

SUCTION ROLL INSPECTION REPORT



Customer **Your Paper Mill**

Location **Anytown, USA**

Order # **L-123456**

ROLL: SUCTION COUCH ROLL # 0000		SECTION - A	
REF #	AREA	RECOMMENDATIONS	ACTION TAKEN
A 1	ARE THE LABELS AND MARKERS IN GOOD CONDITION? Yes.	Clean and reuse.	Cleaned and reused.
A 2	WHAT IS THE CONDITION OF THE SHIPPING BRACKET ON THE ROLL ? NA	NA	NA
A 3	WHAT IS THE CONDITION OF THE PIPE FITTINGS, GREASE FITTINGS, GAUGES, AND MARKERS ON THE FACE OF THE ROLL? Corroded and worn.	Install new pressure guage and vacuum gauge.	Installed new guages, grease fittings and reused markers.
A 4	NOTE ANY OTHER EXTERIOR ROLL CONDITIONS THAT NEED ATTENTION. Holes in shell are dirty and 50-60% plugged.	Recommend drill cleaning.	Roll was drill cleaned.

SECTION - B - SHELL INSPECTION



REF #	AREA	RECOMMENDATIONS	ACTION TAKEN		
B 1	WHAT IS THE CONDITION OF THE FRONT BOLTS ?	Recommend replacement.	Replaced.		
	Corroded and worn.				
B 2	WHAT SIZE ARE THE FRONT BOLTS ? <input style="width: 100px;" type="text" value="1"/>	None.	None.		
	HOW MANY BOLTS ARE NEEDED ? <input style="width: 100px;" type="text" value="30"/>	None.	None.		
B 3	HOW MANY FS STUD NUTS ARE NEEDED? <input style="width: 100px;" type="text" value="NA"/>	None.	None.		
B 4	WHAT IS THE CONDITION OF THE REAR BOLTS? Corroded and worn.	Recommend replacement.	Replaced.		
	WHAT SIZE ARE THE REAR BOLTS ? <input style="width: 100px;" type="text" value="1"/>			None.	None.
	HOW MANY DS BOLTS ARE NEEDED ? <input style="width: 100px;" type="text" value="30"/>			None.	None.
B5	HOW MANY DS STUD NUTS ARE NEEDED ? <input style="width: 100px;" type="text" value="NA"/>	None.	None.		

SECTION - C - SUCTION BOX INSPECTION



REF #	<u>AREA</u>	<u>RECOMMENDATIONS</u>	<u>ACTION TAKEN</u>
C 1A	<p>LEADING SIDE PACKING</p> <p>AS-RECEIVED LENGTH = <input type="text"/></p> <p>AS- RECEIVED WIDTH = <input type="text"/></p> <p>PACKING HOLDER LENGTH = <input type="text"/></p> <p>CONDITION AND COMMENTS :</p> <p>None.</p>	None.	None.
C 1B	<p>INTERMEDIATE #1 PACKING</p> <p>AS-RECEIVED LENGTH = <input type="text"/></p> <p>AS- RECEIVED WIDTH = <input type="text"/></p> <p>PACKING HOLDER LENGTH = <input type="text"/></p> <p>CONDITION AND COMMENTS :</p>	None.	None.
C 1C	<p>SILENCER PACKING #2</p> <p>AS-RECEIVED LENGTH = <input type="text" value="375"/></p> <p>AS- RECEIVED WIDTH = <input type="text" value="2.75"/></p> <p>PACKING HOLDER LENGTH = <input type="text" value="375.625"/></p> <p>CONDITION AND COMMENTS :</p> <p>Has heavy wear.</p>	Recommend replacing.	Replaced packing.
C 2	<p>TRAILING or SILENCER PACKING</p> <p>AS-RECEIVED LENGTH = <input type="text" value="375"/></p> <p>AS- RECEIVED WIDTH = <input type="text" value="2.75"/></p> <p>PACKING HOLDER LENGTH = <input type="text" value="375.625"/></p> <p>CONDITION AND COMMENTS :</p> <p>Strip has heavy wear and is cracked down the middle.</p>	Recommend replacing.	Replaced packing.

