL COURSES

<http://www.easa9.org/training-schedule/>

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EASA International Convention 2016 Toronto, Canada**TORONTO, ONTARIO, CANADA • JUNE 12-14***Plan to Attend the***EASA 2016 CONVENTION***Pre-Convention Education June 11***June 12-14**

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*Check out the schedule and make your hotel reservations now at
www.easa.com/convention. Registration will be available in February.*

Karsten Moholt Exceptional Achievement Award

“Recognize and motivate your young professionals who have demonstrated improvement in your company”

The Karsten Moholt Exceptional Achievement Award is made annually in the memory of Karsten Moholt and Karsten Aleksander Moholt who are past Presidents and Regional Director of EASA European & World Chapter.

Their exceptional guidance and leadership of our Chapter is remembered by awarding young people, under the age of 30, within our industry who have demonstrated improvements within their company up and above expectations.

A financial contribution will be made by the Chapter to the winner of this award to visit other Member's facilities within our Chapter in order to extend their understanding of the industry and learn new ideas, methods and cultures.

The rules of the scheme are as follows:

- A nominee for the award must be employed by a Member firm
- Only a Member firm can make a nomination
- A Member can make more than 1 but not exceeding 3 nominations per year
- Nominations must include specific reasons why the nominee is thought to be worthy of the award
- All nominations must be accompanied by 2 corroborating letters of recommendation from other than the nominating firm
- All nominations must be submitted to the Secretary no later than 1st July each year
- A committee consisting of the current President, Immediate Past President and a Member of the Moholt family will decide the winner
- The award will be presented at the annual AGM by a Member of the Moholt family

Do you know of an Exceptional Member Individual?

If so, nominate them for the Karsten Moholt Exceptional Achievement Award

Nominating Form

Nominee Name _____

Member Company _____

Address _____

Post Code _____

Phone: _____ Email: _____

I make this nomination for the following reasons (attached additional information if necessary)

*All nominations shall automatically be re-entered into the pool of nominees for a period of 3 years after the nomination is received

Name of person making the nomination _____

Company _____

Address _____

Post Code _____

Phone: _____ Email: _____

Website: _____

Forms Available at <http://www.easa9.org/karsten-moholt-award/>

All Form to be Returned by July 1st Please attach corroborating letters of recommendation

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EASA REGION 9 NEWSLETTER

Contact Details: For information or to provide details for future Newsletters please contact our editor at secretary@easa9.org