

Bm 101 2
3 2.600
 IH 104 4.600 (A)
9 4.415
 Top 113 9.015

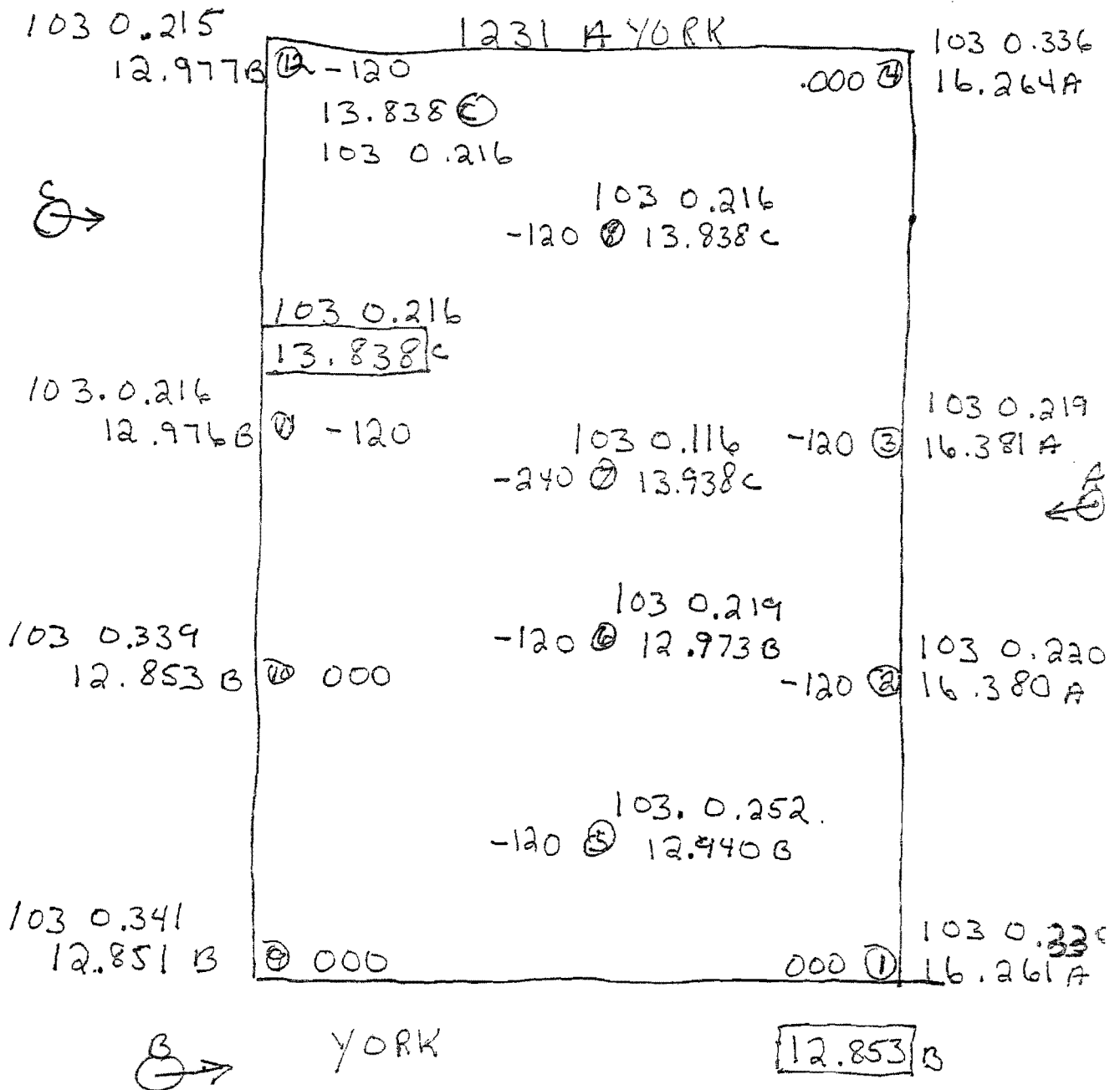
103 0.339
1 0 853
 104 1 192 (B)

103.0.216
1 1 838
 104 2 054 (C)

1 0 4 -.003 7 -223 10 0
 2 -.119 -0875 - .487 8 +.123 11 -.123
 3 -.120 6 -.120 9 +.002 12 -.124

(5 .033 H
 7 .017 H)

2-25-2010



BM 101 2
2 10 935
 IH 104 0 935 A
.9 8 098
 TOF 113 9 033

102 11.858
1 0 850
 104 0 708 B

102 11.856
1 3 626
 104 3 482 C

(5.035H)
 (6-013L)

1.000 4 ~~7001~~ 7-006 10.006
 2.000 5 ~~7035~~ 8-002 11-.002
 3+.001 6-013 9.000 12-.002