SECTION - C SUCTION BOX INSPECTION



REF #	<u>AREA</u>	<u>RECOMMENDATIONS</u>	<u>ACTION TAKEN</u>
C - 3	FRONT END DECKLE PACKING CONDITION OF MATERIAL Normal wear.	Clean and reuse.	Replaced front end deckle.
C - 4	FRONT DECKLE ADJUSTER HDWE CONDITION Will not turn.	Recommend disassembling and repairing as needed.	Disassembled and made necessary repairs.
C - 5	D.S. END DECKLE PACKING CONDITION OF MATERIAL Normal wear.	Clean and reuse.	Replaced drive end deckle packing.
C - 6	D.S. DECKLE ADJUSTER HDWE CONDITION Will not turn.	Recommend disassembling and repairing as needed.	Disassembled and made necessary repairs.
C - 7	OTHER NOTES ON END DECKLES AND THEIR OPERATING HARDWARE : Hanger for rear deckle rod is bent.	Recommend bracing to improve strength.	Straightened rod hanger line, bored and made three new brass bushings for hangers, and made and installed brace for rear deckle hanger and stop.

SECTION - C SUCTION BOX INSPECTION



REF #	<u>AREA</u>	<u>RECOMMENDATIONS</u>	<u>ACTION TAKEN</u>
C - 7	AIR LOAD TUBING & FITTINGS	Recommend replacing.	Replaced air load tubes and fittings.
	HOW MANY REQUIRED? 4 HOW LONG EACH TUBE ? 375.625"		
C - 7	NOTATIONS ON THE TUBING The air load tubes are stretched and expanded on the ends.		
C - 8	SIDE SEAL TUBING NOTATIONS None.	None.	None.
C - 9	FOG (LUBRICATION) SHOWER SUPPLY HEADER CONDITION Dirty and full of holes.	Replace/clean shower pipe.	Patched holes with weld and patches . Will install new shower pipe on next overhaul.
	NUMBER OF NOZZLES 66 CONDITION OF NOZZLES Nozzles are plugged.	Recommend replacing all nozzles.	Replaced nozzles.
C - 10	CLEANING SHOWER CONDITION OF PIPE, FITTINGS, THREADS BRACKETS, AND FASTENERS Has leak inside the box; nozzles are worn out.	Recommend welding as needed; replacing clean shower nozzles.	Repaired leaks by welding, replaced nozzles.
C - 11	OTHER WATER & GREASE LINES NOTES	None.	None.

SECTION -D - FRONT HEAD & SADDLE ASSEMBLY



REF #	AREA	RECOMMENDATIONS	ACTION TAKEN
D - 1	FRONT HEAD CONDITION Dirty, greasy, some corrosion in the seal area.	Clean and reuse.	Cleaned and sandblasted inside and back; primed and painted with two-part epoxy paint.
D - 2	IS THIS A TAPERED HEAD FIT? Yes	Clean and reuse.	Cleaned and reused.
	HOW MANY SHIMS REMOVED? 2		
	SHIMPACK TOTAL THICKNESS 0.12		
D - 2	CONDITION OF SHIMS REMOVED: Normal wear.	Clean and reuse.	Cleaned and reused.
D - 3	SHIM FABRICATION INFORMATION	None.	None.
	NUMBER REQUIRED NA		
	THICKNESS EACH NA		
	INSIDE DIAMETER OF SHIMS NA		
	OUTSIDE DIAMETER OF SHIMS NA		
	NUMBER OF HOLES IN SHIMS NA		
	DIAMETER OF HOLES IN SHIMS NA		
BOLT CIRCLE DIAMETER NA			
D - 4	BOX ADJUSTER HARDWARE CONDITION OF BUSHINGS, RING GEARS, SEGMENTS, WORM GEARS, ETC. Worm gear bearing was destroyed.	Replace worm gear bearings. (Timken 30208/Q)	Replaced worm gear bearings.
D - 5	OTHER F.S. HEAD CONDITIONS NOTED None.	None.	None.

