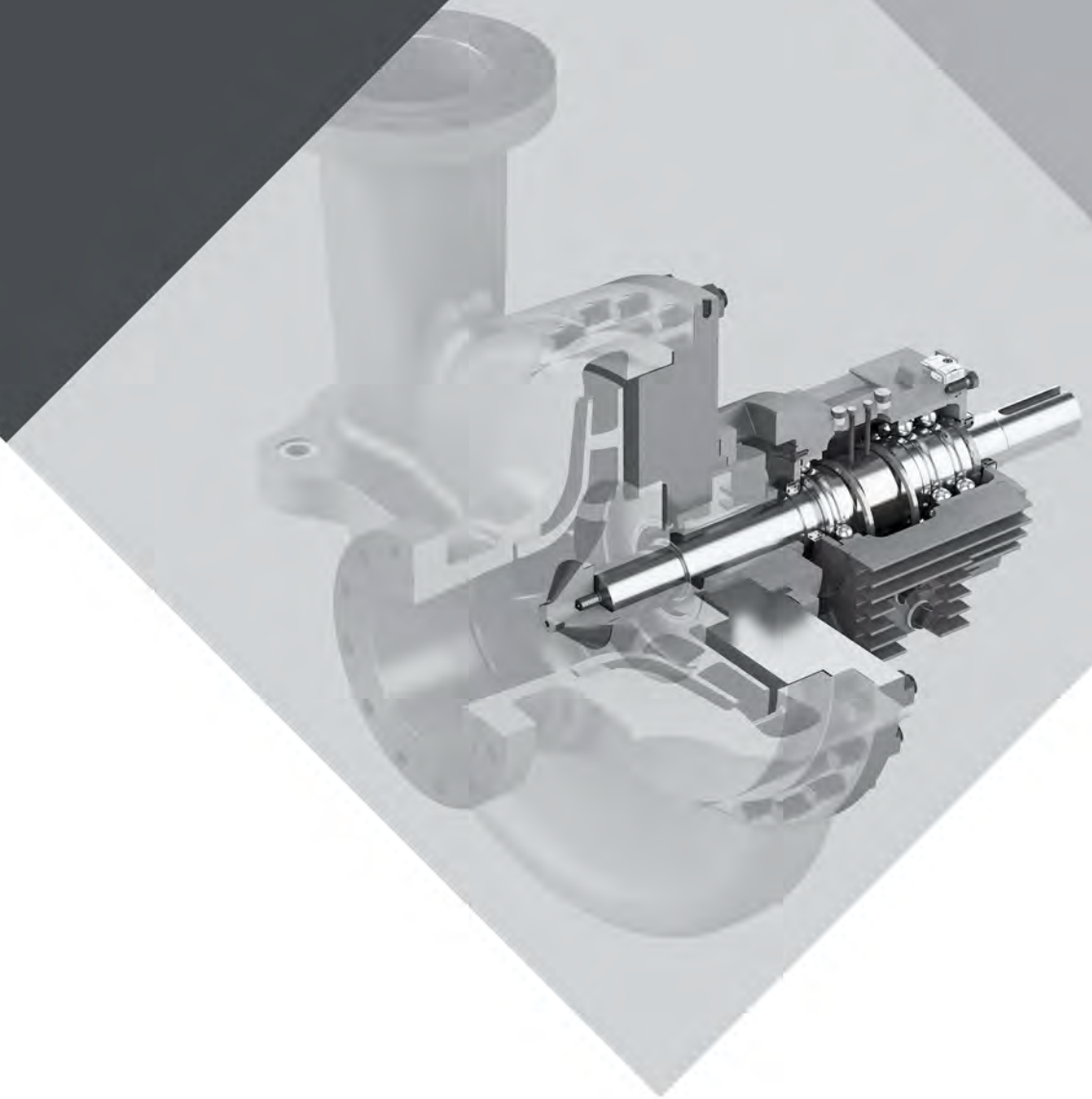
GOULDS PUMPS

Installation, Operation, and Maintenance Manual

Model PRX-OH2, API Type OH2/ISO 13709 1st and 2nd Editions / API610 8th, 9th, 10th and 11th Editions



ITT

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1 Introduction and Safety

1.1 Introduction and Safety

1.1.1 Introduction

Purpose of this manual

NOTICE:
This IOM specifically covers the Power End and does not cover motor mechanical seal and pump end. All work should be done following good engineering practices and local legislation.

The purpose of this manual is to provide necessary information for:

- Installation
- Operation
- Maintenance

CAUTION:
Failure to observe the instructions contained in this manual could result in personal injury and/or property damage, and may void the warranty. Read this manual carefully before installing and using the product.

NOTICE:
Save this manual for future reference and keep it readily available.

1.1.1.1 Requesting other information

Special versions can be supplied with supplementary instruction leaflets. See the sales contract for any modifications or special version characteristics. For instructions, situations, or events that are not considered in this manual or in the sales documents, please contact the nearest ITT representative.

Always specify the exact product type and identification code when requesting technical information or spare parts.

1.1.2 Safety

WARNING:

- Risk of serious personal injury. Applying heat to impellers, propellers, or their retaining devices can cause trapped liquid to rapidly expand and result in a violent explosion. This manual clearly identifies accepted methods for disassembling units. These methods must be adhered to. Never apply heat to aid in their removal unless explicitly stated in this manual.
- The operator must be aware of the pumpage and take appropriate safety precautions to prevent physical injury.
- Risk of serious injury or death. If any pressure-containing device is over-pressurized, it can explode, rupture, or discharge its contents. It is critical to take all necessary measures to avoid over-pressurization.

- Risk of death, serious personal injury, and property damage. Installing, operating, or maintaining the unit using any method not prescribed in this manual is prohibited. Prohibited methods include any modification to the equipment or use of parts not provided by ITT. If there is any uncertainty regarding the appropriate use of the equipment, please contact an ITT representative before proceeding.
- If the pump or motor is damaged or leaking, electric shock, fire, explosion, liberation of toxic fumes, physical harm, or environmental damage may result. Do not operate the unit until the problem has been corrected or repaired.
- Risk of serious personal injury or property damage. Dry running may cause rotating parts within the pump to seize to non-moving parts. Do not run dry.
- Risk of death, serious personal injury, and property damage. Heat and pressure buildup can cause explosion, rupture, and discharge of pumpage. Never operate the pump with suction and/or discharge valves closed.
- Running a pump without safety devices exposes operators to risk of serious personal injury or death. Never operate a unit unless appropriate safety devices (guards, etc.) are properly installed. See specific information about safety devices in other sections of this manual.

CAUTION:

- Risk of injury and/or property damage. Operating a pump in an inappropriate application can cause over pressurization, overheating, and/or unstable operation. Do not change the service application without the approval of an authorized ITT representative.

1.1.2.1 Safety terminology and symbols

About safety messages

It is extremely important that you read, understand, and follow the safety messages and regulations carefully before handling the product. They are published to help prevent these hazards:

- Personal accidents and health problems
- Damage to the product
- Product malfunction

Hazard levels

Hazard 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
NOTICE:	• A potential situation which, if not avoided, could result in undesirable conditions • A practice not related to personal injury

Hazard categories

Hazard categories can either fall under hazard levels or let specific symbols replace the ordinary hazard level symbols.

Electrical hazards are indicated by the following specific symbol:

ELECTRICAL HAZARD:

These are examples of other categories that can occur. They fall under the ordinary hazard levels and may use complementing symbols:

- Crush hazard
- Cutting hazard
- Arc flash hazard

1.1.2.2 Environmental safety

The work area

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

Waste and emissions regulations

Observe these safety regulations regarding waste and emissions:

- Appropriately dispose of all waste.
- Handle and dispose of the processed liquid 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.

WARNING:
If the product has been contaminated in any way, such as from toxic chemicals or nuclear radiation, do NOT send the product to ITT until it has been properly decontaminated and advise ITT of these conditions before returning.

Electrical installation

For electrical installation recycling requirements, consult your local electric utility.

1.1.2.2.1 Recycling guidelines

Always follow local laws and regulations regarding recycling.

1.1.2.3 User safety

General safety rules

These safety rules apply:

- 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.
- Always bear in mind the risk of drowning, electrical accidents, and burn injuries.

Safety equipment

Use safety equipment according to the company regulations. Use this safety equipment within the work area:

- Helmet
- Safety goggles, preferably with side shields
- Protective shoes
- Protective gloves
- Gas mask
- Hearing protection
- First-aid kit
- Safety devices

Electrical connections

Electrical connections must be made by certified electricians in compliance with all international, national, state, and local regulations. For more information about requirements, see sections dealing specifically with electrical connections.

1.1.2.3.1 Precautions before work

Observe these safety precautions before you work with the product or are 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 it operates at extreme temperatures.
- Recognize the site emergency exits, eye wash stations, emergency showers and toilets.
- 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 is thoroughly clean.
- Make sure that there are no poisonous gases within the work area.
- Make sure that you have quick access to a first-aid kit.
- Disconnect and lock out power before servicing.
- Check the explosion risk before you weld or use electric hand tools.

1.1.2.3.2 Wash the skin and eyes

1. Follow these procedures for chemicals or hazardous fluids that have come into contact with your eyes or your skin:

Condition	Action
Chemicals or hazardous fluids in eyes	1. Hold your eyelids apart forcibly with your fingers. 2. Rinse the eyes with eyewash or running water for at least 15 minutes. 3. Seek medical attention.

Condition	Action
Chemicals or hazardous fluids on skin	1. Remove contaminated clothing. 2. Wash the skin with soap and water for at least 1 minute. 3. Seek medical attention, if necessary.

1.1.2.4 Product approval standards

Regular standards

WARNING:
Use of equipment unsuitable for the environment can pose risks of ignition and/or explosion. Ensure the pump driver and all other auxiliary components meet the required area classification at the site. If they are not compatible, do not operate the equipment and contact an ITT representative before proceeding.

All standard products are approved according to CSA standards in Canada and UL standards in USA. The drive unit degree of protection follows IP68 according to standard IEC 60529.

1.1.2.5 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.

Guidelines for compliance

Compliance is only fulfilled when the pump is operated within its intended use, for example within its intended hydraulic range. The conditions of the service must not be changed without approval of an authorized ITT representative. When installing or maintaining explosion-proof pumps, follow these guidelines:

WARNING:
Risk of serious personal injury. Applying heat to impellers, propellers, or their retaining devices can cause trapped liquid to rapidly expand and result in a violent explosion. This manual clearly identifies accepted methods for disassembling units. These methods must be adhered to. Never apply heat to aid in their removal unless explicitly stated in this manual.

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:

- Ⓔx All work on the product must be carried out by certified electricians and ITT-authorized mechanics. Special rules apply to installations in explosive atmospheres.

- ⟨Ex⟩ 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.
- ⟨Ex⟩ Any maintenance for Ex-approved products must conform to international and national standards.

Product and product handling requirements

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

- Only use the product 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.
- 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.
- 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

1.1.3 Product warranty

Coverage

ITT undertakes to remedy faults in products from 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, then contact your ITT representative.

2 Transportation and Storage

2.1 Transportation and Storage

2.1.1 Inspect the delivery

2.1.1.1 Inspect the package

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.
   If the product has been picked up at a distributor, make a claim directly to the distributor.

2.1.1.2 Inspect the unit

1. Remove packing materials from the product.
   Dispose of all packing materials in accordance with local regulations.
2. Inspect the product to determine if any parts have been damaged or are missing.
3. If applicable, unfasten the product by removing any screws, bolts, or straps.
   For your personal safety, be careful when you handle nails and straps.
4. Contact your sales representative if anything is out of order.