102 11.976

1231 B York

102 11.979
 12.956

15.506 0 +120
 12

+120 0
 7

2-26-2010

C
15.626C

8 102 11.736
 -120 0 15.746

102 11.856 11
 12.852 0 000

7 15.790 .000 0
 -060 102 11.692

102 11.859
 13.076

102 11.858 10
 12.850 0.000

6 102 11.845
 000 0 15.637 2
 -060 0 13.137

102 11.798
 13.137

5 102 11.893
 000 0 12.815

103 0.098 9
 12.610 0 +240

000 1
 0

102 11.858
 13.077

↑
 B

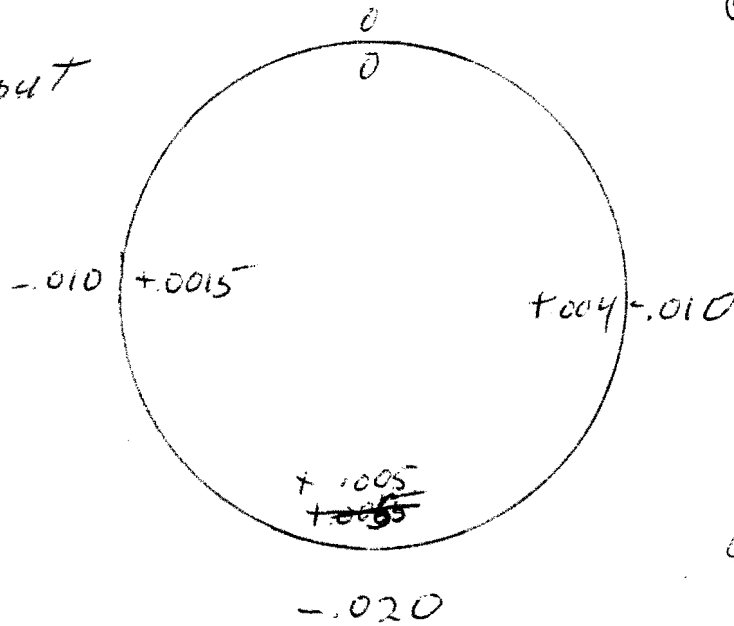
YORK

12.850

↑
 A

YORK 1231 B *[Signature]* 3-12-10 SCI
 GEAR BOX TO COMP. VFF 3-12-10 JVIC
 CW/IAQ 8/12/10

Pre-GROUT



GEAR BOX THRUST
 .0645

COMP. THRUST
 .013

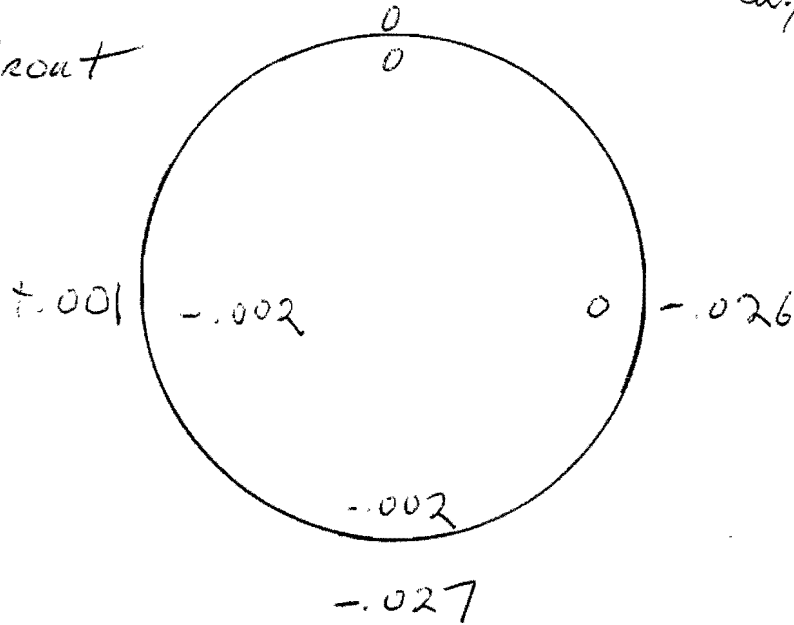
GEAR BOX RUNOUT
 .001

COMP. RUNOUT
 .000

SHAFT TO SHAFT
 30.385

YORK 1231 B ~~SECRET~~ 3-12-10 SCI
MOTOR TO GEAR BOX ~~VIA~~ 3-12-10 JVIC.
W. IAG 3/12/10

Pre-Groat



MOTOR THRUST
.572

GEAR BOX THRUST
.085

SHAFT TO SHAFT
17.853

MOTOR RUNOUT
.002

GEAR BOX RUNOUT
.001

Bm 101 2 .000

103.0 451

103 0 394

2 11 921