SECTION - E - FRONT MAIN BEARING & TAPERED FIT JOURNAL



BEARING DESIGNATION #	239/710CAKC08W507	BORE	29.9528	O. D.	37.4016
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REF #	AREA	RECOMMENDATIONS	ACTION TAKEN																								
E - 1	CONDITION OF BEARING This bearing has circumferential marks on the rollers and races. This bearing was reused in 2002.	SKF representative to inspection bearing.	Cleaned and reused.																								
E - 2	CONDITION OF JOURNAL The journal is stained and has grooves about 1/4" from the end at H-1. The journal has been previously repaired by arc-sprayed. The contact is good.	Clean and reuse.	Cleaned and reused.																								
E - 3	TAPERED FIT JOURNAL DIMENSIONS																										
	O.E.M. FIT SPECIFICATIONS	INNER RACE RUN-OUT SPECIFICATIONS	I.D. RACE RUN-OUT DEVIATION																								
	<table border="1"> <tr> <td></td> <td align="center">H 1</td> <td align="center">H 2</td> </tr> <tr> <td>Maximum</td> <td align="center">29.6006</td> <td align="center">H 1 0.001</td> </tr> <tr> <td>Minimum</td> <td align="center">29.5961</td> <td align="center">H 1 -0.0015</td> </tr> </table>		H 1	H 2	Maximum	29.6006	H 1 0.001	Minimum	29.5961	H 1 -0.0015	0.0009	<table border="1"> <tr> <td></td> <td align="center">H 1</td> <td align="center">H 2</td> </tr> <tr> <td></td> <td align="center">0.0007</td> <td align="center">0.0005</td> </tr> </table>		H 1	H 2		0.0007	0.0005									
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	AS-RECEIVED FIT SIZES	SIZE DEVIATION FROM THE H-1 MINIMUM SPEC.	JOURNAL TAPER DEVIATION																								
	<table border="1"> <tr> <td>POSITION</td> <td align="center">H 1</td> <td align="center">H 2</td> </tr> <tr> <td>VERT</td> <td align="center">29.5974</td> <td align="center">29.5984</td> </tr> <tr> <td>HORIZ</td> <td align="center">29.5972</td> <td align="center">29.5980</td> </tr> </table>	POSITION	H 1	H 2	VERT	29.5974	29.5984	HORIZ	29.5972	29.5980	<table border="1"> <tr> <td></td> <td align="center">VERT</td> <td align="center">0.0013</td> </tr> <tr> <td></td> <td align="center">HORIZ</td> <td align="center">0.0011</td> </tr> </table>		VERT	0.0013		HORIZ	0.0011	<table border="1"> <tr> <td></td> <td align="center">Minimum</td> <td align="center">Maximum</td> </tr> <tr> <td>VERT</td> <td align="center">0.0005</td> <td align="center">0.0020</td> </tr> <tr> <td>HORIZ</td> <td align="center">0.0007</td> <td align="center">0.0018</td> </tr> </table>		Minimum	Maximum	VERT	0.0005	0.0020	HORIZ	0.0007	0.0018
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E - 4	AS-SHIPPED DIMENSIONS	COMMENTS AND OTHER NOTATIONS FOR FUTURE SERVICE ON THIS JOURNAL																									
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SECTION - F - FRONT MAIN HOUSING



