



**KEEPING YOUR FACILITY UP TO SPEED**  
— EVERY DAY SINCE 1946 —

LR Motor Shop Repairs

**Job Number 101501**

Prepared for Dassault Falcon Jet (11751)

3801 East 10th st.  
Little rock AR 72203

# Table of Contents

AC Inspection as Found - *MOTOR SHOP LR*

AC Inspection - Rev. 2: *C1103210158*

**1.0**

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Hi-Speed Industrial Service  
7030 Ryburn Dr  
Millington, Tn 38053  
901-873-5300

## AC Inspection as Found

Dassault Falcon Jet (11751)

3801 East 10th st.  
Little rock, AR 72203

FolderID: 101501  
FormID: 17040117

### AC Inspection - Rev. 2

Location: MOTOR SHOP LR

Serial Number: C1103210158

Description: 30HP BALDOR 3600RPM 286TS

Hi-Speed Job Number:	101501
Manufacturer:	Baldor
Product Number:	24CA6492
Spec/ID #:	10G408Y807G2
Serial Number:	C1103210158
HP/kW:	30 (HP)
RPM:	3520 (RPM)
Frame:	286TS
Voltage:	230 / 460
Current:	66/33
Phase:	Three
Hz:	60 (Hz)
Service Factor:	1.15
Enclosure:	ODP
Coupling/Sheave:	None
Bearing RTDs:	No
Stator RTDs:	No
Repair Stage:	Final
Heaters:	No
Winding Type :	Random Wound
Bearing Type:	Rolling Element

Priorities Found: ● 2 - High ● 11 - Good

### Overall Condition

1. Report Date
2. Nameplate Picture



3. Photos of all six sides of the machine.

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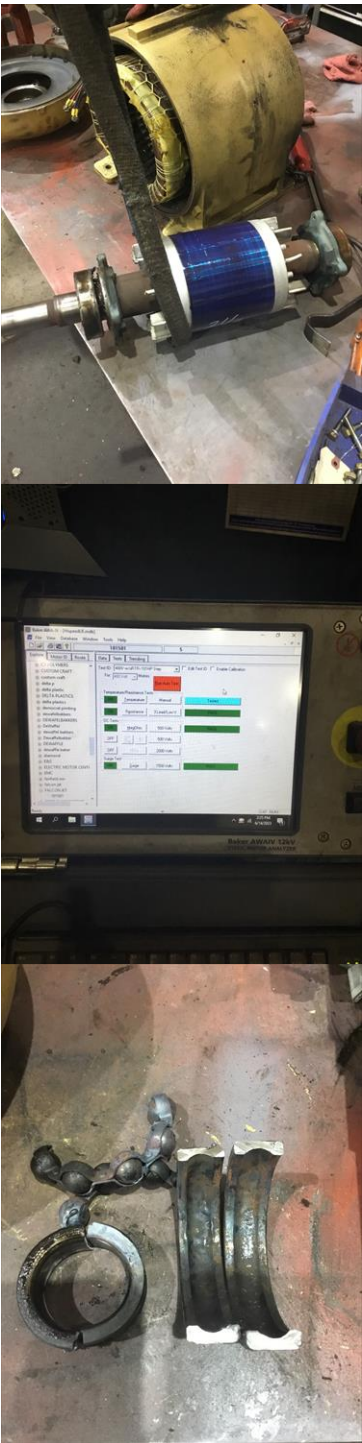
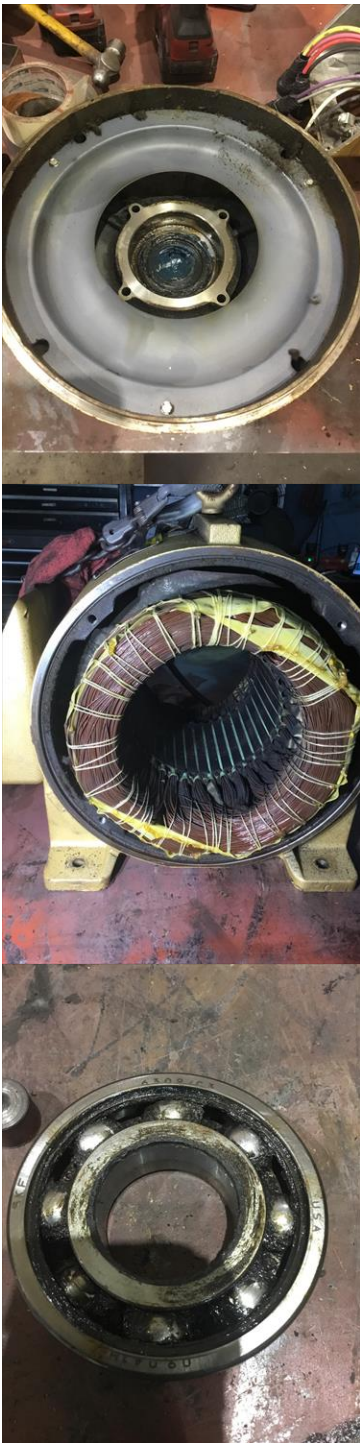


