Structure
Gate
Results of
Survey F

Weir Gate)
(Main V
W55
o No. V
- C.

2ns	Survey Item	Survey Result	Judge	Survey Item	r Item	Survey Result	
Gate Leaf				Hoisting Device			
Skin Plate	Thickness-Avg	Top – Mid – Low – BIM – (9.5mm)	I	Wire Rope	Main-Left	y: – Distorian: – Corrasian: – Oil: –	
·		U/S-Borrom L 🕅 S	σ		Main-Aight	y: – Distortion: – Carasian: – Oli –	
	Damage-Rivel	Corner-L 1 Corner-R 1	U		Roller Train-L	y: = Distortion: - Corrosion: - Oit: -	
Truss	Thickness-Avg	Borrom Flange - , Borrom Web - (19.1mm)	1		Roller Train-R	y: - Distortion: - Corrosion: - Oil: -	
<u> </u>	Distorion		I	Dum	Left	Damage: - Function: -	RS
End Girder		L-Bottom - R-Bottom - (11.1mm)	0		Right	Damage: - Function: -	
		Left No Right No	<i>←</i>	Bearing	Drum	Damage: - Dit: -	
	Distortion	Left 15 mm Bend Right -			Counter Shaft	Damage: Ou:	RS
Bottom	Thickness-Avg	Riantje – mm (16.3), Web – mm (9.4)			Reduction Gear Damage.	Damage: – Out –	v
Girder	Carrostan	L M S		Gear	Orum Gear-L	Damage; – Fitting; – Backlash; – Oll; –	B S
Rocker	Remodeling	Left No Right No			Drum Pinion-L	Damage: -	
Assembly		Left M AD. Right Heavy AD.			Drum Gear-R	Damage: – Fitting: – Backlash: – Oil:	
		No Function			Drum Proion-R	Damage: –	
Roller Trai	Roller Train Missing	Left 1 Right 1			Gear-Middle	Damage: - Fitting: - Backtash: - Oil: -	
	Diameter-Roller	Averaçe – mm	<u> </u>		Pjnion-Middle	Damage:	
	Distortion	.cett - Right -	<u> </u>	Basement	Drum-L	Damage: – Corrosion: L M 🕥	
Seal	reft	2.5 m Broken	 		Drum-R	Damage: – Corrosion: L M 🕥	
	Bottom	Lost			Drive Device	Damage: - Corrosion: L 🕲 S	RS S
	Aight	4 m Broken		Drive Chain		Damage: - Looseness: - Oil	
Inclination		Top Level Difference 30 mm	 ->	Chain Sprocket	cket	Damage: - Corrosion: L 🚳 S	
Leakade		r @ 2	0	Reduction Gear	aar	Damage: – Corrosion: L 🕲 S	
Sut				Cover	Drum-L	Damage: - Corrosion: L M 🕥	
Side Seal	Abrasion-Max	Lett: - mm, Right: - mm	S ^R		Drum-R	Damage: – Corrosion; L M 🕥	
Roter Tru	l ×	Lett: - mm, Right: - mm	占		Gear-Middle	Damage: – Corrosion: L 🕲 S	
Roller Gue	Roller Guard Missing	Lett 1 Right 0	z	Counter Shaft	att	Damage: - Corrosion: L. M. S	
	Defect	0	z	Counter Weight	ոցու	Damage: Corrosion: L M S	
Sill Beam		L M S	1	Housting	Wet Condition	28 kg-m	
Concrete		S W 7	1	Torque	Dry Condition	5.9 kg-m	Rs
		L M S	1	Superstructure		Damage: – Corrosion: L M 🕥	SS
			_			_	

Remarks: Judgement = N: Totally Replace, C: Partly Replace, RL: Large Repart, RtA: Medium Repart, RS: Small Repart, G: No Repart, -: No Data.

shows design dimension.

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(96/39)

Gate No. VV56 (Main Weir Gate)

Gate No.	W56	(Main Weir Gate)								
ŝ	Survey Item	Survey Result		Judge	Surve	Survey Item	Survey Result		Judge	udergoloury
Gate Leaf				Í	Hoisting Device					
Skin Plale	e Thickness-Avg	Top - Mid - Low - Bim -	- (9.5mm)	1	Wire Ropo	Main-Left	y - Distortion: - Corrosion:	sion: — Oil: —	0	
		U/S-Bottom L M	s	U		Main-Right	y - Distortion: - Corrosion:	sion: – Oit: –	0	
	Damage-Rivet	Corner-t, 2 Carner-P 1	- 8 -	0		Roller Train-L	y - Distortion: - Corrosion:	sion: - Oil:	U	
Truss	Thickness-Avg	Bottom Fienge - , Bottom Web + (19.1mm)	+ (19.1mm)	1		Roller Train-R	y = Distortion: - Corros	Corrosion: - Oit:-	v	
	Distorion			1	Ë	Lett	Damage: - Function: -	ou: -	RS S	
End Girder	-	L-Bottom -, R-Bottom - (11.1mm)	- (11.1mm)	υ		Right	Damage: - Function:	ou: -	<	
		Left No Right No		←	Bearing	Drum	Damage: - Oil: -		->	
	Distortion	Left - Right -		 		Counter Shaft	Damage: – Oil: –		RS.	
Bottom	Thickness-Avg	Flange – mm (16.3), Web	- mm (9.4)			Reduction Gear Damage:	Damage: - Oit: -		 0	
Girder	Corrosion	L. X	S		Gear	Drum Gear-L	Damage: – Fitting: – Ba	Backlash; - Oil: -	RS	
Aocker	Remodeling	Left No Right No				Drum Pinion-L	Damage: –		~	
Assembly		Left Heavy AD. Right Heavy AD.	avy Ab.			Drum Gear-R	Damage: - Fiting: - Ba	Backlash: - Oil: -		
		No Function				Drum Pinion-R	Demage: -			
Roller Train		Lett 2 Right -				Gear-Middio	Damage: - Fining: - Ba	Backlash: - Oit: -		
	Diameter-Rolter			<u> </u>		Pinion-Middle	Damage: -			
<u></u>	Distortion	Lett – Right –		<u> </u>	Basement	Drum-L	Damage: - Corrosion:	»: г м 🕥		
Saat	ren	4.0 m Broken		<u> </u>		Orum-R	Damage: - Corrosion:	х г м ©	->	
	Bottom	1007				Orive Device	Damage: - Corrosion:	х 69 г и	ß	
	Right	4.0 m Broken			Drive Chain		Damage: - Looseness:	ss: L Oil: -	U	
Inclination		Top Level Difference 10 mm	ε	 ->	Cnain Sprocket	sket	Damage: - Corrosion:	х L 🕲 S	<	
Leakage		× Ø	s	υ	Reduction Gear	sear	Damaga: – Corrosion:	х г 🕲 S		
Sill					Cover	Drum-L	Damage: - Corrosion:	ы г м ©		
Side Seal	ADrasion-Max	Left: - mm, Right:	- mm	RS S		Drum-R	Damage: - Corrosion:	: г м ©	÷. →	
Roller Tri	L X	Left: - mm, Right:	uu -	яг. В		Gear-Middle	Damage: Corrosion;	и L 🕲 S	<u>ः</u> 0	
Rotter Gu	Roiler Guard Missing	Lett 0 Right 0		z	Counter Shaft	aft	Damage; - Corrosion:	ы г м S	۔ ن	
	Defect	Left 0 Right 0		z	Counter Weight	ight	Damage: – Corrosion:	7. L M S	SF	
Sill Beam		К 7	s	1	Hoisting	Wet Condition	44.A KG-M	ε	ਦੇ ਕਿ	
Concrete		N 7	s	I	Torque	Dry Condition	3.9 kg-m		RS	
	Damage-Right	W 7	S	8	Superstructure		Damage: - Corrosion:	() () () () () () () () () () () () () (S.	
	Damage-Bottom	V 7 V	Ş	1						「「「「「」」」「「」」」」」」」」」」」」」」」」」」」」」」」」」」
				•	•		and the Desire is the Date			

Remarks: Juogement = N: Totalty Replace, C: Party Replace, RL: Large Repart, RM: Medium Repart, RS: Smail Repart, G: No Repart, -: No Data.

Structure
of Gate
' Results
Survey

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Constraint Score final	Gate No.	W57	(Main Weir Gate)	Ì					_	
Theoremaphy interval is the standard of the standard o	Surve	ay item		Judge	Surve	y ltem	Su	rvey Result	2	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	•				toisting Device					
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Skin Plate	Thekness-Avg	Mid - Low - Bim -	I	Wire Rope		- Distortion:		Oit:	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	1	Corrosian	R J	U			- Distortion:		04: -	
Transmission Theoremain harmonic interval i		Damage-Rivet		G			- Distortion:	- 1	t:#0	
	Taise	Thickness Avo	Bottom Flange - , Bottom Web - (12.1mm)	۱			- Distortion:	Corrosion:	O <i>ii</i> : –	
Ex of dradyr Thereneserving Left No Rayn - Rundom -		Distortion		1	Drum	Left	Damage: –	Function: Miss		RS Provide State
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	End Grador			υ				Function; -		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$				<	Beanng			Oit: -	+	
Botom Tricinessing Range - mm (6.3), Wab - mm (8.4) Rander cons Damage: Losse - Dir - Di		Distortion						OI: -		RS /
Circlest Circlest Circlest Circlest L M S Circle Orm Class it Damager Filmogr Balager Circlest Damager Filmogr Circlest Damager Circlest Damager Circlest Damager Circlest Damager Circlest Circlest Circlest Circlest Circlest Discretion Circlest	Bottom	Thickness-Avg	- mm (16.3), Web -			Reduction Gear	Damage: Loose			
Renotein Left No Right No Left Naget Left Naget <td>Ciraer</td> <td>Corrosión</td> <td>W</td> <td></td> <td>Gear</td> <td>Orum Gear-L</td> <td>1</td> <td></td> <td></td> <td>RS I</td>	Ciraer	Corrosión	W		Gear	Orum Gear-L	1			RS I
Reserved Description Left Heavy Ao. Right Domage: Image: Image: <thimage:< th=""> <th< td=""><td>Rocker</td><td>Remodeling</td><td>No</td><td></td><td></td><td>Drum Pinion-L</td><td>Damage:</td><td></td><td></td><td>+</td></th<></thimage:<>	Rocker	Remodeling	No			Drum Pinion-L	Damage:			+
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Assembly	Distortion	Heavy Ab.			- 1	1	;	- 0;; -	
Count Train Left Anon-Mudale Carat-Macte Damage: - Findre: - Backerst: - OK - Darmeter-holder Average - m Applie - mon-L Damage: - Corrosion: L M_ SS Stanter-holder Left 3.0 m Broken Vum-R Damage: - Corrosion: L M_ SS Stanter-holder Left 3.0 m Broken Vum-R Damage: - Corrosion: L M_ SS Stantage: Left 3.0 m Broken V Dom-L Damage: - Corrosion: L M_ SS Right top Lower Dimenter 0 mm V Dom-L Damage: - Corrosion: L M_ SS Notionalist Top Lower Dimenter 0 mm V Dom-L Damage: - Corrosion: L M_ SS State Dom-L Dom-L Dom-L Damage: - Corrosion: L M_ SS Inclination Top Lower Dimenter 0 mm V Dom-L Dom-L Dom-S Dimenter, Dimenter, Dimenter, Dimenter, Dim Dimenter, Dimenter<		Others	No Function			Drum Pinton-R	Damage: -			
	Roller Train	9UISSIM 1	1			Gear-Middle	1	*		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Diameter-Roller	Average -			Pinion-Middle				
Left $3.0 m Broken Lot Damage: - Conceion: L M $		Distortion	Left -		Basement	Եստել		4		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Sea	Left				Drum-R	Damage:	7		
Active IncludentionActive IncludentionDamage: IncludentionLooseness: $ 0:t: -$ IncludentionTop Level Difference 0 mmVChan SprocireiDamage: $ 0:t: 0:t: -$ ReportTop Level Difference 0 mmVSprocireiDamage: $ 0:t: 0:t: 0:t: -$ ReportE $ -$		Bottom	1507			Drive Device	Damage: –			SS - State
		Right	4.0 m Broken		Drive Chain			1	- :: O::: -	
kage kage Corroston: L M S C Reduction Gear Damage: Corroston: L M S Stde Seal Abraston-Max Left: - mm. Right: - mm. Pamage: - Corroston: L M S N S N S N S N	Inclination		Top Level Ditterence 0 mm	↓ →	Chain Spro	ckel		4		
Image:	Leakage		N	0	Reduction (Gear	Oamago: –			
Side SeelAbrason-MaxLeft:-mm. Right:-mm. Right:-mm. Right:-Counsion:LMConsoin:LMConsoin:LMConsoin:LMConsoin:LMConsoin:LMConsoin:LMConsoin:LMConsoin:LMConsoin:LMSRoller Guard MissingLeft0Rg/lt0NNCounter ShaftDamage:-Consoin:LMSRoller Guard MissingLeft0Rg/lt0NNCounter ShaftDamage:-Consoin:LMSSill BeamAbrasionLeft0Rg/lt0NCounter WeightDamage:-Conscien:LMSSill BeamAbrasionLMS-TorqueDriv. Condition37Kg·mNConcreteDamage-LeftLMS-TorqueDry Condition37Kg·mMSConcreteDamage-RightLMS-ConsiderDamage:-Consider:LMSConcreteDamage-RightLMS-TorqueDry Condition37Kg·mMSConcreteDamage-RightLMS-Consider:LMSMSConcreteDamage-RightLMS <td< td=""><td>Sitt</td><td></td><td></td><td></td><td>Cover</td><td>Drum-L</td><td></td><td></td><td></td><td></td></td<>	Sitt				Cover	Drum-L				
k Abrasion-Max Left nm , Right: 15 mm Ru Ru Ru Ru Ru Ru S ad Missing Left 0 Right 0 N Counter Shaft Damage: - Corrosion: L M S ad Missing Left 0 Right N N Counter Shaft Damage: - Corrosion: L M S Delect: Left 0 Right N N Counter Weight Damage: - Corrosion: L M S Abrasion L M S Hoisting Wet Condition 37 Kg-m M S Damage-Right L M S Dry Connition 3.9 Ng-m M S M M S M M S M M M S M M M S M M M S M M M M M M M M S M			– mm, Aight: –	R		Drum-A	Damage: –	~		
Left 0 Right 0 N Counter Shaft Damage: $-$ Conscien: L M S Left 0 Right 0 N Counter Weight Damage: $-$ Conscien: L M S Left 0 Right 0 N N Counter Weight Damage: $-$ Conscien: L M S Left 0 L M S $-$ Hoisting Wet Condition 37 Kg-m $-$ L L M S $-$ Torque Dry Condition 3.9 Kg-m $-$ m L M Superstructure Damage: $-$ Consisting 1 M	Roller Truc	k Abrasion-Max	14 mm, Right: 15	ษ		Gear-Middle	Damaçe: -		1	
Delect Left Ø Right N Counter Weight Damage: - Conscient: L M S Abrasion L M S - Hosting Wat Condition 37 Ng-m Damage-Left L M S - Torque Dry Condition 37 Ng-m Damage-Hight L M S - Superstructure 3.9 Ng-m Damage-Bright L M S - Superstructure 3.9 Ng-m Damage-Bright L M S - Superstructure Damage: - Consion: L M S	Roller Gua	rd Missing	0	z	Counter Sr.	laft				0
Abrasion L M S Hoisting Wat Condition 37 Kg·m Damage-Left L M S Torque Dry Condition 3.9 kg·m Oamage-Right L M S Superstructure Damage: - Consion: L M Damage-Bottom L M S Superstructure Damage: - Consion: L M		Delect	0	z	Counter W	eight		1	1	SS S
Damage-Left L M S - Torque Dry Condition 3.9 kg·m Oamage-Right L M S Superstructure 3.9 kg·m Oamage-Right L M S Superstructure 0amage: - Corrosion: L M S Damage-Bottom L M S Superstructure 0amage: - Corrosion: L M S	Sut Beam	1	×	1	Hoisting	Wet Condition	37	<i>к</i> д.т		
W (C)	Concrete	Damage-Left	W	1	Torque	Dry Condition	3.5		(RS
Damage-Bortom L M S		Oamage-Right	W	1	Superstructure	~	Damage: -			RS .
		Damage-Botton	A L M S	1						

