

Unplug your wheel prior to beginning any troubleshooting!

Open everything you can on the wheel and get some air movement via a fan or compressed air as soon as possible:

- Remove the belt guard
- Remove the bottom of the foot pedal
- Dismount and open the controller box
- Remove brush caps from the motor, and tip wheel to see if water drains. If so, run compressed air through brush cap openings until no more liquid is produced.

If sediment is present inside the motor or controller box, please contact our technical support team for special instructions at TechnicalSupport@amaco.com

Next Steps

When the wheel is thoroughly dry, reassemble it and plug in to test. If you find issues with function, have some spare (known working) parts to test the foot pedal, the controller, and the motor systematically.

Foot Pedal

- This is the most likely component to have first been submerged in water, causing a short. This will very likely be the case if the foot pedal was on the ground and the wheel was left in the on position. A foot pedal shorting out is also a common cause of blowing the circuit board in the controller. It will be common for the foot pedal and the controller to simultaneously be faulty after water exposure.
- If a newer model Classic Controller/push button controller is blown, replacing the entire controller will be necessary.
- If an older model (silver faced), a singular part can typically be replaced inside the controller, saving the rest of the components inside.
- If a foot pedal has been exposed to water submersion and is still functioning after drying, we recommend using electrical contact cleaner. This can be sprayed directly into potentiometer slide bar and working slider back and forth a few times. WD-40 and CRC are recommended brand names for electrical contact cleaner.

Controller

- A blown controller may present with the wheel only running at high speeds and not responding to the foot pedal or may not have any response at all. You can verify this by hooking up your known working replacement foot pedal and seeing if it has the same response.

Motor

- The motor will be more resilient to water damage when properly dried and may not present with any issues at first (though they also can short out internally). These are more prone to issues down the road with bearings prematurely rusting if moisture remains trapped inside.

The wheel head bearing is sealed, but if submerged, corrosion could develop and cause the seal to fail. In this case, water could get into the bearing and cause damage.

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How to care for your wheel after a hurricane