REF #	AREA	RECOMMENDATIONS	ACTION TAKEN				
F - 1	HOUSING MAIN BODY WHAT IS THE GENERAL CONDITION OF THE HOUSING EXTERIOR ? Normal wear.	Clean, paint and reuse.	Sandblasted, cleaned and painted.				
F - 2	WHAT IS THE CONDITION OF THE INSIDE OF THE HOUSING ? Light stains and discoloration are present.	Clean and reuse.	Cleaned and reused.				
F - 3	OUTER END COVER AND SEAL Dirty and greasy.	Clean and reuse.	Cleaned and reused.				
F - 4	INNER END COVER AND SEAL Dirty and greasy.	Clean and reuse.	Cleaned and reused.				
F - 5	BEARING DESIGNATION #	239/710	O. D.	37.4016			
	O.E.M. SPECIFICATIONS		O.D. RACE RUN-OUT SPEC		0.0055		
		H-1	H-2	IS THE BEARING TO BE A LOOSE or TIGHT FIT IN THE HOUSING BORE ?		LOOSE	
	Maximum	37.4016	37.4016				
	Minimum	37.4071	37.4071				
	AS-RECEIVED DIMENSION		DEVIATION FROM MAX.		O.D. RACE RUN-OUT DEVIATION		
POSITION	H-1	H-2	POSITION	H-1	H-2		
VERT	37.4042	37.4060	VERT	0.0026	0.0044		
HORIZ	37.4025	37.4034	HORIZ	0.0009	0.0018		
F - 6	AS-SHIPED DIMENSIONS		COMMENTS & OTHER NOTES FOR FUTURE SERVICE TO THIS HOUSING				
	POSITION	H-1					H-2
	VERT	SAME					SAME
	HORIZ	SAME					SAME

SECTION -G - REAR HEAD & DRIVE ASSEMBLY



<u>REF #</u>	<u>AREA</u>	<u>RECOMMENDATIONS</u>	<u>ACTION TAKEN</u>														
G - 1	<p align="center">REAR HEAD CONDITION</p> <p>Dirty, greasy and one large dent in the seal area.</p>	Clean and reuse.	Fit where the gear box fits has been thermal sprayed and ground to repair fit.														
G - 2	<table border="1"> <tr> <td>IS THIS A TAPERED HEAD FIT?</td> <td align="center">Yes</td> </tr> <tr> <td>HOW MANY SHIMS REMOVED?</td> <td align="center">2</td> </tr> <tr> <td>SHIMPACK TOTAL THICKNESS</td> <td align="center">0.12</td> </tr> </table>	IS THIS A TAPERED HEAD FIT?	Yes	HOW MANY SHIMS REMOVED?	2	SHIMPACK TOTAL THICKNESS	0.12	Clean and reuse.	Cleaned and reused.								
	IS THIS A TAPERED HEAD FIT?	Yes															
	HOW MANY SHIMS REMOVED?	2															
SHIMPACK TOTAL THICKNESS	0.12																
<p>CONDITION OF SHIMS REMOVED: Normal wear.</p>	Clean and reuse.	Cleaned and reused.															
G - 3	<p align="center">SHIM FABRICATION INFORMATION</p> <table border="1"> <tr> <td>NUMBER REQUIRED</td> <td align="center">NA</td> </tr> <tr> <td>THICKNESS EACH</td> <td align="center">NA</td> </tr> <tr> <td>INSIDE DIAMETER OF SHIMS</td> <td align="center">NA</td> </tr> <tr> <td>OUTSIDE DIAMETER OF SHIMS</td> <td align="center">NA</td> </tr> <tr> <td>NUMBER OF HOLES IN SHIMS</td> <td align="center">NA</td> </tr> <tr> <td>DIAMETER OF HOLES IN SHIMS</td> <td align="center">NA</td> </tr> <tr> <td>BOLT CIRCLE DIAMETER</td> <td align="center">NA</td> </tr> </table>	NUMBER REQUIRED	NA	THICKNESS EACH	NA	INSIDE DIAMETER OF SHIMS	NA	OUTSIDE DIAMETER OF SHIMS	NA	NUMBER OF HOLES IN SHIMS	NA	DIAMETER OF HOLES IN SHIMS	NA	BOLT CIRCLE DIAMETER	NA	None.	None.
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BOLT CIRCLE DIAMETER	NA																
G - 4	<p align="center">DRIVE HUB - DRIVE SHAFT</p> <p>CONDITION OF THE DRIVE ASSEMBLY: Gear box assembly - See Gear Box Inspection. Dirty and greasy.</p>	Clean and reuse.	Cleaned and reused.														
G - 5	<p>OTHER D.S. HEAD CONDITIONS NOTED Inboard oil flinger is .016" tight.</p>	We recommend boring out outer ring to about .005" tight on fit.	Outer ring has been bored out to improve fit on the head.														