2.1.2 Transportation guidelines

2.1.2.1 Pump handling

WARNING:
Dropping, rolling or tipping units, or applying other shock loads, can cause property damage and/or personal injury. Ensure that the unit is properly supported and secure during lifting and handling.

CAUTION:
Risk of injury or equipment damage from use of inadequate lifting devices. Ensure lifting devices (such as chains, straps, forklifts, cranes, etc.) are rated to sufficient capacity.

2.1.2.2 Lifting methods

WARNING:

- Risk of serious personal injury or equipment damage. Proper lifting practices are critical to safe transport of heavy equipment. Ensure that practices used are in compliance with all applicable regulations and standards.
- Safe lifting points are specifically identified in this manual. It is critical to lift the equipment only at these points. Integral lifting eyes or eye bolts on pump and motor components are intended for use in lifting the individual components only.

- Lifting and handling heavy equipment poses a crush hazard. Use caution during lifting and handling and wear appropriate Personal Protective Equipment (PPE, such as steel-toed shoes, gloves, etc.) at all times. Seek assistance if necessary.

NOTICE:

The User is responsible for the integrity of the components not supplied by ITT including their lifting points and/or external lifting devices. These instructions are offered as a guideline.

Table 1: Methods

Pump type	Lifting method
A bare pump without lifting handles	Use a suitable sling attached properly to solid points like the casing, the flanges, or the frames.
A base-mounted pump	Use slings under the pump casing and the drive unit, or under the base rails.

Examples

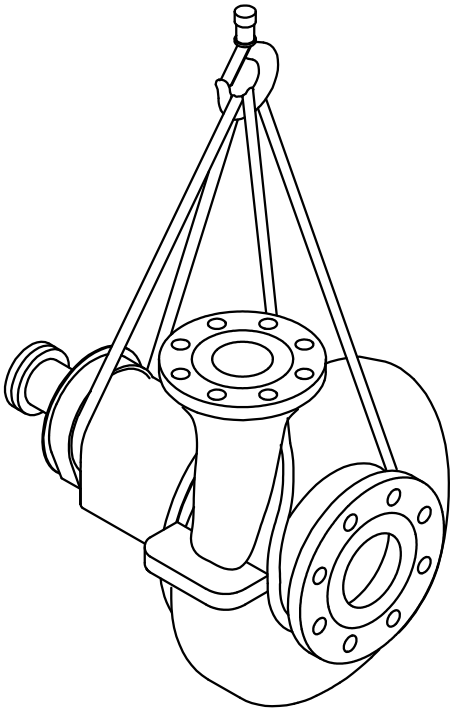


Figure 1: Example of a proper lifting method

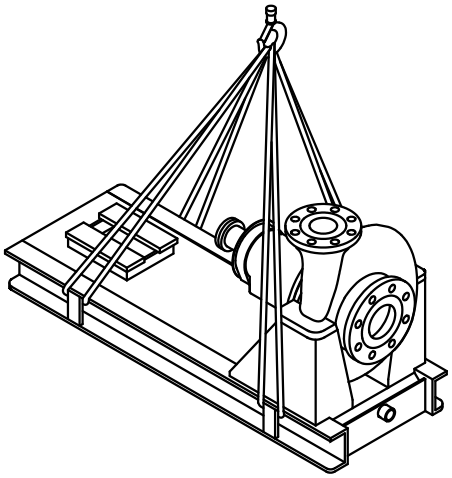


Figure 2: Example of a proper lifting method

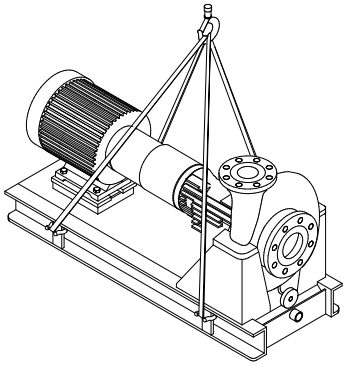


Figure 3: Example of a proper lifting method

2.1.3 Storage guidelines

2.1.3.1 Pump storage requirements

Storage requirements depend on the amount of time that you store the unit. The normal packaging is designed only to protect the unit during shipping.

Length of time in storage	Storage requirements
Upon receipt/short-term (less than six months)	• Store in a covered and dry location. • Store the unit free from dirt and vibrations.
Long-term (more than six months)	• Store in a covered and dry location. • Store the unit free from heat, dirt, and vibrations. • Rotate the shaft by hand several times at least every three months.

Treat bearing and machined surfaces so that they are well preserved. Refer to drive unit and coupling manufacturers for their long-term storage procedures.

You can purchase long-term storage treatment with the initial unit order or you can purchase it and apply it after the units are already in the field. Contact your local ITT sales representative.

2.1.4 Frostproofing

Table 2: Situations when the pump is or is not frostproof

Situation	Condition
Operating	The pump is frostproof.
Immersed in a liquid	The pump is frostproof.
Lifted out of a liquid into a temperature below freezing	The impeller might freeze.

3 Product Description

3.1 Product Description

3.1.1 General description PRX-OH2

Product description

The Model PRX-OH2 is a Power End Upgrade that meets the requirements of API Standard 610 11th Edition (ISO 13709).

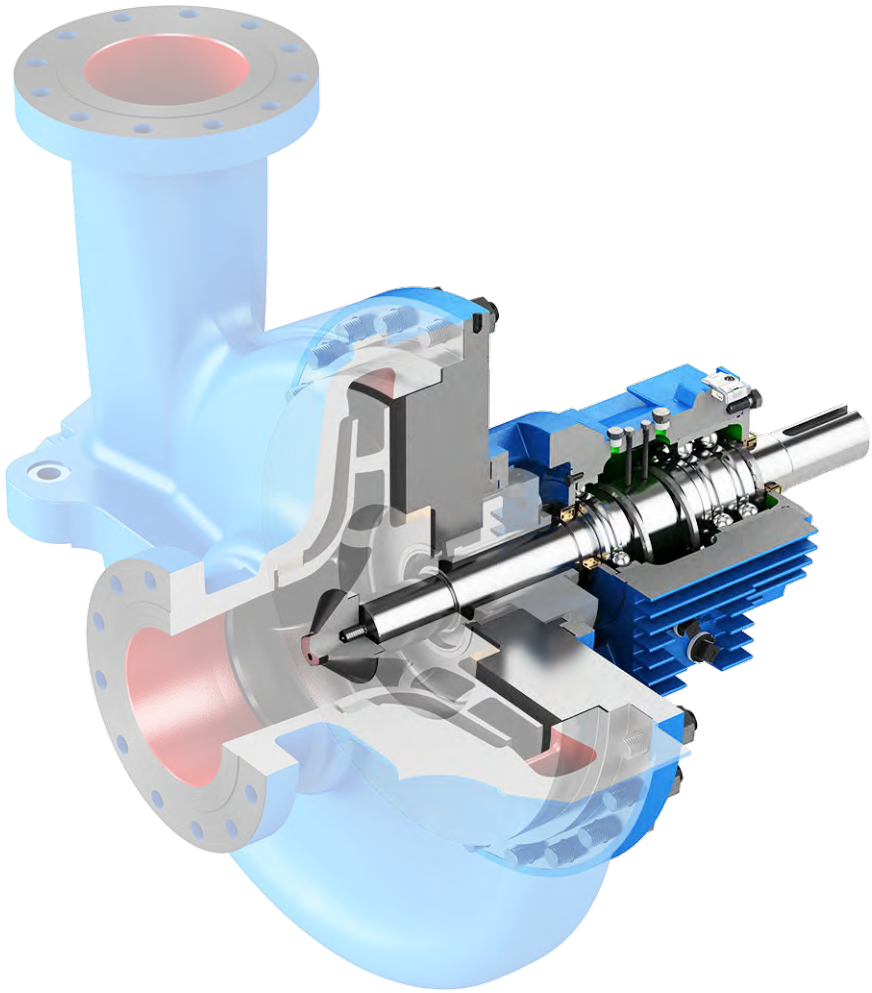


Figure 4: PRX-OH2 pump

Seal-chamber cover

The seal-chamber cover meets API 682 3rd Edition dimensions for improved performance of mechanical seals.

Power end

The power end has the following characteristics:

- Standard ring oil-lubricated bearings

- Labyrinth seals on the power end
- Optional pure and purge oil mist lubrication (some machining is required to convert from ring oil lubrication to oil mist)

Shaft

The standard shaft is machined and ground to comply with API 610 11th Edition (ISO 13709) criteria.

Bearings

Bearing type	Characteristics
Inboard (radial)	• Consists of a single-row deep-groove ball bearing • Carries only radial load • Freely floats axially in the frame
Outboard (thrust)	• Consists of a duplex-angular contact bearing, which uses a pair of single-row angular contact ball bearings mounted back-to-back • Shouldered and locked to the shaft • Retained in the bearing frame to enable it to carry radial and thrust loads

All fits are precision-machined to industry standards.

3.1.1.1 Nameplate information

Important information for ordering

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.

Refer to the nameplate on the pump casing for most of the information. See Parts List for item numbers.

Nameplate types

Nameplate	Description
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.

Nameplate on the bearing frame

Figure 5: Nameplate on the bearing frame

Table 3: Explanation of the nameplate on the bearing frame

Nameplate field	Explanation
BRG. O. B.	Outboard bearing designation

Nameplate field	Explanation
BRG. I. B.	Inboard bearing designation
S/N	Serial number of the pump
LUBE	Lubricant, oil or grease

ATEX nameplate

Figure 6: ATEX nameplate

Nameplate field	Explanation
II	Group 2
2	Category 2
G/D	Use when gas and dust are present
T4	Temperature class

The code classification marked on the equipment should be in accordance with the specified area where the equipment will be installed. If it is not, please contact your ITT/Goulds representative before proceeding.

WARNING:
Use of equipment unsuitable for the environment can pose risks of ignition and/or explosion. Ensure the pump driver and all other auxiliary components meet the required area classification at the site. If they are not compatible, do not operate the equipment and contact an ITT representative before proceeding.

4 Installation

4.1 Installation

4.1.1 Preinstallation

NOTICE:

- Refer to pump OEM's installation instructions for components not supplied by ITT.
- The correct performance of the power end depends on other pump components including structural and foundation, power transmission, driver, piping, etc. These need to be properly designed and be installed and assembled in accordance with their respective manufacturers' IOM manuals and best practices. Failure to do so may result in personal injury and/or equipment damage.
- Product warranty only covers ITT scope of supply. ITT cannot be held liable for malfunction or pump damage, including parts supplied by ITT, due to problems originated within components supplied by others.

4.1.2 Install the pump, driver, and coupling

1. Mount and fasten the pump on the baseplate. Use applicable bolts.
2. Mount the driver on the baseplate. Use applicable bolts and hand tighten.
3. Install the coupling.
   See the installation instructions from the coupling manufacturer.

4.1.3 Pump-to-driver alignment

Precautions

WARNING:

- Failure to disconnect and lock out driver power may result in serious physical injury or death. Always disconnect and lock out power to the driver before performing any installation or maintenance tasks.
  - Electrical connections must be made by certified electricians in compliance with all international, national, state, and local rules.
  - Refer to driver/coupling/gear manufacturer's installation and operation manuals (IOM) for specific instructions and recommendations.