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Image: constrained by the state of	cate No.	0044		ļ				-	
The stand <	s Su S	ay item		oppur	Survey	Item	Survey Result	-gbul	
and Thereases and constant of constant of constan	Gate Leaf			H	ioisting Device				
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Skin Plate	Thickness-Avg	- Wid - Low - Bim -	I		Main-Left	- Distortion: - Corrosion: - Oli:		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Correstion	L M	5			- Distortion: - Corrosion: -		
		livet		υ		Roller Train-L	Broken	0	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Truss	Thickness-Avg	Bollom Flange - , Bortom Web - {19.1mm}	1		Roller Train-R	Broken	U	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Distortion		1	e no	Left	1	AS AS	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Eno Girder	Thickness-Avg	- <u>A+Banom</u> -	v			1	¢	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Remodeling	ľ	←	Bearing	Drum		→ 	
m Triciness-Arge Finange Image O.M. = O.M. = r Currouson L M Sear Dum Gaarit Dimage - Fining: - Backlash: - Oit -						Counter Shaft	- Of:	RS	
r Correson L M Sear Drum Gaari, L Drum Gaarie Drum Gaarie <thdrum gaarie<="" th=""> Drum Gaarie <thdrum gaarie<="" th=""> Drum Correce</thdrum></thdrum>	Bettorn	Thickness-Avg	1			Reduction Gear	1	v	
encodening Ramodening Cerim Prine Demanger - miny Jest meany va. Right Heavy Va. No Function Left meany va. Right Heavy Va. No miny Jestencin Jest meany va. Right Heavy Va. No Function Left meany va. Right Heavy Va. No r/rain Jestencin Jestencin Mo Function Left meany va. Right Heavy Va. No r/rain Missing Left meany va. Right Heavy Va. No Function Lift Dimager. Filting: - Backashi. O/ir Train Missing Left Aght Dimager. China Dimager. China Dimager. China Dimager. O/ir Sintersent. Mo	Girder	Corrosion	L R		Gear		- Fitting: - Backdash: -	-	
multiply Distribution Left fridary AD. Right fridary AD. Right fridary AD. Distribution Left fridary AD. Right fridary AD. Distribution Distribution Distribution Distribution Distribution Distribution Distribution Distribution Distribution Lift fridare Distribution	Rocker	Remodeling					Demage:	<	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Assembly	Distorion	Heavy AD.			Drum Gear-R	– Finng: – Backlash: –		
Train Nasero Left Rayn Left Left		Otners	No Function			Drum Pinion-R	Demage:		
	Roller Train	Missing	1			Gear-Middle	– Fitting: Backlash; -		
		Diameter-Rotler	Average -			P _i nion-Middle			
		Distortion	- 10t -		Basement	Orum-L	- Corrosion: L M	6	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Soal	tet					- Conosion: L M		
Right 4.0 m Broken 1.0 m Broken 1.0 m 2.0 m Broken 1.0 m $2.0 \text$		Bottom	1507			Drive Device	- Corrosion: L 🛞		
ation Top Level Difference 40 mm Unit Damage: - Conston: L(\mathbb{N}) S ation $\overline{\mathbb{C}}$		Roni	4.0 m Broken		Drive Chain		- Loosenoss: - Oil:		
Image Image <t< td=""><td>Inclination</td><td></td><td>Top Level Difference 40 mm</td><td></td><td>Chain Sproci</td><td>tet.</td><td>– Carrosion: L 🕅</td><td></td><td></td></t<>	Inclination		Top Level Difference 40 mm		Chain Sproci	tet.	– Carrosion: L 🕅		
Image:	Leakage		s ¥	o	Reduction G	ear	– Corrosion: L 🕅	~	
Side Seal Abrasion-Max Left: - mm. Right: - Corrosion: L M S - Corrosion: L M <t< td=""><td>Sill</td><td></td><td></td><td></td><td>Cover</td><td>Drum-L</td><td>- Corrosion: L M</td><td>6</td><td></td></t<>	Sill				Cover	Drum-L	- Corrosion: L M	6	
Karason-Max Left: 12 mm. Rgnt: 73 mage: Celer-Middle Damage: Corrosion: L (\odot S sid Missing Left 0 Right 0 N N Counter Shaft Damage: Corrosion: L (\odot S S Detect Left 0 Right 0 N N Counter Shaft Damage: Corrosion: L (M S S Abrescon L (M S - Housing Wet Condition 28 Kg-m N Abrescon L (M S - Torque Dy Condition 3.9 Kg-m N Damage-Right L (M S - Superstructure Damage: - Consistor: L (\odot S S Damage-Bottom L (M S - Superstructure Damage: - Consistor: L (\odot S S Damage-Bottom L (M S - Superstructure Damage: - Consistor: L (\odot S S		Abrasion-Max	– mm, Aight: –	ß		Drum-R	– Corrosion: L M		
and Left 0 Right N Counter Shaft Damage: $-$ Corrosion: L M S Delect Left 0 Right N N Counter Weight Damage: - Corrosion: L M S Abrasion L M S - Housing Wet Condition 28 Kg·m N Damage-Left L M S - Torque Dy Condition 2.9 Kg·m N Damage-Right L M S - Superstructure Damage: - Corrosion: L M S N Damage-Right L M S - Superstructure Damage: - Corrosion: L M S N	Roller Truck	(Abrasion-Max	12 mm, Right: 13	æ		Gear-Middle	- Corrosion: L 🕅		
Detect Left D Right N Counter Weight Damage: - Conscion: L M S Abrasion L M S - Housing Wei Condition 20 Kg·m P Abrasion L M S - Floration 20 Kg·m P	Roller Guarc	pussing b	0	z	Counter Sha	μ	– Corrosion: L M	-	
Abrasion L M S - Housing Wet Condition 28 Kg·m Damage-Left L M S - Torque Dy Condition 3.9 Kg·m Damage-Right L M S - Superstructure Damage: - Control <t td=""> L B Damage-Bottom L M S - Superstructure Damage: - Control<t td=""> L B</t></t>		Defect	0	z	Counter Wei	ght	– Corrosion: L M		
Damage-Left L M S Torque Dy Condition 3.9 Ng-m Damage-Rupht L M S Superstructure Damage: Corrosion: L Corrosion: L S Damage-Buttom L M S Superstructure Damage: Corrosion: L Corrosion: L S	Sul Beam	Abrasion	W	I	Sunsion	Wet Condition		U	TUNNER BY REAL
L M S - Superstructure Damage: - Corroson: L B S	Concrete	Damage-Left	W	1	Torque	Dry Condition	kg.m		2004 - 2004 - 200 - 20 - 20 - 20 - 20 -
L M		Damage-Right	W		Superstructure		- Corrosion: L 🕑		Contraction of the second s
		Damage-Bottom	L M	1					

shows design dimension.

(66 / 98)

Gate Structure
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Results
Survey

$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Gate No.	W59	(Main Weir Gate)	ł				
There is a constant of the constant of	νης	ey item		Judge	Survey	Item	Survey Result	Judge
Theoremetication Top for the Micro Education Contract I_{ij}	Gate Leaf			<u> </u>	oisting Device			
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Skin Plate	Thickness-Avg	Top10.0 Mid10.0 Low9.8 Bim - (9.5mm)	1	<u> </u>	Main-Left	- Distortion; - Corrosion: -	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Corrosion	U/S-Bottom L 🖉 S	0		Nam-Right	- Distortion; - Cortosión: -	
Trust trait Trust trait Zeronom Left and trait Zeronom Control Zeronom Zeronono Zeronono Zeron		Damago-Rivet		U		Roter Train-L	- Distortion: - Corrosion: -	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Truss	Thickness-Avg	Bottom Flange - , Bottom web = (19.1mm)	1		Rotter Train-R	– Distortion: – Corrosion: –	
End Closer Thermodential Contraction Contrest contrestion Contraction Contra		Distorion		1	E SO	Lett	1	RS
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	End Girder		-, A-Bottom -	v		Right	t	<hr/>
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$				¢		Drum	1	
Duttion Tracenses-vag Range - mit (rs. J), was - mit (g. J) Reduction (sam Jamager - filters: - Garager - Oit - p) Croter Croteson Laft No Rgm No Court Damager - filters: - Garager - Oit - p Rocer Panodesing Left No Rgm No Dum Periori. Dum Periori. Banager - Oit - Dit - D		Distortion					- <i>Oi</i> t:	RS
Corder Councilier Currencilier	Bottom	Thickness-Avg	1			Reduction Gear	1	
Rotoener Remodering Left No Roto Lond Carange Dirum Caran	Grder	Corresien	W		Gear	Drum Gear-L	- Fitting: - Backlash: - Oil:	RS
Assertion Left Howy AD. Right Hawy AD. Right Dum Geare Dimage: Finance Dimage: Dimage: <t< td=""><td>Rocker</td><td>Remodeling</td><td></td><td></td><td></td><td></td><td>Damage: -</td><td><</td></t<>	Rocker	Remodeling					Damage: -	<
Clones No Function Count Printion: R Damage: - Fitting: - Bendes: - Roler Train Left Anyrrage mm Penon-Maddie Damage: - Fitting: - Bendes: - Pitting: - Pitting:- Pittting: - Pitting: - Pitting:-<	Assembly	Distortion	HOOW AD.			Drum Gear-R	– Fitting: – Backlash: –	
Rolier Train Maseng Left Agyn Damage: Frange: Frange: Frange: Discription: Out:		Others	Na Function			Drum Pinion-R	Damage:	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Roller Train	1 Missing				Gear-Middle	- Fiting: - Backlash: - Oil:	
Customerial Left 2 m Broken I Datamage: - Conson: L m \odot Saal Left 3 m Broken 1 m \odot Dum:R Damage: - Conson: L m \odot R Bation Left 3 m Broken $\sqrt{10}$ Damage: - Conson: L m \odot R Rup 2 m Broken $\sqrt{10}$ 2 m Broken $\sqrt{10}$ Damage: - Conson: L m \odot R Rup $ 2$ m Broken $\sqrt{10}$ Damage: - Conson: L m \odot R Rup $ L$ m \odot R Damage: - Conson: L m \odot R Rup $ R$ Dum:R R Dum:R R		Diameter-Roller	- Avoraça			Pinion-Middle	Damage:	
Staal Left $3mBroken$ 1 $2mager$ $-$ Conson: L ∞ 2		Distortion	Left -		Basement	Drum-L	- Corrosion: L M	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Ceal	Leit	3 m Broken			Drum-R	- Corrosion: L M	
Aught $3 m Broken$ $3 m Broken$ $0 m c Chain Sprocket$ $Damaget$ $Looseness$ $-0it$ $-$ Incluation 7op Lovel Difference 20 mm $\sqrt{10}$ Sprocket $Damaget$ $Looseness$ $-0it$ $-$ kage 1 $7op Lovel Difference 20 mm$ $\sqrt{10}$ S $Damaget$ $Conosion: L$ \overline{CO} <		Bottom	,tos			Drive Device	- Conosion: L 🕑	RS
		Aught	3 m Broken		Drive Chain		- rooseness; -	
kage L Corresion: L M Corresion: L M </td <td>Inclination</td> <td></td> <td>Top Lovel Difference 20 mm</td> <td>-></td> <td>Chain Sproc</td> <td>ket</td> <td>- Corrosion: L 🕅</td> <td></td>	Inclination		Top Lovel Difference 20 mm	->	Chain Sproc	ket	- Corrosion: L 🕅	
Altrasion-MaxLeft:-mm.Right:-mm.Right:-CoverDamage:-Carresion:LMSRoller TruckAbrasion-MaxLeft:13mm.Right:13mmRIPamage:-Corrosion:LMSRoller TruckAbrasion-MaxLeft:13mm.RLPamage:-Corrosion:LMSRoller TruckAbrasion-MaxLeft:0Right:13mmRLPamage:-Corrosion:LMSRoller GuardMssingLeft:0Right0NNCounter Yengh:Damage:-Corrosion:LMSSin BeamLeft:LMSPosteringLMSMCorrosion:LMSSSin BeamAbrasenLMSCorrosion:LMSPSSS	Leakage		8	v	Reduction G	ear	– Corrosion: L 🕲	
Abrasson-MaxLeft:-mm, Right:-mmRSAbrasson-MaxLeft:13mm, Right:13mmRIAbrasson-MaxLeft:13mm, Right:13mmRIAbrasson-MaxLeft:0Right:13mmRIAbrasson-MaxLeft:0Right:13mmRIAbrasonLeft:0Right:13mmRight:13MAbrasonLeft:0Right:0NCounter ShaftDamage:-Corrosion:LMSDetect:Left:0Right:0NNCounter Weight:Damage:-Corrosion:LMSAbrasonLMS-PostingWet Condition28Ng·mMSAbrasonLMS-TorqueDry Condition5.1Ng·mSDamage:LeftLMS-SupersitructureDamage:Corrosion:LMSDamage:BottomLMS-SupersitructureDamage:Corrosion:LMSDamage:BottomLMS-SupersitructureDamage:Corrosion:LMSDamage:BottomLMS-SupersitructureDamage:Corrosion:LMS	Sul				Cover	Drum-L	– Corrosion: L M	
x Azrasion-Max Left: 13 mm. Right: 13 mm RL Reason Left: Damage: Corrosion: L M S rd Missing Left: 0 Right: 13 m Counter Shaft Damage: - Corrosion: L M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S I M S M M S I M S M S I M S M S I M S I M S I M S I S S I	Side Seal		++ mm, Right: +-	RS		Drum-R	- Corrosion: L M	
Left 0Right 0NCounter ShaftDamage: -Conssion:LMSLeft 0Right 0NCounter WeightDamage: -Conosion:LMSLLMSFostingWet Concluon26 $kg·m$ N-LeftLMSTorqueDry Concluon51 $kg·m$ N-FleptLMSSuperstructureDamage: -Conssion:LM-BotionLMSSuperstructureDamage: -Conssion:LM	Roller Truc	ik Abrasion-Max	13 mm, Aight: 13	٦ ٦		Gear-Middle	- Corrosion: L 🕅	
Left O Righi O N Counter Weight Damage: - Corroson: L M S <thl m="" s<="" th=""> L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S L M S <thl m="" s<="" th=""> <thl m="" s<="" th=""> <thl m="" s<="" td="" thr<=""><td>Roller Guà</td><td>td Missing</td><td>0</td><td>z</td><td>Counter Sha</td><td>ft</td><td>– Corrosion; L M</td><td></td></thl></thl></thl></thl>	Roller Guà	td Missing	0	z	Counter Sha	ft	– Corrosion; L M	
Abrasion L M S Hoising Wet Condition 28 Mg·m Damage-Lett L M S Torque Dry Condition 51 Mg·m Damage-Right L M S Superstructure Damage: - Corrosion: L M Damage-Bottom L M S Superstructure Damage: - Corrosion: L M		Delect	0	z	Counter We	ght	- Corrosion: L M	RS P
Damage-Lett L M S - Torque Dry Condition 5.1 kg·m Damage-Alight L M S - Superstructure Damage: - Corrosion: L M S Damage-Bottom L M S - Superstructure Damage: - Corrosion: L M S	Sulf Beam	Abrasion	Ņ	1	HOISING	Wet Condition		
w L M S - Superstructure Damage: - Corroson: L M S om L M S -	Concrete	Damage-Leti	W	1	Torque	Dry Condition	t kg·m	BS -
S M 7		Damage-Aight	W		Superstructure		+ Corrosion: L M	ß
		Damage-Botton	W 7	1				

Remarks: Judgement ≈ N: Totally Replace, C: Panty Replace, RL: Large Repair, RM: Medium Repair, RS: Small Repair, G: No Repair, -: No Data.

Securitari Joseptimic Josepti	Gate No.	W60	(Main Weir Gate)	ir Gate)								(ne / ne)
Thereace American fraction Connection C	2ns	rey Item		Survey Result	Judge		Survey It	Ę		Survey Result	Judge	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Gate Leaf					Hoisting	Device			1	, 	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Skin Plate		Tap - Mid -	Low - Bim -	1	Wire			1	- Corrosion:	ں 	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			U/S-Bottom	ž	IJ	 -	Σ		1	- Corrosion: -	0 	
Tube The number of the number o		Damage-Rwet	Corner-L 1	Corner-R 1	J		đ	oller Train-L		Broken	U 	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Truss	Thickness-Avg	Bottom Flange	- , Buttom Web - (19.1mm)		·	Ĕ			- Corrosion: -	0	
$ \left[\begin{array}{c c c c c c c c c c c c c c c c c c c $		Distortion			1	- Druff		aft		Function: Miss Alignme		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	End Guder			. R-Bonom -	0		đ					
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			Left No	Right No	←	Bean		2ª		Oit:	->	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Distortion	Lett -	Right Smail Bend			<u>o</u>		Damage: –		RS	
Current Controllering L M Secure Drum Claent, Drum Claent, Drum Secure	Borrom	Thickness-Avo	11	Įι.			Γœ	eduction Gear	Damage: –	Oit: -	ა 	
Recur. Famoor Lett Requirement Dumonic Dumonic <thdumonic< th=""> <thdumonic< th=""> <thd< td=""><td>Circles</td><td>Corrosion</td><td>1</td><td></td><td></td><td>Gear</td><td></td><td></td><td>1</td><td>– Backlasn; – Oil:</td><td></td><td></td></thd<></thdumonic<></thdumonic<>	Circles	Corrosion	1			Gear			1	– Backlasn; – Oil:		
Ausembry Ausembry Contract Dermogram - Filling, Self Boolean Dermogram - Filling, Self Boolean - Gram Orl Count Train Harsen, Dermon Dermogram - Filling, Self Boolean - Gram Orl Rouw Train Hausen, Dermon Left No <i>Guacion</i> Left Dermogram - Filling, Self Boolean Dermogramorr, L. M. S Dermogram	Reckor	Remodelind	Left No	Right No			<u>[</u> <u>o</u>		Damage: -		<	
Conces No Function Coun Prinotity Damage: - Finity: - Bioclinent: - Off-n Roiner Train Musering Left Regint Cease.Midded Damage: - Finity: - Bioclinent: - Off-n Diameter-Roiner Average Left 6 Bioclinent: Counter_L Consistent: - Off-n	Assembly		Let Heavy				10		\$	90% Backlash: 4.6 mm		
Roler Train Massing Left Ranger Fining Damager Fining Diamager - Fining - Diamager - Dio				No Function			Γġ	num Prinon-R	Damage: -			
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Rotter Train	n Missing		Right –			0		1	- Backlash; - Oll:		
Desention Left $Eggin -$ Right - Right - Consoort L M O Seal Left $5 m Broken$ $5 m Broken$ $1 m G$ Damage: - Consoort: $1 m G$ M		Diameter-Rotler	Average				<u>م</u>		Damage: -			
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Distortion		Right –		Base	ment	run-L		L M		
	Scoal	Len	-	5 m Broken	-		10	hum-R		r M	→ 	
InductionLost	}	Bottom		Lost	-		. 0	hrve Device		3 -	RS	
		Right		1507			e Chain		Damage: –	Т	ა 	
kage L (0) S Corresion L (0) S Reduction Gear Damage: - Corresion: L (0) S Stee Seal Advasion-Max Left: - mm. Right: - mm. Damage: - Corresion: L (0) S Roller Truck Abrasion-Max Left: 10 mm. Right: - mm R Damage: - Corrosion: L (0) S Roller Truck Abrasion-Max Left: 10 mm. Right: 13 m R Damage: - Corrosion: L (0) S Roller Cuard Message Left: 13 m R Damage: - Corrosion: L (0) S I <t< td=""><td>inchration</td><td></td><td>Top Level Dit</td><td>Nerence 10 mm</td><td> ></td><td>G. B</td><td>in Sprockel</td><td>1</td><td>Оатаде: –</td><td>Ð 1</td><td><</td><td></td></t<>	inchration		Top Level Dit	Nerence 10 mm	>	G. B	in Sprockel	1	Оатаде: –	Ð 1	<	
Abrasion-Max Left: - mm. Right: - mm. Rs Sude Seal Abrasion-Max Left: - mm. Right: - mm. Rs Boller Truck Abrasion-Max Left: 10 mm. Right: - mm Rs Roller Truck Abrasion-Max Left: 10 mm. Right: 13 m Rs Counter Shaft Damage: - Conosion: L M S	Leakado			s 🛞 1	0	Red	uction Gea			۲ ا		
Store Seal Abrasion-Max Left. - mm, Right: - mm< Right: - mm Right: Left 13 mm Rule Damage: - Corrosion: L M Si	Sul					ð		յ-ա-լ	Damage: -	r M		
It It <t< td=""><td></td><td></td><td></td><td>1</td><td>A\$</td><td>·</td><td></td><td>R-m-2</td><td>рашара:</td><td>L M</td><td>-→ </td><td></td></t<>				1	A\$	·		R-m-2	рашара:	L M	-→ 	
rd Mesang Left Right N Counter Shaft Damage: - Corrosion: L M S Detect Left Centre Right N Counter Weight Damage: - Corrosion: L M S Abrasion L M S - Horsung Wet Condition 44.4 Kg·m N Damage-tight L M S - Torque Dry Condition 3.1 Kg·m Damage-Right L M S - Superstructure Damage: - Corroson: L M Damage-Botion L M S - Superstructure Damage: - Corroson: L M	Roller Truc	tk Abrasion-Max		5	븁		1.0	icar-Middle		۲ د	U	
Detect Left Ø Right N Counter Weight Damage: - Considen: L M S Abrasion L M S Horsung Wei Condition 44.4 kg·m M S	Roller Gua	rd Missing	Left 1	Right 1	z	ð	nter Shaft			L M	0 	
AbrasionLMS-HoisingVei Condition44.4Ng·mDamage-LeftLMS-TorqueDry Condition3.1kg·mDamage-RightLMS-SuperstructureDamage: -Corrosion: LMDamage-RightLMS-SuperstructureDamage: -Corrosion: LMDamage-BotiomLMS-SuperstructureDamage: -Corrosion: LM		Detect		Rignt 1	z	э О О	nter Weigh	2		L M	RS.	
Damage-Left L M S - Torque Dry Condition 3.1 Kg·m Damage-Right L M S - Superstructure Damage: - Corrosion: L M S Damage-Right L M S - Superstructure Damage: - Corrosion: L M S	Sill Beam			ž	1	No.	[Vet Condition	7		ĕ	
L M S - Superstructure Damage: - Corroson: L M S - L M S	Concrete			¥	1	Torq		hy Condition	,,	kg.m	SH	
L M S –		Damage-Right		W		Superstr	ucture.			r W	SR S	
		Damage-Bottom		W	1							

Remarks: Judgement = N: Totally Replace, C: Partly Replace, RL: Large Repart, RM: Modum Repart, RS: Small Repart, G: No Repart, -: No Data.

