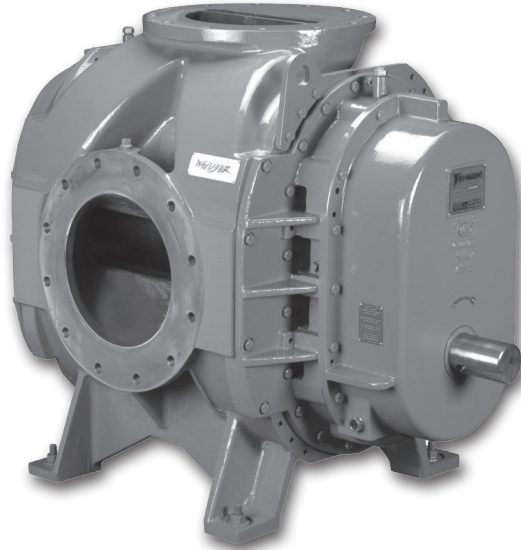




# Roots® TRI-NADO™ 1125/1128 DVJ Tri-lobe Blower Installation Operation & Maintenance Manual





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## Do These Things To Get The Most From Your ROOTS™ Blower

- Check shipment for damage. If found, file claim with carrier and notify Roots.
- Unpack shipment carefully and check contents against packing List. Notify Roots if a shortage appears.
- Store in a clean, dry location until ready for installation. Lift by methods discussed under installation to avoid straining or distorting the equipment. Keep covers on all openings. Protect against weather and corrosion if outdoor storage is necessary.
- Read LIMITATIONS and INSTALLATION sections in this manual and complete the installation.
- Provide for adequate safeguards against accidents to persons working on or near the equipment during both installation and operation. SEE SAFETY PRECAUTIONS.
- Install all equipment correctly. Foundation design must be adequate and piping carefully done. Use recommended accessories for operating protection.
- Make sure both driving and driven equipment is correctly lubricated before start-up. See LUBRICATION.
- Read starting checkpoints under OPERATION. Run equipment briefly to check for installation errors and make corrections. Follow with a trial run under normal operating conditions.
- In event of trouble during installation or operation, do not attempt repairs of Roots equipment. Notify nearest Roots Sales Office giving all nameplate information plus an outline of operating conditions and a description of the trouble.
- Unauthorized attempts at equipment repair may void Manufacturer's warranty. Units out of warranty may be repaired or adjusted by the owner. It is recommended that such work be limited to the operations described this manual, using Factory Parts. Good inspection and maintenance practices should reduce the need for repairs.

**Roots products are sold subject to the current General Terms of Sale, ES104 and Warranty Policy WP-5020. Copies are available upon request.**

## Foreword

A blower is a precision engineering product with very fine clearances between the twin impellers and between the impellers and the casing. As there is no contact between the moving parts internal lubrication is unnecessary. This ensures that relatively oil free air is delivered at all times.

## Safety Precautions

For equipment covered specifically or indirectly in this instruction book, it is important that all personnel observe safety precautions to minimize the chance of injury. Among many considerations, the following should particularly be noted.

- Do not use V-belt drive.
- Blower casing and associated piping or accessories may become hot enough to cause major skin burns on contact.
- Operate blower only per nameplate ratings and limits listed in this manual.
- Internal and external rotating parts of the blower and driving equipment can produce serious physical injuries. Do not reach into any opening in the blower while it is operating, or while subject to accidental starting. Cover external moving parts with adequate guards.
- Disconnect power per lock out tag out procedure before doing any work and avoid bypassing or rendering inoperative any safety or protective devices.
- If blower is operated with piping disconnected, place a course screen over the inlet, jet port and discharge. Avoid standing in the path of the air streams. Wear appropriate PPE.

## Installation

Roots blowers are internally and externally treated after factory assembly to protect against normal atmospheric corrosion before installation. The maximum period of internal protection is considered to be one year under average conditions, if closing plugs or seals are not removed. Protection against chemical or salt water is not provided. Avoid opening the blower until ready to start installation, as protection will be lost quickly by evaporation.

If there is to be an extended period between installation and start up, the following steps should be taken to insure corrosion protection.

If there is to be an extended period between installation and start up, the following steps should be taken to ensure corrosion protection.

1. Coat internals of cylinder gearbox and drive end bearing reservoir with Nox-Rust VCI-10 or equivalent. Repeat once a year or as conditions may require. Nox-Rust VCI-10 is oil soluble and does not have to be removed before

## Warning

**It is essential that anyone involved in the installation and operation of positive displacement air blowers, must have read and understood these instructions. There is a risk of damage and injury resulting from improper handling and operation.**

- Stay clear of open piping.
- Stay clear of blast from pressure relief valves and the suction area of vacuum relief valves.
- Avoid extended exposure in close proximity to machinery that exceeds safe noise levels.
- Use proper care and good procedures in handling, lifting, installing, operating and maintaining the equipment.
- Casing pressure must not exceed 25-PSI (172 kPa) gauge. Do not pressure vented cavities from an external source, nor restrict the vents.
- Do not use air blowers on explosive or hazardous gases or liquids.
- If condensate or water can collect in blower casing, must drain prior to start.
- Other potential hazards to safety may also be associated with operation of this equipment. All personnel working in or passing through the area should be warned by signs and trained to exercise adequate general safety precautions.

lubricating. If desired, Nox-Rust VCI-10 may be removed from the cylinder shortly before start up with petroleum solvent, or it can remain in the blower if it is not harmful to the operation of the connected system. Nox-Rust VCI-10 is a product of Daubert Chemical Co., 2000 Spring Rd., Oak Brook, IL 60521.

