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Q U O T A T I O N

TO : Wausau-Mosinee (Otis Mill)
Mr. Larry Castonguay

Jay, Maine

QUOTATION NO. 00-11-1326
Revision 0
DATE : December 4, 2000

phone : 897-7221
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REF : Black Clawson No. 2 Hydrapulper / PO 165611 / TNE# 00-11-1326

Unit was transported by Mill and was received at TNE at the end of the day on Tuesday November 28th. Unit was disassembled and processed on an expedited basis. Gear drive was received less the low speed shaft's water deflector (external of the box). Unit's condition as disassembled follows.

BEARINGS / SEALS

The upper bearing had failed apparently from lack of lube. We found the oil line to the bearing had been replaced by a grease fitting. All gears and bearings are lubricated by a self-contained pressurized oiling system. All bearings in the reducer are a two-row tapered roller arrangement with ground spacers for fixed internal clearances. Two of the four bearings were not available from bearing vendors or from Black Clawson. New cups and cones were purchased and we re-ground and / or manufactured spacers to achieve proper BEP clearances. The other two bearings were purchased as complete sets. The mechanical seal at the low speed shaft was destroyed as was the bearing fit in the upper bearing carrier.

SHAFTS / GEARS

The gearing is in very good condition as were the shafts. All were re-used.

REPAIR

Unit was rebuilt with all new bearings and mechanical seal. The input seal is a labyrinth design. The housing was thoroughly cleaned and blasted. We replaced the upper bearing carrier with a good used carrier from a spare in-stock (availability from Black Clawson was out 4 weeks). Unit was reassembled as per manufacturer's specifications. We re-connected the oil lines and tested these for flow. Gear reducer was painted and shipped Friday AM December 1, 2000.

	<u>REBUILD</u>	<u>NEW</u>
PRICE	\$9,115.00	\$53,000.00
Delivery	2 days	12 weeks
FOB	Greene, Maine	Ohio

Pauline Cadrin

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