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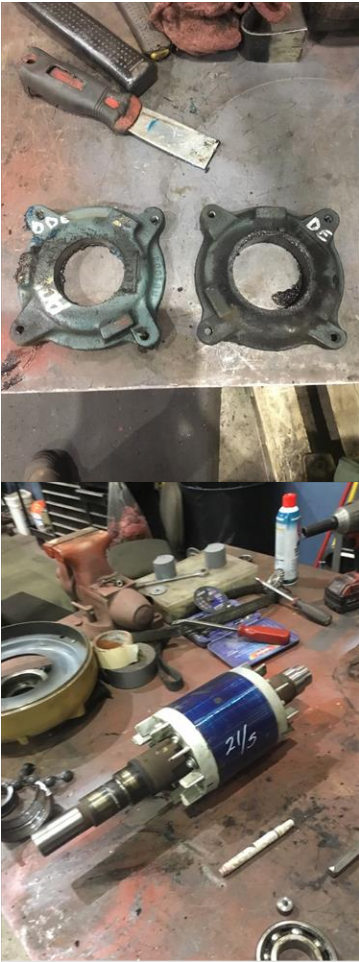
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4. Describe the Overall Condition of the Equipment as Received

#### Initial Mechanical/Electrical

- |                                    |           |
|------------------------------------|-----------|
| 5. Does Shaft Turn Freely?         | (Yes) Yes |
| 6. Does Shaft Have Visible Damage? | (No) No   |



- |                             |              |
|-----------------------------|--------------|
| 7. Assembled Shaft Runout   | 0.003 Inches |
| 8. Assembled Shaft End Play |              |
| 9. Air Gap Variation <10%   |              |

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10. Lead Condition

(P) Pass



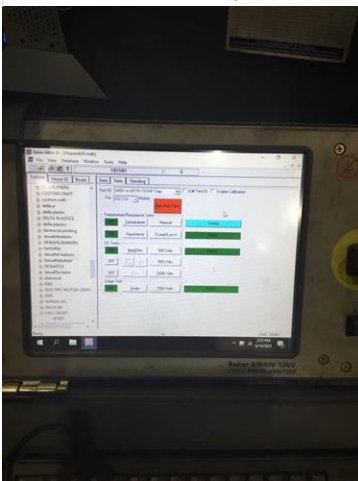
11. Lead Length	9.5 Inches
12. Frame Condition	pass
13. Fan Condition	(N) NA
14. Broken or Missing Components	missing eyebolt.