2. Paint shaft extension, inlet and discharge flanges and all other exposed surfaces with Nox-Rust X-110 or equivalent.
3. Seal inlet, discharge and vent openings. It is NOT recommended that the unit be set in place, piped to the system and allowed to remain idle for extended periods. If any part is left open to the atmosphere, the Nox-Rust VCI-10 vapor will escape and lose its effectiveness.
4. Units are not to be subjected to excessive vibration during storage.
5. Rotate shaft three or four revolutions every two weeks.

6. Prior to start up, remove flange covers on both inlet and discharge and inspect internals to insure absence of rust.
7. Check all internal clearances

Because of the completely enclosed blower design, location of the installation is generally not a critical matter. A clean, dry and protected indoor location is normally give satisfactory service. Important requirements are that the correct grade of lubrication oil be provided for expected temperatures, for expected temperatures, and that the blower be located so that routine checking and servicing can be handled conveniently after installation. The effect of the location on driver and accessory equipment must be also be considered.

Supervision of the installation by a Factory Service Engineer is not usually required for these blowers. Workers with experience in installing light-medium weight machinery should be able to produce satisfactory results. Handling of the equipment needs to be accomplished with care, and in compliance with safe practices. Blower mounting must be solid, without strain or twist, and air piping must be clean, accurately aligned and properly connected.

For handling the blower alone, use lifting lugs bolted into the top of the headplates. Test them first for tightness and fractures by tapping with a hammer. In lifting, keep the direction of cable pull on these bolts as nearly vertical as possible.

When blower is furnished mounted on a baseplate, with or without a driver, use of lifting slings passing under the base flange is required. Arrange these slings so that no strains are placed on the blower casing, mounting feet, or on any mounted accessory equipment. **DO NOT use the lifting lugs in the top of the headplates.**

Before starting the installation, remove plugs, covers or seals from blower inlet and discharge connections and inspect the interior the interior completely for dirt or foreign material. If cleaning is required, finish by washing the cylinder, headplates and impeller thoroughly with a petroleum solvent. After this, turn the drive shaft by hand to make sure that the impellers turn freely at all points. Anti-rust compound on the connection flanges and drive shaft extension may also be removed by this time with the same solvent. Then cover the flanges again to keep out dirt until ready to connect the air piping. Washing out is not required if the interior is found to be clean. The corrosion inhibitor used will vaporize and disappear during operation.

Care, plus consideration of all possible problems, will pay dividends when arranging the blower mounting. This is especially true when the blower is a "bare" unit, furnished without a baseplate. The convenient procedure may be to mount such a unit directly on a floor or small concrete pad but this generally produces the least satisfactory results. It causes the most problems in leveling and alignment.

Direct use of structural framing members is also not a recommended mounting. If unavoidable, the members must be rigidly reinforced when part of a building, and spring type mountings should not be use. Noise transmission can usually be reduced by use of a cork insulating pad 1 to 2 inches (35 to 50 mm) thick. The pad should be supported by a full steel plate attached to the structure, with a rigid concrete slab on top of the cork to carry the blower and driver.

For a blower without a base, it is recommended that a well-anchored and carefully leveled steel or cast iron mounting plate be provided at the installation point. The plate should be at least 1 inch (925 mm) thick, with its top surface machined flat, and large enough to provide leveling areas at one side and one end after the blower is mounted. It should have properly sized studs or tapped holes located to match the blower foot drilling. As an alternative, smaller plates at each end of the blower may be used. This is more complicated, usually makes leveling more difficult and can produce twist or strains in the blower. Use of a high quality machinist's level is important.

With the mounting plate in place and leveled set the blower on it without bolting and check for rocking. If it is not solid, determine the total thickness of shims required under one foot to stop the rocking. Place half of this under each of the diagonally opposite short feet, and tighten the mounting studs or screws. Rotate the drive shaft to make sure the impellers still turn freely. If the blower is to be direct coupled to a driving motor, consider the height of the motor shaft and the necessity for it to be aligned very accurately with the blower shaft. The best arrangement is for the blower to be bolted directly to the mounting plate while the driver is on shims of at least 1/8-inch (3 mm) thickness. This allows adjustment of motor position in final shaft alignment by varying the shim thickness.

When the blower and driver have been factory mounted on a common baseplate, the assembly will have been properly aligned and is to be treated as a unit for leveling purposes. Satisfactory installation can be obtained by setting the baseplate on a concrete slab that is rigid and free of vibration, and leveling the tops of the base carefully in two directions so that it is free of twist. The slab must be provided with suitable anchor bolts. The use of grouting under and partly inside the base after it has been carefully leveled by shimming, is recommended.

**It is possible for a base-mounted assembly to become twisted during shipment**, thus disturbing the original alignment. For this reason, **make the following checks after the base has been leveled and bolted down.** Disconnect the drive and rotate the blower shaft by hand. It should turn freely at all points. Loosen the blower foot hold-down screws and determine whether all feet are evenly in contact with base. If not, insert shims as required and again check for free impeller

rotation. Finally, if blower is direct coupled to the driver, check shaft and coupling alignment carefully and make any necessary corrections.

When the unit is to be directly coupled to its driver, the driver RPM must be selected or governed so as not to exceed the maximum speed rating of the blower. Refer to LIMITATIONS for allowable speeds for various blower sizes. A flexible type coupling should always be used to connect the driver and blower shafts. The standard unit IS NOT DESIGNED for use for V-Belt Drive.

Coupling halves must be accurately aligned, and a sufficient gap between shaft ends provided so that side strains and end thrust on either shaft are avoided or minimized. This will require considerable care in the mounting of the driver. The two shafts must be in as near perfect alignment in all directions as possible, and the gap must be established with the motor armature on its electrical center if endplay exists.