Alignment methods

Three common alignment methods are used:

- Dial indicator
- Reverse dial indicator
- Laser

Follow the instructions from the equipment manufacturer when you use the reverse dial indicator or laser methods. Detailed instructions for using the dial indicator method are contained in this chapter.

4.1.3.1 Alignment checks

When to perform alignment checks

You must perform alignment checks under these circumstances:

- The process temperature changes.
- The piping changes.
- The pump has been serviced.

Types of alignment checks

Type of check	When it is used
Initial alignment (cold alignment) check	Prior to operation when the pump and the driver are at ambient temperature.
Final alignment (hot alignment) check	After operation when the pump and the driver are at operating temperature.

Initial alignment (cold alignment) checks

When	Why
Before you grout the baseplate	This ensures that alignment can be accomplished.
After you grout the baseplate	This ensures that no changes have occurred during the grouting process.
After you connect the piping	This ensures that pipe strains have not altered the alignment. If changes have occurred, you must alter the piping to remove pipe strains on the pump flanges.

Final alignment (hot alignment) checks

When	Why
After the first run	This ensures correct alignment when both the pump and the driver are at operating temperature.
Periodically	This follows the plant operating procedures.

4.1.3.2 Permitted indicator values for alignment checks

NOTICE:
The specified permitted reading values are valid only at operating temperature. For cold settings, other values are permitted. The correct tolerances must be used. Failure to do so can result in misalignment. Contact ITT for further information.

IMPORTANT

- For electric motors, the motor shaft initial (cold) parallel vertical alignment setting should be 0.05 to 0.10 mm | 0.002 to 0.004 in. lower than the pump shaft.
- For other drivers such as turbines and engines, follow the driver manufacturer's recommendations.
- The driver shaft initial (cold) parallel vertical alignment setting should be lower than the pump shaft. Follow the driver manufacturer's recommendations.

When dial indicators are used to check the final alignment, the pump and drive unit are correctly aligned when these conditions are true:

- The Total Indicated Reading (T.I.R.) is at 0.05 mm | 0.002 in. or less at operating temperature.
- The tolerance of the indicator is 0.0127 mm per mm | 0.0005 in. per in. of indicator separation for the reverse dial indicator or laser method when the pump and driver are at operating temperature.

4.1.3.3 Alignment measurement guidelines

Guideline	Explanation
Rotate the pump coupling half and the driver coupling half together so that the indicator rods have contact with the same points on the driver coupling half.	This prevents incorrect measurement.
Move or shim only the driver in order to make adjustments.	This prevents strain on the piping installations.
Make sure that the hold-down bolts for the driver are tight when you take indicator measurements.	This keeps the driver stationary since movement causes incorrect measurement.
Make sure that the hold-down bolts for the driver are loose before you make alignment corrections.	This makes it possible to move the driver when you make alignment corrections.
Check the alignment again after any mechanical adjustments.	This corrects any misalignments that an adjustment may have caused.

4.1.3.4 Attach the dial indicators for alignment

You must have two dial indicators in order to complete this procedure.

1. Attach two dial indicators on the pump coupling half (X):
   a) Attach one indicator (P) so that the indicator rod comes into contact with the perimeter of the driver coupling half (Y).
   This indicator is used to measure parallel misalignment.
   b) Attach the other indicator (A) so that the indicator rod comes into contact with the inner end of the driver coupling half.
   This indicator is used to measure angular misalignment.

Figure 7: Dial indicator attachment

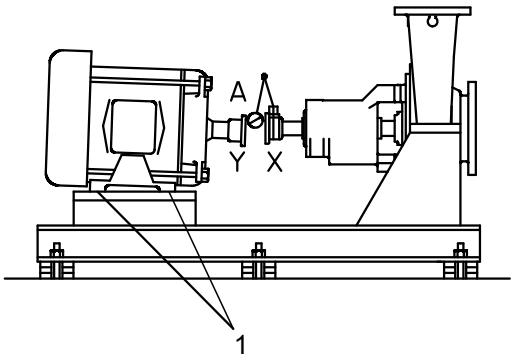
2. Rotate the pump coupling half (X) in order to check that the indicators are in contact with the driver coupling half (Y) but do not bottom out.
3. Adjust the indicators if necessary.

4.1.3.5 Pump-to-driver alignment instructions

4.1.3.5.1 Perform angular alignment for a vertical correction

1. Set the angular alignment indicator to zero at the top-center position (12 o'clock) of the driver coupling half (Y).
2. Rotate the indicator to the bottom-center position (6 o'clock).
3. Record the indicator reading.

When the reading value is...	Then...
Negative	The coupling halves are farther apart at the bottom than at the top. Perform one of these steps: • Add shims in order to raise the feet of the driver at the shaft end. • Remove shims in order to lower the feet of the driver at the other end.
Positive	The coupling halves are closer at the bottom than at the top. Perform one of these steps: • Remove shims in order to lower the feet of the driver at the shaft end. • Add shims in order to raise the feet of the driver at the other end.



Item	Description
1.	Shims

Figure 8: Example of incorrect vertical alignment (side view)

4.1.3.5.2 Perform angular alignment for a horizontal correction

1. Set the angular alignment indicator (A) to zero on left side of the driver coupling half (Y), 90° from the top-center position (9 o'clock).
2. Rotate the indicator through the top-center position to the right side, 180° from the start position (3 o'clock).
3. Record the indicator reading.

When the reading value is...	Then...
Negative	The coupling halves are farther apart on the right side than the left. Perform one of these steps: • Slide the shaft end of the driver to the left. • Slide the opposite end to the right.
Positive	The coupling halves are closer together on the right side than the left. Perform one of these steps: • Slide the shaft end of the driver to the right. • Slide the opposite end to the left.

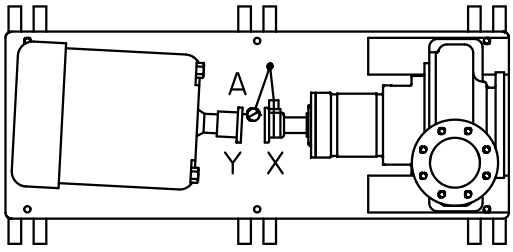


Figure 9: Example of incorrect horizontal alignment (top view)

4. Repeat the previous steps until the permitted reading value is achieved.

4.1.3.5.3 Perform parallel alignment for a vertical correction

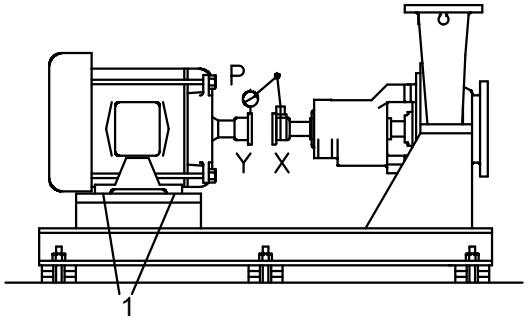
Refer to the alignment table in "Permitted indicator values for alignment checks" (see Table of Contents for location of table) for the proper cold alignment value based on the motor temperature rise and the pump operating temperature.

Before you start this procedure, make sure that the dial indicators are correctly set up.

A unit is in parallel alignment when the parallel indicator (P) does not vary by more than 0.05 mm | 0.002 in. as measured at four points 90° apart at the operating temperature.

1. Set the parallel alignment indicator (P) to zero at the top-center position (12 o'clock) of the driver coupling half (Y).
2. Rotate the indicator to the bottom-center position (6 o'clock).
3. Record the indicator reading.

When the reading value is...	Then...
Negative	The pump coupling half (X) is lower than the driver coupling half (Y). Remove shims of a thickness equal to half of the indicator reading value under each driver foot.
Positive	The pump coupling half (X) is higher than the driver coupling half (Y). Add shims of a thickness equal to half of the indicator reading value to each driver foot.



Item	Description
1.	Shims

Figure 10: Example of incorrect vertical alignment (side view)

4. Repeat the previous steps until the permitted reading value is achieved.

NOTICE:

The specified permitted reading values are valid only at operating temperature. For cold settings, other values are permitted. The correct tolerances must be used. Failure to do so can result in misalignment. Contact ITT for further information.

4.1.3.5.4 Perform parallel alignment for a horizontal correction

Refer to the alignment table in "Permitted indicator values for alignment checks" (see Table of Contents for location of table) for the proper cold alignment value based on the motor temperature rise and the pump operating temperature.

A unit is in parallel alignment when the parallel indicator (P) does not vary by more than 0.05 mm | 0.002 in. as measured at four points 90° apart at the operating temperature.

1. Set the parallel alignment indicator (P) to zero on the left side of the driver coupling half (Y), 90° from the top-center position (9 o'clock).
2. Rotate the indicator through the top-center position to the right side, 180° from the start position (3 o'clock).
3. Record the indicator reading.

When the reading value is...	Then...
Negative	The driver coupling half (Y) is to the left of the pump coupling half (X).
Positive	The driver coupling half (Y) is to the right of the pump coupling half (X).

4. Slide the driver carefully in the appropriate direction.

NOTICE:

Make sure to slide the driver evenly. Failure to do so can negatively affect horizontal angular correction.

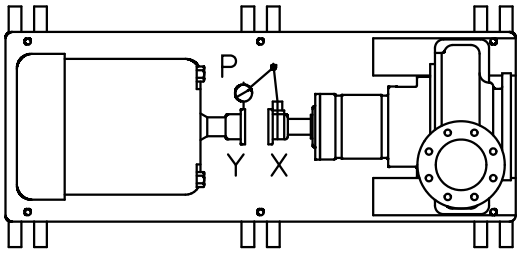


Figure 11: Example of incorrect horizontal alignment (top view)

5. Repeat the previous steps until the permitted reading value is achieved.

4.1.3.5.5 Perform complete alignment for a vertical correction

A unit is in complete alignment when both the angular indicator (A) and the parallel indicator (P) do not vary by more than 0.05 mm | 0.002 in. as measured at four points 90° apart.

1. Set the angular and parallel dial indicators to zero at the top-center position (12 o'clock) of the driver coupling half (Y).
2. Rotate the indicators to the bottom-center position (6 o'clock).
3. Record the indicator readings.
4. Make corrections according to the separate instructions for angular and parallel alignment until you obtain the permitted reading values.

4.1.3.5.6 Perform complete alignment for a horizontal correction

A unit is in complete alignment when both the angular indicator (A) and the parallel indicator (P) do not vary by more than 0.05 mm | 0.002 in. as measured at four points 90° apart.

1. Set the angular and parallel dial indicators to zero at the left side of the driver coupling half (Y), 90° from the top-center position (9 o'clock).
2. Rotate the indicators through the top-center position to the right side, 180° from the start position (3 o'clock).
3. Record the indicator readings.
4. Make corrections according to the separate instructions for angular and parallel alignment until you obtain the permitted reading values.

4.1.4 Piping checklists

4.1.4.1 General piping checklist

Precautions

WARNING:

- Risk of premature failure. Casing deformation can result in misalignment and contact with rotating parts, causing excess heat generation and sparks. Flange loads from the piping system, including those from the thermal expansion of the piping, must not exceed the limits of the pump.
- Risk of serious personal injury or property damage. Fasteners such as bolts and nuts are critical to the safe and reliable operation of the product. Ensure appropriate use of fasteners during installation or reassembly of the unit.
    - Use fasteners of the proper size and material only.
    - Replace all corroded fasteners.
    - Ensure that all fasteners are properly tightened and that there are no missing fasteners.

CAUTION:
Do not move the pump to the pipe. This could make final alignment impossible.

