# NABCO ENTRANCES TECHNICAL BULLETIN

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Date: March 25, 2011

Who is the technical contact?
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## Relocation of Motor Fuse on GT Swing Operators with Magnum-4 Controls

**Previous Location:**
(Refer to Illustration #1) For an interim period as outlined in Technical Bulletin #46, the motor fuse was relocated from the motor wires to the brake module harness between the Magnum control and the brake module. We have now moved the fuse to the terminal block on the Magnum brake module as shown in Illustrations 2 & 3 below. This makes testing and replacement of the fuse easier should it be required.

**New Location:**
(Refer to Illustration #2) The fuse has been relocated to the terminal strip on the brake module. When replacing the fuse, position the fuse above the wires. (see Illustration #3 below) This will prevent the fuse from getting bent down and shorting out on the metal plate. Ensure the fuse connects to the two end terminals with the red wires as shown below.

ILLUSTRATION # 1 - FUSE LINK INSTALLED
IN BRAKE MODULE HARNESS (TEMPORARY LOCATION PER BULLETIN #46)

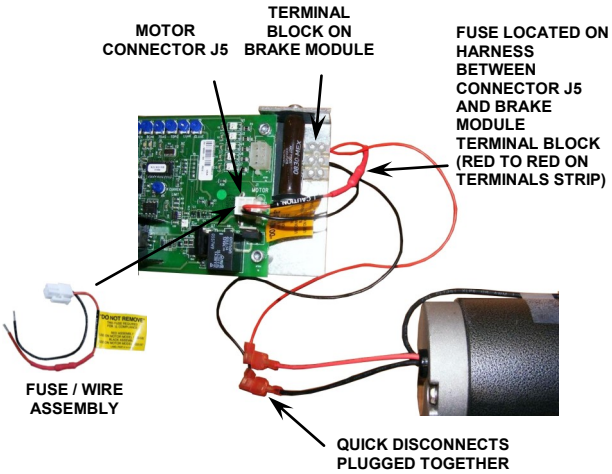



ILLUSTRATION 3

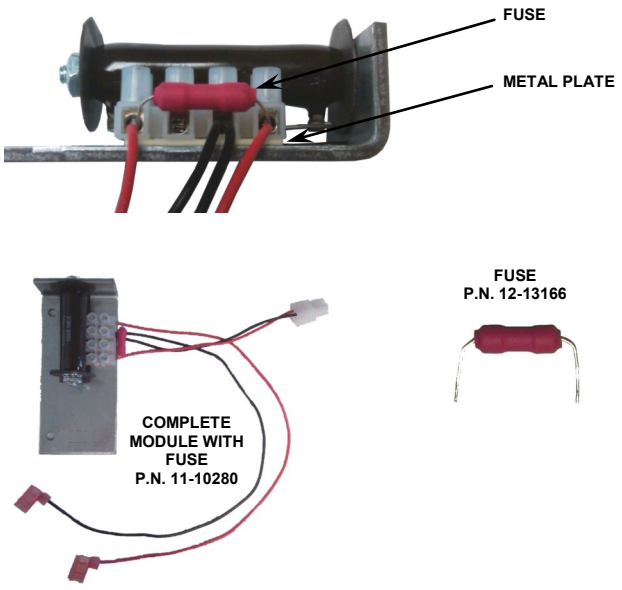
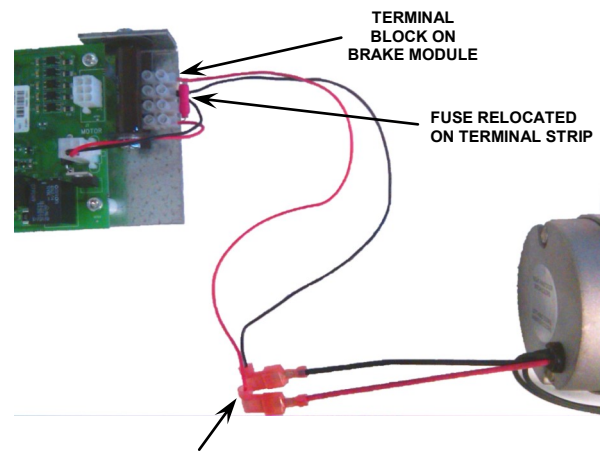



ILLUSTRATION # 2 - FUSE INSTALLED
IN BRAKE MODULE TERMINAL STRIP




**Notes:**

1. GT-710's are not affected by this change.
2. Implementation of the fuse to all Gyro Tech Swinger Operators with Magnum-4 Controls was put into place on July 14, 2009. This motor fuse is required for compliance to the latest revisions to UL standards.
3. For testing purposes, the indications of a blown fuse will be a flashing green LED on the Magnum board after activation but the door will not open. The door will close normally when used manually. A suspected fuse should be removed and tested for continuity to confirm.

Bulletin Number: **46B**