SECTION - I - REAR MAIN BEARING & TAPERED FIT JOURNAL



BEARING DESIGNATION #	239/710CAKC08W507	BORE	27.9528	O. D.	37.4016
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REF #	AREA	RECOMMENDATIONS	ACTION TAKEN																					
I - 1	<p align="center">CONDITION OF BEARING</p> <p>Normal wear inside inner and outer rings. Normal wear on the rollers. This bearing has light corrosion present in bearing bore.</p>	SKF representative to inspect bearing.	Cleaned and reused.																					
I - 2	<p align="center">CONDITION OF JOURNAL</p> <p>The journal is stained and has a few light gouges. This journal has been previously repaired by arc-spraying. The contact is good.</p>	Clean and reuse.	Cleaned and reused.																					
I - 3	TAPERED FIT JOURNAL DIMENSIONS																							
	<p><u>O.E.M. FIT SPECIFICATIONS</u></p> <table border="1"> <tr> <td></td> <td align="center">H 1</td> <td></td> <td align="center">H 2</td> </tr> <tr> <td>Maximum</td> <td align="center">29.5910</td> <td>H 1</td> <td align="center">0.001</td> </tr> <tr> <td>Minimum</td> <td align="center">29.6006</td> <td>H 1</td> <td align="center">-0.0015</td> </tr> </table>		H 1		H 2	Maximum	29.5910	H 1	0.001	Minimum	29.6006	H 1	-0.0015	<p><u>INNER RACE RUN-OUT SPECIFICATIONS</u></p> <table border="1"> <tr> <td align="center">0.0009</td> </tr> </table>	0.0009	<p><u>I.D. RACE RUN-OUT DEVIATION</u></p> <table border="1"> <tr> <td></td> <td align="center">H 1</td> <td></td> <td align="center">H 2</td> </tr> <tr> <td></td> <td align="center">0.0010</td> <td></td> <td align="center">0.0011</td> </tr> </table>		H 1		H 2		0.0010		0.0011
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POSITION	H 1	H 2																						
VERT	SAME	SAME																						
HORIZ	SAME	SAME																						
I - 4																								

SECTION - J - REAR MAIN HOUSING



REF #	AREA	RECOMMENDATIONS	ACTION TAKEN				
J - 1	HOUSING MAIN BODY WHAT IS THE GENERAL CONDITION OF THE HOUSING EXTERIOR ? Normal wear.	Clean and reuse.	Cleaned and reused.				
J - 2	WHAT IS THE CONDITION OF THE INSIDE OF THE HOUSING ? Light stains and discoloration is present.	Clean and reuse.	Cleaned and reused.				
J - 3	OUTER END COVER AND SEAL Dirty and greasy.	Clean and reuse.	Cleaned and reused.				
J - 4	INNER END COVER AND SEAL Dirty and greasy.	Clean and reuse.	Cleaned and reused.				
J - 5	BEARING DESIGNATION #	239/710	O. D. 37.4016				
	O.E.M. SPECIFICATIONS		O.D. RACE RUN-OUT SPEC 0.0055				
		H-1	H-2	IS THE BEARING TO BE A LOOSE or TIGHT FIT IN THE HOUSING BORE ? LOOSE			
	Maximum	37.4071	37.4071				
	Minimum	37.4016	37.4016				
	AS-RECEIVED DIMENSION		DEVIATION FROM MAX.	O.D. RACE RUN-OUT DEVIATION			
POSITION	H-1	H-2	H-1	H-2			
VERT	37.4048	37.4055	0.0023	0.0016	0.0078	0.0069	
HORIZ	37.4071	37.4069	0.0000	0.0002			
J - 6	AS-SHIPPED DIMENSIONS		COMMENTS & OTHER NOTES FOR FUTURE SERVICE TO THIS HOUSING				
	POSITION	H-1					H-2
	VERT	SAME					SAME
	HORIZ	SAME					SAME

