April 2018

C.H. Spencer LLC

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Operation and Maintenance Manual

Glasgow Water System Improvement Project

Section 11037B Vertical Turbine Pumps,
DPS Backwash Waste Pumps

Project: Glasgow Water System Improvement Project

Section 11037B Vertical Turbine Pumps DPS Backwash Waste Pumps

Date: April 5, 2019

Manufacturer: Gould's Water Technology, Xylem Inc. 2881 East Seneca Falls, NY 131478 800-327-7700 info@xyleminc.com	**Vendor:** C. H. SPENCER LLC 1075 SOUTH PIONEER ROAD Salt Lake City, UT 84104 801-975-0300 dbeck@chspencer.com
Project Owner: Glasgow Water Improvement District	**Project Engineer:** Jeffrey M. Ashley Eric L. Blanksma Ulrike Lashley
Contractor: Sletten Construction, Inc. 6202 W Gowen Rd, Boise, ID 83709	**Engineering Firm:** Morrison Maierle 1 Engineering Place Helena, MT 59602 (406) 442-3050
Equipment Tag Number: P-700-1 P-700-2	**Manufacturer Model Number:** VIT-DIFM 9RCHC, 3-Stage

GLASGOW WATER SYSTEM

EQUIPMENT MAINTENANCE SUMMARY SHEET

Equipment: High Lift Pumps	Spec. Section: 11037A
Location: HIGHLAND BOOSTER STATION	
Mfr.: Gould's Water Technology, Xylem Inc.	Phone: 800-327-7700
Address: 2881 East, Seneca Falls, NY 131478	
Area Rep: C.H. Spencer LLC	Phone: 801-975-0300
Address: 1075 South Pioneer Road, Salt Lake City, UT 84104	

ELECTRICAL NAMEPLATE DATA

Serial No.:		ID No.: 1341510		Model No.: FL65			Fram No.: 405TP		
Mfr. No.:	HP: 25	V: 460	Amp: 67.0	HZ: 60	Phase: 3	RPM: 1775	SF: 1.15	Duty: INV.	
Cat. No.: HO25V2BLF	Code: G	Insl. Cl.: F	Design: B	Type:	°C Amp:	NEMA des.:	Rating:	Ratio:	
Class:		Group:		Staft End Brg: PE			Opposite End Brg: SE		

Miscellaneous Nameplate Data:

Recommended Spare Parts: NONE

Lubricants: Summer LU, LV-4, UPPER BEARING: OIL Winter LOWER BEARING: GREASE

MECHANICAL EQUIPMENT NAMEPLATE DATA

Serial No.: TBD	ID No.: NA		Model No.: VIT-DIFM 9RCHC 3-STAGE			Fram No.: NA	
Mfr. No.:	HP: 23.8	RPM: 1770	Capacity: 500 GPM	Size:	Code:	Case No:	
Cat.:	TDH: 142 FT	Imp Sz: 6.88 IN	Ratio:	Max RPM:	Min RPM:	Lube Inst.:	
Belt No.:	CFM:	Form:	Press:	Const.	Assy No.:	Order No.:	

Recommended Spare Parts:

IMPELLER
BOWL ASSEMBLY
SHAFT
BEARINGS

Lubricants: Summer PRODUCT LUBRICATED Winter

RECOMMENDED PREVENTATIVE MAINTENANCE SCHEDULE

Task No.	Description	Mfr. O&M Ref. Page No.	Frequency						
			D	W	M	Q	S	A	Hours
	Lubricate the bearings on pumps supplied with thrust pots.				X				
	Inspect the packing or mechanical seal.				X				
	Check for unusual noise, vibration, and bearing temperatures.				X				
	Check the pump and piping for leaks.				X				
	Analyze the vibration.				X				
	Check that the foundation and the hold-down bolts are tight.					X			
	Check the packing if the pump has been left idle, and replace as required					X			
	Check the pump capacity.							X	
	Check the pump pressure.							X	
	Check the pump power.							X	
	If the pump performance does not satisfy your process requirements, and the process requirements have not changed, then do the following:								
	Disassemble the pump.								
	Inspect it.								
	Replace worn parts.								

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Introduction & Safety

Introduction and Safety

Safety

WARNING:

- The operator must be aware of safety precautions to prevent physical injury.
- Any pressure-containing device can explode, rupture, or discharge its contents if it is over-pressurized. Take all necessary measures to avoid over-pressurization.
- Operating, installing, or maintaining the unit in any way that is not covered in this manual could cause death, serious personal injury, or damage to the equipment. This includes any modification to the equipment or use of parts not provided by ITT. If there is a question regarding the intended use of the equipment, please contact an ITT representative before proceeding.
- Installation, Operation, and Maintenance manuals clearly identify accepted methods for disassembling units. These methods must be adhered to. Trapped liquid can rapidly expand and result in a violent explosion and injury. Never apply heat to impellers, propellers, or their retaining devices to aid in their removal.
- Do NOT change the service application without the approval of an authorized ITT representative.
- NEVER operate the pump below the minimum rated flow, when dry, or without adequate submergence.
- NEVER operate the pump without safety devices installed.
- NEVER operate the pump with the discharge valve closed.
- NEVER operate the pump when the strainer is clogged.

Safety message levels

Definitions

Safety message level	Indication
DANGER:	A hazardous situation which, if not avoided, will result in death or serious injury
WARNING:	A hazardous situation which, if not avoided, could result in death or serious injury
CAUTION:	A hazardous situation which, if not avoided, could result in minor or moderate injury
Electrical Hazard:	The possibility of electrical risks if instructions are not followed in a proper manner
NOTICE:	• A potential situation which, if not avoided, could result in an undesirable result or state • A practice not related to personal injury

Environmental safety

The work area

Always keep the pump station clean to avoid and/or discover emissions.

Recycling guidelines

Always recycle according to these guidelines:

1. If the unit or parts are accepted by an authorized recycling company, then follow local recycling laws and regulations.
2. If the unit or parts are not accepted by an authorized recycling company, then return them to the nearest ITT representative.

Waste and emissions regulations

Observe these safety regulations regarding waste and emissions:

- Dispose appropriately of all waste.
- Handle and dispose of the pumped fluid in compliance with applicable environmental regulations.
- Clean up all spills in accordance with safety and environmental procedures.
- Report all environmental emissions to the appropriate authorities.

Reference for electrical installation

For electrical installation requirements, consult your local electric utility.

User health and safety

Safety equipment

Use safety equipment according to the company regulations. The following safety equipment should be used within the work area:

- Helmet
- Safety goggles (with side shields)
- Protective shoes
- Protective gloves
- Gas mask
- Hearing protection

The work area

Observe these regulations and warnings in the work area:

- Always keep the work area clean.
- Pay attention to the risks presented by gas and vapors in the work area.
- Avoid all electrical dangers. Pay attention to the risks of electric shock or arc flash hazards.

Product and product positioning requirements

Observe these requirements for the product and the product positioning:

- Never operate a pump unless safety devices are installed.
- Never operate a pump unless a coupling guard is installed.
- Never force piping to make a connection with a pump.
- Never start a pump without the proper submergence.
- Never run a pump below the minimum rated flow or with the discharge valve closed.

Electrical connections regulations

Electrical connections must be made by certified electricians in compliance with all international, national, state, and local regulations.

Observe the following guidelines and warnings for electrical connections:

- Make sure that the product is isolated from the power supply and cannot be energized by mistake. This guideline applies to the control circuit as well.
- Make sure that the thermal contacts are connected to a protection circuit according to the product approvals, and that they are in use.

Earthing (grounding)

All electric equipment must be earthed (grounded). This rule applies to pumps and mixers as well as monitoring equipment.

Precautions before work

Observe the following safety precautions before working with the product or in connection with the product:

- Provide a suitable barrier around the work area, for example, a guard rail.
- Make sure that all safety guards are in place and secure.
- Make sure that the equipment is properly insulated when operating at extreme temperatures.
- Allow all system and pump components to cool before you handle them.
- Make sure that you have a clear path of retreat.
- Make sure that the product cannot roll or fall over and injure people or damage property.
- Make sure that the lifting equipment is in good condition.
- Use a lifting harness, a safety line, and a breathing device as required.
- Make sure that the product has been thoroughly cleaned.
- Make sure that there are no poisonous gases within the work area.
- Make sure that a first-aid kit is close at hand.
- Disconnect and lock out power before servicing.
- Check the explosion risk before welding or using electric hand tools.

Precautions during work

Observe these safety precautions when you work with the product or are in connection with the product:

- Never work alone.
- Always wear protective clothing and hand protection.
- Stay clear of suspended loads.
- Always lift the product by its lifting device.
- Beware of the risk of a sudden start if the product is used with an automatic level control.
- Beware of the starting jerk, which can be powerful.
- Rinse the components in water after you disassemble the pump.
- Do not exceed the maximum working pressure of the pump.
- Do not open any vent or drain valve or remove any plugs while the system is pressurized. Ensure that the pump is isolated from the system and that pressure is relieved before you disassemble the pump, remove plugs, or disconnect piping.
- Never operate a pump without a coupling guard that has been correctly installed.

Clean chemicals from the eyes

1. Hold your eyelids apart forcibly with your fingers.
2. Rinse the eyes for at least 15 minutes.

   Use an eyewash or running water.
3. Seek medical attention.

Clean chemicals from the body

1. Remove contaminated clothing.
2. Wash the skin with soap and water for at least one minute.
3. Seek medical attention, if required.

Safety regulations for Ex-approved products in potentially explosive atmospheres

Description of ATEX

The ATEX directives are a specification enforced in Europe for electrical and non-electrical equipment. ATEX deals with the control of potentially explosive atmospheres and the standards of equipment and protective systems used within these atmospheres. The relevance of the ATEX requirements is not limited to Europe. You can apply these guidelines to equipment installed in any potentially explosive atmosphere.

General guidelines

WARNING:

Installation, Operation, and Maintenance manuals clearly identify accepted methods for disassembling units. These methods must be adhered to. Trapped liquid can rapidly expand and result in a violent explosion and injury. Never apply heat to impellers, propellers, or their retaining devices to aid in their removal.

If there are any questions regarding these requirements, the intended use, or if the equipment requires modification, contact an ITT representative before you proceed.

Personnel requirements

ITT disclaims all responsibility for work done by untrained and unauthorized personnel.

These are the personnel requirements for Ex-approved products in potentially explosive atmospheres:

- All work on the product must be carried out by certified electricians and ITT-authorized mechanics. Special rules apply to installations in explosive atmospheres.
- All users must know about the risks of electric current and the chemical and physical characteristics of the gas and/or vapor present in hazardous areas.
- The maintenance operation for Ex approved products must be made in conformity to the international or national standards (IEC/EN 60079-17).

Product and product handling requirements

These are the product and product handling requirements for Ex-approved products in potentially explosive atmospheres:

- The product may be used only in accordance with the approved motor data stated on the nameplates.
- The Ex-approved product must never run dry during normal operation. Dry running during service and inspection is only permitted outside the classified area.
- Never start a pump without the proper submergence.
- Before you start working with the product, make sure that the product and the control panel are isolated from the power supply and the control circuit, so they cannot be energized.
- Do not open the product while it is energized or in an explosive gas atmosphere.
- Make sure that thermal contacts are connected to a protection circuit according to the approval classification of the product.
- Intrinsically safe circuits are normally required for the automatic level-control system by the level regulator if mounted in zone 0.
- The yield stress of fasteners must be in accordance with the approval drawing and the product specification.
- Make sure that the equipment is properly maintained:
  - Monitor the pump components and the end temperature of the liquid.
  - Maintain proper bearing lubrication.
- Do not modify the equipment without approval from an authorized ITT representative.
- Only use parts that have been provided by an authorized ITT representative.

Equipment for monitoring

For additional safety, use condition-monitoring devices. Condition-monitoring devices include but are not limited to these devices:

- Pressure gauges
- Flow meters
- Level indicators
- Motor load readings
- Temperature detectors
- Bearing monitors
- Leak detectors
- PumpSmart control system

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Transportation & Storage

Transportation and Storage

Receive the unit

1. Inspect the package for damaged or missing items upon delivery.
2. Note any damaged or missing items on the receipt and freight bill.
3. File a claim with the shipping company if anything is out of order.

Unpack the unit

1. Remove packing materials from the unit.

   Dispose of all packing materials in accordance with local regulations.
2. Inspect the unit to determine if any parts have been damaged or are missing.
3. Contact your ITT representative if anything is out of order.

Pump handling

WARNING:

- Make sure that the pump cannot roll or fall over and injure people or damage property.
- These pumps use ceramic silicon carbide components. Do not drop the pump or subject it to shock loads as this can damage the internal ceramic components.

NOTICE: Use a forklift truck or an overhead crane with sufficient capacity to move the pallet with the pump unit on top. Failure to do so can result in equipment damage.

Lifting methods

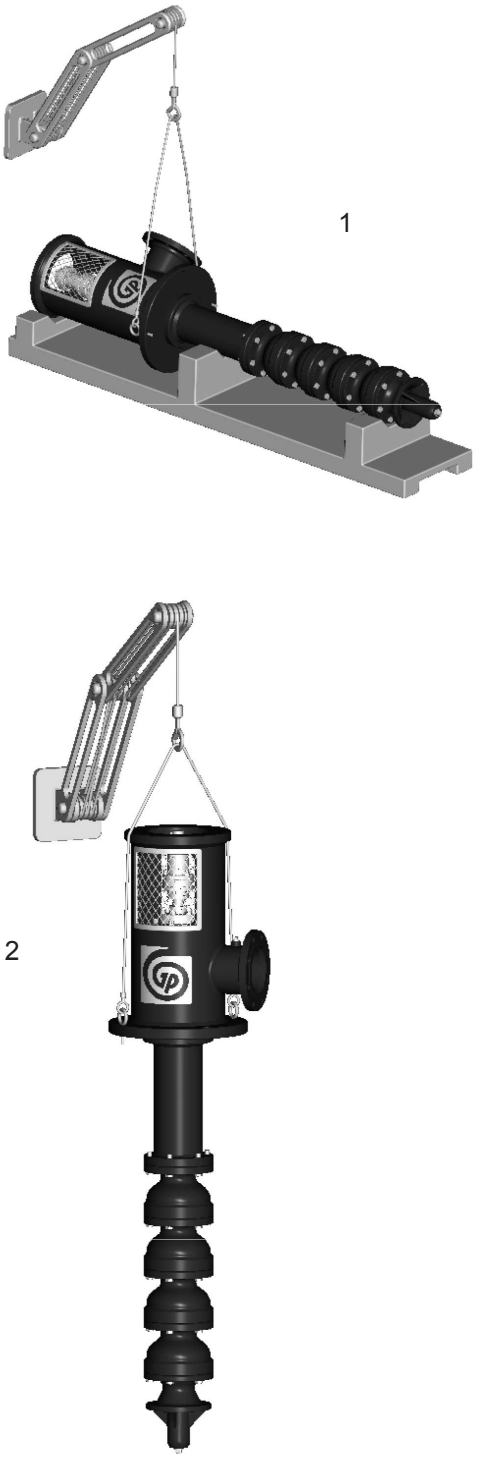
WARNING:

- Assembled units and their components are heavy. Failure to properly lift and support this equipment can result in serious physical injury and/or equipment damage. Lift equipment only at the specifically identified lifting points. Lifting devices such as eyebolts, slings, and spreaders must be rated, selected, and used for the entire load being lifted.
- The pump and the components can be heavy. Make sure to use proper lifting methods, and wear steel-toed shoes at all times. Failure to do so can result in physical injury or equipment damage.
- Do not attach sling ropes to shaft ends.

Table 1: Methods

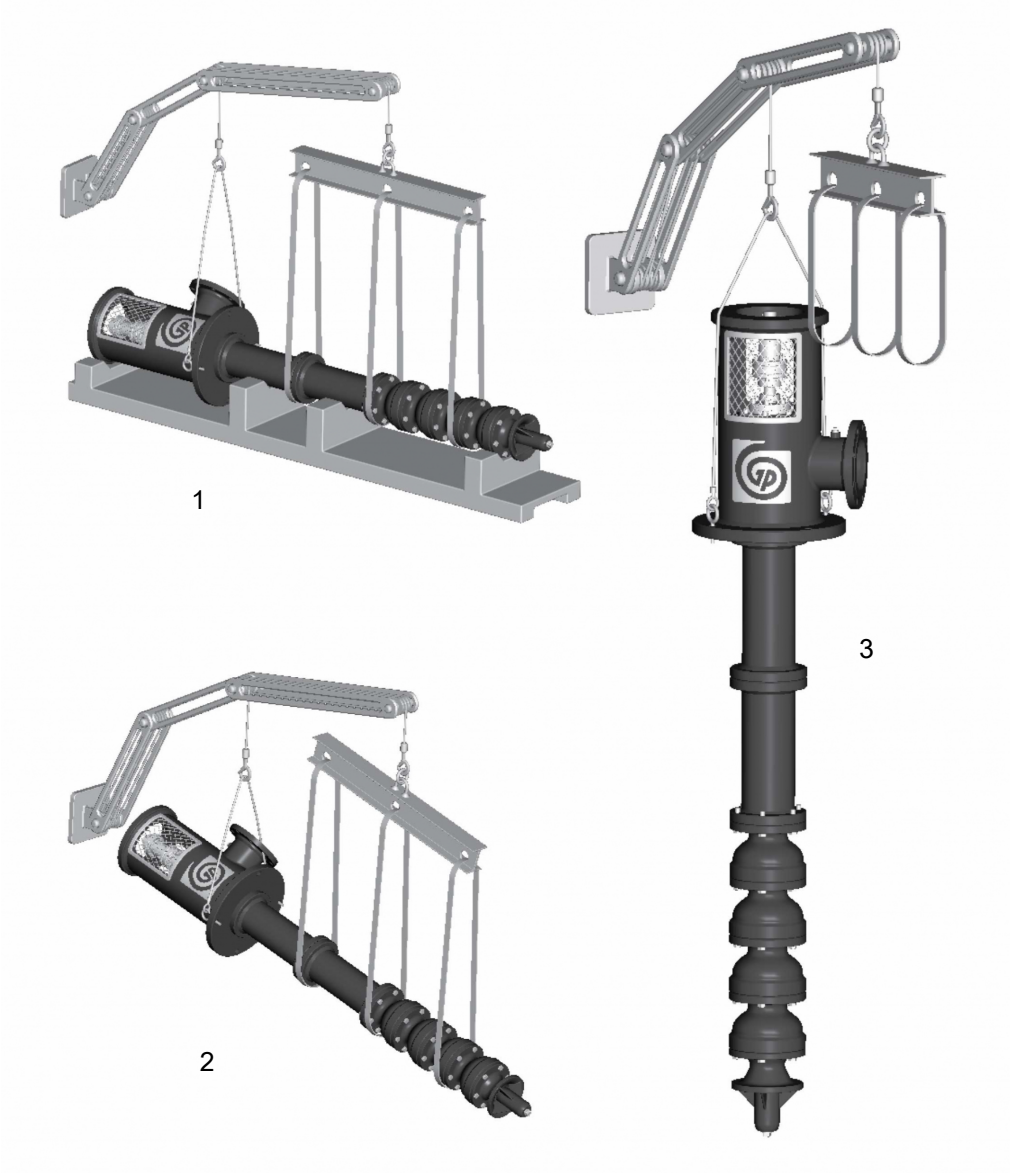
Pump type	Lifting method
A fully-assembled pump	Use suitable lifting devices attached to the lifting lugs on the discharge head or suitable eye bolts through the discharge-head base flange.
A partially-assembled pump	Use suitable lifting devices attached to the component or sub-assembly lifting lugs or suitable eye bolts through the component flanges.
A disassembled pump	Use suitable lifting devices attached to the component lifting lugs or suitable eye bolts through the component flanges.

Examples



1. Horizontal position
2. Vertical position

Figure 1: VIT lifted from horizontal to vertical (for pumps up to 15 feet [4.6 meters] in length)



1. Horizontal position
2. Intermediate position
3. Vertical position

Figure 2: VIT lifted from horizontal to vertical (for pumps up to 30 feet [9.1 meters] in length)

Pump storage requirements

Requirements

Vertical pumps require proper preparation for storage and regular maintenance during storage. The pump is considered in storage when it has been delivered to the job site and is awaiting installation.

For specific requirements for storing motors, gearheads, and engines, contact the equipment manufacturer.

Storage preparation

Condition	Proper preparation
Indoor storage area (preferred)	• Pave the area. • Clean the area. • Drain the area and keep it free from flooding.
Outdoor storage area (when indoor storage is not available)	• Observe all indoor storage requirements. • Use weather-proof coverings such as flame-resistant sheeting or tarpaulins. • Place coverings in a manner that maximizes drainage and air circulation. • Tie coverings down to protect the pump from wind damage.
Placement of pumps and component parts	• Place the pump on skids, pallets, or shoring higher than 6 in. (15 cm) from the ground for good air circulation. • Sort to permit easy access for inspection and/or maintenance without excessive handling.
Stacking of pumps or component parts	• Make sure that racks, containers, or crates bear the full weight of pumps or parts to prevent distortion. • Keep identification markings readily visible. • Immediately replace any cover you remove for internal access.
Rotation of the pump and bowl assembly shaft	• Rotate the pump and bowl assembly shaft counterclockwise once a month, at a minimum. • Never leave the shaft in a previous position or in the extreme raised or lowered lateral position. • Make sure that the shaft rotates freely.
Controlled storage facilities	• Maintain an even temperature of 10°F (6°C) or higher above the dew point. • Keep the relative humidity to less than 50%. • Make sure that there is little or no dust.
Uncontrolled storage facilities (may have uneven temperatures, higher humidity, and/or dusty conditions)	• Inspect the pump periodically to make sure that all preservatives are intact. • Seal all pipe threads and flanged pipe covers with tape.

When pump is not in regular operation

If a pump has been installed, but is not in regular operation for an extended period of time, such as during a seasonal shutdown, operate it for at least 15 minutes every two weeks, if possible.

Prepare the pump for long-term storage

For storage periods over six months, you must follow the pump storage requirements and this procedure:

1. Inspect the lube-oil and seal-flush piping and either fill the piping with rust-preventative oil, or recoat the piping periodically in order to prevent corrosion.
2. Place 10 lbs (4.5 kg) of moisture-absorbing desiccant or 5.0 lbs (2.3 kg) of vapor-phase inhibitor crystals near the center of the pump.
3. If the pump is assembled, place an additional one pound (0.5 kg) in the discharge nozzle and securely fasten the nozzle to the discharge elbow.
4. Install a moisture indicator near the perimeter of the pump.
5. Cover the pump with black polyethylene with a minimum thickness of 6.0 mil (0.15 mm), and seal it with tape.
6. Provide a small ventilation hole approximately 0.5 in. (12.0 mm) in diameter.
7. Provide a roof or shed shelter to protect the pump from direct exposure to the elements.

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Product Description

Product Description

General description

The Model VIT pump is a vertical, industrial, turbine-type pump designed to meet a wide range of applications.

This pump has these capabilities:

- Capacities up to 70,000 gpm (15,900 m3/h)
- Heads up to 4,500 ft. (1,372 m)
- Power up to 5,000 hp (3,730 kW)

Bowl assembly

The bowl construction is flanged for accurate alignment and ease of assembly and disassembly. Impellers are either open or enclosed, depending on the design requirements. For temperatures over 180°F (82°C) and in the larger size bowls, impellers are keyed to the shaft. Low NPSH first-stage impellers are available for special applications.

Column

Flanged column construction provides positive shaft and bearing alignment, and also eases assembly and disassembly. The lineshaft is supported within the column with the use of bearing retainers that are spaced to provide vibration-free operation and to ensure long bearing and shaft wear.

Discharge head

The discharge head is designed to support the pump and to align the driver to the pump. Driver support windows provide access to seal piping and allow for easy adjustment of seals and couplings.

Thrust pot

A thrust pot is an option that is used when the driver is not designed to carry the axial pump thrust.

Drivers

Solid shaft drivers are used with most industrial applications. The rigidity of the rotor enhances vibration-free operation when mechanical seals are used.

You can use hollow shaft drivers in applications that specify packing or an enclosed lineshaft.

Nameplate information

Important information for ordering

Every pump has a nameplate that provides information about the pump. The nameplate is located on the discharge head.

When you order spare parts, identify this pump information:

- Model
- Size
- Serial number
- Item numbers of the required parts

  Item numbers can be found in the spare parts list.

Nameplate types

Nameplate	Description
Pump	Provides information about the hydraulic characteristics of the pump.
ATEX	If applicable, your pump unit might have an ATEX nameplate affixed to the pump, the baseplate, or the discharge head. The nameplate provides information about the ATEX specifications of this pump.

Discharge head nameplate

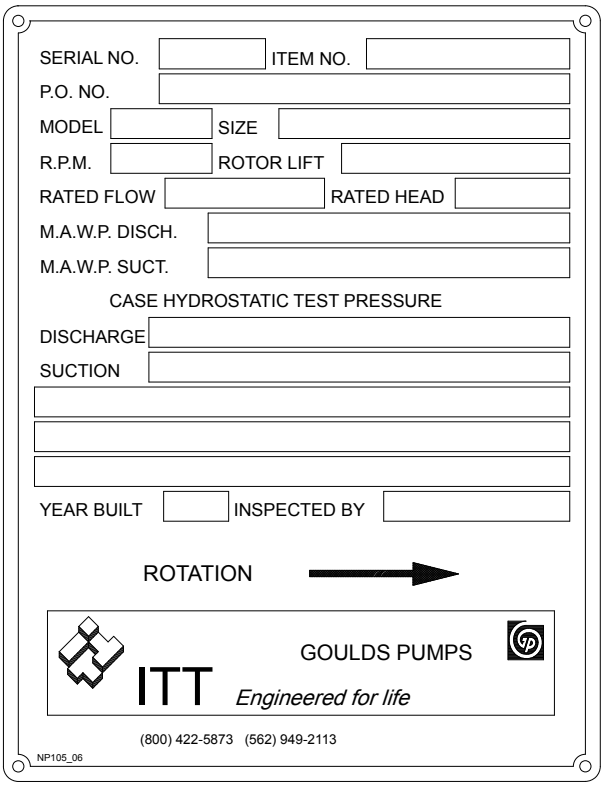

Table 2: Explanation of discharge head nameplate

Nameplate field	Explanation
SERIAL NO.	Serial number of the pump
ITEM NO.	Customer's pump item number
P.O. NO.	Customer's purchase order number
MODEL	Pump model
SIZE	Size of the pump
R.P.M.	Rated pump speed, revolutions per minute
ROTOR LIFT	Axial lift of the pump shaft and impellers
RATED FLOW	Rated pump flow, gpm (m^3/hr)
RATED HEAD	Rated pump head, ft (m)
M.A.W.P. DISCH.	Maximum allowable working pressure, psi (kg/cm^2)
M.A.W.P. SUCT.	N/A
DISCHARGE	Discharge head hydrostatic test pressure, psi (kg/cm^2)
SUCTION	N/A
YEAR BUILT	Year the pump was built
INSPECTED BY	Quality control identification stamp

ATEX nameplate

Nameplate field	Explanation
II	Group 2
2	Category 2
G/D	Pump can be used when gas and dust are present
T4	Temperature class

NOTICE: Make sure that the code classifications on the pump are compatible with the specific environment in which you plan to install the equipment. If they are not compatible, do not operate the equipment and contact your ITT representative before you proceed.

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Installation

Installation

Preinstallation

Inspect the sub-base

1. If an optional sub-base is furnished, remove it from the pump discharge head when it is shipped assembled.
2. Completely clean the underside of the sub-base.

   You might need to coat the underside of the sub-base with an epoxy primer which you can purchase as an option.
3. Remove the rust-preventative solution from the machined topside with an appropriate solution.

Concrete foundation requirements

Requirements

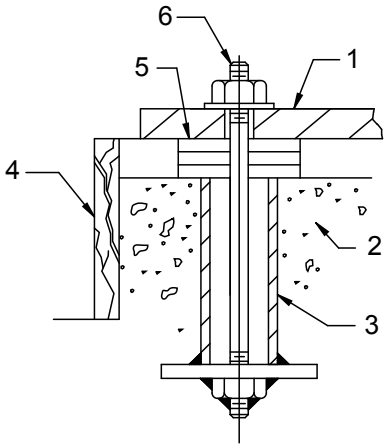
Make sure that you meet these requirements when you prepare the pump foundation:

- The foundation must be able to absorb any vibration.
- The foundation must be able to form a permanent and rigid support for the pumping unit.
- The foundation must be of adequate strength to support the complete weight of the pump and driver, plus the weight of the liquid that passes through it.

Typical installation

A typical installation has these characteristics:

- Bolts with a pipe sleeve that is two and a half times the size of the bolt diameter embedded in the concrete
- Properly sized
- Located in accordance with the dimensions given in the example drawing
- Enough space inside the pipe sleeves to allow the final position of the foundation bolts to align with the holes in the sub-base flange



1. Sub-base, or discharge head base flange
2. Foundation
3. Sleeve
4. Dam
5. Shims
6. Anchor bolt

Figure 3: Example of a typical installation

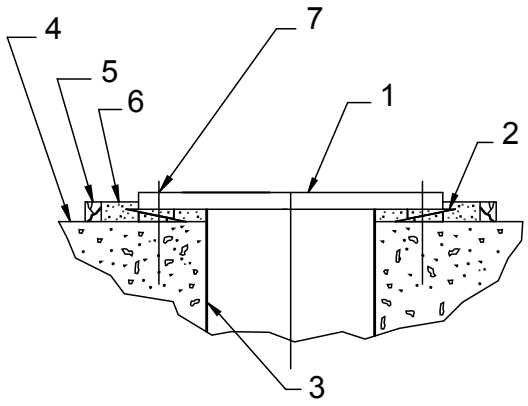
Install the sub-base on a concrete foundation

CAUTION:

You must earth (ground) all electrical equipment. This applies to the pump equipment, the driver, and any monitoring equipment. Test the earth (ground) lead to verify that it is connected correctly.

1. Remove water and debris from the anchor bolt holes and sleeves prior to grouting.
2. For sleeve-type bolts, fill the sleeves with packing or rags to prevent grout from entering.
3. Carefully lower the sub-base onto the foundation bolts and hand-tighten the bolt nuts.
4. Use a machinist's level to level the sub-base or a machine surface of the discharge head using leveling wedges.

   In order to ensure an accurate reading, check that the surface being leveled is free from all contaminants, such as dust.



1. Sub-base
2. Levelling wedges
3. Floor sleeve (optional)
4. Foundation
5. Dam
6. Grout
7. Centerline anchor bolt

5. Level the sub-base in two directions at 90° on the machined surface.

Table 3: Levelness tolerances

Commercial	API
0.005 inches per foot (0.127 mm per meter)	0.001 inches per foot (0.025 mm per meter)

Grout the sub-base

Non-shrink grout is recommended for this procedure.

1. Inspect the foundation for dust, dirt, oil, chips, and water.
2. Remove any contaminants.

   Do not use oil-based cleaners since they do not bond well with grout. Refer to the instructions from the grout manufacturer.
3. Build a dam around the foundation.
4. Thoroughly wet the foundation.
5. Pour grout to a minimum thickness of 0.375 in. (9.520 mm) between the sub-base and concrete foundation, up to the level of the dam.
6. Remove any air bubbles from the grout as it is poured by either puddling, using a vibrator, or pumping the grout into place.
7. Allow the grout to set at least 48 hours.

