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**Splendide**  
TECHNICAL EDUCATION  
GROUP PRESENTS



AS66VX (Ariston Dryer by Splendide)

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120V Automatic Vented Dryer

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Training Guide

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Part No. TRAINMAN66

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## SAFETY NOTES & GENERAL SERVICING ADVICE

1. This manual is NOT intended as a comprehensive repair/maintenance guide to the appliance.
2. It should ONLY be used by suitably qualified persons having technical competence applicable product knowledge and suitable tools and test equipment.
3. Servicing of electrical appliances must be undertaken with the appliance disconnected (unplugged) from the electrical supply.
4. Servicing must be preceded by Ground Continuity and Insulation Resistance checks.
5. Personal safety precautions must be taken to protect against accidents caused by sharp edges on metal and plastic parts.
6. After Servicing the appliance must be rechecked for Electrical Safety. In the case of appliances which are connected to a water supply (i.e.: Washing Machines, Dishwashers & Food Centres etc.) checks must be made for leaks from seals gaskets and pipe work and rectification carried out where necessary.
7. It can be dangerous to attempt 'DIY' repairs / maintenance on complex equipment and the Company recommends that any problem with the appliance is referred to its own Service Organization .
8. Whilst the Company has endeavoured to ensure the accuracy of the data within this publication they cannot hold themselves responsible for any inconvenience or loss occasioned by any error within.

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## TECHNICAL SPECIFICATION

| General                       | Model  | Color                    |
|-------------------------------|--|--------------------------|
|                               | AS66VXNA   | White                    |
| <b>Features</b>               |  |                          |
| AS66VXNA                      | Reversing - Dual Heat - Easy Iron, Auto Drying, 170 minutes Program Timer and Start Switch   |                          |
| AS65VXSNA                     | Reversing - Dual Heat with 140 minute Program Timer Easy Iron (Crease removal) and Sensor Drying options, with Heat Switch and Start Switch. |                          |
| <b>Country of Origin</b>      | Great Britain  |                          |
| <b>Dimensions</b>             |  |                          |
| Height                        | 850 mm   |                          |
| Width                         | 595 mm   |                          |
| Depth                         | 550 mm   |                          |
| Weight                        | 17.5 lbs approximately (32 kg)   |                          |
| <b>Drum Speed</b>             | 55 rpm Reversing   |                          |
| <b>Drying Load</b>            | Dry Weight Maximum 13 lbs (6 kg)   |                          |
| <b>Door Operation</b>         | Lever operated door catch  |                          |
| <b>Heater Controls</b>        | Heat Selection Push Button out for High Heat   |                          |
| <b>Heater</b>                 |  | <b>AS66VXNA</b>          |
| High Heat                     |  | 1320W @ 120V             |
| Low Heat                      |  | 660W @ 120V              |
| <b>Control Thermostats</b>    |  | <b>AS66VXNA</b>          |
| Cycling Thermostat            |  | 185°F (85°C)             |
| One Shot                      |  | 228°C (109°C)            |
| <b>Energy Save Thermostat</b> |  | <b>AS66VXNA</b>          |
| Full Load                     |  | 136°F (58°C) Orange Spot |
| Half Load                     |  |                          |
| <b>Timer</b>                  |  |                          |
| AS66VXNA                      | Range up to 170 minutes including 10 minutes Cool Tumble, 1 Eco Program + Easy Iron  |                          |
| <b>Motor</b>                  |  |                          |
| AS66VXNA                      | Type 353 Capacitor run, single phase, 2 pole, induction type 120V 2.4 amps   |                          |
| <b>Capacitor</b>              | 7.5 uF   |                          |

## MACHINE FUNCTION

Cold air is drawn into the dryer cabinet interior through louvers in the rear panel, passes through the large hole in the back panel adjacent to the fan and is driven through the element housing on the back panel. After passing through the element windings and through holes in the drum back plate into the drum interior, the now warm air is driven through the load to the front of the drum.

A webbing seal, fixed to the inside of the back panel, prevents warm air being driven into the cabinet interior. As the drum revolves, the load is tumbled through the warm air stream, that extracts moisture from the damp fabric. The now moist and cooled air passes through the filter in the air duct on the back of the front panel, where any fluff picked up from the load is removed. The air then travels through the front to rear air duct, leaving the dryer at the rear outlet.

