



CANADIAN METAL-AD CORPORATION

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Score damage on I.D. of the RAM barrel housing being repaired with Brush Nickel Plating.



Brush Plating repair done on an oversized bearing fit on an FM Frame unit.



CMC's Brush Plating technique for repair of separator bores - maintaining a very tight .0002" tolerance.

SERVICE BULLETIN

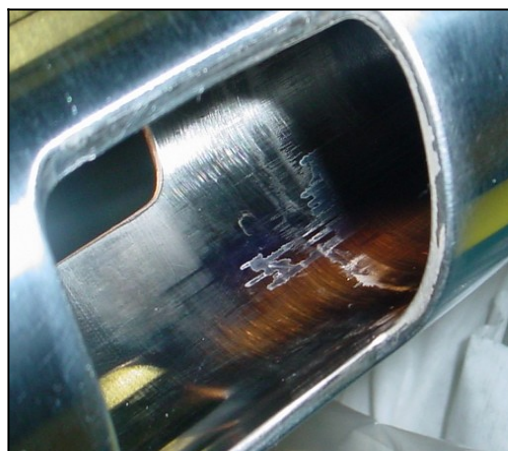
Fueling Machine Repairs

Canadian Metal-Ad Corporation (CMC) has been successfully repairing Fueling Machine RAM Tubes for Ontario Power Generator in Pickering, Ontario since 1992. With over 3,000 channels completed between overhauls, it is found that only minimal touch-ups are required on previously repaired Latch #3 and C-Ram Tubes.

Through the years, CMC's Brush Plating technique has been performed in the Nuclear Industry's Fueling Machine, particularly RAM Tube refurbishment. Our Brush Plating process has become one of the most successful repair programs to date.

Shown below is a Latch Tube which has sustained scoring, pitting and erosion damages at the cleveite seal area. Using specifically designed plating and turning equipment, damages of this nature are permanently repaired in a few days. This represents a huge savings when compared to the replacement cost of a new set of tubes. The program has been so successful that Pickering OPG has now included this Brush Plating repair procedure as routine on every RAM overhaul.

Long lead times and unavailability of parts can be a challenging problem facing the planners of equipment and component overhauls - causing long and costly delays, which hampers the completion of many projects; therefore, negatively affecting the overall repair budget. While rebuilding their only spare separator at Pickering OPG, assessors found deep score damages on the piston walls. The replacement time for a new unit would take about 10 months. Using our Brush Plating process and innovative plating techniques, we completed the repair work in 6 work days by filling the scoring with nickel - still maintaining .0002" tolerance. The separator was put back together in less than 2 weeks.



Pitting damages on ID of Latch Tube caused high leak rates at the cleveite seal.



CMC's unique set-ups have been developed for the repairs on all types of Ram Tubes.