CAUTION:
Never draw piping into place 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.

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

NOTICE:
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.

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. See Alignment criteria for pump flanges.	• Strain on the pump • Misalignment between the pump and the drive unit	
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 baseplate or sub-base becomes hard. • The grout for the pit cover becomes hard. • The hold-down bolts for the pump and the driver are tightened.	—	

4.1.4.2 Auxiliary-piping checklist

Precautions

NOTICE:
Refer to the pump OEM's installation instructions for components not supplied by ITT.

NOTICE:
Auxiliary cooling and flush systems must be operating properly to prevent excess heat generation, sparks, and/or premature failure. Ensure auxiliary piping is installed as specified on the pump data sheet prior to startup.

4.1.4.3 Final piping checklist

Check	Explanation/comment	Checked
Check that the shaft rotates smoothly.	Rotate the shaft by hand. Make sure there is no rubbing that can lead to excess heat generation or sparks.	
Re-check the alignment to make sure that pipe strain has not caused any misalignment.	If pipe strain exists, then correct the piping.	

5 Commissioning, Startup, Operation, and Shutdown

5.1 Commissioning, Startup, Operation, and Shutdown

5.1.1 Commissioning, Startup, Operation, and Shutdown

5.1.1.1 Preparation for startup

NOTICE:
These instructions are offered as guidelines and must be followed with caution and in conjunction with the other components respective OEM instructions.

WARNING:

- Risk of serious physical injury or death. Exceeding any of the pump operating limits (e.g. - pressure, temperature, power, etc.) could result in equipment failure, such as explosion, seizure, or breach of containment. Assure that the system operating conditions are within the capabilities of the pump.
- Risk of death or serious injury. Leaking fluid can cause fire and/or burns. Ensure all openings are sealed prior to filling the pump.
- Breach of containment can cause fire, burns, and other serious injury. Failure to follow these precautions before starting the unit may lead to dangerous operating conditions, equipment failure, and breach of containment.
- Risk of explosion and serious physical injury. Do not operate pump with blocked system piping or with suction or discharge valves closed. This can result in rapid heating and vaporization of pumpage.
- Risk of serious personal injury or property damage. Dry running may cause rotating parts within the pump to seize to non-moving parts. Do not run dry.
- Risk of breach of containment and equipment damage. Ensure the pump operates only between minimum and maximum rated flows. Operation outside of these limits can cause high vibration, mechanical seal and/or shaft failure, and/or loss of prime.

WARNING:

- Foreign objects in the pumped liquid or piping system can block the flow and cause excess heat generation, sparks and premature failure. Make sure that the pump and systems are free of foreign objects before and during operation.
- ⟨Ex⟩ A build-up of gases within the pump, sealing system, or process piping system may result in an explosive environment. Make sure the process piping system, pump and sealing system are properly vented prior to operation.
-  Sealing systems that are not self-purging or self-venting, such as plan 23, require manual venting prior to operation. Failure to do so will result in excess heat generation and seal failure.

- Risk of death, serious personal injury, and property damage. Heat and pressure buildup can cause explosion, rupture, and discharge of pumpage. Never operate the pump with suction and/or discharge valves closed.
- Running a pump without safety devices exposes operators to risk of serious personal injury or death. Never operate a unit unless appropriate safety devices (guards, etc.) are properly installed.
- Failure to disconnect and lock out driver power may result in serious physical injury or death. Always disconnect and lock out power to the driver before performing any installation or maintenance tasks.
    - Electrical connections must be made by certified electricians in compliance with all international, national, state, and local rules.
    - Refer to driver/coupling/gear manufacturer's installation and operation manuals (IOM) for specific instructions and recommendations.
- Risk of seizure, breach of containment, or explosion. Ensure balance line is installed and piped back to either the pump suction or suction vessel. This prevents rapid vaporization of the pumped fluid.

Precautions

CAUTION:
When a cartridge mechanical seal is used, ensure that the set screws in the seal locking ring are tightened and that the centering clips have been removed prior to startup. This prevents seal or shaft sleeve damage by ensuring that the seal is properly installed and centered on the sleeve.

NOTICE:

- Verify the driver settings before you start any pump. Refer to the applicable drive equipment IOMs and operating procedures.
- Make sure that the temperature change does not exceed 19°C | 35°F per minute.
-  The mechanical seal used in an Ex-classified environment must be properly certified.

NOTICE:
You must follow these precautions before you start the pump:

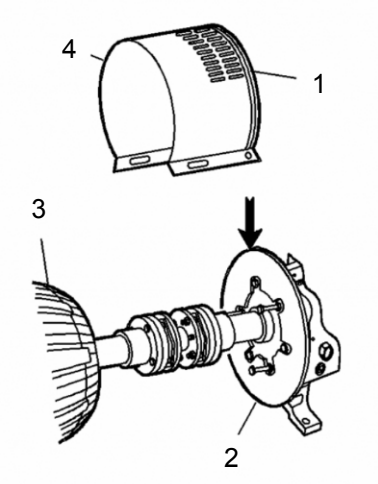
- Flush and clean the system thoroughly to remove dirt or debris in the pipe system in order to prevent premature failure at initial startup.
- Bring variable-speed drivers to the rated speed as quickly as possible.
- Run a new or rebuilt pump at a speed that provides enough flow to flush and cool the close-running surfaces of the stuffing-box bushing.
- If temperatures of the pumped fluid will exceed 93°C | 200°F, then warm up the pump prior to operation. Circulate a small amount of fluid through the pump until the casing temperature is within 38°C | 100°F of the fluid temperature. Accomplish this by flowing fluid from pump inlet to discharge drain (optionally, the casing vent can be included in warm-up circuit but not required). Soak for (2) hours at process fluid temperature.

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.

5.1.1.2 Remove the coupling guard

NOTICE:
The coupling must be guarded. These sections detail Goulds coupling guard, which may be supplied as an option.

1. Slide the driver half of the coupling guard toward the pump.
2. Remove the nut, bolt, and washers from the driver half of the coupling guard.
3. Remove the driver half of the coupling guard:
   a) Slightly spread the bottom apart.
   b) Lift upwards.
4. Remove the remaining nut, bolt, and washers from the pump half of the coupling guard.
   It is not necessary to remove the end plate from the pump side of the bearing housing. You can access the bearing-housing tap bolts without removing this end plate if maintenance of internal pump parts is necessary.
5. Remove the pump half of the coupling guard:
   a) Slightly spread the bottom apart.
   b) Lift upwards.



Item	Description
1.	Annular groove
2.	Pump-side end plate
3.	Driver
4.	Pump half of the coupling guard

5.1.1.3 Check the rotation

WARNING:

- Starting the pump in reverse rotation can result in the contact of metal parts, heat generation, and breach of containment. Ensure correct driver settings prior to starting any pump.
- Failure to disconnect and lock out driver power may result in serious physical injury or death. Always disconnect and lock out power to the driver before performing any installation or maintenance tasks.
    - Electrical connections must be made by certified electricians in compliance with all international, national, state, and local rules.
    - Refer to driver/coupling/gear manufacturer's installation and operation manuals (IOM) for specific instructions and recommendations.

1. Lock out power to the driver.
2. Make sure that the coupling hubs are fastened securely to the shafts.
3. Make sure that the coupling spacer is removed.
   The pump ships with the coupling spacer removed.
4. Unlock power to the driver.
5. Make sure that everyone is clear, and then jog the driver long enough to determine that the direction of rotation corresponds to the arrow on the bearing housing or .
6. Lock out power to the driver.

5.1.1.4 Couple the pump and driver

WARNING:
Failure to disconnect and lock out driver power may result in serious physical injury or death. Always disconnect and lock out power to the driver before performing any installation or maintenance tasks.

- Electrical connections must be made by certified electricians in compliance with all international, national, state, and local rules.
- Refer to driver/coupling/gear manufacturer's installation and operation manuals (IOM) for specific instructions and recommendations.

Couplings must have proper certification to be used in an ATEX classified environment. Use the instructions from the coupling manufacturer in order to lubricate and install the coupling. Refer to driver/coupling/gear manufacturers IOM for specific instructions and recommendations.

5.1.1.4.1 Coupling guard assembly

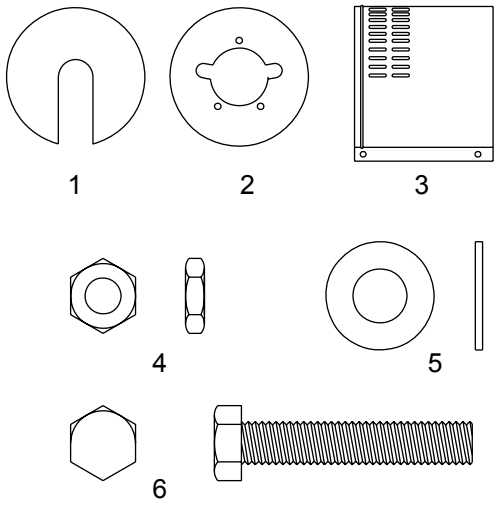
Precautions

WARNING:

- The coupling guard used in an ATEX classified environment must be constructed from a spark resistant material.
- Misalignment can cause decreased performance, equipment damage, and even catastrophic failure of frame-mounted units leading to serious injury. Proper alignment is the responsibility of the installer and the user of the unit. Check the alignment of all drive components prior to operating the unit.
    - Follow the coupling installation and operation procedures from the coupling manufacturer.
- Avoid death or serious injury. Assure mechanical seal guard is properly installed using supplied fastening hardware.
- Failure to disconnect and lock out driver power may result in serious physical injury or death. Always disconnect and lock out power to the driver before performing any installation or maintenance tasks.
    - Electrical connections must be made by certified electricians in compliance with all international, national, state, and local rules.
    - Refer to driver/coupling/gear manufacturer's installation and operation manuals (IOM) for specific instructions and recommendations.

Required parts

These parts are required: where Goulds guard is supplied as an option



Item	Description	Item	Description
1.	End plate, drive end	4	3/8-16 nut, 3 required
2.	End plate, pump end	5	3/8 in. washer
3.	Guard half, 2 required	6	3/8-16 x 2 in. hex head bolt, 3 required

Figure 12: Required parts

5.1.1.4.2 Install the coupling guard

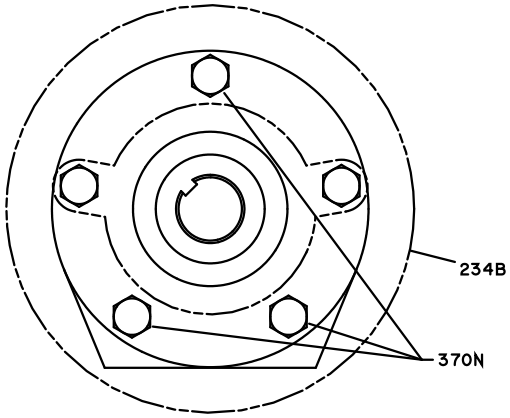
1. Is the end plate (pump end) already installed?
   - If yes: Make any necessary coupling adjustments and then proceed to Step 2..
   - If no: Complete these steps:

   a) Remove the spacer portion of the coupling.
   Refer to the instructions from the coupling manufacturer for assistance.

   b) If the coupling hub diameter is larger than the diameter of the opening in the end plate, then remove the coupling hub.

   c) Replace the four outboard end cover bolts (371D) and torque to the value shown in the 6.3.8 Assembly references on page 87.

   d) Remove the three thrust bearing end cover and bearing frame screws.



