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— EVERY DAY SINCE 1946 —

LR Motor Shop Repairs

**Job Number 103324**

Prepared for ARKANSAS INDUSTRIAL MACHINERY

3804 N. NONA ST  
NORTH LITTLE ROCK AR 72118

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AC Inspection as Found - *Shop*

AC Inspection - Rev. 2: 3G1P163602217

1.0

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

**AC Inspection as Found**  
**ARKANSAS INDUSTRIAL MACHINERY**  
3804 N. NONA ST  
NORTH LITTLE ROCK, AR 72118

FolderID: 103324  
FormID: 21221778

**AC Inspection - Rev. 2**

**Location:** Shop  
**Serial Number:** 3G1P163602217  
**Description:** 90KW ABB 3600RPM 250S

<b>Hi-Speed Job Number:</b>	102178
<b>Manufacturer:</b>	ABB
<b>Product Number:</b>	M3AA 250 SMC 2
<b>Spec/ID #:</b>	3GAA251914-VCG
<b>Serial Number:</b>	3G1P163602217
<b>HP/kW:</b>	90 (kW)
<b>RPM:</b>	3579 (RPM)
<b>Frame:</b>	250S
<b>Voltage:</b>	460
<b>Current:</b>	133
<b>Phase:</b>	Three
<b>Hz:</b>	60 (Hz)
<b>Service Factor:</b>	1.06
<b>Enclosure:</b>	TEFC
<b># of Leads:</b>	6
<b>J-box Included:</b>	Complete
<b>Coupling/Sheave:</b>	None
<b>Bearing RTDs:</b>	No
<b>Stator RTDs:</b>	No
<b>Repair Stage:</b>	Final
<b>Rewind:</b>	No
<b>Shaft Machined Fit Repairs Required:</b>	No
<b>Bearing Housing Machined Fit Repairs Required:</b>	No
<b>Heaters:</b>	No
<b>Winding Type :</b>	Random Wound
<b>Bearing Type:</b>	Rolling Element

Priorities Found: ● **3 - High** ● **8 - Good**

**Overall Condition**

1. Report Date

**08/07/2024**

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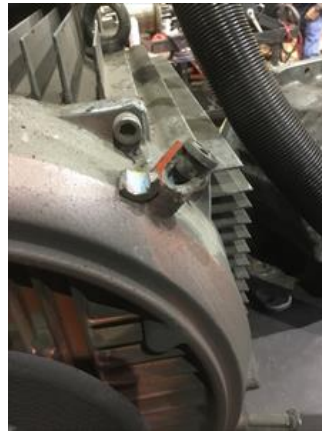
1.0

## 2. Nameplate Picture



## 3. Photos of all six sides of the machine.





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4.	Describe the Overall Condition of the Equipment as Received	
	<i>Dirty</i>	
5.	Report Date [COPY]	
<b>Initial Mechanical/Electrical</b>		
<input checked="" type="radio"/>	6. Does Shaft Turn Freely?	(N) No

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7. Does Shaft Have Visible Damage?

(Yes) Yes



8. Assembled Shaft Runout

Inches

9. Assembled Shaft End Play

inches

10. Air Gap Variation <10%

● 11. Lead Condition

(P) Pass

12. Lead Length

112 Inches

13. Lead Numbers

1-6

14. Frame Condition

pass

● 15. Fan Condition

(P) Pass

● 16. Does the shaft require T.I.R in Lathe to identify additional repairs?

(No) No

● 17. Broken or Missing Components

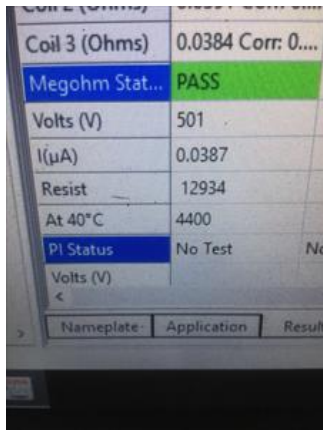
☞ ODE end bell fan cover bolt hole



● 18. Does it have Lugs?, If so what is the Stud Size?

☞ Yes

## Initial Electrical Inspection

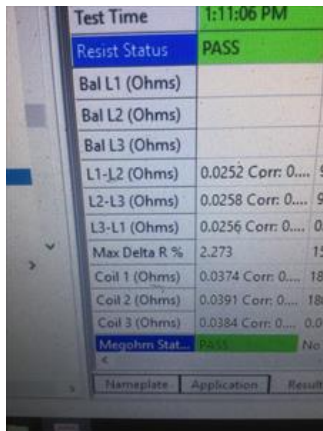


## 20. Winding Resistance

1-2

1-3

2-3



## 21. Perform Surge Test

(P) Pass



## 22. Number of Stator Slots

## 23. Stator Condition

covered in oil

## 24. Stator Thermistors/Ohms

## 25. Stator Overloads/Ohms

## Mechanical Inspection

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26. Drive End Bearing Brand	skf
27. Drive End Bearing Number-	NU213
28. Drive End Bearing Qty.	1
29. Drive End Bearing Type	(Roller) Roller Bearing
30. Drive End Lubrication Type	(Oil) Oil Lubricated
31. Drive End Bearing Insulation or Grounding Device?	
32. Drive End Wavy Washer/Snap-Ring Other Retention Device?	snap ring
33. Drive End Bearing Condition	metal fatigue



34. Opposite Drive End Bearing Brand	skf
35. Opposite Drive End Bearing Number-	6215
36. Opposite Drive End Bearing Qty.	1
37. Opposite Drive End Bearing Type	(Ball) Ball Bearing
38. Opposite Drive End Lubrication Type	(Grease) Grease Lubricated
39. Opposite Drive End Bearing Insulation or Grounding Device?	
40. Opposite Drive End Wavy Washer/Snap-Ring Other Retention Device?	snap ring
41. Opposite Drive End Bearing Condition	