If required, a vent hose may be attached to the outlet, to take exhaust air away from the dryer.

A cut-out on the element housing, cuts the electricity Live supply to the element, if the air temperature in the housing becomes too high due to a restriction in the air flow, e.g a blocked filter. The cut-out automatically resets when the air temperature drops to an acceptable level and cycles if the fault persists.

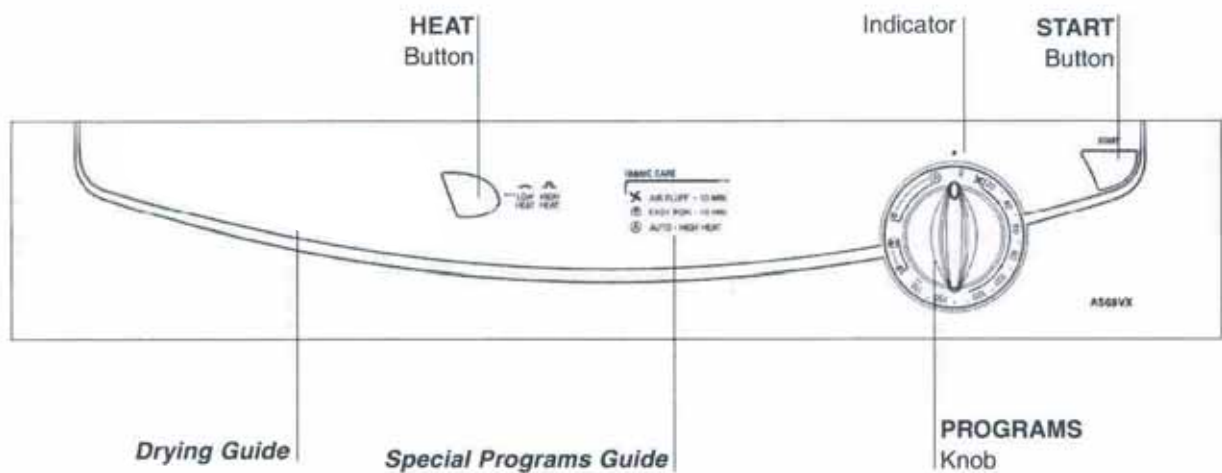
A second 'one shot' cut-out, mounted alongside the 'auto reset' cut-out, is fitted as a safety device to break the element Neutral connection, if the air temperature reaches an unsafe level due to failure of the 'auto reset' cut-out.

On AS65VXSNA models there are two thermostats in the front air duct when only one is in use at any one time depending on which program is selected. These sense the exhaust temperature rise when the load becomes dry and energises the timer motor on the main timer. This allows it to advance to cool tumble.



## COMPONENT DESCRIPTION

### CONSOLE PANEL AS66VXNA



This panel contains the user controls, which consist of a timer knob, for selecting the drying period, one push switch for heat selection, and a momentary switch to start the dryer.

#### TIMER

The timer system is made up from two timers mounted on the console.

Timer 1 controls the motor and heater. This has a spindle to which a knob is attached to enable the user to select the required program. Timer 2 controls the motor reversing; this is mounted on the bottom panel.

**NOTE:** - The dryer must be set to the high heat position for the Eco drying system to operate failure to do so will cause the timer to advance to cool run without drying the load.

#### Timer 1

Mounted on the console, the timer is used to control the motor and heating during the drying programs. The timer incorporates a timed cycle of heated drying followed by a cool tumble.

Two sensor programs (only one on AS66VXNA) are incorporated which are automatic programs to provide heated drying until a thermostat operates (when the load is dry), the timer then advances to a 10 minute cool tumble.

The cam of this timer is held on the heated part of the cycle by cutting the circuit to its motor.

The dryer motor continues to be reversed by timer 2. When the load is dry, a thermostat in the front duct of the dryer operates which powers the motor of timer 1 and this allows the timer to advance to cool tumble.

An optional crease removal program is provided, which consists of 7.5 minutes of heat and motor followed by a cool tumble period of 2.5 minutes.

#### Timer 2

Mounted on the bottom panel, the timer is used to control the reversal of the motor during the drying programs. The timer reverses the motor direction every 2.5 minutes.