**Initial Electrical Inspection**

15. Insulation Resistance/Megger	Megohms		
16. Winding Resistance			
1-2	1-3	2-3	

17. Perform Surge Test

(P) Pass



18. Number of Stator Slots	
19. Stator Condition	pass
20. Stator Thermistors/Ohms	
21. Stator Overloads/Ohms	

**Mechanical Inspection**

22. Drive End Bearing Brand	
-----------------------------	--



23. Drive End Bearing Number-

6310



24. Drive End Bearing Qty.	1
25. Drive End Bearing Type	(Ball) Ball Bearing
26. Drive End Lubrication Type	(Grease) Grease Lubricated
27. Drive End Bearing Insulation or Grounding Device?	none
28. Drive End Wavy Washer/Snap-Ring Other Retention Device?	none
29. Drive End Bearing Condition	welded on to shaft.
30. Opposite Drive End Bearing Brand	
31. Opposite Drive End Bearing Number-	6309



32. Opposite Drive End Bearing Qty.	1
33. Opposite Drive End Bearing Type	(Ball) Ball Bearing
34. Opposite Drive End Lubrication Type	(Grease) Grease Lubricated
35. Opposite Drive End Bearing Insulation or Grounding Device?	
36. Opposite Drive End Wavy Washer/Snap-Ring Other Retention Device?	





37. Opposite Drive End Bearing Condition

replace



38. Drive End Seal

39. Opposite Drive End Seal

**Rotor Inspection**

40. Rotor Type/Material

(Squirrel Aluminum) Squirrel  
Cage Aluminum Die Cast



41. Growler Test

(Pass) Pass

42. Number of Rotor Bars

43. Rotor Condition

D.E shaft fit worn

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44. List the Parts needed for the Repair Below

*Machine ODE housing, & d.e. bearing journal.*

45. Signature of Technician that Disassembled Motor

Terrence Holland



### Mechanical Fits- Rotor

46. Shaft Runout 0.003 inches

47. Rotor Runout

Drive End Bearing Fit

Rotor Body

Opposite Drive End Bearing

48. Coupling Fit Closest to Bearing Housing

0 Degrees

90 Degrees

120 Degrees

49. Coupling Fit Closest to the end of the Shaft

0 Degrees

60 Degrees

120 Degrees


50. Drive End Bearing Shaft Fit

0 Degrees

60 Degrees

120 Degrees

 *Bearing was welded to the shaft.*

 51. Drive End Bearing Shaft Fit Condition

(F) Fail



52. Opposite Drive End Bearing Shaft Fit

0 Degrees


60 Degrees

120 Degrees

1.7722

1.7723

1.7723

 53. Opposite Drive End Bearing Shaft Fit Condition

(P) Pass

54. Shaft Air Seal Fits

Drive End Air Seal

Opposite Drive End Air Seal

### Mechanical Fits- Bearing Housings

55. Drive End - Endbell Bearing Fit

0 Degrees

60 Degrees

120 Degrees

4.3311




4.3313

4.3312

 56. Drive End - Endbell Bearing Fit Condition

(P) Pass

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57. Opposite Drive End - Endbell Bearing Fit		
0 Degrees	60 Degrees	120 Degrees
58. Opposite Drive End - Endbell Bearing Fit Condition (F) Fail		
Lip worn in		
59. Bearing Cap Condition		
Drive End Bearing Cap	Opposite Drive End Bearing Cap	
pass	pass	
		
60. End Bell Air Seal Fits		
Drive End Air Seal	Opposite Drive End Air Seal	
61. List Machine Work Needed Below		
ODE housing fit & DE shaft bearing fit.		
62. Technician		Terrence Holland
		
Dynamic Balance Report		
63. Rotor Weight and Balance Grade		
Rotor Weight	Balance Grade	