Signs of frosting

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42.	Drive End Seal		
	<b>Seal kit</b> <i>Customer brought replacement</i>		
43.	Opposite Drive End Seal		<b>slinger</b>
<b>Rotor Inspection</b>			
44.	Rotor Type/Material		<b>(Squirrel Aluminum) Squirrel Cage Aluminum Die Cast</b>
45.	Growler Test		<b>(Pass) Pass</b>
46.	Number of Rotor Bars		
47.	Rotor Condition		<b>pass</b>
48.	List the Parts needed for the Repair Below <i>Customer supplied essentials</i>		
49.	Signature of Technician that Disassembled Motor		<b>Cw</b>
<b>Mechanical Fits- Rotor</b>			
50.	Shaft Runout		<b>inches</b>
51.	Rotor Runout		
	Drive End Bearing Fit	Rotor Body	Opposite Drive End Bearing
52.	Coupling Fit Closest to Bearing Housing		
	0 Degrees	90 Degrees	120 Degrees
53.	Coupling Fit Closest to the end of the Shaft		
	0 Degrees	60 Degrees	120 Degrees
54.	Drive End Bearing Shaft Fit		
	0 Degrees	60 Degrees	120 Degrees
	<b>2.5599</b>	<b>2.5598</b>	<b>2.5599</b>
55.	Drive End Bearing Shaft Fit Condition		<b>(P) Pass</b>
56.	Opposite Drive End Bearing Shaft Fit		
	0 Degrees	60 Degrees	120 Degrees
	<b>2.9531</b>	<b>2.9532</b>	<b>2.9532</b>

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57.	Opposite Drive End Bearing Shaft Fit Condition		(P) Pass
58.	Shaft Air Seal Fits		
	Drive End Air Seal	Opposite Drive End Air Seal	
<b>Mechanical Fits- Bearing Housings</b>			
59.	Drive End - Endbell Bearing Fit		
	0 Degrees	60 Degrees	120 Degrees
	4.7251	4.7252	4.7252
60.	Drive End - Endbell Bearing Fit Condition		(P) Pass
61.	Opposite Drive End - Endbell Bearing Fit		
	0 Degrees	60 Degrees	120 Degrees
	Excessive lip worn into bearing fit		
62.	Opposite Drive End - Endbell Bearing Fit Condition		(F) Fail
63.	Bearing Cap Condition		
	Drive End Bearing Cap	Opposite Drive End Bearing Cap	
	Pass		
64.	End Bell Air Seal Fits		
	Drive End Air Seal	Opposite Drive End Air Seal	
65.	List Machine Work Needed Below DE shaft where shaft sets in DE end bell air gap and ODE end bell bearing fit		
66.	Technician		Cw
			
	Co sign:		
<b>Root Cause of Failure</b>			
67.	Failure locations DE bearing, seal, and ode end bell bearing fit		
68.	Root cause of failure DE bearing has metal fatigue causing pieces to brake off taking out the cage and seal		
<b>Dynamic Balance Report</b>			
69.	Rotor Weight and Balance Grade		
	Rotor Weight	Balance Grade	

## 70. Initial Balance Readings

Drive End

Opposite Drive End

Balancing specification: Nema  
Item operating speed: 3579.00 RPM  
NEMA Spec: 0.30 mil  
Balancing RPM: 428.41

-----  
Balance Condition  
-----  
Start  
-----  
Right End Mils: 0.39 Mils  
Angle: 6.20 Angle  
Left End Mils: 0.91 Mils  
Angle: 181.11 Angle

Beginning unbalance: 26.429 g-in  
Residual unbalance: 2.00 g-in  
This item is balanced to: 5.009 g-in  
5.013 g-in

Key Used  
Drive End: 0.00 in wide x 0.00 in long  
Bear End: 0.00 in wide x 0.00 in long

## 71. Final Balance Readings

Drive End

Opposite Drive End

Conditions  
-----  
Finish  
-----  
Mils: 0.13 in/s: 0.003  
Angle: 43.14  
Mils: 0.24 in/s: 0.005  
Angle: 228.39

26.429 g-in, 0.932 oz-in Right Side  
19.356 g-in, 0.683 oz-in Left Side  
2.00 g, 0.07 oz Right Side  
1.11 g, 0.04 oz Left Side  
5.009 g-in, 0.318 oz-in Right Side  
5.013 g-in, 0.177 oz-in Left Side

Side x 0.00 in thick x 0.00 in long  
Side x 0.00 in thick x 0.00 in long

## 72. Technician

Cw



## Assembly

## 73. QC Check All Parts for Cleanliness Prior to Assembly

Cw



74. Photograph All Major Components prior to assembly



75. Final Insulation Resistance Test	Megohms
76. Assembled Shaft Endplay	inches
77. Assembled Shaft Runout	inches

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## 78. Test Run Voltage

Volts

Volts

Volts



## 79. Test Run Amperage

Amps

Amps

Amps



## 80. Drive End Vibration Readings - Inches Per Second

Horizontal

Vertical

Axial

## 81. Opposite Drive End Vibration Readings - Inches Per Second

Horizontal

Vertical

Axial

## 82. Ambient Temperature - Fahrenheit

## 83. Drive End Bearing Temps - Fahrenheit

5 Minutes

10 Minutes

15 Minutes

## 84. Opposite Drive End Bearing Temps - Fahrenheit

5 Minutes

10 Minutes

15 Minutes

## 85. Document Final Condition with Pictures after paint

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86. Final Pics and QC Review

Cw

*Chen*



Co sign: TRH



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