## HEAT SWITCH

Normally open push button switch. The switch locates into the fascia moulding and it allows the user to choose high or low heat settings. By consulting the wiring diagram, it can be seen that by operating this switch, either all or half of the heater unit is selected.

For full heat switch is in the out position and low heat in the in (depressed) position.

High Heat must be selected for the auto-drying programs to operate, if low heat is selected the dryer will advance to cool tumble **without** drying the load.

## DOOR

A plastic moulded chassis with a glass bowl retained by plastic mouldings.

## DOOR SWITCH

Normally open single pole micro-switch activated by the door on closure. It is the first switch in the electrical circuit and therefore its rating corresponds to the full load of the product.

## INTERLOCK RELAY

The door interlock relay PCB is mounted on the rear of the console panel. The relay prevents the machine from operating when the door is closed until the start switch has been activated. If the door opened during a program then the dryer will stop and will only start again when the door is closed and the start button pressed, this feature is a safety requirement of tumble dryers with large door openings.

## DRUM

The drum comprises of a galvatite front and stainless steel body and two removable plastic lifters. The rear of the drum is perforated to allow the passage of air. Fixed to the rear pressing is a support shaft, which runs in a bearing located in the rear panel of the dryer.

A drive pin and collar on the drum shaft prevents forward thrust during use. The large front flanged aperture rotates on bearing pads.

## HEATER ELEMENT

The element comprises of front and rear pressings spaced apart with Mica type insulating material. Through the insulating pieces are 4 runs of coiled resistance wire supported from end to end by insulating material. High temperature insulated wires are crimped to the ends of the resistance strips to complete the circuit.

## SAFETY CUT-OUT (WHITE DOT)

This device is a disc type thermostat used as a safety device. It is positioned above the element, to the right of the cycling thermostat on the element housing. If this device fails it cannot be reset.

**IF THIS DEVICE OPERATES, IT SHOULD BE REPLACED TOGETHER WITH THE CYCLING THERMOSTAT (see next paragraph).**

## CYCLING THERMOSTAT (PURPLE DOT)

The cycling thermostat is mounted adjacent to the safety cut-out, is designed to limit the temperature of the heat entering the drum.

## ENERGY SAVE THERMOSTAT (BLUE DOT)

This is a self-resetting closed disc construction, mounted in the front air duct. It controls the timer motor on timer 1. When the load is dry, the selected thermostat operates and powers the timer motor; this allows the timer to advance to cool tumble. The thermostat is designed to open at 50°C.

**MOTOR**

A two pole capacitor run induction with the rotor fan fitted to the rear end of the shaft and the drive belt running directly in grooves in the front end of the shaft. It is protected from overload by a self-resetting internal cut-out which interrupts the electrical supply to the windings.

It is used together with a capacitor that is mounted on the base of the dryer.

**DRUM REAR SEAL**

This unit comprises of a ring of foam with a webbing bearing face. Lubrication is applied to the drum where the webbing surface runs, to reduce noise and wear. The seal reduces air losses at the rear of the drum. The joints in the foam are sealed with glue and the joints in the webbing are stitched to further reduce air leakage.

**GROUND STRIP**

As the drum is supported in plastic bearings, it is necessary to provide a means of earthing.

A phosphor bronze strip, fixed to the earthed rear panel, is made to bear on the drum support shaft and is lubricated with grease to provide wear resistance.



## DISMANTLING INSTRUCTIONS

- Ensure that the machine is unplugged.
- Beware of sharp edges on metal panels and parts.

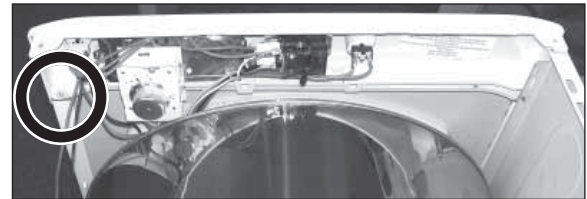
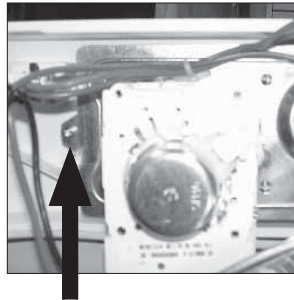
### A. TOP COVER

1. Remove the 2 screws securing the top cover to the back panel (see right).
2. Slide the top cover back and lift clear of the control panel.

