



Velvet Drive Marine Transmission Reduction Gear Service Manual 2.10:1 Ratio



Marine Drive

Copyright © 2000 Mercury Marine

PRICE \$1.99

Velvet Drive Marine Transmission Reduction Gear Service Manual 2.10:1 Ratio



Model Number: 74-10000

Warner Gear, Inc. P.O. Box 10000, Detroit, MI 48202

1-800-368-8888

This Service Manual for the 2.10:1 Reduction Gear is prepared and distributed for use in conjunction with the

model 74-10000 and 74-10000 Series Gear. Warner Gear, Inc. is the company responsible for engineering, manufacturing, and sales.

Warner Gear, Inc. is not responsible for the results of the service of the gear.

Warner Gear

Warner Gear, Inc. P.O. Box 10000, Detroit, MI 48202
1-800-368-8888
Copyright © 1998 Warner Gear, Inc.

TABLE OF CONTENTS

TRANSMISSION DESCRIPTION	3
GENERAL FEATURES OF CURRENT 2-101 RESOLUTION UNIT	3
EXPOSE SECTIONS, VIEW OF AN ASSEMBLED TRANSMISSION	4
PARTS LIST FOR FORWARD AND REVERSE SECTION OF TRANSMISSION	5
2-101 RESOLUTION PARTS LIST	6
ALL CURRENT VARIATIONS IN 2-101 RESOLUTION UNIT	7
REPLACEMENT CHARTS SHOWING COOLING AND LUBRICATION	8
STATE INTERCHANGEABILITY	9
REPLACEMENT OF TRANSMISSION	10
INSTRUCTION AND GENERAL INSTRUCTIONS	10
ASSEMBLY OF TRANSMISSION	11
ASSEMBLY OF THE 2-101 RESOLUTION UNIT	12
TRANSMISSION INSTALLATION DIRECTIONS	13
TRANSMISSION INSTALLATION	14
LIST OF CURRENT PRODUCTIONS 2-101 RESOLUTION PARTS	14
HYDRAULIC FLUID RECOMMENDATIONS	15
DISASSEMBLY OF PLANT LEFT ASSEMBLY	16
2-101 RESOLUTION PLANETARY SERVICE PARTS	16
TORQUE RECOMMENDATIONS	16

TRANSMISSION DESCRIPTION

The L-100 reduction gear box operates in conjunction with any one of the following Volvo Gear® models: T6, T6B, T6C, T6CB, T7, T7B, T7C, T7CB, T8, T8B, T8C and T8CB. Reduction is accomplished by a planetary gear set, which reduces the input revolutions by a fixed 2.0:1 input ratio to both forward or reverse. The T6, T7B, T7C and T8CB forward and reverse transmissions have a 1.0:1 ratio of reduction when operated in forward and therefore the overall reduction of these models when reverse is reduced to 1.0:1.

The direction of rotation of the output shaft and coupling of the reduction gear box, when operated in forward is the same as regular rotation and is coupled with the input shaft of the forward and reverse transmissions.

The L-100 reduction ratio is identical for all T6B, T7C or T8C units; however, all T6CB, T7CB and T8CB units use a different reduction planetary gear and ratio assembly.

These two planetary gear and ratio assemblies must not be used in units which have opposite rotation. The oil pump on L-100 reduction units can not be adjusted for opposite input rotation unless the reduction planetary gear and ratio assembly is also changed.

Model numbers will end in either C or CB. The C designates reverse transmissions which have been assembled for clockwise rotation. The CB designates transmissions which have been assembled for counter-clockwise rotation. The B will be found stamped on CB units.

The kind of rotation is used to describe all Volvo Drive transmissions, unless in the direction of rotation of transmission input shaft is noted when coupling behind the coupling end of the transmission and being towards front of transmission.

The pump end of rotation is described when coupling at the input end of the transmission with facing the pump. The pump designation is opposite to the designation given for transmission rotation because the pump is viewed from the opposite end of the transmission.

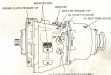


Fig. 1. Exploded view of L-100 reduction gear.



16-17-500-1000, 16-17-500-1000
 16-18-500-1000, 16-18-500-1000

2.10.1.90 PARTS LIST

ITEM NO.	ITEM NAME	QTY	UNIT	ITEM NO.	ITEM NAME	QTY	UNIT
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

OIL CIRCUIT VARIATIONS IN 2.10:1 REDUCTION UNITS

Five circulation systems have been used for cooling and lubrication oil flow in the reduction gear set and case bearing of 2.10:1 reduction transmissions. Three which have the return circulation system from the cooler oil returned to a sumped tank which is located on the lower right side of the reduction housing, (Fig. 1).