8. Tighten the foundation bolts.

Install the pump on a structural-steel foundation

1. Locate the pump directly over - or as near as possible to - the main building members, beams, or walls.
2. Bolt the discharge-head mounting flange, or sub-base to the support in order to avoid distortion, prevent vibration, and retain proper alignment.
3. Level the sub-base or discharge head using shims.

Piping checklists

General piping checklist

Precautions

CAUTION:

- Never draw piping into place by using force at the flanged connections of the pump. This can impose dangerous strains on the unit and cause misalignment between the pump and driver. Pipe strain adversely affects the operation of the pump, which results in physical injury and damage to the equipment.
- Vary the capacity with the regulating valve in the discharge line. Never throttle the flow from the suction side. This action can result in decreased performance, unexpected heat generation, and equipment damage.

NOTICE:

Flange loads from the piping system, including those from the thermal expansion of the piping, must not exceed the limits of the pump. Discharge head deformation can result in contact with rotating parts, which can result in excess heat generation, sparks, and premature failure.

Piping guidelines

Guidelines for piping are given in the Hydraulic Institute Standards available from the Hydraulic Institute at 9 Sylvan Way, Parsippany, NJ 07054-3802. You must review this document before you install the pump.

Checklist

Check	Explanation/comment	Checked
Check that all piping is supported independently of, and lined up naturally with, the pump flange.	This helps to prevent: • Strain on the pump • Misalignment between the pump and the drive unit • Wear to the pump bearings, seal, and shafting	
Check that only necessary fittings are used.	This helps to minimize friction losses.	
Do not connect the piping to the pump until: • The grout for the discharge-head base flange or sub-base has hardened. • The hold-down bolts for the pump have been tightened.	—	
Make sure that all the piping joints and fittings are airtight.	This prevents air from entering the piping system or leaks that occur during operation.	
If the pump handles corrosive fluids, make sure that the piping allows you to flush out the liquid before you remove the pump.	—	

Check	Explanation/comment	Checked
If the pump handles liquids at elevated temperatures, make sure that the expansion loops and joints are properly installed.	This helps to prevent misalignment due to thermal expansion of the piping.	
Make sure that all piping components, valves and fittings, and pump branches are clean prior to assembly.	—	

Discharge-piping checklist

Checklist

Check	Explanation/comment	Checked
Check that an isolation valve is installed in the discharge line.	The isolation valve is required for: • Priming • Regulation of flow • Inspection and maintenance of the pump	
Check that a check valve is installed in the discharge line, between the isolation valve and the pump discharge outlet.	The location between the isolation valve and the pump allows inspection of the check valve. The check valve prevents damage to the pump and seal due to the back flow through the pump, when the drive unit is shut off. It is also used to restrain the liquid flow.	
If increasers are used, check that they are installed between the pump and the check valve.	—	
If quick-closing valves are installed in the system, check that cushioning devices are used.	This protects the pump from surges and water hammer.	
If increasers are used, they must be of the eccentric type.	This prevents air from collecting at the top of the discharge pipe.	

Install a partially-assembled pump

Pumps 20 feet (6 meters) or less in length are usually shipped partially assembled, with the exception of these parts:

- Driver
- Packing
- Mechanical seal with piping
- Coupling assembly, spacer or non-spacer type

Refer to the Certified Pump Outline Drawing for the location of the anchor-bolt holes.

1. If a sub-base is supplied, install it.
2. Clean the sub-base and the bottom of the discharge head base.
3. Attach shackles to the discharge hand lifting lugs or thread two eye bolts through the bolt holes in the mounting flange.
4. Hoist the unit into position over the foundation.

   Make sure that the shackles, eye bolts, and sling are rated to handle in excess of the pump weight. See the outline drawing.
5. Carefully guide the unit so that it does not strike the sides of the sub-base or foundation.
6. Lower the unit until the discharge-head flange engages and rests firmly on the sub-base or foundation, then secure it with the capscrews provided.
7. When a lineshaft is shipped separately, complete these steps:

a) Check that the average total runout does not exceed 0.005 in. TIR (0.127 mm) for every 10 ft. (3 m).

The shaft must be within tolerance prior to installation.

b) Remove the stuffing box, if it is installed, and carefully slide the shaft through the top column of the bearing retainer and bearing.

c) Thread the shaft into the coupling after you replace the stuffing box or seal housing.

Install the bowl assembly

WARNING:

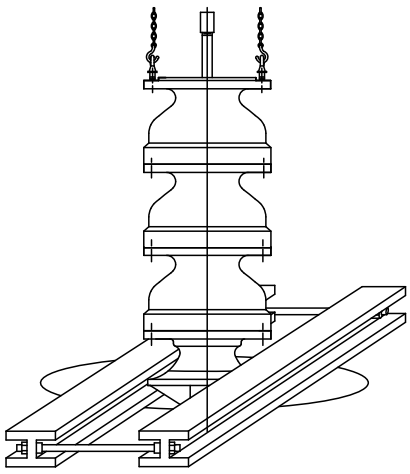
Do not work under a heavy and suspended object unless there is a positive support and safeguards that will protect you if a hoist or sling fails.

CAUTION:

- Do not attempt to lift the bowl assembly by the pump shaft. This can result in damage to the pump shaft.
- Do not drop any foreign object into the bowl assembly. This can cause serious damage to the pump and any downstream components. Any foreign object dropped into the bowl assembly must be retrieved before you continue with assembly.

1. Check that all capscrews are tight and turn the pump shaft by hand to make sure it turns freely.
2. Remove all accumulated dust, oil, or other foreign material from the external surfaces.
3. Place two I-beam supports across the baseplate opening that are strong enough to safely support the weight of the entire pump assembly.

   Connect these I-beams with threaded rods and nuts so you can clamp them firmly together for the portion to be supported.



4. Place a suitable hoist or derrick over the baseplate opening with the hook in the center.
5. Install two threaded eye bolts through the discharge bowl bolt holes 180º apart.
6. Attach a sling to the eye bolts and hoist it into position over the foundation opening.
7. Carefully lower the bowl assembly, guiding the unit so it does not strike the sides of the opening, until the discharge bowl flange rests firmly on the I-beam supports.
8. Place a cover over the discharge bowl opening to prevent the entrance of dirt or other foreign matter until you are ready to install the column assembly.

Install the threaded coupling

If you have a keyed coupling, see the Install the column section of this manual.

CAUTION:

Use Molykote Dow-Corning or an equivalent for all galling material such as 316 stainless steel.

Shaft threads are left hand.

1. Coat the threads with a light coat of oil for a non-galling material, or Molykote for galling material.
2. Install the threaded coupling onto the pump shaft by threading it on for one-half its length.

   You can insert a fine wire in the drill hole at the center of the coupling that serves as a gauge in order to determine when the coupling is correctly positioned on the pump shaft.
3. Remove the wire.

Column installation

This section describes how to install the two lineshaft options available for the column assembly:

- Open lineshaft
- Enclosed lineshaft

Install the open lineshaft

CAUTION:

Use Molykote Dow-Corning or an equivalent for all galling material such as 316 stainless steel.

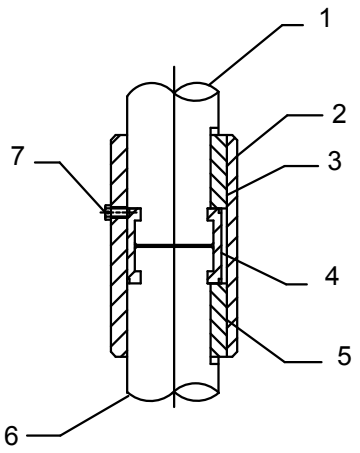
The bearing retainer is integral with the column. The top flange of the column has a male register and the bottom flange of the column has a female register.

1. Check the headshaft and lineshaft for straightness.

   The average TIR should be less than 0.0005 in. (0.013 mm) per ft. (0.305 m) and not exceed 0.005 in. (0.127 mm) for every 10 ft. (3 m).
2. Apply a thin film of oil to the lineshaft.
3. Install the coupling:

   Shaft threads are left hand.

If your lineshaft coupling is...	**Then...**
Threaded	1. Apply a thin film of oil to the coupling threads if it is a non-galling material. Use a suitable anti-seize if the coupling is a galling material. 2. Manually start the thread until you feel resistance. Use a fine wire inserted in the drill hole at the center of the coupling as a gauge to determine when the coupling is correctly positioned on the shaft. 3. Remove the wire after you install the coupling. 4. Complete the joint using a pair of pipe wrenches, one on top of the pump shaft and the other on the coupling. 5. Run the upper lineshaft into the coupling and hand-tighten. Do not apply wrenches on the bearing journal surfaces. For an illustration of the threaded coupling, see the VIT-FF product lube in the Parts List chapter.

If your lineshaft coupling is...	Then...
Keyed	1. Insert the key into the pump shaft. 2. Lower the sleeve over the pump shaft, to approximately 1.0 in. (25.4 mm) below the top of the shaft. 3. Lower the lineshaft until it touches the pump shaft. 4. Insert the split ring into the grooves of the pump shaft and lineshaft. 5. Raise the sleeve until it covers the split ring. 6. Insert the key into the lineshaft. 7. Raise the sleeve to the top of the key. 8. Secure the sleeve to the split ring with a lock screw and lock wire.  1. Lineshaft 2. Sleeve 3. Key 4. Split ring 5. Key 6. Pump shaft 7. Lock screw/lock wire

4. Attach the column to the bowl assembly:
   a) Lower the column over the lineshaft, taking care as the shaft passes through the lineshaft bearing, until the column flange engages the top-bowl flange register.
   b) Attach a sling to the eyebolts and to the hoist hook.
   c) Hoist the column section over the bowl assembly.
   d) Lower the column over the lineshaft until the column flange engages the discharge-bowl flange register.
   e) Insert as many capscrews through both flanges as possible and gradually tighten them in diametrically-opposite pairs.
5. Lift the bowl and column assembly high enough to allow for the removal of the I-beam supports.
6. Install and tighten the remaining capscrews.
7. Place the bowl and column assembly on the foundation:
   a) Lift the entire assembly by the column pipe eyebolts and remove the supports.
   b) Slowly lower the bowl and column assembly.
   c) Place the supports on the foundation and continue to lower the assembly until the upper column flange comes to rest on the supports.
8. If required, install the coupling and lineshaft to the protruding end of the lineshaft.
9. Assemble the next column section, or top column:
   a) Make sure that the bottom-column register engages the top-column register.

b) Secure the columns with capscrews and hex nuts until all column and lineshaft sections required for the proper pump setting are assembled.
c) Tighten the capscrews into the hex nuts gradually and uniformly.

Install the enclosed lineshaft

CAUTION:
Do not use automotive oils.

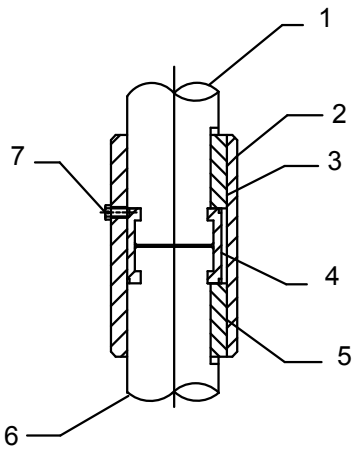
Pump lineshafts are connected with either threaded or keyed couplings. This section describes both procedures.

See the Certified Pump Outline Drawing for the number of column and shaft sections required.

1. Check the headshaft and lineshaft for straightness.

   The average TIR should be less than 0.0005 in. (0.013 mm) per ft. (0.305 m) and not exceed 0.005 in. (0.127 mm) for every 10 ft. (3 m).
2. Install the coupling:

If your lineshaft coupling is...	**Then...**
Threaded	1. Apply a thin film of oil to the coupling threads if it is a non-galling material. Use a suitable anti-seize if the coupling is a galling material. 2. Manually start the thread until you feel resistance. Use a fine wire inserted in the drill hole at the center of the coupling as a gauge to determine when the coupling is correctly positioned on the shaft. 3. Remove the wire after you install the coupling. 4. Complete the joint using a pair of pipe wrenches, one on top of the pump shaft and the other on the coupling. 5. Run the upper lineshaft into the coupling and hand-tighten. Do not apply wrenches on the bearing journal surfaces. For an illustration of the threaded coupling, see the VIT-FF product lube in the Parts List chapter.
Keyed	1. Insert the key into the pump shaft. 2. Lower the sleeve over the pump shaft, to approximately 1.0 in. (25.4 mm) below the top of the shaft. 3. Lower the lineshaft until it touches the pump shaft. 4. Insert the split ring into the grooves of the pump shaft and lineshaft. 5. Raise the sleeve until it covers the split ring. 6. Insert the key into the lineshaft. 7. Raise the sleeve to the top of the key. 8. Secure the sleeve to the split ring with a lock screw and lock wire.

If your lineshaft coupling is...	Then...
	 1. Lineshaft 2. Sleeve 3. Key 4. Split ring 5. Key 6. Pumpshaft 7. Lock screw/lock wire

3. Attach a small, adjustable, pipe-vise type of lifting device to a section of enclosing tube.

   If such a device is not available, use a piece of light manila line, fastened to the tubing by a clove hitch or a double-half hitch.
4. Raise up and then lower the enclosing tube over the first length of shaft attached to the bowl.
5. Apply an anti-sieze compound to the matching threads of the pump-top screw bearing and securely tighten.
6. Install the first length of column pipe over the tube:
   a) Install two eyebolts diametrically opposite each other in the upper flange of the bottom column.
   b) Attach a sling to the eyebolts and to the hoist hook.
   c) Hoist the column section over the bowl assembly.
   d) Lower the column over the enclosing tube until the column flange engages the discharge-bowl flange register.
   e) Insert as many capscrews through both flanges as possible and gradually tighten them in diametrically-opposite pairs.
7. Lift the entire assembly by the column pipe eyebolts and remove the supports.
8. Slowly lower the bowl and column assembly.
9. Place the supports on the foundation and continue to lower the assembly until the upper column flange comes to rest on the supports.
10. Pour one quart of light turbine oil into the top tubing section and screw the tube bearing into the top length until it bottoms, ready to receive the next length of tubing assembly.
11. Install the lineshaft coupling onto the projecting end of the shaft.

If your lineshaft coupling is...	Then...
Threaded	1. Install it on the projecting end of the lineshaft for half the length of the coupling. 2. Repeat this step until all joints are installed.
Keyed	1. Install it onto the projecting end of the shaft as described in step 2. 2. Repeat this step until all joints are installed.

Install the discharge head

CAUTION:

- Do not bump or scrape the shaft protruding above the column. This could result in a bent or damaged shaft.
- Packed stuffing boxes are not allowed in an ATEX-classified environment.
- The mechanical seal used in an Ex-classified environment must be properly certified. Prior to startup, make sure that all areas that could leak pumped fluid to the work environment are closed.

NOTICE:

Make sure that the eyebolts or slings are rated to handle more than the pump weight.

Mechanical seals are shipped separately. If the seal housing is assembled to the discharge head, remove the seal before you begin this procedure.

For the enclosed lineshaft option, only perform steps 3 and 4 in this procedure:

1. If the stuffing box is assembled to the head, remove it and all attached piping.
2. Remove the coupling guard:
   a) Attach shackles to the discharge head lifting lugs, or thread two eyebolts in the head driver-support mounting holes diametrically opposite each other.
   b) Hoist the discharge head over the protruding headshaft.
3. Orient the discharge head in the required position:
   a) Lower the head while you center the vertical hole with the headshaft that protrudes above the column.

      Stop when the discharge head engages the column.
   b) Install the capscrews and secure the discharge head to the column.
   c) Tighten the capscrews gradually in diametrically-opposite pairs.
4. Lift the pump assembly high enough to allow for the removal of the supports.
5. Install and tighten the remaining capscrews until all capscrews are uniformly tight.
6. Hoist the bowl, column, and head assembly and remove the supports.
7. Lower the bowl, column, and head assembly until the discharge-head mounting flange engages the anchor bolts or the sub-base.
8. Secure the discharge head to the foundation or the sub-base.

Stuffing box installation

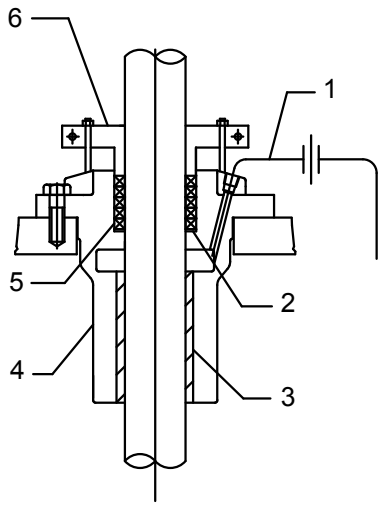
CAUTION:

- Make sure the split gland fits squarely in the stuffing box. A split gland that is not properly seated can cause uneven compression of the packing and damage to the shaft or sleeve.
- Packed stuffing boxes are not allowed in an ATEX-classified environment.

Stuffing box types

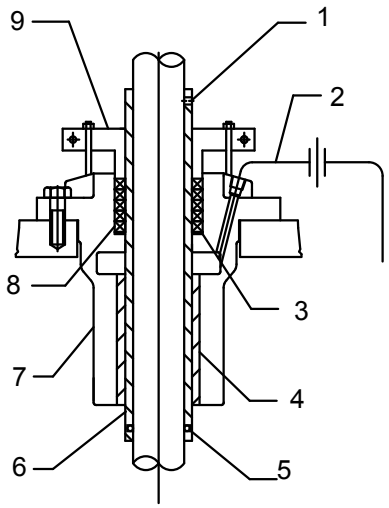
The stuffing box installation has three types:

- Type A
- Type B
- Type C



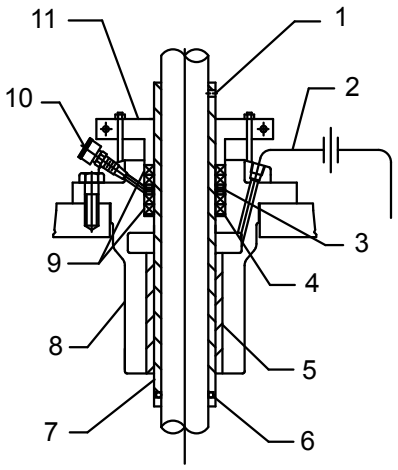
1. Bypass line
2. Packing washer
3. Bearing
4. Packing box
5. Packing rings
6. Split gland

Figure 4: Type A stuffing box



1. Setscrew
2. Bypass line
3. Packing washer
4. Bearing
5. O-ring
6. Sleeve
7. Packing box
8. Packing rings
9. Split gland

Figure 5: Type B stuffing box



1. Setscrew
2. Bypass line
3. Lantern ring
4. Packing washer
5. Bearing
6. O-ring
7. Sleeve
8. Packing box
9. Packing rings
10. Grease cup
11. Split gland

Figure 6: Type C stuffing box

Install the type A and B stuffing boxes

The style B stuffing box is the same as style A with the exception that it has a shaft sleeve with an O-ring.

1. Lubricate the O-ring and the shaft threads.
2. Slip the sleeve onto the shaft and carefully rotate it counterclockwise while you gently push down until the O-ring is clear of the shaft threads.
3. Locate the sleeve on the shaft and secure it with setscrews.
4. Position the gasket on the discharge head.
5. Slide the stuffing box down over the shaft and into position on the gasket.
6. Secure the stuffing box with capscrews.
7. If the packing washer is provided, insert it into the stuffing box.

   The packing washer is not required on shaft sizes 2.19 in. (55.63 mm) and larger.
8. Grease the packing rings for easier installation.
9. Install the packing rings:
   a) Twist each of the five packing rings sideways in order to easily get them around the shaft.

      You can set the sixth ring aside until the packing is adjusted for leakage after the first startup.
   b) Start the first ring into the stuffing box.
   c) Use your fingers to position the entire ring in the stuffing box.
   d) Tap each ring down using a split wooden bushing and push the packing ring down firmly until it seals on the shaft and bore of the stuffing box.
   e) Stagger the ring joints 90° apart.

      You can use the split gland as a tamper for the top ring.
10. Install the split gland and thread the nuts on the split gland studs.
11. Finger-tighten the nuts.
12. If an optional bypass line is furnished, attach it to the tube fitting in the stuffing box.

Final adjustment of the stuffing box must be made at pump start up. This final adjustment applies to all stuffing box styles. A properly packed stuffing box needs to be loose enough to allow you to turn the shaft.

Install the type C stuffing box

The style C stuffing box is provided with a shaft sleeve, O-ring, lantern ring, and grease cup.

1. Lubricate the O-ring and the shaft threads.
2. Slip the sleeve onto the shaft and carefully rotate counterclockwise while you gently push down until the O-ring is clear of the shaft threads.
3. Locate the sleeve on the shaft and secure it with setscrews.
4. If the packing washer is provided, insert it into the stuffing box.

   The packing washer is not required on shaft sizes 2.19 in. (55.63 mm) and larger.
5. Grease the packing rings for easier installation.
6. Install the packing rings:
   a) Twist each of the five packing rings sideways in order to get them around the shaft easily.

      You can set the sixth ring aside until the packing is adjusted for leakage after the first startup.
   b) Start the first ring into the stuffing box.
   c) Use your fingers to position the entire ring in the stuffing box.
   d) Tap each ring down using a split wooden bushing and push the packing ring down firmly until it seals on the shaft and bore of the stuffing box.
   e) Stagger the ring joints 90° apart.

      You can use the split gland as a tamper for the top ring.
   f) Insert the lantern ring into the stuffing box so that it aligns with the lubrication passage in the stuffing box.
   g) Install two packing rings and stagger the ring joints 90° apart.
7. Install the split gland and thread the nuts on the split gland studs.
8. Finger-tighten the nuts.
9. Attach a bypass line to the tube fitting in the stuffing box.
10. Grease the stuffing box:
    a) Thread a grease cup into the stuffing box.
    b) Fill the grease cup with a high grade of grease.
    c) After the stuffing box is completely assembled, apply grease to the lantern ring by turning the grease-cup cap several turns.

Final adjustment of the stuffing box must be made at pump start up. This final adjustment applies to all stuffing box styles. A properly packed stuffing box needs to be loose enough to allow you to freely turn the shaft.

Mechanical seal options

Pumps are shipped without mechanical seals installed. If they are not, then refer to the mechanical seal manufacturer's installation instructions.

These are the mechanical seal options for this pump:

- Cartridge mechanical seal
- Conventional inside component mechanical seal
- Conventional outside component mechanical seal
- High-pressure seal
- Dual mechanical seal

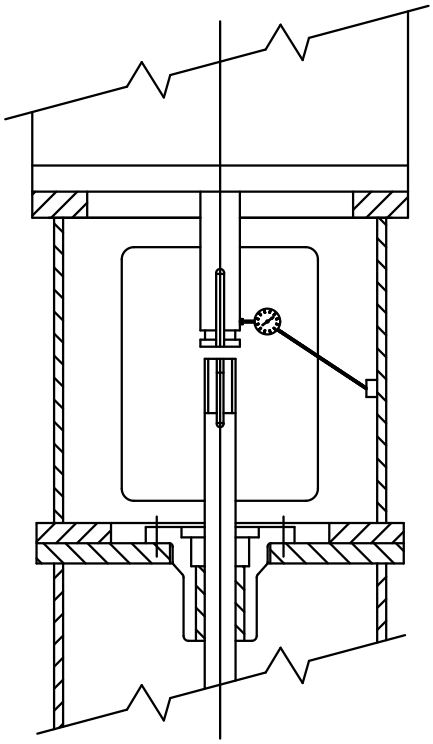
Install the mechanical seal

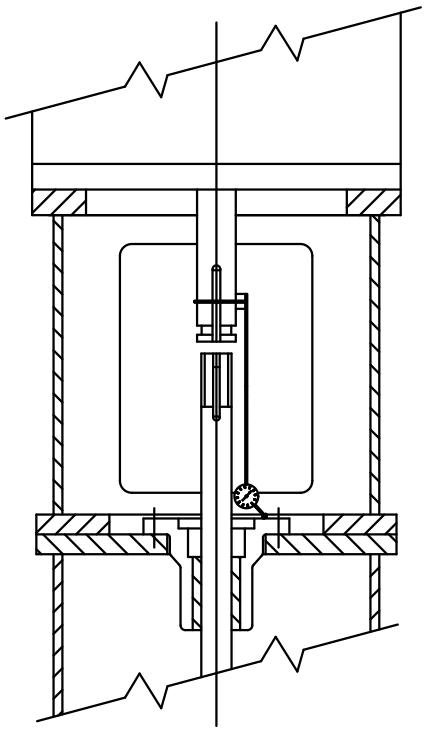
NOTICE:

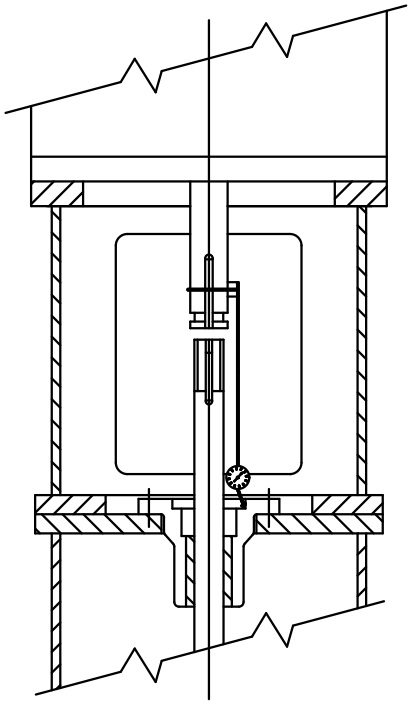
- Do not bump carbon inserts against the shaft as they can chip, crack, or break.
- Do not overtighten the capscrews on the gland. This can distort the seal seat and cause seal failure.
- Do not remove the seal spacer or eccentric washer, adjust the seal, or tighten the setscrews until after you adjust the impellers.
- Reset the seal after you adjust the impeller.

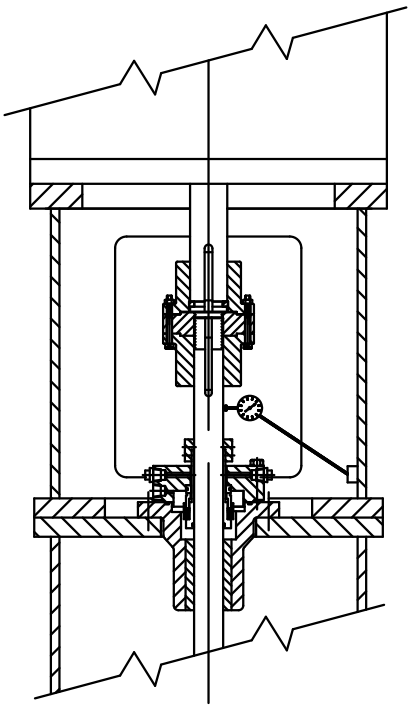
1. Install the O-ring or gasket between the seal housing and seal:
   a) Install the seal over the shaft and ease it into position against the face of the seal box.
   b) Take care when you pass the sleeve and O-ring over the keyways or threads in order to avoid damage to the O-ring.
2. Position the seal gland on the discharge-head seal housing and secure it with capscrews (or nuts for studs).
3. Tighten the capscrews gradually and uniformly in a criss-cross pattern, taking two or three passes.
4. Install all seal piping as required.
5. Before you make the final connections of the sealing-liquid pressurizing lines, make sure the seal housing and all sealing-liquid lines are flushed free of dirt, scale, and other particles.
6. Install the driver and coupling.
7. Take these flatness and concentricity measurements:

Runout of driver shaft	**Procedure**
Concentricity of driver shaft	1. Install the dial indicator as shown, with the base attached to the motor support. 2. Rotate the driver shaft by hand while you read the dial. Make sure that the runout does not exceed NEMA standards, 0.002 in. (0.05 mm) maximum TIR. 3. If the indicator reads higher than 0.002 in. (0.05 mm) TIR, loosen the four driver hold-down bolts and relocate the driver on the motor base register. 4. Obtain the desired position. 5. Tighten the hold-down bolts and repeat the indicator reading.

Runout of driver shaft	Procedure
	
Flatness of the seal housing	For this measurement, remove the mechanical seal if the dial indicator stylus cannot rotate 360° on the top surface of the seal gland. 1. Remove the lower coupling components and attach the base of the dial indicator to the driver shaft. 2. Place the stylus at the top surface of the seal gland, or at the top surface of the seal housing. 3. Rotate the driver shaft slowly 360°. 4. Check that the face of the seal housing is square with the shaft to within 0.002 in. (0.05 mm) TIR.

Runout of driver shaft	Procedure
	
Concentricity of the seal housing	This measurement requires that you remove the mechanical seal. 1. Install the dial indicator as shown. 2. Rotate the driver shaft by hand and run the indicator in the inside-machined surface of the seal housing to determine the concentricity. 3. If the indicator reads higher than 0.004 in. (0.10 mm) TIR, loosen the four driver hold-down bolts and relocate the driver on the motor base register. 4. Obtain the desired position. 5. Tighten the hold-down bolts and repeat the indicator reading.

Runout of driver shaft	Procedure
	
Concentricity of the head shaft	1. Reinstall the mechanical seal if it was removed for the flatness or concentricity measurement. 2. Install the coupling assembly and adjust the impeller. 3. Attach the base of the dial indicator on the discharge head or driver support. 4. Place the stylus on the shaft between the top of the seal and the bottom of the pump coupling. 5. Rotate the driver shaft slowly 360°. 6. Check that the shaft runout is within 0.004 in. (0.10 mm) TIR, or as required by specification. 7. Drill and dowel the pin in three places to secure the driver to the motor base after you obtain the required runouts.

Runout of driver shaft	Procedure
	

8. Position and install the drive collar of the seal by tightening the setscrews using the instructions from the mechanical seal manufacturer.
9. Save the seal spacer or eccentric washer.

   You can use these in order to hold the correct seal spacing in the event that you have to remove the seal. You must loosen the seal setscrews to re-adjust the impellers.
10. Seals that use half-dog-point setscrews might require that the shaft be spot faced or drilled in order to provide a secure placement:
    a) Cover the seal and seal housing.
    b) Remove the setscrews one at a time from the collar and spot face or drill the shaft and then tighten the setscrews into position.
    c) Remove any metal chips in order to avoid damage to the seal.

Assemble a single inside-mounted mechanical seal

Single inside-mounted mechanical seals have these characteristics:

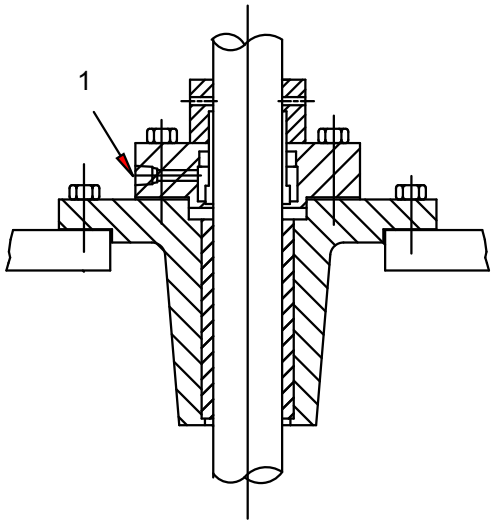
- They are cartridge seals.
- They have glands and sleeves.
- They are assembled as a unit by the seal manufacturer.