234B	End plate
370N	Bearing frame bolts

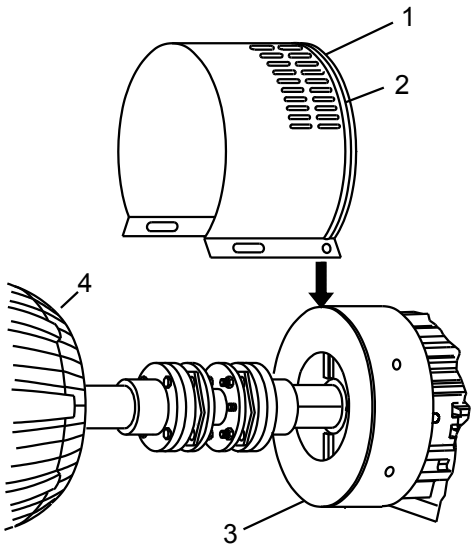
Figure 13: Thrust bearing end cover removal

   e) Align the end plate to the thrust bearing end cover so that the two slots in the end plate align with the bolts remaining in the end cover, and the three holes in the end plate align with the holes in the end cover.

   f) Replace the three thrust bearing end cover and bearing frame bolts and torque to the values shown in the Maximum torque values for PRX-OH2 fasteners table.

   g) Replace the coupling hub (if removed) and the spacer portion of the coupling.
   Refer to the instructions from the coupling manufacturer for assistance.

   Complete any coupling adjustments before you proceed with the coupling guard assembly.
2. Slightly spread the opening of the coupling guard half and place it over the pump end plate .

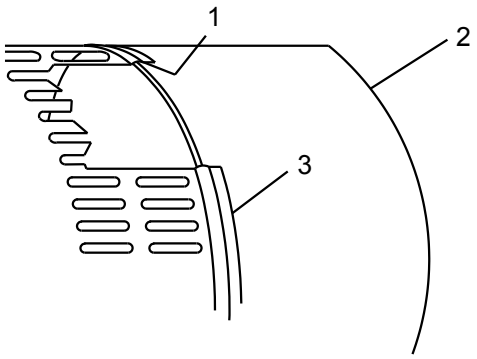


Item	Description
1.	Pump half of the coupling guard
2.	Annular groove
3.	Deflector fan guard
4.	Driver

Figure 14: Coupling guard

The annular groove in the guard is located around the end plate.

Position the opening (flange) so that it does not interfere with the piping but still allows for access when you install the bolts.



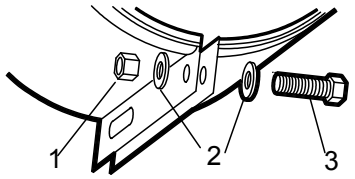
Item	Description
1.	Annular groove
2.	Deflector fan guard
3.	Coupling guard half

Figure 15: Coupling guard

3. Place one washer over the bolt and insert the bolt through the round hole at the front end of the guard half.
4. Place a second washer over the exposed end of the bolt.

5. Thread a nut onto the exposed end of the bolt and tighten firmly.

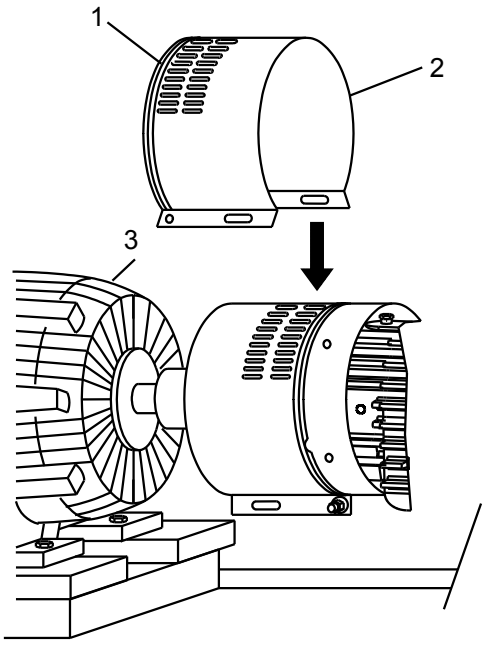
This figure shows the proper sequence of components:



Item	Description
1.	Nut
2.	Washer
3.	Bolt

This figure shows an assembled unit:

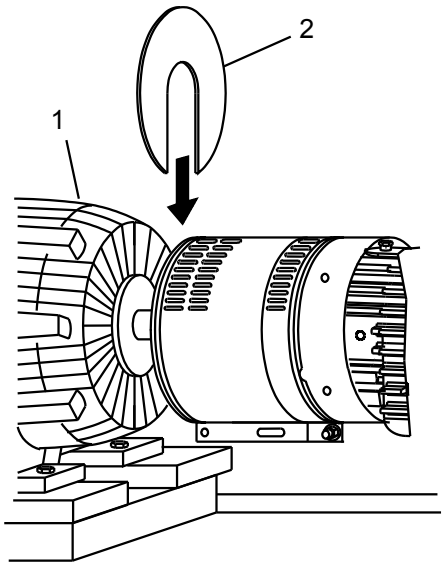
6. Slightly spread the opening of the remaining coupling guard half and place it over the installed coupling guard half so that the annular groove in the remaining coupling guard half faces the driver.



Item	Description
1.	Annular groove
2.	Coupling guard half
3.	Driver

Figure 16: Coupling guard

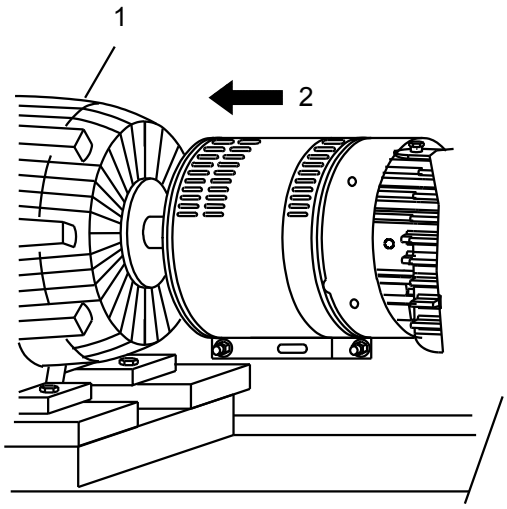
7. Place the end plate over the driver shaft and locate the end plate in the annular groove at the rear of the coupling guard half.



Item	Description
1.	Annular groove
2.	End plate

Figure 17: End plate and annular groove

8. Repeat Steps 3. through 5.1.1.4.2 Install the coupling guard on page 30 for the rear end of the coupling guard half, except that you hand tighten the nut.
9. Slide the rear coupling guard half towards the motor so that it completely covers the shafts and coupling.



Item	Description
1.	Driver
2.	Slide to fit

Figure 18: Slide to fit

10. Repeat Steps 3. through 5.1.1.4.2 Install the coupling guard on page 30 for the center slots in the coupling guard.

11. Firmly tighten all nuts on the guard assembly.

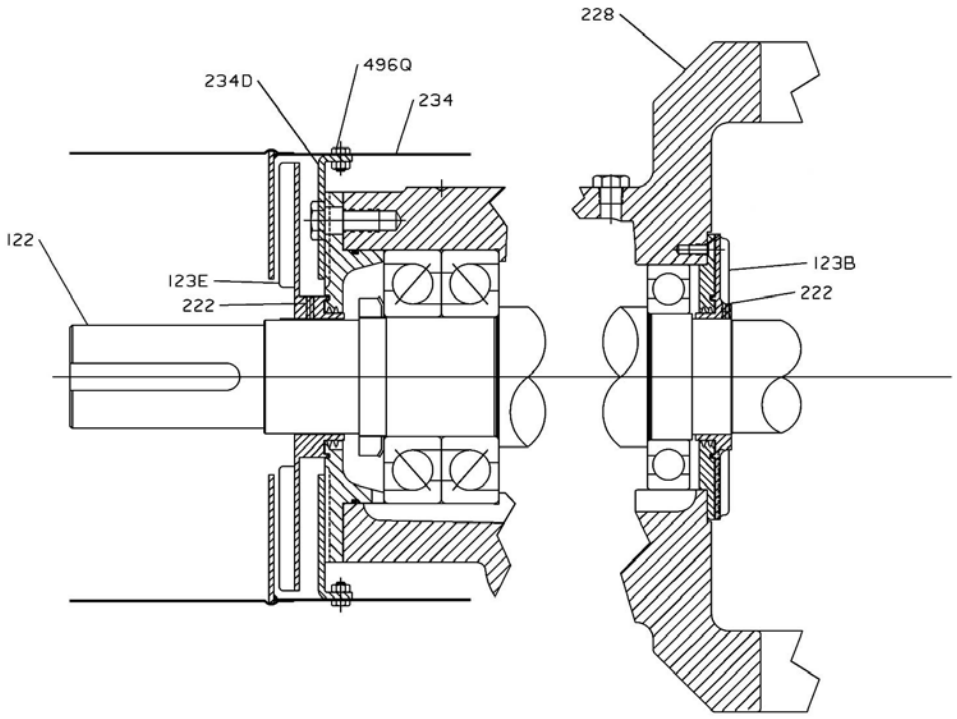
5.1.1.4.3 Install the coupling guard with the optional air cooling package

1. Is the deflector-fan guard support installed?
   - If yes: Make any necessary coupling adjustments and then proceed to step 2.
   - If no: Complete the following steps:

a) Remove the spacer portion of the coupling.
Refer to the coupling manufacturer's instructions.

b) If the coupling hub diameter is larger than the diameter of the opening in the deflector-fan guard support, then remove the coupling hub.

c) Loosen the thrust deflector-fan set screw.



122	Shaft
123B	Radial deflector fan
123E	Thrust deflector fan
222	Deflector set screw
228	Bearing frame
234	Thrust deflector-fan guard
234D	Thrust deflector-fan guard support
496Q	Support screws

Figure 19: Coupling guard with optional air cooling package

d) Slide the thrust deflector fan off of the shaft.

e) Remove the thrust bearing end cover and the bearing frame screws.

f) Align the thrust deflector-fan guard support with the thrust bearing end cover so that the support slots align with the holes in the end cover.

g) Replace the thrust bearing end cover and bearing frame screws and torque to values shown in the Maximum torque values for PRX-OH2 fasteners table.

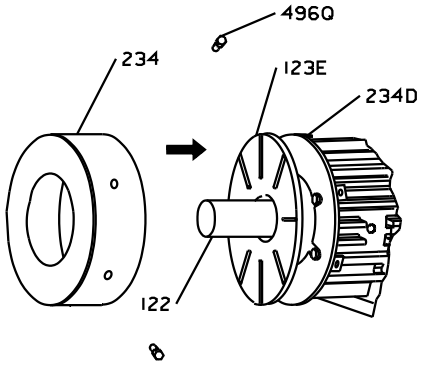
CAUTION:

Do not over-tighten the thrust bearing end cover and bearing frame screws.

h) Install the thrust deflector fan over the shaft.

i) Position the thrust deflector fan approximately 0.8 mm | 0.03 in. from the thrust bearing end cover and firmly tighten the deflector set screw.

j) Slide the thrust deflector-fan guard over the guard support and align the holes in the guard with the tapped holes in the guard support.