() shows design dimension.

(96 / 89)

Gate No. W61 (Main Weir Gate)

Gate No.	W61	(Main Weir Gate)		ł						
Suns	Survey Item	Survey Result		Judge	Survey Item	y Item	Sur	Survey Result	- Prqge	
Cate Leaf				Ť.	Hoisting Device					
Skin Plate	Thickness-Avg	Top - Mid - Low - Bin	B(m = (9.5mm)	1	Wire Rope	Main-Left	y: - Distortion: -	Corrosion: - Oit:	0	
		U/S-Bottom L. M	0	0		Main-Right	y: - Distortion: -	Corrosion; – Oil: –	0	
• • • •	Damade-Rivet		Corner-R 1	o		Roller Train-L	y: - Distortion: -	Corrosion: - Oil: -	U	
Thuse	Thickness-Avo	9 - Bon	xb = (19.1mm)	1		Roller Train-R	y: - Distortion: -	Carrosian: - Oil: -	U	
	Distorion			1	Drum	l.en	Damago: -	Function: -	ВS	
End Girder	-	L-Boltom - , R-Boltom - (11,1mm)	(mm1,11)	υ		Pioni	Damage: –	Function: -	<	
		Left No Right No	9	<	Bearing	Drum	Damage: -	Oit: -	→	
	Distortion		Right 2 m Bend			Counter Shaft	Damage: -	Oit: -	S.	
Bottom	Thickness-Avg	Flange – mm (16.3), Wei	mm (16.3), Web - mm (9.4)			Reduction Gear Damage:	Damage: -	Of: -	0	
Gurder	Corrosion	r w	s		Gear	Orum Gear-L	Damage: + Fitting:	- Backlash: - Oit -	S.	
Hocker	Remodeling	Left No Right No	ş			Drum Pinion-L Damage:	Damago: -		<	
Assambly		Left Hoavy Ab. Fught H	Fight Heavy AD.			Drum Gear-R	Damage: Fitting:	: - Backlash: - Oil: -		
		15	5			Drum Pinion-R	Damage: =			
Boller Tra	Botter Train Missing	Lett - Right -			_	Gear-Middle	Damago: - Fitting:	: - Backlash: - Oil: -		
2	Diameter-Roller	Акегаде – тл		-		Pinion-Middle	Damage: -			
	Detorion	- 191		T	Basement	J-mva	Damage: - C	Corrosion: L M ③		
1	40 I	0.0	U0.			Drum.R	Damage: C	Corrosion: L M 🕥	→	
PAC	Lett.	Good		-		Drive Device	Damage: - C	Corrosion: L 🕅 S	å	
	Bidht	Good			Drive Chain		Demage: - Lo	- :+O :- O+:	υ	
Inclusion		Top Level Difference 10 mm	шш	 ->	Chain Sprocket	cket	Damage: - C	corrosion: L 🕅 S	¢	
aakaoa		L M	୭	. v	Reduction Gear	Sear	Damage: - C	corrosion: L 🕅 S		
					Cover	Drum-L	Damage: – C	Corrosion: L M D		
Side Sea	Abrasion-Max	Lett: - mm Right:	- 10	RS		0~~-R	Damage: – G	Corrosion: L M (S	→	
aniar Tru	- L x	õ	10 mm	ਸ਼ੁ	_`	Gear-Middle	Damage: - C	Corrosion: L 🕅 S	c	
Roller Cuo	Roller Guard Missing	0		z	Counter Sh	ah	Damage: C	Corrosion: L M S	6	
	Datact			z	Counter W	ыды	Damage: - C	Corrosion: L M S	RS	
Sul Beam			s	1	Hoisting	Wet Condition	37	kg·m	ਸ਼	
Concrete		м ,	S	1	Torque	Dry Condition	6.5	kg-m	RS	CHENDER STERNER
		L M	S	1	Superstructure		Damage: ~ C	Corrosion: L M 🕥	88 SB	
	Damage-Bottom	ч г	S	1						
						0	Small Benair G: No Benair -: No Data	No Data.		

Romarks: Judgement = N: Totally Replace, C: Partly Replace, RL: Large Repar, RM: Mcdum Repar, RS: Small Repar, G: No Repar, -: No Data.

) shows design dimension.

(96/69)

Structure
of Gate
Results o
Survey F

(20 / 66)

Gate No. U62U (Upper Undersluice Gate)

Gate No.	U62U	(Upper Undersluice Gate)						
Sur	Survey Itom	Survey Result	Judge	Survey Item	Item	Survey Result	Judge	
Gate Leaf			Ť	Hoisting Device				
Skin Plate	Thickness-Avo	Top - Mid - Low - Bim9.7 (9.5mm)	z	Wire Rope	Main-Left	y: Distortion: - Corrosion: - Oil: -		
		U/S-Bottom L M ③	←		Main-Right	y: Distortion: - Corrosion: - Oit:-	0	
	Damace-Rivet	Corner-L - Corner-A -			Roller Train-L	ßroken	Z	
,	Thicknee, Aun	Bottom Filance 18,1 , Bottom Web 19.0 (19.1mm)			Roller Train-R	y: Distortion: - Corresion: - Oli:-	z	
	Distortion		-	Drum	Left	Damage: – Function: Miss Alignment	RS	
End Girder		L-Bottom 12.4 A-Bottom 12.6 (12.7mm)	Ţ		Right	Damage: - Function: Miss Alignment		
		Left No Right No		Bearing	Drum	Damage: - Oil: -		
	Distortion				Counter Shaft	Damage: – Oil: –	RS .	
Bottom	Thickness-Avg	Flange 11.4 mm (16.3), Wab 9.4 mm (9.4)	 		Reduction Gear Damage;	Damage; – Oii: -	0	
Girder	Corrosion	s ¥		Gear	Drum Gear-L	Damage: - Fitting: - Backlash: - Oll: -	HS SH	
Rocker	Remodeling	Left No Right No			Drum Pinon-L	Damage: -	**	
Assembly	Distortion	Left - Right -			Orum Gear-R	Damage: Fiting: 90% Backlash: 4.1 mm Oil:		
	Others	No Function			Drum Pinion-R	Damage:		
Roller Trak	Roller Train Missing	Lett - Right -			Gear-Middle	Damage: - Fitting: - Backlash: - OH: -	-1	
	Diameter-Roller	Average – mm			Pinion-Middle	Damage:		
	Distortion			Basement	Drum-L	Demage: – Corrosion: L M 🕥		
Seal	Left	3 m Broken			Drum-R	Damage: – Corrosion: L M 🕄		
<u>}</u>	Bottom	Good	-		Drive Device	Damage: – Corrosion: L 🕅 S	RS S	
	Right	2 m Groken		Drive Chain		Damage: - Looseness: - Oil: -	0	
Inclination	1	Top Level Difference 100 mm	>	Chain Sprocket	ket	Damage: – Corrosion: L 🕅 S		
Leakage		С м Г	z	Reduction G	ear	Damage: – Corrosion: L 🕑 S		
Sill				Cover	Drum-L	Damage: – Corrosion: L M 🕥		
Side Seal	Abrasion-Max	Left: - mm, Right: - mm	ЯS		Orum-R	Damage: Corrosion: L M 🕥	->	
Roller True	1 X	Left: – mm. Right: – mm	z		Gear-Mtddle	Damage: – Corrosion: L 🕅 S		
Roher Gva	Roher Guard Missing	Left 0 Aight 0	z	Counter Shaft	ų	Damage: - Corrosion: L M S	0	
	Defect	Left 0 Right 0	z	Counter Weight	ight	Damage: - Corrosion: L M S	RS	
Sill Beam	Abrasion	S W 7		Moisting	Wet Condition	ш-бж —		11/2 NO 1/2 C
Concrete		S Mr 7		Torque	Dry Condition	3.? kg·m	RS	
		5 × 1	Ś	Superstructure		Damage: – Corrosion: L M (S)	RS	
	Demage-Bottom	S W 7	7					

Remarks: Judgement = N: Totally Replace, C: Party Replace, RL: Large Repart, RM: Medurm Repart, RS: Small Repart, G: No Repart, -: No Data.

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Gate No.	U62L	(Lower Undersluice Gate)						
Surve	Survey ttem	Survey Result	agbut	Survey Item	r Item	Survey Result	Judge Photograph	T
Gate Leaf				Hoisting Device				
Skin Plate	Thickness-Avg	Top - Mid - Low - Bim B.1 (9.5mm)	z	Wire Rope	Малл-Цећ	y: Distortion: - Corrosion: - Ott -		
	Corrosion	U/S-Bottom C M S	~		Main-Right	y. Distortion: - Corrosion: - Ou: -	C C	
	Damage-Rivet	Corner-L 14.5 mm Corner-A 12 mm			Roller Train-L	y: Distortion: - Corrosion: - Oil: -	z	
Truss	Thickness-Avg	Bollom Flange 21.4 , Bollom Web 20.7 (22.2mm)			Roller Train-R	Broken	2	4.45
	Distortion			Drum Drum	Loft	Damaga: - Function; Touching Frame	ß	∀¥ iz é
End Girder	Truckness-Avg	L-Bottom 10.1, R-Bottom 10.4 (12.7mm)			Right	Damage: - Function: Over Lapping		
	Remodeling	Left Re Right Re		Bearing	Drum	Damage: - Oii; -		
	Distortion	Left - Right Bend			Counter Shaft	Damage: - Diit -	32 2	2
Bottom	Thickness-Avg	Flange14.3 mm (16.0), Web 7.6 mm (9.7)			Reduction Gear	Reduction Gear Damage: Loose Oil:		
Girder	Corrosion	s 🛞 7		Cear	Drum Gear-L	Damage: - Fitting: - Backlash: - Oll -	R	
Rocker	Remodeling	Lett Re Rigni Re			Drum Pinion-L	Damage:		
Assembly	Distortion	Left - Aight -			Drum Gear-R	Damage: - Fitting: - Backlash: - Oil: -		
	Others	Original Type			Drum Pinion-R	Damage: –		
Roller Train Missing	Missing	Left 1 Right -			Gear-Middle	Damage: - Fitting: - Backtash: - Oit: -		
	Diamotor-Rotter	Average – mm			Pinion-Middle	Damage:	[
	Distortion			Basement	Drum-L	Damage: - Corrosion: L M 🕥		Carlos Anna Stateman
Seal	Lett	7051			Drum-R	Damage: – Corrosion: L M (S)		
	Bottom	rost			Drive Device	Damage: – Corrosion: L 🕑 S	RS STATES	1200
	Right	1507		Drive Chain		Damage: Looseness: Oil:		
Inclination		Yap Level Difference 20 mm	>	Chain Sprocket	sket	Demage: - Corrosion: L 🕑 S		
Leakage		s W Q	z	Reduction Gear	iear	Damage: – Corrosion: L 🕅 S		
Sill				Cover	Drum-L	Damage: Corrosion: L M 🕥		
Side Seal	Abrasion-Max	Lett: – mm, Hight: – mm	RS		Drum-R	Damage: – Corrosion: L M 🕄		
Roller Truck	Roller Truck Abrasion-Max	Lett: - mm, Right: - mm	ЪГ		Gear-Middle	Damage: Corrosion: L 🔊 S		
Roller Guard Missing	DUISSIW D	retr 1 Hight 1	z	Counter Shaft	aft	Damage; – Corrosion: L M S		
	Defect	Lett 0 Right 0	z	Counter Weight	ight	Damage: Corrosion: L M S	SH	
Sill Seam	Abrasion	S W 7	1	Hoisting	Wet Condition	ш-бх -	1	
Concrete	Damage-Left	S W 7	١	Yorque	Dry Condition	3.1 kg.m	RS	
	Damage-Right	L M S	1	Superstructure		Damago: - Corrosion: L M 🕥	HS.	
	Damage-Bottom	S W 7						

Remarks: ∪udgement • N: Totaty Replace, C: Party Replace, RL: Large Repart, RM: Medium Repart, RS: Small Repart, G: No Repart, d: No Data.

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(21 / 96)

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Gate No.	U63U	(Upper Undersluice Gate)						Ī	(12 / 96)
Sur	Survey Item		Judge	Survey Item	r item	Survey	Survey Result	Judge	hotograph
Gate Leaf			Ţ	Hoisting Device	1			Ţ	
Skin Plate	Thickness-Avg	Top - Mid - Low - Bim9.9 (9.5mm)	z	Wire Rope	Main-Left	y: Distortion: – C	Corrosion: - Oit: -	J	
		U/S-Bollom L M ③	4-		Main-Aight	y. Distortion: – C	Carrosian: - Oit-	0	
	Damage-Rivet	Corner-L - Corner-R -			Roller Train-L	Bro	Broken	z	
Truss	Thickness-Avg	Bottom Flange 19.0, Bottom Web 18.7 (19.1mm)			Roller Train-R	y: Distortion: – C	Corrosion; - Oil: -	z	
	Distortion			Drum	Left	Damage: – Fi	Function: -	RS	
End Girder		L-Bottom 12,9, R-Bottom 13.1 (12.7mm)			Right	Damage: - F.	Function: Over Lapping	<	
		Len No Aight No		Bearing	Drum	Damage: - Ol	Oi: -	»	
	Distortion				Counter Shaft	ı	1 4	S S	
Bottom	Thickness-Avg	Flange 11.6 mm (16.3). Web 9.1 mm (9.4)			Reduction Gear Damage:	Damage: – Out		o	
Girder	Corrosion	s w Q		Gear	Drum Gear-L	Damage: - Fitting: -	Backtash: - Oil: -	RS	
Rocker	Remodeling	Lett No Right No			Drum Pinion-L	Damage:		<	
Assembly		Left – Right –		<u> </u>	Drum Gear-R	Damage: – Fitting: –	Backlash: - Ott: -		
		No Function			Drum Pinion-R	Damaĝe: –		-	
Rotter Tra	Rotter Train Missing	Lett - Right -	 		Gear-Middle	Damage: - Fitting: -	- Backlash: - Oil: -		
	Drameter-Roller	Average – mm	-		Pinion-Middle	Damage:			
	Oistortion	Left – Right –	ļ	Basement	Drum-L	Damage: - Con	Corrosion: L M 🕥		
Seal	ret	2 m Evoken	-		Drum-R	Damage: - Corr	Corrosion: L M 🕲	->	
	Bottom	Geod			Drive Device	Damage: Corr	corrosion: L 🕅 S	RS	
	Right	3 m Broken		Drive Chain		Damage: – 1,00:	тоозелезы – Ой: –	v	
Inclination	T	Top Level Difference 14 mm	>	Chain Sprocket	kot	Damage: - Con	Corrosion: L 🕅 S	< 	
Leakage	-	s x Q	z	Reduction Gear	iear	Damage: - Con	Corrosion: L 🕅 S		
Sill				Cover	Drum-L	Damage: - Con	Corrosion: L M 🕥		
Side Seal	Abrasion-Max	Left: – mm. Right: – mm	ВS		Drum-R	Damage: - Con	Carrasron: L M 🕲	->	
Roller Tru	1	Left: - mm, Right: - mm	z		Gear-Middle	Damage: - Con	Corrosion: L 🕅 S	υ	
Roller Gué	Roller Guard Missing	Left 1 Right 0	z	Counter Shaft	ji Li	Damage: – Con	Corresion: L M S	0	
	Detect		z	Counter Weight	10µr	Damage: - Con	Corrosion: L M S	е S	
Sel Beam	1/	S W 7		Hoisting	Wet Condition		kg-m	1	
Concrete		S Maring		Torque	Dry Condition	4.7	kg.m	S	
		5 W 1		Superstructure		Damage: - Con	Corrosion: L M 🕥	я N	
\	Damage-Bottom	T W S							

Remarks: Juogement • N: Totaliy Replace, C: Panty Replace, RL: Large Repar, RM: Medium Repar, RS: Small Repair, G: No Repar, -: No Data. Anows design differsion.

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(72 / 96)

Gate Structure
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Gate No.	U63L	(Lower Undersluice Gate)							(13/96)
Sur	Survey Item	Survey Result	əponr	Surve	Survey item	S)	Survey Result	ədbuç	Photograph
Gate Leaf			<u> </u>	Hoisting Device					
Skin Plate	Thickness-Avg	Top - Mid - Low - Bim 8.4 (9.5mm)	z	Wire Rope	Main-Left	y: Distortion:	- Corrosion: - Oit: -	0	
	Cartosion	U/S-Borrorn C M S	ج-		Main-Right	y: Distortion:	- Corrosion: - Oil: -	J	
	Damage-Rivet	Corner-L 13 mm Corner-R 11 mm			Roller Train-L	y: Distortion:	– Corrosion: – Oil: –	z	
Truss	Thickness-Avg	Bottom Flange 21.8, Bottom Web 20.9 (22.2mm)			Roller Train-R	y: Distortion:	- Corrosion: - Oil; -	z	
	Distorion			Enjo	tot	Damage:	Function: Miss Augnment	nent RS	
End Girder	Thickness-Avg	L-Bottom 11.0, R-Bottom 10.5 (12.7mm)			Right	ратаде: –	Function: Over Lapping	<u>د</u>	
	Remodeling	Lett Re Right Re		Bearing	Drum	Damage: –	Oit: -	->	
	Distorion	Lett Smail Bend Right -			Counter Shaft	Damaçe: –	Oit: -	RS	
Boliam	Thickness-Avg	Fiange 14.4 mm (16.0), Web 7.0 mm (9.7)			Reduction Goar Damage:	Damage: -	Oil: -	c	
Girder	Corrosion	5 (%) 7		Gear	Drum Gear-L	Damage: – Fitti	Fiting: – Backlash: – Oil:	- RS	
Rocker	Remodeling	Lett Re Right Re			Drum Pinion-L	Damage: -		«	
Assembly	Distortion	Left – Right ↔			Drum Gear-R	Damage: - Fini	Fitting: – Backlash: – Oil:		
	Others	ł			Drum Pinton-R	– :abewec			
Roller Train Missing	1 Missing	Left - Aight -			Gear-Middle	Damage: - Filli	Fiuing: – Backlash: – Oil:	1	
	Diameter-Roller	Average – mm	[Pjnion-Middle	Damage: -			
	Distortion	- Hight - Hel		Basement	Drum-L	Damage: –	Corrosion: L M (0	
Seal	Left	1007			Drum-A	Damago: –	Corrosion: L M () د	
	Bottom	tos1			Drive Device	Damage: -	Carrosian: L 🕅	s Rs	
	Right	1907		Orive Chain		Damage: -	Looseness: - Off:	0	
Inclination		Top Level Differonce 30 mm	→	Chain Sprocket	(et	Damage: –	Carrosian: L 🕅	s S	
Leakage		s w D	z	Reduction Gear		Damage: -	Corrosion: L 🕅	s	着着我们,没有这些是不是。 しっていしょう たいしょうかい 何言 きっそうき しんざい ほうせい あっけい あまま しょう
Sill				Cover	Drum-L	Damage: —	Corrosion: L M (0	
Side Seal	Abrasion-Max	Lett: - mm, Right: - mm	RS		Drum-R	Damage: –	Corrosion: L M (ہ ⊚	
Roller Truck	Roller Truck Abrasion-Max	Lett: - mm, Right: - mm	ц.		Gear-Middin	Damage: -	Corrosion: L 🕅	s S	
Roller Guard Missing	buissim p	Lett 0 Right !	z	Counter Shaft	ăfi	Damage; -	Corrosion: L M	s G	
	Defect	Lett 0 Right 0	z	Counter Waight	146i	Damage: -	Corrosion: L M S	S RS	GATE NO. SOL
Sui Beam	Abrasion	L M S	ł	Hoisting	Wet Condition	1	kg-m	1	
Concrete	Damage-Left	L M S	1	Torque	Dry Condition	64	19.5 kg-m	RS	
	Damage-Right	L M S	1	Superstructure		Damage: -	Corrosion: L M 🕤	SF SF	
	Damage-Bottom	L M S	1		,				

Romarks: Uudgement • N: Totalty Replace, C: Party Replace, RL: Large Repar, RM: Medium Repar, RS: Small Repar, G: No Repar, H No Data.

