**RECLAIMER PMR: RAW MILL , COAL , SLAG HANDLING SECTION**

**STOPPAGE INSPECTION**

**Brake inspection:**

| 1 - Inspect brakes and measure wear with a calliper. Compare result against manufacturer specification |
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| 2 - Inspect brakes and measure adjustment with a feeler gauge. Compare result against manufacturer specification.  **Shutdown inspection:**   | 1 - Check scraper chain tension (follow manufacturer recommendations) | | --- | | 2 - Look for broken/loose pins on scraper chain | | 3 - Look for worn/flattened out chain bushings | | 4 - Look for worn chain links side plates | | 5 - Check function and wear of the scraper chain rollers (it should be possible to rotate them by hand) | | 6 - Check function and wear of the scraper chain scoop (bucket) guide rollers (it should be possible to rotate them by hand) | | 7 - Check cleanliness of scraper chain guides | | 8 - Inspect visually wear on the scoops (bucket) and their teeth | | 9 - Inspect scoops condition (cracked, deformed) | | 10 - Check that all scoops are properly attached (no broken/loose fixation bolts) | | 11 - Inspect visually wear on the graphite rods of the track lubrication system | | Inspect rake pins for excessive wear. It should not surpass 50% of their diameter  **Half yearly inspection**   | 1 - Inspect reclaimer frame for excessive wear. Check as well any corrosion or deformation of the structure | | --- | | 2 - Inspect drive wheels for excessive wear. Measure the contact channel width and compare to original dimension | | 3 - Inspect reclaimer axles for excessive wear | | 4 - Inspect track foundation for weakness. Look for cracks on foundation and looseness or broken retaining bolts. | | 5 - Inspect tracks for excessive wear. Check that the tracks profile is not distorted and that there are no sharp edges | | 6 - Inspect rake support cables for excessive wear, torn strands or corrosion evidence | | 7 - Inspect rake pin u-bolts for excessive wear | | 8 - Inspect rake frame for excessive wear. Look for any crack (on welding seams), and sharp edges. | | 9 - Inspect visually the cable reel for cracks | | |
| **LUBRICATION** |

| 1 - Remove grease from bearing supports. Clean bearing carefully and measure clearance between rolling elements and races (consult manufacturer's specification).  2 Re-pack supports with fresh grease, filling up to 1/3 of the available support cavity |
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| Replace oil on reducers of rake drive. Check for metal residue/particles or other contamination on the oil. |
| 3 - Replace oil on the smaller reducers of travelling drive. Check for metal residue/particles or other contamination on the oil. |
| 4 - Perform on-site oil analysis on rake drive and travelling drive reducers used oil. 5 - Record and trend viscosity, water content and contamination values. In case of abnormal conditions, send a sample for a full oil analysis to a lab |
| 5 - Replace oil on reducers of chain scraper. Check for metal residue/particles or other contamination on the oil. |

**YEARLY MECHANICAL INSPECTION**

| 1 - Retighten motor, reducer, bearing housing and cable reel fixation bolts |
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| Inspect wear on coupling elements on all reducers |
| 2 - Check condition and tightness of axial fixation of chain sprockets (look for evidence of axial displacement along the shaft) |
| 3 - Inspect visually wear on chain sprockets |
| 4 - Measure chain elongation on a 10 m section. If it exceeds 2%, dismount at least 10 pins and measure their outer diameter as well as the inner diameter of the mating bushing. Check manufacturer specifications for allowed limits  5 – Check UT test for link pin . |

**RUNNING INSPECTION**

**VIBRATION MEASUREMENT**

1 - Carry out vibration and bearing condition monitoring on the chain scraper drive system (motor, reducer, pedestal bearings).

**OIL SAMPLING**

1 - Extract an oil sample from the main travelling reducers. Send it to a laboratory for analysis