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Instructions for Pro54 2G LB motors Pellet Removal

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Cesaroni Technology Inc has noticed that there has been a higher failure rate than normally expected on Pro54 2G SK (J145) reloads. We have been looking into this matter and have verified the anomaly which stems from an over-pressurization after ignition.

Upon investigation it appears the cause is due to the tape around the igniter pellet plugging the bore of the nozzle upon ignition. To fix the issue, the pellet must be removed from the motor grain. All motors with propellant manufacturing date after September 15, 2022, will have already been modified and be identified with a CTI "QC Approved" sticker attached to the reload packaging. Motors that have a "Pellet Removal Required" or no label will need to remove the pellet.

To remove the pellet from the motor grain, begin by unpackaging the reload and remove either the forward closure or aft closure (nozzle) from the phenolic liner. Then remove the propellant grain from the phenolic liner.

Next, remove the pellet from the grain. To conduct this procedure, use an instrument/tool which can be inserted through the aft bore of the grain. This will assist in pushing the pellet out the top/forward of the grain. Apply a constant pressure evenly on this tool to extract the pellet. DO NOT bang, hammer, pound, etc. on the pellet since they are brittle. Only a few pounds of force are required to dislodge the pellet. The instrument/tool can be any rod with a smaller diameter than the bore of the propellant grain (i.e. $\varnothing 1/2$ in). The instrument/tool MUST have a flat top (such as the back of pen, wooden dowel, etc). Ensure it is not pointed or sharp which may cause the brittle pellet to break up. After removal replace the grain into the phenolic liner and replace the forward closure and/or nozzle that was previously removed. Then proceed to assemble the motor as per the instructions, after adjusting the delay if required.

Furthermore, the current e-match supplied with the reloads will not be sufficient to ignite the motor without a pellet, therefore a typical "pyrogen type" igniter will be required. A number of igniters will be supplied to the dealers for customers who have already purchased reloads previously.

Sincerely,

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