



## Electric Motor Repair for Commercial and Industrial Applications

Electric motors are the workhorses of commercial and industrial operations. From conveyor drives in factories to HVAC fans in office buildings, these machines keep facilities running. When a motor fails, it can bring critical processes to a halt – which is why timely, professional repair is essential. In the United States, three-phase AC induction motors are most common in industrial settings due to their efficiency and power capacity. (Single-phase motors are generally used only in smaller applications or where three-phase power isn't available, so industrial repair shops like ours primarily focus on three-phase units.) Almost every industrial activity depends on an electric motor in some form, and keeping those motors in service through effective maintenance and repair can save thousands in downtime and replacement costs.

**Why Repair?** Repairing a motor instead of replacing it can offer significant benefits in cost and lead time. New large motors often have long procurement lead times, while a skilled repair shop can turn around a motor rebuild much faster, getting your operations back online sooner. Furthermore, repairing extends the life of existing equipment and reduces waste – a sustainability win. However, it's important to assess each situation: if a motor is very old, badly damaged, or inefficient, replacement might be justified. As a general industry guideline, if repair costs approach about 50–75% of the price of a new motor, replacement could be the wiser choice for long-term value ([Renown Electric](#)). In practice, this “half to three-quarter rule” helps balance immediate repair savings against the lifecycle benefits of a new high-efficiency motor. Still, many industrial motors – especially large or custom-built units – are ideal candidates for repair because replacing them is extraordinarily expensive or impractical. Modern repair techniques can often restore such motors to like-new performance.

### Types of Industrial Electric Motors and Typical Failures

Commercial and industrial facilities use a range of electric motor types, and an effective repair service must handle all of them. The majority are **three-phase AC induction motors**, which range from fractional horsepower pump motors to thousands-of-horsepower primary movers in heavy industry. These include standard **squirrel-cage induction motors** (found in everything from conveyor belts to compressors) and specialty designs like **wound-rotor motors** (used for heavy starting loads or speed control in mines and cement plants). Industrial sites may also use **DC motors** (common in older equipment and certain cranes or elevators) and **servo or spindle motors** (high-precision motors used in CNC machines, robotics, and automation systems). Even large **single-phase motors** (typically above 10 HP, used in rural settings or older facilities without three-phase supply) can be repaired if needed, though they are less common in industry. Whether it's a rugged **ABB induction motor** driving a pump, a **Hitachi or Eaton medium-voltage motor** in a power plant, or a delicate **Lenze/Yaskawa servo motor** in a packaging line, the fundamental principles of repair are similar – but each requires specific expertise. Our technicians are experienced with motors from all major manufacturers, so we can source the right parts and follow the OEM specifications for brands like ABB, Siemens, Baldor, WEG, Marathon, GE, Hitachi, Eaton, Lenze, Yaskawa, and many more.



**Common Failure Modes:** Industrial motors operate under harsh conditions, and several failure modes are prevalent across applications. According to a technical article by Fluke Corporation, the two most common causes of motor failure are **winding insulation breakdown** and **bearing wear** (which together account for a large portion of motor issues) [Fluke – 13 Common Causes of Motor Failure](#). **Bearing failures** often result from prolonged mechanical stress, inadequate lubrication, contamination, or misalignment. Worn bearings can cause shaft misalignment and rotor imbalance, leading to vibration and noise – clear signs a motor needs attention. **Insulation breakdown** in the stator windings can be caused by overheating, voltage surges, or just age-related degradation of the insulation enamel and varnish. Once insulation weakens, windings may short out, causing motor burnout or erratic performance. Other typical failure causes include **overheating** (due to overloading or poor cooling), **contamination** (ingress of dust, chemicals, or moisture that deteriorate components), and **electrical faults** like phase imbalances or power surges. Power quality issues such as voltage spikes or harmonics (often from variable frequency drives) can impose extra stress on motor windings and bearings. In three-phase motors, single-phasing or phase imbalance can quickly overheat a winding. Mechanical failures like **rotor bar cracks** in squirrel-cage motors or commutator wear in DC motors are also possible. Each of these issues will manifest in symptoms maintenance personnel might notice – e.g. excessive vibration, overheating, unusual noise, tripped overloads, or decreased performance. It's important to shut down a suspected faulty motor promptly to prevent further damage, and then send it for professional evaluation.