The following requirements of a good installation are recommended. Coupling halves must be fitted to the two shafts with a line to line through .001 inch interference fit. Coupling halves must be warmed up, so that only light tapping is required to install them. Maximum deviation in offset alignment of the shafts should not exceed .005 inches (.13 mm) total indicator reading, taken on the two coupling hubs. Maximum deviation from parallel of the inside coupling faces should not exceed .001 inches (.03 mm) when checked at six points around the coupling.

## Operating limitations

To establish and maintain continued satisfactory performance, Roots blower must be operated within certain approved limiting conditions. The Manufacturer's warranty is, of course, contingent on such operation.

Any unnecessary restrictions of discharge flow or atmospheric air inlet to the cylinder slots reduces the cooling air flow and limits blower operation as the maximum temperature rise will occur below the normal limits of vacuum level. The pressure drop thru discharge and/or the jet filter/silencer must not exceed 10" H<sub>2</sub>O.

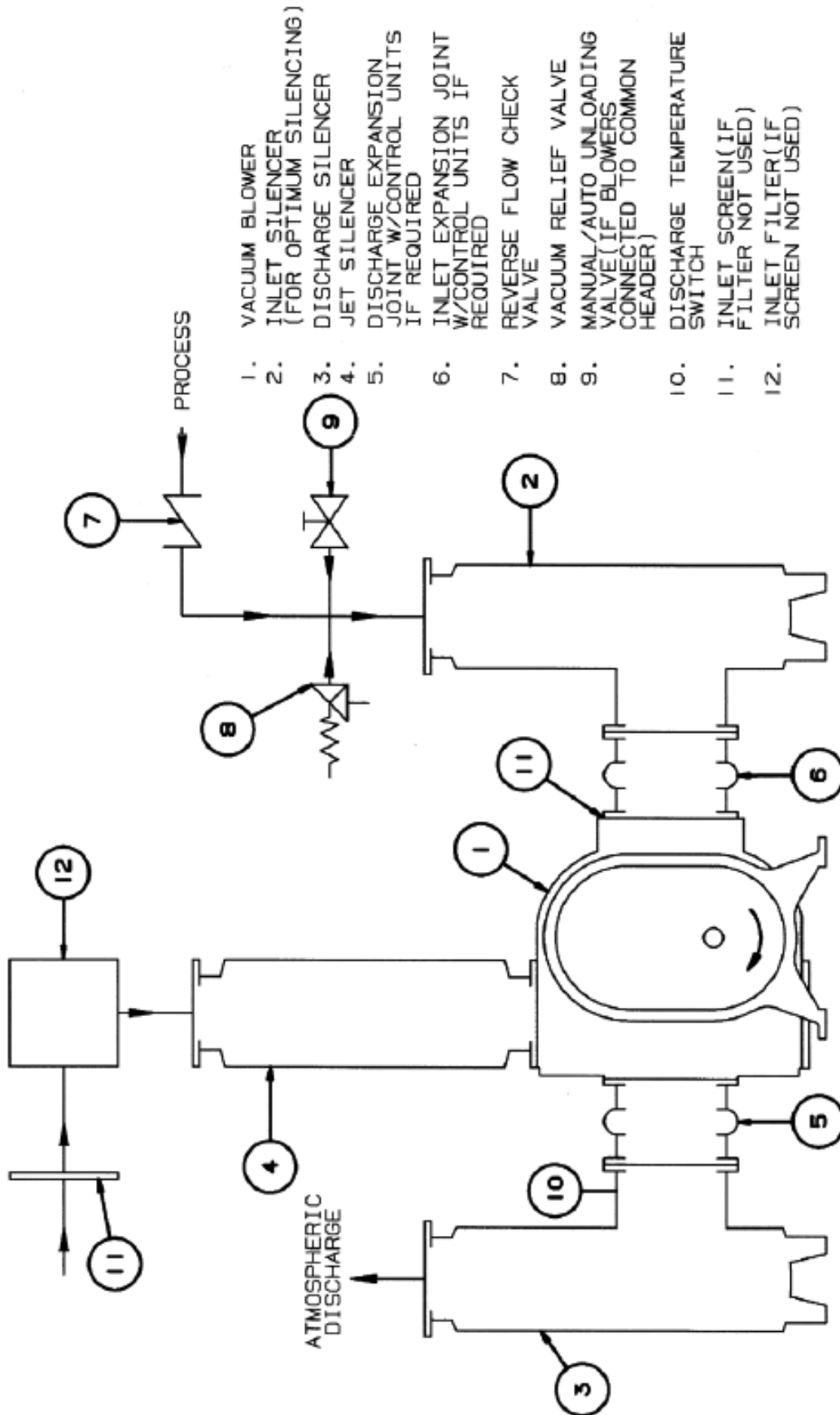
Before connecting PIPING, remove any remaining anti-rust compound from blower connections. Pipe used should be no smaller than these connection, and clean new piping throughout is strongly recommended. In addition, make sure it is free of dirt, scale, cuttings, weld beads or foreign materials or any kind. To further guard against damage to the blower, especially when an inlet against damage to the blower, especially when an inlet filter is not used, install a substantial screen of 16 mesh backed with hardware cloth at or near the inlet and jet port connections.

Make provisions to clean this screen of collected debris after a few hours operation. It should be removed when nits usefulness has ended, as the wire will eventually deteriorate and small pieces going into the blower may cause serious damage.

Piping flanges MUST meet the blower connections accurately and squarely. DO NOT attempt to correct misalignment by springing or cramping the pipe. In most cases this will distort the blower casing and cause impeller rubbing. In severe cases it can prevent operation or result in a broken drive shaft. For similar reasons, piping should be supported near the blower to eliminate dead weight strains. Also, if pipe expansion is likely to occur from temperature change, installation of flexible connectors or expansion joints is advisable.