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Gate No.	U64U	(Upper Understuice Gate)						(74/96)
Sur	Survey Itom		Judge	Survey Item	/ item	Survey Result	Judge Ph	Photograph
Gate Leaf			Ť	Hoisting Device				
Skin Plate	Thickness-Avg	Top - Mid - Low - Bim10.1 (9.5mm)	z	Wire Rope	Main-Left	y: Distortion: - Corrosion: - Oit: -		
	Corrosion	UIS-Bottom L M ©	€		Main-Right	y: Distartion: - Corrosion: - Oil: -	6	
	Damage-River	Corner-L - Corner-R -			Roller Train-L	y: Distortion: - Corrosion: - Oit: -	Z	
Truss	Thickness-Avg	Boitom Flange 18.7 . Bortom Web 18.5 (19.1mm)			Roller Train-R	y: Distorion: - Corrosion: - Oli: -		
	Distortion			e Dra	Left	Damage: - Function: -	RS	
End Girder	Thickness-Avg	L-Bottom 12.7, R-Bottom 12.8 (12.7mm)			Right	Damage: – Function: –		
	Remodeling	Left No Right No		Bearing	Drum	Damage: Oii:		
· · · · ·	Distortion	retr – Argnt –			Counter Shaft	Damage: Oit:	RS	
Bottom	Thickness-Avg	Flange 11,7 mm (16.3), Web 9.4 mm (9.4)	[Reduction Gear	Reduction Gear Damage: Broken Oil:		
Girder	Corrosion	л м Ф		Gear	Drum Gear-L	Oamage: – Fitting: 80% Backlash: – Oil: –	ŝ	
Rocker	Remodeling	Left No Aight No			Drum Pinion-L	Damage: Miss Alignment		GATE NO U64 U
Assembly	Distortion	Lett - Right -			Drum Gear-A	Damage: - Fiting: - Backlash: - Oil: -		REDUCER
	Others	No Function			Drum Pinion-R	Damege: Miss Alignment		
Rotter Train Missing	1 Missing	Left - Right -			Gear-Middle	Damage: - Filting: - Backlash: - Oil: -		
	Diameter-Roller Average	Average – mm			Pinion-Middle	Damage:		
	Distorion	Left - Right -		Basement	Drum-L	Damage: – Corrosion: L M 🕥		
Seal	Left	1 m Broken			Drum-R	Damage: – Corrosion: L M 🕥	>	
	Bottom	Good			Drive Device	Damage: - Corrosion: L 🕅 S	RS	
	Right	2 m Broken	-	Drive Chain		Damaga: - Looseness; - Oit: -	Ŷ	
Inclination		Top Level Difference 20 mm	>	Chain Sprocket	ket	Damage: – Corrosion: L 🕅 S		
Leakage		s z O	z	Reduction Gear	ear	Damage: - Corrosion: 4 🕲 S		
Sill				Cover	Drum-L	Damage: – Corrosion: L M (S)		
Side Seal	Aðrasion-Max	Lett: – mm, Right: – mm	ßS	<u>-</u>	Drum-R	Damage: – Corrosion: L M 🕥		
Roller Truck	Roller Truck Abrasion-Max	Lett: 10 mm, Right: 11 mm	z		Gear-Middle	Damage: – Corrosion: L 🕲 S	<u>ں</u>	
Roter Guard Missing	d Missing	Lott O Right O	z	Counter Shaft	t,	Damage: - Corrosion: L M S	C STATISTICS	
	Defect	Lett 0 Right 0	z	Counter Weight	ght	Damage: - Corrosion: L M S	RS SULFACE	
Sul Beam	Sill Beam Abrasion	S N J		BUISIOH	Wet Condition	<i>w</i> ∙ <i>b</i> γ –		
Concrete	Damage-Left	S North		Torque	Ory Condition	17.2 kg-m	RS	
	Damage-Richt	5 74 1		Superstructure		Damage: – Corrosion: L M 🕥	RS	
	Damage-Bottom	S W I]					

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Remarks: Judgement = N; Totaliy Replace, C; Panly Replace, RL; Large Repar, RM: Meolum Repar, RS: Small Repar, G: No Repar, -: No Data.

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(Lower Understuice Gate) U64L

urvey Item Lurvey Item Thickness-Avg Carosion Carosion Demogering Distortion Corrosion Pramodeling Distortion Distortion Distortion Remodeling Distortion Corrosion Remodeling Distortion Corrosion Remodeling Distortion Corrosion Remodeling Distortion Corrosion Remodeling Corrosion Remodeling Distortion Corrosion Remodeling Corrosion Remodeling Corrosion Remodeling Corrosion Remodeling Corrosion Remodeling Corrosion Reson-Max Truck Abrasion-Max Truck Cuerd Missing Colect am Abrasion-Max Colect am Colect Colect Corrosion Reght Colect Cole	Gate No.	U64L	(Lower Understuice Gate)						
$ \begin{array}{ $	Surve	by Item		Judge	Surv	ey Item	Survey Rosult	<u>י</u>	
Implementant Toronomentant Toronomentant Toronomentant Control Control <th< td=""><td></td><td></td><td></td><td> </td><td>loisting Devic</td><td></td><td>-</td><td></td><td></td></th<>					loisting Devic		-		
Number Description O I S Number Control	Skin Plate	Thickness-Avg	- Mid -	z	Wire Rope		Distortion: -	Oit: -	
中国の 日田の 日日の 日日の<		Corrosion	× 0	«-		Main-Right	Distortion: - Corrosion:	- Oii -	
Tab Tab <td></td> <td>Damage-Rivet</td> <td></td> <td> </td> <td></td> <td>Roller Train-L</td> <td>Broken</td> <td></td> <td></td>		Damage-Rivet		 		Roller Train-L	Broken		
International Control		Therease.Avo	Bottom Fisnoe 21.4 , Borram Web 20.2 (22.2mm)	F		Roller Train-R	Distortion: -		2
Color Manual Landom Applier Landom Applier Landom Applier Color Answer Answer Answer Answer Answer Answer Color Answer Answer Answer Answer Answer Conson Answer Answer Answer <td< td=""><td></td><td>Distriction</td><td></td><td></td><td>e D Z</td><td>Hej</td><td>1</td><td></td><td>RS.</td></td<>		Distriction			e D Z	Hej	1		RS.
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	End Groer		L-Battom 10.5, R-Bottom 9.6 (12.7mm)				- Function:	ing Frame	
Intern Intern<			Left Re Right Re	<u> </u>	Bearing	Drum	1		
IDENT Contraction Contraction <th< td=""><td></td><td>Distortion</td><td></td><td></td><td></td><td>Counter Shaft</td><td>1</td><td></td><td>12 12</td></th<>		Distortion				Counter Shaft	1		12 12
Current Los Control Longer Longer Control Longer Control Control Longer Control Contro	Bottom	Thickness-Avo	- T			Reduction Gear			
Routing Lat in frager (internet) Description Lat in the internet of	Cirder	Corrosion			Gear		– Fitting: 90%	1 1 1 1	ß
Alsonity Device Left Regine Left Regine Left Device Device Left Device Device <thdevice< th=""> Device <thdevice< th=""> Device Device<td>Aocker</td><td>Remodeling</td><td>Re</td><td></td><td></td><td>Orum Pinion-L</td><td></td><td> </td><td></td></thdevice<></thdevice<>	Aocker	Remodeling	Re			Orum Pinion-L			
Deret	Assembly	Distortion	1			Drum Gear-R	- Fitting: -		
Rule Tran, Ivang Let Rule Tran, Ivang Let Rule Tran, Ivang Let Dimension Let <td></td> <td>Others</td> <td>E</td> <td></td> <td></td> <td>Drum Pinion-R</td> <td>Damaçe: -</td> <td></td> <td></td>		Others	E			Drum Pinion-R	Damaçe: -		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Roller Train	Missing	- Rigm			Gear-Middle	– Fitting: –	ð	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Diameter-Rotter	Avelāgo -				Damage: –		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Distortion	Left -		Basemon	ł	- Corrosion:	N	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Seal	teft				Drum-R	- Corrosion:	¥	
Right Losi Losi Chain Sprocket Damage: Loseness: Oit - Oit Inclination Top Level Difference 30 mm V Peak Sprocket Damage: Looseness: 0it -		Bottom	rost			Drive Oevice	- Corrosion:	3	RS I
Incitration Top Level Difference 30 mm V Chain Sprocket Damage: - Connosion: L © S Aage - <		Right	tost		Orive Cha	υn		Ott: -	
kage N Reduction Gear Damage: Covorin: L N Securit Damage: Constant: L N Securit Securit Damage: Constant: L N Securit Securit Damage: Controston: L N Securit Securit Damage: Controston: L N Securit Securit N Securit Securit L N Securit Securit L N Securit L N Securit L N </td <td>Inclination</td> <td></td> <td>30</td> <td>→</td> <td>Chain Spi</td> <td>tocket</td> <td>- Corrosion:</td> <td>€</td> <td></td>	Inclination		30	→	Chain Spi	tocket	- Corrosion:	€	
Image:	Leakage		z	z	Reduction	ı Gear	- Corrosion:	۲	TRUNCH BRYNHEE
Side Seal Abrasion-Max Left: Imm. Right: Imm. RS Orum: Damage: - Canosion: L M M M Damage: - Canosion: L M M Damage: - Canosion: L M M Damage: - Canosion: L M S Imm Right: Damage: - Canosion: L M S Damage: - Canosion: L M S Imm Right: D N Counter Shaft Damage: - Canosion: L M S D Counter Veright D Damage: - Conosion: L M S D Counter Veright Damage: - Conosion: L M S D Counter Veright Damage: - Conosion: L M S D Counter Veright D Conosion: L M S D Conosion: <	Sit				Cover	Drum-L	- Corrosion:	×	THE WORK -
k Abresson-Max Left: 13 mm, Right: 12 mm Rule Damage: - Conston: L S S old Missing Left 0 Right 0 N N Ceunter Shaft Damage: - Conston: L S S Oelect Left 0 Right 0 N N Counter Warght Damage: - Conston: L M S Oelect Left 0 Right 0 N N Counter Warght Damage: - Conston: L M S Abrasion L M S - Hoisting Wet Condition 7.8 Mg·m M S Damage-Left L M S - Supertucture Damage: - Conosion: L M S Damage-Left L M S - Torque DY Condition 7.8 Mg·m M S Damage-Left L M S - Superuture Damage: - Conosion: L M S Damage-Left L M </td <td></td> <td></td> <td>– mm, Right: –</td> <td>AS</td> <td></td> <td>Orum-R</td> <td> Corrosion:</td> <td>N</td> <td></td>			– mm, Right: –	AS		Orum-R	Corrosion:	N	
Left 0 Right 0 N Counter Shaft Damage: - Concosion: L M S Left 0 Right 0 N Counter Weight Damage: - Concosion: L M S Left 0 Right 0 N N Counter Weight Damage: - Concosion: L M S Left 0 Right 0 N N Neit Condition - Ng-m L M S - Torque DY Condition 7.8 Ng-m L L M S - Suporstructure Damage: - Concosion: L M	Roller Truc	k Abrasion-Max	mm, Right: 12	يت لغ		Gear-Middle	Corrosion:	ً⊗	
Letr 0 Right 0 N Counter Weight Damage: - Corresion: L M S 1 L M S - Housing Wet Condition - Kg·m 1-Lett L M S - Housing Wet Condition - Kg·m 1-Lett L M S - Torque Dry Condition 7.8 Kg·m 1-Right L M S - Superstructure Damage: - Corrosion: L M 1-Right L M S - Superstructure Damage: - Corrosion: L M	Roller Guzi	rd Missing		z	Counter	Shaft	- Corrosion:	×	0
Abrasion L M S Hoising Wet Condition kg·m Damage-Left L M S Torque Dry Condition 7.8 kg·m Damage-Right L M S Superstructure Damage: - Corrosion: L M Damage-Bottom L M S Superstructure Damage: - Corrosion: L M		Defect	0	z	Counter \	Neight	- Corrosion.	¥	RS
Damage-Left L M S Torque Dry Condition 7.8 Ng-m Damage-Right L M S Superstructure Damage: - Corrosion: L M Damage-Bottom L M S Superstructure Damage: - Corrosion: L M	Siti Beam	Abrasion	W		Hoisting	Wet Condition	1		1
Damage-Fight L M S Superstructure Damage: - Corroson: L M S Damage-Bottom L M S	Concrete	Damage-Left	N	1	Torque	Dry Condition	1		RS
Damage-Bottom L M S		Damage-Right	r W	1	Superstructu	ſŧ	- Corrosion:		S
		Damage-Bottor	S E	1					

Structure
of Gate
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Gate No.	UGSU	(Upper Undersluice Gate)						Dhartoch	
44			Judge	Survey Item	ltem	Survey Result		adonn	
-			ļ.Ĭ	Hoisting Device					
Gate Leaf			Т		T	 Distortion: - Corrosion. 	sion: Oit: -		
Skin Plate	Thickness-Avg	Top10.0 Mid10.0 Low9.3 Blm9.7 (9.5mm)	z	Wire Hope			Ċ		
	Corrasion	U/S-Bottom L M S	<		Main-Right	1			
	Damade-Rivet	Corner-L - Comer-R -			Roller Train-L	y: Distortion: Corros		z	
		Boltom Flange 18,7 , Boltom Web 18,2 (19,1mm)			Roller Train-R	y. Distortion: – Corros	Corrosian: - Oil:-	z	
				e c	rett l	Damage: – Function:	- ;u		
End Girder	Avo	L-Bottom 12.7 . A-Bottom 12.7 (12.7mm)			Right	Damage: – Function:	- :0		
		Lett No Aight No		Bearing		T			
	Oistortion	Left – Right –			Counter Shaft	Damage: - Oil: -		HV Latence and second to be an address of the second se	
Bottom	Thickness-Avg	Flange 12.1 mm (16.3). Web 9.5 mm (9.4)			6	Š	i		
Groer	Corrosion	s w O		Gear	Drum Gear-L	- Filling: -	Backlash: - Oil: -	- <u>2</u>	
Rocker	Remodeling	Left No Right No			Drum Pinion-L				_
Assembly	Distortion	Lett - Aight -			Drum Gear-R	– Fitting: –	Backlash: - Oll: -		
	Others	No Function			Drum Pinion-R				
Rotter Train Missing	Missing	Left - Right -			Gear-Middle	Damage: - Fitting: - Ba	Backlash: - Oll: -		
	Compare Bollor				Pjnion-Middle	Damage: -			
				Basement	Drum-L	Damage: Corrosion:	ы г м ©		
	0121010101	1	F		Drum-R	Damage: - Corrosion:	ы т м ©		
Şeal	Left		$\left \right $		vice	Damage: - Corrosion:	s (2) s ∵	AS V STATE	
	Bottom	0000	T	Control of the local of the loc		Damage: - Looseness:	ss: - Oii: -		
	Right	2.5 m Broken	-			Comocon Comoson:	. L (M S		
Incisnation		Top Level Difference 130 mm	>	Chain Sprocket	Xet				
Leakage		s w O	z	Reduction Gear	iear		3 		
Sul				Cover	Drem	Damage: - Corrosion:	3		
	Anzenni-Max	Lett: - mm, Right: - mm	RS		Drum-R	Damage: - Corrosion:		>	
	VEM. Animary A	8 mm,	z		Gear-Middle	Damage: Corrosion:	ы. г 🕲 S	v	
Holler I Luc	Holler (ruck morasion-was	a Richt O	z	Counter Shaft	Ĩ	Damage: - Corrosion:	n: L M S	U U	
Holler Guard Missing	Linesim Di		z	Counter We	tột	Damage: - Corrosion:	n: L M S	RS	
	1981A	-	<u> </u>	Hoisting	Wet Condition	ш-бх -	Ę	1	
Sa Beart	Abrasion	$\left \right $		Torona	Drv Condition	2.0 kg-m	E	RS	
Concrete	Damage-Left		Ţ			Damade: - Corrosion:	ы: г м ©	AS	
	Damage-Right		Ţ	superstructure					
	Damage-Bottom		1			And			

Remarks: Judgement = N. Totally Replace, C. Partly Replace, RL: Large Repart, RM: Medium Repair, RS: Small Repair, G. No Repair, -: No Data.