**Real-World Example:** Consider a large 200 HP three-phase motor driving a critical water pump in a municipal water treatment plant. Over time, the pump's motor began overheating and vibrating excessively. Inspection revealed that the bearing lubrication had deteriorated and the drive-end bearing was starting to fail, which in turn caused the rotor to rub slightly and stress the winding insulation. If left running, this motor could have catastrophically failed, resulting in an unplanned outage. Instead, the motor was taken out of service in a scheduled downtime window and sent for repair. Our team replaced the bearings, cleaned and re-varnished the stator windings (repairing a few minor insulation weak spots), and dynamically balanced the rotor. After the repair, vibration readings dropped below the ISO recommended levels (for instance, from over 0.5 in/s peak down to 0.1 in/s), and the motor ran 20°C cooler than before. This extended the motor's life and avoided a costly emergency replacement. Across industries – whether an HVAC blower motor in a high-rise building or a conveyor drive in a steel mill – stories like this are common. Proactive repair and reconditioning can restore performance and prevent the domino effects of a motor failure (lost production, water not pumped, air not cooled, etc.).

## The Electric Motor Repair Process and Best Practices

Electric motor repair is a precise engineering process. Rewinding and rebuilding a motor is **not** a matter of simply replacing broken parts; it's about restoring the motor to its original specifications (or better) so it can reliably perform as intended. Reputable repair shops follow a series of well-defined steps, often adhering to industry standards such as the **ANSI/EASA AR100 Recommended Practice for the Repair of Rotating Electrical Apparatus**. By following these best practices, a repair center ensures the motor's efficiency and reliability are maintained after the overhaul.

**1. Initial Inspection & Testing:** When a motor arrives at our facility, the first step is a thorough incoming inspection. Technicians document the nameplate data (motor model, horsepower, speed, voltage, frame size, etc.) and note the as-received condition. This includes taking photos and noting any external issues (e.g. broken terminal box, missing fan cover). It's crucial to identify the root cause of failure – for example, was it a lubrication issue, an electrical fault, or something mechanical? Determining why the motor failed



helps prevent it from happening again. Before disassembly, baseline electrical tests are performed if possible. Common tests include **insulation resistance (megohm) testing** and a **polarization index (PI)** test to assess the health of the winding insulation. If the motor can be run safely, a no-load test might be done to check for noise or imbalance. Often, however, a motor arriving for repair has already tripped out or can't be run, so offline tests are used. A **megohmmeter** test applies DC voltage to measure insulation resistance to ground – a very low value indicates damaged insulation. More advanced testing like a **surge comparison test** can detect turn-to-turn shorts in the windings, and a controlled **high-potential (hipot) test** can verify if the winding can withstand rated voltage without breaking down. These electrical tests identify whether the stator needs a full rewind or just minor reconditioning. According to a repair guide by Southwest Electric Co., standard practice is to perform surge, PI, and step voltage hipot tests on the windings to decide if a rewind is required or if the existing insulation can be salvaged ([Southwest Electric – Basic Steps of Electric Motor Repair](#)). In addition to electrical tests, initial **vibration analysis** or thermography might be done (if the motor was run) to pinpoint issues like bearing defects or misalignment.

**2. Disassembly:** Once initial diagnostics are complete, the motor is carefully disassembled. The procedure may vary slightly by motor type (AC vs DC vs servo), but generally the end brackets (end bells) are marked for orientation and removed, allowing the rotor (or armature) to be extracted from the stator. It's important to avoid damaging the stator core or windings during this process. Large motors often have heavy rotors that require a crane or hoist to lift out. If the motor has accessories like space heaters, thermal sensors (RTDs), or tachometers, those are documented and disconnected. During disassembly, evidence of the failure mode often becomes apparent: for example, **burnt coil insulation** confirms an electrical overheating, or **brinelled bearings** (with dented races) might indicate excessive vibration or a sudden impact. Mechanics will also inspect parts like the shaft, looking for wear or scoring, and check fits and clearances. Critical dimensions are measured with precision tools: for instance, shaft journal diameters and bearing housing bores are measured and compared against the manufacturer's tolerances. Adhering to standards (like **ISO 286-2** for fit tolerances) ensures any restored surfaces meet proper interference or clearance fits ([Southwest Electric](#) notes that repair shops commonly follow ISO tolerance grades such as J6 or K6 for shaft and bearing fits, restoring worn surfaces by welding and machining as needed). All parts are then cleaned – windings may be baked to dry out moisture and remove contaminants, and metal parts may be cleaned via solvent or sandblasting (for rust removal) as appropriate.