1 1 403

1 4 250

IH 104 1 921

104 1.854

104 4 644

9 7 129

TOP 113.9 050

1 +005

4 -083

7 +024

10 -010

2 -008

5 -015

8 -011

11 -054

3 000

6 -035

9 +027

12 +541

103 0.959

12.895

103 0.329

13.592

② -015

1231 C

+078 +094

3-12-10

103 0.516

16.128 ⑧ +094

C Q

~~3-12-10~~ SC1

103 0.394

13.460

103 0.394

⑪ +015

+062 ③

103 0.495

13.426

16.250 C

103 0.451

16.193 ⑦ +094

103 0.439

13.415

⑩ +015

+047 ②

103 0.473

13.448

103 0.476

13.378 ⑥ +078

103 0.486

13.374 ⑤ +062

103 0.461

13.393

⑨ 000

+031 ①

103.0451

13.470

B ↗

13.403 B

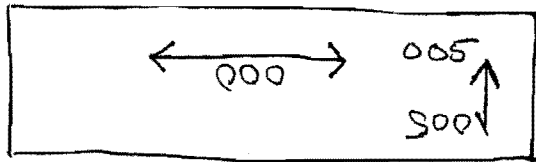
↘ A

3-11-10

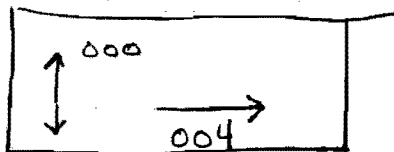
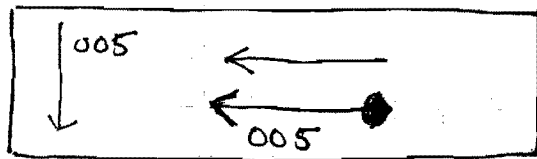
1231C



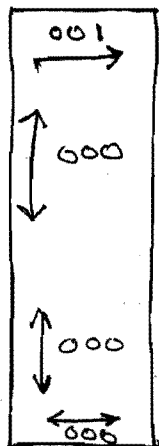
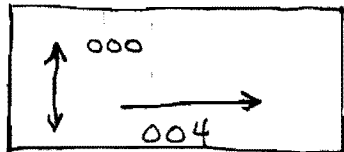
3-12-10 JCI



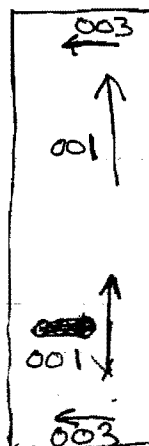
Compressor



GEAR BOX




motor

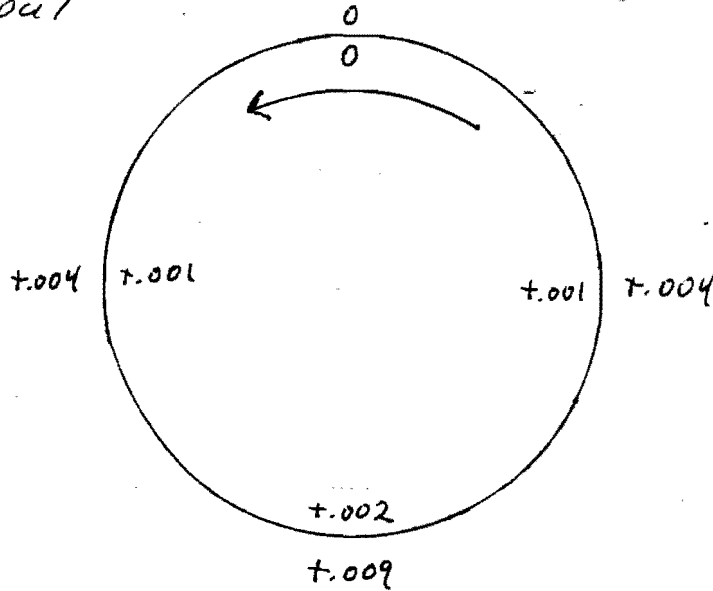


YORK 1231 C

GEAR BOX TO COMP.

