

EVERY DAY SINCE 1946

LR Motor Shop Repairs

Job Number 103736

Prepared for PPG (11114)

11605 VIMY RIDGE ROAD ALEXANDER AR 72002

Table of Contents

AC Inspection as Found - LITTLE ROCK MOTOR SHOP



AC Inspection as Found

PPG (11114) 11605 VIMY RIDGE ROAD ALEXANDER, AR 72002

FolderID: 103736 FormID: 22309382

AC Inspection - Rev. 2			
Location:	LITTLE ROCK MOTOR SHOP		

Serial Number:	CAT: U15E2DCR
Description:15HF	NIDEC W/ PUMP

Hi-Speed Job Number:	103736
Manufacturer:	US Motors/Nidec
Product Number:	M: R578
Serial Number:	CAT: U15E2DCR
HP/kW:	15 (HP)
RPM:	1775 (RPM)
Frame:	254TCZ
Voltage:	208-230/460
Current:	40-18.5 (Amps)
Phase:	Three
Hz:	60 (Hz)
Service Factor:	1.25
Enclosure:	TEFC
# of Leads:	12
J-box Included:	None
Coupling/Sheave:	Coupling
Date Received:	11/19/2024
Bearing RTDs:	No
Stator RTDs:	No
Repair Stage:	Final
Rewind:	No
Shaft Machined Fit Repairs Required:	No
Bearing Housing Machined Fit Repairs Required:	Yes
Heaters:	No
Winding Type :	Random Wound
Bearing Type:	Rolling Element
🔵 16 - Good	

Priorities Found: **3 - High** Overall Condition

1. Report Date

🔵 1 - Low

11/19/2024

2. Nameplate Picture





3. Photos of all six sides of the machine.















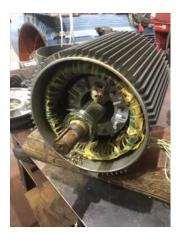


























































- 4. Describe the Overall Condition of the Equipment as Received *Dirty*
- 5. Distance from the end of the shaft to the Coupling/Sheave
 - Motor side: flush Pump side: 0.229in

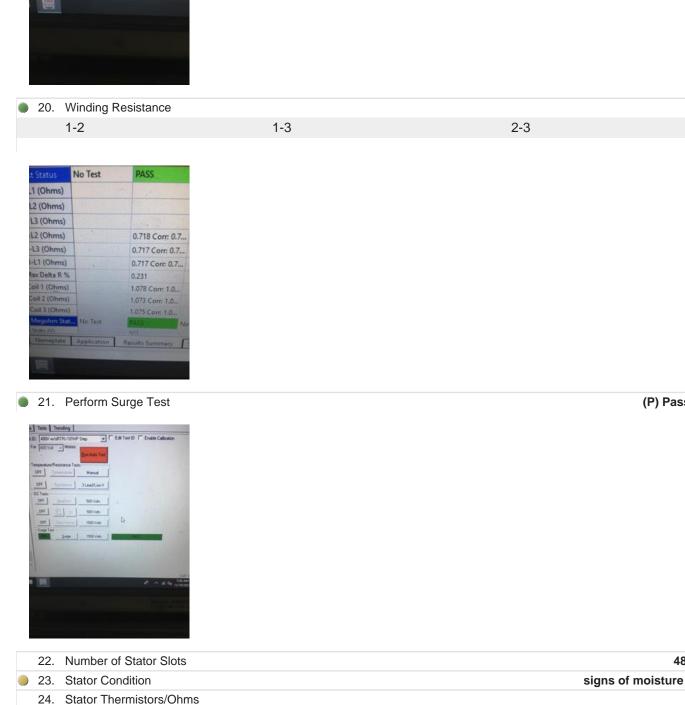
inches



Pump

Щ.