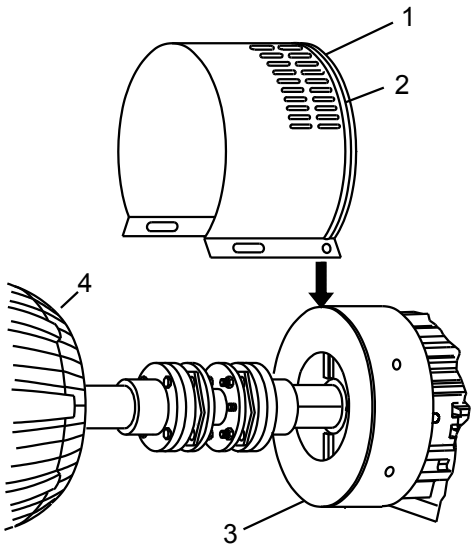


122	Shaft
123E	Thrust deflector fan
234	Thrust deflector-fan guard
234D	Thrust deflector-fan guard
496Q	Support screws

Figure 20: Thrust deflector-fan guard installation

2. Install the thrust deflector-fan guard and support screws and tighten to the torque values shown in the Maximum torque values for PRX_OH2 fasteners table.
3. Replace the coupling hub (if removed) and spacer portion of the coupling.
   Refer to the coupling manufacturer's instructions for assistance.

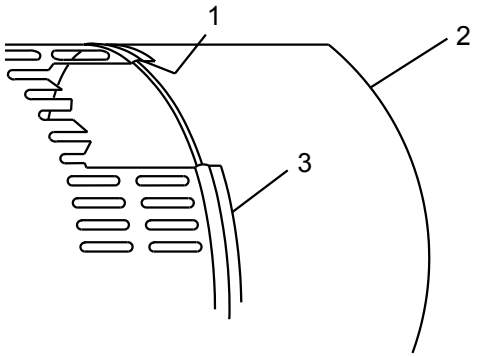
   Complete any coupling adjustments before you proceed with the coupling guard assembly.
4. Slightly spread the opening of the coupling-guard half and place it over the thrust deflector-fan guard so that the annular groove in the guard half is located around the guard support extension.



1. Rear coupling guard half
2. Annular groove
3. Deflector fan guard
4. Driver

Figure 21: Rear coupling-guard half installation

Locate the opening (flange) so that it does not interfere with the piping but does allow access for installing the bolts.

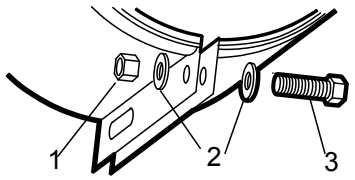


1. Annular groove
2. Deflector fan guard
3. Coupling guard half

Figure 22: Opening (flange) location

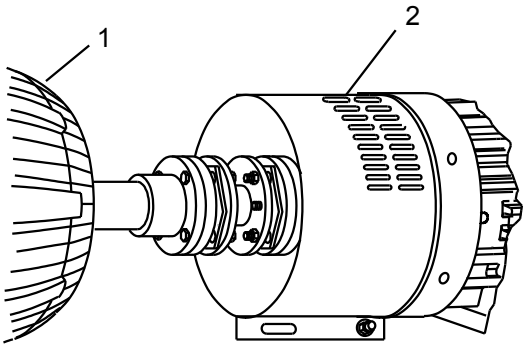
5. Place one washer over the bolt and insert the bolt through the round hole at the front end of the guard half.
6. Place a second washer over the exposed end of the bolt and tighten it firmly.
7. Thread a nut onto the exposed end of the bolt and tighten it firmly.

This figure shows the proper sequence of components:



Item	Description
1.	Nut
2.	Washer
3.	Bolt

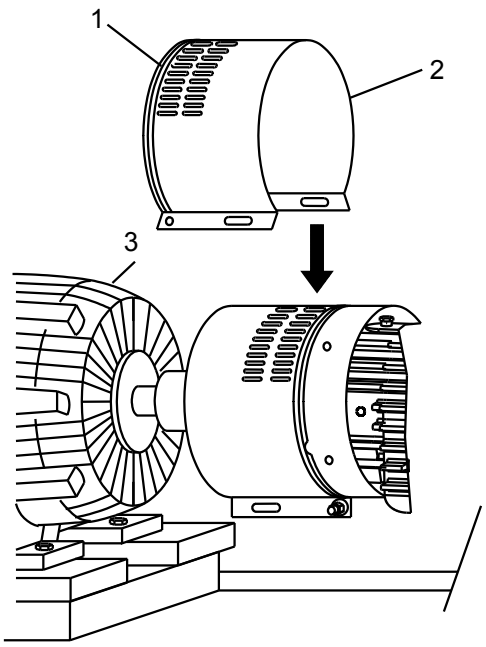
This figure shows an assembled unit:



1. Driver
2. Coupling guard half

Figure 23: Assembled unit

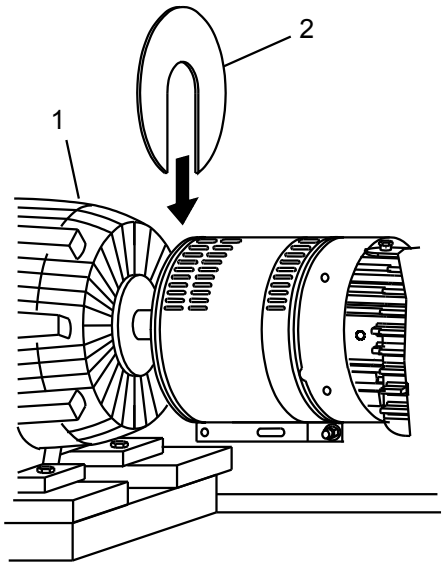
8. Slightly spread the opening of the remaining coupling guard half and place it over the installed coupling guard half so that the annular groove in the remaining coupling guard half faces the driver.



1. Annular groove
2. Coupling guard half
3. Driver

Figure 24: Remaining coupling guard half installation

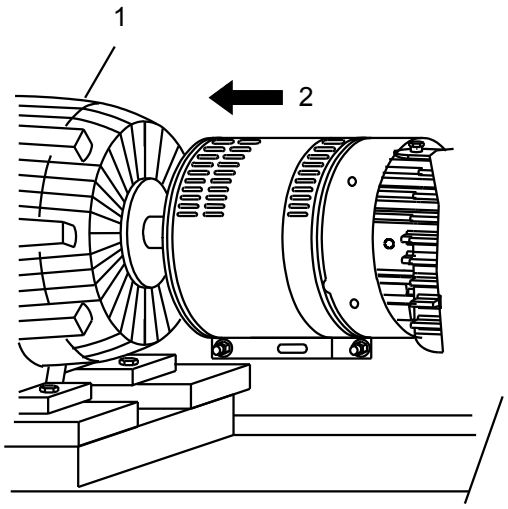
9. Place the end plate over the driver shaft and locate the end plate in the annular groove at the rear of the coupling guard half.



1. Annular groove
2. End plate

Figure 25: End plate installation

10. Repeat steps 5 through 7 for the rear end of the coupling guard half, except that you hand tighten the nut.
11. Slide the rear coupling guard half towards the motor so that it completely covers the shaft and coupling.



1. Driver
2. Slide to fit

Figure 26: Slide to fit

12. Repeat steps 5 through 7 for the center slots in the coupling guards.
13. Firmly tighten all of the nuts on the guard assembly.

5.1.1.4.4 Bearing lubrication

Precautions

WARNING:

Risk of explosive hazard and premature failure from sparks and heat generation. Ensure bearings are properly lubricated prior to startup.

Pumps are shipped without oil

You must lubricate oil-lubricated bearings at the job site.

Ring oil lubrication

Ring oil-lubricated bearings are standard. Bearing housings are supplied with constant-level oilers and sight glasses. Make sure that oil ring properly seated in the grooves in the shaft.

Pure or purge oil-mist lubrication

Pure or purge oil-mist are optional features for the PRX-OH2. Follow the oil-mist generator manufacturer's instructions. The inlet and outlet connections are located on the top and bottom of the bearing frame, respectively.

5.1.1.4.5 Oil volumes

Oil volume requirements for ball/ball and sleeve/ball bearings

Frame	Frame oil volume	
	milliliters	**ounces**
X2	600	20
X4	1050	36
X6	1800	61
X8	2260	77

5.1.1.4.6 Lubricating-oil requirements

Oil quality requirements

Use a high-quality turbine oil with rust and oxidation inhibitors with rated viscosity shown below at 38°C | 100°F.

Oil requirements based on temperature

5.1.1.4.7 Acceptable oil for lubricating bearings

Acceptable lubricants

Table 4: Acceptable lubricants

Brand	Lubricant type
Exxon	Teresstic EP 68
Mobil	DTE Heavy Medium
Sunoco	Sunvis 968
Royal Purple	SYNFILM ISO VG 68 Synthetic Oil

5.1.1.4.8 Lubricate the bearings with oil

WARNING:

Risk of explosive hazard and premature failure from sparks and heat generation. Ensure bearings are properly lubricated prior to startup.

NOTICE:

Do not expose an idle pump to freezing conditions. Drain all liquid that will freeze that is inside the pump and any auxiliary equipment. Failure to do so can cause liquid to freeze and damage the pump. Note that different liquids freeze at different temperatures. Some pump designs do not drain completely and may require flushing with a liquid that doesn't freeze.

Ring oil-lubricated pumps are supplied with an oiler that maintains a constant oil level in the bearing housing.

1. Fill the oil reservoir in the bearing frame:

a) Fill the bearing chamber through the main body of the Watchdog until it reaches the optimum fluid level visible in the bullseye sight.

b) Fill the watchdog reservoir using a funnel.

c) Verify o-ring is on the Watchdog oiler spout.

d) Place your thumb over the reservoir spout. Invert and insert the spout into the internal threaded boss on the main body.

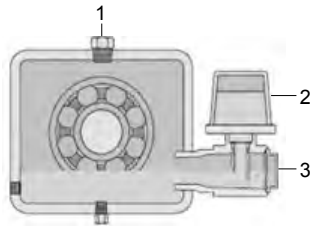
e) Tighten reservoir. Do not over-tighten.

f) Verify that proper oil level is maintained per the following diagram.

NOTICE:

Do not fill the oil reservoir of the bearing frame through the plug at the top.

2. Check that the oil level is correct. The correct oil level is centered in the bullseye sight glass, when the pump is not in operation. During operation, bullseye sight gives a false oil level reading. Shown is general schematic. Oil level is below outer race of bearing.



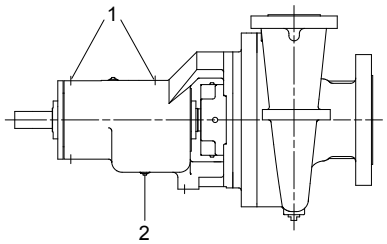
1. Plug
2. Reservoir
3. Main body

Figure 27: Checking oil level

5.1.1.4.9 Lubricate the bearings with pure or purge-oil mist (optional)

Before lubricating with purge-oil mist, make sure that the bearing frame is properly lubricated. See Lubricating the bearings.

1. Prepare the oil-mist generator according to the manufacturer's instructions.
2. Connect the oil-mist supply lines to the inlet connections.
3. Connect the drain and vent lines to the outlet connections.



1. Oil mist inlet
2. Oil mist outlet

Figure 28: Oil mist lubrication

5.1.1.4.10 Lubricate the bearings after a shutdown period

1. Flush out the bearings and bearing frame with a light oil to remove contaminants.
   During flushing, make sure to rotate the shaft slowly by hand.
2. Flush the bearing housing with the proper lubricating oil to ensure oil quality after cleaning.
3. Refer to *Reassembly* section for proper bearing greasing procedure.