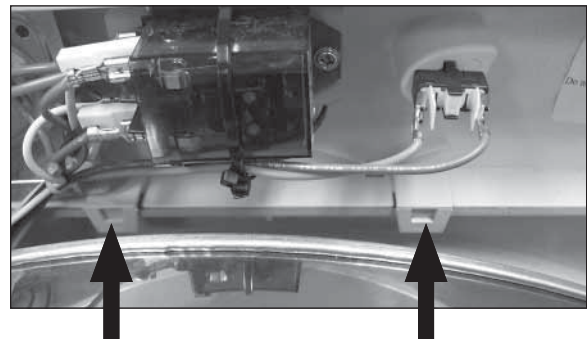


### B. CONTROL PANEL

1. Remove the timer knob by pulling straight out. If you need to use pliers, make sure to use a shop rag as a buffer so the knob does not get damaged.
2. Remove the top cover as in (A).
3. Remove the 2 screws securing the timer mounting plate to the control panel and unclip the timer mounting plate from the control panel. Disconnect the wiring to the option switches and start relay noting the wire locations.
4. Disconnect the start relay from the control panel. See 'D'.
5. Remove the 2 screws securing the control panel to the side panels (top of control panel).

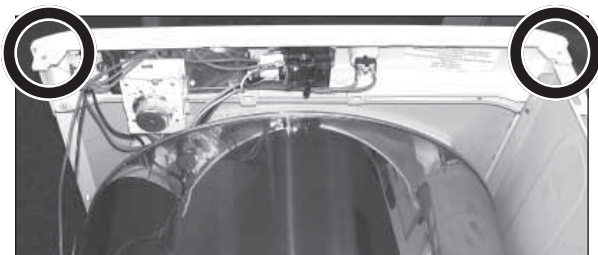


6. Remove the screw on the right hand side securing the side panel to the front panel.
7. Lift the locking tabs securing the control



panel to the front panel and lift the control panel clear of the front panel using care not to break the locking tabs.

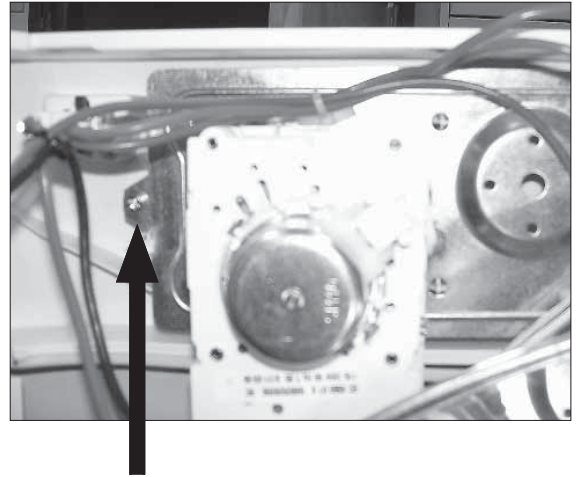
8. Replace in reverse order.





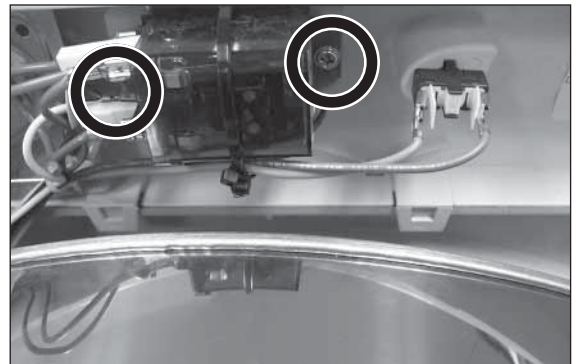
### C. PROGRAM TIMER

1. Remove the top cover as in (A).
2. Remove the 2 screws securing the timer mounting plate to the control panel and unclip the timer mounting plate from the control panel.
3. Remove the 2 screws securing the timer to the mounting plate.
4. Note the connections and disconnect the wiring to the timer.