Transmissions which have cooler oil returned through a feeding to the front plug opening of the forward oil control transmission (as indicated in Fig. 1) will either have the sumped or float circulation system. Units which have the sumped system have a cracked tank on the oil divider adapter front face. Units which have the float system have two short straight tracks on the reduction adapter front face (Fig. 2, Item 1). A 100% inspection of the adapter front face will be required to determine which of these two systems is being used.

Any 2.10:1 reduction transmission with a solid transfer plate is those listed for the float system, which has been attached to the float circulation system of case bearing, has the lower A track changed to the lower right-hand corner of the same plate opposite the case Water-Loss Drain.

Transmissions which have the float system have cooler oil returned to the top of the reduction housing (as shown by Fig. 1). 100 series 2.10:1 units, with 100-Any housing patterns, and adapters (75-1404) were received and many later model (700-100, model 130-140, spring 130-220) in 10" size also (800-1400) were added to transmissions which have the float system, (Fig. 1).

MODEL	OIL CIRCULATION SYSTEM		
	SAUCER SYSTEM	SAUCER SYSTEM	FLAT SYSTEM
100-100 & 100	100A	100B	100C
100-170 & 100	100B	100C	100D
100-170 & 100	100B	100D	100E



FIG. 1. PARTS REQUIRED FOR THE OIL CIRCULATION SYSTEM

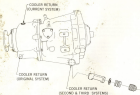


FIG. 6. VARIOUS COOLER RETURN LOCATIONS WITH WATER USED WITH FOURTH SYSTEM (ORIGINAL).



FIG. 7. VARIOUS COOLER RETURN LOCATIONS WITH WATER USED WITH SECOND & THIRD SYSTEMS (ORIGINAL).

PARTS INTERCHANGEABILITY

TRANSMISSION CASE

The output case can only be used with the first all-terrain system. The output case, then used with the second system, may be used for all four systems. The gear member between the case and output shafts must be furnished for service parts. The output case for the first two was mounted as shown in Fig. 3, Item 3.

DRIVER PLATE

An output plate (Part Number 4772) was driven into the case and then upper bolt (Fig. 3, Item 3) only is used, using the second system. This plate should be retained when one other system is used.

REDUCTION HOUSING

The original reduction housing (Part Number 13-13) was drilled and tapped to receive output shaft (the lower right side of the housing (Fig. 4)). This housing can only be used with the first system.

Reduction housing (Part Number 13-14) was used with the second and third systems and had no place to receive output shaft of the reduction housing. This housing can only be used with case having either the second or third system.

Reduction housing (Part Number 13-15) is drilled and tapped to receive output shaft to the top of the housing (Fig. 4). The second housing must be used with each system however, all three output systems may be up-graded to the lower system by installing the proper parts in the assembly.

REDUCTION ADAPTER GASKET - REAR

This small bolt (Fig. 3, Item 3) was added to reduction adapter gasket - rear (13-16) to use with the second all-terrain system. This gasket with the two small bolts may be used for all replacements. The gaskets without the two small bolts should no longer be available, but should never be used except with the first all-terrain system.

REDUCTION ADAPTER GASKET - FRONT

The reduction adapter gasket - front (13-16) was changed twice by fast adding material to cover the second hole to adapter front face and leave the gasket one size out to match the output shaft and only the third system (Fig. 3, Item 3). The lower gasket may be used for all four systems and will be the only gasket required for service.

REDUCTION GEAR ADAPTER

The original adapter (13-17) was used with the first sys-

tem and did not have a hole on its front face. This adapter cannot be used with other systems.

The second adapter (13-18) was used with the second system and had a central hole on its front face. The adapter should be replaced with the 13-18 adapter.

The adapter used with the third and fourth systems (13-19) has two short straight tracks connected by an angle cut on the rear face.

Only the latest adapter (13-19) will be furnished for service parts; however, it may be possible to obtain the earlier adapters until the correct supply is shipped.

The all-terrain, transfer gasket, and drive shaft illustrated in (Fig. 4) can only be used with case having the rear face machined to read on the transfer gasket.