**3. Winding Repair or Rewinding:** If electrical tests and inspection show that the stator windings are in good shape (no significant insulation damage), a **reconditioning** may suffice – this involves cleaning the winding, drying it, and then revarnishing it to renew the insulation. However, if there are failures like burned coils, grounded windings, or poor test results, a **full rewind** is necessary. Rewinding is a core part of motor repair and requires careful attention to detail and data. Technicians will record the original winding configuration: the number of coils, number of turns per coil, wire gauge, coil pitch, connection scheme (e.g. how the groups are connected for the three phases), and so on. It's absolutely critical to reproduce the original design to maintain the motor's performance. As **ABB's motor service guidelines** emphasize, one should always document the original winding details or obtain them from the manufacturer – changing the coil specs arbitrarily (e.g. different wire size or turns) can degrade performance or even make the motor unusable ([ABB Motors – Maintenance Precautions](#), see tip #6). The rewinding process starts by **stripping the old winding**. The stator (or armature in a DC motor) is placed in a burn-off oven to heat and char the old insulation safely. AR100 standards recommend a temperature-controlled burnout (often around 650°F or below) to avoid damaging the core steel; overheating the core can ruin its magnetic properties, so this step is carefully monitored. Once the old winding insulation is thermally degraded, the old coils are removed from the slots. The stator slots are then cleaned and inspected for any damage (such as nicks or lamination



insulation damage). The repair technician will perform a **core loss test** (loop test) on the stator core to ensure it's still good – detecting any hot spots or increased core losses that might indicate shorted laminations. If core iron damage is found, it must be repaired (e.g. by plating or insulating the affected area) before rewinding, otherwise the motor could run inefficiently or overheat.

Next comes inserting new coils. The shop uses the documented data (or engineering calculations if data is not available) to wind new coils using fresh magnet wire of the proper gauge and insulation class. For random-wound AC motors (typical in motors up to a few hundred HP), coils are wound and laid into the stator slots with insulating liners. For larger motors or high-voltage designs, **form-wound coils** (pre-formed coils with specific shape) are used. Throughout winding, insulation papers, wedges, and phase separators are placed just as in the original design to ensure the coils are mechanically secure and electrically insulated. After all coils are in place and connected, the entire winding undergoes an **impregnation process**. Most shops today use **VPI (Vacuum Pressure Impregnation)** for form-wound coils and even for many random-wound motors. In VPI, the stator is placed in a vacuum chamber, impregnated with a high-grade insulating varnish or epoxy, and pressurized to force the varnish deep into all voids of the windings. This yields a very solid insulation system with no air pockets, improving heat transfer and mechanical strength. Smaller random-wound motors may be dipped in varnish and baked (“dip-and-bake”), which is effective though not as thorough as VPI. The **insulation class** of the varnish and materials used is usually upgraded during repair – for example, using Class H (180°C) rated insulation materials even if the motor originally was Class F (155°C) or Class B (130°C). Using equal or better insulation ensures the rewind at least meets, if not improves, the motor’s thermal durability. Indeed, AR100 guidelines state that the new winding’s insulation system should be equal or better than the original, and service centers often use higher grade materials by default (e.g. Class H wires and varnish) for added longevity ([Plant Services – AR100-2020 Updates](#), see “Insulation system” discussion). Once impregnated, the stator is baked in an oven at a controlled temperature (often around 266°F / 130°C for several hours) to cure the varnish. The result is a brand-new stator winding that, when done correctly, will perform just as the original did.

**4. Mechanical Repairs:** While the electrical side is being handled, mechanical components of the motor are also refurbished. This can include machining the shaft if it’s worn (for instance, metalizing and grinding a bearing journal back to spec), replacing the bearings, replacing worn seals or fans, and repairing or replacing the cooling fan shroud or other external parts. The bearing seats in end bells are checked; if a housing bore is found oversized or damaged, it can be remachined and fitted with a sleeve or a custom oversized bearing to restore proper fit. All fasteners, gaskets, and seals are inspected and replaced as needed (for example, tachometer seals, V-ring seals on shafts, or O-rings on junction box covers). If the motor is an enclosed fan-cooled type (TEFC), the external fan and its cowl are repaired to ensure proper airflow. For open drip-proof motors, screens are fixed to keep debris out. Any **accessory devices** (space heaters, encoders, thermistors/RTDs, brake assemblies on brake motors, etc.) are tested and fixed or replaced as well.