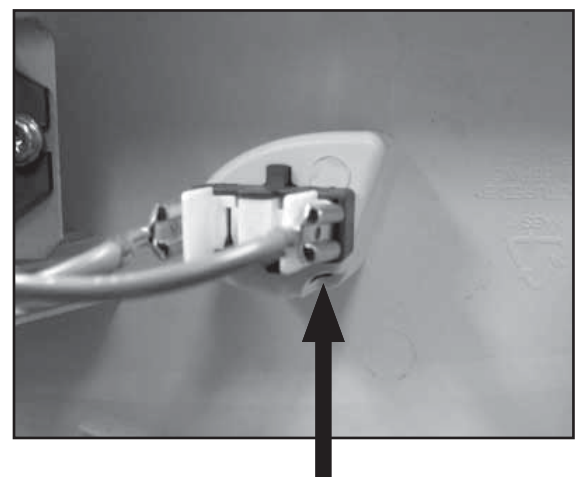
### D. STARTING RELAY

1. Remove the top cover as in (A).
2. Cut the wire ties holding the relay to the control panel.
3. Remove the 2 screws holding the relay to the control panel (see right).
4. Disconnect the wiring to the start relay noting the connections.



### E. OPTION SWITCHES

1. Remove the switch caps by inserting a small screwdriver into the slot and pushing out (see right).
2. Note the connections and disconnect the wiring from the switch.
3. Depress the locking tabs to remove the switch from the control panel.

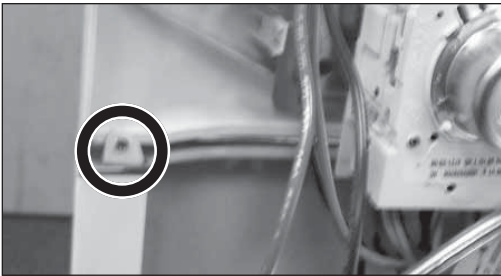


## F. SIDE PANELS

1. Remove the top cover as in (A).
2. Remove the lower panel by popping the top edge out then the bottom.



3. Remove the screw behind the lower panel.
4. Remove the screw securing the side panel to the front panel.



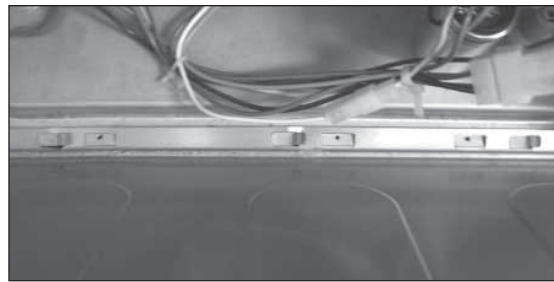
5. Remove the 4 screws securing the side panel to the rear panel (see below).



6. Remove the screws securing the side to the base panel.

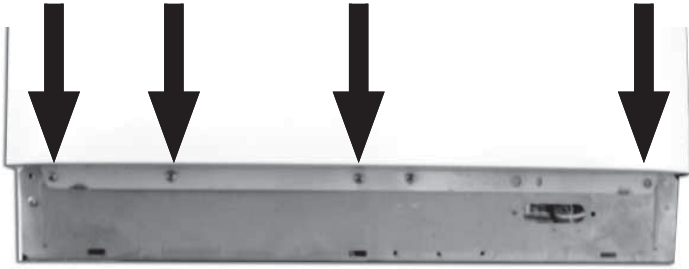


7. Pull the side panel backward to disengage from the lugs on the base panel.



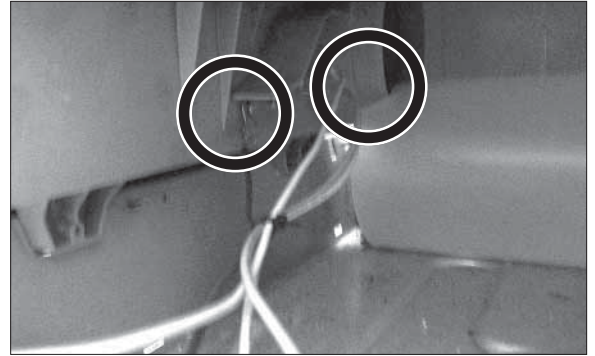
## G. FRONT PANEL & AIR DUCT

1. Remove the top cover as in (A).
2. Remove the complete control panel as in (B7).
3. Remove the lower panel as in (F2).
4. Remove the 4 screws securing the front panel to the base panel.



