

Pump Number <b>16876</b>	Pump Size <b>SU4440.2</b>	Manufacture <b>SOMARAKIS</b>	Test / Serial Number <b>92V335</b>
Equipment Number	Service	Assembly Position 1    2    3    4	Discharge L        B        R
Pump Rotation CW        CCW	Shaft Double Ext    Single Ext Coupling       Sheave	Motor RPM	Pump Capacity % <b>90</b>
PUMP RPM Actual        Estimated	MOTOR SHEAVE DIAMETER Actual        Estimated	PUMP SHEAVE DIAMETER Actual        Estimated	

#### Observations and Recommendations

The bearings should be checked for contamination	The bearings shows signs of being over greased	The packing shows signs of excessive leakage and should be checked	The packing area drip wells are full of contaminants and should be cleaned out	The shroud relief check valves should be checked for proper operation
The lobe purge should be checked for proper operation	The pump base has extreme deterioration and should be changed out	The inlet / discharge boot shows signs of leakage and should be checked	The oil level in the sight glass is low and needs to be filled	This pump is low in capacity and should be changed out

More / No pictures are not required at this time due to the small amount of wear that is present in this pump.

Disk #	Picture # <b>1</b>	This picture shows that the body on the <b>DE</b> IE is		
S/S	S/S clad	<b>Cast iron</b>	And is in <b>good</b>	fair    bad
S/S clad shroud	with an epoxy coating	condition		
With no some extremely heavy wear		With <b>some</b>	heavy	<b>pitting</b>
		<b>some</b>	heavy	<b>scallops</b>
		<b>some</b>	heavy	<b>buildup</b>

Disk #	Picture # <b>2</b>	This picture shows that the rotor to body / head clearance on the <b>DE</b> IE is		
<b>Close</b>	<b>extremely</b>	wider	Standard	And the rotor shroud is <b>cast iron</b> s/s clad
And is in <b>good</b>	fair	bad	Condition	With the wear extending on to the rotor buckets

Disk #	Picture # <b>3</b>	This picture shows that the rotor to cone / port plate clearance on the <b>DE</b> IE is		
<b>Close</b>	<b>extremely</b>	wider	Standard.	The rotor taper is <b>cast iron</b> s/s welded
And is <b>straight an square</b>	slightly	irregular	With heavy <b>pitting</b>	heavy grooves and buildup
The cone is <b>cast iron</b>	s/s	s/s clad	And is in <b>good</b>	fair    bad    condition
With <b>heavy</b> pitting and <b>heavy</b> grooves	and the inlet porting is approximately <b>0</b> % blocked with build up			

Disk #	Picture # <b>4</b>	This picture shows that the body on the DE <b>IE</b> is		
S/S	S/S clad	<b>Cast iron</b>	And is in <b>good</b>	fair    bad
S/S clad shroud	with an epoxy coating	condition		
With no some extremely heavy wear		With <b>some</b>	heavy	<b>pitting</b>
		<b>some</b>	heavy	<b>scallops</b>
		<b>some</b>	heavy	<b>buildup</b>

Disk #	Picture # <b>5</b>	This picture shows that the rotor to body / head clearance on the DE <b>IE</b> is		
<b>Close</b>	<b>extremely</b>	wider	Standard	And the rotor shroud is <b>cast iron</b> s/s clad
And is in <b>good</b>	fair	bad	Condition	With the wear extending on to the rotor buckets

Disk #	Picture # <b>6</b>	This picture shows that the rotor to cone / port plate clearance on the DE <b>IE</b> is		
<b>Close</b>	<b>extremely</b>	wider	Standard.	The rotor taper is <b>cast iron</b> s/s welded
And is <b>straight an square</b>	slightly	irregular	With heavy <b>pitting</b>	heavy grooves and buildup
The cone is <b>cast iron</b>	s/s	s/s clad	And is in <b>good</b>	fair    bad    condition
With <b>heavy</b> pitting and <b>heavy</b> grooves	and the inlet porting is approximately <b>0</b> % blocked with build up			

Other Observations and Recommendations

See back of page