5.1.1.5 Shaft sealing with a mechanical seal

Precautions

WARNING:
The mechanical seal used in an Ex-classified environment must be properly certified.

NOTICE:

- The mechanical seal must have an appropriate seal-flush system. Failure to do so will result in excess heat generation and seal failure.
- Cooling systems such as those for bearing lubrication and mechanical-seal systems must be operating properly to prevent excess heat generation, sparks, and premature failure.
- Sealing systems that are not self-purging or self-venting, such as plan 23, require manual venting prior to operation. Failure to do so will result in excess heat generation and seal failure.
- Follow seal manufacturer's guidelines for proper seal installation procedures.

Shipping

Pumps may be shipped with or without a mechanical seal installed.

Cartridge-type mechanical seals

Cartridge-type mechanical seals are commonly used. Cartridge seals are preset by the seal manufacturer and require no field settings. Cartridge seals installed by the user require disengagement of the holding clips prior to operation, allowing the seal to slide into place.

If the seal has been installed in the pump by ITT, these clips have already been disengaged, however this should be verified by the customer prior to start-up.

Customers should always check to make sure the clips have been disengaged prior to starting the pump.

Other mechanical seal types

For other types of mechanical seals, refer to the instructions provided by the seal manufacturer for installation and setting.

5.1.1.6 Connection of sealing liquid for mechanical seals

Seal lubrication is required

Seal faces must have liquid film between them for proper lubrication. Locate the taps using the illustrations shipped with the seal.

Seal flushing methods

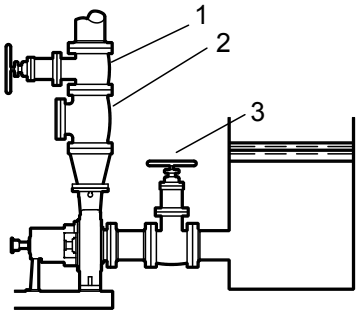
Table 5: You can use these methods in order to flush or cool the seal:

Method	Description
Product flush	Run the piping so that the pump pushes the pumped fluid from the casing and injects it into the seal gland. If necessary, an external heat exchanger cools the pumped fluid before it enters the seal gland.
External flush	Run the piping so that the pump injects a clean, cool, compatible liquid directly into the seal gland. The pressure of the flushing liquid must be 0.35 to 1.01 kg/cm^2 | 5 to 15 psi greater than the seal chamber pressure. The injection rate must be 2 to 8 lpm | 0.5 to 2 gpm.
Other	You can use other methods that employ multiple gland or seal chamber connections. Refer to the mechanical seal reference drawing and piping diagrams.

5.1.1.7 Pump priming

5.1.1.7.1 Prime the pump with the suction supply above the pump

1. Slowly open the suction isolation valve.
2. Open the air vents on the suction and discharge piping until the pumped fluid flows out.
3. Close the air vents.



Item	Description
1.	Discharge isolation valve
2.	Check valve
3.	Suction isolation valve

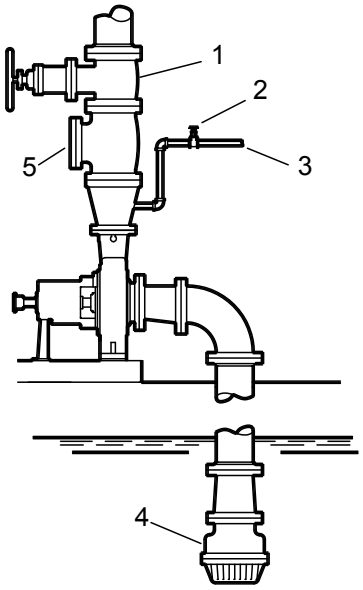
Figure 29: Suction supply above pump

5.1.1.7.2 Prime the pump with the suction supply below the pump

Use a foot valve and an outside source of liquid in order to prime the pump. The liquid can come from one of these sources:

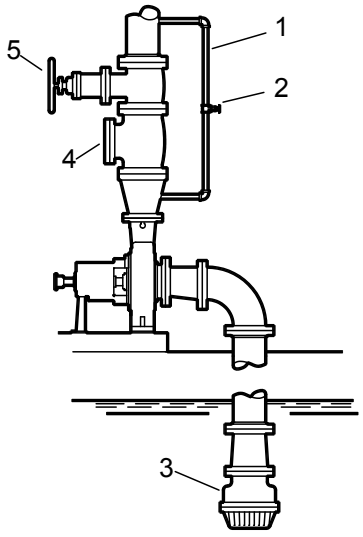
- A priming pump
- A pressurized discharge line
- Another outside supply

1. Close the discharge isolation valve.
2. Open the air vent valves in the casing.
3. Open the valve in the outside supply line until only liquid escapes from the vent valves.
4. Close the vent valves.
5. Close the outside supply line.



Item	Description
1.	Discharge isolation valve
2.	Shutoff valve
3.	From outside supply
4.	Foot valve
5.	Check valve

Figure 30: Pump priming with suction supply below pump with foot valve and an outside supply



Item	Description
1.	By-pass line
2.	Shutoff valve
3.	Foot valve
4.	Check valve
5.	Discharge isolation valve

Figure 31: Pump priming with suction supply below pump with foot valve using bypass around check valve

5.1.1.7.3 Other methods of priming the pump

You can also use these methods in order to prime the pump:

- Prime by ejector
- Prime by automatic priming pump

5.1.1.8 Start the pump

NOTICE:
These instructions are offered as guidelines and must be followed with caution and in conjunction with the other components respective OEM instructions.

WARNING:
Risk of equipment damage, seal failure and breach of containment. Ensure all flush and cooling systems are operating correctly prior to starting pump.

NOTICE:

- Risk of equipment damage due to dry operation. Immediately observe the pressure gauges. If discharge pressure is not quickly attained, stop the driver immediately, reprime, and attempt to restart the pump.

- On frame mounted units, ensure that the oil level is correct prior to starting pump. Close coupled pumps do not have oil lubricated bearings.

NOTICE:
Risk of equipment damage on pure or purge-oil mist-lubricated units. Remove the viewing port plugs to verify that oil mist is flowing properly. Reinstall the plugs after confirming.

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

- Open the suction valve.
- 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) Prime the pump again.
   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.

5.1.1.9 Pump operation precautions

General considerations

NOTICE:
On ring oil-lubricated pumps, remove oil ring viewing port plugs to verify the following:

- The oil rings are properly positioned in the grooves on the shaft.
- The oil rings are turning.
- The oil rings are throwing oil.

NOTICE:

- 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.
- Risk of equipment damage on pure or purge-oil mist-lubricated units. Remove the viewing port plugs to verify that oil mist is flowing properly. Reinstall the plugs after confirming.
- Risk of equipment damage from unexpected heat generation. Do not overload the driver. Ensure that the pump operating conditions are suitable for the driver. The driver can overload in these circumstances:

  - The specific gravity or viscosity of the fluid is greater than expected
  - The pumped fluid exceeds the rated flow rate.
- Make sure the oil level has remained steady by checking the oiler.
- Check the bearing temperatures using a pyrometer or other temperature-measuring device. Monitor the bearing temperature frequently during initial operation in order to determine if a bearing problem exists, as well as to establish normal bearing operating temperature.
- For pumps with auxiliary piping, make sure that proper flows have been established and that the equipment is operating properly.
- Establish baseline vibration readings in order to determine normal running conditions. If the unit is running roughly, then consult the factory.
- Monitor all gauges to ensure that the pump is running at or near rating and that the suction screen (when used) is not clogged.

Operation at reduced capacity

WARNING:

- Risk of breach of containment and equipment damage. Excessive vibration levels can cause damage to bearings, stuffing box, seal chamber, and/or mechanical seal. Observe pump for vibration levels, bearing temperature, and excessive noise. If normal levels are exceeded, shut down and resolve.
- Risk of explosion and serious physical injury. Do not operate pump with blocked system piping or with suction or discharge valves closed. This can result in rapid heating and vaporization of pumpage.
- Risk of equipment damage and serious physical injury. Heat build-up can cause rotating parts to score or seize. Observe pump for excessive heat build-up. If normal levels are exceeded, shut down and resolve.

NOTICE:

Cavitation can cause damage to the internal surfaces of the pump. Ensure net positive suction head available ($NPSH_A$) always exceeds NPSH required ($NPSH_3$) as shown on the published performance curve of the pump.

Operation under freezing conditions

NOTICE:

Do not expose an idle pump to freezing conditions. Drain all liquid that will freeze that is inside the pump and any auxiliary equipment. Failure to do so can cause liquid to freeze and damage the pump. Note that different liquids freeze at different temperatures. Some pump designs do not drain completely and may require flushing with a liquid that doesn't freeze.

5.1.1.10 Shut down the pump

WARNING:

Precautions must be taken to prevent physical injury. The pump may handle hazardous and/or toxic fluids. Proper personal protective equipment should be worn. Pumpage must be handled and disposed of in conformance with applicable environmental regulations.

1. Slowly close the discharge valve.
2. Shut down and lock out the driver to prevent accidental rotation.

5.1.1.11 Make the final alignment of the pump and driver

WARNING:

- Failure to disconnect and lock out driver power may result in serious physical injury or death. Always disconnect and lock out power to the driver before performing any installation or maintenance tasks.
  - Electrical connections must be made by certified electricians in compliance with all international, national, state, and local rules.
  - Refer to driver/coupling/gear manufacturer's installation and operation manuals (IOM) for specific instructions and recommendations.
- Misalignment can cause decreased performance, equipment damage, and even catastrophic failure of frame-mounted units leading to serious injury. Proper alignment is the responsibility of the installer and the user of the unit. Check the alignment of all drive components prior to operating the unit.
  - Follow the coupling installation and operation procedures from the coupling manufacturer.

You must check the final alignment after the pump and driver are at operating temperature. For initial alignment instructions, see the Installation chapter.

1. Run the unit under actual operating conditions for enough time to bring the pump, driver, and associated system to operating temperature.
2. Shut down the pump and the driver.
3. Remove the coupling guard.
   See Remove the coupling guard in the Maintenance chapter.
4. Check the alignment while the unit is still hot.
   See Pump-to-driver alignment in the Installation chapter.
5. Reinstall the coupling guard.
6. Restart the pump and driver.

6 Maintenance

6.1 Maintenance

6.1.1 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 these tasks whenever you perform routine maintenance:

- Lubricate the bearings.
- Inspect the seal.

Routine inspections

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

- Check the level and condition of the oil through the sight glass on the bearing frame.
- Check for unusual noise vibration, and bearing temperatures.
- Check the pump and piping for leaks.
- Analyze the vibration.*
- Inspect the discharge pressure.
- Inspect the temperature.*
- Check the seal chamber and stuffing box for leaks.
    - Ensure that there are no leaks from the mechanical seal.
    - Adjust or replace the packing in the stuffing box if you notice excessive leaking.

NOTICE:
*If equipped, temperature and vibration levels can be retrieved by using your i-ALERT monitoring sensor and app.

Three-month inspections

Perform these tasks every three months:

- Check that the foundation and the hold-down bolts are tight.
- Check the mechanical seal if the pump has been left idle, and replace as required.
- Change the oil every three months (2000 operating hours) at minimum.
- Check the shaft alignment, and realign as required.

Annual inspections

Perform these inspections one time each year:

- Check the pump capacity.
- Check the pump pressure.
- Check the pump power.
- Inspect all plugs and seals in the power end.