## H. ENERGY SAVE THERMOSTATS

1. Remove the right hand side panel as in (F) above, or the front panel as in (G)
2. Disconnect the thermostat wiring and remove the 2 screws fixing the thermostat(s) to the air duct.



5. Disconnect the wiring to the air duct thermostat(s).



6. Disconnect the wiring to the door switch.



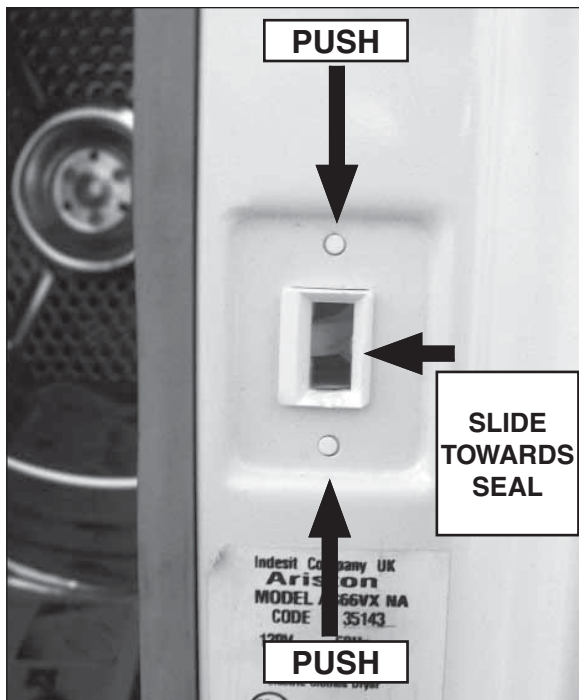
7. Remove the 2 screws securing the left side panel to the front panel(refer to side panel removal).

## I. DOOR SWITCH

1. Remove the top cover as in (A).
2. Remove the right hand side panel as in (F).
3. Disconnect the wiring to the switch.



4. Using a screwdriver, push the plastic lugs on the door switch in gently, while sliding the switch towards the door seal to disengage it from the front panel.



## J. DOOR SEAL

1. Remove the front panel and air duct as in (G).
2. Remove the 4 screws securing the air duct to the front panel, and separate the air duct from the front panel.



3. The door seal can now be removed from the front panel.
4. Installation is the reverse of removal.



## K. DOOR

1. Open the door and remove the 4 screws securing the door assembly to the front panel.



2. Remove the door assembly from the front panel.
3. Remove 1 screw securing the door latch to the door (see bottom-left).
4. Remove the screw behind the door latch which secures the door handle to the door (see bottom-right).
5. Remove the 6 screws securing the 2 halves of the door assembly.
6. The door trim can now be separated giving access to the glass, handle and hinges.



## L. DOOR HINGES

1. The door must be removed and split as (L1)-(6) above.
2. Turn the door hinges inwards and slide the hinge upwards to disengage from the rear trim molding.

## M. FRONT BEARINGS

1. Remove the front panel as in (G).
2. Spring the fixing lug out of the open slot in the  
Bearing mounting bracket and slide the pad along  
The bracket to free the other lug as illustrated.

## N. DRIVE BELT REMOVAL

### (IF NOT BROKEN)

1. Remove the right hand side panel as in (E).
2. Slide the belt off the drum and pass between the drum front and the front panel.

## DRIVE BELT REPLACEMENT

1. Slide the new belt between the drum front and the front panel and slide the belt onto the drum.



**Pull down and out on the belt while turning the drum back and forth to remove the belt**

2. Stretch the belt onto the motor shaft by pressing down with both hands.

**NOTE: You can pre stretch the belt by putting both feet in the belt and pulling up with steady pressure then rotating the belt while stopping every few inches to stretch it.**

## O. CAPACITOR

**NOTE: Ensure the capacitor is discharged completely before proceeding.**

1. Remove the right hand side panel as in (F)
2. Note the wiring connections and disconnect the leads from the capacitor terminals.
3. Carefully lay the unit on its back and remove the nut securing the capacitor to the bottom panel.

## P. DRUM ASSEMBLY

1. Remove the top cover as in (A)
2. Remove the control panel as in (B)
3. Remove the front panel as in (G)
4. Remove the right hand panel to make drum removal easier.
5. Remove the two screws that secure the rear bearing cover.