Shows design dimension.

l

(76 / 96)

Structure
of Gate S
Results o
Survey

Gate No.	U65L	(Lower Undersluice Gate)						(77 / 96)
Sur	Survey Item	Survey Result	Judge	Survey Item	ltem	Survey Result	Judge Photograph	
Cato Loaf				Hoisting Device				
Skin Plate	Thickness-Avg	Top9.6 Mid9,7 Low9.3 BlmB.4 (9.5mm)	z	Wire Rope	Main-Left	y: Distortion: - Corrosion: - Oil: -		
	Corrosion	U/S-Bottom C M S	4	. <u></u> .	Main-Right	y: Distortion: - Corrosion: - Oil: -		
	Damage-Rivet	Corner-L 9 mm Corner-R 3 mm			Roller Train-L	y: Distortion: - Corrosion: - Oil: -	2	
Truss	Thickness-Avg	Bortom Flange 21.3 , Bortom Web 20.6 (22.2mm)			Roller Train-R	y: Distortion: - Corrosion: - Oil: -		
	Distortion			- WIND	Left	Damage: – Function: Over Lapping	8	
End Girder	Thickness-Avg	L-Bottom 10.8. R-Bottom 11.0 (12.7mm)			Right	Damage: - Function: Touching Frame		R
	Remodeling	Left Re Right Re		Bearing	Drum	Damage: Ou: -		
	Distortion	Let Bend Righ Band			Counter Shaft	Dzmage: – Oll: –	Rs.	
Bottom	Thickness-Avg	flange 14.3 mm (16.0), Web 7.8 mm (9.7)			Reduction Gear Damage:	Damage: Loose Oii: -		
Girder	Corrosion	s @ 7		Gear	Onm Gear-L	Damage: - Fitting: - Backlash: - Oit: -	8	
Rocker	Remodeling	Lett Re Right Re			Drum Pinion-L	Damege:		ķ
Assembly	Distortion	Left Lost Aight Good			Drum Gear-R	Damage: - Fitting: - Backlash: - Oli: -		
	Others	•			Orum Pinion-R	Damage:		
Roller Train	Roller Train Missing	Left 1 Right 0			Gear-Middle	Damage: - Fitting: - Backlash: - Oil: -		
	Diameter-Roller	Average – mm			P-nion-Middle	Damage: –		
	Distortion	Let - Right -		Basemont	Drum-t	Damage: - Corrosion: L M 🕥		
Seat	Len	7021			Drum-R	Damage: – Corrosion: L M 🕥		C - A - A - A - A - A - A - A - A - A -
	Bottom	7021			Drive Device	Damage: Corrosion: L 🕅 S	RS	
	หเดิกเ	rast		Drive Chain		Damage: - Looseness: - Oil: -		
Induction		Top Level Difference 20 mm	->	Chain Sprocket	18	Damage: - Corrosion: L 🕅 S		
Leakage	-	s w 🤄	z	Reduction Gear		Damage: – Corrosion: L 🕅 S		
Sil				Cover	Orum-L	Damage: Corrosion: L M 🕥		
Side Seal	Abrasion-Max	Left: – mm, Aight: – mm	ЯS		Orum-R	Damage: – Corrosion: L M 🕥		X 2 1
Roller Truc	Roker Truck Abrasion-Max	Left: 12 mm, Right: 11 mm	Я		Gear-Middle	Damage: Corrosion: L 🕑 S		
Rolier Guar	Rolier Guard Missing	Left O Right O	z	Counter Shaft		Damage: – Corrosión: L M S		
	Defect	Lett 0 Right 0	z	Counter Weight		Damage: Corrosion: L M S		
Sill Beam	Abrasion	L M S	I	Hoisting	Wet Condition	w-6x		
Concrete	Damage-Left	S W 7	1	Torque	Dry Condition	0.0 kg·m		
	Oamage-Right	r M S	1	Superstructure		Damage: – Corrosion: L M 🕤	Rs.	
	Damage-Bottom	L M S	1					

Remarks: Judgement * N: Totally Replace, C: Party Roplace, RL: Large Repair, RM: Medium Repair, RS: Small Repair, G: No Repair, -: No Data

(🔹) shows design dimension.

(D.G. Khan Canal Regulator Gate) 5 Gate No.

Jampini Jampini <t< th=""><th>Gate No.</th><th></th><th>5</th><th>(D.G. Khan t</th><th>(D.G. Khan Canai Hegulator Gate)</th><th>(c)</th><th></th><th></th><th></th><th></th><th></th><th></th></t<>	Gate No.		5	(D.G. Khan t	(D.G. Khan Canai Hegulator Gate)	(c)						
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Survey	y Item	Su	irvey Result	egbut	SUZ	ty item	Su	rvey Rosuit	Judge	Photograph
Para There exists way Table 1 Description Less of the control of the contro of the contro of the control of the control of the control of t	Gate Le						oisting Devic					
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	S.	[Thickness-Avg	Top9.8 Mid9.9 L	ow10.0 Btm9.4 (9.5mm)	σ	Wire Rope	Mam-Left	- Distortion:	Carrosion: -	O	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			Corrosion	U/S-Bottom	×	1		Main-Right	- Distortion:	Corrosion: +	<	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			Damage-Rivet	Corner+L -	Corner-R -	1		Roller Train-L	- Distortion:	Corrosion: -	->	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	<u> </u>		Thickness-Avg	Bollom Flange 6.3	. Borrom Web 7.6 (9.5mm)	0			- Distortion:	Corrasion: –	0	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			Distortion	15 m	n (T-4, Center)	<	Drum	Leit		Function: -	В	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	ີພິ		Thickness-Avg	L-Bottom 7.2 .	R-Bottom 7.0 (9.5mm)			Right		Function: –	<	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			Remodeling	Left No	Right No	-	Bearing	Dum	Damage:	OH: -		
m Traciness-Ang Finage: 1 Cur- Currence Currence Currencono Currencono <td></td> <td><u> </u></td> <td>Distortion</td> <td>Left -</td> <td>Right –</td> <td></td> <td></td> <td>Counter Shaft</td> <td>Damage: —</td> <td>Ott: -</td> <td></td> <td></td>		<u> </u>	Distortion	Left -	Right –			Counter Shaft	Damage: —	Ott: -		
r Correson L \bigcirc Seet Dum Geart, L Damage: - Fritry: - Backlear: - Other ev Remodeling (eif No RgN No Dum Pinnon.L Dum Res -	Bot		Thickness-Avg	Flange 13.9 mm	(16.3), Web 8.6 inm (9.4)			Reduction Gear	Damage: -	ou: -	_	
er Ramadearrey Left Agyr No Range: Frange: Frange: Frange: Coundeare C	อื		Corresion		s S		Gear	- I		– Backlash: – Oil:		
multiply Description Left Right Demage: - Filling: - Backlesh: - O/t - rTan Missing Left - Right - Count Francy: Backlesh: - O/t - rTan Missing Left - Right - Consist: L M Damage: And Left - Right - Consist: L M S Damage: Routin Left - Top - Dumon. Dimage: - Consist: L M S Distortion Left - Top - Dumon. Dimage: - Consist: L M S Left - - Top - Dumon. Dimage: - Consist: L M S Right - - Top - Dumon. Dimage: - Consist: L M S Right - - - Dumon. <t< td=""><td>1 a</td><td></td><td>Remodeiing</td><td></td><td>Right No</td><td></td><td></td><td></td><td>Damage:</td><td></td><td></td><td></td></t<>	1 a		Remodeiing		Right No				Damage:			
Interview Count Printing Count Print Count Printing Count Printing	ASS	<u>ج</u>	Distortion	1	Aight –				1	- Backlash; - Oil:		
Tran Mastrog Left Right Distroge Basement Count-L Damage: Corrosion: L M <t< td=""><td></td><td></td><td>Others</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>ŝ</td><td></td></t<>			Others								ŝ	
Dammeer-Relier Average - mm Priven-Middle Damage: - Corresion: L M	10 H	ler Train	Brissing		Right –			Cear-Middle	Ŧ	– Backlash: – Oil;	1	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			Diameter-Rotler	- agerade	r							
Left - Top Drum R Damage: Corrosion: L M M			Distortion	, en	Right –		Basement		Damage: -	r w		
Boltom - Top - Top Deve Device Damage: - Corroson: L S S ation 7op Level Difference 7 - V Damage: - Corroson: L S - Cit. Cit. Cit. Corroson: L S - Cit.	ŝ		Left					Dum-R	Damage:	L M		
Fight - - One Chain Damage: - Looseness: - Oit< - atton Top Level Difference 3 0 mm G Chain Sprocket Damage: - Looseness: - Oit< -			Bottom		Top –			Drive Device	– ;osemago;	6 7		
ation Top Level Difference 3 0 mm G Chain Sprocket Damage: - Corrostion: L M S Soal L N S - Peduction Gaar Damage: - Corrostion: L M S Soal Abrason-Max Left: - mm, Right: 2 mm A Damage: - Corrostion: L M S r Tuck Abrason-Max Left: 4 mn, Right: 2 mm A Damage: - Corrostion: L M S r Tuck Abrason-Max Left: 4 mn, Right: 2 mm A Damage: - Corrostion: L M S			Right			Þ	Orive Chai		L	1	→	
Image:	Ιŝ	ł		Top Level Differe	30	U	Chain Spri	kcket		© -		
Image:	Leakag].				1	Reduction	Gear		L M	1	
Atraston-MaxLeft: -mm. Right: -mm.Right: -mm.Right: -mm.Right: -mm.NkAtraston-MaxLeft oRight o \frown Correston: LM \frown kAtraston-MaxLeft oRight o \frown Counter ShahDamage: -Correston: LM \frown dissingLeft oRight oCounter WeightDamage: -Correston: LM \frown	ŝ						Cover	Drum-L	Damage: -	L M		
k Abrasson-Max Left: q min. Right: 2 min. Right: 2 min. M	S.		Abrasion-Max	, mm	Right: -	U	_	Dr.m-R	Damaĝe: -	W 7		
IdLeftDRightODetectLeft R RightCounter ShahtDamage: -Corroston: LMDetectLeftRightDCounter WeightDamage: -Corroston: LMAbrascinLM \bigcirc Met Condition7Ng-mAbrascinLM \bigcirc TorqueDy Condition7Ng-mDamage-LeftLM \bigcirc VSuperstructure0Ng-mDamage-RightLM \bigcirc VSuperstructure0Ng-mDamage-BoliomLM \bigcirc GGGM	l₫	1 3	Abrasion-Max	4 mm,	Right: 2	~		Gear-Middle	Damage: -	L M	→ 	
Detect Left 0 Agni 0 Counter Weight Damage: - Corroson: L M S Abrascin L M \bigcirc Meisurg Wet Condition 7 Kg ·m Damage-flight L M \bigcirc Vet Condition 7 Kg ·m Damage-flight L M \bigcirc Vet Condition 0 Kg ·m Damage-flight L M \bigcirc Vet condition 0 Kg ·m Damage-flight L M \bigcirc Veterstructure Damage: - Corroston: L M	9 8	ler Guard	Missing		Right O		Counter S.	taft	L R	r w	-+	
Abrasion L M M Moisung Met Condition 7 Ng·m Damage-Left L M S Torque Dy Condition 0 Ng·m Damage-Right L M S V Superstructure Damage: - Corrosion: L M Damage-Right L M S G Superstructure Damage: - Corrosion: L M			Defect		Aigni 0		Counter V	eight	Damage: -	r V	-	
Damage-Left L M S Torque Dy Condition 0 kg·m Damage-Right L M S V Superstructure 0 2mage: Corrosron: L M Damage-Right L M S V Superstructure Damage: Corrosron: L M Damage-Right L M S G G	5	1	Abrasion				อีบกรเคษ	Wet Candition	2	кg-т	0	
n L M S Guperstructure Damage: - Corrosion: L M S	<u> </u> §	Ľ	Damage-Laft	7			Torque	Dry Condition	0			
б w 1			Damage-Right	7			uperstructur		Damage: ~	W L		
			Damage-Bottom		W	U	:					

) shows design dimension.

(78/95)

Structure
of Gate
Results c
Survey

(D.G. Khan Canal Regulator Gate)
02
Gate No.

Gate No.	D2	(D.G. Khan Canal Regulator Gate)	5					
Suz	Survey Item	Survey Result	agonu	Survey Item	y stem	Survey Result	əfpnr	Photograph
Gate Leaf			ř	Hoisting Device				
Skin Plate	Thickness-Avg	Top9.9 Mid9.8 Low9.8 Blm9.8 (9.5mm)	U	Wire Rope	Main-Left	× = Distortion: = Corrosion: = Oil: =	52 5	
	Corrosion	LI/S-Borrorn L M S	1		Main-Right	½ - Distortion: - Corrosion: - Oit'-	<	
	Damage-Rivet	Corner-L - Corner-R -	1		Roller Train-L	y: – Distortion: – Corrosion: – Oil: –	-> 	
Truss	Thickness-Avg	Bottom Flange 5.8, Bottom Web 6.7 (9.5mm)	υ		Rotter Train-R	y: - Distortion: - Corrosion: - Oil:-	IJ	
	Distortion	15 mm (T-4, Center)	« -	ero O	Left	Damago: Function;	RS	
End Girder	Thickness-Avg	L-Bottom 8.6 , R-Bottom 9.1 (9.5mm)			Right	Damage: - Function:	<	
	Remodeling	Left No Right No		Bearing	Dam	Damage: Oil:		
	Distortion	Lett - Right -			Counter Shaft	Damago: - Oil: -		
Bottom	Thickness-Avg	Flange 13.7 mm (16.3), Web 7.5 mm (9.4)			Reduction Gear Damage:	Damage: - Oil: -		
Gurder	Corresion	S 🕲 7		Gear	Drum Gear-L	Damage: - Fiting: + Backlash: - Oil: -		
Rocker	Remodeling	Left No Right No			Drum Pinion-L	Damage:		
Assembly	Distorion	Lett – Right –			Drum Gear-R	Dornage: - Fitting: 96% Backlash: 2.2 mm Oil: -	->	
	Others	No Function			Drum Pinion-R	Damage:	Sf F	
Roller Train Missing	1 Missing	Lett - Right -			Gear-Middle	Damage: – Fiting: – Backlash: – Oil: –	1	
	Diameter-Roller	Average – mm			Pinion-Middle	Damago: -	1	
	Distortion	Let - Right -		Basemont	Drum-L	Damage: – Corrosion: L M 🕤	Sł	
Seal	Left			-	Dum-R	Damage: - Corrosion: L M 🕥	د-	
	Bottom	1			Drive Device	Damage: - Corrosion: L 🚯 S		
	Right		>	Drive Chain		Damage; - Looseness: L Oii: -	→	
Inclination		Top Level Difference 25 mm	U	Chain Sprocket	cket	Damage: - Corrosion: L 🕥 S	RS S	
Leakage		r w S	ŀ	Reduction Gear	aear	Damage: – Corrosion: L M S	1	シンシン
Sill				Cover	Drum-L	Damage: – Corrosion: L M 🕥	S.	
Side Seal	Abrasion-Max	Lett: – mm, Right: – mm	υ		Drum-R	Damage: – Corrosion: L M 🕥	<	Ì
Roller Truck	Roller Truck Abrasion-Max	Lett. 5 mm. Right: 5 mm	<u></u>		Gear-Middle	Damage: – Corrosion: L M 🕥	->	
Roller Guard Missing	rd Missing	Lett O Aight O		Counter Shaft	ងព	Damage: – Corrosion: L M 🕥	ŝ	
	Defect	Left O Right O		Counter Weight	ոցու	Damage: Corrosion: L M S	Q	
Sht Beam	Abrasion	С м J		Bunsion	Wet Condition	7.4 kg·m	0	
Concrete	Camage-Left	© w 7		Torque	Dry Condition	0 кд-т	0	
	Damage-Right	C M	->	Superstructure		Damage: – Corrosion: L M 🕤	RS	
	Damage-Bottom	L M ©	v				·{	

Remarks: Judgement = N: Totally Replace, C: Partly Replace, RL: Large Repart, RM: Medium Repart, RS: Small Repart, C: No Repart, -: No Data.

shows design dimension.

()6 / 62)

Structure
Gate
ilts of
Result
Survey

(D.G. Khan Canal Regulator Gate) ຕ ດ Gate No.

Gate No.	õ	(D.G. Khan Canal Regulator Gate)	() ()					(90/30)
Sun	Survey Item	Survey Result	agpor	Survey Item	v ltern	Survey Result	Judge	Photograph
Gate Leaf			-	Moisting Device				
Skin Plate	Thickness-Avg	Top10.0 Mid9.9 Low9.8 Bim9.8 (9.5mm)	Q	Wire Rope	พลเก-Left	y: - Distortion: - Corrosion: - Oit	0	
		U/S-Battom L M S	1		Main-Right	y - Distortion: - Corrosion: - Oil: -	ु ७ –	
	Oamage-Rivet	Carner-L Corner-R -	ł		Roller Train-L	Broken	<u>×</u>	
Tru55	Thickness-Avg	Bortom Piange 7.2, Bortom Web 7.8 (9.5mm)	υ		Roller Train-R	Broken	<u>,</u>	ころれ、シング
	Distortion	15 mm (T-4, Center, 2 Points)	Ł	Drum	Left	Damago: - Function: -	Se la	
End Girder	r Thickness-Avg	L-Bottom 8.4 , R-Bottom 8.5 (9.5mm)			Right	Damage: - Function: -		
	Remodeling	Lett No Right No		Bearing	Drum	Damage: – Cut: –		
	Distortion	Lett - Right -			Counter Shaft	Damage: - Oil:	7 	
Bottom	Thickness-Avg	Flange 13.9 mm (16.3), Web 7.9 mm (9.4)			Reduction Gear Damage:	Damage: OH: -		
Gurder	Corrosion	S 🛞 7		Gear	Drum Gear-L	Damage: – Fitting: – Backlash: – Oil: –		
Rocker	Remodeling	Left No Righ No			Drum Pinion-L	Damage: –		
Assambly	Distortion	Lett – Aight –			Drum Gear-R	Damager – Fitting: – Backlash: – Oit –	->	
	Others	No Function			Drum Pinion-R	Damage: -	RS	
Roker Trair	Roker Train Missing	- Hight -			Gear-Middle	Damage: - Fiting: - Backlash: - Oil: -	1	
	Olameter-Roller	Average - mm			Pinion-Middle	Damage:	1	
	Distortion	Lott - Right -		Basement	Orum.L	Damage: – Corrosion: L M 🕤	RS	
Soal	Left				Orum-R	Damage: – Corrosion: 4 M 🕤	€7435 ←	
	Bottom	- Top	\square		Drive Device	Damage: - Corrosion: L 🕲 S		
	Right	ŀ	→	Drive Chain		Damage: Looseness: L Oil:	->	
Inclination		Top Level Difference 60 mm	σ	Chain Sprocket	ket	Damage: – Corrosion: L 🕲 S	RS	and a second
Leakage		S W 7	I	Reduction Gear		Damage: - Corrosion: L M S	1	
Sit				Cover	um-L	Damage: – Corrosión: L M 🕥	S.	
Side Seal	Abrasion-Max	Left: - mm, Right: - mm	o		Drum-R	Damage: – Corrusion: L M 🕤	<u>-</u>	
Roller Truc	Roller Truck Abrasion-Max	Lett: 4 mm, Right: 5 mm			Gear-Middle	Damage: – Corrosion: L M 🕤	→ 	
Roller Guard Missing	rd Missing	Lott 0 Right 0		Counter Sha		Damage: Corrosion: L M 🕥	RS	
	Defect	Lett O Right O		Counter Wei		Damage: – Corrosion: L M S	ß	
Sill Beam	Abrasion	© w 7		Hoisling Wel	Wet Condition	9.3 kg·m	<u>5</u>	
Concrete	Damagerteft	© w 1		Torque	Dry Condition	1.2 kg-m	HS	
	Damage-Right	r w ©	>	Superstructure		Damage: - Corrosion: L M 🕤	SH SH	
	Damage-Bottom	ر س ا	G					

Remarks: Judgement = N; Totaliy Reptace, C: Panty Reptace, RL: Large Repair, RM: Medium Repair, RS: Small Repair, G: No Repair, -: No Data.

shows design dimension.