Ini	Initial Mechanical/Electrical				
	6.	Does Shaft Turn Freely?	(Y) Yes		
	7.	Does the shaft require T.I.R in Lathe to identify additional repairs?	(No) No		
	8.	Does Shaft Have Visible Damage?	(No) No		
	9.	Assembled Shaft Runout	Inches		
	10.	Assembled Shaft End Play	inches		
	11.	Air Gap Variation <10%			
	12.	Lead Condition	(P) Pass		
	13.	Lead Length	18 Inches		
	14.	Does it have Lugs?, If so what is the Stud Size?	(No) No		
	15.	Lead Numbers	1-12		
	16.	Frame Condition			
	17.	Fan Condition	(P) Pass		
	18.	Broken or Missing Components			
		J-box missing			
Ini	itial	Electrical Inspection			



19. Insulation Resistance/Megger

No Test

n Tae Nameplate Application 1.073 Corr. 1.0

1.075 Corr: 1.0.

501

0.2088

Results Summar

2399

647 No Tect

Coil 2 (Ohms)

Coil 3 (Ohms)

Volts (V)

1(µA)

Resist

At 40°C

25. Stator Overloads/Ohms

Mechanical Inspection

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1.8

48

Megohms

(P) Pass



Upper guide pump bearing 3.5476

27. Drive End Bearing Number-

2	28.	8. Drive End Bearing Qty.	1	
2	29.	9. Drive End Bearing Type(Ball) Ball E	Bearing	
3	30.	0. Drive End Lubrication Type (Grease) Grease Lub	ricated	
3	31.	1. Drive End Bearing Insulation or Grounding Device?		
3	32.	2. Drive End Wavy Washer/Snap-Ring Other Retention Device? sna	ap ring	
3	33.	3. Drive End Bearing Condition		

Wear

6309-2RS



34. Opposite Drive End Bearing Brand

Lower guid bearing 1.5038

35. Opposite Drive End Bearing Number-



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?	wavy washer

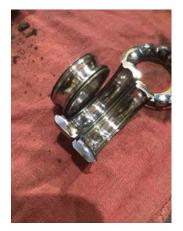
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NACHI

6207-2RS

41. Opposite Drive End Bearing Condition



42.	Drive End Seal				
43.	Opposite Drive End Seal				
Rotor Inspection					
44.	Rotor Type/Material		(Squirrel Aluminum) Squirrel Cage Aluminum Die Cast		
45.	Growler Test		(Pass) Pass		
46.	Number of Rotor Bars		40		
47.	Rotor Condition		pass needs cleaned		
• 48.	List the Parts needed for the Repair B 6309-2RS 6207-2RS Need J-box and cover	elow			
•• •	Arin				
Mecha	anical Fits- Rotor				
50.	Shaft Runout		inches		
51.	Rotor Runout				
	Drive End Bearing Fit	Rotor Body	Opposite Drive End Bearing		
52.	Coupling Fit Closest to Bearing Housi	ng			
	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		
	1.772	1.7722	1.7722		
55.	Drive End Bearing Shaft Fit Condition		(P) Pass		
56.	Opposite Drive End Bearing Shaft Fit				
	0 Degrees	60 Degrees	120 Degrees		
	1.3776	1.3777	1.3777		

57.	Opposite Drive End Bearing Shaft Fit	Condition		(P) Pass
58.	Shaft Air Seal Fits			
	Drive End Air Seal	Opposite Drive End Air Seal		
Mecha	anical Fits- Bearing Housings			
59.	Drive End - Endbell Bearing Fit			
	0 Degrees	60 Degrees	120 Degrees	
	3.9375	3.937	3.9371	
60.	Drive End - Endbell Bearing Fit Cond	ition		(P) Pass
61.	Opposite Drive End - Endbell Bearing	Fit		
	0 Degrees	60 Degrees	120 Degrees	
	2.8372	2.8369	2.837	
6 2.	Opposite Drive End - Endbell Bearing	Fit Condition		(F) Fail
63.	Bearing Cap Condition			
	Drive End Bearing Cap	Opposite Drive End Bearing Cap		
64.	End Bell Air Seal Fits			
	Drive End Air Seal	Opposite Drive End Air Seal		
65.	List Machine Work Needed Below			
	ODE end bell bearing fit Upper bearing guide for pump			
	oppor soaring galacitor pullip			