Follow the special instructions from the seal manufacturer in the event that non-cartridge seals are installed.

Assemble the seal:

If the seal is...	Then...
An O-ring type	Assemble the complete unit over the shaft. Use care when you pass the sleeve and O-ring over the keyways or threads to avoid damaging the O-ring.

If the seal is...	Then...
A Teflon wedge-ring type	1. Remove the sleeve collar and Teflon wedge ring. 2. Assemble them separately after the sleeve is in position. 3. Tighten the collar on the threads to seal the Teflon wedge around the shaft.



1. Bypass to suction

Assemble a single outside-mounted mechanical seal

These seals are provided in two sub-assemblies:

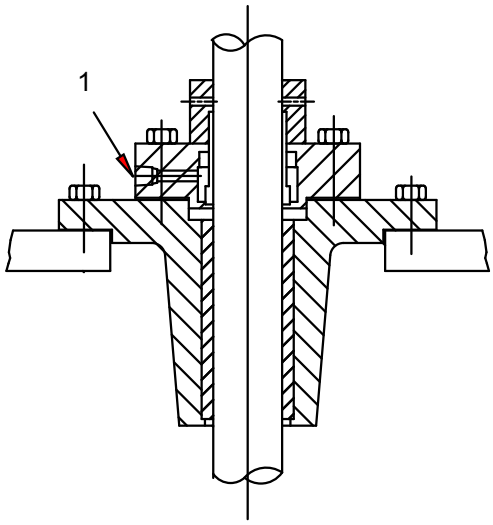
- Stationary unit
- Rotary unit

1. Install the stationary unit, which is the seal-gland assembly.

   The stationary unit will face up.
2. Install the rotary unit and take care not to disengage the rotary parts.

   Installation becomes difficult when the rotary unit parts become disengaged.

   IMPORTANT: Do not tighten the setscrews or adjust the seal until the impellers are adjusted.
3. Adjust the seal:
   a) Refer to the spring gap which is stamped on the collar and shown on the seal assembly drawing.
   b) Tighten the setscrews so that the compression ring is maintained at the same distance from the collar at all points.
   c) Before you start the pump, make sure that the spring gap and the distance from the face of the stuffing box to the collar are the same as shown on the seal assembly drawing.



1. Bypass to suction

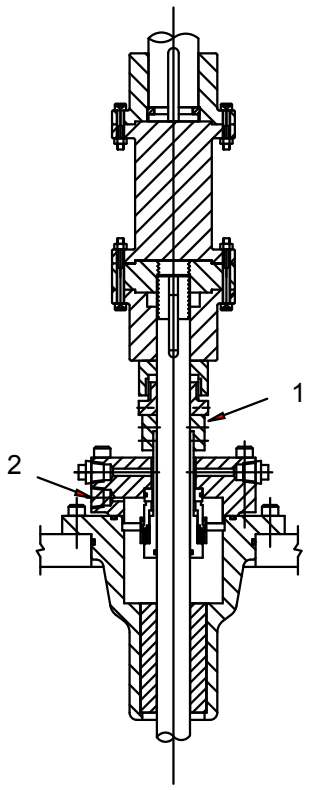
Install the high-pressure seal

High-pressure seals have these characteristics:

- Usually cartridge seals
- Shipped assembled and ready for installation
- Are either single or dual seals

Mechanical seals on pumps with over 1200 psi (85 kg/cm^2) gauge discharge pressure, or a pressure level specified by the seal manufacturer, are normally fitted with backup rings. These rings are installed after the seal installation, between the drive collar of the seal and the bottom of the flanged-pump coupling.

1. Install the backup ring:
   a) Thread the bottom backup ring into the top backup ring until it bottoms out.
   b) Slide the backup ring assembly over the shaft and position it on the seal.
2. Install the spacer coupling and the driver.
3. Set the seal into position.
4. Check the TIR on the headshaft above the mechanical seal.
5. Adjust the backup ring assembly.



1. Back-up rings
2. Bypass to suction

Install the dual mechanical seals

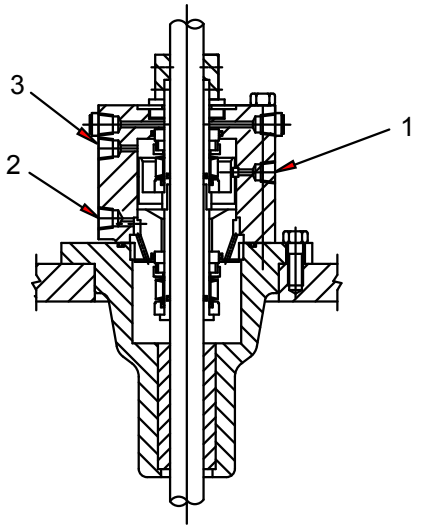
Dual seals are cartridge seals that are shipped assembled. This procedure only applies if a non-cartridge-type seal is furnished, and there are no instructions provided by the seal manufacturer.

1. Scribe a mark on the shaft or sleeve that is flush with the face of the seal housing.

   Use this reference mark to set the seal to the seal assembly.
2. Install the inner insert face:
   a) Lubricate the stuffing-box bore and OD of the inner (or lower) stationary insert.
   b) Protect the inner insert face with a soft and clean material, such as gasketing or sheet rubber.
   c) Install the inner insert face into the bottom of the seal housing with hand pressure only.
   d) If the insert includes a holding pin, make sure that the pin is aligned with the slot or hole in the bottom of the seal housing.
3. Carefully place the gland ring and outer stationary insert over the shaft.
4. Lubricate the shaft or sleeve before you install any of the rotary unit parts.
5. Install the seal collar, or collars, on the shaft or sleeve:
   a) Locate the collar so that it aligns with the reference mark you created in step 1 and to the setting dimension given on the seal assembly drawing.
   b) Tighten the setscrews to lock the collar to the shaft or sleeve.
6. Install the remaining rotary unit parts on the shaft or sleeve in the proper sequence and complete the assembly of equipment.
7. If it is provided, install the shaft packing on the shaft or sleeve individually.

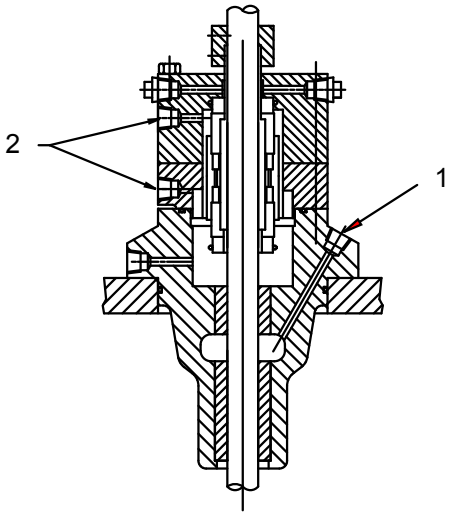
   Use care to avoid nicks or damage that can cause the seal to leak.
8. Seat the gland ring and gland gasket against the face of the seal housing:
   a) Tighten the nuts or bolts evenly and firmly.
   b) Make sure that the gland ring is not cocked.

c) Tighten the nuts or bolts just enough to seal at the gland ring gasket.



1. Connection to external seal lubrication
2. Bypass to suction
3. Connection to external seal lubrication

Figure 7: Tandem-mounted seal (dual unpressurized)

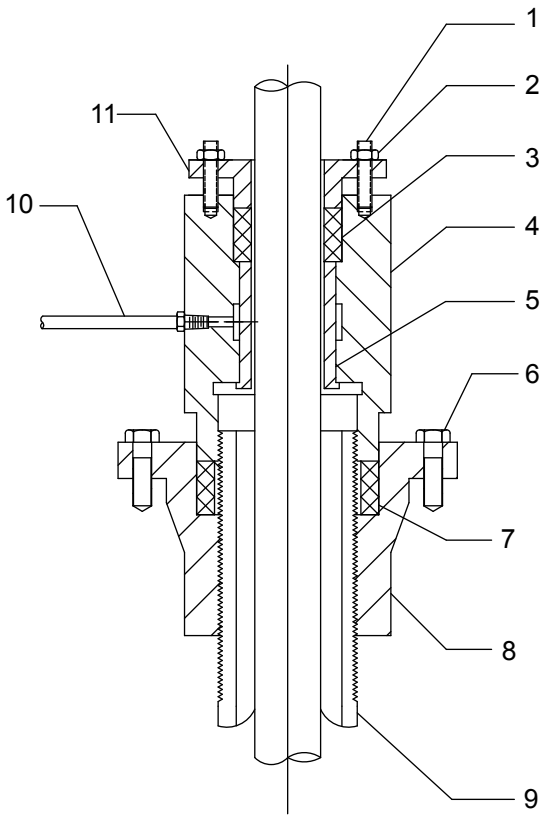


1. Bypass to suction
2. Connection to external seal lubrication

Figure 8: Double-mounted seal (dual pressurized)

Install the tube tension plate

1. Lubricate the tube threads and the underside of the tension-plate flange with a thread compound.
2. Thread the tension plate onto the enclosing tube nipple manually until its shoulder rests on the discharge head.



1. Stud
2. Hex nut
3. Packing
4. Tension nut
5. Bearing
6. Capscrew
7. Packing rings
8. Tension plate
9. Tube nipple
10. Line assembly water flush
11. Gland

Figure 9: Tension plate - water flush

Tension the enclosing tube

The enclosing tube sags from its own weight as it is installed and must be pulled tight (tensioned) to make it straight. This section describes two methods you can use to tension the tube:

- Direct pull method is more precise and is preferred.
- Wrenching method is given as an alternate.

The correct tension is equal to the weight of the enclosing tube plus 10%. Weights per unit length for each tube size are given in this table. Multiply by the total length of the tube to determine the total weight.

Table 4: Tube weight

Tube diameter in inches (millimeters)	Weight in pounds (kilograms) per foot of length
1.25 (31.75)	2.99 (1.36)
1.50 (38.10)	3.63 (1.65)
2.00 (50.80)	5.02 (2.28)
2.50 (63.50)	7.66 (3.47)
3.00 (76.20)	10.25 (4.65)
3.50 (88.90)	12.50 (5.67)
4.00 (101.60)	14.98 (6.80)

Tube diameter in inches (millimeters)	Weight in pounds (kilograms) per foot of length
5.00 (127.00)	20.78 (9.43)
6.00 (152.40)	28.57 (12.96)

Tension the enclosing tube using the direct pull method

This method requires the use of a dynamometer scale and an adapter fitting to grip the tube. A tube tension adapter is available through the factory.

1. Use a hoist to pull the upper end of the tube in order to obtain the predetermined tension value.
2. With the tension plate installed manually but not tightened, thread the special fitting onto the top of the tube to full engagement.
3. Attach the dynamometer scale to the fitting, and connect the upper end of the scale to the hoist hook.
4. Operate the hoist hook to apply the required tension.

   This pulls the tension plate off the discharge head.
5. Manually thread the tension plate in order to reset it.
6. Release the tension from the hoist.
7. Remove the dynamometer scale and special fitting.

Tension the enclosing tube using the wrenching method

If a dynamometer scale is not available, you can tension the tube by wrenching the tube-tension plate.

1. Make up a spanner wrench to straddle the projecting threaded tube end and engage the tube-tension plate capscrew holes by two lugs.
2. Torque the tension plate to take all the slack out of the shaft tubing and induce a reasonable amount of tension by turning the tension plate counterclockwise.

   For tubing 2.50 in. (63.50 mm) and larger, a man's full strength on a 3 ft. (0.9 m) lever arm is sufficient. For smaller sizes, you must utilize less pull.

   Do not turn the tension plate clockwise to align the holes in the tension plate and discharge head.

Install the tension nut

CAUTION:

Be sure that the top of the enclosing tube does not interfere with the tension nut.

1. Install the capscrews in the tension plate.
2. Pour one pint of oil down the oil tube.
3. Install the packing in the tension plate.
4. Thread the tension nut and tighten it firmly against the packing.
5. Perform these steps if a packed-type tension nut is used for water flush:
   a) Install the packing and packing gland.
   b) Secure the packing and the packing gland with a stud and nut and finger tighten.
   c) Install the line assembly and connect it to the flush liquid supply.
6. If the top of the tube interferes with the tension nut, determine the distance:

If the tube is...	Then...
Too short	Replace the tube with a longer tube of the correct length.
Too long	Cut the tube to the correct length and re-thread it.

7. Reinstall and re-level the pump.

Install a solid-shaft driver

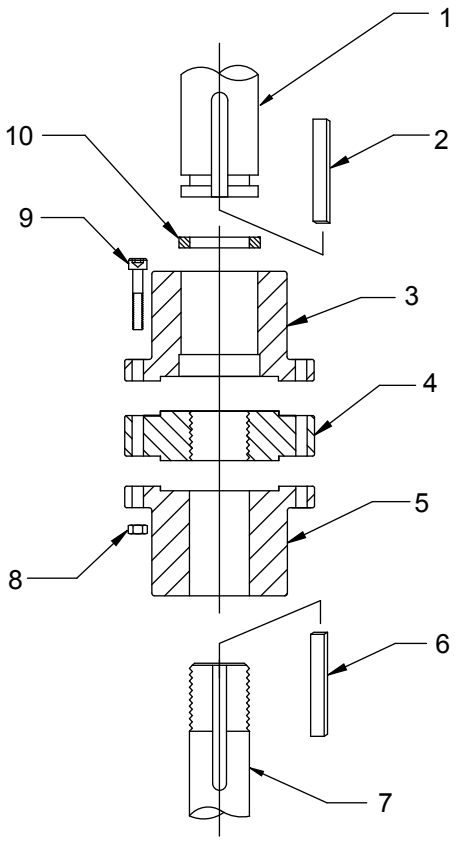
WARNING:

- When installing in a potentially explosive environment, make sure that the motor is properly certified.
- Do not test the motor for direction of rotation when it is coupled to the pump. If the pump rotates in the wrong direction, serious damage to the pump, motor, and personnel will result.
- Do not work under a heavy and suspended object unless there is a positive support and safeguards that will protect you if a hoist or sling fails.

NOTICE:

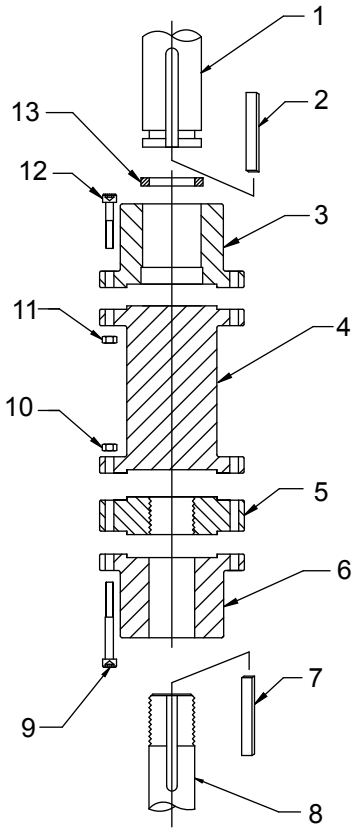
- When the pump is supplied with a thrust pot, do not secure the driver to the discharge head until after the thrust pot and flexible coupling are installed. A separate supplement for thrust pots will be furnished as required.
- Read and follow the motor manufacturer's instructions before lubricating the motor bearings. Excessive lubrication can cause the bearings to overheat and fail prematurely.

The coupling between the driveshaft and the discharge-head shaft can either be a non-spacer type or a spacer type. The spacer type is used on pumps furnished with a mechanical seal to permit servicing of the seal without the removal of the driver.



1. Driveshaft
2. Driver key, supplied by motor vendor
3. Driver hub
4. Adjusting plate
5. Pump hub
6. Pump key
7. Headshaft
8. Hex nut
9. Capscrew
10. Split ring

Figure 10: Non-spacer type coupling



1. Driveshaft
2. Driver key, supplied by motor vendor
3. Driver hub
4. Spacer
5. Adjusting plate
6. Pump hub
7. Pump key
8. Headshaft
9. Capscrew
10. Hex nut
11. Hex nut
12. Capscrew
13. Split ring

Figure 11: Spacer-type coupling

1. If a driver support is furnished and not installed, perform these steps:
   a) Hoist the driver support and inspect the mounting surfaces and register.
   b) Clean these surfaces thoroughly.
   c) Install the driver support on the discharge head and secure it with capscrews.
2. Attach a sling to the lifting lugs of the driver and hoist the motor.
3. Inspect the mounting surface, register, and shaft extension, and then clean these surfaces thoroughly. If any burrs are found, remove them with a smooth mill file.
4. Orient the motor-conduit box in the required position:
   a) Align the motor-mounting holes with the mating-tapped holes on the discharge head.
   b) Lower the motor until the registers engage and the motor rests on the discharge head.
   c) Secure the motor with capscrews.
5. On drivers with a non-reverse ratchet or pins, manually turn the driver shaft clockwise when viewed from the top, until the non-reverse ratchet or pins fully engage.
6. Lubricate the motor bearings according to the instructions on the lubrication plate attached to the motor frame.
7. Make temporary electrical connections according to the tagged leads or the diagram attached to the motor.

The motor must rotate counterclockwise when viewed from the top. See the arrow on the pump nameplate. If the motor does not rotate counterclockwise, change the rotation by interchanging any two leads (for three phase only). For single-phase motors, see the instructions from the motor manufacturer.

If motor shaft-end-play adjustment is required, check it using a dial indicator before you connect the pump coupling to the solid-shaft motor. Consult the applicable motor manufacturer instruction manual for detailed information on motor shaft end play.

Install the coupling hub

1. Apply a thin film of oil on the pump key and insert the key into the headshaft keyway seat.
2. Gently lower the pump half of the coupling hub onto the headshaft.
3. Thread the adjusting plate onto the headshaft until it is flush with the top of the headshaft.
4. Apply a thin film of oil to the driver key and insert the key into the drive-shaft keyway seat.
5. Place the driver half of the coupling hub onto the drive shaft with the key and slide it up the drive shaft until the annular groove is exposed.
6. Install the split ring in the groove and slide the driver half of the coupling hub down over the split ring to capture it.
7. If the pump is supplied with an adjustable spacer coupling, install the spacer between the headshaft and the drive shaft hubs.
8. Secure with capscrews and hex nuts.

Impeller adjustment

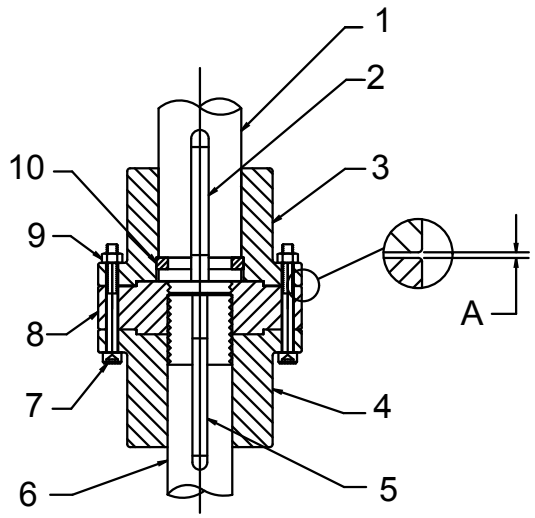
NOTICE:

- When a mechanical seal is provided, make sure it is not secured to the shaft during impeller adjustment. The shaft must move up or down within the seal assembly.
- For pumps that handle liquids between -50°F to 200°F (-45°C to 93°C), you can make impeller adjustments under ambient conditions. For liquids in excess of this range, make any impeller adjustments after the pump reaches the temperature of the liquid. In situations where this is not feasible due to safety considerations, or impossible due to external ice buildup in cryogenic applications, refer to the factory for specific instructions.
- Improper impeller adjustment could cause contact between the rotating and stationary parts, resulting in sparks and heat generation.

Example figures

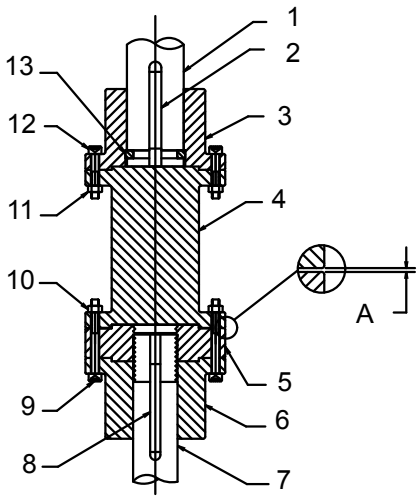
Impeller adjustment is identical for all drivers. Adjust the impeller by turning the adjusting plate.

At location A in thesetwo figures, measure the impeller adjustment before you tighten the coupling capscrews:



1. Driveshaft
2. Driver key, supplied by the motor vendor
3. Driver hub
4. Pump hub
5. Pump key
6. Headshaft
7. Capscrew
8. Adjusting plate
9. Hex nut
10. Split ring

Figure 12: Adjustable coupling (Type A)



1. Driveshaft
2. Driver key, supplied by motor vendor
3. Driver hub
4. Spacer
5. Adjusting plate
6. Pump hub
7. Headshaft
8. Pump key
9. Capscrew
10. Hex nut
11. Hex nut
12. Capscrew
13. Split ring

Figure 13: Spacer coupling (Type AS)

Adjust the impeller for a solid-shaft driver

IMPORTANT: The determination of the driver-shaft end-play can be critical and should be added to the impeller setting noted in this topic. For larger pumps over 8.00 in. (20.32 cm), this amount might not be sufficient. Refer to the pump outline drawing for details.

When impellers are reset, you must also reset the seal.

Complete these steps based on your impeller type:

If your impeller is an...	Then...
Open impeller	1. With the impellers touching the bottom of the bowls, turn the adjusting plate towards the driver hub or spacer to obtain a 0.015 in. (0.381 mm) clearance between the adjusting plate and driver hub or spacer for the first 10 ft. (3 m) of column. 2. Add 0.010 in. (0.254 mm) for each additional 10 ft. (3 m) of column. For example, if the total pump length is 50 ft. (15 m), set the open impellers at 0.055 in. (1.397 mm). 3. Align the adjusting plate with the pump hub, and tightly draw the coupling flanges together with capscrews and nuts. 4. Set the seal: a. Securely tighten all setscrews in the collar. b. Remove the spacer between the gland plate and the collar. c. Retain the spacer for future resetting of the seal.
Enclosed impeller	1. Obtain the impeller setting from the Certified Pump Outline Drawing. 2. Align the adjusting plate with the pump hub, and tightly draw the coupling flanges together with capscrews and nuts. 3. Set the seal: a. Securely tighten all setscrews in the collar. b. Remove the spacer between the gland plate and the collar. c. Retain the spacer for future resetting of the seal.

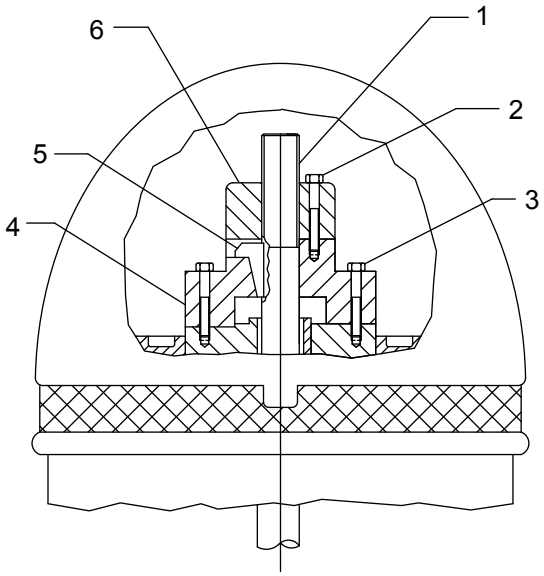
Install a hollow-shaft driver

WARNING:

Do not work under a heavy and suspended object unless there is a positive support and safeguards that will protect you if a hoist or sling fails.

IMPORTANT: When a pump is supplied with a thrust pot, do not secure the driver to the discharge head until after the thrust pot and flexible coupling are installed.

This figure shows the driving mechanism of all hollow-shaft drives. The drive shaft extends up through the quill or hollow shaft of the motor (or gear drive) and is held in place by an adjusting nut. This adjusting nut carries all the static and hydraulic thrust of the impellers and shaft, and also provides the adjustment for the impeller clearances:

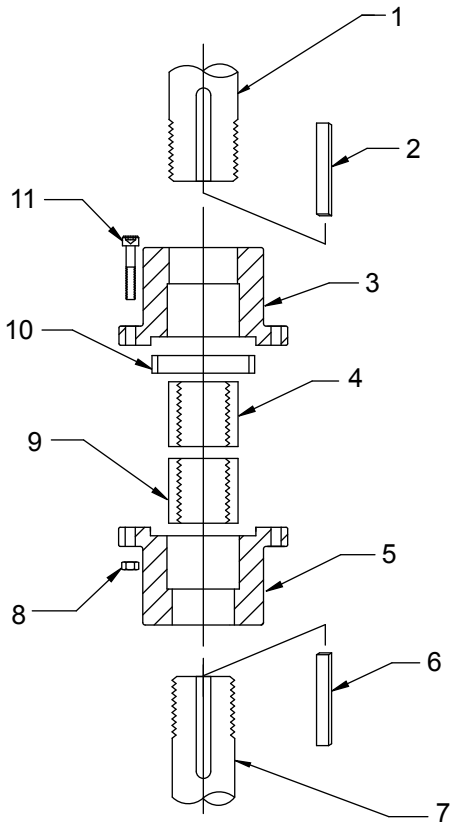


1. Drive shaft
2. Capscrew adjusting nut
3. Hold-down bolt
4. Drive coupling
5. Gib key
6. Adjusting nut

This procedure refers to either a VHS-type electric motor or hollow-shaft type gear drive.

1. If a driver support is furnished and not installed, perform these steps:
   a) Hoist the driver support and inspect the mounting surfaces and register.
   b) Clean these surfaces thoroughly.
   c) Install the driver support on the discharge head and secure it with capscrews.
2. Inspect the driver:
   a) Attach a sling to the lifting lugs of the driver and hoist the motor.
   b) Inspect the mounting surface, register, and shaft extension.
   c) Clean these surfaces thoroughly.
   d) If any burrs are found, remove these burrs with a smooth mill file and thoroughly clean afterward.
3. Orient the motor-conduit box in the required position:
   a) Align the motor-mounting holes with the mating-tapped holes on the discharge head.
   b) Lower the motor until the registers engage and the motor rests on the discharge head.
   c) Secure the motor with capscrews.
4. On drivers with a non-reverse ratchet or pins, manually turn the driver shaft clockwise when viewed from the top, until the non-reverse ratchet or pins fully engage.
5. Lubricate the motor bearings according to the instructions on the lubrication plate attached to the motor case.
6. Remove the drive coupling and hold-down bolts.
7. Screw the adjusting nut loosely onto the end of the drive shaft.
8. Clean the drive shaft thoroughly and attach a light line below the nut.
9. Lower the drive shaft through the motor-quill shaft and examine closely for dirt or burrs between the shaft ends.
10. Raise the drive shaft and adjusting nut assembly to allow room to install the rigid-flanged coupling.

Assemble the type AR rigid-flanged coupling



1. Drive shaft
2. Driver key
3. Drive hub
4. Ring-threaded
5. Pump hub
6. Pump key
7. Headshaft
8. Hex nut
9. Ring-threaded
10. Ring-alignment
11. Capscrew

1. Disassemble the coupling:
   a) Check that all components are clean and no foreign matter is lodged in any of the machined recesses or registers.
   b) Insert the driver key into the drive shaft keyway and slide the driver hub onto the drive shaft.
   c) Position the hub so that the threaded shaft end is exposed enough to allow for the mounting of threaded sleeves on the shaft end.

      To ease the assembly, you can temporarily secure the hub in this position using tape or a rope.
   d) Screw the threaded ring onto the driver shaft until the ring extends beyond the shaft end between 0.06 in. and 0.09 in. (1.52 mm and 2.29 mm).

      This ensures that the driver and pumpshaft ends will not contact each other when the coupling is completely assembled.
2. Insert the pump key into the pumpshaft keyway and slide the pump hub onto the pumpshaft.

   Position the hub so that the threaded shaft end is exposed.
3. Screw the threaded ring onto the pumpshaft until the ring extends beyond the shaft end between 0.06 in. and 0.09 in. (1.52 mm and 2.29 mm).
4. Slide the pump hub towards the threaded ring until the threaded ring is fully seated in its register in the hub.

Hold the hub in this position.

5. Insert the alignment ring into the register in the pump hub.
6. Slide the driver hub towards the pump hub until the driveshaft threaded ring is fully seated in the register in the driver hub.
7. Insert all the coupling hub capscrews and hex nuts and hand-tighten only.
8. Measure the gap between the coupling hub faces.

   In a properly assembled coupling, the gap will be between 0.014 in. and 0.026 in. (0.35 mm and 0.66 mm). This ensures that the threaded rings are properly clamped.

   If the gap is not correct:

   a) Disassemble the coupling.
   b) Check that all parts are clean and free of foreign matter.
   c) Reassemble the coupling.

      The alignment ring will be compressed between the coupling hubs.
9. Tighten all coupling hub capscrews.

Complete the hollow-shaft driver installation

CAUTION:

Never check the motor rotation with the drive coupling in place. The bore clearance between the drive coupling and the pump shaft OD is close enough that if the motor spins while this shaft is stationary, then galling and locking together is likely to occur.

1. Remove the sling and see if the drive shaft centers inside the driver quill within 0.010 in. (0.25 mm).

   If it does not, this indicates misalignment. Perform these steps:

   a) Check to see if you have a bent drive shaft, burrs, or foreign matter between the shaft ends or any of the mounting flanges:
      - Driver-to-driver support
      - Driver support to discharge head
      - Discharge head to sub-base or foundation
   b) Check to see if the sub-base and discharge head are level.

      If it is not, shim between the sub-base and the discharge head in order to correct the problem.
   c) Check the concentricity of the motor-to-motor stand to discharge head.
2. Connect the electricity and check that the motor rotation is counterclockwise when viewed from the top.

   See the arrow on the pump nameplate. If the motor does not rotate counterclockwise and you have a three-phase motor, change the rotation by interchanging any two leads. For single-phase motors, refer to the instructions from the motor manufacturer.
3. Install the motor-drive coupling:

   a) Insert ratchet pins if you are using a non-reverse ratchet.
   b) Match the coupling lugs with the corresponding holes in the motor.
   c) Pull down the hold-down bolts evenly.
   d) Make sure that the drive coupling is properly seated in the register fit.
4. Fit the gib key into the keyway so that there is a snug, but sliding, fit.

   Make sure that you can remove the key with gentle leverage using a screwdriver.
5. Make sure that the gib key is not so high that it prevents the adjusting nut from seating on the drive coupling.
6. Install the adjusting nut and hand tighten.

