

Specifications

A. General:

Provide dry pit submersible sewage pumps suitable for continuous duty operation underwater without loss of water tight integrity to a depth of 65 feet. Pump system design shall include permanently mounted suction elbow on which the pump/motor unit is mounted. The motor and pump shall be designed, manufactured, and assembled by the same manufacturer.

B. Manufacturer:

EBARA International Corporation

C. Pump Characteristics:

Pumps shall conform to the following requirements:

Number of units	
Design flow (gpm)	
Design TDH (ft)	
Minimum shut off head (ft)	
RPM	1800
Maximum HP	
Minimum efficiency at design (%)	
Minimum power factor at design (%)	
Voltage/HZ	208/230V, 460V / 60
Phase	3

D. Pump Construction:

All major parts of the pumping unit(s) including casing, impeller, suction cover, wear rings, motor frame, suction and discharge elbows shall be manufactured from gray cast iron, ASTM A-48 Class 30. Castings shall have smooth surfaces devoid of blow holes or other casting irregularities. Casing design shall be centerline discharge with a large radius on the cut water to prevent clogging. Units shall be furnished with a discharge elbow and 125 lb. flat face ANSI flange. The suction elbow shall include a hand clean-out port. All exposed bolts and nuts shall be 304 stainless steel. All mating surfaces of major components shall be machined and fitted with NBR O-rings where watertight sealing is required. Machining and fitting shall be such that sealing is accomplished by automatic compression of O-rings in two planes and O-ring contact is made on four surfaces without the requirement of specific torque limits. Internal and external surfaces are prepared to SPPC-VISI-SP-3-63 then coated with a zinc-chromate primer. The external surfaces are then coated with an H.B. Tnemecol 46-465 Coal Tar paint

1. Impellers:

- For units 15 to 30 HP, the impeller shall be a mixed flow multi-vane semi-open design. It shall be dynamically balanced and shall be designed for solids handling with a long thrulet without acute turns. The inlet edge of the impeller vanes shall be angled toward the impeller periphery so as to facilitate the release of objects that might otherwise clog the pump. The 15 to 30 HP impeller design shall also include back pump out vanes to reduce the pressure and entry of foreign materials into the mechanical seal area. In addition, a lip seal shall be located behind the impeller hub to further reduce the entry of foreign materials into the seal area. Impellers shall be direct connected to the motor shaft with a slip fit, key driven, and secured with an impeller bolt. The design shall include a replaceable cast iron suction cover. The suction cover shall be designed such that it may be adjusted to maintain working clearances and hydraulic efficiencies.
- For high head units, 4" discharge, 40 to 60 HP shall have a radial multi-vane, enclosed impeller design. It shall be dynamically balanced and shall be designed for solids handling with a long thrulet without acute turns. The inlet edge of the impeller vanes shall be angled toward the impeller periphery so as to facilitate the release of objects that might otherwise clog the pump. A lip seal shall be located behind the impeller hub to reduce the entry of foreign materials into the mechanical seal area. Impellers shall be direct connected to the motor shaft with a slip fit, key driven, and secured with an impeller bolt. The design shall include a replaceable casing wear ring at the pump suction to maintain working clearances and hydraulic efficiencies.

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- c. For units 6" to 12" discharge sizes, 40 to 60 HP, the impeller shall be a mixed flow multi-vane enclosed design. It shall be dynamically balanced and shall be designed for solids handling with a long thrulet without acute turns. The inlet edge of the impeller vanes shall be angled toward the impeller periphery so as to facilitate the release of objects that might otherwise clog the pump. A lip seal shall be located behind the impeller hub to reduce the entry of foreign materials into the seal area. Impellers shall be direct connected to the motor shaft with a slip fit, key driven, and secured with an impeller bolt. The design shall include replaceable upper and lower case rings to maintain working clearances and hydraulic efficiencies.

2. Mechanical Seals:

Pumps shall be designed to include a double mechanical seal in a tandem arrangement. Each seal shall be positively driven and act independently with its own spring system. The upper seal operates in an oil bath, while the lower seal is lubricated by the oil from between the shaft and the seal faces, and in contact with the pumpage. The oil filled seal chamber shall be designed to prevent over-filling and include an anti-vortexing vane to insure proper lubrication of both seal faces. Lower face materials shall be silicon carbide (tungsten carbide for 150 to 300DLF 50 and 60 HP only), upper faces carbon vs. ceramic, NBR elastomers, and 304SS hardware. Seal system shall not rely on pumping medium for lubrication.

E. Motor Construction:

The pump motor shall be an air filled induction type with a squirrel cage rotor, shell type design, built to NEMA MG-1, Design B specifications. Stator windings shall be copper, insulated with moisture resistant Class F insulation, rated for 311°F. The stator shall be dipped and baked three times in Class F varnish and heat shrunk fitted into the stator housing. Rotor bars and short circuit rings shall be manufactured of cast aluminum. Motor shaft shall be one piece AISI420 material, rotating on two permanently lubricated ball bearings designed for a minimum B-10 life of 60,000 hours. Motor service factor shall be 1.15 and capable of up to 20 starts per hour. The motor shall be designed for continuous duty pumping at a maximum sump temperature of 104°F. Voltage and frequency tolerances shall be a maximum 10 / 5% respectively. Motor over temperature protection shall be provided by miniature thermal protectors embedded in the windings. Mechanical seal failure protection shall be provided by a mechanical float switch located in a chamber above the seal. This switch shall be comprised of a magnetic float that actuates a dry reed switch encapsulated within the stem. Should the mechanical seal fail, liquid shall be directed into the float chamber, in which the rising liquid activates the switch opening the normally closed circuit. For units 15 to 30 HP the float body and float shall be a polypropylene material. Units 40 HP and greater, the float switch components shall be 304SS. The motor shall be non-overloading over the entire specified range of operation.

The motor design shall also include an integral cooling jacket constructed of steel, A283, Grade D. The cooling medium shall be the pumpage. Re-circulation through the jacket shall be achieved by discharging the pumpage into the cooling jacket from the periphery, high pressure area, of the impeller, and returning it into the low pressure behind the impeller, at the hub. The cooling passageways shall be non-clogging by virtue of the dimensions; screening solids from entering the jacket. The jacket shall have external NPT connections to be used for external cooling as an option, as well as for venting the jacket. The jacket cooling system shall provide heat dissipation for the motor whether the unit is submerged or operating in air.

The power cable jacket shall be manufactured of an oil resistant chloroprene rubber material, designed for submerged applications. Cable shall be watertight to a depth of at least 65'. The cable entry system shall comprise of primary, secondary, and tertiary sealing methods. The primary seal shall be achieved by a cylindrical elastomeric grommet compressed between the motor cover and a 304SS washer. Secondary sealing is accomplished with a compressed O-ring made of NBR material. Compression and subsequent sealing shall preclude specific torque requirements. The system shall also include tertiary sealing to prevent leakage into the motor housing due to capillary action through the insulation if the cable is damaged or cut. The cable wires shall be cut, stripped, re-connected with a copper butt end connector, and embedded in epoxy within the cable gland. This provides a dead end for leakage through the cable insulation into the motor junction area. The cable entry system shall be the same for both the power and control cables.