(80 / 96)

Structure
of Gate :
Results (
Survey

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	I Regulator Ga
	Cana
à	(D.G. Khan
	0

Gate No.	40 4	لالله (D.G. Khan Canal Regulator Gate)	(e)					(81/96)
Surve	Survey ttem	Survey Result	Judge	Survey Item	r Item	Survey Result	Judge	Photograph
Gate Leaf			<u> </u>	Hoisting Device				
Skin Plate	Thickness-Avg	Top9.9 Mid9.7 Low9.9 Btm9.7 (9.5mm)	U	Wire Rope	Main-Left	y: – Distortion: – Corrosion: – Oik–	0	
	Corrosion	U/S-Bottom L M S	I		Main-Right	y: Distortion: Cartosion: Oit		
	Ivel	Corner-L - Corner-A -	1		Roller Train-L	Broken	•	
Truss		Bottom Filange 6.9, Bottom Web 7.5 (2.5mm)	σ		Roller Train-R	Broken	•	
		10 mm (T-1, Center, Y-3, Center, 2 Points)	4	E S G	teft	Damage: - Function: -	RS C	
End Girder		L-Bottom 7.9 , R-Bottom 8.2 (9.5mm)			Right	Damage: Function:		
	Remodeling	Left No Right No		Bearing	Qrum	Damage: Oil:		
		Left - Right -		_	Counter Shaft	Damage: - Oit -		
Bottom	Trickness-Avg	Flange 13.7 mm (16.3), Web 8.0 mm (9.4)			Reduction Gear Damage:	Damage: - Oil: -		
Girder	Carrosian	s @ 7		Gear	Drum Gear-L	Damage: – Fitting: – Backtash: – Oil: –		
Rocker	Remodeling	Lett No Right No			Drum Pinion-L	Damage: 🛥		
Assemoly	Distortion	Left - Right -			Drum Gear-R	Damager – Fining: – Backlash: – Oil: –	× •	
	Others	No Function			Drum Pinion-A Damage:	Damage: –	RS STATE	
Roller Train Missing	Duissiy i	ret – Right –			Gear-Middle	Damage; - Fiting: - Backlash: - Oil: -	1	
	Drameter-Rotter	Average – mm			Pimon-Middle	Damage:		
	Dislortion			Basement	Drum-L	Damage: Corrosion: L M 🕥	Rs	
Seal	Let				Drum-R	~ 1		
	Bottom	- доў -			Drive Device	Damage: Corrosion: L 🕅 S		
	Augnt		-»	Drive Chair.		Damage: + Looseness: L Oil: -	→ 	
Inclination	1	Top Level Difference 35 mm	U	Chain Sprocket	zket	Damage: – Corrosion: L 🖒 S	RS State of the second s	
Leakage		S W 7	I	Reduction (26ar	Damage: – Corrosion: L M S		
Sid				Cover	Orum-L	Damage: – Corosion: L M 🕤	RS	
Side Seal	Abrasion-Max	Lett: – mm. Right: – mm	υ		Drum-R	- Corrosion: L M		
Roller Truc	Roller Truck Abrasion-Max	Lett: 4 mm, Right: 5 mm	<		Gear-Middle	Damage: - Corrosion: L M 🕤	÷	
Roller Gva	Roller Guard Missing	Left 0 Right 0		Counter Sh	alt	E M	RS	
	Defect	Left O Right O		Counter Weight	aght	Damage: – Corrosion; L M S	R	
Sill Bearn	Abrasion	C W 7		Hoisting	Wet Condition	7.4 kg-m	J	
Concrete	Damage-Left	© w 7		Torque	Dry Condition	- 1	RS	「「「「「「「」」」」、「「「」」」、「「」」、「」」、「」」、「」、「」、「」
	Damage-Right	С м ()	\rightarrow	Superstructure		Damage: Corrosión: L M 🕤	SG	and a subscription of the state
	Damage-Bottom	ч (Э	σ					

Remarks: Judgement = N. Totally Heplace, C: Parity Replace, AL: Large Repart, AM: Medium Repart, AS: Small Repart, G: No Repart, -: No Data.

(81/96)

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001000	3		ŗ					
Sur	Survey Item	Survey Result	-agonr	Surve	Survey Item	Survey Result	-1udge	Photograph
Gate Leaf				Hoisting Device				
Shin Plate	Thickness-Avg	Top9.8 Mid12.0 Low9.8 Bim9.8 (9.5mm)	υ	Wire Rope	Main-Left	y: - Distortion: - Corrosion:	- <i>Oi</i> i:- G	
	Cortosion	U/S-Bottom L M S	1		Main-Right	y: – Distortion: – Corrosion:	- <i>0i</i> ⊱- G	
	Damage-Rivet	Corner-L - Corner-R -	1		Roller Train-L	Broken	υ	
Truss	Thickness-Avg	Boitom Flange 6.5, Bottom Web 8.3 (9.5mm)	0		Roller Train-R	дгокел	υ	
	Oistorion	10 mm (T-3, Center, 3 Paints)	~	Drum	Left	Damage: - Function: -	RS	
End Girder	Thickness-Avg	L-Boltom 6.7 , R-Boltom 6.0 (9.5mm)			Right	Damage: - Function: -	€	
		Left No Right No		Bearing	Drum	Damage: - OH: -		
	Distortion	Left - Right -			Counter Shaft	Damage: - Oil: -		
Bottom	Thickness-Avg	Flange 14.4 mm (16.3), Web 8.0 mm (9.4)			Reduction Gear	Damage: - Oit: -		「「シーン」というというのではない。
Girder	Carrosion	5 🛞 7		Gear	Drum Gear-L	Damage: – Fiting: – Backlash:	r - 0ii -	
Rocker	Remodeling	Left No Right No			Drum Pinion-L	Damage: ~		
Assembly	Distortion	Left - Aught -			Drum Gear-R	Damage: - Fitting: - Backlash	× - 0% - ×	
	Others	Na Function			Drum Pinion-R	Damage:	RS	
Roller Train Missing	Missing	Let - Right -	-		Gear-Middle	Damage: – Fitting: – Backlash.	n – 0∦ – –	
	Diameter-Roller	Average – mm			Pinion-Middle	Damage: –	ļ	たいという
	Distorion	Left - Right -		Basement	Drum-L	Damage: - Corrosion:	L M O RS	
Seat	Left	2			ք-արց	Damage: - Corrosion:	<i>⊾</i>	
	Bottom	- Top Left,Side, Deform		• • • • •	Drive Device	Damage: - Corrosion:	r 🕲 s 🖉 1	
	Right	1	 >	Drive Chain		Damage: - Looseness: -	oii: - 🗸	
Inclination		Top Level Difference 90 mm	U	Chain Sprocket	kat	Damage: - Corrosion:	1 00 5 RS	
Leakage		r M S	1	Reduction Gear	car	Damage: - Corrosion:	r M S 🗕	
Sil			[Cover	Dum-L	Damage: - Corrosion:	L M O RS	
Side Seat	Abrasion-Max	Left: - mm, Right: - mm	o		Orum-R	Damage: - Corrosion:	с и © 1	
Roller Truck	Roller Truck Abrasion-Max	Lett: 4 mm, Right: 5 mm	~		Gear-Middle	Damage: - Corrosion:	r M © V	
Roller Guard Missing	g Missing	Lett O Right O		Counter Shaft	ft	Damage: - Corrosion:	L M O RS	
	Defect	Lett 0 Right 0	<u> </u>	Counter Weight		Damage: - Corrosion:	t M S G	
Sill Beam		9 W 7		Guilliot	Wet Condition	7.6 kg -m	U	
Concrete	Damage-Left	© w 7		Torque	Dry Condition	m-gx q	Ø	
	Damage-Right	ר אי ©	° ⇒	Superstructure		Damage: – Corrosion:	т м 🕥 нз	
	Damage-Bottom	L M ©	U U					

Remarks: Judgement = N: Totally Replace, C: Partly Replaco, RL: Large Repair, RM: Medium Repart, RS: Small Repart, G: No Repair, -; No Data.

Structure
of Gate
Results
Survey

Gate No. D6 (D.G. Khan Canal Regulator Gate)

cate No.	8			Current Hand		Survey Result		Judge
Sur	Survey Item	Survey Kesul	afinne		11071			
Gate Leaf			Ť	Hoisting Device				
Skin Plate	Thickness-Avg	Top10.1 Mid9.0 Low9.9 Btm9.6 (9.5mm)	U	Wire Rope	Main-Left	•		
	Cartosian	U/S-Bottam L M S	ł		Main-Right	y: - Distortion: - Corrosion: -	- 0%-	
	Damage-Rivet	Corner-L - Corner-A -	1		Roller Train-L	y: – Distortion; – Corrosión:	- 05	
Truss	Thickness-Avg	Borrom Flange S.S. Borrom Wab 7.3 (9.5mm)	U		Roller Train-R	Broken		
	Distortion	10 mm (T-3, Center, 3 Points)	<-	Orum	teh	Damage: Function:		
End Girder		L-Boltom 7.8 , R-Bottom 8.7 (9.5mm)			Right	Damage: – Function:		
~	Remodeling	LOT NO RIGHT NO	[ციგიიც	Drum	Damage: - Oil: -		
	Distortion	Lott - Right -			Counter Shaft	Damage: - Oil: -		
Boulom	Thickness-Avg	Flange 13.5 mm (16.3), Web 7.9 mm (9.4)			Reduction Gear Damage:	Damage: - Oil: -		
Girder	Corrosion	s (8) 7		Gear	Drum Gear-L	Demage: - Fiting: - Backlash:		
Rocker	Remodeling	Lett No Right No			Drum Pinion-L Damage:	Damage:		
Assembly		Lett - Right -			Drum Gear-R	Damage: – Fitting: – Backlash:	0¢ -	
		No Function			Drum Pinion-R	Damage: -		Has a second sec
Roller Tra	Roter Train Missing	Lett - Right -			Gear-Middle	Damage: – Fitting: – Backtash:	- :10 - :45	
	Diameter-Roller	Average – mm	<u> </u>		Pinion-Middle	Damage: –		
	Distorion			Basement	Drum-L	Damage: - Corrosion;	L M 🕲	
Seal	Left	P			Drum-R	Damage: Corrosion:	L M ©	
	Bottom	- Top			Drive Device	Damage: - Corrosion:	r 🕲 s	
	Right	1	>	Orive Chain		Damage: - Looseness: L	r 0#: -	
Inclination		Top Level Difference 110 mm	U	Chain Sprocket	ket	Damage: Corrosion:	r @ S	R
Leakage		T M S		Reduction Gear	ear	Damage: - Cerrosion:	LMS	
Sil				Cover	Drum-L	Damage: - Corrosion:	G w 7	RS ACC ACC
Side Seal	Abrasion-Max	Lett: – mm, Aignt: – mm	IJ		Drum-R	Damage: - Corrosion:	L M O	
Roller Tr	- ×	Lett: 5 mm, Right: 4 mm	<		Gear-Middle	Damage: Corrosion:	т м ©	
Roller Gu	Roller Guard Missing	Lett 0 Right 0		Counter Shaft	ų	Damage: Corrosion:	г м 🕥	5
	Defect			Counter Weight	110	Damage: - Corrosion:	L M S	
Sill Beam		С м Г Г		Hoisting	Wet Condition	9.3 кд-т		S
Concrete		9 w 7		Torque	Dry Condition	0 кд-т		•
		© w 7	->	Superstructure		Damager - Corrosion:	ю м 7	PS Contraction of the second sec
	Damage-Bottom	с Г Г	U					
					0.1003-30	odure Bassar BS: Small Basair G: No Banair - No Data.		

Romarks: Judgement • N: Totally Replace, C: Partly Replace, RL: Large Repar, RM: Medium Repar, RS: Small Repar, G: No Repar, -: No Data.

Gate No.	D7	(D.G. Khan Canal Regulator Gate)	(e)				
Sur	Survey Item	Survey Rosult	oğbul	Survey Item	ltem	Survey Result Ju	ndge generation and a second
Gate Leaf			1	Hoisting Device			
Skin Plate	Thuckness-Avg	Top9.9 Mid9.8 Low9.9 Btm9.7 (9.5mm)	U	Wire Rope	พลเค-Lett	y: - Distortion: - Corrosion: - Oif-	
 - 		U/S-Bottom L M S	1		Main-Right	y - Distortion: - Corrosion: - Oil: + (
	Damana-Ĥivet		1		Roller Train-L	y: - Distortion: - Corrosion: - Oil:- (
Truss	Thickness-Avg	Borrom Flange 7.3, Bottom Web 8.0 (9.5mm)	U		Roller Tran-R	Broken	
	Discortion	10 mm (T-3, Center, 2 Points)	¢	ш~Q	Left		
End Girder		L-Bottom 7.3 . R-Bottom 6.6 (9.5mm)			Right		
		Lett No Flight No		Bearing	Drum	Damage: Oit:	
	Distorion	Lett - Right -			Counter Shaft	Damese: - Ou: -	
Bottom	Thickness-Avg	Fiange 13.3 mm (16.3), Web 7.4 mm (9.4)			Reduction Gear Damage:	- Oit -	
Girder	Corrosion	s # @	-	Gear	Drum Gear-L	Damage: + Fitting: - Backlash: - Oli -	
Rocker	Remodeling	Leit No Right No			Drum Pinion-L Damage:		
Assembly		Left – Right			Drum Gear-R	Damage: - Fining: - Backlash: - Olt -	
		No Function			Drum Pinion-R	Damage: –	RS
Aoler Tra	Roller Train Missing	Left - Right -	-		Gear-Middle	Damage: – Fitting: – Backtash: – Olt –	
	Diameter-Roller	Average ~ mm			Pinion-Middle	Damage: -	
	Distortion	Lett - Right -		Basement	Orum-L	© w 7	RS A
Seal	Left				Drum-R	W L	
	Bottom	- Top Lost			Drive Davice	- - -	
	Fight		→	Orive Chain		Damage: Looseness: Oit: -	
Incination	1	Top Levol Difference 105 mm	g	Chain Sprocket	cet.		8
Leakage		S W 7	1	Reduction Gear	ear		
Sul				Cover	Orum-L		AS AS
Side Seal	Abrasion-Max	Left: – mm, Right: – mm	ა		Crum-R	© N I	
Rotler Tru	×	Left: 5 mm. Right: 5 mm	<		Gear-Middle		
Roller Gu	Roller Guard Missing	Lett 0 Right 0		Counter Shaft	ų	Damago: Corrosion: L M 🕥 I	Sa
	Defact	Lett 0 Right 0		Counter Weight	ju	Damage: Corrosion: L. M. S	σ
Sul Beam	Abrasion	© w 7		Hoisting	Wet Condition	7.6 kg-m	Ø
Concrete	Damage-Left	© # 7		Torque	Dry Condition	╍╌┝╸	U
	Damage-Pughi	© ¥ 7	>	Superstructure		Damage: Corrosion: L M 🕤	S.
	Damage-Bottom	г м ©	υ		-		

Damage-Bottom 4 M S G G S Remarks: Judgement = N: Totaliy Replace, C: Partiy Replace, RL: Large Repair, RM: Medium Repair, RS: Small Repair, G: No Repair, -: No O3ta.

(96/58)

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Structure
s of Gate
y Result:
Surve

01 0100	1	(Muzaffargarh Canal Regulator Gate)	Gate)					
Cate No.			Judge	Survey Item	Item	Survey Result	egonr	Photograph
Survey Hem	y Item		╉					
Gate Leaf			Ī	Hoisting Device				
Skin Plate	Thickness-Avg	Top10.2 Mid10.1 Low10.1 Bim9.6 (9.5mm)	J	Wire Rope	Main-Left	1	2	
	Corrosión	U/S-Bottom L M S	1		Main-Right	y: - Distortion: - Corrosion: - Ott: -	<-	
	Vet	Corner-L - Corner-R -	Ī		Rotter Train-L	y: - Distortion: - Corrosion: - Oil: -	-> 	
Truce	Т	Bottom Flange 8.2, Bottom Web8.6 (9.5mm)	o		Roller Train-R	y: - Distortion: - Corrosion; - Oil; -	\$	
			+	Drem	Lott	Damage: - Function: -	RS	
Fod Cudar	Thickness Avn	L-Bottom 8.0 . R-Bottom 7.8 (9.5mm)			Right	Damage: – Function; –	RS	
			$\overline{ }$	Bearing	Drum	Damage: Loose Oil: -	0	
		Lett - Right ~	 		Counter Shaft	Damage: – Oii: –	RS	
Bottom	Avo	Fiange 13.3 mm (16.3), Web 8.1 mm (9.4)			Reduction Gear Damage:	Damage: - Oit: -	<	;
Girder	1	s w Q		Gear	Drum Gear-L	Demage: - Fining: - Backlash: - Oil:		
Racker	Remodeling	Left No Right No	<u> </u>		Drum Praion-L	Damage: -		
Assembly	Distortion	Left - Arght -			Drum Gear-R	Damage: - Fitting: - Backlash: - Oll:	→ 1	
	Others	No Function			Orum Pinion-R Dar 496:	Dar'age: -	SF	
Rotter Train Missing	Missing	Lett - Right			Gear-Middlo	umage; – Fitting; – Backlash: – Oil:	1	
	Diameter-Roller	Averaĝe – mm			Pinion-Middle	Damage:		
	Distortion	Lett - Right -		Basement	Domit	Damage: – Corrosion: L M	ତ ୫	
Seal	Left				Drum-R	Damage: - Corrosion; L M	< ତ	
	Boltom	 Top Aight Side Deform 			Drive Device	Damage: Corrosion: L 🕲 S	S	
	Right		Þ	Drive Chain		Damage: - Looseness; L Oil: -	->	
Inclination	- - -	Top Level Difference 5 mm	υ	Chain Sprocket	ket	Damage: – Corrosion: L 🕚 :	S RS	
Leakade		L M S	1	Reduction Gear	ear	Damage: Corrosion: L M	ا د	
Sit.				Cover	Drum-L	Damage: – Corrosion: L M 🤇		
Side Seai	Aprasion-Max	Lett: = mm, Right: - mm	o		Drum-R	Damage: Corrosion: L M	< ⊚	
Roller Truck	Roller Truck Abrasion-Max	Lett: 5 mm, Right: 6 mm	<		Gear-Middle	W 7	ତ	
Rotter Guard Missing	d Missing	C Hight O		Counter Shaft	aft	Damage: Corrosion: L M (୬ ଭା	
	Defect	Len O Righi O		Counter Weight	ight	Damage: - Corlosion: L. M	S RS	
Sill Beam	Abrasion	© w 1		Hoisting	Wet Condition	б kg-m	ن 	
Concrete	Damage-Left	© w 7		Torque	Dry Condition			
	Damage-Right	© w 7	>	Superstructure		Damage: Corrosion: L M (ନ୍ଧ ଜୁନ୍ମ ଅନ୍ମ	
	Damage-Bottom	ی ۲	J			and the Dense - Ma Data		

Remarks: Judgement • N. Totaliy Replace, C: Panty Replace, RL: Large Repart, RM: Medium Repart, RS: Small Repart, G: No Repart, -: No Data.

