

<b>DESCRIPTION:</b>	Intermediate Zone 1 Lubrication Maintenance	<b>FREQUENCY:</b>	6 Months
<b>LOCATION:</b>	Laidley Sewerage Treatment Plant	<b>STANDARD JOB No.:</b>	LTS506

	<b>Tools &amp; Equipment</b>
	<b>Spare Parts/Materials List</b>
	Castrol LMX Grease
	Castrol SP220 Oil
	CRC TAC2 Adhesive Lubricant
	Schaeffer's #221 Moly Ultra EP grease or equivalent
	Schaeffer's 209A ISO 220 oil or equivalent
	<b>Reference</b>
	O & M Manual Submittal Package 5HP Floating Brush Aerator – Laidley STP Aerator
	<b>Maintenance Group</b>
	Primary Settling Tank 1
	Submittal Package 5HP Floating Brush Aerator
	<b>Procedural Steps</b>
	<b>Before isolating any equipment, where possible observe in running condition. Check for correct operation.</b>
	<b>Primary Settling Tank 1</b>
	Jack up bridge and check condition of wheels and bearings.
	Apply 2 shots of LMX grease to Primary Settling Tank 1 Bridge wheel bearings and centre pivot bearing.
	Check oil for contamination in Primary Settling Tank 1 Bridge gearbox and check level. Top up with SP220.
	Apply CRC TAC2 Adhesive Lubricant to Primary Settling Tank 1 Bridge gearbox Drive Chain.

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	<b>5HP Floating Brush Aerator</b>
	<b>Fafnir Stainless Steel, Enclosed Tail-Bearing</b>
	Apply 8 to 9 shots of Schaeffer's #221 Moly Ultra EP grease into the grease nipple located on the outside cover of the enclosed Tail- Bearing. Visually inspect the bearing to insure the shaft is aligned in the centre of the bearing.
	Visually check for any debris around the seal, clear any debris. If auto lube fitted, refill.
	<b>Dodge Gear Reducer</b>
	Carry out oil change with Schaeffer's 209A ISO 220. You should put 5 pints of oil in the TA2 gear reducer model used on the 5hp aerators.
	<b>Drive End Bearing</b>
	Apply grease to the Dodge Piloted Flange Bearing. <i>Slowly</i> pump grease until it starts coming out of the bearing.
	Visually inspect the bearing to insure the shaft is aligned in the centre of the bearing.
	<b>Drive Shaft Grease Seal Plates</b>
	Slowly pump 2 to 3 shots of grease into the seal cavity. Visually check for any debris around the seals. Any buildup of solids around the seal, clear any debris.
	<b>Paraflex Coupler</b>
	Visually inspects for any element misalignment or wear of the paraflex coupling element.
	Visually inspect floats, mooring arms, and remove any debris that may be wrapped around the drive and tail shaft.