Resleeved upper bearing housing. 3.5434, 3.5434, 3.5434 Gary

66. Technician

in

Co sign: RRW

Root Cause of Failure

67. Failure locations

Bearings and ODE end bell bearing fit

68. Root cause of failure

Wear

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Cw

69. Rotor Weight and Balance Gra		
Rotor Weight	Balance Grade	
70. Initial Balance Readings		
Drive End	Opposite Drive End	
EMA Spec: 1.50 mil salancing RFM: 425.07 Balance Conda Start Right End Mils: 0.24 Mils Angle: 41.66 Angles Mils: 0.24 Mils Angle: 9.04 Mils: Mils: 0.24 Mils Angle: 9.04 Mils: 1.68 Mils: 0.24 Mils Angle: 9.04 Mils: 0.24 Mils: 0.24 Mils Angle: 9.04 Mils: 0.24 Mils		
71. Final Balance Readings Drive End	Opposite Drive End	
ditions Finish		
Mils: 0.33 in/s: 0.00 Angle: 232.17 Mils: 0.65 in/s: 0.014 Angle: 67.83 11.882 g-in, 0.419 oz-in Righ 19.783 g-in, 0.697 oz-in Left 4.52 g. 0.17 oz Right Side 3.53 g. 0.12 oz Left Right 13.400 g-in, 0.566 oz-in Right 13.400 g-in, 0.566 oz-in Right		
Angle: 232.17 Mils: 0.65 in/s: 0.014 Angle: 67.83 11.882 g-in, 0.419 oz-in Righ 13.783 g-in, 0.697 oz-in Left 4.52 g. 0.17 oz Right Side 3.51 g. 0.12 oz Left Ride 15.989 g-in, 0.564 oz-in Right 11.409 g-in, 0.402 oz-in Left n	M	Cw
Angle: 232.17 Mile: 0.65 in/s: 0.014 Angle: 67.83 11.682 grin, 0.419 oz-in Right 19.753 grin, 0.697 oz-in Bett 1.399 grin, 0.697 oz-in Bett 1.399 grin, 0.402 oz-in Bett 1.490 grin, 0.419 oz-in Bett 1.490 grin, 0.400 oz-in Bett 1.490 grin, 0.490 grin, 0.490 grin, 0.490 grin, 0.490 grin, 0.490 grin		Cw
Angle: 232.17 Mils: 0.65 in/s: 0.014 Angle: 67.83 11.882 g-in, 0.419 oz-in Righ 19.753 g-in, 0.697 oz-in Left 3.51 g. 0.12 oz Heft Ride 15.959 g-in, 0.664 oz-in Right 11.409 g-in, 0.602 oz-in Left 0.602 oz-in Left 1.409 g-in, 0.402 oz-in Left 72. Technician	gs - Post Repair	Cw

74.	Opposite Drive End - Endbell Bearing	Fit Post Repair		
	0 Degrees	60 Degrees	120 Degrees	
	2.835	2.8351	2.8351	
75.	Bearing Cap Condition Post Repair			
	Drive End Bearing Cap	Opposite Drive End Bearing Cap		
76.	End Bell Air Seal Fits Post Repair			
	Drive End Air Seal	Opposite Drive End Air Seal		
77.	End Bell Repair Sign-off			Gary
Asse	mbly			
78.	QC Check All Parts for Cleanliness Pr			Cw

79. Photograph All Major Components prior to assembly

















80.	Final Insulation Resistance Test			Megohms
81.	Assembled Shaft Endplay			inches
82.	Assembled Shaft Runout			0.002 inches
83.	Test Run Voltage			
	Volts	Volts	Volts	



84. Test Run Amperage Amps

Amps

Amps



85.	5. Drive End Vibration Readings - Inches Per Second		
	Horizontal	Vertical	Axial
	0.003	0.004	0.003
86.	Opposite Drive End Vibration Readings - Inches Per Second		
	Horizontal	Vertical	Axial
	0.004	0.002	0.002
87.	Ambient Temperature - Fahrenheit		
88.	Drive End Bearing Temps - Fahrenheit		
	5 Minutes	10 Minutes	15 Minutes
89.	Opposite Drive End Bearing Temps - Fahrenheit		
	5 Minutes	10 Minutes	15 Minutes
00	Decument Final Condition with Distury	a offer point	

90. Document Final Condition with Pictures after paint







91. Final Pics and QC Review

nn Co sign: RRW Щ.

Crw



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TermsAndConditions

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- 16. <u>NO INDIVIDUAL LIABILITY</u>. Notwithstanding any other agreement to the contrary, the Buyer agrees that in no event will the Buyer hold and HI-Speed owner, director, officer or employee personally liable for unintentional tortious conduct or conduct that constitutes the breach of any contract between HI-Speed and the Buyer, even if the HI-Speed owner, director, officer or employee is or could be construed to be a party to such contract.