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Canal Regulator Gate)
Canal
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Sur	Survey item	Survey Result	<u> </u>	aconc	Surve	Survey item	Sur	Survey Result	Judge	Photograph
				T						er van 1 van en daar van de sterre en de sterre
Gate Leaf				Ť	Hoisting Device	- r			+	
Skin Plate	Thickness-Avg	Top10.0 Mid10.1 LOW10.0 BIM9.8 (9.5mm)	9.8 (9.5mm)	ی	Wire Rope	Main-Left	y: - Distortion:		01(- 0	
	Corrosion	U/S-Baram L M	S	1		Main-Right	y: - Distortion: -	- Corrosion: O	- 10	
	Damage-Rivet	Corner-L - Corner-R -		1		Roller Train-L	y: - Distortion: -	- Carrosion: - O	Oii: - 🗸	
Truss	Thickness-Avg	Bottom Flange 8.7, Bottom Web 8.8 (9.5mm)	(9.5mm)	U		Roller Train-R	y: - Distortion: -	- Corrosion: - O	01: C	
	Distortion			«	Drum	Lett	Damage: –	Function: -	RS	
End Girder	r Thickness-Avg	L-Boltom 7.7 , A-Bortom 7.9 (9.5mm)	g (9.5mm)			Rugnt	Damage: -	Function: -	~	
	Remodeling	Left No Right No			Bearing	Drum	Damage: -	Oii: –		
	Distortion	Lett - Right -		<u> </u>		Counter Shaft	Damage;	Oii: -		
Bottom	Thickness-Avg	Flange 13.7 mm (16.3), Web 8.5 mm (9.4)	5 mm (9.4)			Reduction Gear Damage:	Damage: –	Oii: -		
Guder	Corrosion	S (3) 7			Gear	Drum Gear-L	Damage: – Fitting:	– Backlash: –	- <i>:</i> #0	
Aocker	Ramodeling	Left No Right No				Drum Pinion-L	– .e6ewea			
Assembly	Distortion	Left – Aight –		_		Drum Gear-R	Damage: - Fitting:	– Backlash; –	0i: - 🔶	
	Others	No Function		Ļ		Drum Pinion-R	Damage: -		RS	
Roller Train Missing	n Missing	Left – Right –		<u> </u>		Gear-Middle	Damage: - Fitting:	– Backlash; +	Oit:	
	Cuameter-Rolter	Average – mm		 		Pinion-Middle	Сатада: -		1	
	Dislotion	Lett - Right -			Basement	Drum-L	Damage: -	Corrosion: L M	ର ଜ	
Seàl	Left	. 1				Drum-R	Damege: -	Corrosion: L. M	¢ Ø	
	Bottom	- Top Left Side Deform	leform			Drive Device	Damage: -	Carrosion: L) s (
	Right	4		>	Drive Chain		Damage: -	roosevess: - (oi: - 🗸	
Inclination		Top Leval Difference 30 mm	- -	0	Chain Sprocket	tet	Damage: ~	Corrosion: L 🕲) S AS	
Leakage		r w s		1	Reduction Gear	ear	Damage: -	Corrosion: L M	۲ s	
					Cover	Drum-L	Damage: -	Corrosion: L M	© RS	
Side Seal	Abrasion-Max	Left: - mm. Right: - mm	F	U		Drum-R	Damage: -	Corrosion: L M	¢ 0	
fioller Truch	Holler Truck Abrasion-Max	Left: S mm, Right: 6 mm		«		Gear-Middle	Damage:	Corrosion: L M	> ⊚	
Roller Guard Missing	gnissing	Left 0 Right 0		<u> </u>	Counter Shaft	ц.	Damage: –	Corrosion: L M	© RS	
	Defect	0	+	<u> </u>	Counter Weight	ight	ратаде: –	Corrosion: L M	s c	
Sill Beam	Abrasion	© w 1			Hoisting	Wet Condition	11.4	kg.m	9	
Concrete	Damage-Left	© × 1			Torque	Dry Condition	0	kg-m	ບ ບ	
	Damage-Right	© m 7		_s →	Superstructure		Damaçe: -	Corrosion: L M	© AS	

Hemarks: Judgement = N: Totally Reptace, C: Panty Reptace, RL: Large Repar, RM: Medium Repair, RS: Small Repair, G: No Repar, -: No Data.

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Structure
of Gate
Results
Survey

Gate No.	СM	(Muzaffargarh Canal Regulator Gate)	Gate)					(87/96)
Sur	Survey Item	Survey Result	Judge	Survey Item	ltem	Survey Result	Judge	Photograph
Gate Leaf			<u> </u>	Hoisting Device				
Skin Plate	Thickness-Avg	Top10.0 Mid10.0 Low10.0 Bim9.6 (9.5mm)	σ	Wire Rope	Main-Left	y: – Distortion: – Corrosion: – Oit-	U	
	Corrosion	U/S-Bottom L M S	1		Main-Right	y: - Distortion: - Corrosion: - Oit	<u></u>	
	Damage-Rivet	Corner-L - Corner-A -	1		Roller Train-L	y: - Distortion: - Corrosion: - Oil-	• >	
Truss	Thickness-Avg	Bolton Flange 8.7, Bortom Web 8.6 (9.5mm)	U		Roller Train-R	y: - Distortion: - Corrosion: - Dil:-	0	
	Distortion		4	E SO	Left	Damage: - Function: -	ВS	
End Grider	Thickness-Avg	L-Bottom B.J , A-Bottom B.O (9.5mm)			Right	Damage: - Function: -	RS.	
	Remodeling	Left No Right No		Bearing	Drum	Damage: Broken Oil: –	υ	
	Distorion	Left - Aight -			Counter Shaft	Damage: – Oil: –	RS	
Bottom	Thickness-Avg	Flange 13.5 mm (16.3), Web 7.7 mm (9.4)			Reduction Gear Damage:	Damage: - Oli: -	<u> </u>	
Girder	Corrosion	s 🛞 7		Gear	Drum Gear-L	Damage: ~ Fitting: 100% Backtash:2.8 mm Oit; ~		
Rocker	Remodeling	Left No Right No			Drum Pinion-L	Damage:		
Assembly		tett - Right -			Dum Gear-R	Damage: = Fiting: = Backlash: = Oll: -	->	
	Others	No Function		•	Drum Pinion-R	Damage: -	ß	
Rotter Trail	Roter Train Missing	Lett - Right -			Gear-Middle	.Demage: – Fitting: – Backlash: – Oil: –	1	
	Diameter-Roller	Average - mm	_		Pjnion-Middle	Damago:	1	
	Distortion	Lett - Fight -		Basement	Orum-L	Damage: – Corrosion: L M 🕥	S.	
Seal	Left	4			Drum-R	Damage: – Corrosion; L. M 🕤	«	
	Bottern	- Top Deform			Drive Device	Damage: - Corrosion: L 🕼 S		
	Right	•	⇒	Drive Chain		Damago: – t.ooseness: t. Oii: –	→ 	
Inclination		Top Level Difference 0 mm	J	Chain Sprocket	let	Damage: – Corrosion: 4 🕙 S	RS	
Leaxage		S W 7	1	Reduction Gear	ar	Damage: - Corrosion: L M S	1	
Sil				Cover	Drum-L	Damage: – Corrosion: L M 🕤	SR SR	
Side Seal	Abrasion-Max	Left: – mm, Right; – mm	σ		Orum-R	Damage: Corrosion: L M 🕤	<	
Roller Trui	Roller Truck Abrasion-Max	Lett: 3 mm, Aight: 5 mm	<-		Gear-Middle	Damage: – Corrosion: L M 🛇	→ 	
Roller Gue	Roller Guard Missing	Lett O Righi O		Counter Shaft	4	Damage: - Corrosion: L M 🛇	RS C	
	Defest	Lett 0 Right 0		Counter Weight	Jut	Damage: Corrosion: L M S	0	
Sill Beam	Abrasion	© w 7		Hoisting	Wet Condition	11.1 kg·m	ڻ 	
Concrete	Oamage-Left	© w 7		Torque	Dry Consition	0 kg·m		
	Damage-Right	L M ©	->	Superstructure		Demage: – Corrosion: L M 🕥	SR (
		1 M (3)	C					

Remarks: Judgement = N: Totaliy Replace, C: Partiy Replace, RL: Large Repar, RM: Medwum Repar, RS: Smail Repar, G: No Repart, -: No Data.

() shows design dimension.

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Damage-Bottom

(87/96)

Structure
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Gate No.	4 M	(Muzaffargarh Canal Regulator Gate)	Gate)						(58 / 32)
Surv	Survey Item	Survey Rosult	Judge	Survey Item	, Item	Sur	Survey Result	Judge	Photograph
Gate Leaf				Moisting Device					
Skin Plate	Thickness-Avg	Top10.0 Mid10.0 Low10.0 Bim9.7 (9.5mm)	σ	Wire Rope	Main-Left	y: - Distortion: -	- Corrosion: - Oli-	U	
	Corrosion	U/S=Bottom L M S	1		Main-Right	y: - Distortion: -	- Corrosion: - Oll	U	
	Damage-Rivet	Corner-L - Corner-R -	ł		Rotter Train-L		Broken	U	
Truss	Thickness-Avg	Boltom Flange 8.1, Boltom Web 8.5 (9.5mm,	υ		Roller Train-R	y: - Distortion: -	- Corrosion: - Oil:-	0	
	Distortion		<	Orum	Lett	Damage: -	Function: –	ЯS	
End Girder	_	L-Boltom 7.5 . A-Boltom 7.0 (9.5mm)			Right	Damage: -	Function: -	<	
		Left No Right No		Bearing	ED-O	Damage: –	Oit: -		
	Distortion	Let - Right -			Counter Shaft	<i>Damage: -</i>	Ott: -		
Bottom	Thickness-Avg	Fiange 13.6 mm (16.3), Web 7.7 mm (9.4)			Reduction Gear Damage:	Damage: –	Ott: -		
Girder	Corrosion	s 🕲 7		Gear	Drum Gear-L	Damago: – Fitting:	p: - Backlash: - Oil: -		
Rocker	Remodeling	Lett No Right No			Drum Pinion-L	Damage: –			
Assembly	Distorion	Lott - Right -			Drum Gear-R	Damage: - Fitting:	p: - Backlash: - Oil: -	→	
	Others	No Function			Drum Pinion-R	Damage: –		RS	
Roller Train Missing	Missing	Lett – Right –			Gear-Middle	Damage: – Fitting:	7; - Backlash; - Oil: -		
	Diameter-Rotter	Average – mm			Pinion-Middle	Dæmage: –		1	
	Distortion	rett – Augnt –		Basement	Orum-t.	Damage: -	Corrosion: L M S	RS	
Seal	Left				Drum-R	Damage: -	Corrosion: L M S	<	
	Boltom	- doj			Drive Device	Damage: -	Corrasion: L M S		
	Aight		>	Drive Chain		Damage: -	Looseness: L Oil: -	->	
Inclination		Top Level Difference 25 mm	Q	Chain Sprocket		Damage:	Corrosion: L M S	RS	
Leakage		L M 5	1	Reduction Gear		Damage: -	Corrosion: L M S	1	
Sill				Cover	տել	Damage: -	Corrosion: L M 🕥	RS	
Side Seal	Abrasion-Max	Left: - mm, Right: - mm	υ		Orum-R	Damage: –	Carrosian: L M 🕥	<	
Holler Truck	Holler Truck Abrasion-Max	Left: 5 mm, Right: 3 mm	÷		Gear-Middle	Damage: -	Corrosion: L M 🕥		
Roller Guard Missing	d Messing	Lett 0 Aight 0		Counter Shaft		Damage: -	Carrosian: L M 🕥	→ _	
	Delect	Left 0 Aight 0		Counter Wei		Damage: –	Corrasion: L M S	RS	
Sill Beam	Abrasion	© w 7		Hoisting We	Wet Condition	9.3	kg-m	U	
Concrete	Damage-Left	© w 7		Torque	Dry Condition	2.0	kg-m	ŝ	
	Damage-Right	© w 7	->	Superstructure		Damage:	Corrosion: L M 🕥	RS	
	Damage-Bottom	C M J	U						

Remarks: Judgement • N: Totally Replace, C: Party Replace, RL: Large Repart, RM: Medium Repart, RS: Small Repart, G: No Repart, -: No Data.

shows design dimension.

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Gate No.	MS	(Muzaffargarh Canal Regulator Gate)	Gate)						(96/68)
Surve	Survey Nem	Survey Result	Judge	Survey Item	Item	Survey Result		Лидде	Photograph
Gale Leaf				Hoisting Device					
Skin Plate	Thickness-Avg	Top10.0 Mid10.0 Low10.0 Bim9.8 (9.5mm)	9	Wire Rope	Main-Left	y: - Distortion: - Corrosion:	sion: - Oit: -	0	
	Corrosion	U/S-Bottom L M S	1		Main-Right	y: - Distortion: - Corro	Corrosion: - OH: -		
	Damage-Rivet	Corner-L - Corner-R -	1		Rolter Train-L	y - Distortion: - Corrosion;	sion: = Oil: =	→ 	
Truss	Thekness-Avg	Boitom Flange 8.2, Bottom Web8.0 (9.5mm)	σ		Roller Train-R	y: - Distortion; - Corrosion;	sion: – Oil: –	5	
	Oistortion	10 mm (T-3, Center, 2 Points)	<-	Drum	Left	Damage: - Function:	- 2	RS	
End Girder		L-Bottom 9.0 , R-Bottom 8.3 (9.5mm)			Rignt	Damage: - Function:	1		
		Lot No Right No		Bearing	Orum	Damage: - Ou: -			
,	Distortion	Lett - Rign -			Counter Shaft	Damage: - Oil: -			
Bottom	Thickness-Avg	Flange 13.6 mm (16.3), Web 7.5 mm (9.4)			Reduction Gear Damage:	Damage: - Ott: -			
Circler	Corrosion	s @ 7		Gear	Drum Gear-L	Damage: - Fitung: - Bad	Backiash: - Oil:		
Hocker	Remodeling	Left No Right No			Drum Pinion-L	Damage: -			
Assembly	Distortion	Left – Right –			Drum Gear-R	Damage: - Fitting: - Bac	Backlash: - Oil: -	\$ • •	
	Others	No Function			Drum Pinion-R	Damaĝe: -		RS	
Roller Train Missing	Missing	Left - Right -			Gear-Middle	Damage: – Fiting: – Ba	Backlash: - Oil: -		
	Diameter-Roller	Average - mm			P,nion-Middle	Damage: -			
	Distorian	ten - Right -		Basement	Orum-L	Damage: – Carrosion:	ы: г м ©	RS	
Seal	Left	1			Drum-R	Damage: - Corrosion:		<u>-</u>	
	Bottom	- Top -			Drive Device	Damage: - Corrosion:	on: L 🕑 S		
	Right		>	Drive Chain		Damage: - Looseness:	•	· · · · · · · · · · · · · · · · · · ·	
Inclination		Top Level Difference 35 mm	U	Chain Sprocket	ket.	Damage: - Corrosion:	on: L 🕲 S	RS	
Leakage		r, M S	I	Reduction Gear	sear	Damage: - Corrosion;	on: L M S	1	
Sat				Cover	Drum-L	Damage: - Corrosion;	r M	ß	
Side Seal	Abrasion-Max	Lett: - mm, Right: - mm	в		Drum-R	Damage: – Corrosion:	N 7	~ -	
Roller Truck	Roller Truck Abrasion-Max	Leht; 5 mm, Right: 4 mm	4		Gear-Middle	Damage: - Corrosion;	N T		
Roller Guard Missing	rd Missing	Left D Right D		Counter Shaft	aft	Damage: – Corrosion:	on: L M 🕥	->	
	Defect	Left O Right O		Counter Weight	ight	Damage: – Corrosion:	on: L M S	RS	
Sul Beam	Abrasion	С м 1		Hoisting	Wet Condition	5.6 kg.m		0	
Concrete	Damage-Left	С м J		Torque	Dry Condition	2.0 kg·m		RS	
	Damage-Right	© w 7	>	Superstructure		Damage: - Corrosion:	ол: L M ©	RS	
	Damage-Bottom	C W C	0						

Remarks: Judgement a N. Toually Reptace. C: Pertly Replace, RL: Large Repart, RM: Medium Repart, RS: Smalt Repart, C: No Repart, -: No Data.

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(96/68)

Structure
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Results
Survey

intrody Item introduction Corrosion Corrosion Corrosion Corrosion Corrosion Distort	Gate No.	ŗ	(T.P. Link Canal Regulator Gate)	~						
Left Mounted precent Mounted precent Control Conted Conted Control <td>Sun</td> <td>'ey Item</td> <td>Survey Result</td> <td>Judge</td> <td>Surve</td> <td>/ item</td> <td>Survey Resul</td> <td></td> <td>ludge</td> <td>Photograph</td>	Sun	'ey Item	Survey Result	Judge	Surve	/ item	Survey Resul		ludge	Photograph
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Main Roler Dameter Roler Average mm N Main Roler Dameter Roler $Left$ <										
Association Left Reported Demage: Correspon: L M	Main Rolle	r Diameter-Roher	1	z						
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Agent - <td></td> <td>Bottom</td> <td>Top</td> <td>[</td> <td></td> <td>Drive Device</td> <td>1</td> <td>N 7</td> <td>RS</td> <td></td>		Bottom	Top	[Drive Device	1	N 7	RS	
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kage L Concision L Concerton Ceat Damage: Concoston: L M S Stod Seei Abrasion-Max Left: - min. Right: - Correston: L M S Stod Seei Abrasion-Max Left: - min. Right: - min. Right: - Corroston: L M S Stod Seei Abrasion-Max Left: - min. Right: - min. Right: - Corroston: L M S H S H S H H S	Inclination			>					3 	
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X. Abraston-Max Left: 4 mm, Rght: 4 mm Counter Reduction Gear Damage: Control 1 m M Abraston L M M Counter Shaft Damage: Control L M M Abraston L M M Counter Shaft Damage: Control L M M Abraston L M M Counter Shaft Damage: Control L M M Abraston L M M Counter Shaft Damage: Control L M M Abraston L M M Counter Shaft Damage: Control L M M Damage-Left L M M Superstructure Damage: Control L M M Damage: L M Superstructure Damage: Control L M M	Side Seal	Aprasion-Max	– ma, Right: –	AS		Drum-R	1	N L	े द	
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Romarks: Judgement = N: Totally Roplace, C: Panty Replace, RL: Large Repart, RM: Medium Repair, RS: Small Repair, G: No Repair, -: No Data.