 3-12-10 JCL

Pre-Grout



GEAR BOX THRUST

.058

COMP. RUNOUT

.0005

COMP. THRUST

.011

SHAFT TO SHAFT

30.035

GEAR BOX RUNOUT

.0015

YORK 1231 C

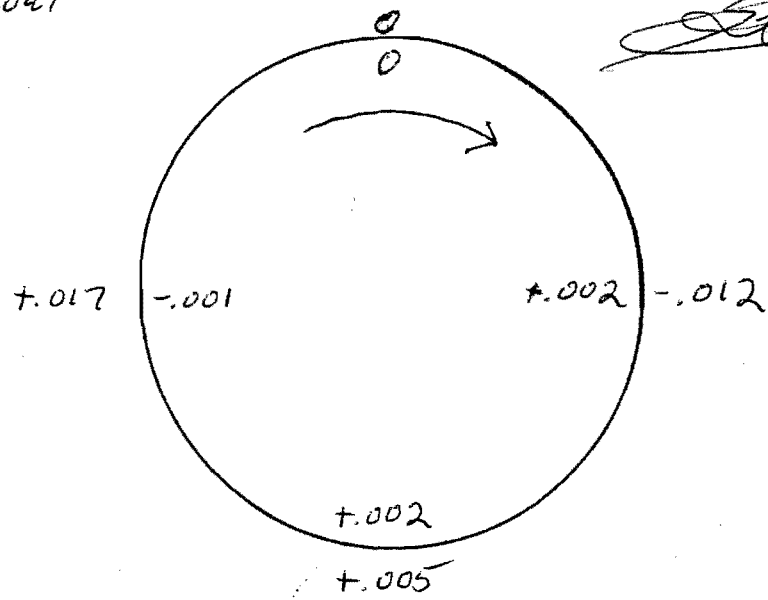
3-12-10

11 AM

MOTOR TO GEARBOX

PRE GROUT

~~3-12-10~~ 3-12-10 SEI



MOTOR THRUST

.565

MOTOR RUNOUT

.0005

GEAR BOX THRUST

.087

GEARBOX RUNOUT

.001

SHAFT TO SHAFT

16.980

BM 101 2

103 0.447

103 0.435

2 12 949

13 536

17.180

I# 104 2 949 A

104 2 033

103 17.610

9 6 132

Top 113 9 081

3-7-10 JCI

103 0.370

13.663

1231 D

+125 ④

103 0.510

14.439

3-9-10

103 0.456

17.154 ⑤ +094

103 0.430

13.603

⑩

103 0.494

+109 ③

14.455

17.180 C

103 0.456

17.154 ⑦ +094

⑨

103 0.430

13.603

⑩

103 0.495

+109 ②

14.454

103 0.460

13.573 ⑥ +078

103 0.448

13.585 ⑧ +062

103 0.387

13.646

⑨

103 0.447

+062 ①

14.502

⑤

13.586 B

1 000

4 000

7-025

10-002

2+001

5+001

8-025

11-002

3 000

6-003

9+002

12 000

PRE-GROUT

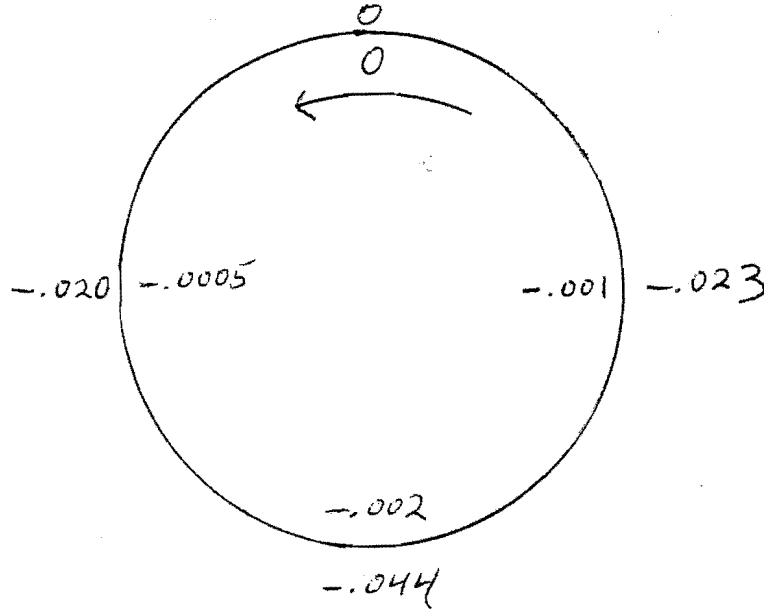
YORK 1231 0

J.V.C. Vernon of Topal 3-15-10

C. Mendenhall IAG 3/15/10

GEAR BOX TO COMP.

