

**Rafeela Persaud**

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**Subject:** FW: MR 330 repair pumps PUMP A Repair or replacement

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**From:** Tom Fatout  
**Sent:** Friday, April 03, 2015 2:55 PM  
**To:** Pat Long  
**Subject:** FW: MR 330 repair pumps PUMP A Repair or replacement

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**From:** Tom Evans [<mailto:te@tomevans.com>]  
**Sent:** Friday, April 03, 2015 2:22 PM  
**To:** Tom Fatcut  
**Cc:** Paul Telesco; Wayne White; Josh McNamee  
**Subject:** FW: MR 330 repair pumps PUMP A Repair or replacement

## **PUMP A**

Hello Tom

In either case, Swaby says that they have the parts and can repair (requiring significant parts) or re  
place these two pumps **with a ship-back, after 4 weeks of work.**

The photos attached illustrate the report from Mark below.

Each pump cost \$600 to ship (x 2 for both ways)

The tear down costs to this point are included with either price.

When the pump gets back, we will assist the city with laser alignment and adjustments if any are needed.

**The cost for the repair and replacement parts, returned to the City is:**

**\$45,542.86**

**The cost to replace either pump, is:**

**\$51,514.29**

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Thomas R. Evans, President  
Tom Evans Environmental, Inc.  
3605 Ventura Drive East  
Lakeland, Florida 33811  
305-588-6761, mobile  
863-619-3789, office

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**From:** Mark Hartley <[mark@mcfarlandpump.com](mailto:mark@mcfarlandpump.com)>  
**Date:** Wednesday, March 4, 2015 6:48 PM  
**To:** Paul Telesco <[pt@tomevans.com](mailto:pt@tomevans.com)>, Thomas Evans <[te@tomevans.com](mailto:te@tomevans.com)>  
**Cc:** Mo Khalil <[mok@swabypump.com](mailto:mok@swabypump.com)>, "[kay.khalil@swabypump.com](mailto:kay.khalil@swabypump.com)" <[kay.khalil@swabypump.com](mailto:kay.khalil@swabypump.com)>, Rick Hunt

<rick\_hunt@msn.com>

Subject: MR 330 repair pumps

Tom,

Upon inspection we noted the following ,

For the pump that was " repaired: "

1. No O-ring for the front cover door( door had been reversed ) due to wear.
2. The rotor case was damaged and rusting out in key areas, *the radial wear plates cannot be replaced or removed.*
3. The rotors have experienced damage due to objects in the fluid stream.
- 4 There were no washers for the bolts on the front cover.
5. There were no clamps holding the mechanical seals in place, and the lower seal is definitely damaged .
6. The rotor clamps are damaged.
7. The bolts are missing that hold the Rear TLA in place for the timing gear. Bolt heads were rounded off, severely corroded in entirety. ( front TLA)
8. There was only a capful of oil in the gear case *presumably drained for shipping*
9. Rear wear plate are of the older bolt pattern style, not compatible with the newer design rotor case.
10. there was no name or serial number tag information
11. this pump was built by ITT before Swaby took over control / ownership of the lobeline series pumps.
12. The bottom shaft has some sort of racer or easy shim attached to the shaft that covers over wear in the shaft.
13. the front side ( spline) of the bottom shaft has corrosion due to the mechanical seal failing.

Please see attached photos and Mo, will advise on how to go from here.

We have not cracked open the second pump thus far

Mark Hartley

Expeditor

Swaby-Lobeline LLC.

Mcfarland- Tritan LLC.

921 Seaco Court.

Deer Park Texas. 77536.

## Robert McKenney

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**From:** Rafeela Persaud  
**Sent:** Friday, June 26, 2015 2:03 PM  
**To:** Robert McKenney  
**Subject:** RE: Tom Evans MR 330 pump 2

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**From:** Tom Fatout  
**Sent:** Friday, April 03, 2015 2:55 PM  
**To:** Pat Long  
**Subject:** FW: Tom Evans MR 330 pump 2

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**From:** Tom Evans [mailto:te@tomevans.com]  
**Sent:** Friday, April 03, 2015 2:28 PM  
**To:** Tom Fatout; Wayne White; Paul Telesco; Josh McNamee  
**Cc:** Jennie Evans  
**Subject:** FW: Tom Evans MR 330 pump 2

## PUMP B

Hello Tom

In either case, Swaby says that they have the parts and can repair (requiring significant parts) or replace these two pumps **with a ship-back, after 4 weeks of work.**

The photos attached illustrate the reprot from Mark below.

Each pump cost \$600 to ship (x 2 for both ways)

The tear down costs to this point are included with either price.

When the pump gets back, we will assist the city with laser alignment and adjustments if any are needed.

**The cost for the repair and replacement parts, returned to the City is:**

**\$48,971.43**

**The cost to replace either pump, is:**

**\$51,514.29**

Thomas R. Evans, President  
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Tom

Below and attached are inspection report and photos of the second pump. The condition of this pump is identical to the ones of the first pump.

Upon inspection we noted the following ,

For the pump that was " repaired: "

1. No O-ring for the front cover door( door had been reversed ) due to wear.
2. The rotor case was damaged and rusting out in key areas, *the radial wear plates cannot be replaced or removed.*
3. The rotors have experienced damage due to objects in the fluid stream.
- 4 There were no washers for the bolts on the front cover.
5. There were no clamps holding the mechanical seals in place the seals are definitely damaged .
6. The rotor clamps are damaged and were stuck inside the rotors.
7. The bolts are missing that hold the Rear TLA in place for the timing gear. Bolt heads were rounded off, severely corroded in entirety. ( front TLA)
8. There was only a capful of oil in the gear case *presumably drained for shipping*
9. Rear wear plate are of the older bolt pattern style, not compatible with the newer design rotor case.
10. there was no name or serial number tag information
11. this pump was built by ITT before Swaby took over control / ownership of the lobeline series pumps.
12. The bottom shaft has some sort of racer or easy shim attached to the shaft that covers over wear in the shaft.
13. the front side ( spline) of the bottom shaft has corrosion due to the mechanical seal failing.

**Swaby LOBELINE** since 1893, 100% US Made

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