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Main Roller Contracter Adverse - mm Main Roller Description Left - Region L M N Seal Left - - Top - Corroson: L M N N Seal Left - Top - N Dum R Damage: - Corroson: L M N <t< td=""><td>Main Roller Ammaler Alater Ammaler Alater<!--</td--><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td> </td><td></td></td></t<>	Main Roller Ammaler Alater Ammaler Alater </td <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td> </td> <td></td>				1					 	
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Seal Left - Yop - Corroson: L M	Seal Lert Damage: Corrosion: L M		Distortion	- Right	¢						
Seal Left - Top Dnum, R Damage: - Conson: L M <th< td=""><td>Seal Left - Top Dumin R Damage: - Conssion: L M</td><td></td><td></td><td></td><td></td><td>Basement</td><td>Drum-L</td><td>Damage:</td><td>۲ ۲</td><td></td><td></td></th<>	Seal Left - Top Dumin R Damage: - Conssion: L M					Basement	Drum-L	Damage:	۲ ۲		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Bottom - Top - Top Damage: - Corrosson: L M </td <td>Sea S</td> <td>Teft</td> <td></td> <td>-</td> <td></td> <td>Drum-R</td> <td></td> <td>L M</td> <td></td> <td></td>	Sea S	Teft		-		Drum-R		L M		
Right - <td>Right -<td></td><td>Bottom</td><td>Top</td><td>E</td><td></td><td>Drive Device</td><td></td><td>W 7</td><td></td><td></td></td>	Right - <td></td> <td>Bottom</td> <td>Top</td> <td>E</td> <td></td> <td>Drive Device</td> <td></td> <td>W 7</td> <td></td> <td></td>		Bottom	Top	E		Drive Device		W 7		
Incination Top Level Ofference 20 mm N kage L Cover Damage: - Corroston: L M S kage L Cover Drum.L Damage: - Corroston: L M S Side Seal Atraston-Max Left: - mn. Right: - mn RS Cover Drum.L Damage: - Corroston: L M S Side Seal Atraston-Max Left: - mn. Right: - mn RS Cover Drum.R Damage: - Corroston: L M S Rollor Truck Abraston-Max Left: - mn. Right: - mm RS Damage: - Corroston: L M S Rollor Truck Abraston-Max Left: - mn. Right: - mm RS Damage: - Corroston: L M S Rollor Truck Abraston-Max Left: - mm. Right: - M Corroston: L M S Rollor Truck Abraston-Max Left: - mm. Right: - Corroston: L M S Sill Beam Abraston-Max Left: - M S Corroston: L M S M Sill Beam Abraston L M S Coroston: L	Incination Top Level Difference 20 mm Image: Lamage: - Corroson: L M kage L S N Reouction Cear Damage: - Corroson: L M kage Left: - mm, Right: - mm RS Poum-r Damage: - Corroson: L M Side Seal Avrasion-Max Left: - mm, Right: - mm RS Side Seal Avrasion-Max Left: - mm, Right: 4 mm Gover L M S Side Seal Avrasion-Max Left: - mm, Right: 4 mm RS Poum-r Corrosion: L M S Sile Sean Avrasion-Max Left: - mm, Right: 4 mm Gover Damage: - Corrosion: L M S Sile Sean Avrasion-Max Left: - mm, Right: A M Gover Damage: - Corrosion: L M S Sile Beam Avrasion-Max Left: - M S Gover Damage: - Corrosion: L M S Sile Beam Avrasion-Max Left: - M S Gover Damage: - Corrosion: L M S Sile Beam Avrasion L M S <t< td=""><td></td><td>Right</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		Right								
kage L Cover N Reduction Gear Damage: - Contoston: L M S Stoe Seal Atvastion-Max Left: - mm. Right: - mm. Right: - Cover Drum-R Damage: - Contoston: L M S Stoe Seal Atvastion-Max Left: - mm. Right: - mm Right: - M S S M S M S M S M S S	kage L S N Reduction Gear Damage: - Corrosion: L N S Side Seal Auvasion-Max Left: - mm. Right: - mm Ris Side Seal Auvasion-Max Left: - mm. Right: - mm Ris Roller Truck Abrasion-Max Left: - mm. Right: 4 mm 8 Roller Truck Abrasion-Max Left: - mm. Right: 4 mm 8 Roller Truck Abrasion-Max Left: - mm Right: - Corrosion: L M S Sill Beam Abrasion L M S Counter Vierght Damage: - Corrosion: L M S Sill Beam Abrasion L M S Counter Vierght Damage: - Corrosion: L M S Sill Beam Abrasion L M S Counsion: L M S Sill Beam Abrasion L M S Counsion: L M S Concrete Damage-Left	Incination		20	->	i 					SERVIC TOLAN (AN AN AN ANTINITY PROVINCE AND
Side SealAvrasion-MaxLeft: -mm. Fight: -mmRSSide SealAvrasion-MaxLeft: -mm. Fight: -mmRSRoller TruckAvrasion-MaxLeft: -mm. Fight: -mmRoller TruckAvrasion-MaxLeft: -mm. Fight: 4mmRoller TruckAvrasion-MaxLeft: -mm. Fight: 4mmRoller TruckAvrasion-MaxLeft: -mm. Fight: 4mmRoller TruckAvrasion-MaxLeft: -mm. Fight: 4mmSill BeamAvrasion-MaxLeft: -Mm. Fight: 4mmSill BeamAvrasionLMSSill BeamAvrasionLMSConcreteDamage: LeftLMSDamage-RightLMSVet Condition1/4ConcreteDamage-RightLMSDamage-RightLMSVet Condition5/9Damage-RightLMSVet Condition1/4Damage-RightLMSVet Condition1/4Damage-RightLMSVet Condition1/4Damage-RightLMSVet Condition1/4Damage-RightLMSVet Condition1/4Damage-RightLMSVet Condition1/4Damage-RightLMSVet Condition1/4Damage-RightLMSVet Condition <t< td=""><td>Image: Image: Image:</td></t<> <td>eakage</td> <td></td> <td>3</td> <td>z</td> <td>Reduction G</td> <td>ear</td> <td></td> <td>Z L</td> <td>+</td> <td></td>	Image:	eakage		3	z	Reduction G	ear		Z L	+	
Sue Seal Avrasion-Max Left: - mm. Highi: - mm< Ris Rollev Truck Abrasion-Max Left: - mm. Highi: - mm Righi: - mm Righi: - mm M M Rollev Truck Abrasion-Max Left: - mm. Righi: - mm Righi: - mm M <	Suce Seal Avrasion-Max Left: Imm. Right: Imm. Right	ii.				Cover	Drum-L		r <i>W</i>		
Left: J Reduction Geef Damage: Corroson: L M	Left: J mm. Right: 4 mm G Peduction Gest Damage: - Corrosion: L M S Left: J mm. Right: 4 mm M S M M S M S M S M S M M S M S M S M S M S M			– mm, Right: –	ЯS		Drum-R		L M	<	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	No. Counter Shaft Damage: - Corrosion: L M S L M S Counter Veright Damage: - Corrosion: L M S L M S V Investinge Dry Condition 5.9 Kg·m N L M S V Superstructure Damage: - Corrosion: L M S N L M S V Superstructure Damage: - Corrosion: L M S	Rollar To	ck Abrasion-Max	3 mm, Right: 4	ø		Reduction Gear	Damage: -	r M		
Abrasion L M S Counter Weight Damage: - Corrosion: L M S Abrasion L M S G Horsting Wet Condition 14 kg·m Damage-Rught L M S P Torque Dry Condition 5.9 kg·m Damage-Rught L M S V Superstructure Damage: - Corrosion: L M	Abrasion L M S Counter Weight Damage: - Corrosion: L M S Abrasion L M S G Hoising Wet Condition 14 kg·m Damage-Ruphi L M S Torque Dry Condition 5.9 kg·m Damage-Ruphi L M S V Superstructure Damage: - Corrosion: L M Comage-Ruphi L M S V Superstructure Damage: - Corrosion: L M					Counter She	L.		W 7	→ 	
Abrasion L M S G Housing Wet Condition 14 kg·m Damage-Right L M S A Torque Dry Condition 5.9 kg·m Damage-Right L M S V Superstructure Damage: - Corrosion: L M Damage-Right L M S V Superstructure Damage: - Corrosion: L M	Abrasion L M S G Housing Wet Condition 14 kg·m Damage-tent L M S ^ Torque DY Condition 5.9 kg·m Damage-Right L M S V Superstructure 5.9 kg·m Damage-Rotion L M S V Superstructure 5.9 kg·m Damage-Rotion L M S V Superstructure 5.9 kg·m Damage-Rotion L M S V Superstructure Damage: - Corrosron: L M Superstructure Damage-Rotion L M S G Superstructure Damage: - Corrosron: L M Superstructure					Counter We	ght		н г И	AS BS	
Damage-Left L M S Torque Dry Condition 5.9 kg·m Damage-Right L M S V Superstructure Damage: - Corroston: L M Damage-Right L M S V Superstructure Damage: - Corroston: L M	Damage-Leth L M S Torque Dry Condition 5.9 kg·m Damage-Rught L M S V Superstructure Damage: - Corrosion: L M S Damage-Rught L M S V Superstructure Damage: - Corrosion: L M S Jamage-Rotion L M S G Superstructure Damage: - Corrosion: L M S	Sill Beam		×	U	Hoisting	Wet Condition	14	kg.m	0	
Damage-Right L M S Veperstructure Damage: - Corrosion: L M S Comage-Botion L M S	Damage-Right 4 N Superstructure Damage: - Corroston: L M State Damage-Bottom L M S G Superstructure Damage: - Corroston: L M State S: Judgement = N: Totally Replace, C: Partly Replace, RL: Large Repoir, RM. Medium Reparr, RS: Small Repair, G: No Repair, -: No Data. State	Concrete	1	N	<	Torque	Dry Condition	5.9		 	
S W . 7	Damage-Bottom L M S G Remarks: Judgement = N: Totally Replace, RL: Large Repurt, RM. Medium Repart, RS: Small Repart, -: No Data.			N	1	Superstructure		Damage: –	r V		
	Remarks: Uudgement = N: Totally Replace, C: Party Replace, RL: Large Repair, RM: Medium Repair, RS: Small Repair, C: No Data.		Damage-Botton	W . 7	0						

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) shows casign dimension.

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Sur	Survey Item	SL	Survey Result	Judge	e Survey Item	r Item	s	Survey Result	Judge	Photograph
Gate Leaf					Hoisting Device					
Skin Plate	Thickness-Avg	Top9.3 Mid9.2 L	Top9.3 Mid9.2 Low8.5 Bim7.9 (mm)	z	Wire Rope	Main-Left	y: – Distortion: –	Corrosion: -	0%- C	
	Corrosion	U/S-Bottom	S W 7	<		Main-Right	y: + Distortion:	- Corrosion: -	<	
									-	
Truss	Thickness-Avg	Bottom Flange 7.	Bottom Flange 7.8, Bottom Web 6.7 (mm)	<i>(</i> u						
	Distortion				۵. مربع	tleit	Damage: -	Function: -		
End Girder	-	L-Bollom 17.0.	. R-Bottom 17.3 (mm)	 È		Right	Damage: -	Function: -		
	Remodeling	Left No	Right No	>	Bearing	Drum	Damage: -	Oit: -		
		Let No	Right No	z		Counter Shaft	Damage: –	Ott -		
				-	 F	Reduction Gear Damage:	– :eōeweg	Oit –	·->	
					Gear	Reduction Gear Damage:	Damage: – Filling:	- Backlash: -	<i>OII:</i> + G	
					 T					
				-						
Main Roller	r Diameter-Roller	Ачөгада – тт	6	z						
		Left -	Rignt –	<						
					Basament	Drum-L	Damage: –	Corrosion: L M	ତ ୫	
Seal	Left		1			Drum-R	Damage: –	Corrosion: L M	ତ ୫	
	Bottom	1	1 dol			Drive Device	Damage: -	Corrosion: L M	© RS	
	Right									
Inclination		Top Level Difference	ence 0 mm	>						
Leakage			s Q	z	Reduction Gear	ar	Damage: -	Corrosion: L M	s I	
Sik					Cover	Drum-L	— зөбешед	Corrosion: L M	S RS	
Side Seal	Abrasion-Max	Left: - mm,	Right: – mm	RS		Drum-R	Damage: -	Corrosion: L M	୍ ୍ତ	
Roller Truck	k Abrasion-Max	4 mm,	Right: 3 mm	U		Reduction Gear Damage:	Damage: –	Corrosion: L M	ଭ	
					Counter Shaft		Damage: -	Corrosion: L M	© ∖	
					Counter Weight	μt	Damage: –	Corrosion: L M	S AS	
Sul Beam	Abrasion		© ₹	0	Horsting	Wet Condition	20	<i>w</i> -5 <i>w</i>	თ 	
Concrete	Damage-Left	~	© 2	<i>←</i>	Torque	Cry Condition	2.0	кд-т	RS	
	Damage-Aight	7	9 v		Superstructure		pamage: -	Corrosion: L M	ତ ୫	
		-	¢							

Remarks: Judgement = N; Totaliy Replace, C: Partly Replace, RL: Large Repart, RM: Medium Repart, RS: Small Repart, G: No Repart, -: No Data.

Structure
of Gate
Results
Survey

(93/96)

Ludge Survey Item
Hoisting Device
N Wire Rope
 <
m Q
Bearing
z
Coar
z
4
Basement
>
N Reduction Gear
Cover
RS
0
Counter Shaft
Counter Weight
D HOISING
↑ Torque
V Superstructure
0

Remarks: Judgement e N: Totaliy Roplace, C: Partiy Replace, RL: Large Repart, RM: Meclum Repart, RS: Small Repart, G: No Repart, -: No Data.

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Suz	Survey Item	Survey Result	Judge	Surve	Survøy Item	SI	Survey Result	Judge	Photograph
Gate Leaf				Hoisting Device					
Skin Plate	Thickness-Avg	(Top9.3 Mid9.2 Low8.5 Bim7.6 (mm)	z	Wire Rope	Main-Left	x – Distortion:	n; – Corrosion: – Oit:+	C A	
	Corrosion	U/S-Bottom L 🔊 5	<-		Main-Right	y: – Distortion:	n: Gorrosion: Oit:-	<	
Truss	Thickness-Avg	Bottom Flange 9.1, Bottom Web 6.2 (mm)							
	Distortion			Own	Left	Damage: –	Function: –		
End Cirder	Thickness-Avg	L-Bouom 18.5, R-Bonom 18.7 (mm)			Right	Damage: 🛥	Function:		
	Remodeling	Left No Right No	>	Beanng	Drum	Damage: –	Ôti: –		
	Distortion	Lett No Right No	z		Counter Shaft	Damago: –	Oii: +		
			Γ		Reduction Gear Damage:	Damage: -	Oit: -) ->	
			Τ	Gear	Reduction Gear Damage:	Damage: - Fining:	ng: - Backlash: - Oil: -	IJ	
_									
Main Rotler	Diameter-Roller	Average – mm	z						
	Distorion	Let - Right -	ج						
				Basement	Drum-L	Damage:	Corrosion: L M S	RS	
Scal	Left				Drum-R	Damage:	Corrosion: L M 🕥	RS RATE	
	Bottom	i Top			Drive Device	Damage:	Corrosion: L M 🕥	RS	
	Right	1							
Inclination		Top Level Dittarance 45 mm	->						
Leakage		s w Q	z	Reduction Gear	lear	Damage:	Corrosion: L M S	-	
S.II				Cover	Drum-L	Damage: -	Corrosion: L M 🕥	RS	
Side Seal	Abrasion-Max	tett: – mm, Right: – mm	RS SR		Orum R	Damage:	Corrosion: L M S		
Roller Truck	Roller Truck Abrasion-Max	Left: 4 mm, Right: 4 mm	U		Reduction Gear Damage:	r Damage: -	Carrosion: L M S		
				Counter Sha	The second se	Damage: –	Corrosion: L M 🕤	RS	
				Counter Weight	ugu	Damage: –	Corrosion: L M S	0	
Sill Beam	Abrasion	© w 7	U	Hoisting	Wet Condition	01	kg∙m	9	
Concrete	Damage-Left	9 N 7	¢	Torque	Ory Candition	0	kg•m	0	
	Damage-Right	Г м Э	1	Superstructure		Damage: -	Corrosion: L M 🕤	RS	

|Uamage:Bottom| L M (2) | G | Remarks: Judgement = N: Yotaty Replace, C: Party Replace, RL: Large Repart, RM: Medium Replair, RS: Small Repart, G: No Repart, -: No Data.

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(92 / 36)	Photograph															1														
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	Judge			<u>ں</u>	<	 	-	_			→	0 	 			R RS	·	SR C	-	_		R RS		6	→ ©	RS	0 	S.	ହ ତ	
cture	Survey Result			- Corrosion: - Oil: -	- Corrosión: - Oit: -	ľ	Function: -	Function: -	Oii: -	Óit: –	Oil: -	- Backlash: - Oll: -				Corrosión: L M 🛇	Corrosion: L M 🕥	Corrosion: L M 🗐			Corrosion: L M S	Corrosion: L M 🛇	Corrosion: L M 🕤	Corrosion: L M 🕤	Corrosion: L M S	Corrosian: L M S	w-bx	₩∙бх	Corrosion: L M S	
Survey Results of Gate Structure	212			y: - Distortion;	y: - Distortion: -		Damage: –	Damage: -	Damage: -	Damage:	Damage: –	Damage: - Fiting:				Damage: –	Damage: -	Damago: –			Damage: -	Damage: –	Damage: -	c Damage: -	Damage: –	Damage:	16	2.0	Damage: –	
Survey Resi	Wet			Main-Left	Main-Right		Lett	Right	Orum	Counter Shaft	Reduction Gear Damage:	Reduction Goar Damage:				Drum-L	Orum-R	Drive Device			lear	Drum-L	Drum-R	Reduction Gear Damage:	aft	ight	Wet Condition	Dry Condition		
	Success them		Hoisting Device	Wire Rope		 	Drum		Bearing			Gear		 		Basement					Reduction Gear	Cover			Counter Shaft	Counter Weight	Moisting	Torque	Superstructure	
		afonr	Ī	z	4				->	z				z	4					,	z		RS	0			0	.	- >	IJ
ato (and Description (ato		Survey Hesuit		Top9.2 Mid9.1 Low8.6 Blm8.2 (mm)	U/S-Bortom L M 🕥	Bottom Fiange 9.5, Bottom Web 6.7 (mm)		L-Bottom 18.0, A-Bottom 17.5 (mm)	Leit No Right No					Average – mm	Left - Right -			- Top	1	Top Level Difference 30 mm	s w Q		Left: - mm, Aight: - mm	Left: 3 mm, Right: 3 mm			© w 7	© w 7	С м 7	C M C
		y Item		Thickness-Avg	Corrosion	Thickness-Avg	Distortion	Thickness-Avg						Main Roller Diameter-Roller	Distorion		Laft	Bottom	Aight				Abrasion-Max	Roller Truck Abrasion-Max			Abrasion	Damage-Left	Damage-Right	Damage-Bottom
	Gate No.	Survey Item	Gate Leaf	Skin Plate		 Truss		End Girder						 Main Roller		·	Seal			Inclination	Leakage	Sit	Side Seal	Roller Truck			Sill Beam	Concrete		

Damage-Bottom L M S G Remarks: Juogoment = N: Totally Replace, C: Panty Replace, AL: Large Repur, RM: Medium Repair, RS: Small Repair, G: No Repair, -: No Data.

Regulator Gate)
T.P. Link Canal
No. 77

Remarks: Judgement = N: Totaliy Replace, C: Party Replace, RL: Large Repair, RM: Medium Repair, RS: Small Repair, C: No Repair, -: No Data.