6. Remove the screw securing the bearing.
7. Remove the drive pin.



8. Remove the rear bearing.
9. Pull the drum clear of the rear panel and remove.

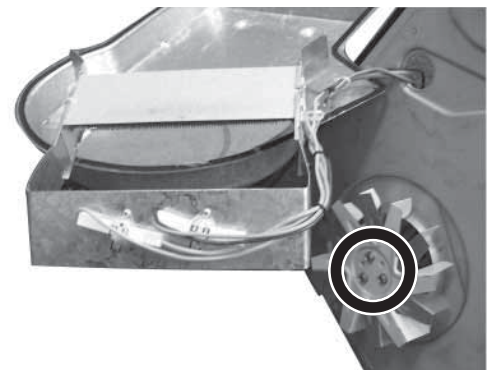
## Q. MOTOR

1. Remove the right hand side panel as in (F).
2. Remove the 8 screws that secure the heater cover.



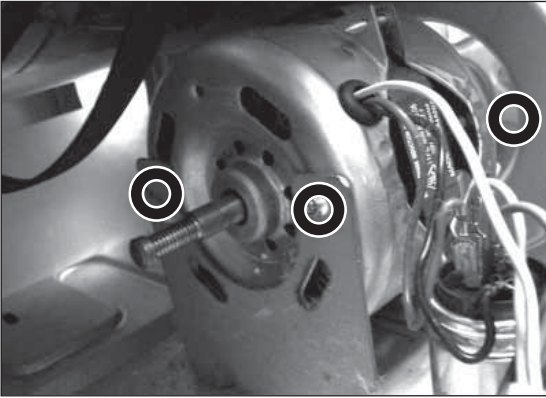
3. Remove the 3 hex screws that secure the two fans to the motor shaft.

**NOTE: The inner and outer fans are Different. Ensure the fans are reassembled in the correct order.**



*Continued on next page*

4. Note the wire locations and disconnect the wires from the motor going to the capacitor.
5. Disengage the drive belt from the motor shaft by turning the belt back and forth and applying pressure towards the front of the unit.
6. Remove the 3 hex head screws securing the motor to the motor bracket.



7. Remove the 2 screws securing the motor bracket to the bottom panel if necessary.

**NOTE:** When installing the heater cover, make sure the heater wiring is not trapped between the inner and outer rear panels. Also make sure the rear heater cover is not hitting the blades of the fan motor.

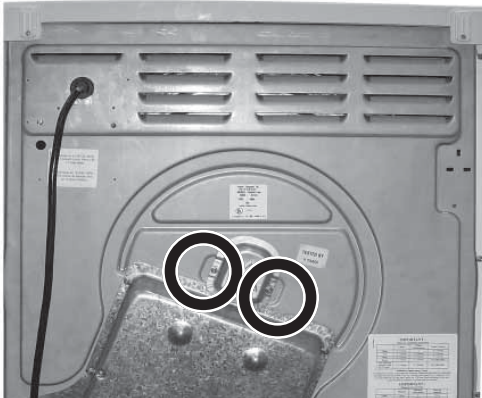
## R. REAR SEAL

1. Remove the drum as in (M).
2. Remove the rear seal and clean any remnants of the seal and adhesive from the inner face of the inner back panel. Fit the new seal using high temperature silicone.



## S. HEATING ASSEMBLY & THERMOSTATS

1. Remove the right hand side panel as in (F). **NOTE: If only changing T-Stats go to step 3.**
2. Disconnect the wiring harness to the heater assembly.

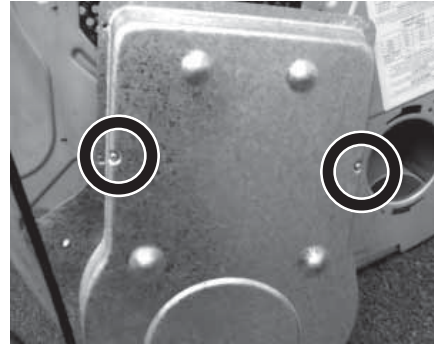


3. Remove the bearing cover.
4. Remove the 8 screws securing the heater



assembly to the rear panel.

5. Remove the 2 screws securing the element



and thermostats to the rear cover.