**5. Balancing and Reassembly:** One critical step before final assembly is balancing the rotor. Even a small imbalance can cause vibration that leads to premature bearing failure. We dynamically **balance the rotor** on a balancing machine, often to **ISO G2.5** balance grade or better (suitable for most industrial motor rotors). High-performance motors (like turbine or generator drives) might even require G1.0 balance grade for ultra-smooth operation. The rotor is spun and any imbalance is corrected by adding or removing weight (typically adding small weights or drilling shallow holes in balancing spots on the rotor). According to repair experts, every rotor should be balanced during repair, and residual imbalance should meet the ISO 1940-1 tolerance for the motor’s speed and weight class ([Southwest Electric](#) notes G2.5 or G1.0 balance grades are



common targets). Once the electrical and mechanical sub-parts are all ready, the motor is reassembled in reverse order of disassembly. The new bearings are carefully pressed or fitted onto the shaft, and lubricated with the appropriate grease or oil. (It's important to use the correct type and amount of lubricant – e.g. many motors use polyurea-based grease; over-greasing or mixing incompatible greases can cause issues.) The rotor is inserted into the stator, taking care not to nick the new windings. End bells are installed, ensuring any match marks align so that the motor reassembles exactly as it was originally (this keeps the shaft alignment correct and accessories in the right orientation). Bolts are torqued to specification.

**6. Final Testing:** After assembly, the motor goes through a battery of final tests as a quality check. A common practice is a **no-load test run**: the motor is wired to a test panel and run at its rated voltage and frequency (with no load coupled) to verify smooth operation. During this test, technicians monitor for any unusual vibration, noise, or excessive current draw. Vibration readings are taken at bearing locations to ensure they are within acceptable limits (per ISO or API standards, if applicable). For critical motors, a vibration spectrum analysis might be done to ensure no underlying issues. Electrical measurements are recorded, such as no-load current, which can be compared to expected values. The insulation resistance is verified one more time after the run (to ensure the winding hasn't been inadvertently damaged during assembly). Any added features like encoders or brake coils are function-tested. High-voltage motors may also undergo a **high-potential test** after assembly to ensure the entire system is sound. If all tests pass, the motor is certified ready for service. The repair shop will provide a report detailing what was done – often including before/after test results (for example, insulation resistance values, vibration levels, etc.). This gives you confidence that your motor was repaired to the proper standards.

It's worth noting that a *quality* motor repair performed with these best practices will **not** degrade the motor's performance. In fact, with modern techniques, a rewound motor's efficiency and reliability can be as good as new. A comprehensive study by the Electrical Apparatus Service Association (EASA) and Association of Electrical and Mechanical Trades (AEMT) found that when motors are rewound following best practices, there is essentially **no loss in energy efficiency**. In testing premium-efficiency (IE3) motors from 40 HP to 100 HP, the average efficiency change after a proper rewind was only -0.1%, which is within the margin of measurement error ([EC&M Magazine – EASA/AEMT Study](#)). In some cases, efficiency can even improve slightly if the rewind corrects any manufacturing imperfections. The key is adherence to good processes – proper stripping, using equal-or-better materials, duplicating winding specs, careful core and insulation handling, etc. EASA's ANSI/AR100 standard is a widely respected guideline in this regard. It condenses "good repair practice" into a concise standard, covering mechanical repairs, rewinding, and testing. Facilities that require their motors to be repaired according to ANSI/EASA AR100 can be assured that the service center will follow recognized procedures to maintain reliability and efficiency ([Plant Services – AR100 Standard](#)). In short, a motor repaired by skilled technicians under proper standards will run just as well as it did when new, and often with an extended lease on life.

