

1000001772



ENGINE DATA SHEET

WORK ORDER NUMBER: 60049315 LYD19231

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|--|------------------------------------|---|
| UNIQUE WELL ID (UWI): <u>10-8-52-23W3M</u> (i.e. 131/16-01-051-23W3/03) | | DATE COLLECTED: <u>08/29/2014</u> (MM/DD/YYYY) |
| DATA COLLECTED BY: <u>Warren Rechle</u> (FIRST AND LAST NAME) | | COMPANY NAME: <u>Bidell</u> |
| COMPRESSOR ENGINE INFORMATION | | |
| MANUFACTURER: <u>Arrol Wankesha</u> | MODEL / SIZE: <u>JGR4 F3521GS1</u> | |
| SERIAL NUMBER: <u>F-7281 402294</u> | HOURS: | |
| COMPRESSOR BUILDING INFORMATION | | |
| MANUFACTURER: <u>Enerflex</u> | SERIAL / CSN #: | |
| COMPRESSOR INFORMATION | | |
| MANUFACTURER: <u>Arrol</u> | MODEL: <u>JGR4</u> | |
| SERIAL NUMBER: <u>F-7281</u> | | |

| | | |
|-------------------------------|------|-------------------|
| ENGINE OIL PRESSURE | 54 | PSI |
| ENGINE OIL TEMP | 70 | °F |
| COMPRESSOR OIL PRESSURE | 65 | PSI |
| COMPRESSOR OIL TEMP | 50 | °F |
| INTAKE MANIFOLD PRESSURE (RB) | -9.1 | "Hg |
| INTAKE MANIFOLD PRESSURE (LB) | | "Hg |
| PRIMARY FUEL PRESSURE | 25 | PSI |
| REGULATED FUEL PRESSURE (RB) | 6.0 | "H ₂ O |
| REGULATED FUEL PRESSURE (LB) | | "H ₂ O |
| PRECHAMBER FUEL PRESSURE | | "Hg |
| TURBO RESERVE PRESSURE (R/B) | 13.5 | "Hg |
| TURBO RESERVE PRESSURE (L/B) | | "Hg |
| CRANKCASE PRESSURE | -0.2 | "H ₂ O |
| EXHAUST O2 (RB) | | % |
| EXHAUST O2 (LB) | | % |
| EXHAUST CO (RB) | | % |
| EXHAUST CO (LB) | | % |
| IGNITION TIMING | | °BTDC |
| SPARK PLUG GAP | 0.20 | " |
| RPM | 720 | |

Please send completed form to: HOG PM MASTER DATA SUPPORT, Asset Integrity Management
 equip_llyd_hog@huskyenergy.com
 (306) 820-8272 (T)

| CYL NUMBER | | INITIAL | | WEAR | | COMPRESSION |
|------------|---------|---------|-----|------|-----|-------------|
| 1 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 2 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 3 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 4 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 5 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 6 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 7 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 8 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 9 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 10 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 11 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 12 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 13 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 14 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 15 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |
| 16 | INTAKE | CAM | EXH | CAM | EXH | PSI |
| | EXHAUST | CAM | EXH | CAM | EXH | PSI |

DEFICIENCIES (PMF CONSIDERATIONS):

Drain hole on final lube strainer cracked.

I HAVE CONTACTED AREA LEAD TRADESMAN TO BEGIN PMF WORK:

NAME: _____ DATE: _____

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