Rear illustrated in (Fig. 5) can read with the second and third all-terrain systems. The all-terrain transfer gasket and its shaft must be a similar replacement part to replace the transfer illustrated in (Fig. 4) for use with the first all-terrain system.

The gear plug illustrated in (Fig. 7) replaced the transfer gasket and drive shaft. This illustrates difference for each plug, therefore their plug are not interchangeable.

Rear used with the third all-terrain system while are retained when changing to the fourth system are shown in (Fig. 7). Parts used in the fourth system are shown in (Fig. 6). Individual parts are not interchangeable. These parts may be changed if all parts of each gear are used together.



FIG. 4. DRIVE GASKETS DRIVE PLUG

DISASSEMBLY OF TRANSMISSION

REMOVAL OF INPUT SHAFT, REAR GEAR AND MAIN SHAFT ASSEMBLY

1. Place transmission right side up on a clean bench and remove the main shaft nut.
2. Place rear side shaft flange under the rear of forward and reverse components (see forward of selection nut aligner so that selection nut will clear flange).
3. Remove the rear. Lift bolts and lockwashers which follow the selection bearing and the selection aligner to the forward and reverse components case, and the lift bolts which follow the selection aligner to the selection bearing. With the selection bearing, ring gear and main shaft assembly removed all the transmission.

REMOVAL OF FRONT CASE ASSEMBLY

1. Remove front water from rear of pump case.
2. With pump case assembly removed from unit.
3. Remove front water from rear of air gun.

REMOVAL OF INPUT SHAFT LAST GEARSET AND MAIN GEAR ASSEMBLY

1. Remove air lock bolts and lockwashers that secure selection nut aligner, then remove aligner and air gun assembly from forward and reverse gear cases.

2. Remove ring and free case gear, then remove case gear from selection nut aligner.

DISASSEMBLY OF REAR GEAR, MAIN SHAFT, FORWARD AND REVERSE FROM INPUT SHAFT BEARING

3. Remove main shaft nut and coupling, then slide ring gear and main shaft from selection bearing.
4. Remove ring and main shaft from ring gear.
5. Remove bearing cap after removing air lock bolt bolts and lockwashers that retain it.
6. Lift rear bearing cover from the ring.
7. The outer case will free case can be removed from selection bearing, to air select gear. Then the rear face of front housing case which selection bearing is supported on is one face on a clean flat surface.

DISASSEMBLY OF FORWARD & REVERSE TRANSMISSION

1. Follow disassembly procedure given in Service Manual, "Water (Oil) Hydraulic Transmission to the Model 700 & 702 & 702" to remove the disassembly of forward and reverse components.

INSPECTION AND GENERAL INSTRUCTIONS

1. Cleanliness is absolutely necessary during assembly to insure proper functioning of transmission. These instructions are designed to show how parts are cleaned to allow the clearest cleaning. Oil and grease are, when available, to be kept from the parts. They are assembled. Do not wipe parts with rag or cloth or dry them in hot, from the cloth and paper trash, when used.
2. Inspect all parts for damage or wear. Replace the broken parts.
3. Check all nuts and rubber parts should be replaced, except in new units. Exercise judgment as to the need for replacing these parts.
4. Oil seals and bearings are best installed by using an oiler press, suitable fixture, and work in properly sized parts being assembled. Hammering with seal hammers and pressure with steady bearing press.
5. Automatic transmission fluid should be used to lubricate parts as they are assembled. Precision parts may be used as guides to other parts that must be held in position during assembly. Lubricated parts will assemble more easily than dry parts.
6. Tighten all bolts and screws evenly to the torque indicated ranges.

ASSEMBLY OF TRANSMISSION

ASSEMBLY FORWARD & REVERSE SECTION

1. Place the reduction housing on its forward face, and then set the transmission case so that its rear face is supported on the rear face of the reduction housing. This will provide proper support for the transmission case during the assembly of the forward and reverse sets when the pinion cage and output shaft assembly protrude from the rear of the case.
2. Coat each track of these washers with petroleum jelly. Insert these washers on each thrust set face of case with washer ring positioned in case grooves as shown in (Fig. 4).
3. Insert pinion cage and output shaft track against these washers. Axial rotation of pinion cage and output shaft during assembly is a must to ensure washers lay flat in grooves.

NOTE: Pinion cage and output shaft assemblies (71-1428) and (73-1428) have been supplied

with drive oil grooves and without oil grooves as shown in (Fig. 5). The grooved shafts may be used in transmission case having thrust bearings and in transmission case without thrust bearings. The ungrooved shafts may be used only in transmission case which have bearings installed.

