

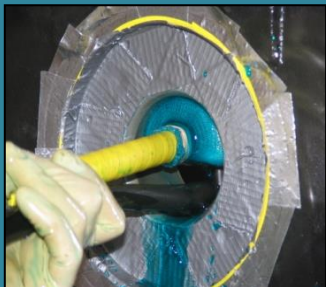


CANADIAN METAL-AD CORPORATION

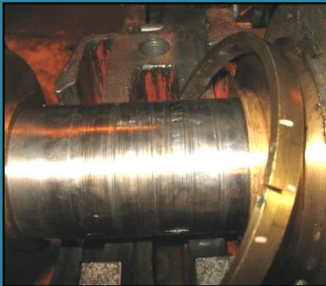
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An oversized bearing housing on an FM frame is built with Nickel and finished to size.



Scored seal journals on a Boiler Feed Pump is repaired in-situ with only the removal of the seal and bearing housing.



A worn 24" undersized bearing journal is built to size in place without the need of grinding.

SERVICE BULLETIN

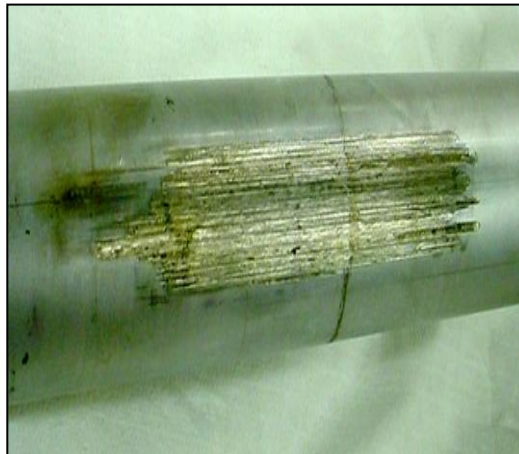
Shaft, Housing and Pump Repairs

Common uses for the Brush Plating process include multi-stage pumps, bearing and seal journals, shafts, and housings. Although there are many different ways to repair damaged components, Brush Plating should be considered when parts are contaminated, unavailable, or is simply too large to move or disassemble.

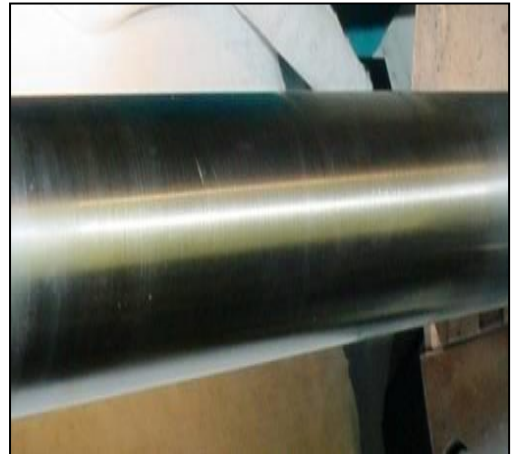
Canadian Metal-ad Corporation (CMC) has found uses for the Brush Plating process in many industries ranging from OEM to after-market applications. At the specification end of this spectrum, Aerospace and the Nuclear Industries are our prime users. The bulk of Brush Plating work is engineering applications requiring surface and profile modifications, property enhancement, salvage or repairs. Re-sizing of inside diameters on bearing housings, seal and bearing journals on shafts, repairs of fretting or corrosion, and low-stress metal additions are all possible with CMC's Brush Plating process.

How Brush Plating works.

Unlike its tank counterparts, our Brush Plating system uses very small volumes of solution (usually less than one or two gallons) and hand-held tools to apply the deposits or coating onto localized work surface areas. The hand-held tool is covered with an absorbent material that is saturated with a solution, then brushed or rubbed against the part. A portable power pack (rectifier) provides direct current required for the process. The power pack has two leads, one is connected to the tool and the other is connected to the part. The circuit is completed when the tool is touched onto the work surface.



This damaged valve stem shaft was found during an outage, and a spare shaft was unavailable. Maintenance crew had no choice but to put the damaged part back into service.



Utilizing the brush plating process, CMC was able to refurbish the valve stem on-site in less than a day. A low coefficient hard nickel was used to fill the scores and then blended with the existing chrome surface.