[Signature] 3-15-70



GEAR BOX THRUST
.061

GEAR BOX RUNOUT
FACE .000
RIM .0005

COMP. THRUST
.013

COMP. RUNOUT
.000

SHAFT TO SHAFT
30.012

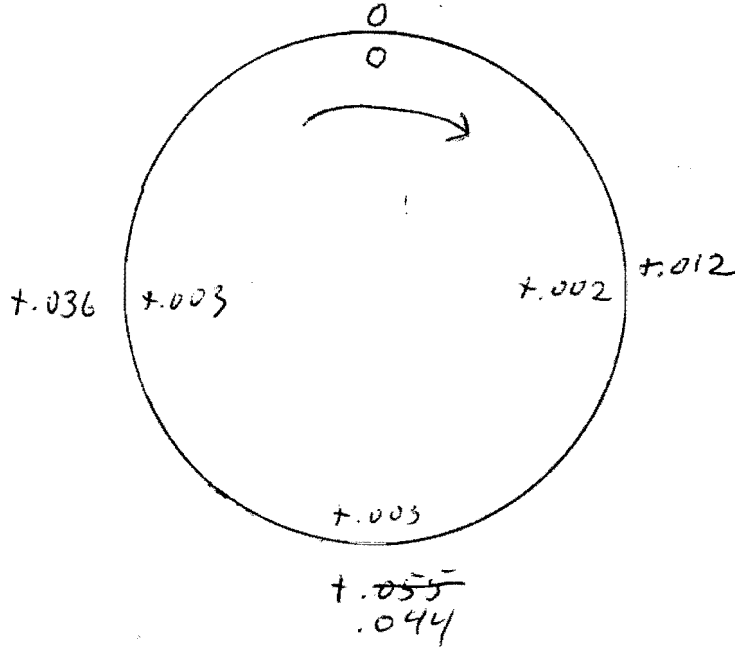
PRE-GROUT

YORK 12310

J. J. G. Vernon of Dept 3-15-10

C. Amick for IAG 3/15/10

MOTOR TO GEAR BOX ~~ELL~~ SCI 3-15-10



GEAR BOX THRUST
.095

GEAR BOX RUNOUT
.001

MOTOR THRUST
.557

MOTOR RUNOUT
.0005

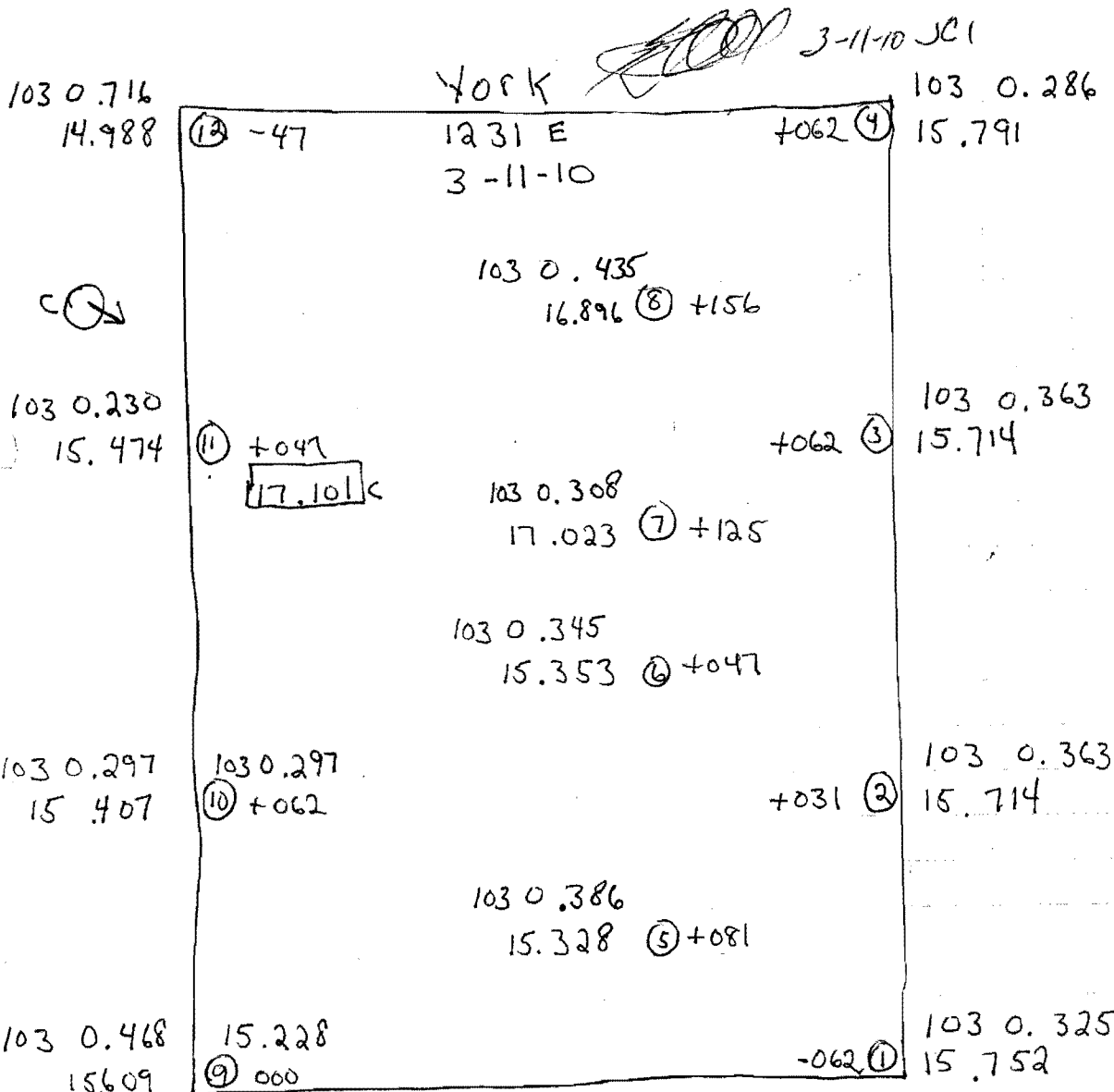
SHAFT TO SHAFT
16.989

101 2
 2 14 .077
 IH 10~~4~~ 4 .077A
 9 4 960
 Top 103 9 .037

103 0 325
 1 3 379
 104 3.704B

103 0.230
 1 5.101
 104 5.331

1 +086	4 -077	7 -118	10 -066
2 +031	5 +004	8 -022	11 -118
3 000	6 +005	9 +167	12 +562

