

Notice 96-001

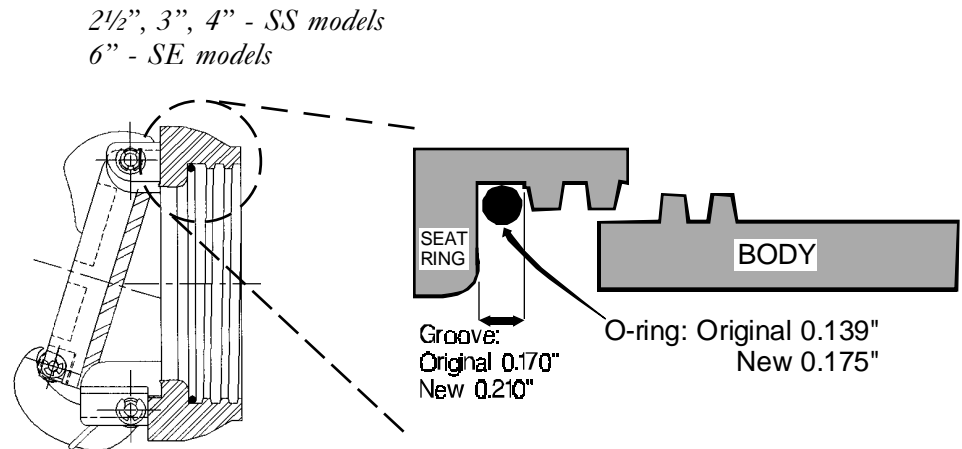
It has come to the attention of the Foundation from field reports that the following backflow prevention assemblies have exhibited low or inconsistent differential pressure readings across their check valves. Additionally, individual check valves have been discovered stuck in the open position, in a few assemblies.

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|--------------------------|-----------------|
| Ames Model 2000SS | 2½", 3", 4", 6" |
| Model 2000SE | 6", 8" |
| Model 3000SS | 2½", 3", 4", 6" |
| Model 3000SS-A | 2½", 3", 4", 6" |
| Model 3000SS-WM1 | 2½", 3", 4", 6" |
| Model 3000SE | 6", 8" |
| Model 4000SS | 2½", 3", 4", 6" |

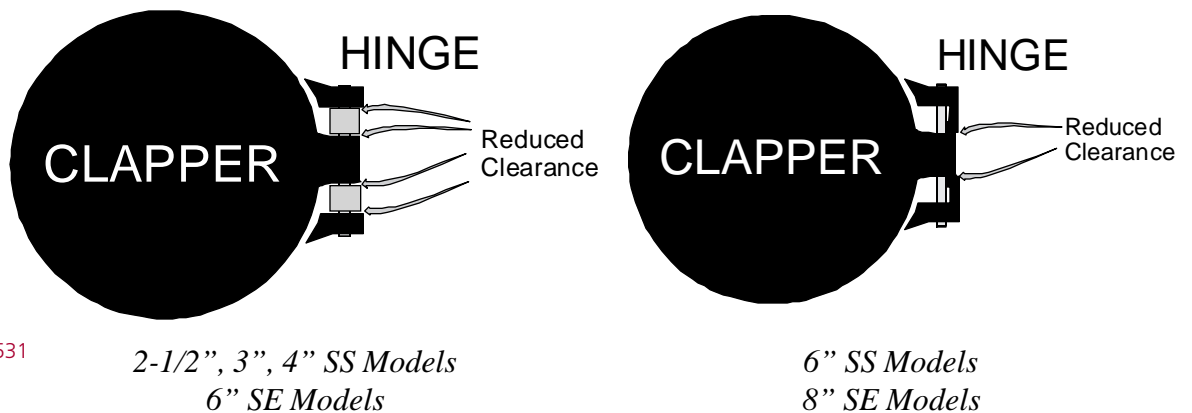
To correct these field related issues, the following modifications have been evaluated and Approved, and have been implemented as of 5 June 1996.

- The O-ring seal between the check valve seat ring and body has been changed. A larger diameter O-ring and larger groove in the check valve seat ring will provide a better seal.

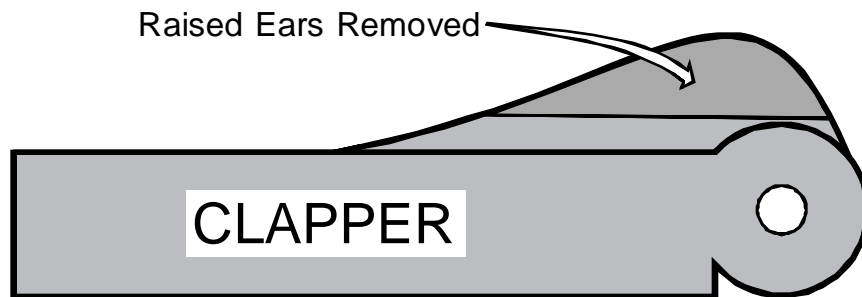
1ST CHECK VALVE



- Spacing at clapper hinge has been reduced to provide better alignment with the seat.



- The raised ears on the backside of the clapper have been removed to eliminate the possibility of interference with the body.



- Concentricity of clapper roller has been improved. Some of the previous production rollers were found to be non-concentric (i.e., the hole in the middle was not perfectly centered in the roller). The surface of the cam arm which rides against the roller has a buffed or polished finish.



- The molded seats of the check valves may not have been flat, so process control has been instituted during manufacture to insure a flat seating surface.

Should you have an assembly which is affected by this situation, please contact Ames Company at (916) 666-2493 for replacement components.