SECTION - K - INTERNAL BEARING



BEARING DESIGNATION #

BORE

O. D.

REF #	AREA			RECOMMENDATIONS			ACTION TAKEN			
K - 1	CONDITION OF THE BEARING									
K - 2	HOUSING & COVER CONDITION									
K - 3	CONDITION OF PIN & OTHER HDWE.									
K - 4	JOURNAL SPECIFICATIONS			HOUSING SPECIFICATIONS			INNER & OUTER RACE RUN-OUT SPECS			
	Minimum	H-1	H-2	Maximum	H-1	H-2	I.D. RACE RUN-OUT SPEC			
		Maximum						O.D. RACE RUN-OUT SPEC		
	AS-RECEIVED JOURNAL			AS-RECEIVED HOUSING			AS-RECEIVED RUN-OUT DEVIATIONS			
	POSITION	H-1	H-2	POSITION	H-1	H-2	ON :	H-1	H-2	
	VERT			VERT			Journal	0.0000	0.0000	
	HORIZ			HORIZ			Housing	0.0000	0.0000	
	COMMENTS ON FIT SPECIFICATIONS					RECOMMENDATIONS				
	K - 5	AS-RETURNED JOURNAL			COMMENTS & NOTES FOR FUTURE SERVICE TO THIS UNIT					
POSITION		H-1	H-2							
VERT										
HORIZ										
AS-RETURNED HOUSING										
POSITION		H-1	H-2							
VERT										
HORIZ										