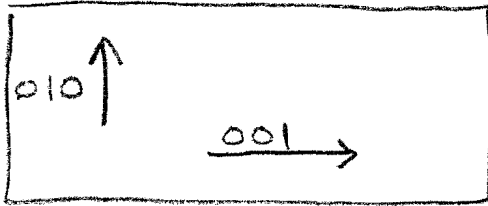


3-10-10

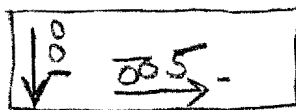
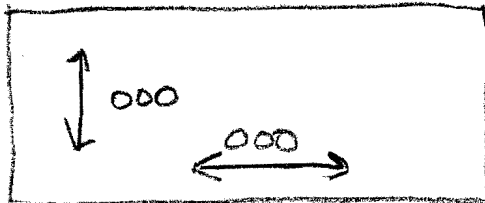
1231 E
YORK

98 LEVEL

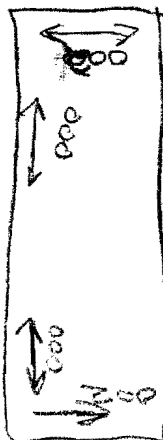
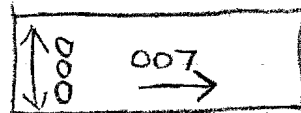
~~3-11-10~~ 3-11-10 201



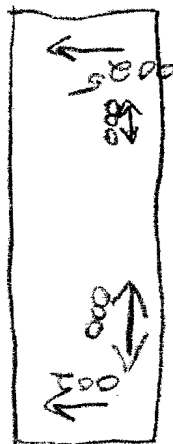
Compressor



GEAR BOX



motor



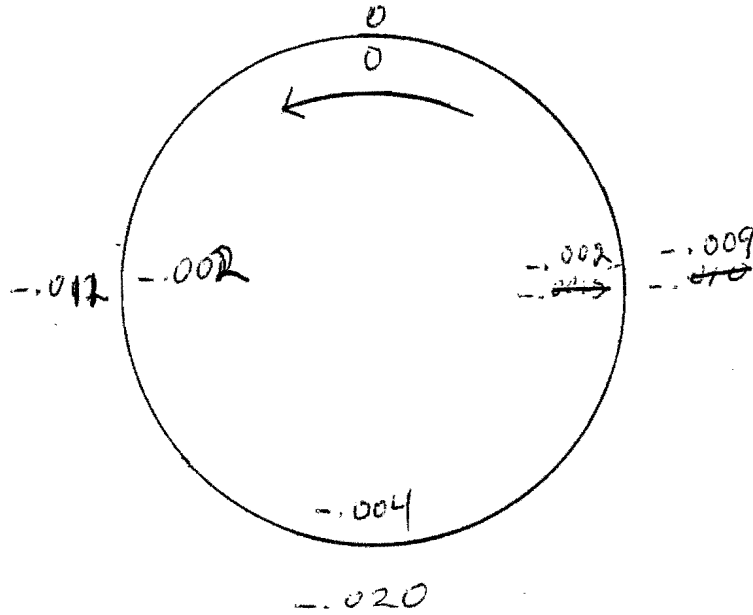
PRE-GROUT

JVIC VZ 3-16-10

WORK 1231 E

GEAR BOX TO COMP.