Adjust the impeller for a hollow-shaft driver

NOTICE:

- If your hollow-shaft driver has a mechanical seal, you must disengage it prior to impeller adjustment.
- Improper impeller adjustment could cause contact between the rotating and stationary parts, resulting in sparks and heat generation.

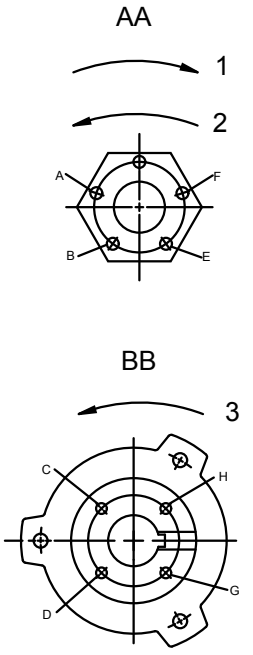
This procedure applies to the open and enclosed impeller:

1. Make sure that the shafting is all the way down and that the impellers are resting on their seats.
2. Turn the adjusting nut in a counterclockwise direction to lift the shaft until the impellers just clear their seats and the shaft turns freely by hand.

   This removes all deflection from the shaft.
3. Align hole A in the adjusting nut and hole C in the motor coupling.

   If you are careful, you can reach an initial impeller clearance between 0.001 in. to 0.003 in. (0.02 mm to 0.07 mm) depending on the shaft size and thread data shown in this table:

Shaft size	Thread	Vertical movement in 1/20th turns - adjusting nut
¾ in. (19 mm)	¾-16 LH	0.003 in. (0.076 mm)
1 in. (25 mm)	1-12 LH	0.004 in. (0.10 mm)
1 3/16 in. (30 mm)	1-12 LH	0.005 in. (0.12 mm)
1½ in. (38 mm)	1-10 LH	0.005 in. (0.12 mm)
1 11/16 in. (42 mm)	1-10 LH	0.005 in. (0.12 mm)
1 15/16 in. (49 mm)	1-10 LH	0.005 in. (0.12 mm)
2 3/16 in. (55 mm)	1-10 LH	0.005 in. (0.12 mm)
2 7/16 in. (62 mm)	1-10 LH	0.005 in. (0.12 mm)
2 11/16 in. (68 mm)	1-8 LH	0.006 in. (0.15 mm)



1. Lower impeller
2. Raise impeller
3. Correct impeller rotation

4. Insert a capscrew into hole B provided that these are the nearest-matching holes for counterclockwise rotation of the adjusting nut.
5. Turn the adjusting nut counterclockwise until holes B and D line up.

Table 5: Normal impeller clearances

Impeller type	Distance/size	Clearance
Open	First 10 ft (3 m) of column	0.015 in. (0.381 mm)
	Each additional 10 ft (3 m) of column	0.010 in. (0.254 mm)
Enclosed	Bowl sizes up to 8 in. (20.32 cm)	0.12 in. (3.05 mm)
	Bowls larger than 8 in. (20.32 cm)	0.1875 in. (4.750 mm)

Set up the lubrication system

1. Connect the solenoid valve, if provided, and the oil lines.
2. Fill the oil reservoir with oil.
3. Check the lubricator feed and make sure that the oil reservoir is flowing freely.

   In the case of a solenoid valve, temporary power connections are required.
4. Set the proper drops per minute on the regulator as this table shows:

   The shaft is the headshaft (OD). The adjustment is a manual adjustment on the regulator valve.

Shaft size in inches	Shaft size in millimeters	Drops per minute per 100 feet (30.48 meters) of shaft
0.75 to 1.00	19 to 25 mm	8
1.19 to 1.94	30 to 50 mm	16
2.19 and larger	55 mm and larger	20

Installation and startup checklist

Use this checklist in conjunction with the standard instruction manual furnished with the equipment. Initial each completed item or write N/A if the item is not applicable. After you complete this checklist, forward a copy to the VPD field service for entry into the quality assurance records. Use a separate checklist for each individual pump.

Part 1: System and installation inspections

Check	Checked
Check that the pump foundation is level to within 0.005 in. per ft. (0.0123 cm per m) of diameter. For API units, the level requirement is 0.001 in. per ft. (0.003 cm per m) of diameter.	
Check that the foundation can handle the weight and loading of the pump.	
Check that the foundation is properly grouted using a high quality non-shrink grout.	
Check that all the anchor bolts are tight.	
Check that the discharge piping is properly supported and that there is no excess nozzle loading on the discharge flange.	
On units with flexible or expansion joints attached to the pump discharge, check that tie rods are in place and properly installed.	
Check these items for all valves: • Operate freely • Properly installed for the direction of flow • Have the proper pressure	
Check where the pumped fluid is going and that the system is properly lined up for the test.	
Check that the pumped fluid supply will be continuously available for the duration of the test. It is very important that the initial run is at least ten minutes in duration in order to completely flush the pump.	

Check	Checked
If possible, check the cleanliness of the pumped fluid and piping. If you are present during the installation, check that the sump, barrel, and piping are clean.	

Part 2: Pump assembly pre-start inspections

Check	Checked
Verify that the drivers are properly lubricated before start-up. On drives with grease-lubricated motor bearings, insist that the motor vendor grease them on-site. Lubrication information is located on special motor tags or in the motor manuals.	
Determine the allowable number of cold/hot starts with the motor vendor. The general rule of thumb is two cold or one hot start per hour. Exceeding the recommended starts breaks down the motor insulation and can cause failure. Megger the motor if possible.	
Before you couple the driver to the pump, verify the proper rotation of the driver by bumping it. The proper rotation for vertical pumps is counterclockwise when viewed from above. Run the pump uncoupled to check that the driver runs smooth and sounds normal. • For VHS motors, remove the driveshaft if a coupling is provided, and the steady bushing and driver coupling if one is not provided. • On drivers with NRRs. remove the rachet pins, if possible. Otherwise, rotate the drive coupling clockwise until the pin stops tight against the rachet plate. If a customer refuses to allow you to check the rotation, have the customer sign and date this checklist before you proceed.	
After you verify the proper rotation of the driver, you can couple the pump to the driver. • On VSS units with a flanged coupling except for the AR type, set the impeller lift. • On VHS units, set the impeller lift using the adjusting nut on top of the motor after you make up the threaded or AR coupling. See either the pump nameplate or the outline drawing for the specific impeller lift required for an individual pump.	
Check the alignment on pumps that are equipped with jacking bolts since they require that the motor be physically aligned to the pump. Special alignment of the pump to the motor is not usually required since all components are equipped with register fits.	
Use a dial indicator in order to check that the shaft runout above the sealing element is not excessive: • Packing limit is a maximum of 0.008 in. (0.020 cm) • Mechanical seal limit is a maximum of 0.005 in. (0.0123 cm) For API, the maximum is 0.002 in. (0.005 cm)	
On units with seals, check these items: • Check that the seal rotates freely. • Check that the seal spacers are removed. • Check that the seal piping is properly installed.	
On water-lubricated, enclosed lineshaft units, check these items: • Check the water PSI and flow rate. • Check the solenoid valve and its connection for proper operation.	
On oil-lubricated, enclosed lineshaft units, check these items: • Check that the oil tank is completely full and allow the oil to drip overnight prior to start-up. • Check the solenoid valve and its connection for proper operation. • Check the oil tank and refill.	

Part 3: Unit startup

Check	Complete
After you complete all of the checks in Parts 1 and 2, conduct a start-up meeting with customer in order to discuss the actual procedures they might require during start-up and commissioning. Also, verify with the customer that their system is ready for pumped fluid.	
When the system is ready, push the start button and adjust the discharge valve in order to meet the design point (if required).	

Check	Complete
Watch for signs of trouble. The unit must run at least ten minutes in order to flush out the pump and system.	
Verify that the unit runs smoothly with no unusual noise, vibration, or over heating.	
Run the unit for one hour in order to test the system.	

Measurements

Reading	Value
Impeller lift	
Shaft runout	
Megger	
Vibration	

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Pump Start and Operation

Commissioning, Startup, Operation, and Shutdown

Preparation for startup

Hazard statements

WARNING:

- Failure to follow these precautions before you start the pump will lead to serious personal injury and equipment failure.
- DO NOT operate the pump below the minimum rated flows or with the discharge valves closed. These conditions can create an explosive hazard due to vaporization of pumped fluid and can quickly lead to pump failure and physical injury.
- Always disconnect and lock out power to the driver before you perform any installation or maintenance tasks. Failure to disconnect and lock out driver power will result in serious physical injury.
- Operating the pump in reverse rotation can result in the contact of metal parts, heat generation, and breach of containment.

Precautions

NOTICE:

- Verify the driver settings before you start the pump.
- Make sure that the warm-up rate does not exceed 2.5°F (1.4°C) per minute.

You must follow these precautions before you start the pump:

- Flush and clean the system thoroughly to remove dirt or debris in the pipe system in order to prevent premature failure at initial startup.
- Bring variable-speed drivers to the rated speed as quickly as possible.
- Run a new or rebuilt pump at a speed that provides enough flow to flush and cool the close-running surfaces of the stuffing-box bushing.
- Run a new or rebuilt pump at a speed that provides enough flow to flush and cool the close-running surfaces of the stuffing-box or seal-housing bearing.
- If temperatures of the pumped fluid will exceed 200°F (93°C), then warm up the pump prior to operation. Circulate a small amount of fluid through the pump until the casing temperature is within 100°F (38°C) of the fluid temperature.
- Rubber bearings must be wet prior to startup if the non-submerged (dry column) length is greater than 50 ft (15 m). You can only use clean water or clean sea water.

At initial startup, do not adjust the variable-speed drivers or check for speed governor or over-speed trip settings while the variable-speed driver is coupled to the pump. If the settings have not been verified, then uncouple the unit and refer to instructions supplied by the driver manufacturer.

Prepare for startup

WARNING:

- For the VSS motor, do not check the motor rotation unless the motor is bolted to the pump and the driver hub is disconnected from the pump hub.
- For a VHS motor, do not check the motor rotation unless the motor is bolted to the pump and the drive coupling is removed.
- Do not test the motor for direction of rotation when it is coupled to the pump. If the pump rotates in the wrong direction, serious damage to the pump, motor, and personnel will result.

Consult the applicable manufacturer instructions for detailed information for the prime mover (electric motor, engine, or steam turbine), coupling, drive shaft, gear-head, or mechanical seal.

1. Confirm that you have completed these procedures:
   a) Connected the driver to a power supply.
   b) Verified that the driver rotates counterclockwise when viewed from above.
   c) Checked the alignment between the pump and driver.
   d) Adjusted the impeller.
   e) Attached the mechanical-seal lock collar to the shaft.
2. Verify that the mechanical seal is properly lubricated and that all piping to the seal is connected.
3. Verify that all cooling, heating, and flushing lines are operating and regulated.
4. Verify that all connections to the driver and starting device match the wiring diagram.
5. Verify that the voltage, phase, and frequency on the motor nameplate agree with the line current.
6. Rotate the shaft manually to make sure that the impellers are not binding.
7. Verify that the driver bearings are properly lubricated and check the oil level in the housing.
8. Verify that the auxiliary seal components are properly vented.
9. Inspect the discharge-piping connection and pressure gauges for proper operation.
10. For the enclosed lineshaft construction, turn on the oil drip or water flush for a minimum of five minutes.
11. For oil-lubricated lineshafts, set the sight feed dripper for the number of drops per minute as directed in this table:

Lineshaft size (OD)	Drops per minute per 100 ft. (39 m) of shaft
¾ to 1 in. (19 mm to 25 mm)	8
$1\ ^{3}/_{16}$ to $1\ ^{15}/_{16}$ in. (30 mm to 49 mm)	16
$2\ ^{3}/_{16}$ in. and larger (55 mm and larger)	20

Pump priming

CAUTION:

- The pump must be properly vented through the discharge head connections. This is important for liquids with suction pressures close to their vapor pressures. Vent piping must continuously rise back to the source so that liquid cannot collect in the vent line.
- Vary the capacity with the regulating valve in the discharge line. Never throttle the flow from the suction side. This action can result in decreased performance, unexpected heat generation, and equipment damage.

NOTICE:

Net positive suction head available ($NPSH_A$) must always exceed NPSH required ($NPSH_R$) as shown on the published performance curve of the pump.

Requirements

- The minimum submergence must always be as indicated on the Certified Pump Outline Drawing.
- Never run the pump dry as this can cause the rotating parts within the pump to gall and seize to the stationary parts.
- The parts are lubricated by the liquid being pumped unless the enclosed linshaft option is purchased to lubricate the lineshaft bearings with a clean fluid.

Start the pump

CAUTION:

- Observe the pump for vibration levels, bearing temperature, and excessive noise. If normal levels are exceeded, shut down the pump and resolve the issue.

Before you start the pump, you must perform these tasks:

- Open any recirculation or cooling lines.

1. Fully close or partially open the discharge valve, depending on system conditions.
2. Start the driver.
3. Slowly open the discharge valve until the pump reaches the desired flow.
4. Immediately check the pressure gauge to ensure that the pump quickly reaches the correct discharge pressure.
5. If the pump fails to reach the correct pressure, perform these steps:
   a) Stop the driver.
   b) Confirm the minimum submergence.
   c) Restart the driver.
6. Monitor the pump while it is operating:
   a) Check the pump for bearing temperature, excessive vibration, and noise.
   b) If the pump exceeds normal levels, then shut down the pump immediately and correct the problem.
   A pump can exceed normal levels for several reasons. See Troubleshooting for information about possible solutions to this problem.
7. Repeat steps 5 and 6 until the pump runs properly.

Pump operation precautions

General considerations

CAUTION:

- Vary the capacity with the regulating valve in the discharge line. Never throttle the flow from the suction side since this can result in decreased performance, unexpected heat generation, and equipment damage.
- Do not overload the driver. Driver overload can result in unexpected heat generation and equipment damage. The driver can overload in these circumstances:
  - The specific gravity of the pumped fluid is greater than expected.
  - The pumped fluid exceeds the rated flow rate.
- Make sure to operate the pump at or near the rated conditions. Failure to do so can result in pump damage from cavitation or recirculation.

Operation at reduced capacity

WARNING:

Never operate any pumping system with a blocked suction and discharge. Operation, even for a brief period under these conditions, can cause confined pumped fluid to overheat, which results in a violent explosion. You must take all necessary measures to make sure that this condition is avoided.

CAUTION:

- Avoid excessive vibration levels. Excessive vibration levels can damage the bearings, stuffing box or seal chamber, and the mechanical seal, which can result in decreased performance.
- Avoid increased radial load. Failure to do so can cause stress on the shaft and bearings.
- Avoid heat build-up. Failure to do so can cause rotating parts to score or seize.
- Avoid cavitation. Failure to do so can cause damage to the internal surfaces of the pump.

Operation under freezing conditions

NOTICE:

Do not expose an idle pump to freezing conditions. Drain all liquid that is inside the pump and the cooling coils. Failure to do so can cause liquid to freeze and damage the pump.

Mechanical seal leaks

NOTICE:

The mechanical seal used in an Ex-classified environment must be properly certified. Prior to startup, make sure that all areas that could leak pumped fluid to the work environment are closed.

Occasional leaks

If the seal leaks slightly at start-up, allow a reasonable amount of time for the seal to adjust itself. Fluids with good lubricating qualities normally take longer to adjust than fluids with lesser lubricating qualities. When a seal starts out with a slight leak and the leak decreases while running, it indicates leaks across the seal faces. Run the pump continuously in order to eliminate this issue.

Continuous leaks

When immediate leaks occur and remain constant, even during operation, it usually indicates either secondary seal (shaft packing) damage, or seal faces that are warped or cracked. See Troubleshooting for probable causes.

Stuffing box leaks

CAUTION:

Packed stuffing boxes are not allowed in an ATEX-classified environment.

Normal leaks

With the pump in operation, there should be some leaking at the stuffing box packing. The correct leak rate is a rate which keeps the shaft and stuffing box cool. This rate is approximately one drop per second. Check the temperature of the leaked fluid as well as the discharge head.

Decreased leaks

If the pump runs hot and the leaks begin to decrease, stop the pump and allow it to cool down. Loosen the packing gland in order to allow the packing to resume leaking. After pump has cooled, restart pump and run it for 15 minutes. Then check the leaks. If the leak exceeds two drops per second, adjust the packing.

Shut down the pump

WARNING:

The pump can handle hazardous and toxic fluids. Identify the contents of the pump and observe proper decontamination procedures in order to eliminate the possible exposure to any hazardous or toxic fluids. Wear the proper personal protective equipment. Potential hazards include, but are not limited to, high temperature, flammable, acidic, caustic, explosive, and other risks. You must handle and dispose of pumped fluid in compliance with the applicable environmental regulations.

1. Slowly close the discharge valve.
2. Shut down and lock the driver to prevent accidental rotation.
3. If the driver is not equipped with a non-reverse ratchet (NRR), be certain that the unit is completely stopped before you restart the pump.

Lubricate the thrust pot during a shutdown period

1. Completely immerse the bearings in oil.

   This helps to avoid oxidation of the anti-friction bearings during shutdown periods lasting longer than one week.
2. Fill the oil reservoir until the oil runs over the oil retainer tube and down the shaft.

Before startup, drain the oil to its required level.

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Maintenance

Maintenance

Maintenance schedule

Maintenance inspections

A maintenance schedule includes these types of inspections:

- Routine maintenance
- Routine inspections
- Three-month inspections
- Annual inspections

Shorten the inspection intervals appropriately if the pumped fluid is abrasive or corrosive or if the environment is classified as potentially explosive.

Routine maintenance

Perform the following tasks whenever you perform routine maintenance:

- Lubricate the bearings on pumps supplied with thrust pots.
- Inspect the packing or mechanical seal.

Routine inspections

Perform the following tasks whenever you check the pump during routine inspections:

- Check for unusual noise, vibration, and bearing temperatures.
- Check the pump and piping for leaks.
- Analyze the vibration.

Three-month inspections

Perform the following tasks every three months:

- Check that the foundation and the hold-down bolts are tight.
- Check the packing if the pump has been left idle, and replace as required.

Annual inspections

Perform the following inspections one time each year:

- Check the pump capacity.
- Check the pump pressure.
- Check the pump power.

If the pump performance does not satisfy your process requirements, and the process requirements have not changed, then do the following:

1. Disassemble the pump.
2. Inspect it.
3. Replace worn parts.

Adjust and replace the packing

CAUTION:

Do not over-tighten the stuffing box. Excessive pressure can wear out packing prematurely and seriously damage the shaft.

NOTICE:

Packed stuffing boxes are not allowed in an ATEX-classified environment.

Adjust the packing when one of the following conditions occurs:

- The leakage rate exceeds two drops per second.
- There is overheating or no leakage.

Adjust the packing when leaking is excessive

Perform this procedure if leaks exceed two drops per second.

1. With the pump in operation, tighten the gland nuts one-quarter turn.
2. Before you make any more adjustments, check to see if the packing has equalized against the increased pressure by making sure the leakage has decreased to a steady state.

   If the leaks decrease to two drops per second, then you are finished. If the leaks continue to exceed two drops per second, continue to the next step.
3. Shut down the pump.
4. Allow the packing to compress enough so that the gland is about to contact the upper face of the stuffing box.
5. Remove the split gland, add one extra packing ring, and readjust.
6. If this fails to reduce the leak to two drops per second, then remove all packing rings and replace them with new rings:
   a) Remove the packing with the aid of a packing hook.
   b) If a lantern ring is provided, remove it by inserting a wire hook in the slots of the ring and pull it from the stuffing box.
   c) Thoroughly clean the stuffing box of all foreign matter.
7. If the replacement packing is in the form of a continuous coil or rope, cut it into rings before installing:
   a) Tightly wrap one end of the packing material around the top shaft like one coil spring.
   b) Cut through the coil with a sharp knife.

   See Installation for details about how to properly reinstall the stuffing box.

Adjust the packing when there is overheating or no leaks

CAUTION:

If there are no leaks or the stuffing box overheats, do not back off the gland nuts while the pump is running. This causes the entire set of packing rings to move away from the bottom of the box without relieving pressure of the packing on the shaft.

A small amount of leaking is required in order to prevent overheating.

1. Stop the pump and allow the packing to cool.
2. Restart the pump.
3. Repeat these steps until two drops of liquid per second comes through.
4. If this fails to fix the problem, then you must replace the packing.

Thrust pot lubrication guidelines

Flushing the oil reservoir

Flush the oil reservoir in order to remove all grit particles in the oil reservoir sump. Use the same type of oil to flush the reservoir as specified for lubrication. Always keep a supply of turbine oil on-hand.

NOTICE:

Pumps are shipped without oil. Oil-lubricated anti-friction bearings must be lubricated at the job site.

Oil levels

Pump status	Oil level
Not operating	At or lower than 1/8 in. to 1/4 in. (0.635 to 0.3175 mm) from the top of the oil sight gauge. Never operate the pump when the oil in the sight gauge is not at the required level.
Operating	Lower than the required level as indicated on the oil sight gauge.

Changing the oil

The frequency with which you change the oil depends on the severity of the environment. When the oil in the sight gauge is a dark brown color, it is time for an oil change. However, for a longer bearing life, it is recommended that you change the oil every six months. Be sure to flush the oil reservoir with each oil change.

Disassembly

Disassembly precautions

WARNING:

- Make sure that the pump is isolated from the system and that pressure is relieved before you disassemble the pump, remove plugs, open vent or drain valves, or disconnect the piping.
- Always disconnect and lock out power to the driver before you perform any installation or maintenance tasks. Failure to disconnect and lock out driver power will result in serious physical injury.
- The pump and the components can be heavy. Make sure to use proper lifting methods, and wear steel-toed shoes at all times. Failure to do so can result in physical injury or equipment damage.
- The pump can handle hazardous and toxic fluids. Identify the contents of the pump and observe proper decontamination procedures in order to eliminate the possible exposure to any hazardous or toxic fluids. Wear the proper personal protective equipment. Potential hazards include, but are not limited to, high temperature, flammable, acidic, caustic, explosive, and other risks. You must handle and dispose of pumped fluid in compliance with the applicable environmental regulations.

NOTICE:

Make sure that all replacement parts are available before you disassemble the pump for overhaul.

Disassemble the head and column

WARNING:

Never try to lift the entire pump assembly by the lifting lugs or eyebolts furnished for the driver only. Always lift the pump with shackles through the lifting lugs or with eyebolts inserted through the flanges.

1. If equipped with mechanical seals, loosen the setscrews that fasten the seal to the pump shaft so that the pump shaft can slide up or down within the seal.
2. Remove the necessary components:

If the pump is...	Then remove...
Gear-driven	The driveshaft between the gear and the prime mover.
Electric-motor driven	The electrical connections at the conduit box and label the electrical leads so they can be reassembled correctly.

3. Uncouple the driver, or gear box, from the pump shaft and mounting flanges, and then lift off by the lifting lugs or eyebolts as furnished.
4. Disconnect the discharge head from the discharge piping.
5. Remove all hold-down bolts and integral piping.
6. Remove the coupling, packing box, or mechanical seal.
7. Continue with disassembly down to the bowls as described in the next section.

Bowl disassembly

The bowl assembly is composed of these parts:

- Suction bell
- Intermediate bowls
- Top bowl
- Impellers and securing hardware
- Bearings
- Pump shaft

Turbine bowl impellers are secured to the shaft by either a taper collet or a key and split-thrust ring. Follow only the procedures that apply to your particular construction. These types of impeller attachment can apply to any vertical pump less than 18 in. (46 cm) in diameter.

NOTICE:

Mark the components in sequence to aid reassembly.

Disassemble the taper collet bowl

1. Remove the capscrews that secure the top bowl to the intermediate bowl.
2. Slide the top bowl off the pump shaft.
3. Pull the shaft out as far as possible and strike the impeller hub using a collet driver or equivalent, sliding along the pump shaft to drive the impeller off the taper collet.
4. After the impeller is freed, insert a screwdriver into the slot in the taper collet, spread it, and remove the taper collet.
5. Slide the impeller off the pump shaft.
6. Repeat these steps until the bowl assembly is completely disassembled.

Disassemble the keyed bowl

1. Remove the capscrews that secure the top bowl to the intermediate bowl.
2. Slide the top bowl off the pump shaft.
3. Remove the capscrews and the split-thrust ring from the pump shaft.
4. Slide the impeller off the pump shaft and remove the key.

   NOTICE:

   If the impeller is seized to the shaft, then strike the impeller with a fiber mallet and drive the impeller off the pump shaft.

5. Repeat these steps until the bowl assembly is completely disassembled.

Remove the turbine bowl and impeller wear rings

1. Remove the setscrews or grind off the tack weld if the rings are furnished with those locking methods.
2. Use a diamond-point chisel in order to cut two V-shaped grooves on the bowl or impeller wear ring approximately 180° apart.

   Use extreme care not to damage the wear ring seat.
3. With a chisel or drift punch, knock the end of one half of the ring in, and pry the ring out.
4. On high-alloy materials such as chrome steel, set up the bowl or the impeller in a lathe and machine the wear ring off, using extreme care not to machine or damage the ring seat.

Remove the bowl, suction bell, and lineshaft bearings

NOTICE:

Bowl bearings are press fit. Do not remove the bowl bearings unless replacement is necessary.

1. Using an arbor press and a piece of pipe or sleeve with an outside diameter slightly smaller that the diameter of the bowl or lineshaft bearing housing bore, press the bearing off.
2. Remove the suction bell bearing by setting the suction bell in a lathe and machining the bearing off.

   The suction bell bearing can also be removed using bearing pullers to pull the bearings out.

Pre-assembly inspections

Guidelines

Before you assemble the pump parts, make sure you follow these guidelines:

- Inspect the pump parts according to the information in these pre-assembly topics before you reassemble your pump. Replace any part that does not meet the required criteria.
- Ensure that the parts are clean. Clean the pump parts in solvent to remove oil, grease, and dirt.

NOTICE: Protect machined surfaces while you clean the parts. Failure to do so may result in equipment damage.

Replacement guidelines

Casing check and replacement

Inspect the casing for cracks and excessive wear or pitting. Thoroughly clean gasket surfaces and alignment fits to remove rust and debris.

Impeller replacement

This table shows the criteria for replacing the impeller parts.

Impeller parts	When to replace
Impeller vanes	• When grooved deeper than 1/16 in. (1.6 mm), or • When worn evenly more than 1/32 in. (0.8 mm)
Vane edges	When you see cracks, pitting, or corrosion damage
Keyway and bores	When you see damage

Gaskets, O-rings, shims, and seats replacement

- Replace all gaskets, O-rings, and shims at each overhaul and disassembly.
- Inspect the seats. They must be smooth and free of physical defects. To repair worn seats, skin cut them in a lathe while maintaining dimensional relationships with other surfaces.
- Replace parts if seats are defective.

Bearing retainer check

Check the bearing retainer for deformation and wear.

Shaft checks

- Check the shafts for straightness and excessive wear on the bearing surfaces.
- Check the deflection of shafts. The average total runout should not exceed 0.010 in. (0.25 mm) TIR for every 10 ft. (3 m) of shaft length.

Mechanical seal checks

On pumps equipped with a mechanical seal, check that the shaft or sleeve is free of pits, burrs, or sharp edges to prevent cutting or improper sealing of the seal O-rings. Remove any burrs and sharp edges by polishing with a fine emery cloth.

Impeller and bowl checks

Visually check impellers and bowls for cracks and pitting. Check all bowl bearings for excessive wear and corrosion.

Reassembly

Install the turbine bowl and impeller wear ring

1. Place the chamfered face of the bowl or impeller wear ring towards the ring seat and press the ring into the seat.
2. Use an arbor press or equivalent and make sure the ring is flush with the edge or the wear ring seat.

Install the bowl, suction bell, and lineshaft bearings

Make sure you have an arbor press or equivalent for pressing the bearings.

1. Press the bearing into the retainer.
2. Press the bearing into the suction bell.

   The top of the bearing should protrude above the suction hub equal to the depth of the counter bore in the sand collar.
3. Press the bearings into the intermediate bowl and the top bowl.
4. Place the bowl with the flange downward and press the bearing through the chamfered side of bowl hub until the bearing is flush with the hub.

Install the taper collet bowl assembly

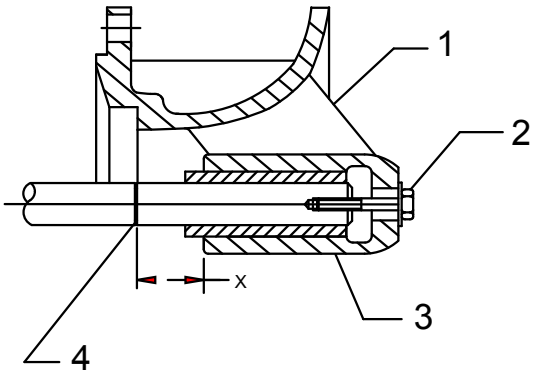
WARNING:

Wear protective gloves and use appropriate eye protection to prevent injury when handling hot parts.

1. Apply a thin film of turbine oil to all mating and threaded parts.
2. If the pump is equipped with a sand collar, then perform these steps:
   a) If the sand collar is not assembled to the shaft, then heat the sand collar until it slips over the shaft and quickly position it so that the top of the sand collar is even with the locating groove before it cools.

      The sand collar is attached to the shaft with a shrink fit. The shaft is machined with a 0.01 in. (0.25 mm) groove to locate the sand collar. The large diameter of the counterbore of the sand collar goes toward the suction bell bearing.
   b) Slide the end of the pump shaft with the sand collar into the suction bell bearing until the sand collar rests against the suction bell.
   c) Skip the next step and proceed to installing the impellers.
3. If the pump is not equipped with a sand collar, then locate the pump shaft with respect to the suction bell:
   a) Insert the pump shaft into the suction bell bearing until it bottoms out.
   b) Pull the shaft out until the distance between the groove on the shaft and the top of the suction bell hub, and not the top of the bearing, is correct for the particular pump.

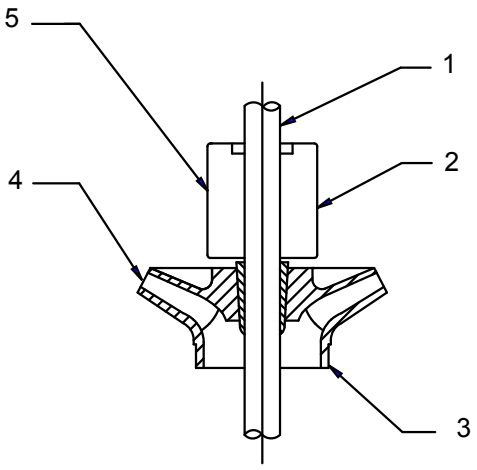
      Use the X dimension in the Pump shaft dimensions table in the Maintenance chapter.



1. Suction bell
2. Capscrew screwed into the tapped hole in the shaft with washers, as required
3. Suction bell hub
4. 0.01 in. (0.25 mm groove)

c) Hold the shaft in this position by inserting a capscrew with a washer into the hole in the end of the suction bell and then into the threaded hole in the end of the shaft.