## Industry Applications and Case Studies

Electric motor repair is relevant across **all industries** – anywhere electric motors are used, a reliable repair partner can save the day when breakdowns occur. Below are a few industry-specific perspectives and examples:

- **Manufacturing and Industrial Plants:** Factories often have dozens or hundreds of motors driving equipment like conveyors, mixers, extruders, machine tools, and packaging lines. In these settings, a failed motor can bottleneck the entire production. For example, in an automotive parts plant, a 50



HP conveyor motor on an assembly line might run 24/7. If it fails, production in that line stops completely. By having it repaired (or a spare motor quickly swapped and the failed unit sent for repair), the company can minimize downtime. Repairing such a motor is typically far more cost-effective than rush-ordering a new one, especially considering the lost production during waiting. In one case, a metal fabrication company we assisted had a critical **press brake motor** (a specialized high-torque servo motor) fail unexpectedly. A new unit had a lead time of 8 weeks, which would have severely impacted their orders. We were able to rush the motor into our shop, replace the failed encoder and windings within a week, and the motor was back in service with minimal disruption. This kind of scenario plays out in various manufacturing sectors, from food processing to electronics assembly – **having a motor repair solution saves money and time.**

- **HVAC and Building Services:** Commercial buildings rely on motors for pumps (for water circulation), fans and blowers (for cooling towers, chillers, air handling units), and elevators. A large high-rise office building, for instance, might have a 200 HP **chilled water pump motor** and several 100 HP **cooling tower fan motors**. These tend to run long hours, especially in summer, and are critical for occupant comfort. If one fails on a hot day, urgent repair is needed. We've repaired many HVAC motors for clients such as hospitals and universities where downtime is not an option. Often these motors are of standard frame sizes, and we can either provide a temporary replacement or expedite the repair. One notable case: a hospital's 125 HP air handler motor burned out due to an electrical fault. We coordinated to receive it in the evening, worked overnight to rewind the stator, and had it reinstalled and running by the next evening – restoring cooling to critical areas. The facilities manager was relieved to avoid renting a portable chiller which would have been a costly alternative. This example highlights how **fast-turnaround motor repairs** in commercial facilities can protect critical services and budgets.
- **Water/Wastewater and Utilities:** Municipal water treatment plants, wastewater facilities, and even power generation plants have very large electric motors (hundreds to thousands of HP) running pumps, compressors, and fans. These motors are often custom-engineered and extremely expensive to replace. For example, a city wastewater plant might use a 500 HP, 4160 Volt sewage pump motor. If that motor fails, the city can't just go to a store and buy a new one off the shelf. Repair is usually the only viable option in a reasonable time frame. Our shop is equipped to handle **large motors** – including medium-voltage coils, large bearing replacements, etc. We follow strict procedures because reliability is paramount (nobody wants a critical city infrastructure motor to fail again soon after). As a case study, we repaired a **700 HP vertical pump motor** for a regional water utility: it had suffered a winding failure due to insulation aging. We performed a complete rewind with upgraded insulation, replaced the large thrust bearings, and did a full load test at our facility before returning it. The repaired motor met all performance specs and has been running in continuous service since, helping supply drinking water to the community. For utilities and heavy industry, **motor repair is part of asset management** – it's often far more economical to rewind a motor and keep it in operation than to invest in new ones, especially when considering that new premium-efficiency motors can be maintained at their efficiency through proper repairs.
- **Oil & Gas, Mining, and Heavy Equipment:** In extractive industries and heavy industrial sectors, motors face some of the harshest conditions: high ambient temperatures, explosive atmospheres (requiring explosion-proof motors), continuous operation, and heavy mechanical loads. Motors driving compressors on oil rigs or hoists in mines must be robust, but even they fail eventually. Repairing motors in these sectors requires adherence to specific standards – for instance, repairing



an **explosion-proof (Ex) motor** involves careful techniques to maintain flame path tolerances and requires recertification. We have the expertise to handle such specialized repairs. One mining customer had a **400 HP hoist motor** (for lifting ore) that failed due to a rotor bar cracking. Replacing the motor would have taken months, so instead we fabricated new rotor bars and rebuilt the rotor, as well as fully serviced the stator. The motor was reinstalled and aligned, and it passed a full load test in the field, resuming duty much faster than a replacement would allow. These industries also underscore the importance of **predictive maintenance**: we often partner with such customers to periodically service motors (re-greasing bearings, checking alignment and vibration, performing insulation tests). Such preventive work can catch issues early – for example, detecting a slight increase in vibration that indicates bearing wear, so the bearing can be replaced before it fails catastrophically. This maintenance-oriented approach maximizes uptime.

Across all these examples, the theme is clear: electric motor repair is a critical service to keep operations running efficiently. It's not just about fixing a broken device; it's about providing a solution that minimizes downtime, controls costs, and extends the usable life of assets. A well-executed repair can often return a motor to **baseline performance (or better)**. For instance, after an overhaul, it's common to see motors running quieter and cooler – an indication that issues have been resolved and the motor is in optimal condition. Many customers also notice energy savings if an inefficient condition (like a partially shorted winding or misalignment causing drag) was corrected during repair. In sum, investing in quality repairs and maintenance for electric motors pays off across virtually every commercial and industrial sector.