~~SC1~~ SC1 3-16-10
C. Amade Jr. IAG 3/16/10



GEAR BOX THRUST
.053

COMP. THRUST
.014

SHAFT TO SHAFT
30.178

GEAR BOX RUNOUT
FACE .001
RIM .0005

COMP. RUNOUT
FACE .0005
RIM .0005

PRE-GROUT

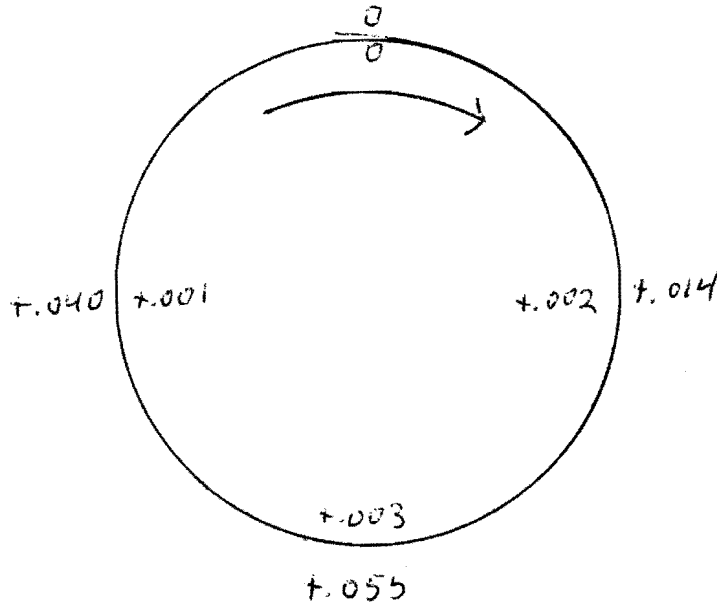
TRIG VIZ - 3-16-10

YORK 1231 E

~~SC1~~ SC1 3-16-10

MOTOR TO GEAR BOX

C. Amador Jr. IAG 3/16/10



MOTOR THRUST
.558

GEAR BOX THRUST
.088

SHAFT TO SHAFT
17.004

MOTOR RUNOUT
FACE .0005
RIM .000

GEAR BOX RUNOUT
FACE .000
RIM .000

BM 101 2
2 14 500
 IH 104 4 500
9 4 533
 To.F. 113 9 033

103.0 034
15 967
 103 16 001

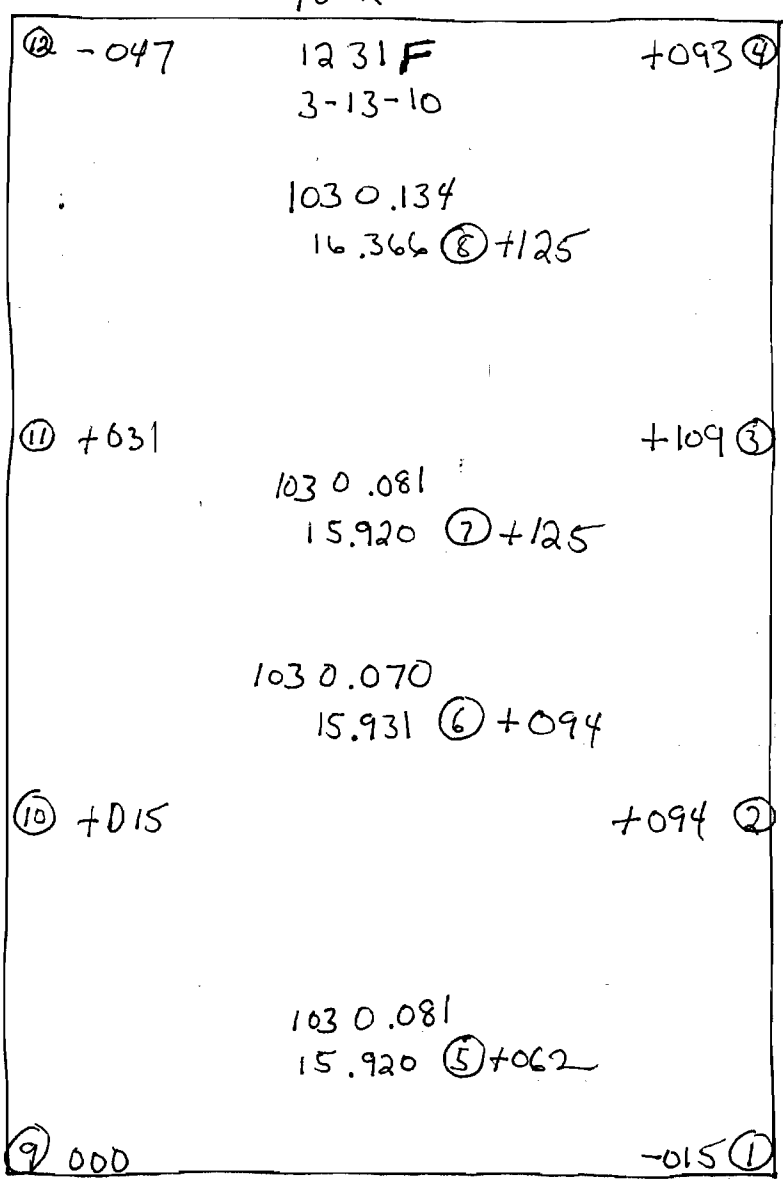
~~Handwritten signature~~ 3-13-10 SCI

1+011	-192 4- 312	7-082	10-030
2-004	5-049	8- 027 -029	11-015
3 000	6-052	9-004	12+223

103 0 361
 15.640

York

(A)
 102.11.929
 16.571



103 0.054
 15.947

103 0.147
 16.353

103 0.023
 15.978

103 0.128
 16.372

103 0.034
 15.967

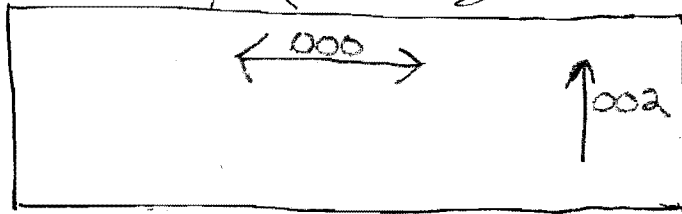
103 0.034
 16.466

(B) →

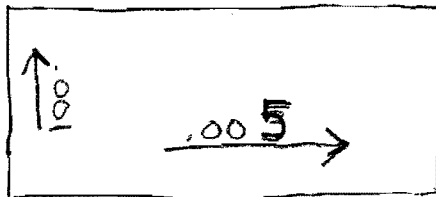
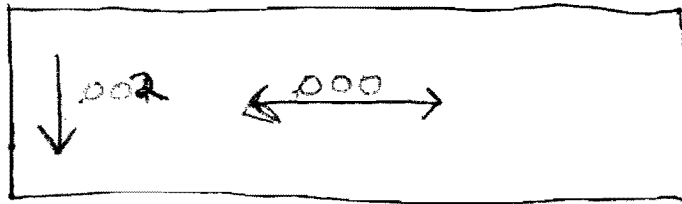
15.950 B