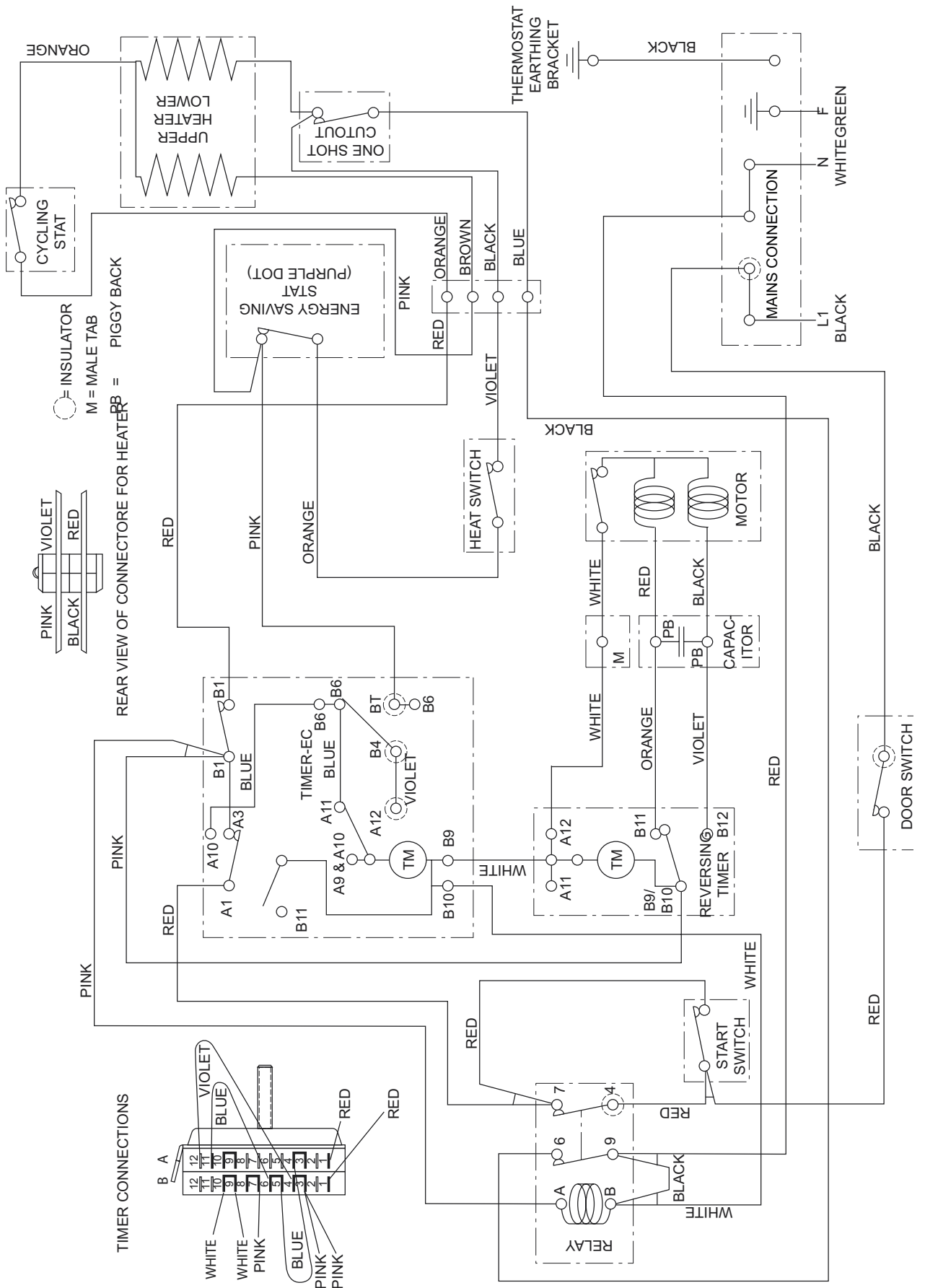
**NOTE: If replacing the thermostats both the cycling and on-shot thermostat MUST be replaced should either fail.**

**NOTE: When installing the heater cover, make sure the heater wiring is not trapped between the inner and outer rear panels. Also make sure the rear heater cover is not hitting the blades of the fan motor.**

## U REAR BEARING

1. Remove the drive pin.
2. Remove the bearing mounting screw.
3. Using a small screwdriver or similar, carefully remove the bearing from the bracket on the rear of the control panel.







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