Pump Number	Pump Size	Manufacture	Test / Serial Number
18512	CL 6002G	NASH	7041755
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** Motor HP	**Pump Capacity %** 80
PUMP RPM Actual Estimated	**MOTOR SHEAVE DIAMETER** Actual Estimated	**PUMP SHEAVE DIAMETER** Actual Estimated	

Rebuilt Birmingham 4/00 Armstrong

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 # 1 This picture shows that the body on the (DE) IE is

S/S S/S clad (Cast iron) S/S clad shroud (with an epoxy coating)	And is in (good) fair bad condition
With (no) some extremely heavy (wear)	With some heavy pitting; (some) heavy (scallops); some heavy buildup

Disk # Picture # 2 This picture shows that the rotor to body / head clearance on the (DE) IE is

Close (extremely) wider Standard	And the rotor shroud is cast iron (s/s) clad
And is in good (fair) bad Condition	~~With the wear extending on to the rotor buckets~~

Disk # Picture # 3 This picture shows that the rotor to cone / port plate clearance on the (DE) IE is

Close extremely wider Standard.	The rotor taper is (cast iron) s/s welded
And is (straight an square) slightly irregular	With ~~heavy pitting~~ (heavy grooves) and ~~buildup~~
The cone is (cast iron) s/s (s/s clad)	And is in good (fair) bad condition
With ~~heavy pitting~~ and (heavy grooves) and the inlet porting is approximately 0 % blocked with build up	

Disk # Picture # 4 This picture shows that the body on the DE (IE) is

S/S S/S clad (Cast iron) S/S clad shroud (with an epoxy coating)	And is in (good) fair bad condition
With (no) some extremely heavy (wear)	With some heavy pitting; (some) heavy (scallops); some heavy buildup

Disk # Picture # 5 This picture shows that the rotor to body / head clearance on the DE (IE) is

Close (extremely) wider Standard	And the rotor shroud is cast iron (s/s) clad
And is in good (fair) bad Condition	~~With the wear extending on to the rotor buckets~~

Disk # Picture # 6 This picture shows that the rotor to cone / port plate clearance on the DE (IE) is

Close extremely wider Standard.	The rotor taper is (cast iron) s/s welded
And is (straight an square) slightly irregular	With heavy pitting heavy grooves and buildup
The cone is (cast iron) s/s (s/s clad)	And is in (good) fair bad condition
With heavy pitting and heavy grooves and the inlet porting is approximately 0 % blocked with build up	

Other Observations and Recommendations See back of page

#7 & 8 GEARS APPEAR NEW