3-13-10
1231 #
York

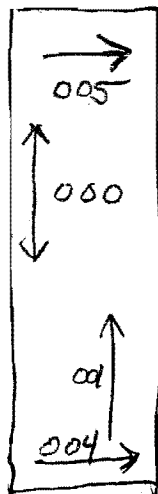
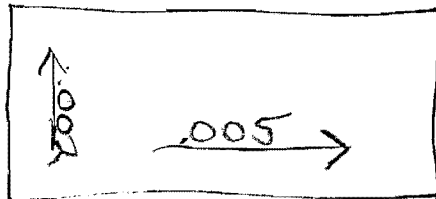
~~3-13-10~~ 3-13-10 JC1



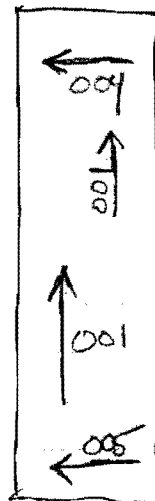
Compressor



GEAR Box



motor

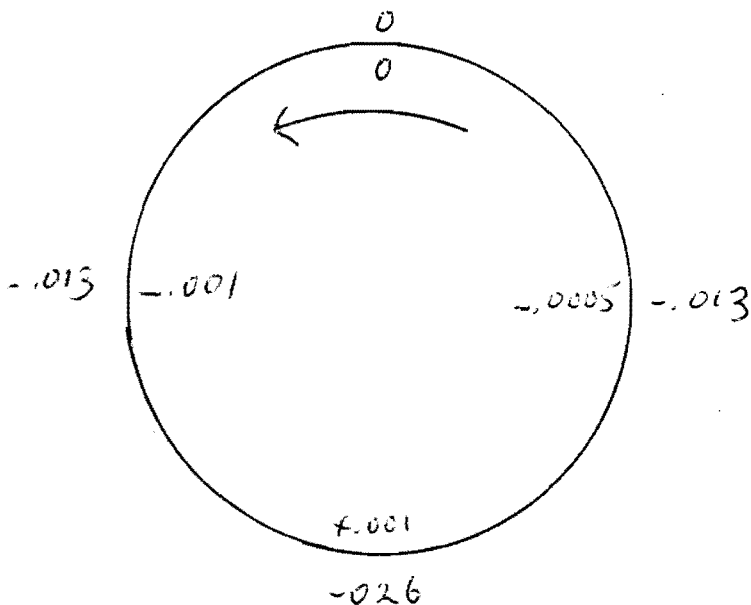


Pre-Grout
YORK 1231 F

JVIC Vernon L. Logie 3-17-10
JAG - Del R 3-17-10

GEAR BOX TO COMP.

~~JAG~~ JCI 3-17-10



GEAR BOX THRUST
.060

GEAR BOX RUNOUT
FACE .0005
RIM .0005

COMP. THRUST
.014

COMP. RUNOUT
FACE .001
RIM .0005

SHAFT TO SHAFT
30.093

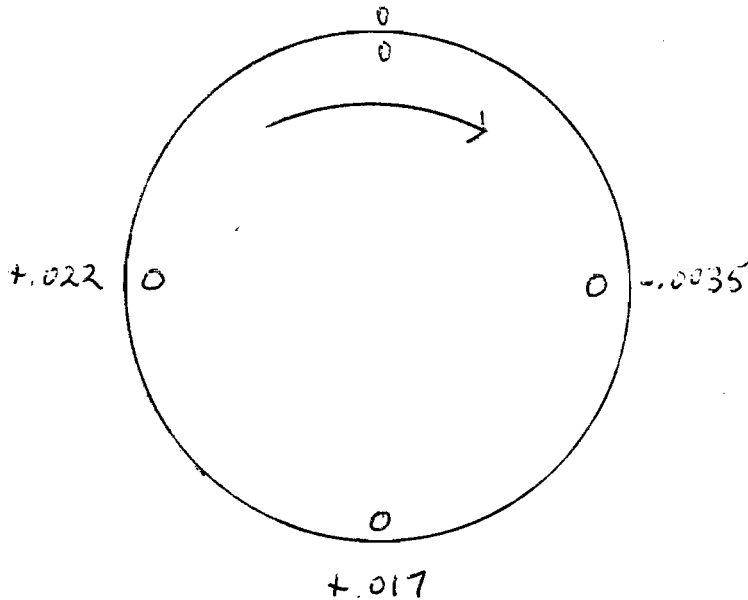
Pre-Grout

YORK 1231 F

JVIC Vernon J. Page 3-17-10

IAG-July 3-17-10

MOTOR TO GEAR BOX ~~ELL~~ JCI 3-17-10



MOTOR THRUST
.558

MOTOR RUNOUT
FACE .001
RIM .000

GEAR BOX THRUST
.084

GEAR BOX RUNOUT
FACE .001
RIM .0005

SHAFT TO SHAFT
17.058