



Announces the availability of the EM6005 Blowers

Electromech Technologies' offer to sell the newly PMA'd EM6005 series Blower.

Prices	\$2650	EXCHANGE
	\$4150	OUTRIGHT sale with NO CORE

Exchange	Standard exchange terms apply. Cores must be repairable EM608 cores in normal run out condition. Excess wear/tear, corrosion, erosion, fire, water immersion and misuse will be billed the outright price of \$4000.
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Warranty	3-years	First year 100%. Years 2&3 pro-rata from delivery date. Repaired or replaced at E/T discretion.
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- ◆ These are FACTORY NEW units with an FAA-PMA and have been tested (continuously run) for over 5000 hours.
- ◆ Electromech reliability coupled with -0- aircraft down time should greatly increase their comparative value.

Applications are as follows:

EM6005-1P	Replaces standard EM608 FAA/PMA	6608267-2	Learjet 24E/F,25D/F,28,29,31A,35A&36A
EM6005-2P	Replaces standard Learjet P/N	6608267-2	Learjet 24E/F,25D/F,28,29,31A,35A&36A
EM6005-3P	Soundproofed replacement for	2619387-2	Learjet 24E/F,25D/F,28,29,31A,35A&36A
EM6005-4P	Soundproofed replacement for	2619387-3	Learjet 31,31A
EM6005-5P	Replaces standard Piper P/N	453-021	Piper Malibu/Mirage PA-46-310P and PA-46-350P

Thank you for your continued confidence in Electromech.

Best regards,

Dave Yannarella



Electromechanical Group

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Electromech Technologies, a member of the McKechnie Aerospace Electromechanical Group, has received PMA approval for a new, longer life Ventilation Fan designed for use in all Lear Jet 20 and 30 Series aircraft and the Piper Malibu/Mirage aircraft. The new brushless fan is a FAA approved form/fit/function replacement for

the existing fans (P/N EM608), which were originally designed by the company as an OEM part for the popular series of Lear aircraft. The new generation replacement fans take advantage of brushless motor technology and other technological advancements to extend the MTBR (Mean Time Between Removal) of the "heart" of the cabin ventilation system from an average of 600 hours to a tested life of over 3000 hours.

In late 1978, Electromech developed the EM608 blower for cabin ventilation. Later the EM608 blower was type certificated on the Piper Malibu for use as a defog blower. To date, we have manufactured over 4,600 blowers. The aircraft operators wanted a more reliable blower that would last longer than the typical MTBR so in 2003, Electromech developed the EM6005.

Part Number Applications:

- EM6005-1P replaces standard EM608 (Learjet P/N 6608267-2)
- EM6005-2P replaces Learjet P/N 6608267-2
- EM6005-3P replaces Learjet P/N 2619387-2
- EM6005-4P replaces Learjet P/N 2619387-3
- EM6005-5P replaces Piper P/N 453-021

The new fan offers many improvements over the original 25-year-old design, the most notable being the brushless DC motor with integrated drive electronics. Replacing the brush motor does more than eliminate brush wear; it also reduces electrical and audible noise by eliminating the mechanical commutation of the brush motor. Without brush dust, the motor remains clean throughout the life cycle, greatly extending the bearing life. As an added measure, Electromech has increased the size and ABEC rating of the bearings, assuring a much greater life of the only wearing component in the assembly. In addition, the Brushless DC motor is lighter and more efficient than the Brushed motor, reducing the unit weight by 15% (.5 pounds) even with the integrated drive electronics. The current consumption is reduced by 10%.

For more information on the replacement fan, contact Electromech Technologies at 1-800-668-6732 Email: sales@electromech.com

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Solutioneering at work



EM6005-2P Brushless Blower

- During qualification testing an EM6005 blower was subjected to a “run to failure” test from August 2003 through June 2004. The blower was run at room temperature and successfully test cycled through some 4300 simulated 1 hour 45 minute flights with a 15-minute idle period followed by another 105-minute test run. In total, the unit accumulated over 6000 running hours before it showed signs of bearing failure. The signs of failure were a slight increase in noise and slight increase in current draw. Although the blower was still running, the test was shut down.
- Bearing L10 life capability of the EM6005, bearing (0.314” ID bore) is four times the capability of the EM608 (0.157” ID bore). This is because the brushless motor does away with the commutator, which is the bearing size-limiter on brush motors. The new bearing has an improved radial clearance and lubrication. The dynamic and static load ratings are 60% higher and maximum RPM is increased 20%.
- Heat dissipation through the bearings is eliminated because no armature heat is generated.
- Bearing contamination from brush dust is eliminated in a brushless motor.
- The rotating member of the blower is dual plane balanced.
- The EM6005 blower was tested and meets or exceeds the requirements of DO160D, Section 21, Category M, regarding emissions of RF energy.
- The electronics incorporates a current limit (11amps) that will switch off the electronics for a short period of time, and then reset (essentially a PWM circuit). It’s primary function is to prevent excessive current draw on start-up.