Date: 12/01/10

Dear HydraMaster Equipment Owner,

Included in this mailing is important information concerning your HydraMaster equipment. HydraMaster will at times correspond with you directly about important safety, reliability, or performance issues. Please take the time to read the correspondence carefully and take the necessary actions.

If you own more than one piece of HydraMaster equipment, multiple copies of the Product Support Bulletin (PSB) may be included along with a list of the serial numbers that this PSB applies to. After considering the content of the PSB, insert it into you equipment owner manual for future reference.

If you have any questions concerning this correspondence please contact your HydraMaster Customer Service Representative at the number listed below or visit our website at www.hydramaster.com.

Thank you for choosing HydraMaster as your source for professional cleaning products

Product Support Bulletin

To:	All CTS Machine Owners		
Document #:	PSB-44274	Effective Date:	Nov 5, 2010
Title:	**CTS Coupler Inspection**		

Recently HydraMaster has been receiving calls that the CTS 450's are experiencing metal to metal noises from the bell housing area of the machine. Upon inspection, the coupler grommet plugs have been found to be degraded. This PSB is a reminder to the field that these grommet plugs need to be inspected annually (approx. 1000 hours) and replaced if brittle/hard, compromised, etcetera.

CTS 450 Gas/Diesel

This 10 pin coupler design has a series of 10 rubber grommets that need inspection every 1000 hours or every year. The coupler is within the bell housing. The blower and bell housing need to be removed in order to inspect and replace these grommets. The grommets are available in a kit 078-807.

As an added reminder, the CTS 330 uses a coupler insert that also needs inspection. See below.

CTS 330

The drive rubber element (152-011) that is used on the engine to blower coupler needs to be inspected every 500 hours. This is a rubber roll-in element that has a split in it. The element is rolled out of the coupler after sliding the metal retainer ring back. There are 3 bolts that will need to be loosened and removed to slide the sleeve back.