

PHILCO TRANSITONE SERVICE BROADCAST

NOVEMBER, 1933

THE VIBRATOR 38-5036

THE Vibrator unit 38-5036, used in the Models 5, 6F, 9F and 10 has been the subject of quiet, but extensive research in order to lengthen its useful life, boost its output, improve the quality of its output and eliminate as much as possible all service failures. As these improvements were being made, no mention was made of the fact. In line with Philco policy, whenever it was found possible to make worthwhile improvements, the changes were made quickly and quietly.

When the Vibrator was first used in the Model 5, the skeptics disapproved. At the time there were reasons which to them proved they were right. Up until then they had seen and heard of lots of serious trouble caused by the vibrators then in use.

The Philco Vibrator, however, had been proving itself in life tests in the laboratory. The engineering experience gained, coupled with observations of performance and failures of other vibrators in the field, led to the design of the present Vibrator.

Then came the Model 5 and the big boom in auto radio. Just as production got under way, the immediate and popular acceptance given the Model 5 placed thousands of the new Vibrators in service practically overnight.

Close observation enabled the engineering department and the factory to make important changes without delay.

Reed springs, reed shoes, contacts, even the circuit and methods of production, all came in for their share of the improvements.

Tougher steel for the reeds to eliminate breakage, different methods of riveting to eliminate stress and insure greater accuracy, circuit changes for quiet performance, all in line with the desire to build the best vibrator possible.

Many changes have been made since the first production. The present Vibrator uses a carefully tempered stainless steel reed, heavy duty tungsten primary contacts and pure silver driver contacts. These improvements will eliminate practically all of the vibrator service failures. No more of the broken reeds, rust and dirty driver contacts that have occurred in the past.

Since the 1st of October all Vibrators made have silver driver contacts, and since the 15th all Vibrators made use a special stainless steel reed.

Prior to these changes some of the Vibrators were marked with a yellow dot on one of the rivets on the plug end of the housing. October production was marked with a blue dot up until the 15th, when a red dot was used. Production after the 20th of October is not marked with any dot, but can be readily recognized by the code numbers stamped on the base. All Vibrators, even though not marked with a dot, bearing a code number 3294 or higher, contain all of the improvements, and represent the highest type of Vibrator unit.

HOW OLD IS A VIBRATOR?

THIS question often comes up. Nobody can afford to give Vibrators away free indefinitely. There must come a time when the customer is no longer entitled to a free Vibrator replacement.

The Vibrator, like all other radio parts, is covered by our Standard Warranty, which, interpreted liberally, means that the warranty is in force for a period of ninety days from the date of the original sale and installation.

Installation records should furnish this information, but in the absence of these records, the code date of manufacture stamped on the top of the Vibrator can be used. Under average conditions the warranty period expires four months after the date of manufacture. This allows thirty days for distribution and consummation of the retail sale, and then ninety days from the sale date.

The code number is built up by using the last number of the year as the first digit—(3 for 1933, 4 for 1934). The remainder of the code number is the number of the day in the year. For example, January 28, 1933, is 328. The following list shows the code numbers for the first of each month in 1933:

<i>Date</i>	<i>Code Number</i>
January 1, 1933	31
February 1, 1933	332
March 1, 1933	360
April 1, 1933	391
May 1, 1933	3121
June 1, 1933	3152
July 1, 1933	3182
August 1, 1933	3213
September 1, 1933	3244
October 1, 1933	3274
November 1, 1933	3305
December 1, 1933	3335

“SERVICE BROADCAST” is celebrating its first birthday this month. We hope it has been helpful to you in your installation and service work. We know it could be of greater service if you would send in your suggestions on installation, service and sales. Write us about problems that you are having, or about the short cuts and procedures that have proven to be worth while to your business, so that we can discuss them in “Service Broadcast.”

VIBRATOR REPLACEMENT POLICY

THE Vibrator unit 38-5036 has been used with all of our models since the introduction of the Model 5 early last spring, and since then close to two hundred thousand Vibrators have been shipped from the factory. During this time the Vibrator has been improved continually, until now it is, without a doubt, the best constructed and the most trouble-free unit of its kind in use.

There is, and will continue to be, a demand for replacement Vibrators, which you must be in a position to fill, so that Transitone owners can obtain the kind of service to which they are entitled.

The factory has been exceptionally liberal with free replacements of the Vibrators, and will continue to interpret liberally the terms of the Standard Warranty. However, free replacements cannot be continued indefinitely, so that closer adherence to the terms of the Standard Warranty is expected.

Vibrators that fail in service before the expiration of the ninety (90) day warranty period should be replaced free to the consumer and should be reported to your distributor in the usual manner. All other Vibrator replacements should be handled in the following manner:

Since there is considerable salvage value in the Vibrators which you replace and which should be passed along to the consumer, Vibrators out of warranty should be replaced at the special consumer replacement price. All Vibrators which you return prepaid to the distributor (and which are no longer within the Warranty period) will be replaced to you at the special dealer replacement price.

Your distributor is preparing a special replacement price schedule, which will be released within the next few days.

PREPARE FOR WINTER DRIVING

AUTOMOTIVE magazines and periodicals are full of warnings to the car owners, the garage owners and the servicemen to prepare for winter driving. Very few people heed these warnings except to use some anti-freeze preparation in the cooling system.

With the advent of colder weather, shorter days and more night driving with head lights, your auto radio customers will appreciate your timely advice to let you step up the generator battery charging rates on their cars.

A few cold mornings, with consequent starting troubles, and your customers will be blaming their troubles on your radio installation. This has happened before, and is exactly what will happen again this winter unless you take steps to prevent it.

Play safe. Be sure the generator is set to take care of the added load imposed by winter driving. Then inspect the car battery. Check the terminals, the connections, the ground strap, the specific gravity, the levels and the cell voltages under load.

Establish yourself as a real service station. Build up your customers' good will and cash in on the added sales possibilities.

CAR BATTERY CONNECTIONS

THE following list shows the polarity of the ground connection in American automobiles and will prove useful in service work:

(A —) GROUNDED

Buick	Durant	Pontiac
Chevrolet	Essex	Reo
DeVaux	Hudson	Stutz
Dusenburg	Nash	Willys
	Oldsmobile	

(A +) GROUNDED

Auburn	Franklin	Packard
Cadillac	Graham	Peerless
Chrysler	Hupmobile	Pierce Arrow
Cord	LaSalle	Plymouth
DeSoto	Lincoln	Rockne
Dodge	Marmon	Studebaker
Ford	*Nash	

*(Twin Ignition)

CORRECTIONS AND CHANGES

THE first and second I. F. transformers for the Model 10, listed originally as 38-5274 and 38-5275, are complete I. F. transformers and shield can assemblies. It is not practical to replace the entire shield assembly outside of the factory, so on all orders for the Model 10 I. F. transformers and the above numbers the assembly, less the shield, is shipped. The correct part numbers are 32-1236 and 32-1237, respectively, for the first and second I. F. transformers. The list price is \$1.40 each.

The antenna lead for the Model 10 is listed as 38-5161. This should be 38-5131, listing at \$0.54 each.

PHILCO TRANSITONE

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