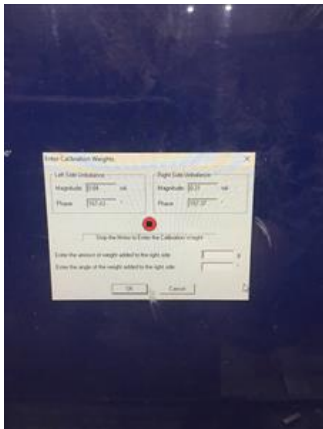
## 64. Initial Balance Readings

Drive End

Opposite Drive End

0.21

0.84



## 65. Final Balance Readings

Drive End

Opposite Drive End

0.29

0.21



## 66. Technician

Cw

## Rewind

## 67. Core Test Results - Watts loss per Pound

Pre-Burnout

Post Burnout

## 68. Core Hot Spot Test

Pre-Burnout

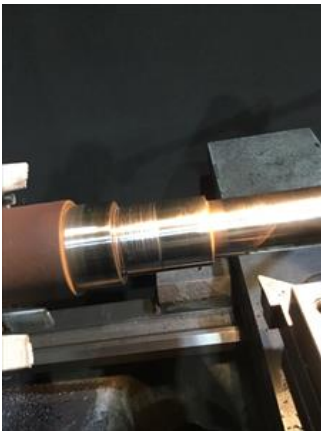
Post-Burnout

## 69. Post Rewind Electrical Test- Insulation Resistance

## 70. Post Rewind Polarization Index



71. Post Rewind Winding Resistance		
1-2	1-3	2-3
72. Post Rewind Surge Test		
73. Post Rewind Hi-Pot		
74. Technician		
<b>Root Cause of Failure</b>		
75. Failure locations		
<i>D.E. Bearing journal bad &amp; ODE housing fit has lip worn in.</i>		
76. Root cause of failure		
<i>Contaminated grease caused premature bearing failure.</i>		
<b>Mechanical Fits- Rotor - Post Repair</b>		
77. Shaft Runout Post Repair		
78. Rotor Runout Post Repair		
Drive End Bearing Fit	Rotor Body	Opposite Drive End Bearing
79. Coupling Fit Closest to Bearing Housing Post Repair		
0 Degrees	90 Degrees	120 Degrees
80. Coupling Fit Closest to the end of the Shaft Post Repair		
0 Degrees	60 Degrees	120 Degrees
81. Drive End Bearing Shaft Fit Post Repair		
0 Degrees	60 Degrees	120 Degrees
1.969	1.969	1.969



82. Opposite Drive End Bearing Shaft Fit Post Repair		
0 Degrees	60 Degrees	120 Degrees
83. Shaft Air Seal Fits Post Repair		
Drive End Air Seal	Opposite Drive End Air Seal	

84. Shaft Repair Sign-off

Gary

### Mechanical Fits- Bearing Housings - Post Repair

85. Drive End - Endbell Bearing Fit Post Repair

0 Degrees

60 Degrees

120 Degrees

86. Opposite Drive End - Endbell Bearing Fit Post Repair

0 Degrees

60 Degrees

120 Degrees

3.9375

3.9375

3.9375



87. Bearing Cap Condition Post Repair

Drive End Bearing Cap

Opposite Drive End Bearing Cap



88. End Bell Air Seal Fits Post Repair

Drive End Air Seal

Opposite Drive End Air Seal

89. End Bell Repair Sign-off

Gary

Assembly

90. QC Check All Parts for Cleanliness Prior to Assembly

Cw

*[Handwritten signature]*



91. Photograph All Major Components prior to assembly

(Complete) Complete

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92. Final Insulation Resistance Test	<b>Megohms</b>
93. Assembled Shaft Endplay	
● 94. Assembled Shaft Runout	<b>0.001 inches</b>



95. Test Run Voltage

Volts	Volts	Volts
460	460	460



96. Test Run Amperage

Amps	Amps	Amps
9.6	9.300000000000001	9.300000000000001



97. Drive End Vibration Readings - Inches Per Second

Horizontal	Vertical	Axial
0.014	0.015	0.03

98. Opposite Drive End Vibration Readings - Inches Per Second

Horizontal	Vertical	Axial
0.011	0.015	0.014

99. Ambient Temperature - Fahrenheit

100. Drive End Bearing Temps - Fahrenheit

5 Minutes	10 Minutes	15 Minutes
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101. Opposite Drive End Bearing Temps - Fahrenheit

5 Minutes	10 Minutes	15 Minutes
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102. Document Final Condition with Pictures after paint

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103. Final Pics and QC Review

Cw

CO SIGN: Gary



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