4. Install the impeller:
   a) Slide the first impeller over the shaft until it seats on the suction bell.
   b) Insert a screwdriver into the slot in the taper collet, spread the slot, and slide the collet over the pump shaft.
   c) Hold the impeller against the bowl and slide the collet into the impeller hub.
5. Hold the shaft with a capscrew and washer against the suction bell and drive the taper collet into place with a collet driver.



1. Shaft
2. Collet
3. Impeller
4. Location to hold impeller against the bowl and drive collet into impeller hub
5. Collet driver assembly position

6. After collet is in place, recheck the X dimension.
7. Slide the intermediate bowl onto the shaft and secure it with the capscrews provided.
8. Repeat preceding procedure for number of stages required.
9. Remove the capscrew and washer and make sure of the following:
   - The shaft rotates freely without dragging or binding.
   - There is adequate lateral end play.

Install the keyed bowl assembly

1. Install the key into the keyway of the pump shaft, slide the impeller over the shaft, and position the impeller on the key.
2. Install a split-thrust ring on the pump shaft groove and secure it to the impeller with capscrews.
3. Slide an intermediate bowl over the pump shaft and secure it to the suction bell with capscrews.
4. Repeat these steps for the number of stages required.

Pump shaft setup dimensions

The size of the pump is stated on the nameplate and on the Certified Pump Outline Drawing.

Pump size	X dimension (inches)	X dimension (millimeters)
4D	1.31	33.27
6A	1.37	34.80
6D	1.37	34.80
6J	1.37	34.80
7A	1.37	34.80
8A	1.37	34.80
8D	1.37	34.80
8J	1.37	34.80
9A	1.37	34.80
10A	1.75	44.45
10D	1.75	44.45
10J	1.75	44.45
10L	2.12	53.85
11A	2.12	53.85
12D	2.25	57.15
12J	2.12	53.85
14D	2.75	69.85
14H	2.75	69.85
14J	2.75	69.85
16D - Bell	1.75	44.45
16D - Bowl	2.75	69.85
18H	2.75	69.85
20H	0.87	22.10
28T	4.50	114.30
36T	6.25	158.75

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Troubleshooting

Troubleshooting

Operation troubleshooting

Symptom	Cause	Remedy
Pump does not start.	The electrical circuit is open or not complete.	Check the circuit and make any necessary corrections.
	The impellers are binding against the bowls.	Reset the impeller adjustment. See Installation for details.
	The electric driver is not receiving enough voltage.	Make sure that the driver is wired correctly and receiving full voltage.
	The motor is defective.	Consult an ITT representative.
The pump is not delivering liquid.	The bowl assembly is not submerged enough.	Adjust the liquid level in the sump as necessary.
	The suction strainer is clogged.	Remove the obstructions.
	There is an obstruction in the liquid passage.	Pull the pump and inspect the impeller and bowl.
	The discharge head is not properly vented.	Open the vent.
The pump is not producing the rated flow or head.	The impellers are not rotating fast enough.	Make sure that the driver is wired correctly and receiving full voltage.
	The impellers are rotating the wrong direction.	Make sure the impellers are spinning counterclockwise when viewed from above. Check the engagement of the motor coupling.
	The total pump head is too high.	Check the pipe friction losses. Use larger discharge piping.
	The liquid passages are partially obstructed.	Inspect the impellers and bowls and remove any obstructions.
	There is cavitation.	Insufficient NPSH is available.
	The impellers are too high (semi-open construction only).	Reset the impeller adjustment. See Installation for details.
There is not enough pressure.	The impellers are not rotating fast enough.	Make sure that the turbine is receiving full steam pressure.
	The liquid passage is obstructed.	Inspect the impellers and bowls and remove any obstructions.
	The impellers are rotating the wrong direction.	Make sure the impellers are spinning counterclockwise when viewed from above. Check the engagement of the motor coupling.
	The impellers are too high (semi-open construction only).	Reset the impeller adjustment. See Installation for details.
The pump starts and then stops pumping.	Excessive power is required.	Use a larger driver. Consult an ITT representative.
	The pump is pumping a higher viscosity or different specific gravity liquid than it was designed to handle.	Test the liquid for viscosity and specific gravity. Consult an ITT representative.
	Critical parts have experienced mechanical failure.	Check the bearings, wear rings, and impellers for damage. Any irregularities in these parts will cause a drag on the shaft. Replace any damaged parts as necessary.
	The impellers are rotating too fast.	Check the frequency on the motor.
	The pump and driver are misaligned.	Realign the pump and driver.
	The discharge head is not properly vented.	Open the vent.

Symptom	Cause	Remedy
The pump requires excessive power.	The impellers are damaged.	Inspect the impeller for damage and replace it if necessary.
	A foreign object is lodged between the impeller and the bowl.	Remove the object.
	The liquid is heavier than expected.	Check the specific gravity and viscosity.
	The liquid viscosity is too high or the pumped fluid is partially freezing.	Check for both conditions. They can cause drag on the impeller. Consult an ITT representative.
	The bearings are defective.	Replace the bearings and check the shaft or shaft sleeve for scoring.
	The stuffing-box packing is too tight.	Release the gland pressure and retighten. Keep the leakage flowing. If there is no leakage, then check the packing, sleeve, or shaft. See Maintenance for details.
The pump is noisy.	The pump is cavitating.	Increase the liquid level in the sump.
	The shaft is bent.	Straighten as necessary.
	Rotating parts are binding, loose, or broken.	Replace parts as necessary.
	The bearings are worn.	Replace the bearings.
	The discharge head is not properly vented.	Open the vent.
The pump is vibrating excessively.	One of these conditions might exist: • The coupling is misaligned. • The shaft is bent. • The impellers are not balanced. • The bearings are worn. • There is cavitation. • There is strain on the discharge piping. • There is resonance.	Determine the cause by using a vibration frequency analyzer or by disassembling the pump. A complex problem might require the assistance of an ITT representative.
	The driver shaft is not adjusted properly.	Readjust the driver. See Installation for details.
There is excessive leakage from the stuffing box.	The packing is defective.	Replace any packing that is worn or damaged.
	The wrong kind of packing was used.	Consult an ITT representative.
The stuffing box is overheating.	The packing is too tight.	Release the gland pressure and retighten. Keep the leakage flowing. If there is no leakage, then check the packing, sleeve, or shaft. See Maintenance for details.
	The packing is not lubricated.	Release the gland pressure and replace any packing that is burned or damaged. Regrease the packing as necessary.
	The wrong grade of packing was used.	Consult an ITT representative.
	The stuffing box was improperly packed.	Repack the stuffing box.
The packing wears out too fast.	The shaft or shaft sleeve is worn or scored.	Remachine or replace any parts as necessary.
	There is insufficient leakage across the packing.	Repack the stuffing box and make sure that the packing is loose enough to allow some leakage.
	The stuffing box was improperly packed.	Repack the stuffing box properly, making sure that all old packing is removed and the stuffing box is clean.
	The wrong grade of packing was used.	Consult an ITT representative.

Symptom	Cause	Remedy
The mechanical seal leaks.	The seal faces are not flat due to the gland bolts being too tight, causing warpage of the gland and insert.	Remove the gland bolts and then reinstall them properly.
	The shaft packing has been chipped during installation.	Replace the packing.
	One of these conditions exists: • The carbon insert is cracked. • The insert face or seal ring was chipped during installation.	Remove the mechanical seal, inspect, and replace as necessary.
	The seal faces are scored from foreign particles between the faces.	Install a strainer, and then filter or cyclone the separator as required to filter out any foreign particles.
The seal squeals during operation.	There is an inadequate amount of liquid at the seal faces.	A bypass flush line is necessary. If a bypass line is already in use, then enlarge it to produce more flow.
Carbon dust is accumulating on the outside of the gland ring.	There is an inadequate amount of liquid at the seal faces.	Bypass the flush line. If a bypass line is already in use, then enlarge it to produce more flow.
	Liquid film is flashing and evaporating between the seal faces and leaving residue, which is grinding away the carbon.	Consult an ITT representative.
The seal leaks but nothing appears to be wrong.	The seal faces are not flat.	Relap or replace the seal faces.
The seal is wearing out too quickly.	Product is abrasive, causing excessive seal face wear.	Determine the source of the abrasives and install a bypass flushing to prevent abrasives from accumulating in the seal area. Install a cyclone separator as necessary.
	Abrasives are forming due to the process liquid cooling and crystallizing or partially solidifying in the seal area.	Install a bypass flush line to hold the liquid temperature around the seal above the crystallization point.
	The seal is running too hot.	Check for possible rubbing of the seal components. Recirculation or a bypass line may be necessary.
	The wrong kind of seal was used.	Consult an ITT representative.

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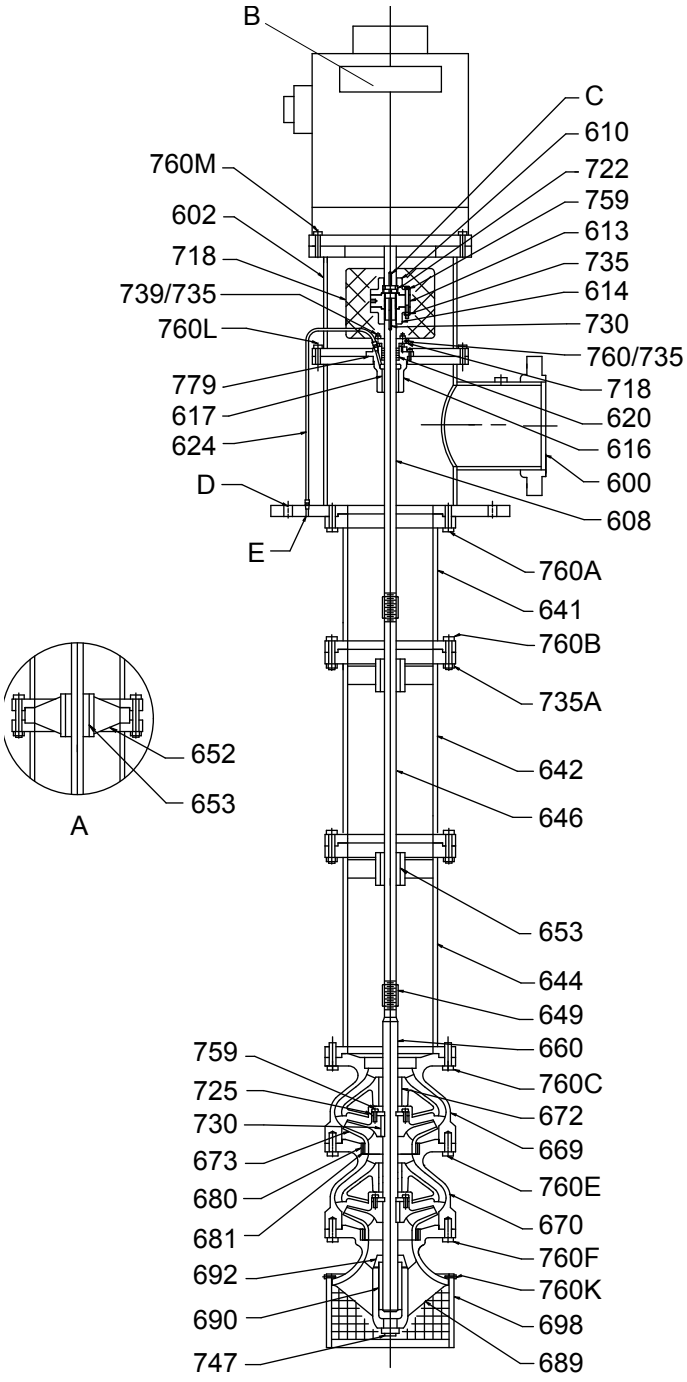
Repair Parts

Parts Listings and Cross-Sectional Drawings

VIT FF product lube

This image shows the VIT-FF with motor support (two-piece head construction):



This pump has these features:

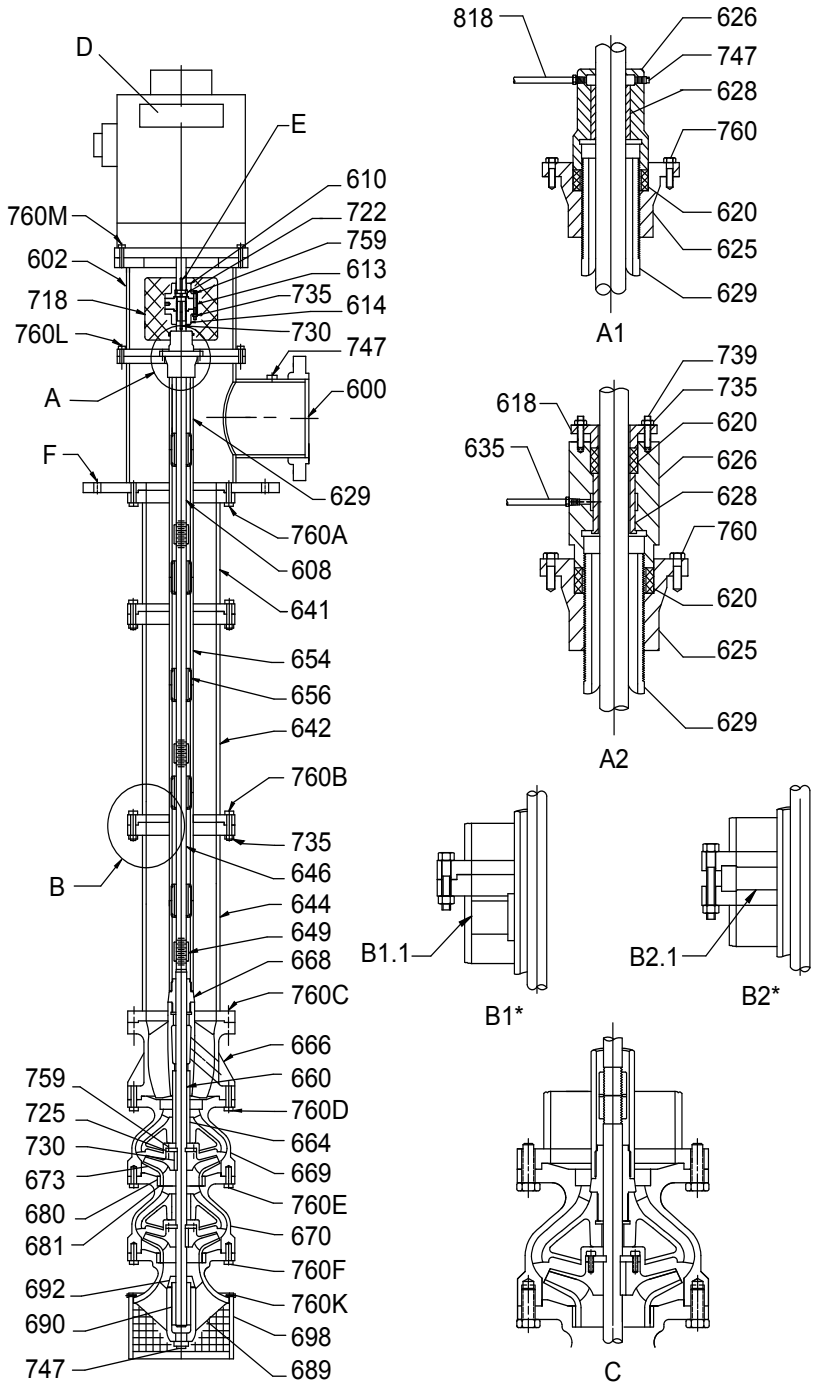
- Flanged adjustable coupling
- Standard stuffing box

- Flanged column with integral bearing retainer and lineshaft bearing
- Bowl assembly:
  - Keyed impellers
  - Bowl and impeller wear rings
  - Strainer (basket type)

Label	Part name
A	Optional, on duplicate pumps
B	VSS motor
C	Motor key, supplied by the motor vendor
D	Mounting holes
E	Bypass, return to sump
600	Head
602	Motor support
608	Headshaft
610	Hub motor
613	Adjusting plate
614	Pump hub
616	Stuffing box
617	Bearing
620	Packing
624	Bypass line assembly, tube and fitting
641	Top column
642	Intermediate column
644	Bottom column
646	Lineshaft
649	Lineshaft coupling
652	Bearing retainer
653	Lineshaft bearing
660	Pump shaft
669	Top bowl
670	Intermediate bowl
672	Bowl bearing
673	Impeller
680	Bowl wear ring
681	Impeller wear ring
689	Suction bell
690	Suction bearing
692	Sand collar
698	Basket type strainer
718	Coupling guard
722	Retaining ring
725	Thrust ring
730	Key

Label	Part name
735	Hex nut
739	Stud
747	Pipe plug
759	Socket head capscrew
760	Capscrew
760A	Column/head capscrew
760B	Column/column capscrew
760C	Column/bowl capscrew
760E	Bowl/bowl capscrew
760F	Bowl/bell capscrew
760K	Strainer capscrew
760L	Support head capscrew
779	Gasket

VIT FF enclosed lineshaft



Label	Part name
A	Tension plate, oil lube and water flush
A1	Tension plate – oil lubricated
A2	Tension plate – water flushed
B	Tube stabilizer
B1	Tube stabilizer
B1.1	Integral tube stabilizer (welded to column)

Label	Part name
B2	Tube stabilizer
B2.1	Tube stabilizer (optional on duplicate pumps)
C	32 in. (81 cm) and larger bowl assembly (with flush only)
D	VSS motor
E	Motor key, supplied by motor vendor
F	Mounting holes
600	Head
602	Motor support
608	Headshaft
610	Hub motor
613	Adjusting plate
614	Pump hub
618	Gland
620	Packing
625	Tension plate
626	Tension nut
628	Bearing
629	Tube nipple
635	Line assembly, water flush
641	Top column
642	Intermediate column
644	Bottom column
646	Lineshaft
649	Lineshaft coupling
654	Enclosed tube
656	Bearing tube
660	Pump shaft
664	Bearing throttle
666	Discharge bowl
668	Bearing adapter
669	Top bowl
670	Intermediate bowl
673	Impeller
680	Bowl wear ring
681	Impeller wear ring
689	Suction bell
690	Suction bearing
692	Sand collar
698	Basket type strainer
718	Coupling guard
722	Retaining ring

Label	Part name
725	Thrust ring
730	Key
735	Hex nut
739	Stud
747	Pipe plug
759	Socket head capscrew
760	Capscrew
760A	Column/head capscrew
760B	Column/column capscrew
760C	Column/bowl capscrew
760D	Bowl/discharge bowl capscrew
760E	Bowl/bowl capscrew
760F	Bowl/bell capscrew
760K	Strainer capscrew
760L	Support head capscrew
760M	Motor/support capscrew
818	Lubricator assembly
Stabilizers provided: • Every 10 ft. (3 m) up to 40 ft. (12 m) of column • Every 40 ft. (12 m) over 40 ft. (12 m) of column	

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Specific Pump Data

GOULDS WATER TECHNOLOGY
a xylem brand

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VIT-DIFM 9RCHC, 3 Stages
C.H. Spencer & Company

PERFORMANCE ON DESIGN CURVE AT 1770 RPM

	Shut Off	Design [2]	Run Out [5]		
Flow (USGPM)	0.0	500.0	0.0	**Best Efficiency**	84.90 % at 517.0 USgpm
TDH-Bowl (ft)	159.0	142.0	0.0	**Design Flow % BEP**	96.71 %
TDH-Disch Flange (ft)	143.2	124.9	0.0	**Pump Efficiency**	82.96 %
Bowl Efficiency (%)	-	84.70	-	**Overall Efficiency**	77.65 %
Guaranteed Bowl Efficiency ()	-	0.00	-	**NOL Power**	23.8 Hp at 760.0 USgpm
Power (Hp)	-	21.2	-	**Guaranteed NOL Power**	0.0 at 760.0 USgpm
Guaranteed Power ()	-	0.0	-	**Max Power (NOL) at Max Trim**	23.8 Hp at 760.0 USgpm
NPSHr (ft) [1]	-	8.6	-	**Guaranteed Max Power (NOL) at Max Trim**	0.0 at 760.0 USgpm
NPSH Margin (ft) [1]	-	38.0	-	**Specified NPSH Ratio**	1.1
Hydraulic Thrust(lb)	779.1	695.8	0.0	**Thrust Load Power Loss**	0.09822 Hp
Thrust (lb)	932.6	844.6	0.0	**Total Flow Derate Factor**	1.00
Pressure-Bowl (psi)	68.8	61.5	0.0	**Total Head Derate Factor**	1.00
Pressure-Disch Flange (psi)	62.0	54.1	0.0	**Total Efficiency Derate Factor**	1.00
Min Submergence (Inch) [3]	-	26.00	-	**Actual Submergence**	173.00 in
Friction Loss (ft) [4]	-	1.35	0.00	**Shaft Friction Power Loss**	0.14 Hp
Lineshaft Elongation (Inch)	0.01080	0.00965	-	**Min Flow (MCSF)**	129.0 USgpm
Column Elongation (Inch)	0.00104	0.00078	-	**kWh per 1000 gal**	0.57423
Lateral (Inch)	0.13976	0.13887	-	**Impeller Running Clearance**	0.13 in

[1] at 1st impeller eye [2] rated values [3] from bottom of pump [4] from bowl to disch flange [5] based on user entered TDH

OPERATING CONDITIONS

Specified Flow	500.00 USgpm
Specified TDH	142.00 ft
Rated Speed	1770 RPM
Atmospheric Pressure	15 psi
TPL	29.42 ft
Pumping Level	15.00 ft
NPSHa at 1st Impeller	46.6 ft
NPSHa at Grade	33.9 ft

FLUID CHARACTERISTICS

Fluid	Water
Fluid Temperature	68.0 °F
Specific Gravity	1.0000
Viscosity	1.0017 cP
Vapor Pressure	0.3393 psi
Density	62 lbs/ft³

MATERIALS & DIMENSIONS

Bowl Data	
Bowl Material	Cast Iron with Glass Enamel
Bowl Material Derate Factor	1.00
Impeller Material	316SS
Additional Stage Impeller Material	316SS
Impeller Matl Derate Factor	1.00
Bowl Shaft Material	17 - 4PH
Impeller Attachment	Taper Lock
Taper Lock Material	Carbon Steel
Discharge Bowl Material	Not Included
Suction Type	Bell
Suction Material	Cast Iron
Bowl Bolting Material	316SS
Sand Collar	304SS
Pipe Plug	Iron
Suction Bearing	Bronze
Discharge Bowl Bearing	Not Included
Intermediate Bowl Bearing	Bronze

Bowl Data	
Strainer Type	Clip-On Bell Type Strainer
Strainer Material	304SS
Tube Adapter Bearing Material	Not Included
Impeller Trim	6.88 in
Max Impeller Trim	6.88 in
Thrust K-Factor	4.9 Lb/Ft
Bowl Pressure Limit	390 psi
Available Lateral	0.88 in
Bowl Assembly Length (BL)	37.20 in
Disch Bowl Length OLS (L0)	5.13 in
Disch Bowl Length ELS (L2)	5.25 in
Bowl Shaft Diameter	1 1/2" [38.1 mm]
Impeller Balance	Manufacturer's Standard
Impeller Design	Enclosed
Bowl Wear Ring	416SS
Impeller Wear Ring	Not Included
Suction Pipe Diameter	No Suction Pipe

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GOULDS WATER TECHNOLOGY
a xylem brand

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VIT-DIFM 9RCHC, 3 Stages
C.H. Spencer & Company

Bowl Data

Bowl Diameter (D)	9.50 in
Bowl Length (L3)	8.50 in
Bowl Flange Diameter (A)	5.19 in
Bowl Flange Thickness (E)	6.70 in
Strainer Length (SL)	1.57 in
Floor Clearance (X)	7.13 in

Bowl Data

Min Column Diameter	4 in
Max Column Diameter	8 in
Max Bowl Shaft Diameter	1.50 in
Bowl Shaft Length	45.00 in
Bowl Shaft Power Limit	350.83 Hp

Bowl Specials

Column Data

Column Type	Flanged
Column Diameter	6" [152mm]
Lineshaft Diameter	1 in [25.4 mm]
Column Bolting	316SS
Column Pipe Material	Carbon Steel
Lineshaft Material	416SS
Lineshaft Bearing Material	Rubber (dog bone)
Lineshaft Coupling Type	Threaded
Lineshaft Coupling Material	416SS
Column Loss	0.99 ft
Column Flange	Carbon steel
Column Shaft Sleeve	Not Included
Column Bearing Retainer	304SS

Column Data

Column Bearing Options	Not Included
Column Retainer Design	Separate
Maximum Bearing Spacing	10 ft (3 m) Spacing
Max Column Section Length	120 in
Number of Bearings	3
Column Length (COL)	312.80 in
Column Wall Thickness	0.28 in
Column Load	488.5 lb
Lubrication Method	Water (Open Lineshaft)
Lineshaft Length	315.80 in
Head Sleeve	Not Included
Lineshaft Power Limit	72 Hp

Column Specials

Head Data

Head Type	Type DI (Ductile Iron Head)
Discharge Flange Rating	150 #
Disch Flange Pressure Limit	250 psi
Head Design	One Piece Head
Discharge Head Material	Ductile Iron
Headshaft Material	416SS
Headshaft Coupling Type	Threaded
Headshaft Coupling Material	416SS
Coupling Assembly	416 SS
Headshaft Diameter (BX)	1.00 in
Discharge Head Size	6" [152mm]
Discharge Head BD	12" [305mm]
Sealing Method	Mechanical Seal
Stuffing Box Material	Cast iron
Tension Plate	Not Included
Mechanical Seal	John Crane 5610 XF551O58H

Head Data

Seal Provided By	Xylem
Seal Mounted By	Customer
Stuffing Box / Seal Hsg Bolt	316SS
Stuffing Box / Seal Hsg Brg	Bronze
Seal Housing Material	Cast iron
Steel Sub Base	Carbon Steel
Head Loss	0.37 ft
150# Disch Companion Flg	Not Included
300 # Suct Convenience Flg	No suction flange
Column Hanger Flange	Not Included
Head Sleeve	Not Included
Head Bolting	316SS
Split Gland	316SS
Motor Stand	Not included
Air Vacuum Valves	Not Included

Head Specials

Motor Data

Driver Type	Vertical Hollow Shaft Motor
Motor Manufacturer	US
Selected Motor Power	25.00 Hp
Motor Speed	1770 RPM
Voltage	230/460
Phase / Frequency	3 PH / 60 Hz
Enclosure	WPI
Motor Efficiency	93.60 %
Motor Frame	284TPA
Motor Diameter (BD)	12.00 in

Motor Data

Motor Diameter (BX)	1.00 in
Thrust Level	100 %
Thrust Capacity	3300 lbs
Inverter Duty	Yes
Steady Bushing	Yes
Motor Coupling	NRR
Insulation Class	F
Service Factor	1.15
Motor Provided By	Xylem
Motor Mounted By	Customer

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VIT-DIFM 9RCHC, 3 Stages
C.H. Spencer & Company

Motor Data

Mfg Catalog Number	HO25V2BLF
Motor Part Number	H025B2A1FB-WVRU-000A0B000
Driver Size Criteria	Max power on design curve

Motor Data

(NOL)

Motor Specials

Coating Data

Bowl OD	Tnemec 141 (NSF approved): Expoxy applied at 16 mils min
Column ID	Tnemec 141 (NSF approved): Expoxy applied at 16 mils min
Column OD	Tnemec 141 (NSF approved): Expoxy applied at 16 mils min
Column Bearing Retainer	Not Included
Can ID	Not Included

Coating Data

Head ID	Tnemec 141 (NSF approved): Expoxy applied at 16 mils min
Head OD	Goulds Water Technology Standard Blue Enamel
Enclosing Tube OD	Not Included
Steel Sub Base	Not Included

Testing Data

Performance Testing	Bowl Assembly Only Non-Witness Lab Motor
Acceptance Grade	2B

Miscellaneous Specials

Critical Speed

Weight Data

Total Bowl Weight	281 lbs
Unit Bowl Weight	144 lbs / 64 lbs
Strainer Weight	9 lbs
Total Column Weight	864 lbs
Unit Column Weight	32 lbs

Weight Data

Head Weight	230 lbs
Motor Weight	305 lbs
Total Weight	1680 lbs
Total Rotating Weight	110 lbs

INFO, WARNING & ERROR MESSAGES

Our offer does not include specific review and incorporation of any Statutory or Regulatory Requirements and the offer is limited to the requirements of the design specifications. Should any Statutory or Regulatory requirements need to be reviewed and incorporated then the Customer is responsible to identify those and provide copies for review and revision of our offer.

Our quotation is offered in accordance with our comments and exceptions identified in our proposal and governed by our standard terms and conditions of sale – Xylem Americas attached hereafter.

For units requiring performance test, all performance tests will be conducted per ANSI/HI 14.6 standards unless otherwise noted in the selection software submittal documents. Test results meeting with grade 2B tolerances for pumps with a rated shaft power of 134HP or less and grade 1B for greater than 134HP will be considered passing.

Customer is responsible for verifying that the recommendations made and the materials selected are satisfactory for the Customer's intended environment and Customer's use of the selected pump. Customer is responsible for determining the suitability of Xylem recommendations for all operating conditions within Customer's and/or End User's control. Xylem disclaims all warranties, express or implied warranties, including, but not limited to, warranties of merchantability and fitness for a particular purpose and all express warranties other than the limited express warranty set forth in the attached standard terms and conditions of sale – Xylem Americas attached hereafter.

Xylem does not guarantee any pump intake configuration. The hydraulic and structural adequacies of these structures are the sole responsibility of the Customer or his representatives. Further, Xylem accepts no liability arising out of unsatisfactory pump intake field operating conditions. The Customer or his representatives are referred to the Hydraulic Institute Standards for recommendations on pump intake design. To optimize the hydraulic design of a field pump intake configuration, the Customer should strongly consider performing a detailed scale model pump intake study. However, the adequacies of these recommendations are the sole responsibility of the Customer.