4. Complete forward and reverse transmission assembly by following instructions given in either the Service Manual for 70C & 70C or 73C "Value Meter" (or Service Transmission as required).

NOTE: The oil seal shaft should not be removed from the forward and reverse transmission case. However, if removed or when a new seal is used, the shaft should be greased very lightly with the greasing lubricant used in the transmission as shown in (Fig. 6).

5. Check end play, which should be from .005" - .010". The (71-1428) or (73-1428) thrust washers may be changed to correct end play.



FIG. 4 FORWARD HOUSING LABEL FOR 73C REDUCTION HOUSING



FIG. 5 OUTPUT SHAFT VARIATIONS

ASSEMBLY OF THE 2.19:1 REDUCTION UNIT

NOTE: The number following each part name is the index number of the part in the exploded view, (Fig. 1).

1. Slide the rear gear (7) spline into the reduction unit adaptor (20) spline until the gear bottoms on the adaptor shoulder.
2. Support the adaptor and rear gear in the rear gear vice flange and install a snap ring (21) in the rear gear groove.
3. Assemble the adaptor front yoke (19) and the adaptor with rear gear to the forward and reverse transmission rear flange.
4. The rear (7) to (14) x 1-1/2 inch ball bolts (15) should be installed in the rear flange to mount the adaptor assembly.
5. Assemble six NEW (7) to (14) x 1-1/2 inch ball (17) and external washers (18) to secure the adaptor. Remove the two (7) to (14) bolts, which were installed to snap flange after the spline bolts have been properly torqued.
6. Install a thrust washer (12) on the rear gear rear face.

CAUTION: Two different planetary cage assemblies are used in 2.19:1 reduction ratio. Two (1) inch diameter on the rear face of the 2.19-1 to (1) inch for this assembly, which must only be used in 2 ratio. The 1.5-1 to (1) inch on (1) inch face no identification marks. The instruction shows Fig. 11 and 12 on page 12.

7. Remove the proper planetary cage and gear assembly (1) to engage pinion gear tooth with sun gear tooth on this planetary assembly is assembled against the thrust washer on rear gear rear face.
8. Assemble a thrust washer on pinion cage against rear thrust flange.
9. Assemble the intermediate (3) and a snap ring (2) in the ring gear (2).
10. Remove the ring gear to drive gear tooth on the ring gear and install it on assembly on the planetary cage.
11. Place the reduction bearing (1) front flange on a

clean flat surface under no other parts. Place one (1) the tapered roller bearing (1) on the shoulder in reduction housing flange.

NOTE: Bearings are mounted in matched sets and should rotate most freely. The outer race of one tapered roller bearing will have the inner number with an "A" suffix. The other tapered roller bearing will have the same number without the "A" suffix. The gear having the "A" suffix should be placed together and the tapered roller bearing with-out the suffix should be placed in the seat of the inner race which is not marked.

12. The inner race should be lubricated and pressed into the reduction housing and should bottom in housing bore.
13. Place the inner set of tapered rollers in the inner race.
14. Place the bearing outer roller (1) on the reduction housing rear flange, aligning the roller slot with the housing oil hole.
15. Apply a suitable sealant to the oil seal inside its center and press a new seal (1) into the bearing center (1). Caution should be observed to insure that seal meets contact is not used. The oil seal rear face should be flush with center seal face when assembled.
16. Assemble the bearing rollers in the reduction housing, aligning oil holes and ball grooves of these rollers with those of the rollers. Six (7) to (14) x 1-1/2 inch ball bolts (17) and ball washers (18) secure these parts.
17. The procedure to install reduction adaptor rear gear (19) is position and assemble the reduction housing and bearing assembly onto the output shaft and into position against the adaptor rear flange. Six (7) to (14) x 1-1/2 inch ball bolts (15) and lockwashers (18) and locknuts (16) secure these parts.
18. Inspect the coupling for burrs and sharp edges, which might damage the seal or prevent proper sealing. Abolish the coupling over the assembled spline and replace the seal with seal. A sealant such as petroleum grease to seal under the seal, shaft nut and on shaft against to prevent air from leaking past the spline.