## Professional Repair Services and Sending in Your Motor

Electric motor repair is not a DIY job – these machines are complex and heavy, and successful refurbishment requires specialized equipment and knowledge. At Precision Electric, Inc., we pride ourselves on being a one-stop solution for **industrial and commercial motor repair** in the U.S. Our services cover everything from small 3-phase motors to very large AC and DC machines, as well as servo motors and other special types. We stock a wide range of replacement parts (bearings, seals, fans, etc.) and raw materials (like copper magnet wire and insulation) to expedite repairs. Our facility is equipped with overhead cranes, bake ovens, VPI insulation systems, dynamic balancing machines, and computerized test panels – all the tools needed to do the job right. Most importantly, our technicians are trained in the latest industry best practices (we are members of EASA, the Electrical Apparatus Service Association) to ensure **quality and compliance with standards**.

**Free Evaluation and Quote:** We understand that when a motor fails, you need to know as soon as possible what can be done and how much it will cost. That's why we offer free quotes on motor repair. You can send your motor to us for a **no-obligation evaluation**. Our experts will inspect and test the motor, then provide you with a detailed quote outlining the cause of failure, the recommended repairs, and the cost. In many cases, we can offer multiple options (for example, a basic repair vs. a complete overhaul) depending on your budget and needs. This quote will also compare the cost of repair to the cost of a new replacement (if known), helping you make an informed decision. We often find that repair is the more economical choice – especially when considering avoided downtime. And if you decide not to proceed with repair after the quote, that's okay – we can return the motor to you, or even dispose of it, with no hard feelings. Our goal is to help you find the best solution.

**Shipping and Handling Heavy Motors:** Many motors can be quite heavy (even a 50 HP industrial motor can weigh several hundred pounds, and large motors weigh several tons). We assist customers in handling



logistics for heavy equipment. If your motor is exceptionally large or difficult to move, get in touch with us for a preliminary consultation. We might arrange an on-site visit to help remove and rig the motor, or we can guide you on how to prepare it for shipment. We partner with freight carriers experienced in transporting industrial equipment. Proper packaging is important to prevent transit damage – motors should be bolted to a pallet or crated, and sensitive parts secured. We provide a **Repair Packing Slip** that you can include with the shipment, which ensures we have all your contact information and motor details matched to the unit. You can easily fill out and print a packing slip from our website ([Print a Repair Packing Slip](#)) to include when you send in the motor. This slip, along with any notes about the motor's issues, helps us immediately identify your motor upon arrival and streamline the intake process.

**Customer Service and Support:** Once we receive your motor, our team will keep you updated. You'll be informed when the motor is in evaluation, and we'll communicate any findings along the way. Upon approving the repair, we can often get the motor turned around quickly – our workflow is optimized for efficiency because we know every hour of downtime counts for you. After repair, every motor is test-run and must pass our quality checks. We stand by our work with warranties on repairs, so if an issue isn't fully resolved, we will make it right. Our commitment is that when you get your motor back, it's ready to go and keep your operations running smoothly. Many of our clients schedule regular maintenance or send spare motors to us proactively (for example, sending a spare pump motor for refurbishment so it's ready to swap in during the next planned outage). We're happy to work out maintenance plans or service agreements tailored to your equipment inventory.

**Conclusion:** Electric motor repair for commercial and industrial applications is both an art and a science. It requires deep understanding of electromagnetic machinery, precision in execution, and adherence to proven standards. By leveraging professional repair services, businesses can significantly extend the life of their motors, often at a fraction of the cost of new equipment. In an era where budgets are tight and downtime is costly, motor repair and maintenance are wise investments. Whether you have a failed motor in need of urgent attention or you're planning a preventive overhaul of a critical standby unit, **Precision Electric is here to help.** We encourage you to reach out for a consultation or simply send your motor to us for a free quote. We'll handle it with the utmost care and expertise – getting your operations back up to speed with minimal hassle. Remember, you can start the process easily by printing out a repair packing slip from our website and including it with your motor shipment. Don't let a motor failure stall your business: **send in your motor for expert repair and let us deliver the reliability and performance you need.**

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