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OUTLINE DRAWING

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VIT-DIFM 9RCHC, 3 Stages
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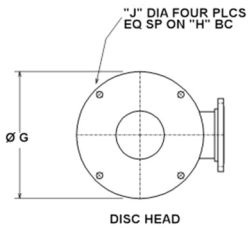
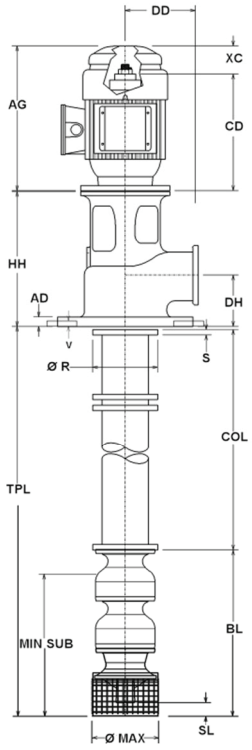
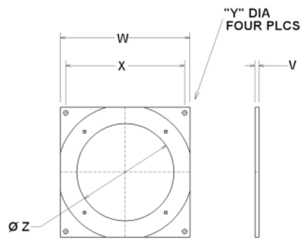


DISC HEAD





SOUL PLATE

DIMENSIONS

G [Mounting Flange Dia]	19.00 in
J [Mounting Flange Hole Dia]	0.75 in
K [Mounting Hole Places]	8
H [Mounting Flange Bolt Circle]	17.00 in
AG [Motor Height]	28.13 in
CD [Motor Coupling Height]	24.75 in
XC [Top Hdshft to top VHS Motor]	3.22 in
BD [Motor Base Dia]	12.00 in
BD Head [Discharge Head Base Dia]	12.00 in
HH [Head Height]	21.00 in
AD [Mounting Flange Thickness]	0.88 in
DD [Disch Flange Stickout]	10.00 in
DH [Disch Flange Height]	9.00 in
S [Hanger Flange Stickdown Length]	1.00 in
R [Hanger Flange OD]	10.00 in
Column Length (COL)	312.80 in
COL [Column Diameter]	6.00 in
TPL [Total Pump Length]	353.00 in
MIN SUB [Minimum Submergence]	26.00 in
MAX [Max Assembly OD]	10.63 in
BL [Bowl Assembly Length]	37.20 in
V [Sub Base Thickness]	1.50 in
W [Sub Base Overall Size]	20.00 in
X [Center Line of Holes]	18.00 in
Y [Mounting Holes Base Plate Dia]	0.88 in
Z [Base Plate Opening or Can ID]	14.50 in
SL [Suction Length]	1.57 in

PUMP DATA

Column Diameter	6" [152mm]
Lineshaft Diameter	1 in [25.4 mm]
Specified Flow	500.00 USgpm
Specified TDH	142.00 ft
Pumping Level	15.00 ft
Motor Manufacturer	US
Driver Type	Vertical Hollow Shaft Motor
Selected Motor Power	25.00 Hp
Motor Speed	1770 RPM
Phase / Frequency	3 PH / 60 Hz
Voltage	230/460

WEIGHTS

Total Bowl Weight	281 lbs
Unit Bowl Weight	144 lbs / 64 lbs
Strainer Weight	9 lbs
Total Column Weight	864 lbs
Unit Column Weight	32 lbs
Head Weight	230 lbs
Motor Weight	305 lbs
Total Weight	1680 lbs
Total Rotating Weight	110 lbs

NOTES	
1	Total Pump Length ± 1.0 inch.
2	Tolerance on all dimensions is .12 or ± .12 inch per 5 ft, whichever is greater.
3	All dimensions shown are in inches unless otherwise specified.
4	Drawing not to scale.
5	½" NPT – Gauge Conn (plugged)
6	Driver may be rotated at 90° intervals about vertical centerline for details refer to driver dimension drawing.
7	Refer to product IOM for impeller setting requirements.
8	This assembly has been designed so that its natural frequency responses avoid the specific operating speeds by an adequate safety margin. The design has assumed the foundation to be rigid.

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CROSS SECTION DRAWING

Quote ID: 9001-180919-001:0:1 QTY: 1
VIT-DIFM 9RCHC, 3 Stages
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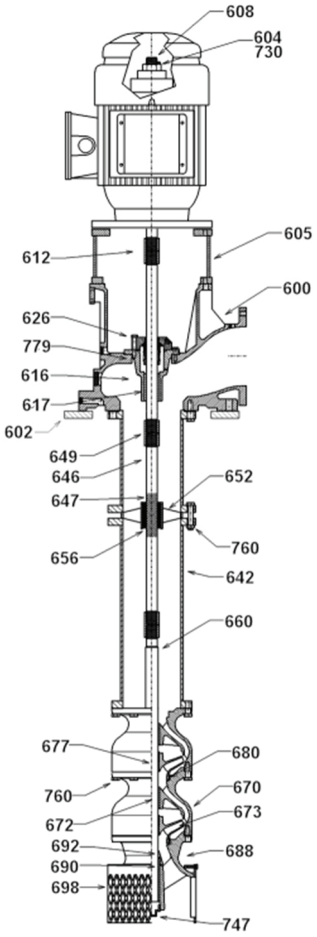


BILL OF MATERIALS

ITEM	PART NAME	CODE	MATERIAL	ASTM#
Head Assembly				
608	Headshaft	2227	SST 416	A582 S41600
600	Head-Discharge	1018	Ductile Iron 65-45-12	A536
602	Sub Base	3201	Carbon Steel Gr D	A36M
604	Nut – Adjusting	2242	Carbon Steel 1018	A108
605	Motor Stand	NA	NA	NA
612	Coupling Assembly	2218	SST 416	A582M
616	Housing	1003	Cast Iron Cl30	A48 CLASS 30B
617	Bearing-Housing	1618	Bronze Bismuth	B584 Modified
618	Gland-Split	1203	SST 316	A744M
625	Tension Plate	N/A	Not Included	N/A
626	Mechanical Seal	0000	John Crane 5610 XF551O58H	
637	Hanger Flange	N/A	Not Included	N/A
648	Headshaft Sleeve	N/A	N/A	N/A
608	Headshaft Coupling	2265	SST 416	A582M
730	Key-Motor Gib	2242	Carbon Steel 1018	A108
760	Head Bolting	2229	SST 316	A276
779	Gasket-Housing	5136	Acrylic/Nitrile	5136 REV 4
Column Assembly				
637	Column Flange	9645	Carbon Steel Fab	A53
642	Column Pipe	6501	Black Pipe Sch 40	A 53
646	Lineshaft	2227	SST 416	A582 S41600
649	Lineshaft-Coupling	2265	SST 416	A582M
652	Retainer-Bearing	1205	SST 304	A744M
656	Lineshaft Bearing	5121	Rubber Epdm	D3568
Bowl Assembly				
660	Shaft - Bowl	2259	SST 17-4PH	A564M
661	Discharge Bowl	NA	Not Included	Not Included
664	Bearing - Discharge Bowl	N/A	Not Included	N/A
668	Bearing Tube Adapt	N/A	Not Included	N/A
670	Bowl - Intermediate	6911	Cast Iron Cl30 Enamel	A48
672	Bearing - Intermediate Bowl	1618	Bronze Bismuth	B584 Modified
673	Impeller	1203	SST 316	A744M
673	Impeller	1203	SST 316	A744M
677	Taper Lock-Impeller	2242	Carbon Steel 1018	A108
680	Wear Ring-Bowl	1299	SST CA15	A743M
681	Wear Ring - Impeller	NA	Not Included	NA
688	Suction	1003	Cast Iron Cl30	A48 CLASS 30B
690	Bearing - Suction	1109	Bronze C90300 "G" Mod	B584
692	Sandcollar	1205	SST 304	A744M
698	Strainer	3215	SST 304	A240M
747	Pipe Plug	1046	Malleable Iron	A197
760	Capscrew-Hex	2229	SST 316	A276

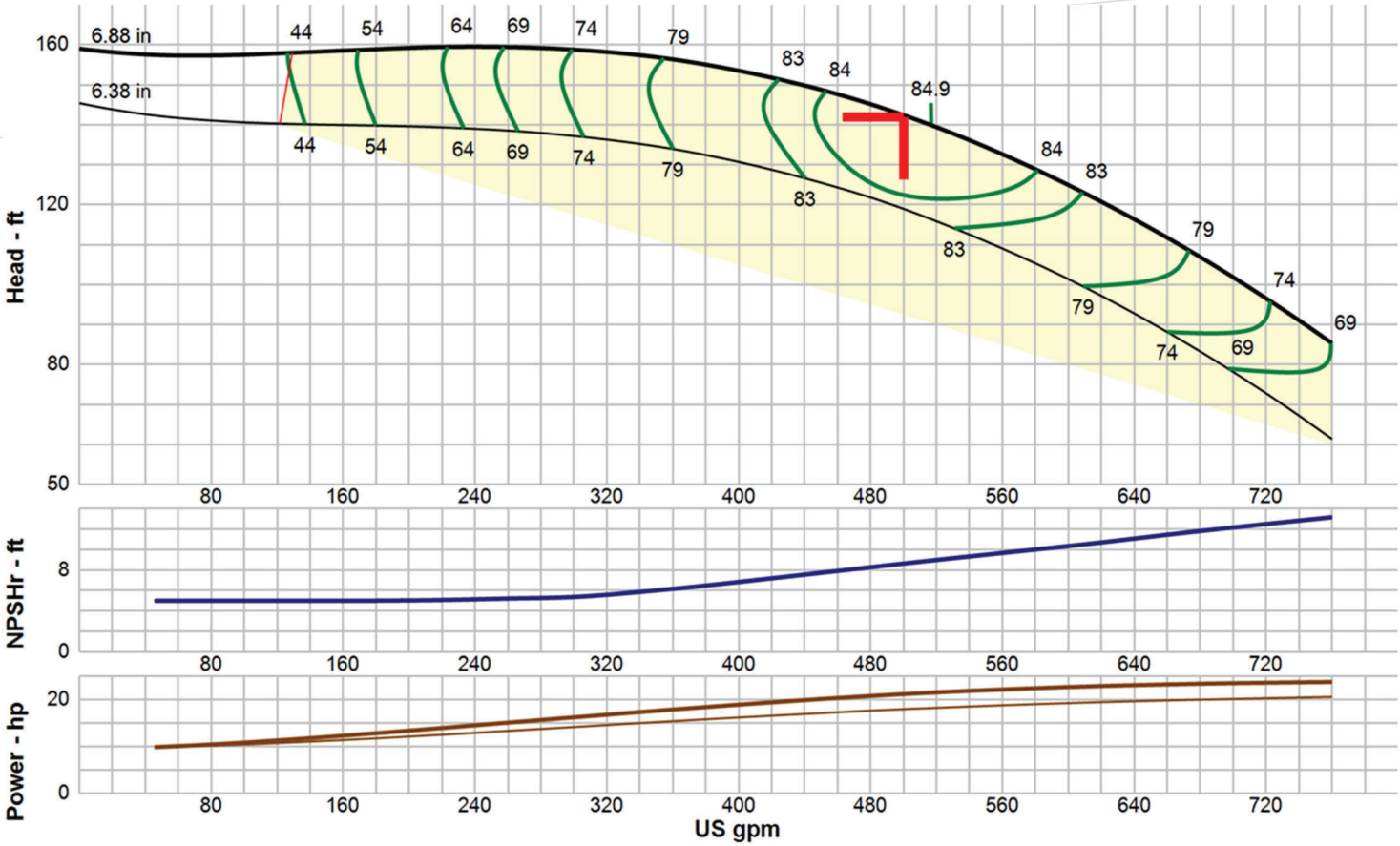
DO NOT USE FOR CONSTRUCTION UNLESS CERTIFIED

Certified By		
Project	VIT DP Pumps	
Tag		
PO Number		
Serial Number		

GOULDS WATER TECHNOLOGY
a xylem brand

PERFORMANCE CURVE

Quote ID: 9001-180919-001:0:1 QTY: 1
VIT-DIFM 9RCHC, 3 Stages
C.H. Spencer & Company



CURVE DATA

Specified Flow	500.00 USgpm	**Design Pressure (Disch Flange)**	54.1 psi	**Trim**	
Specified TDH	142.00 ft	**Shut Off TDH (Bowl)**	159.0 ft	**Recommended Power**	25.00 Hp
Motor Speed	1770 RPM	**Shut Off TDH (Disch Flange)**	143.3 ft	**kWh per 1000 gal**	0.57423
Atmospheric Pressure	15 psi	**Shut Off Pressure (Bowl)**	68.8 psi	**NPSHr at Design**	8.6 ft
Pumping Level	15.00 ft	**Shut Off Pressure (Disch Flange)**	62.0 psi	**NPSH Margin at Design**	38.0 ft
NPSHa at Grade	33.9 ft	**Bowl Efficiency at Design**	84.70 %	**Min Submergence at Design**	26.00 in
NPSHa at 1st Impeller	46.6 ft	**Best Efficiency**	84.90 %	**Actual Submergence**	173.00 in
Fluid	Water	**BEP Flow**	517.0 USgpm	**Thrust at Design**	844.6 lb
Fluid Temperature	68.0 °F	**Design Flow % BEP**	96.71 %	**Thrust at Shut Off**	932.6 lb
Specific Gravity	1.0000	**Pump Efficiency**	82.96 %	**Bowl Material**	Cast Iron with Glass Enamel
Viscosity	1.0017 cP	**Motor Efficiency**	93.60 %		
Vapor Pressure	0.3393 psi	**Overall Efficiency**	77.65 %	**Bowl Material Derate Factor**	1.00
Density	62 lbs/ft³	**Friction Loss at Design**	1.35 ft	**Impeller Material**	316SS
Design Flow	500.0 USgpm	**Power at Design**	21.2 Hp	**Impeller Matl Derate Factor**	1.00
Min Flow (MCSF)	129.0 USgpm	**NOL Power**	23.8 Hp	**Total Flow Derate Factor**	1.00
Design TDH (Bowl)	142.0 ft	**Max Power (NOL) Flow**	760.0 USgpm	**Total Head Derate Factor**	1.00
Design TDH (Disch Flange)	124.9 ft	**Max Power (NOL) at Max Trim**	23.8 Hp	**Total Efficiency Derate Factor**	1.00
Design Pressure (Bowl)	61.5 psi	**Max Power (NOL) Flow at Max**	760.0 USgpm	**Curve ID**	E6409CCPC2

DO NOT USE FOR CONSTRUCTION UNLESS CERTIFIED

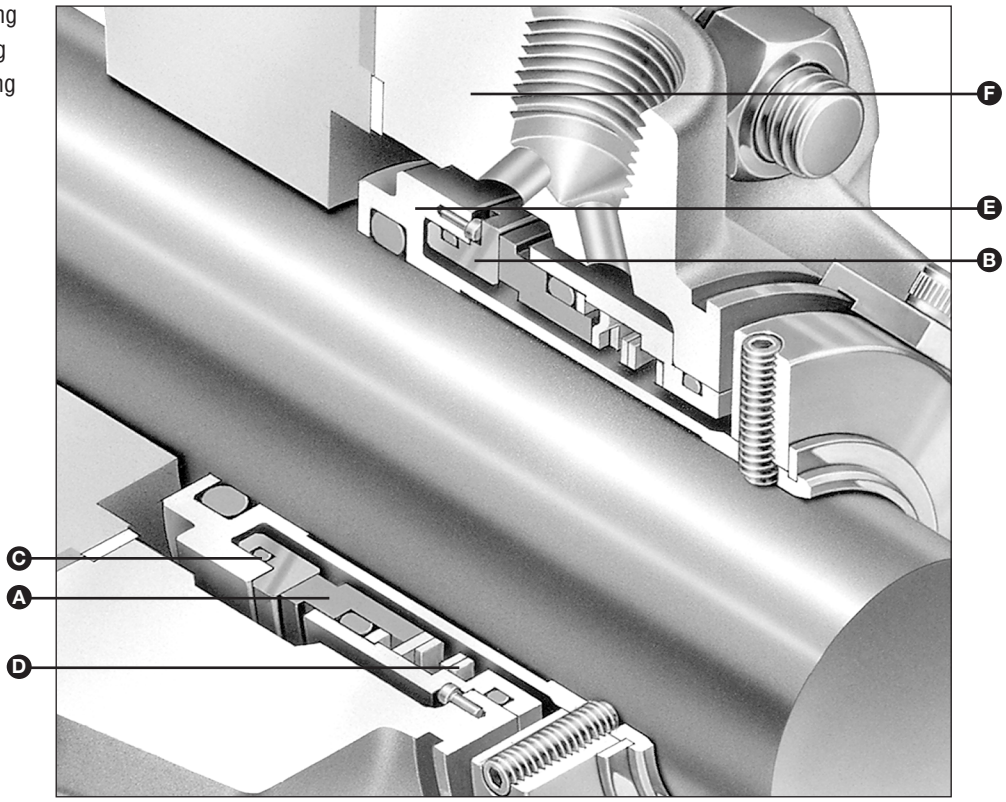
Certified By		
Project	VIT DP Pumps	
Tag		
PO Number		
Serial Number		

TYPE 5610/5610Q

UNIVERSALCARTRIDGE™ Single O-Ring Seals

5610/5610Q

A – Face/Primary Ring
B – Seat/Mating Ring
C – Secondary O-Ring
D – Nonclogging Wave Spring
E – Sleeve
F – Gland



Product Description

The Universal Cartridge 5600 Series is a modular cartridge seal family that includes interchangeable elastomer bellows, Sealol® metal bellows, and elastomer o-ring pusher seal designs.

- Type 5610 and 5610Q single seal arrangements incorporate an elastomer o-ring as the secondary sealing member.
- A common seal head/mating ring set, utilized throughout all versions, is reversible to allow rotating seat/mating ring or rotating seal head operation, and is interchangeable with metal bellows seal heads.
- Seal has an optional quench gland (5610Q) with carbon ring throttle bushing.

Performance Capabilities

- Temperature:
  -20˚F to 400˚F/-30˚C to 205˚C
- Pressure:
  Up to 3.000"/75mm: 300 psi(g)/21 bar(g) max.
  75mm/3.000" and Over: 200 psi(g)/13 bar(g) max.
- Speed:
  Up to 5000 fpm/25 m/s
- End Play/Axial Float Allowance:
  0.005"/0.13mm
- Runout/Out of Squareness:
  0.002"/0.05mm

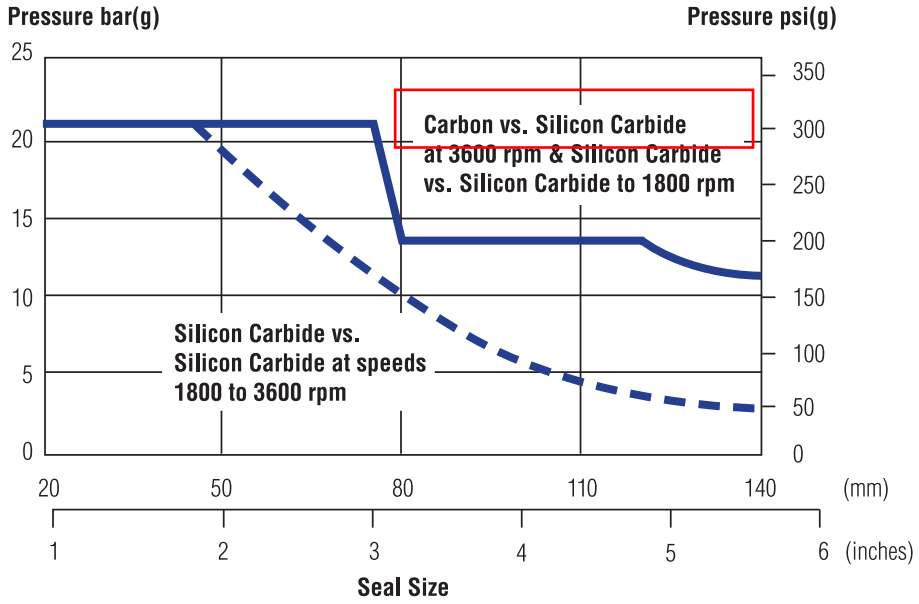
Design Features

- Reversible Seal Head
- Fits ANSI B73.1M, ISO 3069 and DIN 24960 Seal Chambers
- Optimized Primary Ring Design for Greater Reliability
- Nonclogging Wave Spring Outside the Product

TYPE 5610/5610Q

UNIVERSAL CARTRIDGE™ Single O-Ring Seals

Basic Pressure Rating



The Basic Pressure Rating is for a standard seal, as shown in the typical arrangement, when installed according to the criteria given in this data sheet and generally accepted industrial practices.

The Basic Pressure Rating assumes stable operation at the speeds indicated on the above chart in a clean, cool, lubricating, nonvolatile liquid with an adequate flush rate. When used with the multiplier factors, the Basic Pressure Rating can be adjusted to provide a conservative estimate of the dynamic pressure rating. For process services outside this range or a more accurate assessment of the dynamic pressure rating, contact John Crane for more information.

Multiplier Factors

	Selection Considerations	Multiplier Factor
Sealed Fluid Lubricity (applies to Silicon Carbide vs. Silicon Carbide only)	Petrol/Gasoline, Kerosene, or Better	x 1.00
	Water and Aqueous Solutions (<176˚F/80˚C)	x 0.75
	Flashing Hydrocarbons*	x 0.60
Sealed Fluid Temperature (applies to Carbon vs. Silicon Carbide)	Up to 175°F/80°C	x 1.00
	From 175°F to 250°F/80°C to 120°C	x 0.90
	From 250°F to 355°F/120°C to 180°C	x 0.80
	Above 350°F/180°C	x 0.65

*The ratio of sealed pressure to vapor pressure must be greater than 1.5, otherwise consult John Crane. If the specific gravity is less than 0.60, consult John Crane.

Example for Determining Pressure Rating Limits:

Seal: 2"/50.8mm diameter Type 5610

Product: Aqueous Solution

Face Materials: Silicon Carbide vs. Silicon Carbide

Operating Temperature: 175°F/80°C

Operating Speed: 2950 rpm

Using the Pressure Rating Limits graph, the maximum pressure would be 268 psi(g)/18.5 bar(g).

From the Multiplier Factors chart, apply the multipliers for the specific service requirements to determine the maximum operating pressure for the application:

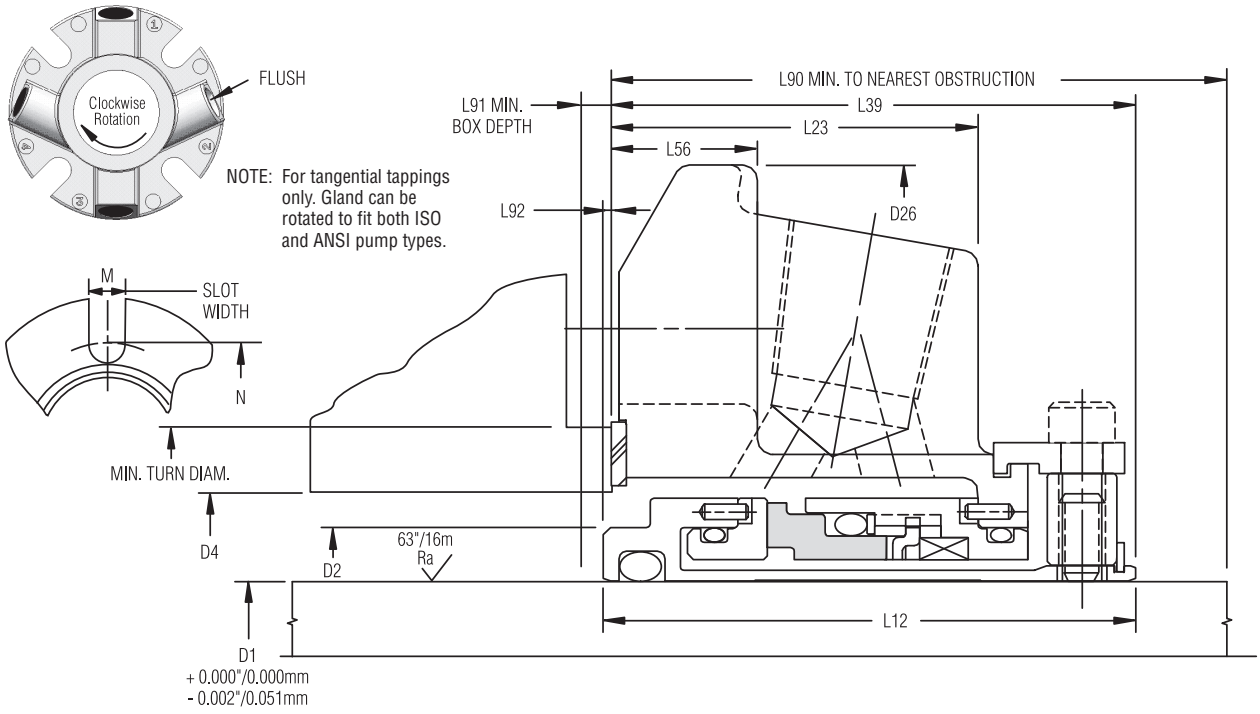
268 psi(g)/18.5 bar(g) x 0.75 x 1 = 201 psi(g)/13.9 bar(g)

The maximum operating pressure for this 2"/50.8mm Type 5610 is 201 psi(g)/13.9 bar(g).

TYPE 5610/5610Q

UNIVERSAL CARTRIDGE™ Single O-Ring Seals

Type 5610 Typical Arrangement/Dimensional Data



Type 5610 Dimensional Data (inches)

Seal Size/D1 (inches)	D2	D4 Min.	D4 Max.	D26	L12	L23	L39	L56	L90	L91	L92	M	N
1.000	1.375	1.445	1.889	4.000	1.989	1.353	1.954	0.531	2.000	0.160	0.035	0.525	2.805
1.125	1.500	*	2.015	4.125	2.062	1.446	2.062	0.531	2.125	0.125	*	0.525	2.933
1.250	1.625	*	2.294	4.250	2.062	1.446	2.062	0.531	2.125	0.125	*	0.525	3.213
1.375	1.750	*	2.421	4.375	2.062	1.446	2.062	0.531	2.125	0.125	*	0.525	3.338
1.500	1.937	2.007	2.680	4.875	2.156	1.487	2.125	0.593	2.187	0.156	0.031	0.525	3.599
1.625	2.062	2.132	2.812	5.000	2.156	1.487	2.125	0.593	2.187	0.156	0.031	0.562	3.766
1.750	2.170	2.240	2.918	5.250	2.156	1.487	2.125	0.593	2.187	0.156	0.031	0.562	3.875
1.875	2.312	2.382	2.918	5.250	2.156	1.487	2.125	0.593	2.187	0.156	0.031	0.562	3.875
2.000	2.437	2.507	3.015	5.500	2.375	1.601	2.312	1.063	2.375	0.187	0.062	0.562	4.000
2.125	2.562	2.632	3.360	5.859	2.375	1.601	2.312	0.593	2.375	0.187	0.062	0.687	4.469
2.250	2.687	2.757	3.485	6.500	2.375	1.601	2.312	0.593	2.375	0.187	0.062	0.687	4.566
2.375	2.812	2.882	3.610	6.500	2.484	1.717	2.466	0.625	2.528	0.143	0.018	0.687	4.719
2.500	3.062	*	3.891	6.750	2.484	1.717	2.562	0.625	2.625	0.125	*	0.687	5.000
2.625	3.312	*	4.062	6.750	2.500	1.625	2.500	0.625	2.562	0.125	*	0.687	5.170
2.750	3.312	*	4.062	6.750	2.500	1.625	2.500	0.625	2.562	0.125	*	0.687	5.170
2.875	3.375	*	4.186	7.000	2.500	1.725	2.500	0.625	2.562	0.125	*	0.687	5.312
3.000	3.625	*	4.469	7.750	2.500	1.787	2.562	0.685	2.625	0.125	*	0.812	5.720
3.125	3.750	3.853	4.600	7.875	2.562	1.593	2.562	**	2.687	0.125	*	0.812	5.845
3.250	3.750	3.853	4.600	7.437	2.562	1.593	2.510	**	2.635	0.177	0.052	0.812	5.845
3.375	4.000	4.125	4.850	8.125	2.562	1.593	2.562	**	2.687	0.125	*	0.812	6.095
3.500	4.125	4.250	4.975	8.250	2.562	1.593	2.562	**	2.687	0.125	*	0.812	6.220
3.625	4.218	4.343	5.100	8.375	2.562	1.593	2.562	**	2.687	0.125	*	0.687	6.250
3.750	4.343	4.468	5.199	8.750	2.562	1.593	2.562	**	2.687	0.125	*	0.687	6.770
3.875	4.468	4.593	5.375	8.750	2.562	1.593	2.562	**	2.687	0.125	*	0.812	6.636
4.000	4.593	4.718	5.500	9.000	2.562	1.593	2.562	**	2.687	0.125	*	0.812	6.761
4.125	4.718	4.843	5.625	9.000	2.562	1.593	2.562	**	2.687	0.125	*	0.812	6.886
4.250	4.843	4.968	5.750	9.250	2.562	1.593	2.562	**	2.687	0.125	*	0.812	7.011
4.500	5.093	5.218	6.000	9.500	2.562	1.593	2.562	**	2.687	0.125	*	0.812	7.261
4.750	5.343	5.468	6.313	10.375	2.562	1.593	2.562	**	2.687	0.125	*	0.812	7.574
5.000	5.843	5.968	7.260	12.000	2.953	1.749	3.043	**	3.168	0.125	*	0.812	10.000
5.250	6.093	6.218	7.510	12.250	2.953	1.749	3.043	**	3.168	0.125	*	0.812	10.250
5.500	6.343	6.468	8.000	12.687	2.953	1.749	3.043	**	3.168	0.125	*	0.937	10.500

*Not applicable. Completely outside mounted.

**L56 not applicable. Refer to L23 for sizes over 3".

NIDEC MOTOR CORPORATION
8050 WEST FLORISSANT AVE.
ST. LOUIS, MO 63136

DATE: 4/12/2016

P.O. NO.: FB98
Order/Line NO.: 23066 MN 100

TO:

Model Number: FB98
Catalog Number: HO25V2BLF
VHS Weather Protected
CONF,MOTOR,VHS WPI

REVISIONS:
(NONE)

ALL DOCUMENTS HEREIN ARE CONSIDERED CERTIFIED BY NIDEC MOTOR CORPORATION.
THANK YOU FOR YOUR ORDER AND THE OPPORTUNITY TO SERVE YOU.

