REPAIR SOLUTIONS for a BROKEN PISTON

All our pistons are unique, because the last manufacturing step requires a honing operation carried out by hand by our technician. This operation is essential to obtain the best result of mobility and precision from your dead weight tester. It's therefore impossible for us to manufacture the same piston twice, each DWT is unique.

If you break your piston, during inappropriate handling or transport, you have 2 options ! :

Either the REPAIR of your PCU	Either the REPLACEMENT of your PCU with a new one
↳ Possible solution if : you can send the defective piston assembly for repair.	↳ Only solution if : You can't send us your equipment for repair.
 We will carry out a complete expertise (dismantling, cleaning) of the PCU assembly in order to assess the restoration. We will manufacture a new piston and barrel with the characteristics almost identical to the original ones. *Note: The manual piston manufacturing operation does not allow us to standardize the pistons and therefore to manufacture a perfect clone. But we will do everything we can for us that it is close to the original piston.*	 It is impossible for you to return your equipment to us, the solution of purchasing a complete PCU assembly is the only solution !
option retouching recommended !  During the initial manufacture of a DWT, the set of weights is adjusted to its piston so that the measurement values generated by each mass are a fair value. (ex.: 200 bar and not 199,50 bar). The PCU set and the set of weights therefore become inseparable. When we manufacture a replacement piston, the weight clearance is therefore no longer adjusted with this new piston. We therefore offer you: - retouch your masses (removal of material or addition) so that the mass values become correct again, and redo the engravings. - don't modify your masses, you will have to recalculate the value of each mass taking into account the characteristics of the new piston and you will no longer be able to take into account the values initially engraved on it.	 Regarding your weight set, 2 solutions : - you order a set of new weights to fit the new piston. You will thus have correct pressure values (ex: 200 bar and not 199,50 bar). - you want to keep your old set of weights to minimize the cost, this is possible, but you will have to recalculate the value of each mass taking into account the characteristics of the new piston and you will no longer be able to take into account the values initially engraved on it.

Contact us to study the best solution : d.regal@aremeca.fr