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Mechanical Seal , O-ring , Oil Seal , Pump , Motor , Valve , maintenance & Services

| ROTATING MACHINE CONDITION CHECK SHEET | | | | | | | | | | | | | | | | | | | | ITEM : 001 | | | | | |
|--|---|-------|------|-------------------|-------|-----|-------------------|-------------------------|-----------------|---------|------|------|-------------------------------------|-----|---------------------------------|----------------------|----------------------------------|-----|--------------|------------|--------|---------|-----|-----|-----|
| DETAILS OF ROTATING MACHINE | | | | | | | | DRIVER DATA | | | | | | | | Machine Picture | | | | | | | | | |
| Plant Project | ROI - ET GREEN POWER | | | | | | | Manufacturer | SIEMENS | | | | | | | | | | | | | | | | |
| Location | ROI - ET | | | | | | | Speed | 1475 RPM | | | | | | | | | | | | | | | | |
| Description | Cooling Tower Fan | | | | | | | KW / HP | 55 Kw | | | | | | | | | | | | | | | | |
| Tag No | CTF - 001 | | | | | | | DE Bearing | - | | | | | | | | | | | | | | | | |
| Foundation | Flexible | | | | | | | NDE Bearing | - | | | | | | | | | | | | | | | | |
| Coupling / Belt Drive | Flexible Drive Coupling | | | | | | | Lubricant Type | Grease | | | | | | | | | | | | | | | | |
| TRANSMISSION DATA | | | | | | | | DRIVEN DATA | | | | | | | | EQUIPMENT SPARE PART | | | | | | | | | |
| Manufacturer | Amarillo or Hansen | | | | | | | Manufacturer | BDAG-HANSA | | | | | | | | | | | | | | | | |
| Speed | - | | | | | | | Speed | 237.2 | | | | | | | | | | | | | | | | |
| KW / HP | - | | | | | | | KW / HP | 49.5 Kw | | | | | | | | | | | | | | | | |
| DE Bearing | - | | | | | | | Type | Bevel Spur Gear | | | | | | | | | | | | | | | | |
| NDE Bearing | - | | | | | | | Bearing | - | | | | | | | | | | | | | | | | |
| Lubricant Type | Oil | | | | | | | Lubricant Type | Grease | | | | | | | | | | | | | | | | |
| VIBRATION | Standard Overall Vibration (Velocity RMS / mm/s) - ISO-10816-3 Standard | | | | | | | | | | | | | | | | Standard Shock Pulse (dBc/dBm) | | | | | | | | |
| | DRIVER | | | | | | TRANSMISSION GEAR | | | | | | DRIVEN | | | | Driver | | Transmission | | Driven | | | | |
| | NDE | | DE | | A | | DE | | NDE | | A | | DE | | NDE | | NDE | | DE | | NDE | | | | |
| Point | V | H | A | V | H | A | V | H | A | V | H | A | V | H | A | V | H | A | H | H | H | H | H | H | |
| Warning | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | |
| Alarm | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | |
| NDE=Non drive end DE=Drive end LS=Low speed HS=High speed DR=Driver DN=Driven PDS=Pedestal Bearing | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHECKED | PERIODIC VELOCITY CHECK (mm/s) (RMS) | | | | | | | | | | | | | | | | | | | | | | | | |
| | Driver NDE | | | Driver DE | | | Gear HS | | | Gear LS | | | Pump DE | | | Pump NDE | | | PDS DE | | | PDS NDE | | | |
| DATE | BY | V | H | A | V | H | A | V | H | A | V | H | A | V | H | A | V | H | A | V | H | A | V | H | A |
| 1/6/2012 | NTP | 2.74 | 3.2 | 1.4 | 1.8 | 3.4 | 1.5 | 2.7 | 4.78 | 2.63 | 2.22 | 3.59 | 2.1 | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHECKED | PERIODIC SHOCK PULSE (dBc / dBm) | | | | | | | | | | | | PERIODIC TEMPERATURE (°C) < 70 °C | | | | | | | | | | | | |
| | Driver | | | Transmission Gear | | | Driven | | | Driver | | | Transmission Gear | | | Driven | | | | | | | | | |
| DATE | BY | NDE | DE | DE | NDE | DE | NDE | DE | NDE | NDE | DE | DE | NDE | DE | NDE | DE | NDE | DE | NDE | DE | NDE | DE | NDE | DE | NDE |
| 1/6/2012 | NTP | 11/18 | 7/12 | 27/33 | 23/31 | - | - | 43 | 42 | 55 | 55 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Note : <ol style="list-style-type: none"> ค่าความสั่นสะเทือนและคุณภาพของเบร้งอยู่ในเกณฑ์มาตรฐานตาม ISO 10816-3 Standard แต่กำลังจะเกินมาตรฐาน ควรตรวจเช็คคุณภาพของพื้นเพื่องและเบร้งชุดเกียร์เนื่องจากความถี่ที่เกิดขึ้น (346 Hz.) เป็นความถี่ที่เกิดจากชุดเกียร์ ควรตรวจเช็คสภาพของใบพัดลมมอเตอร์เนื่องจากใบพัดแตกและอาจทำให้เกิดการไม่สมดุลในส่วนของมอเตอร์และความสั่นสะเทือนจะเพิ่มขึ้น | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description | Inspected By | | | | | | | Witnessed / Accepted By | | | | | | | Approve By | | | | | | | | | | |
| Signature | | | | | | | | | | | | | | | Mr. Kritchai Oun-banthoeng | | | | | | | | | | |
| Name/Position | Mechanical Technician | | | | | | | Mechanical Engineering | | | | | | | Industrial Engineer Service MGR | | | | | | | | | | |
| Date | 1/6/2012 | | | | | | | 1/6/2012 | | | | | | | 1/6/2012 | | | | | | | | | | |