Features:

```
Horsepower ..............  00025.00~00000.00 ~ KW: 18.65
Enclosure ...............  WPI
Poles ...................  04~00 ~ RPM: 1800~0
Frame Size ..............  284~TPA
Phase/Frequency/Voltage..  3~060~230/460 ~ Random Wound
Service Factor ..........  1.15
Insulation Class ........  Class "F" ~ Insulife 2000
Altitude In Feet (Max) ..  3300 Ft.(1000 M) ~ +40 C
Efficiency Class ........  Premium Efficiency
Application .............  Vertical Centrifugal Pump
Customer Part Number ....
12" Base ~ Coupling Size: 1" Bore, 1/4" Key
Non-Reverse Ratchet ~ Steady Bushing Not Requested
Pricebook Thrust Value (lbs).. 3300
Customer Down Thrust (lbs) ... 3200
Customer Shutoff Thrust (lbs).
Up Thrust (lbs): ~
Inverter Duty Rating:
Load Type (Base Hz & Below) .. Variable Torque
Speed Range (Base Hz & Below). 10:1
Temperature Rise (Sine Wave): "F" Rise @ SF (Resist)
Starting Method .........  PWS (Dual Volt-Low Volt Only)
Duty Cycle ..............  Continuous Duty
Load Inertia (lb-ft2): NEMA ~ NEMA Inertia: 122.00 ~ 1.00
Number Of Starts Per Hour: NEMA
Motor Type Code ............ AUSI
Rotor Inertia (LB-FT²)       2.90 LB-FT²
Qty. of Bearings PE (Shaft)  1
Qty. of Bearings SE (OPP)    1
Bearing Number PE (Shaft)    7310 BEP
Bearing Number SE (OPP)      6210-2Z-J/C3
```

NIDEC MOTOR CORPORATION
8050 WEST FLORISSANT AVE.
ST. LOUIS, MO 63136

DATE: 4/12/2016

P.O. NO.: FB98
Order/Line NO.: 23066 MN 100

TO:

Model Number: FB98
Catalog Number: HO25V2BLF
VHS Weather Protected
CONF,MOTOR,VHS WPI

REVISIONS:
(NONE)

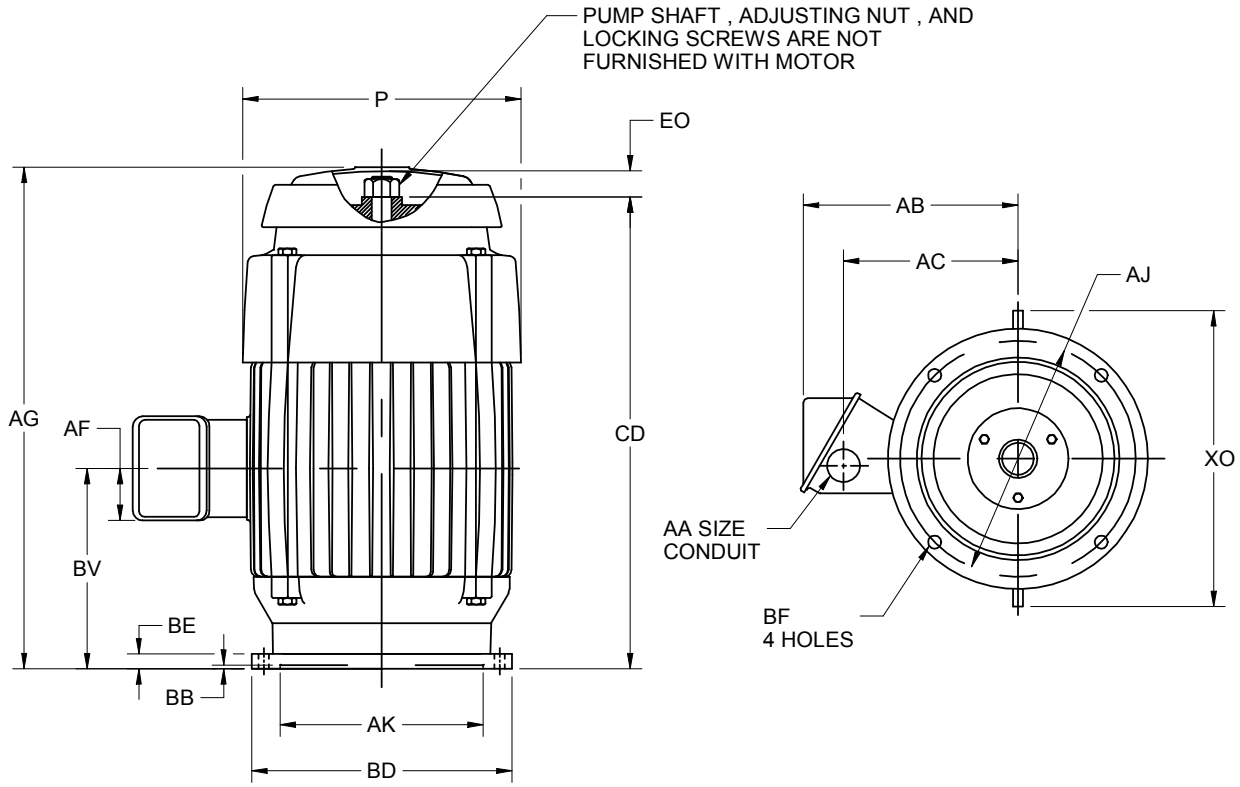
ALL DOCUMENTS HEREIN ARE CONSIDERED CERTIFIED BY NIDEC MOTOR CORPORATION.
THANK YOU FOR YOUR ORDER AND THE OPPORTUNITY TO SERVE YOU.

Accessories:
Counter CW Rotation FODE
Shaft Ground Ring
115 Volt Space Heaters
Special Balance
Thermostats - Normally Closed
.
Standard Leadtime: 7-8 WEEKS
Est. Weight (lbs ea): 305 ~ F.O.B.: Monterrey, Mexico

USE THE DATA PROVIDED BELOW TO SELECT THE APPROPRIATE DIMENSION PRINT

Horsepower	25
Pole(s)	04
Voltage(s)	460-230
Frame Size	284TPA
Outlet Box AF	2.59
Outlet Box AA	1.50

EFFECTIVE: 11-MAY-15	DIMENSION PRINT	PRINT: 09-2290
SUPERSEDES: 22-DEC-11	WEATHER PROTECTED TYPE I FRAME: 284,286TP, TPA, TPH BASIC TYPE: AU, AUE, AUI	SHEET: 1 OF 1



ALL DIMENSIONS ARE IN INCHES AND MILLIMETERS

	UNITS	P[2]	AA	AB	AC	AF	AG	BE	BV	CD	EO	XO
	IN	14.00	1.50	11.07	8.32	2.59	28.13	.94	12.25	24.75	3.22	16.88
	MM	356		281	211	66	715	24	311	629	82	429

	FRAME	UNITS	AJ	AK	BB MIN	BD MAX	BF
	284,286TP	IN	9.125	8.250	.25	10.00	.44
		MM	231.78	209.55	6	254	11
	284,286TPH	IN	14.750	13.500	.25	16.50	.69
		MM	374.65	342.90	6	419	18
	284,286TPA	IN	9.125	8.250	.25	12.00	.44
		MM	231.78	209.55	6	305	11

TOLERANCES	8.250 AK	13.500 AK
FACE RUNOUT	.004 T.I.R.	.007 T.I.R.
PERMISSIBLE ECCENTRICITY OF MOUNTING RABBET	.004 T.I.R.	.007 T.I.R.
TOLERANCE ON AK-DIMENSION	+.003	+.005

1. ALL ROUGH DIMENSIONS MAY VARY BY .25" DUE TO CASTING AND/OR FABRICATION VARIATIONS.
2. LARGEST MOTOR WIDTH.
3. TOLERANCES SHOWN ARE IN INCHES ONLY.
4. CONDUIT BOX MAY BE LOCATED IN STEPS OF 90° REGARDLESS OF LOCATION. STANDARD AS SHOWN WITH CONDUIT OPENING DOWN.

Nidec Motor Corporation
St. Louis, Missouri

ISSUED BY	F. CRUZ
APPROVED BY	F. LARA

IHP_DP_NMCA (MAR-2011) SOLIDEDGE

NAMEPLATE DATA

CATALOG NUMBER:	HO25V2BLF			NAMEPLATE PART #:	422707-005		
MODEL	FB98	FR	284TPA	TYPE	AUSI	ENCL	WPI
SHAFT END BRG	7310 BEP - QTY 1			OPP END BRG	6210-2Z-J/C3 - QTY 1		
PH	3	MAX AMB	40 C	ID#			
INSUL CLASS	F	Asm. Pos.		DUTY	CONT		

HP	25		RPM	1775		HP		RPM	
VOLTS	460	230				VOLTS			
FL AMPS	29.2	58.0				FL AMPS			
SF AMPS	34.0	67.0				SF AMPS			
SF	1.15	DESIGN	B	CODE	G	SF		DESIGN	CODE
NEMA NOM EFFICIENCY	93.6	NOM PF	85.5	KiloWatt	18.650	NEMA NOM EFFICIENCY		NOM PF	
GUARANTEED EFFICIENCY	92.4	MAX KVAR		HZ	60	GUARANTEED EFFICIENCY		MAX KVAR	HZ

HAZARDOUS LOCATION DATA (IF APPLICABLE):

DIVISION		CLASS I		GROUP I	
TEMP CODE		CLASS II		GROUP II	

VFD DATA (IF APPLICABLE):

VOLTS	460	230		
AMPS	30.7	60.9		
TORQUE 1	74.1LB-FT		TORQUE 2	
VFD LOAD TYPE 1	VT/PWM		VFD LOAD TYPE 2	
VFD HERTZ RANGE 1	6-60		VFD HERTZ RANGE 2	
VFD SPEED RANGE 1	180-1800		VFD SPEED RANGE 2	
SERVICE FACTOR	1.00		FL SLIP	
NO. POLES			MAGNETIZING AMPS	
VECTOR MAX RPM			Encoder PPR	
Radians / Seconds			Encoder Volts	

TEAO DATA (IF APPLICABLE):

HP (AIR OVER)		HP (AIR OVER M/S)		RPM (AIR OVER)		RPM (AIR OVER M/S)	
FPM AIR VELOCITY		FPM AIR VELOCITY M/S		FPM AIR VELOCITY SEC			

MOTOR PERFORMANCE

MODEL NO.	CATALOG NO.	PHASE	TYPE	FRAME
FB98	HO25V2BLF	3	AUSI	284TPA

ORDER NO.	23066	LINE NO.	

MPI:	171269	171270
HP:	25	25
POLES:	4	4
VOLTS:	460	230
HZ:	60	60
SERVICE FACTOR:	1.15	1.15
EFFICIENCY (%):		
S.F.	93.1	93.1
FULL	93.6	93.6
3/4	94.5	94.5
1/2	94.3	94.3
1/4	91.7	91.7
POWER FACTOR (%):		
S.F.	85.7	85.7
FULL	85.5	85.5
3/4	83.6	83.6
1/2	77.4	77.4
1/4	58.6	58.6
NO LOAD	5.2	5.2
LOCKED ROTOR	46	46
AMPS:		
S.F.	34	67
FULL	29.2	58
3/4	22.2	44
1/2	16	32
1/4	10.9	21.8
NO LOAD	8.5	17.1
LOCKED ROTOR	181	362
NEMA CODE LETTER	G	G
NEMA DESIGN LETTER	B	B
FULL LOAD RPM	1775	1775
NEMA NOMINAL / EFFICIENCY (%)	93.6	93.6
GUARANTEED EFFICIENCY (%)	92.4	92.4
MAX KVAR	5.8	5.8
AMBIENT (°C)	40	40
ALTITUDE (FASL)	3300	3300
SAFE STALL TIME-HOT (SEC)	30	30
SOUND PRESSURE (DBA @ 1M)	0	0
TORQUES:		
BREAKDOWN{% F.L.}	242	242
LOCKED ROTOR{% F.L.}	245	245
FULL LOAD{LB-FT}	74.1	74.1

NEMA Nominal and Guaranteed Efficiencies are up to 3,300 feet above sea level and 25 ° C ambient

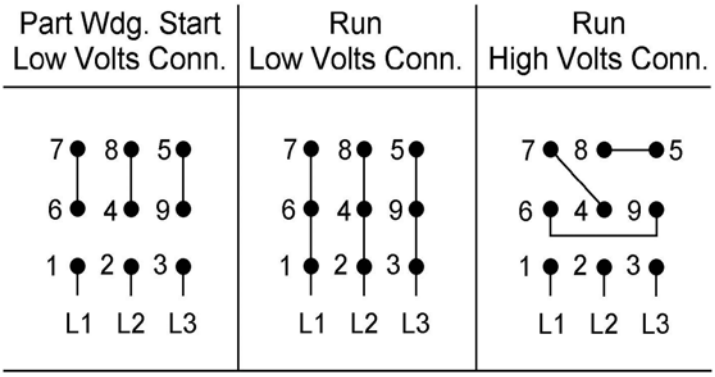
The Above Data Is Typical, Sinewave Power Unless Noted Otherwise

NIDEC MOTOR CORPORATION
ST. LOUIS, MO

159833

Motor Wiring Diagram

9 Lead, Dual Voltage, Delta Connection
Part Winding Start (PWS) on Low Voltage



Motor good for across the line starting

Per NEMA MG1 1998-1.75, "A Part-winding Start motor is one which certain specially designed circuits of each phase of the primary winding are initially connected to the supply line. The remaining circuit or circuits of each phase are connected to the supply in parallel with initially connected circuits, at a predetermined point in the starting operation." This is intended to limit the inrush current required to start the motor. NEMA MG1 1998-14.38 states that the motor may not accelerate to full speed in part-winding and may be noisier than when on full winding.

Motors designed by US Motors for Part-winding Start also be used for across the line starting using only the full winding connection. Damage will occur if the motor is operated with load for more than 2 seconds on Part-winding without transition to full winding.

To reverse direction of rotation, interchange leads L1 & L2.

Each lead may have one or more cables comprising that lead. In such case, each cable will be marked with the appropriate lead number.

NIDEC MOTOR CORPORATION
ST. LOUIS, MISSOURI

SPECIAL INFORMATION REGARDING PART WINDING STARTING

This motor is not designed to fully accelerate when started with the part winding start connection shown on the motor connection diagram. In order to avoid damaging the motor when it is started with the part winding start connection, set timers so that the motor starter switches the motor connection from start to run within two seconds from the time that the motor is initially energized. The motor is not expected to fully accelerate before the motor connection is switched to run, but the momentary operation on the start connection should allow time for automatic voltage regulators on the power system to compensate for voltage dip resulting from the high current draw of the motor during acceleration. Thus, voltage dip in the power system will be minimized through proper use of the part winding start connection. Once the motor has been switched over to the run connection, it will finish accelerating up to full speed.

During the time that the motor is operated on the part winding start connection, it is expected that the motor may be noisier than when operated on the run connection and it is also expected that the line amp unbalance between phases may be approximately 100% to 150%. This is due to the adverse effect of harmonics that result from the unbalanced magnetic circuit on the part winding start connection.

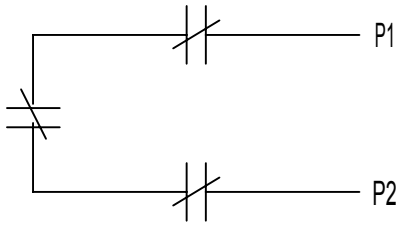
For further information regarding characteristics of polyphase induction motors when operated on a part winding start connection, refer to NEMA Publication MG 1-1998 Part 14.38.

THERMOSTATS

1. MOTOR IS EQUIPPED WITH QTY-3 (1 PER PHASE) NORMALLY CLOSED THERMOSTATS. THERMOSTATS ARE SET TO OPEN AT HIGH TEMPERATURE.

2. CONTACT RATINGS FOR THERMOSTATS: 120-600 VAC, 720 VA

N. C. THERMOSTATS



NOTE: THERMOSTATS LEADS MAY BE LOCATED IN EITHER THE MAIN OUTLET BOX OR IF SO EQUIPPED, AN AUXILIARY BOX.

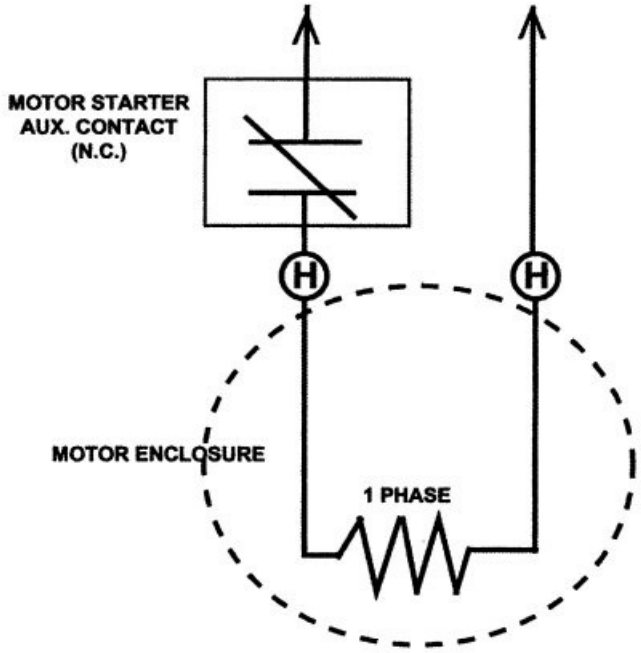
ACCESSORY LISTING
QTY-3 N.C. THERMOSTATS

REVISION DESCRIPTION FOR: MISC STL0211 - UPDATED FORMAT .	SCALE: NONE	UNITS: IN	TITLE: CUSTOMER CONNECTION DIAGRAM		NIDEC MOTOR CORPORATION
MATERIAL: --- MUST BE COMPLIANT TO RoHS DIRECTIVE EU 2002/95/IEC AND REGULATION EC 1907/2006 (REACH) AS AMENDED	TOLERANCES ON DIMENSIONS (UNLESS OTHERWISE SPECIFIED) INCHES / mm ANGLES X°= ±1°		ISSUED BY: R. KING	APPROVED BY: C. CADE	REVISION DATE: 24-FEB-11
			CODE	DWG NO.: 0834066	REV: G / SHEET NUMBER: 1 OF 1 / DWG SIZE: A

970798

SPACE HEATER CONNECTION DIAGRAM

SPACE HEATER LEADS MAY BE LOCATED IN EITHER THE MAIN OUTLET BOX OR IF SO EQUIPPED, AN AUXILIARY BOX



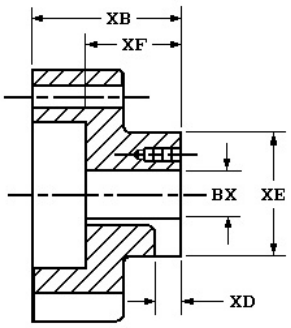
THIS EQUIPMENT IS SUPPLIED WITH ANTI-CONDENSATION HEATERS. HEATERS SHOULD BE ENERGIZED WHEN EQUIPMENT IS NOT OPERATING TO PROTECT UNIT BY PREVENTING INTERNAL CONDENSATION. CONNECT THE "H" OR HEATER LEADS TO	
115V VOLTS	**48W** WATTS RATING

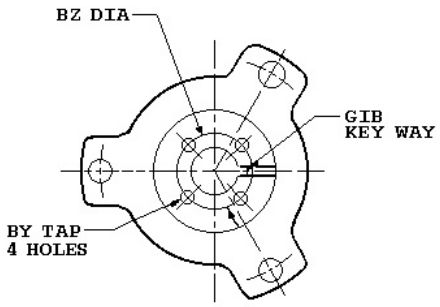
SPACE HEATER NAMEPLATE (ON MOTOR)

Revision: 7/30/2008
Mike Cullen

Vertical HOLLOSHAFT Coupling Dimensions

Standard Coupling Dimensions





Coupling Part Number	102999
BX Nominal	1
Actual Bore	1.001
BY	10-32
BZ	1 3/8
XB	2 9/16
XD	13/32
XE	2 1/4
XF	1 5/8
SQ. KEY	1/4

Notes:

1. All Rough casting dimensions may vary by 0.25" due to casting variations.
2. All tapped holes are Unified National Course, Right Hand thread.
3. Coupling bore dimension "BX" is machined with a tolerance of - .000", +.001" up to 1.50" bore inclusive. Larger bores: -.000", +.002".

General Information for Integral Horsepower (IHP) Motors on Variable Frequency Drives (VFDs)

Variable Frequency Drives (VFD)

A VFD is a type of controller used to vary the speed of an electric motor. The VFD takes a fixed AC voltage and frequency and allows it to be adjusted in order to get different speeds from the motor. Motor speed can be varied by changing the frequency of the input power waveform. The equation below shows how the frequency affects the speed of a three phase induction motor.

$$\text{Speed} = \frac{120^* \text{ Fundamental Input Frequency}}{\text{Number of Motor Poles}}$$

How does a VFD work?

A VFD takes the fixed frequency and voltage sine wave from the power grid or power station and puts it through a few steps in order to allow the VFD user to vary the frequency and in turn control the motor speed. First it rectifies the AC power into DC Power. Because of this step, a term commonly used instead of VFD is inverter. This only describes one step of what the VFD does to the power waveform. Once rectified into a DC voltage the drive sends the power through a set of transistors or switches. These switches can take the DC waveform and by opening and closing at certain speeds and durations can create an output waveform that mimics the sine wave that is required to drive a three phase electric motor. The output wave form is known as a Pulse Width Modulation (PWM) waveform because the waveform is created by multiple pulses of the switches at short intervals.

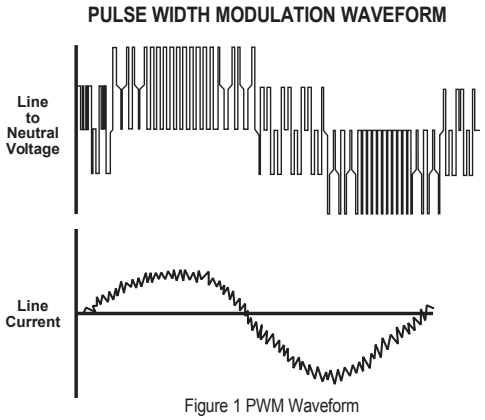


Figure 1 PWM Waveform

What variables should be considered when deciding whether to power a motor with a VFD?

VFD compatibility with motors is complex. As a result, many variables must be considered when determining the suitability of a particular motor for use with a VFD. These variables include:

- Torque requirements (Constant or Variable)
- Speed Range
- Line / System Voltage
- Cable length between the VFD and the motor
- Drive switching (carrier) frequency
- Motor construction
- VFD dv/dt
- High temperatures or high humidity
- Grouding system

Wider speed ranges, higher voltages, higher switching frequencies, insufficient grounding and increased cable lengths all add to the severity of the application and, therefore, the potential for premature motor failure.

How does a VFD affect the motor?

There are many things to consider when a motor is powered using a VFD or PWM power. When a motor is powered by a PWM waveform the motor windings very often see a large differential voltage, either from phase to phase or turn to turn. When the voltage differential becomes large enough it creates a reaction at the molecular level that converts available oxygen into O3. This phenomenon is called partial discharge or corona. This reaction creates energy in the form of light and heat. This energy has a corrosive effect on the varnish used to protect the motor windings. PWM waveforms can also magnify shaft voltages which lead to arcing across the bearing and causing premature bearing failure. Corrective action must be taken to mitigate these issues that arise when using an electric motor with a VFD.

How do I protect the motor?

Nidec Motor Corporation (NMC) has developed specific motor designs to decrease the harmful affects that a VFD can have on a motor. NMC's INVERTER GRADE® insulation system is the first line of defense against corona and phase to phase faults that can be common when a motor is powered using a PWM waveform. The INVERTER GRADE® insulation system is standard on all of NMC's Inverter Duty products. Along with the INVERTER GRADE® insulation, thermostats are installed as a minimum protection against over heating the motor. Special consideration must also be given to bearings in motors powered by VFD's. In order to create a low resistance path to ground for built up shaft voltages a shaft grounding device can be used. On larger horsepower motors an insulated bearing system should be used in conjunction with the shaft grounding device when installed, to force the stray shaft voltages to ground. The bearing failures are more prominent on motors with thrust handling bearings. NMC has created an Inverter Duty vertical motor line that not only uses the INVERTER GRADE® insulation system, but that also comes standard with a shaft grounding device. On motors that are 100 HP and greater the thrust bearing is also insulated for additional protection.

What does "Inverter Duty" mean?

An Inverter Duty motor should describe a motor that helps mitigate potential failure modes of a motor that is powered by a VFD. Inverter duty motor windings should be able to withstand the voltage spikes per NEMA MG1 Part 31.4.4.2 and protect against overheating when the motor is run at slow speeds. On thrust handling bearings it is apparent that the bearings require additional protection. Inverter Duty vertical motors should have a shaft grounding device to protect the motor bearings from fluting due to voltage discharge through the bearing. On larger motors (100HP and larger) the shaft should also be electrically isolated from the frame in order to aid the shaft grounding ring in discharging the shaft voltages to ground.

*This information applies only to Integral Horsepower (IHP) motors as defined on the Agency Approval page, under UL®† & CSA®† listings where indicated.

Motor / Inverter Compatibility

Thermal Overloads and Single Phase Motors

Motors with thermal overloads installed may not operate properly on a VFD. The current carrying thermal overload is designed for sine wave power. Operation on a VFD may cause nuisance tripping or potentially not protect the motor as would be expected on line power. Thermostats or thermistors installed in the motor and connected properly to the VFD may provide suitable thermal overload protection when operating on a VFD. (consult codes for installation requirements)

Single phase motors and other fractional horsepower ratings are not designed to be operated on a VFD. Within Nidec Motor Corporation standard products, all motors NEMA®† 48 frame (5.5" diameter) and smaller are not suitable for VFD applications. Three phase 56 and 143/145 frame applications should be noted on the catalog price page; or if in doubt ask an Nidec Motor Corporation technical representative for recommendations on compatibility with a VFD.

Slow Speed Motors

Motors with a base design of slower than six poles require special consideration regarding VFD sizing and minimizing harmonic distortion created at the motor terminals due to cable installation characteristics. Additional external PWM waveform filters and shielded motor cables designed for PWM power may be required to provide acceptable motor life. Harmonic distortion on the output waveform should be kept to a minimum level (less than 10%) mismatch impedence.

690V Applications

Motors that are rated for 690VAC and that will be powered by 690VAC PWM VFDs require the use of an external filter to limit peak voltage spikes and the use of an INVERTER GRADE® motor. Where available, an alternative to using an output filter is to upgrade to a 2300V insulation system.

Low Voltage TITAN® Motors

When using 449 frame and larger motors on PWM type VFDs consider the use of an external filter and shielded motor cables designed for PWM power to minimize harmonic distortion and peak voltages at the motor terminals. Harmonic distortion on the output waveform should be kept to a minimum level (less than 10%).

Bearing Currents Related to PWM Waveforms

Due to the uniqueness of this condition occurring in the field, protection of the motor bearings from shaft currents caused by common mode voltages is not a standard feature on sine wave or Inverter Duty motor products, unless explicitly noted. Some installations may be prone to a voltage discharge condition through the motor bearings called Electrical Discharge Machining (EDM) or fluting.

EDM damage is related to characteristics of the PWM waveform, and the VFD programming, and installation factors.

Bearing EDM as a result of VFD waveform characteristics may be prevented by the installation of a shaft grounding device such as a brush or ring and/or correction of the installation characteristics causing the shaft voltage condition. Insulated bearing(s) may be required. VFD filters may be used if bearing fluting is to be mitigated.

Bearing Protection on Inverter Duty Vertical Motors

All U.S. MOTORS® brand "Inverter Duty" vertical products have a shaft grounding system that allows damaging shaft currents a low resistance path to ground. **Bearings on vertical motors fed by VFD power without this bearing protection are not covered under any warranty**. All other bearing failure is covered per NMC's standard warranty. An electric motor repair shop approved to service U.S. MOTORS® brand motors must verify that the cause of the bearing failure was not due to EDM damage.

Multiple Motors on a Single VFD

Special considerations are required when multiple motors are powered from a single VFD unit. Most VFD manufacturers can provide guidelines for proper motor thermal considerations and starting/stopping of motors. Cable runs from the VFD and each motor can create conditions that will cause extra stress on the motor winding. Filters may be required at the motor to provide maximum motor life.

Grounding and Cable Installation Guidelines

Proper output winding and grounding practices can be instrumental in minimizing motor related failures caused by PWM waveform characteristics and installation factors. VFD manufacturers typically provide detailed guidelines on the proper grounding of the motor to the VFD and output cable routing. Cabling manufacturers provide recommended cable types for PWM installations and critical information concerning output wiring impedance and capacitance to ground.

Vertical Motors on VFDs

Vertical motors operated on VFD power present unique conditions that may require consideration by the user or installation engineer:

- Locked rotor and drive tripping caused by non-reversing-ratchet operation at low motor speeds. It is not recommended to operate motors at less than 1/4 of synchronous speed. If slow speeds are required contact NMC engineering.
- Unexpected / unacceptable system vibration and or noise levels caused by the torque pulsation characteristics of the PWM waveform, a system critical frequency falling inside the variable speed range of the process or the added harmonic content of the PWM waveform exciting a system component
- Application related problems related to the controlled acceleration/ deceleration and torque of the motor on VFD power and the building of system pressure/ load.
- The impact the reduction of pump speed has on the down thrust reflected to the pump motor and any minimum thrust requirements of the motor bearings
- Water hammer during shutdown damaging the non-reversing ratchet

Humidity and Non-operational Conditions

The possible build-up of condensation inside the motor due to storage in an uncontrolled environment or non-operational periods in an installation, can lead to an increased rate of premature winding or bearing failures when combined with the stresses associated with PWM waveform characteristics. Moisture and condensation in and on the motor winding over time can provide tracking paths to ground, lower the resistance of the motor winding to ground, and lower the Corona Inception Voltage (CIV) level of the winding.

Proper storage and maintenance guidelines are important to minimize the potential of premature failures. Space heaters or trickle voltage heating methods are the common methods for drying out a winding that has low resistance readings. **Damage caused by these factors are not covered by the limited warranty provided for the motor unless appropriate heating methods are properly utilized during non-operational periods and prior to motor start-up.**

NEMA®† Application Guide for AC Adjustable Speed Drive Systems: http://www.nema.org/stds/acadjustable.cfm#download

* This information applies only to Integral Horsepower (IHP) motors as defined on the Agency Approval page, under UL®† & CSA®† listings where indicated.

Warranty Guidelines for Integral Horsepower (IHP)* Motors on Variable Frequency Drives

Warranty Guidelines

The information in the following section refers to the motor and drive application guidelines and limitations for warranty.

Hazardous Location Motors

Use of a variable frequency drive with the motors in this catalog, intended for use in hazardous locations, is only approved for Division1, Class I, Group D hazardous location motors with a T2B temperature code, with a limitation of 2:1 constant torque or 10:1 variable torque output. **No other stock hazardous location motors are inherently suitable for operation with a variable frequency drive**. If other requirements are needed, including non-listed Division 2, please contact your Nidec Motor Corporation territory manager to conduct an engineering inquiry.

575 Volt Motors

575 volt motors can be applied on Inverters when output filters are used. Contact the drive manufacturer for filter selection and installation requirements.

Applying INVERTER GRADE® Insulated Motors on Variable Frequency Drives (2, 4, 6 pole)

The products within this catalog labeled "Inverter Duty" or "Vector Duty" are considered INVERTER GRADE® insulated motors. INVERTER GRADE® motors exceed the NEMA®† MG-1 Part 31 standard. Nidec Motor Corporation provides a three-year limited warranty on all NEMA®† frame INVERTER GRADE® insulated motors and allows long cable runs between the motor and the VFD (limited to 400 feet without output filters). Cable distance can be further limited by hot and humid environments and VFD manufacturers cable limits. These motors may be appropriate for certain severe inverter applications or when the factors relating to the end use application are undefined (such as spares).

Nidec Motor Corporation's U.S. Motors® brand is available in the following INVERTER GRADE® insulated motors:

- Inverter Duty NEMA®† frame motors good for 10:1 Variable Torque & 5:1 Constant Torque, including Vertical Type RUSI
- Inverter Duty motors rated for 10:1 Constant Torque
- ACCU-Torq® and Vector Duty Motors with full torque to 0 Speed
- 841 Plus® NEMA®† Frame Motors

Applying Premium Efficient motors (that do not have INVERTER GRADE® insulation) on Variable Frequency Drives (2, 4, 6 pole)

Premium efficient motors without INVERTER GRADE insulation meet minimum NEMA®† MG-1, Section IV, Part 31.4.4.2. These motors can be used with Variable Frequency Drives (with a reduced warranty period) under the following parameters:

- On NEMA®† frame motors, 10:1 speed rating on variable torque loads & 4:1 speed range on constant torque loads.
- On TITAN® frame motors, 10:1 speed rating on variable torque loads.
- On TITAN® frame motors, inquiry required for suitability on constant torque loads.

Cable distances are for reference only and can be further limited by hot and humid environments (refer to Table 1). Refer to specific VFD manufacturers cable limits. Refer to the Motor/ Inverter Compatibility page for special consideration of vertical motor bearings.