Figure 1 represents in diagram form a blower installation with all accessory items that might be required under various operating conditions. Inlet piping should be completely free of valves or restrictions.<sup>1</sup>

Need for an inlet silencer will depend on blower speed and pressure, as well as sound-level requirements in the general surroundings. An inlet filter is normally recommended, especially in dusty or sandy locations,



86130010

Figure 1 - Schematic Diagram



for blower protection. A discharge silencer is also normally suggested, even though WHISPAIR™ blowers operate at generally lower noise levels than conventional lobe-type units. Specific recommendations on silencing can be obtained from Roots.

After piping is completed, and before applying power, rotate the drive shaft by hand again. If it does not move with uniform freedom, look for uneven mounting, piping strain, or coupling misalignment. **DO NOT** operate the blower at this time unless it has been lubricated per instructions. Read LUBRICATION section.

<sup>1</sup> For high altitude applications, inlet relief valve may be required to prevent blower from overheating.

## Lubrication

A very simple lubrication system is employed in these blowers. All friction parts—gears, bearings and oil seals—are lubricated by the action of oil slingers which dip into the main oil sumps causing oil to splash directly on gears and bearings. Entrance of lubricating oil into the blower air chamber is prevented by the use of double shaft sealing. Lip type seal, located inboard of the bearings in each headplate, effectively retain oil within the sumps. Small leakage that may occur, should the seals wear, passes into a cavity in each headplate that is vented and drained downward. In addition, sealing rings are provided on both shafts where they pass through the inner walls of the headplates. These serve to reduce air leakage into the air chamber and also minimize oil carryover into the air chamber.

Oil sumps on each end of the blower are filled by removing top vent plugs, **Item 37**, filling until oil reaches the middle of the oil level sight gauge, **Item 87** with the **BLOWER NOT OPERATING**, in order to obtain the correct oil level. Approximate oil quantities required are listed in Table 1. Use a good grade of industrial type non-detergent, rust inhibiting, anti-foaming oil and of correct viscosity per Table 2. For heavy duty service, a synthetic lubricant, such as Synfillm GT synthetic oil (Roots p/n 813-106-), is highly recommended. This synthetic oil has a life expectancy of 4 times that of petroleum based oils.

The level should never be allowed to fall below the level gauge when the blower is operating. Oil level may rise on the gauge during operation, to an extent depending somewhat on oil temperature and blower speed, but it should not be permitted to rise above the top of the oil level gauge.

During the first week of operation, check the oil levels in the oil sumps about once a day, and watch for leaks. Replenish as necessary. Thereafter, an occasional check should be sufficient. It is recommended that the oil be changed after initial 100 hours of operation. Frequent oil changing is not required unless the blower is operated in a very dusty

location. Normal life expectancy of petroleum based oils is

**Table 1 - Approximate Oil Sump Capacities**

Blower Frame Size	Gearbox		Blind End Cover	
	Quarts	Liters	Quarts	Liters
1125/1128	3	2.8	2	1.9

about 2000 hours with an oil temperature of about 200° F.

**Table 2 - Lubricant Recommended**

Ambient Temperature	Viscosity Range SSU @ 100°F (38°C)
Above 90°F (32°C)	320
32° to 90°F (0 to 32°C)	220
0° to 32°F (-18 to 0°C)	100
Below 0°F (-18°C)	68

## Operation

Before operating a blower under power for the first time, recheck the unit and the installation thoroughly to reduce the likelihood of avoidable troubles. Use the following procedure list as a guide, but consider any other special conditions in the installation.

1. **Be certain** that no bolts, tools, rags or dirt have been left in the blower air chamber.
2. **Be certain** that inlet piping is free of any debris. If an outdoor intake without filter is used be sure the opening is located so it cannot pick up dirt and is protected by a strong screen or grille. Use of the temporary protective screen at the blower as described under INSTALLATION is strongly recommended.
3. **Recheck** blower leveling, drive alignment and tightness of all mounting bolts if installation is not recent.
4. **Turn drive shaft by hand** to make sure impellers still rotate without bumping or rubbing at any point.
5. **Make sure** oil levels in the main oil sumps are correct.
6. **Check lubrication** of drive. If it is an electric motor, be sure that power is available and that electrical overload devices are installed and workable.
7. **Bump blower** a few revolutions with driver to check that direction of rotation agrees with arrow near blower shaft, and that both units coast freely to a stop.

After the preceding points are cleared, blower is ready for trial operation under “no-load” conditions as set up under Item 7. The following procedure is suggested to cover this initial operation test period.

- (a) Start the blower, let it accelerate to full speed, then shut off. Listen for knocking sounds, both with power on and as speed slows down.



- (b) Repeat above, but let blower run 2 or 3 minutes. Check for noises, such as knocking sounds.
- (c) Operate blower for about 10 minutes unloaded. Check oil levels. Feel cylinder and headplate surfaces for development of spots too hot to touch, indicating impeller rubs. Be aware of any noticeable increase in vibration.

Assuming that all trials have been satisfactory, or that necessary corrections have been made, the blower should now have a final check run of at least one hour under normal operating conditions. After blower is restarted, gradually close inlet valve to apply working vacuum gauge or manometer be connected into the inlet line if not already provided, and that thermometers be in both inlet and discharge lines. Readings from these instruments will show whether vacuum or temperature ratings of the blower are being exceeded.