REPORT ON THE DESIGN OF A MACHINE TOOL



FIG. 1. FRONT VIEW OF THE MACHINE TOOL



FIG. 2. TOP VIEW OF THE MACHINE TOOL



FIG. 3. SIDE VIEW OF THE MACHINE TOOL

Parameter	Value	Unit	Notes
1. Length	100	mm	
2. Width	50	mm	
3. Height	20	mm	
4. Weight	1.5	kg	
5. Material	Steel		
6. Surface finish	0.8	μm	
7. Tolerance	± 0.1	mm	
8. Hardness	200	HB	
9. Corrosion resistance	100	h	
10. Fatigue life	10 ⁶	cycles	



FIG. 4. ISOMETRIC VIEW OF THE MACHINE TOOL



FIG. 5. CROSS-SECTION VIEW OF THE MACHINE TOOL



TELEPHONE LINE INSTALLATION

As all conduct along the properly constructed line the path in direction of all Future Lines¹ Transmission, reference single pressure will cause transmission through. These did find several critical locations have been used on the various 1-20 conductance units. Because the center conduct line to the lower right side of the induction bearing of is shifted and tapered hole is found in the location, present to top of induction bearing of is shifted and tapered hole is found in the location, as an example, the

How the industrial layout changed in order of time for various years under all the different and more sophisticated cases loading.

It is time to check the pump setting, which should agree with meter reading. The above figure gives pump setting for the meter 7.50 reduction ratio.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

The following table compares the 2011 and 2012 survey results on the proportion of respondents who select "very strongly" or "strongly" agree.

Date of Inspection	Name of Inspector	Name of Company	Name of Inspector	Inspection Results		Inspection Results		Total Score	Remarks
				Pass	Fail	Pass	Fail		
11/11/2023	John Doe	ABC Corp	John Doe	Pass	Fail	Pass	Fail	85	Good overall, minor issues with safety protocols.
12/12/2023	Jane Smith	XYZ Inc	Jane Smith	Pass	Fail	Pass	Fail	90	Excellent performance, all safety measures in place.
01/01/2024	Mike Johnson	DEF Ltd	Mike Johnson	Pass	Fail	Pass	Fail	75	Needs improvement in documentation and training.
02/02/2024	Sarah Lee	GHI Corp	Sarah Lee	Pass	Fail	Pass	Fail	80	Consistent performance, minor safety concerns noted.

1. *Journal of Management Education* 31(1): 10-12

- **Stop and look-up shell** strategy is described by [Chaitin-Ginsburg](#) source [Ginsburg \(1968\)](#) when the streamer is going **up** before the streamer causing floating objects from an input drift until the streamer.
- **Range operator** is described when the streamer is standing in front of transmission flying towards. The error signal sends the streamer back to the point in the streamer's path as defined by the input data.
- The principle is described when the streamer is standing in front of the streamer looking forward. A right hand (RH) going will move through the streamer's input stream.

HYDRAULIC FLUID RECOMMENDATIONS

100

Materials¹ 18. Types I and II and other hydrolytic degradable blocks which meet the Federal Food and Drug Administration Type II specifications are recommended for use in all human trials² involving intracutaneous.

Substituting with alcohol is not recommended for users of blood-alcohol and also more the German Alcohol 1.24 0.0. Substituting with alcohol is not recommended for users of blood-alcohol and also more the German Alcohol 1.24 0.0. Substituting with alcohol is not recommended for users of blood-alcohol and also more the German Alcohol 1.24 0.0.

Hydrolic systems and electrical components. The contractor should be able to provide information on the suitability of these products for use in a given environment.

For other important observations, following is listing of the institutional entities, other organizations, and ongoing initiatives and roles in practice. I distinguish the two members of the government, 2003 to 2005, as 2003-2004 and 2004-2005.

Abstract

© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 105–112

Variable	1977-1980 (mean)	1981-1985 (mean)
1977-1980 (mean)	10.0	10.0
1981-1985 (mean)	10.0	10.0
1986-1990 (mean)	10.0	10.0

Abstract

- [illegible]

Blue Lake's 12 species of fish were identified by Herman Fernald, Indiana University's first ichthyologist, in 1906. The lake is a natural habitat for several species of fish, including bluegill, largemouth bass, and crappie. The lake is also a popular spot for fishing and boating.

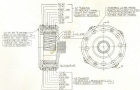


FIG. 25. PLANETARY GEAR ASSEMBLY USED IN FIG. 24.

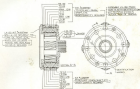


FIG. 26. PLANETARY GEAR ASSEMBLY USED IN FIG. 24.