Table 1 - Cable Distances			
Maximum Cable Distance VFD to Motor			
Switching Frequency	460 Volt	230 Volt	380 Volt
3 Khz	127 ft	400 ft	218 ft
6 Khz	90 ft	307 ft	154 ft
9 Khz	73 ft	251 ft	126 ft
12 Khz	64 ft	217 ft	109 ft
15 Khz	57 ft	194 ft	98 ft
20 Khz	49 ft	168 ft	85 ft

Warranty Period Clarifications and Exceptions

Standard Energy Efficient Exclusion

Applying Standard & Energy Efficient Motors on Variable Frequency Drives is not recommended. VFD related failures on standard and energy efficient motors will not be covered under warranty.

Vertical Motor Windings

Premium efficient vertical motors without INVERTER GRADE® insulation that are installed using the criteria described in this document and applied in the correct applications shall have a warranty while powered by a VFD for 12 months from date of installation or 18 months from date of manufacturing whichever comes first. See limited warranty page for horizontal motor warranty periods.

Bearing Exclusion for Thrust Handling Bearings

Bearings used in premium efficienct vertical motors, and all thrust handling bearings, that are powered by VFDs without shaft grounding devices or insulated bearings (when required) will **not** be covered under any warranty for damages caused from being powered by a VFD. All other bearing failure is covered per NMC's standard warranty. An electric motor repair shop approved to service U.S. MOTORS® brand motors must verify that the cause of the bearing failure was not due to Electrical Discharge Machining.

Medium Voltage and Slow Speed Considerations

Motors that are rated above 700 VAC or that are eight pole and slower require special consideration and installation and are **not** covered under the warranty guidelines in this document. Motors that are rated above 700VAC have special cable length and voltage differential issues that are specific to the VFD type and manufacture. The motor construction and cost may vary dramatically depending on the VFD topology and construction. Contact your NMC representative with VFD manufacturer name and model type for application and motor construction considerations. Motors that are designed eight pole and slower also require special installation and filters per the drive manufacturer.

* This information applies only to Integral Horsepower (IHP) motors as defined on the Agency Approval page, under UL®† & CSA®† listings where indicated.

C.H. Spencer LLC

Test Results

Sletten CONSTRUCTION • DESIGN BUILD COMPANIES
GREAT FALLS • LAS VEGAS • PHOENIX • BOISE • CODY

Submittal No.:	02.0
Section:	11037B

Submittal Identification Cover

Date: 05-29-19 **Copies:** 1 **Drawing No.:**

Description: ~~Enclosed is the submittal for the "Vertical Turbine Pumps DPS: Backwash Waste Pumps O&M".~~ Enclosed is 10M Test Results Information added to the "Vertical Turbine Pumps DPS: Backwash Waste Pumps O&M" submittal.
Manufacturer:
Subcontractor/Supplier: ~~C.H. Spencer & Company~~ C.H. Spencer & Company

Remarks:

CONTRACTOR'S APPROVAL

Sletten Construction has reviewed and coordinated the submitted documentation and verifies the equipment and material meet the requirements of the Work and the Contract Documents.

Deviations: [X] None [ ] Yes

Approved By: Brian J. Logsdon Date: 05-29-19

This approval does not release subcontractor/vendor from the contractual responsibilities.

Sletten Construction Company	
Glasgow Water System Improvements Project	
Spec Sec. # & Title: 11037B - Vertical Turbine Pumps DPS: Backwash Waste Pumps	Submittal # 11037B-02.0 Vertical Turbine Pumps DPS: Backwash Waste Pumps O&M Submittal-Added Information
Revision # 0	Date: 05-29-19
Reviewed By: Thad Pederson	
Submittal has been reviewed, checked, and approved for compliance with the Contract Documents	

Morrison & Maierle
Project No. 446.026 Phase: _____
Project Description: Glasgow Water System Improvements Project

Atlas Copco	CH Spencer Sales Order	DRAWING AND DATA TRANSMITTAL FORM	Page 1 of 1

Customer: Sletten Construction
P O No. GG-012 / 6073040

Purchaser: Brian Logsdon
Item: Test Results for Section 11037B DPS Backwash Waste Pumps

User: Glasgow WSI

TO: Brian Logsdon

ATTN: **Brian Logsdon**
CC: **Thad Pederson, Neil Levang**

Method of Transmittal: email

Attached are drawings and/or data as described:

Model	Drawing No	Rev	Copies	Submittal Code	Title	Superceded Drawing
9RJHC 3 Stages	-	0	E	INFO	est Results for Section 11037B DPS Backwash Waste Pump	-

☐ Certified ☐ Not Certified ☑ Reference ☐ Approval

Type	B=Bond R12=AutoCAD Rev.12 R13=AutoCAD Rev.13 DXF=DXF format PDF=.pdf format
Size	none specified = 11" x 17" CD = compact disc E=electronic/email
Submittal Code:	INFO=Information Only CERT = Certified APP = Approval

If the Approval Box is checked, this order will not be released for manufacture and material will not be procured until Approval is received. Please sign, date and check appropriate box in the space provided below. To avoid delay of shipment and possible impact to the price, return this form and drawings within 10 business days to:

Deva Coopamah
C.H. Spencer LLC
dcoopamah@chspencer.com

○ Accept as is
○ Accept with corrections
○ Resubmit with corrections

Company

Authorized Signature Date:

GOULDS WATER TECHNOLOGY
a xylem brand

TESTING SERVICES

CO #: 4651296

Customer: C H SPENCER/SALT LAKE CIT

Pump Type: VIT-DF

Bowl Model: 9RCHC

PREPARED BY: Shane Smith

DATE: 5/21/2019

GOULDS WATER TECHNOLOGY
a xylem brand

Customer: C H SPENCER/SALT LAKE CIT
PO #:6073040

Acceptance Standard: ANSI/HI 14.6-Grade 2B
Project:

CO #: 4651296
Test Date: 5/20/2019

Bowl Performance Test Conditions

Pump #:	1	**Specific Gravity:**	1	**Required Speed (rpm):**	1770
Pump Type:	VIT-DF	**Kinematic Viscosity (cSt):**	1.00	**Required Capacity (GPM):**	500
Bowl Model:	9RCHC	**Water Temp (°F):**	68.0	**Required Bowl TDH (Feet):**	142.0
Stages:	3	**Test Driver:**	2-pole 150hp	**Required Efficiency (%):**	0%
Impeller Material:	1203	**Driver S/N:**	09 15701522-0001 X 0001	**Pressure Trans.:**	Q2714
Bowl Material:	6911	**NOL Power (HP):**	25	**Torque Meter:**	2K (Q2705)
1st Imp. Dia (in):	6.88	**1st Imp. Qty:**	3	**Flow Meter:**	Q4038
2nd Imp. Dia. (in):		**2nd Imp. Qty:**		**Tested By:**	MAURICIO

Readings During Test

POINTS	**1**	**2**	**3**	**4**	**5**	**6**	**7**
Discharge Head (Feet)	160.3	159.1	158.4	154.2	142.9	134.9	104.7
Gauge Elevation (Feet)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Velocity Head (Feet)	0.00	0.01	0.04	0.09	0.15	0.18	0.29
Friction Head (Feet)	0.00	0.00	0.01	0.02	0.03	0.03	0.04
Expansion Head (Feet)	0.00	0.15	0.65	1.36	2.35	2.70	4.43
Miscellaneous Head (Feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Input Voltage (V)*	354.5	354.7	354.5	354.0	353.9	353.7	352.2
Input Current (amp)*	38.7	42.4	48.1	54.6	59.5	61.1	64.1
Input Elec. Power (kW)*	8.9	10.9	13.3	15.9	18.0	18.6	19.8

* electrical power readings are for reference only.

Data Recorded at Running Speed

Speed (rpm)	1784	1783	1781	1779	1778	1778	1777
Capacity (GPM)	0	122	250	362	476	510	653
Bowl TDH (Feet)	165.8	164.8	164.6	161.2	151.0	143.3	115.0
Shaft Power (HP)	9.3	11.7	15.0	18.5	21.1	22.0	23.5
Bowl Efficiency (%)	0.1%	43.5%	69.4%	79.9%	86.0%	84.1%	80.6%

Data Converted to Customer's Speed

Speed (rpm)	1770	1770	1770	1770	1770	1770	1770
Capacity (GPM)	0	121	248	360	474	508	650
Bowl TDH (Feet)	163.2	162.6	162.6	159.5	149.7	142.1	114.1
Power (HP)	9.1	11.4	14.7	18.2	20.9	21.7	23.3
Bowl Efficiency (%)	0.1%	43.5%	69.4%	79.9%	86.0%	84.1%	80.6%

NAMEPLATE DATA

Model	VIT-DF
CAP	500 GPM
HEAD	142 Feet
SERIAL NUMBER	4651296-1
SIZE	9RCHC
MARKINGS	
NO STAGES	3
DATE	May 20, 2019

Certified Test Results

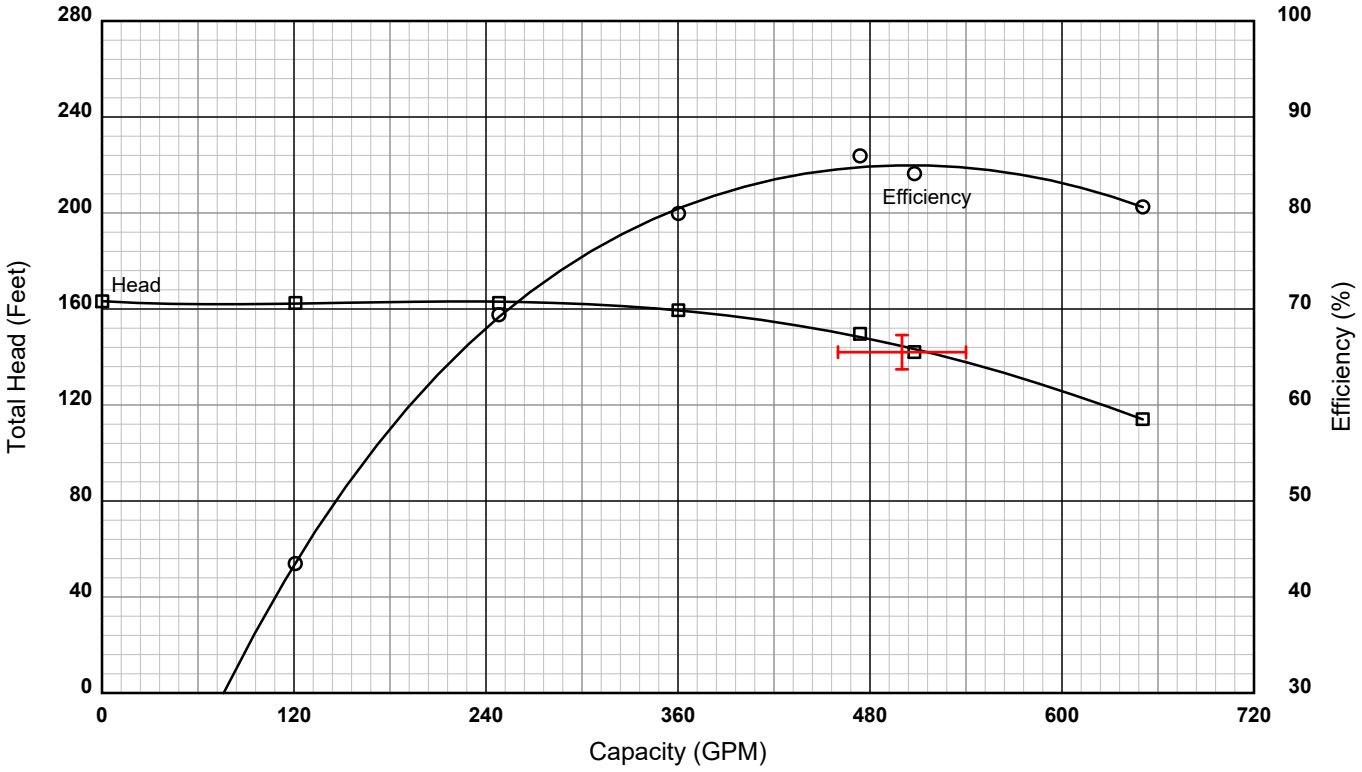
By: Shane Smith
Title: ENGINEER
Date: May 20, 2019

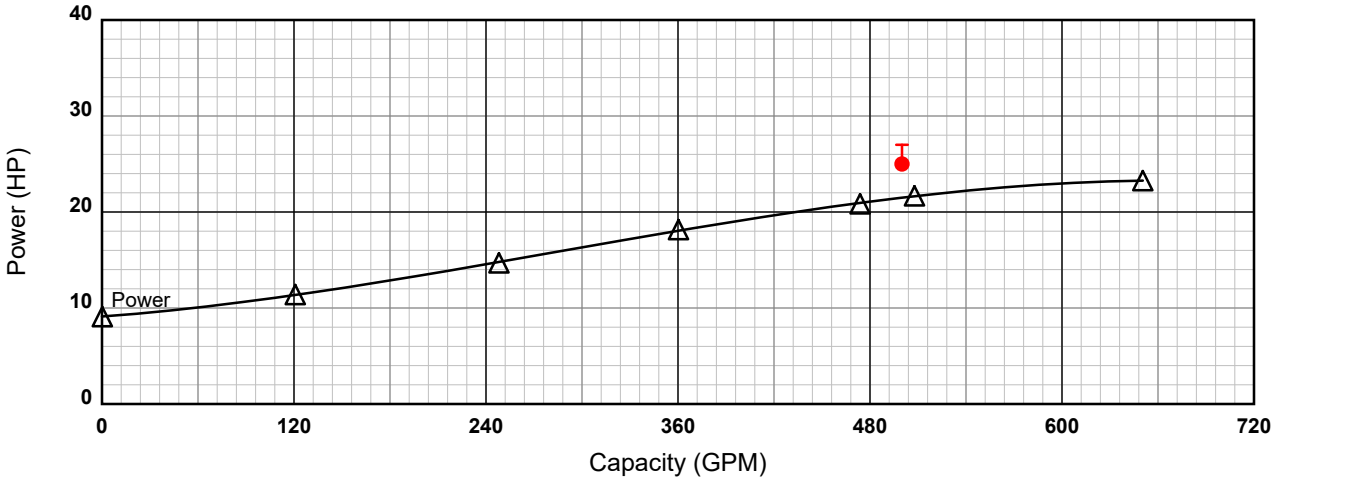
Witness

By:
Date:

GOULDS WATER TECHNOLOGY
a xylem brand

Customer: C H SPENCER/SALT LAKE CIT **Acceptance Standard:** ANSI/HI 14.6-Grade 2B **CO #:** 4651296
PO #:6073040 **Project:** **Test Date:** 5/20/2019





Pump #:	1		
Bowl Model:	9RCHC	**Required Speed (rpm):**	1770
Stages:	3	**Required Capacity (GPM):**	500
1st Imp. Dia (in):	6.88	**Required Bowl TDH (Feet):**	142.0
2nd Imp. Dia. (in):		**Required Efficiency (%):**	0%
Required Flow (GPM):	500		
Design Head (Feet):	142.1		
Design Efficiency (%):	85%		

Certified Test Results
By: Shane Smith
Title: ENGINEER
Date: 5/20/2019

Witness
By: _____
Date: _____

GOULDS WATER TECHNOLOGY
a xylem brand

TESTING SERVICES

CO #: 4651296

Customer: C H SPENCER/SALT LAKE CIT

Pump Type: VIT-DF

Bowl Model: 9RCHC

PREPARED BY: Shane Smith

DATE: 5/29/2019

GOULDS WATER TECHNOLOGY
a xylem brand

Customer: C H SPENCER/SALT LAKE CIT
PO #:6073040

Acceptance Standard: ANSI/HI 14.6-Grade 2B
Project:

CO #: 4651296
Test Date: 5/29/2019

Bowl Performance Test Conditions

Pump #:	2	**Specific Gravity:**	1	**Required Speed (rpm):**	1770
Pump Type:	VIT-DF	**Kinematic Viscosity (cSt):**	1.00	**Required Capacity (GPM):**	500
Bowl Model:	9RCHC	**Water Temp (°F):**	68.0	**Required Bowl TDH (Feet):**	142.0
Stages:	3	**Test Driver:**	2-pole 150hp	**Required Efficiency (%):**	0%
Impeller Material:	1203	**Driver S/N:**	09 15701522-0001 X 0001	**Pressure Trans.:**	Q4024
Bowl Material:	6911	**NOL Power (HP):**	25	**Torque Meter:**	2K (Q2705)
1st Imp. Dia (in):	6.88	**1st Imp. Qty:**	3	**Flow Meter:**	Q4049
2nd Imp. Dia. (in):		**2nd Imp. Qty:**		**Tested By:**	ELIAS

Readings During Test

POINTS	**1**	**2**	**3**	**4**	**5**	**6**	**7**
Discharge Head (Feet)	158.9	157.9	157.2	153.4	140.4	134.9	101.5
Gauge Elevation (Feet)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Velocity Head (Feet)	0.00	0.01	0.04	0.09	0.15	0.17	0.29
Friction Head (Feet)	0.00	0.00	0.01	0.02	0.03	0.03	0.04
Expansion Head (Feet)	0.00	0.14	0.58	1.30	2.28	2.60	4.44
Miscellaneous Head (Feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Input Voltage (V)*	353.1	352.7	352.8	352.2	352.6	352.0	352.3
Input Current (amp)*	38.4	41.8	47.1	54.1	59.2	60.4	63.5
Input Elec. Power (kW)*	8.8	10.7	13.1	15.8	17.9	18.3	19.6

* electrical power readings are for reference only.

Data Recorded at Running Speed

Speed (rpm)	1785	1783	1782	1780	1778	1778	1777
Capacity (GPM)	0	116	236	355	469	500	654
Bowl TDH (Feet)	164.4	163.5	163.3	160.3	148.4	143.2	111.7
Shaft Power (HP)	9.0	11.3	14.4	18.3	21.0	21.5	23.2
Bowl Efficiency (%)	0.0%	42.6%	67.6%	78.4%	83.6%	84.1%	79.6%

Data Converted to Customer's Speed

Speed (rpm)	1770	1770	1770	1770	1770	1770	1770
Capacity (GPM)	0	115	234	353	467	498	652
Bowl TDH (Feet)	161.7	161.2	161.2	158.5	147.0	142.0	110.9
Power (HP)	8.8	11.0	14.1	18.0	20.7	21.3	22.9
Bowl Efficiency (%)	0.0%	42.6%	67.6%	78.4%	83.6%	84.1%	79.6%

NAMEPLATE DATA

Model	VIT-DF
CAP	500 GPM
HEAD	142 Feet
SERIAL NUMBER	4651296-2
SIZE	9RCHC
MARKINGS	
NO STAGES	3
DATE	May 29, 2019

Certified Test Results

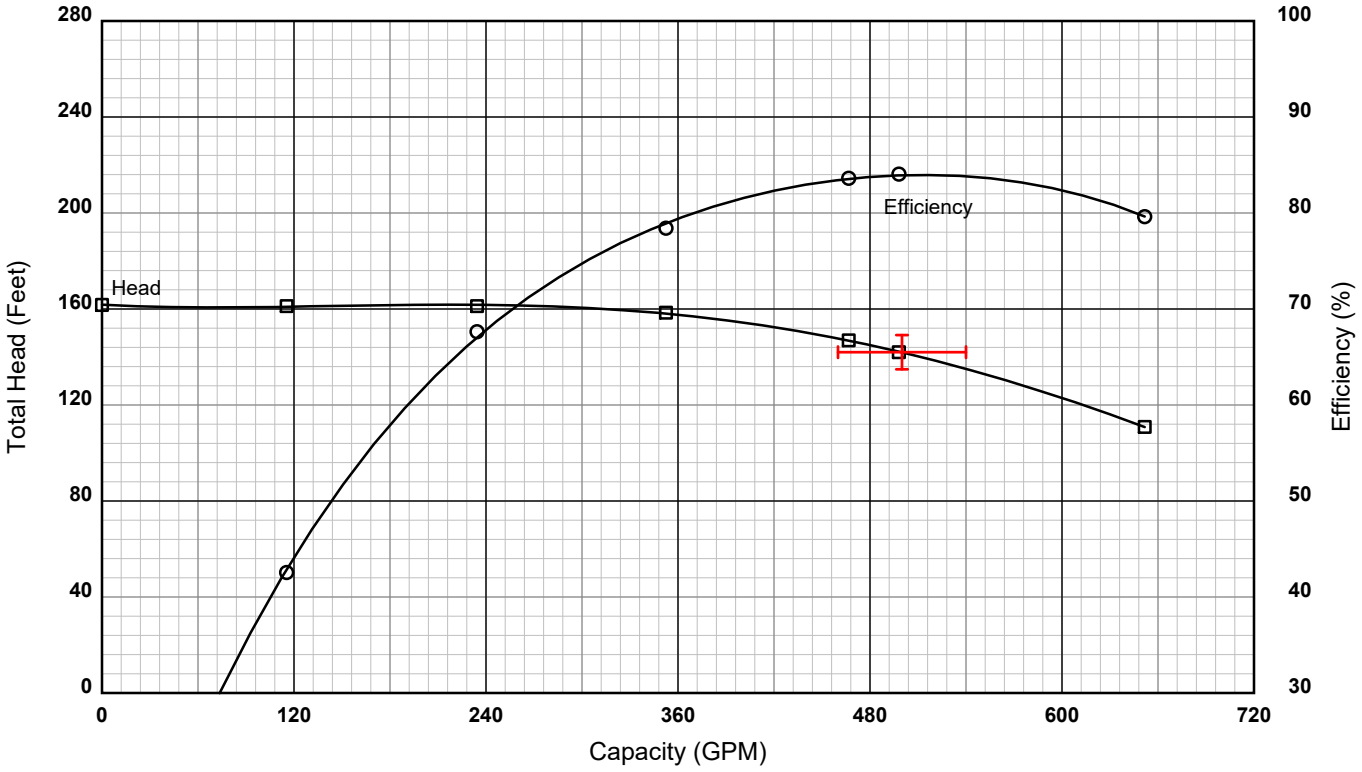
By: Shane Smith
Title: ENGINEER
Date: May 29, 2019

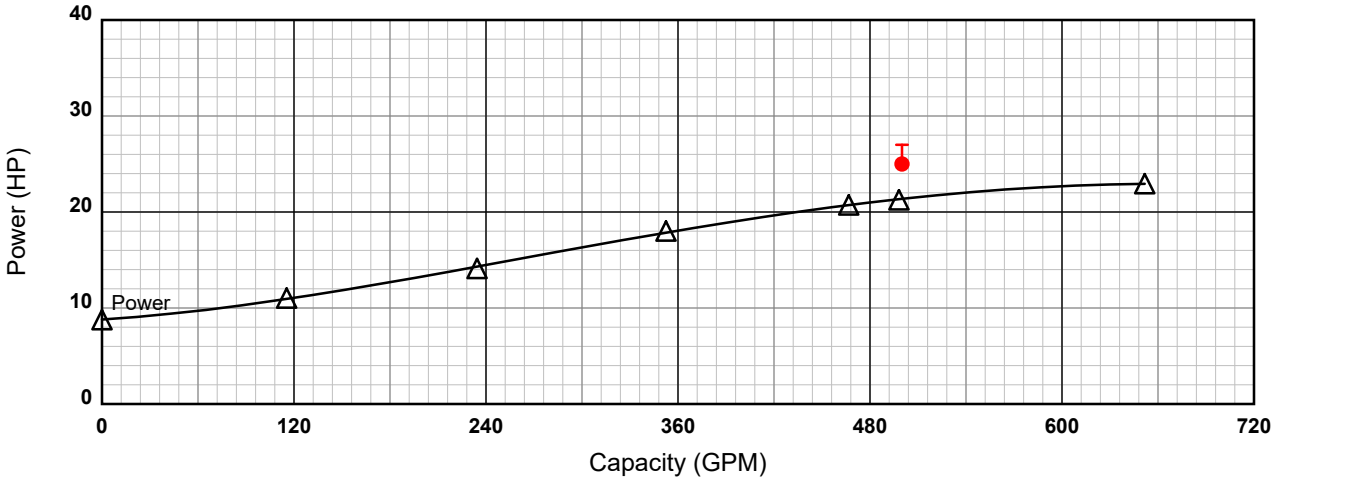
Witness

By:
Date:

GOULDS WATER TECHNOLOGY
a xylem brand

Customer: C H SPENCER/SALT LAKE CIT **Acceptance Standard:** ANSI/HI 14.6-Grade 2B **CO #:** 4651296
PO #:6073040 **Project:** **Test Date:** 5/29/2019





Pump #:	2		
Bowl Model:	9RCHC	**Required Speed (rpm):**	1770
Stages:	3	**Required Capacity (GPM):**	500
1st Imp. Dia (in):	6.88	**Required Bowl TDH (Feet):**	142.0
2nd Imp. Dia. (in):		**Required Efficiency (%):**	0%

Required Flow (GPM):	500
Design Head (Feet):	142.0
Design Efficiency (%):	84%

Certified Test Results
By: Shane Smith
Title: ENGINEER
Date: 5/29/2019

Witness
By: _____
Date: _____

C.H. Spencer LLC

Warranty

Goulds Pumps

STANDARD TERMS AND CONDITIONS

All sales and transactions with Goulds Pumps are subject to its Standard Terms and Conditions

WARRANTY – Company warrants title to the product(s) and, except as noted with respect to items not of Company's manufacturer, also warrants the product(s) on date of shipment to Purchaser, to be of the kind and quality described herein, and free of defects in workmanship and material. THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, INCLUDING BUT NOT LIMITED TO IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS, AND CONSTITUTES THE ONLY WARRANTY OF COMPANY WITH RESPECT TO THE PRODUCT(S).

If within one year from date of initial operation, but not more than eighteen months from date of shipment by Company of any item of product(s), Purchaser discovers that such item was not as warranted above and promptly notifies Company in writing thereof, Company shall remedy such nonconformance by, at Company's option, adjustment or repair or replacement of the item and any affected part of the product(s). Purchaser shall assume all responsibility and expense for removal, reinstallation, and freight in connection with the foregoing remedies. The same obligations and conditions shall extend to replacement parts furnished by Company hereunder. Company shall have the right of disposal of parts replaced by it. Purchaser agrees to notify Company, in writing, of any apparent defects in design, material or workmanship, prior to performing any corrective action back chargeable to the Company. Purchaser shall provide a detailed estimate and approval by the Company.

ANY SEPARATELY LISTED ITEM OF THE PRODUCT(S) WHICH IS NOT MANUFACTURED BY THE COMPANY IS NOT WARRANTED BY COMPANY and shall be covered only by the express warranty, if any, of the manufacturer thereof.

THIS STATES PURCHASER'S EXCLUSIVE REMEDY AGAINST COMPANY AND ITS SUPPLIERS RELATING TO THE PRODUCT(S), WHETHER IN CONTRACT OR IN TORT OR UNDER ANY OTHER LEGAL THEORY, AND WHETHER ARISING OUT OF WARRANTIES, REPRESENTATIONS, INSTRUCTIONS, INSTALLATIONS OR DEFECTS FROM ANY CAUSE. Company and its suppliers shall have no obligation as to any product which has been improperly stored or handled, or which has not been operated or maintained according to instructions in Company or supplier furnished manuals.

PATENTS – Company shall pay costs and damages finally awarded in any suit against Purchaser or its vendees to the extent based upon a finding that the design or construction of the product(s) as furnished infringes a United States patent (except infringement occurring as a result of incorporating a design or modification at Purchaser's request) provided that Purchaser promptly notifies Company of any charge of such infringement, and Company is given the right at its expense to settle such charge and to defend or control the defense of any suit based upon such charge. THIS PARAGRAPH SETS FORTH COMPANY'S EXCLUSIVE LIABILITY WITH RESPECT TO PATENTS.

BUYER DATA – Timely performance is contingent upon the Purchaser supplying to the Company, when needed, all required technical information, including drawing approval, and all required commercial documentation.

NUCLEAR – Purchaser represents and warrants that the product(s) covered by this contract shall not be used in or in connection with a nuclear facility or application.

NONCANCELLATION – Purchaser may not cancel or terminate for convenience, or direct suspension of manufacture, except on mutually acceptable terms.

DELAYS – If Company suffers in performance due to any cause beyond its control, including but not limited to act of God, war, act or failure to act of government, act or omission of Purchaser, fire, flood, strike or labor troubles, sabotage, or delay in obtaining from others suitable services, materials, components, equipment or transportation, the time of performance shall be extended a period of time equal to the period of the delay and its consequences. Company will give to Purchaser notice in writing within a reasonable time after Company becomes aware of any such delay.

STORAGE – Any item of the product(s) on which manufacture or shipment is delayed by causes within Purchaser's control, or by causes which affect Purchaser's ability to receive the product(s), may be placed in storage by Company for Purchaser's account and risk.

SHIPMENT – The term "shipment" means delivery to the initial carrier in accordance with the delivery terms of this order. Company may make partial shipments. Company shall select method of transportation and route, unless terms are f.o.b. point of shipment and Purchaser specifies the method and route and is to pay the freight costs in addition to the price. When terms are f.o.b. destination or freight allowed to destination, "destination" means common carrier delivery point (within continental United States, excluding Alaska) nearest the destination. For movement outside the United States. Company shall arrange for inland carriage to port of exit and shall cooperate with Purchaser's agents in making necessary arrangements for overseas carriage and preparing necessary documents.

SPECIAL SHIPPING DEVICES – On shipments to a destination in the continental United States or Canada, Company has the right to add to the invoice, as a separate item, the value of any special shipping device (barrel, reel, tarpaulin, cradle, crib and the like) used to contain or protect the product(s) invoiced, while in transit. Full credit will be given on the return to Company of the device in a reusable condition, f.o.b. destination, freight prepaid.

TITLE AND INSURANCE – Title to the product(s) and risk of loss or damage shall pass to Purchaser at the f.o.b. point, except that a security interest in the product(s) and proceeds and any replacement shall remain in Company, regardless of models of attachment to realty or other property, until the full price has been paid in cash. Purchaser agrees to do all acts necessary to perfect and maintain said security interest, and to protect Company's interest by adequately insuring the product(s) against loss or damage from any external cause with Company named as insured or co-insured.

Product warranty

Coverage

ITT undertakes to remedy these faults in products sold by ITT under these conditions:

- The faults are due to defects in design, materials, or workmanship.
- The faults are reported to an ITT representative within the warranty period.
- The product is used only under the conditions described in this manual.
- The monitoring equipment incorporated in the product is correctly connected and in use.
- All service and repair work is done by ITT-authorized personnel.
- Genuine ITT parts are used.
- Only Ex-approved spare parts and accessories authorized by ITT are used in Ex-approved products.

Limitations

The warranty does not cover faults caused by these situations:

- Deficient maintenance
- Improper installation
- Modifications or changes to the product and installation made without consulting ITT
- Incorrectly executed repair work
- Normal wear and tear

ITT assumes no liability for these situations:

- Bodily injuries
- Material damages
- Economic losses

Warranty claim

ITT products are high-quality products with expected reliable operation and long life. However, should the need arise for a warranty claim, please contact your ITT representative.