During the final run, check operating conditions frequently and observe the oil levels at reasonable intervals. If excessive noise or local heating develops, shut down immediately and determine the cause. If either vacuum or temperature rise across the blower exceeds the limit specified in this manual, shut down and investigate conditions in the piping system or in the process to which air is being supplied. Refer to the TROUBLESHOOTING CHECKLIST. For suggestions on various problems that may appear.

### Vibration Assessment Criteria

With measurements taken at the bearing locations on the housings, an unfiltered vibration of 1.0 in/sec peak is considered an appropriate assessment guide line for rotary lobe blowers rigidly mounted on stiff foundations.

If the blower is operating above this level then the installation must be fully evaluated to determine the source or cause of the vibration, and the cause corrected.

The blower should now be ready for continuous duty operation at full load. During the first new days make periodic checks to determine whether all conditions remain steady, or at least acceptable. This may be particularly important if the blower is connected to a process system where conditions can vary. At the first opportunity, stop the blower and clean the temporary inlet and jet port protective screens. If no appreciable amount of debris has collected, the screen may be removed. See comments under INSTALLATION. At this same time, verify leveling, coupling alignment and mounting bolt tightness.

**Table 3 - Maximum Allowable Operating Conditions**

Frame	Inlet Vacuum		Temperature Rise		Max RPM
	Inches Hg	Mm Hg	°F	°C	
1125	27	684	200	111	2000
1128	27	684	230	128	2000

**Note: Discharge back pressure must not exceed 10" H<sub>2</sub>O**

**Table 4 - Blower Internal Clearances For Units with Spherical Bearings**

Frame Size	Impeller Ends		<sup>1</sup> Impeller Strip to Cylinder			Impeller Strip to Waist	Impeller Lobes		Max. Temp. Rise °F
	Gear End	Opp. G.E.	Inlet	Center	Discharge		Fronts	Backs	
1125	.022/.025	.008/.010	.009/.014	.009/.014	.009/.014	.008/.015	.013/.015	.013/.015	200
1128	.025/.028	.009/.011	.009/.014	.009/.014	.009/.014	.008/.015	.013/.015	.013/.015	230

<sup>1</sup>Impellers have "wear in" strips. Impeller strip to case clearances as shown are expected after running the blower, they will not exist at initial blower assembly. Assembly records need not indicate the strip to case clearance values.

Maximum clearance listed is for reference only.

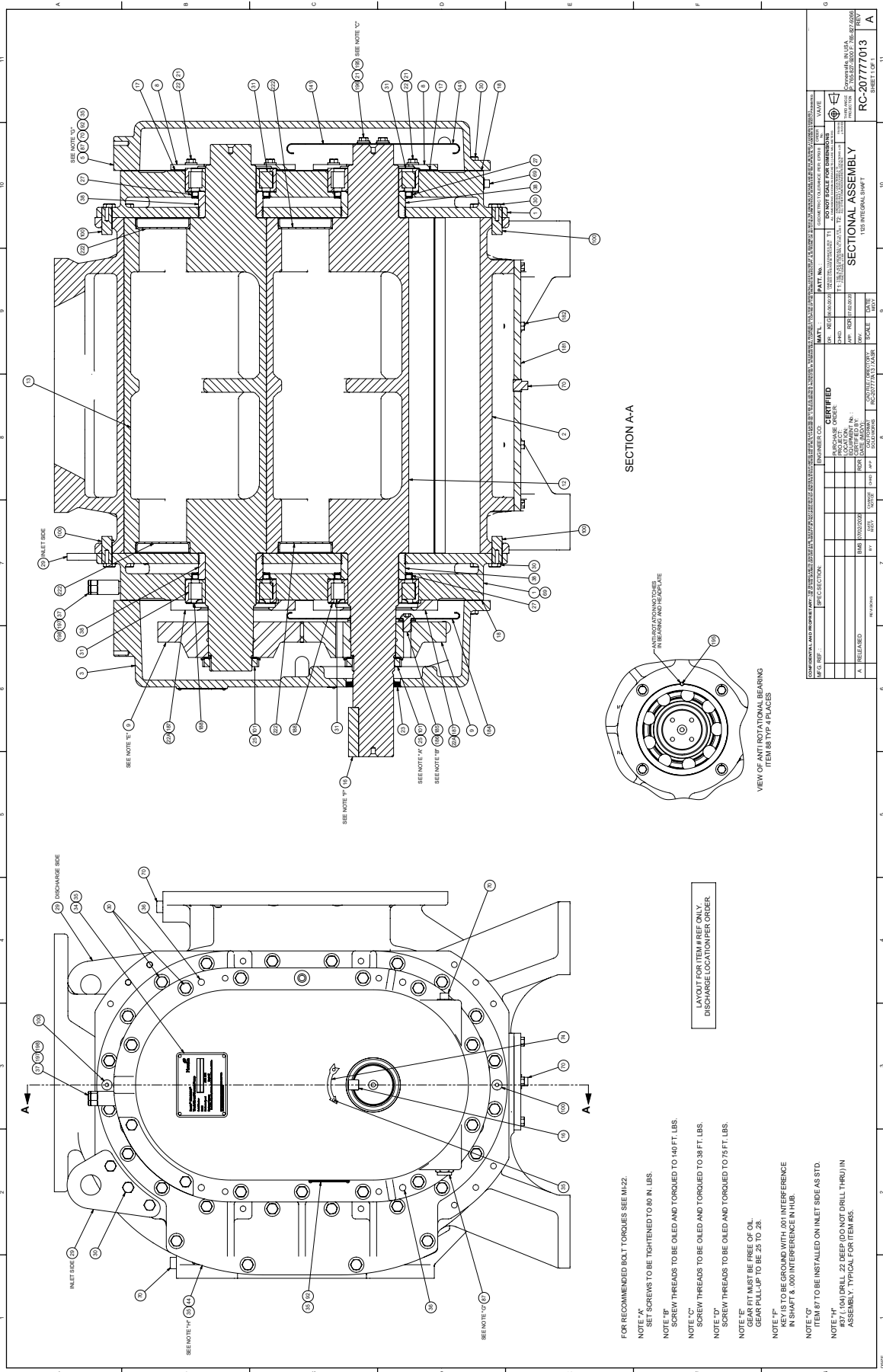


## Without I/S Suffix on Name Plate Unit Description

**Table 4 - TRI-NADO™ Parts List**

ITEM NUMBER	QUANTITY USED	IDENTIFICATION
1	2	HEADPLATE
2	1	CYLINDER
3	1	GEARBOX
5	1	END COVER
7	2	IMPELLER
8	4	BEARING CLAMP PLATE
9	2	GEAR
12	1	SHAFT - GEAR END DRIVEN
14	2	SHAFT - OPPOSITE GEAR END
16	1	KEY (COUPLING)
17	2	SHIM SET
18	2	GASKET - GEARBOX/END COVER
21	16	LOCK WASHER (CLAMP PLATES)
22	16	CAP SCREW - HEX HEAD (CLAMP PLATES)
23	1	SEAL - DRIVE SHAFT
27	4	SEAL - INBOARD
29	2	LIFTING LUG
30	76	CAP SCREW - HEX HEAD (COVERS/PLATES)
30A	6	CAP SCREW - HEX HEAD (LIFTING LUGS)
31	4	BEARING - SPHERICAL ROLLER
34	1	NAME
35	18	DRIVE SCREW - ROUND HEAD (NAMEPLATES/ARROW)
36	4	DOWEL PIN (GEARBOX ALIGNMENT)
37	2	VENT PLUG
42	54	CAP SCREW - SOCKET HEAD (IMPELLER)
43	6	TAPER PIN (IMPELLER)
44	1	LABEL - WHISPAIR™
69	6	PIPE PLUG (HEADPLATE)
70	5	PIPE PLUG GEARBOX/END COVER/CYLINDER)
74	1	ROTATION ARROW
87	2	SIGHT PLUG - OIL LEVEL
92	2	LABEL - IDENTIFICATION
100	4	DOWEL PIN - PULL OUT (HEADPLATE ALIGNMENT)
101	2	LOCK NUT (GEARS/BEARINGS)
105	1	SHAFT - GEAR END DRIVE
109	4	PISTON RING SEAL
141	1	SLINGER - OPPOSITE GEAR END
181	1	COVER PLATE - CYLINDER
182	12	CAP SCREW - HEX HEAD (COVER PLATE)
184	1	SLINGER - GEAR END
185	3	CAP SCREW - BUTTON HEAD (SLINGER)
186	6	WASHER (SLINGER)
188	2	WASHER - WAVY SPRING
194	4	ANTI-ROTATION PIN
194A	4	WASHER
196	4	CAP SCREW - HEX HEAD (SLINGER)
197	2	CLOSE NIPPLE (VENT PLUG)
198	2	PIPE COUPLING (VENT PLUG)
203	4	FLAT WASHER (SLINGER)

# With I/S Suffix on Name Plate Unit Description

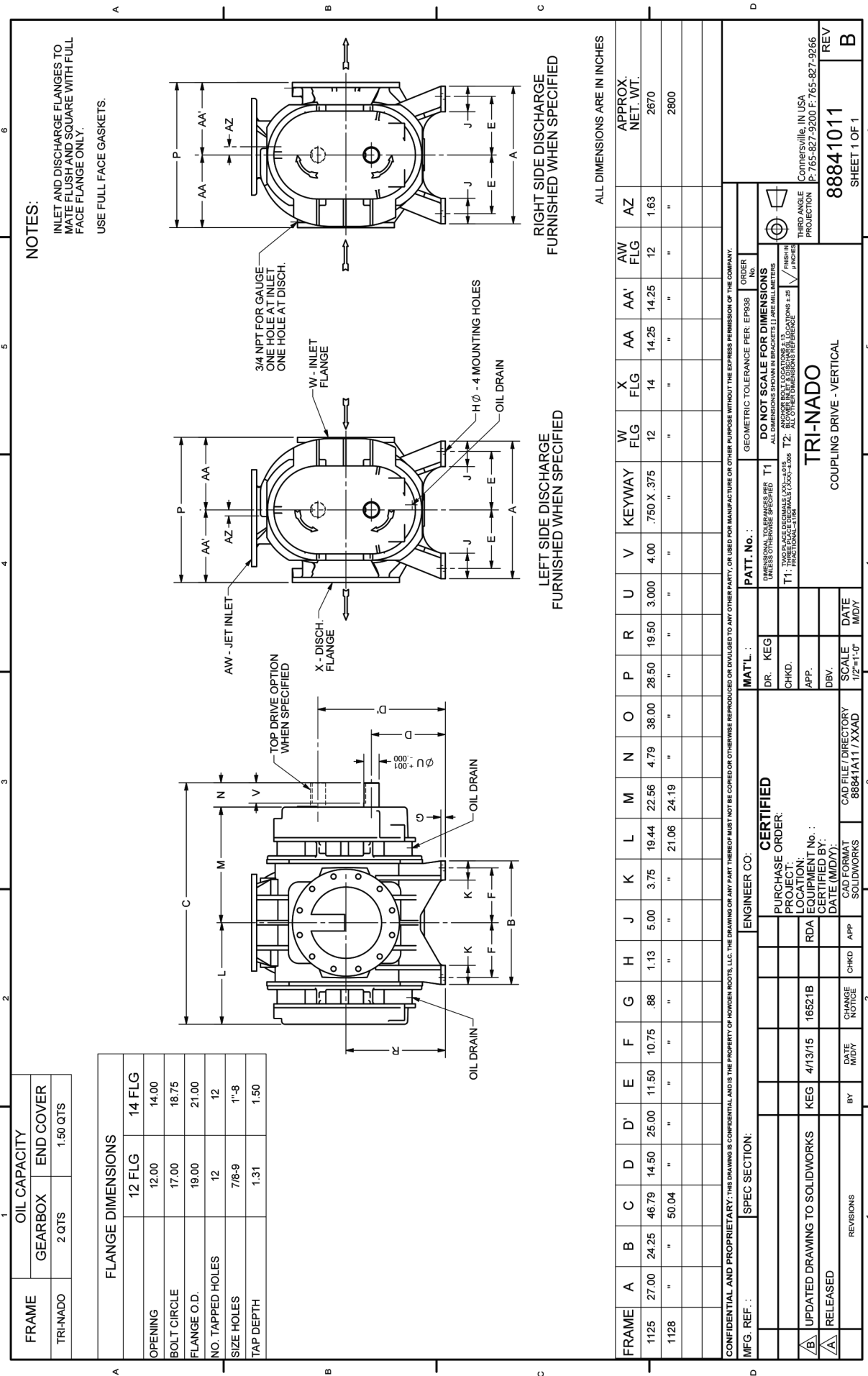


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<b>BY</b> JVS	<b>CHECKED</b> JVS
<b>APP'D</b> JVS	<b>DATE</b> 07/11/00
<b>PROJECT</b> RC-20777013	<b>SCALE</b> 1:1
<b>PRODUCT</b> 100 INTEGRAL SHFT 1	<b>ORDER</b> RC-20777013
<b>DESIGNER</b> JVS	<b>DATE</b> 07/11/00
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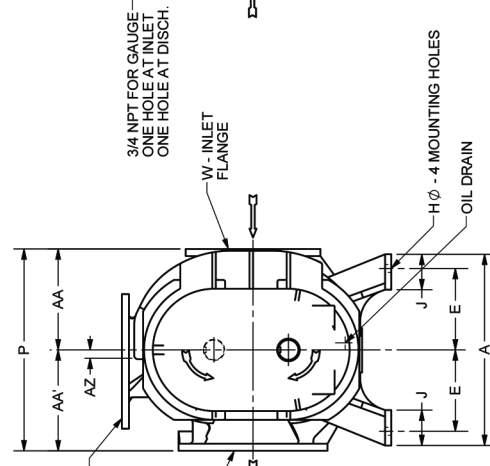
## With I/S Suffix on Name Plate Unit Description

**Table 5 - TRI-NADO™ I/S Parts List**

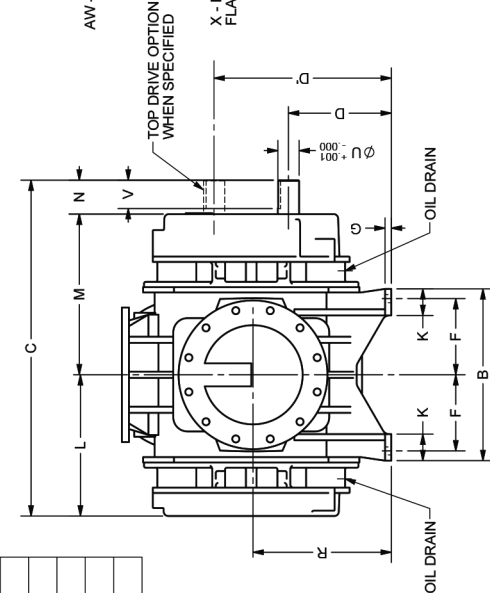
Item Number	Quantity Used	Identification
1	2	Headplate
2	1	Cylinder
3	1	Gearbox
5	1	OGE COVER
8	2	CLAMP PLATE OGE
9	1	GEAR SET
12	1	IMP AND SHAFT DRV
13	1	IMP AND SHAFT DRVN
16	1	KEY
17	1	SHIM, SET
18	1	GSKT, END CVR/GRBX
21	20	WSHR, SPR, LOCK 3/8
22	16	SCR, CAP HEXH 3/8-16X1.25
22A	8	SCR, CAP SOCH NYLON 3/8-16X1.00
23	1	SEAL, HYDRO
25	2	WSHR, BRG-LOCK
27	1	SEAL, ASSY
29	2	SEAL, ASSY
30	82	SCR, CAP HEXH 1/2-13X1.50
31	4	BEARING
34	1	NAMEPLATE SERIAL
35	18	SCR, DRV RNDH #4X.19
36	4	DOWEL PIN
37	2	VENT PLUG
38	4	SHAFT SLEEVE
44	1	LABEL WHISPAIR
69	2	PLG, PIPE 1/2
70	6	PLG, PIPE 3/4
74	1	ARROW ROT CURVED
87	2	SIGHT, PLUG-OIL LEVEL
92	2	NAMEPLATE - LUBE - GE
100	4	PIN, DOWEL PULL OUT 3/4X2.00
101	2	NUT, BRG-LOCK
141	1	OIL SLINGER OGE
181	1	COVER PLATE
182	12	SCR, CAP HEXH 3/8-16X1.00
184	1	OIL SLINGER GE
185	12	SCR, CAP BUTH NYLON 5/8-11X1.00
186	6	WSHR, PLAIN FLAT 21/32 ID
188	2	WSHR, SPR WAVY
194	4	SCR, DRV RNDH #7X.25
194A	4	WSHR, PLAIN FLAT 5/32 ID
196	4	SCR, CAP HEXH 3/8-16X.75
197	2	NIP, CLOSE 1/2
198	4	CPLG, PIPE 1/2
199	4	WSHR, PLAIN FLAT 7/16 ID
222	12	PLUG, IMP 4"-