TAPERED HEAD FIT RECORD SHEET
Reassembly Data



Tending End																															
Order #	L-123456		Date: 5/1/2004																												
		Customer	Your Paper Mill																												
		Inspectors	BS / TG																												
Station 1	Station 2																														
		<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>Station 1</th> <th>Station 2</th> <th>Taper</th> </tr> </thead> <tbody> <tr><td>A - B</td><td>50.8415</td><td>50.7335</td><td>0.1080</td></tr> <tr><td>C - D</td><td>50.8560</td><td>50.7495</td><td>0.1065</td></tr> <tr><td>E - F</td><td>50.8635</td><td>50.7565</td><td>0.1070</td></tr> <tr><td>G - H</td><td>50.8485</td><td>50.7390</td><td>0.1095</td></tr> <tr><td>Total</td><td>203.4095</td><td>202.9785</td><td>0.4310</td></tr> <tr><td>Average</td><td>50.8524</td><td>50.7446</td><td>0.1078</td></tr> </tbody> </table>		Station 1	Station 2	Taper	A - B	50.8415	50.7335	0.1080	C - D	50.8560	50.7495	0.1065	E - F	50.8635	50.7565	0.1070	G - H	50.8485	50.7390	0.1095	Total	203.4095	202.9785	0.4310	Average	50.8524	50.7446	0.1078	
	Station 1	Station 2	Taper																												
A - B	50.8415	50.7335	0.1080																												
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Dim # 1 (from face) →	← =	3.00"																													
Dim # 2 (from face) →	← =	1.00"																													
	← =	4.00"																													
			<i>Shell Taper / inch</i> <input type="text" value="0.0359"/>																												
Station 1	Sta. 2																														
		<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>Station 1</th> <th>Station 2</th> <th>Taper</th> </tr> </thead> <tbody> <tr><td>A - B</td><td>50.8860</td><td>50.7780</td><td>0.1080</td></tr> <tr><td>C - D</td><td>50.8840</td><td>50.7770</td><td>0.1070</td></tr> <tr><td>Total</td><td>101.7700</td><td>101.5550</td><td>0.2150</td></tr> <tr><td>Average</td><td>50.8850</td><td>50.7775</td><td>0.1075</td></tr> </tbody> </table>		Station 1	Station 2	Taper	A - B	50.8860	50.7780	0.1080	C - D	50.8840	50.7770	0.1070	Total	101.7700	101.5550	0.2150	Average	50.8850	50.7775	0.1075									
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Dim 1 (from flange) →	← =	3.00																													
Dim 2 (from flange) →	← =	1.00																													
	← =	4.00																													
			<i>Head Fit Taper/inch</i> <input type="text" value="0.0358"/>																												
#of Shims	<input type="text" value="2"/>	Thickness Each	<input type="text" value="0.060"/>																												
		Total Shimpack	<input type="text" value="0.120"/>																												
<input type="text" value="0.028"/> of Shim Removal or Addition Is Required for a .001" Adjustment of Interference Fit. The total thickness of the as-recv'd shimpack allows an increase of <input type="text" value="3"/> (x .001") Int. Fit.																															
As Recv'd Head-Shell Int. Fit	Station 1	Station 2	Is This Fit Correct ?																												
	<input type="text" value="0.0326"/>	<input type="text" value="0.0329"/>	<input type="text" value="YES"/>																												
The Correct Interference Fit is	<input type="text"/>	<input type="text"/>																													
Restore the Correct Fit by Removing	<input type="text"/>	Shims, or a Total of	<input type="text" value="0.000"/> Thickness																												
If there are any repairs or recommendations needed for this head fit, they are listed as follows:																															

TAPERED HEAD FIT RECORD SHEET
 Reassembly Data



Drive End

Order # **L-123456** Date: **5/1/2004**

Customer	Your Paper Mill
Inspectors	BS / TG

Station 1 Station 2

	Station 1	Station 2	Taper
A - B	50.8405	50.7300	0.1105
C - D	50.8570	50.7485	0.1085
E - F	50.8645	50.7535	0.1110
G - H	50.8390	50.7285	0.1105
Total	203.4010	202.9605	0.4405
Average	50.8503	50.7401	0.1101

Shell Taper / inch

Dim # 1(from face)	<input type="text" value="3.00"/>
Dim # 2(from face)	<input type="text" value="1.00"/>
	<input type="text" value="4.00"/>

Station 1 Sta. 2

	Station 1	Station 2	Taper
A - B	50.8840	50.7730	0.1110
C - D	50.8850	50.7750	0.1100
Total	101.7690	101.5480	0.2210
Average	50.8845	50.7740	0.1105

Head Fit Taper/inch

Dim 1 (from flange)	<input type="text" value="3.00"/>
Dim 2 (from flange)	<input type="text" value="1.00"/>
	<input type="text" value="4.00"/>

#of Shims Thickness Each Total Shimpack

of Shim Removal or Addition Is Required for a .001" Adjustment of Interference Fit.
 The total thickness of the as-recv'd shimpack allows an increase of (x .001") Int. Fit.

	Station 1	Station 2	
As Recv'd Head-Shell Int. Fit	<input type="text" value="0.0343"/>	<input type="text" value="0.0339"/>	Is This Fit Correct? <input type="text" value="YES"/>
The Correct Interference Fit is	<input type="text"/>	<input type="text"/>	
Restore the Correct Fit by Removing	<input type="text"/>	<input type="text"/>	Shims, or a Total of <input type="text" value="0.000"/> Thickness

If there are any repairs or recommendations needed for this head fit, they are listed as follows: