

Job Information

Job #: 94800

Date: October 30, 2018

Priority: —

Authorized OT: No

Authorized by:

Customer Information

Name: Bemis

Reason:

Contact:

Motor#:

PO#:

Application: —

Special notes:

Name Plate Information

Manufacturer: Bald or

Enclosure : Open Drop Proof (ODP)

Enclosure Type image

Serial#: Z1006140217

Model#:

Service Factor: 1.15

Frame: 254T

Horsepower/kW: 15

Rated RPM: 1765

Rated Amps: 36.2/18.1

Rated Voltage: 230/460

Phase: 3

Cycles: 60

Special design: No



Nameplate

DE

ODE

F1

F2

Top



Mechanical Inspection

Inspect bolt holes and fasteners. Validate correct fasteners.

Does the shaft turn freely?: Yes Contaminant(s): None

Shaft rotation: Bi-directional Contaminant(s) Amt: None

Shaft Condition: Good

Shaft grounding device present?: No

Type of grounding device:

Shaft runout(TIR-Inbound):

Bearings DE: Worn Bearings DE make: FAG

Insulated: No Bearing DE Size: 6309

Bearings ODE: Worn Bearings ODE make: FAG

Bearing Type: Ball Bearing ODE Size: 6208

Bearings Retainer: Yes Thermal Protection: Yes

Retainer condition: — Thermal Protection Type: —

Bearing Type Image



Bearing Make Image



Bearing Retainer Image



Thermal Protection



MILLINGTON, TN

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Mechanical Inspection (Continued)

Lubrication Type: Oil

Thermal Protection device DE: —

Lubrication brand inbound: Mobile Polyrex EM

Thermal Protection device ODE: —

Lubrication brand outbound: Mobile Polyrex EM

Grease Amt DE: Full

Grease Cond. DE: New

Grease Amt ODE: Full

Grease Cond. ODE: New

Seals DE condition : Worn

Seals DE type: Slinger

Seals DE size:

Seals DE (inbound) condition :

Seals ODE condition : Worn

Seals ODE type: Slinger

Seals ODE size:

Seals ODE (inbound) condition
:

WEST TENNESSEE

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Mechanical Inspection (Continued)

Brg. Seats DE: Good

Brg. Image:

If DE undersized, amt.:

Brg. Seats ODE: Good

If ODE undersized, amt.:

Shaft Image:

Shaft damage: OK

Shaft damage cause: None

Bushings/sleeves DE: Ok

Bushings/sleeves ODE: Ok

Water jacket: Ok

Fan: Ok

Frame cond.: Good



Mechanical Inspection (Continued)

Endbell fits/damage: Good

Endbell type: Single piece

Endbell DE size: 3.9370

Endbell Image:



Endbell DE insulated?: No

Endbell ODE size: 3.1500

Endbell ODE insulated?: No

Motor Mount Position: Horizontal/Foot mount

Foot/Flange condition: Ok

Foot flatness: Pass

Missing parts?

☐ J-Box cover ☐ O-rings ☐ J-Box ☐ HH cover ☐ Glands ☒ None

Other missing parts

Air Gap Measurements (N/A on Single Piece Endbell)

Does Air Gap Meet Customer or EASA spec(<10% variation)?

DE @ 0

ODE @ 0

—

DE @ 90

ODE @ 90

DE @ 180

ODE @ 180

DE @ 270

ODE @ 270

AC Electrical Inspection

Number of leads: 9

Terminal Markings:

Length of leads: 9"

REF: NEMA Std. MG 1-2009, Rev. 1-2010, 2.41-Terminal Markings Identified By Color:

Size of leads:

1-Blue
2-White
3-Orange
4-Yellow5-Black
6-No color assigned
7-No color assigned
8-RedP1-No color assigned
P2-Brown

Lead condition: Good

Lug type:

Connections As Received:

Lug Condition: —

Terminal

Lugs

Lug size:

Lug Attachment: —

Rotor Type: Cast Aluminum

Rotor Condition: Ok

Num rotor bars:

Num broken bars:

Rotor



Rotor Test Results

Visual: Pass

Growler: Pass

Single phase: Pass

AC Electrical Inspection (Continued)

Stator type: Factory

If other, stator type:

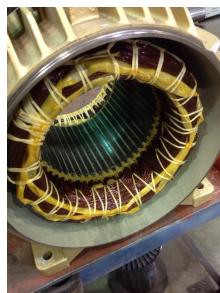
Stator condition: Ok

If other, stator condition:

Failure location: In slot

If other, stator failure:

Stator Image:



Winding color: Like new

Winding image

Winding Thermal Protection: No

Winding condition : Solid

Winding Thermal Protection
DE: —Winding Thermal Protection
ODE: —

Stator test results: Salvageable

Megs incoming: Good

Surge incoming: Good

Hi-pot incoming: Good

Megs after rewind: Good

Surge after rewind: Good

Hi-pot after rewind: Good

Megs at reassembly: Good

Surge at reassembly: Good

Hi-pot reassembly: Good



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AC Electrical Inspection (Continued)

Core loss: Good

Thermistors: None

Thermostat: None

RTD: None

ohms at

degrees C

Motor Heater(s) Present: Yes

Qty:

Voltage:

Wattage:

Winding Resistance Incoming

	Phases A to B	Phases B to C	Phases C to A	Resistive imbalance
Incoming	0.581	0.576	0.587	1.0
Outgoing				

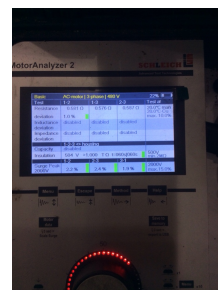
Core Test Data

	Flux	Watts	Watts loss per lb	Condition of iron
Before burnout				
After burnout				

Leads/jumpers: Ok

Lead jumper Image:

If other, leads/jumpers:



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Conclusion

Component Failure

Cause of Failure

Comments

Test Run Inspection

Date October 30, 2018

— I have merged this motor and verified that all electrical tests are complete!

Power Supply

	Phase A	Phase B	Phase C
No Load Voltage	7.1	7.2	7.4

No Load Current

Temperatures: (Degrees Fahrenheit)

Test run ball-bearing motors for 15 minutes.

Test run sleeve bearing motors for 60 minutes.

Temperature rise at the end of test run should be less than 2° every five minutes.



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Test Run Inspection (Continued)

Ambient Temp:

TIME	DE	Degree Change	ODE	Degree Change
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START:

5 MIN:

10 MIN:

15 MIN:

20 MIN:

25 MIN:

30 MIN:

35 MIN:

40 MIN:

45 MIN:

50 MIN:

55 MIN:

60 MIN:

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Test Run Inspection (Continued)

Vibration Data: In./Sec-Peak (Readings should be less than .08 In/Sec Peak)

Horizontal

VDE

Axial

DE

ODE

Magnetic Center Measurements (Only Applies to Sleeve Bearing Motors)

Magnetic Center line distance from shaft shoulder

Magnetic Center line distance from all the way out mark

Magnetic Center line distance from all the way in mark

Total Motor End Float

Additional photos

☐ Yes, the shaft has been isolated for delivery.

Service Tech name:

Service Tech signature:

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