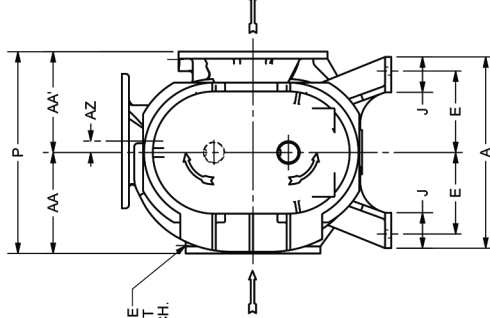
**NOTES:**  
 INLET AND DISCHARGE FLANGES TO MATE FLUSH AND SQUARE WITH FULL FACE FLANGE ONLY.  
 USE FULL FACE GASKETS.



**LEFT SIDE DISCHARGE  
 FURNISHED WHEN SPECIFIED**



**RIGHT SIDE DISCHARGE  
 FURNISHED WHEN SPECIFIED**



OIL CAPACITY	
FRAME	END COVER
TRI-NADO	1.50 QTS

FLANGE DIMENSIONS	
12 FLG	14 FLG
OPENING	12.00
BOLT CIRCLE	17.00
FLANGE O.D.	19.00
NO. TAPPED HOLES	12
SIZE HOLES	7/8-9
TAP DEPTH	1.31

FRAME	A	B	C	D	D'	E	F	G	H	J	K	L	M	N	O	P	R	U	V	KEYWAY	W FLG	X FLG	AA	AA'	AW FLG	AZ	APPROX NET. WT.
1125	27.00	24.25	46.79	14.50	25.00	11.50	10.75	.88	1.13	5.00	3.75	19.44	22.56	4.79	38.00	28.50	19.50	3.000	4.00	.750 X .375	12	14	14.25	14.25	12	1.63	2670
1128	"	"	50.04	"	"	"	"	"	"	"	"	21.06	24.19	"	"	"	"	"	"	"	"	"	"	"	"	2800	

ALL DIMENSIONS ARE IN INCHES

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**MFG. REF. :** **ENGINEER CO. :** **PATT. No. :** **MAT'L. :** **DR. :** **CHKD. :** **APP. :** **DBV. :** **SCALE :** **DATE :**

**TRINADO**  
 COUPLING DRIVE - VERTICAL

**88841011**  
 SHEET 1 OF 1

**REV B**

**COMMERVILLE, IN USA**  
 P: 765-827-9200 F: 765-827-9266

**DO NOT SCALE FOR DIMENSIONS**  
 ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN INCHES UNLESS NOTED OTHERWISE.  
 T1: TWO PLACE DECIMALS (XXX.XX) ± 0.01  
 T2: THREE PLACE DECIMALS (XXX.XXX) ± 0.005  
 T3: FOUR PLACE DECIMALS (XXX.XXXX) ± 0.0005  
 T4: FIVE PLACE DECIMALS (XXX.XXXXX) ± 0.00005

**CERTIFIED PURCHASE ORDER:**  
 PROJECT: RDA  
 LOCATION: 16521B  
 EQUIPMENT No.:  
 CERTIFIED BY: (MIDY)  
 DATE: (MIDY)

**CAD FILE / DIRECTORY :** 88841A117.XXAD

**CHANGED NOTICE:** (MIDY)

**REVISIONS:**

## Trouble Shooting Checklist

Trouble	Item	Possible Cause	Remedy
No flow	1	Speed too low	Check by tachometer and compare with speed on Roots Order Acknowledgement.
	2	Wrong rotation	Compare actual rotation, change driver rotation if wrong.
	3	Obstruction in piping	Check piping valve, silencer, to assure open flow path.
Low Capacity	4	Speed too slow	See Item 1.
	5	Excessive pressure rise	Check inlet vacuum and discharge pressure and compare these figures with specified operation conditions on order.
	6	Obstruction in piping	See Item 3.
	7	Excessive slip	Check inside of casing for worn or eroded surfaces causing excessive clearances.
Excessive Power	8	Speed too high	See Item 1.
	9	Excessive pressure rise	See Item 5.
	10	Impeller rubbing	Inspect outside of cylinder for high temperature areas, then check for impeller contact at these points. Look for excessive scale build-up. Correct blower mounting drive alignment.
Overheating of bearings or gears	11	Inadequate lubrication	Check oil sump levels in end covers.
	12	Excessive lubrication	Check oil levels. If correct, drain and refill with clean oil or recommended grade
	13	Excessive pressure rise	See Item 5.
	14	Coupling misalignment	Check carefully. Realign if questionable.
Vibration	15	Misalignment	See Item 14.
	16	Impellers rubbing	See Item 10.
	17	Worn bearings/gears	Check gear backlash and condition of bearings and replace as indicated.
	18	Unbalanced or rubbing impellers	Scale or process material may build up on casing and impellers or inside impellers. Remove build-up to restore original clearances and impeller balance.
	19		Tighten mounting bolts accurately.
Driver stops or will not start	20	Driver or blower loose	Determine whether standing wave pressure pulsations are present in the piping. Refer to Sales Office.
	21	Impeller stuck	Check for excessive hot spots on headplate or cylinder. See Item 10. Look for defective shaft bearing and/or gear teeth.
Excessive breather blowby or excessive oil leakage to vent area	22	Broken seal	Replace seals









900 W. Mount St. Connersville

Indiana, 47331, USA

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[www.RootsBlower.com](http://www.RootsBlower.com)

 Please recycle after use.

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