If the pump performance does not satisfy your process requirements, and the process requirements have not changed, then perform these steps:

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

6.1.2 Bearing maintenance

These bearing lubrication sections list different temperatures of the pumped fluid. If the pump is ATEX-certified and the temperature of the pumped fluid exceeds the permitted temperature values, then consult your ITT representative.

Bearing lubrication schedule

Type of bearing	First lubrication	Lubrication intervals
Oil-lubricated bearings	Add oil before you install and start the pump. Change the oil after 200 hours for new bearings.	After the first 200 hours, change the oil every 2000 operating hours or every three months.

6.1.3 Mechanical-seal maintenance

WARNING:
The mechanical seal used in an Ex-classified environment must be properly certified.

CAUTION:
Running a mechanical seal dry, even for a few seconds, can cause seal failure and physical injury. Never operate the pump without liquid supplied to the mechanical seal.

Cartridge-type mechanical seals

Cartridge-type mechanical seals are commonly used. Cartridge seals are preset by the seal manufacturer and require no field settings. Cartridge seals installed by the user require disengagement of the holding clips prior to operation, allowing the seal to slide into place. If the seal has been installed in the pump by ITT, these clips have already been disengaged.

Other mechanical seal types

For other types of mechanical seals, refer to the instructions provided by the seal manufacturer for installation and setting.

Before you start the pump

Check the seal and all flush piping.

Mechanical seal life

The life of a mechanical seal depends on the cleanliness of the pumped fluid. Due to the diversity of operating conditions, it is not possible to give definite indications as to the life of a mechanical seal.

6.1.4 Disassembly

6.1.4.1 Disassembly precautions

WARNING:

- Failure to disconnect and lock out driver power may result in serious physical injury or death. Always disconnect and lock out power to the driver before performing any installation or maintenance tasks.
  - Electrical connections must be made by certified electricians in compliance with all international, national, state, and local rules.
  - Refer to driver/coupling/gear manufacturer's installation and operation manuals (IOM) for specific instructions and recommendations.
- Risk of serious personal injury. Applying heat to impellers, propellers, or their retaining devices can cause trapped liquid to rapidly expand and result in a violent explosion. This manual clearly identifies accepted methods for disassembling units. These methods must be adhered to. Never apply heat to aid in their removal unless explicitly stated in this manual.
- Handling heavy equipment poses a crush hazard. Use caution during handling and wear appropriate Personal Protective Equipment (PPE, such as steel-toed shoes, gloves, etc.) at all times.
- Precautions must be taken to prevent physical injury. The pump may handle hazardous and/or toxic fluids. Proper personal protective equipment should be worn. Pumpage must be handled and disposed of in conformance with applicable environmental regulations.
- Risk of serious physical injury or death from rapid depressurization. Ensure pump is isolated from system and pressure is relieved before disassembling pump, removing plugs, opening vent or drain valves, or disconnecting piping.
- Risk of serious personal injury from exposure to hazardous or toxic liquids. A small amount of liquid will be present in certain areas like the seal chamber upon disassembly.

CAUTION:

- Avoid injury. Worn pump components can have sharp edges. Wear appropriate gloves while handling these parts.

6.1.4.2 Tools required

In order to disassemble the pump, you need these tools:

- Allen wrenches
- Brass drift punch
- Cleaning agents and solvents
- Dial indicators

- Drill
- Feeler gauges
- Induction heater
- Micrometer
- Open end wrenches
- Press
- Soft face hammer
- Spanner wrench
- Spanning type puller
- Tap
- Torque wrench with sockets
- Lifting eyebolt (dependent on pump / motor size)

6.1.4.3 Drain the pump

CAUTION:

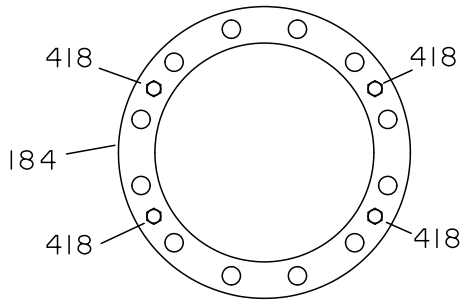
- Risk of physical injury. Allow all system and pump components to cool before handling.
- If the pumped fluid is non-conductive, drain and flush the pump with a conductive fluid under conditions that will not allow for a spark to be released to the atmosphere.

1. Leave the drain valve open and remove the drain plug located on the bottom of the pump housing. Do not reinstall the plug or close the drain valve until the reassembly is complete.
2. Remove the oiler bottle and store it in a safe place.
3. Remove the coupling guard.
4. Remove the coupling spacer.
   Follow the coupling manufacturer's instructions for assistance.
5. Disconnect the coupling.

6.1.4.4 Remove the back pull-out assembly

WARNING:
Lifting and handling heavy equipment poses a crush hazard. Use caution during lifting and handling and wear appropriate Personal Protective Equipment (PPE, such as steel-toed shoes, gloves, etc.) at all times. Seek assistance if necessary.

1. Tighten the jackscrews evenly, using an alternating pattern, in order to remove the back pull-out assembly.
   You can use penetrating oil if the adapter to the casing joint is corroded.



184	Seal chamber cover
418	Jackscrew

Figure 32: Jackscrew tightening

2. Remove the back pull-out assembly using a lifting sling through the bearing frame.

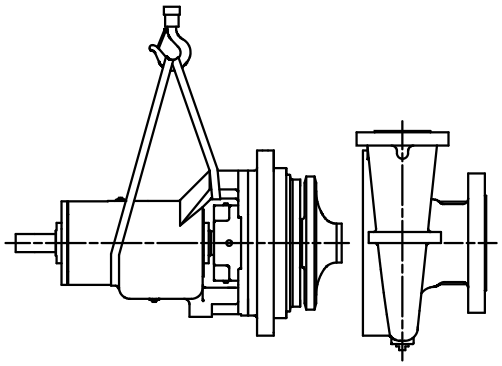


Figure 33: Lifting sling through bearing frame

3. Remove and discard the casing gasket.
   You will insert a new casing gasket during reassembly.
4. Remove the jackscrews.
5. Clean all gasket surfaces.
   Clean surfaces prevent the casing gasket from partially adhering to the casing due to binders and adhesives in the gasket material.
6. Secure the back pull-out assembly to prevent movement during transport.
7. Transport the back pull-out assembly to a clean work area for further disassembly.

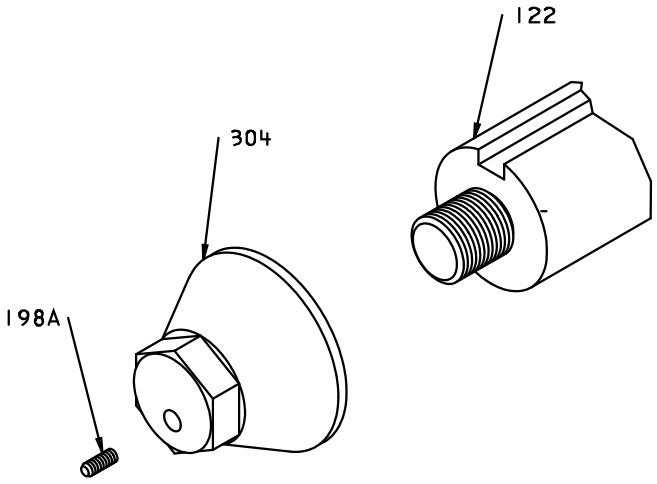
6.1.4.5 Remove the coupling hub

1. If the coupling hub overhangs the shaft, mark the shaft for relocating the coupling hub during reassembly.
   Coupling hubs are normally mounted flush with the end of the shaft.
2. Remove the coupling hub using a spanning-type puller or puller holes provided in the hub.
   Refer to the coupling manufacturer's instructions for assistance.

6.1.4.6 Remove the impeller

CAUTION:
Risk of physical injury from sharp edges. Wear heavy work gloves when handling impellers.

1. Loosen the set screw at the end of the impeller nut.
2. Loosen and remove the impeller nut.
   The impeller nut has left-hand threads.



122	Shaft
198A	Set screw
304	Impeller nut

3. Pull the impeller from the shaft.
   Use a spanning-type puller if required.
4. Remove the impeller key.
   Save the key for reassembly unless it is damaged.

6.1.4.7 Remove the seal-chamber cover

1. Loosen and remove the gland stud nuts.
2. Slide the cartridge mechanical seal away from the seal-chamber cover.

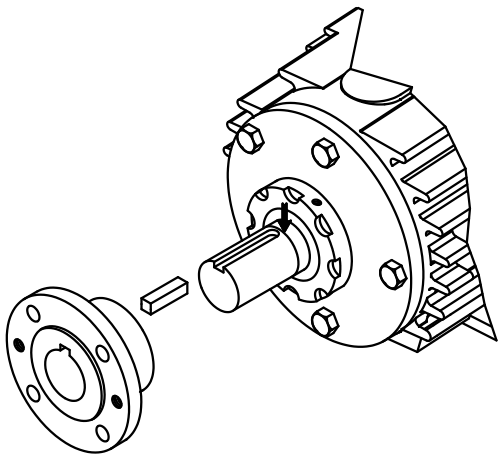
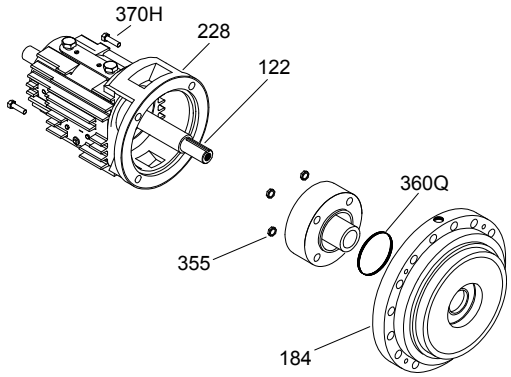


Figure 34: Cartridge mechanical seal removal

3. Install the eyebolt in the tapped hole provided in the seal-chamber cover.
4. Rig the lifting sling to the eyebolt and the overhead lifting device.
5. Loosen and remove the seal-chamber cover and the bearing frame bolts.
6. Separate the seal-chamber cover from the bearing frame by tapping on the cover flange with a hardwood block or a soft-face hammer.



122	Shaft
184	Seal-chamber cover
228	Bearing frame
355	Gland stud nuts
360Q	Gland gasket
370H	Bearing frame bolts

Figure 35: Seal-chamber cover removal

7. Guide the seal-chamber cover over the end of the shaft once the cover releases from the bearing frame.

NOTICE:

The cartridge mechanical seal may become damaged if the cover is allowed to come in contact with it.

8. Loosen the setscrews and remove the cartridge mechanical seal from the shaft.
9. Remove and discard the mechanical seal O-ring or gland gasket.
   You will replace this with a new O-ring or gasket during reassembly.

6.1.4.8 Disassemble the power end

This procedure explains how to disassemble a standard ring-oil or optional purge-oil mist-lubricated power end and includes information for the disassembly of these optional features:

- Pure oil-mist-lubricated power end
- Radial-heat-flinger end
- Air-cooling package
- Water-cooling package

CAUTION:
Do not remove bearings from the shaft unless you need to replace them.

The optional pure-oil mist-lubricated power ends are disassembled in the same manner as ring oil-lubricated power ends. Oil rings are not furnished with pure-oil-mist lubrication. Disregard any references to those parts.

1. Does your power end have an optional air-cooling package?
   - If no: Go to step 2.
   - If yes:

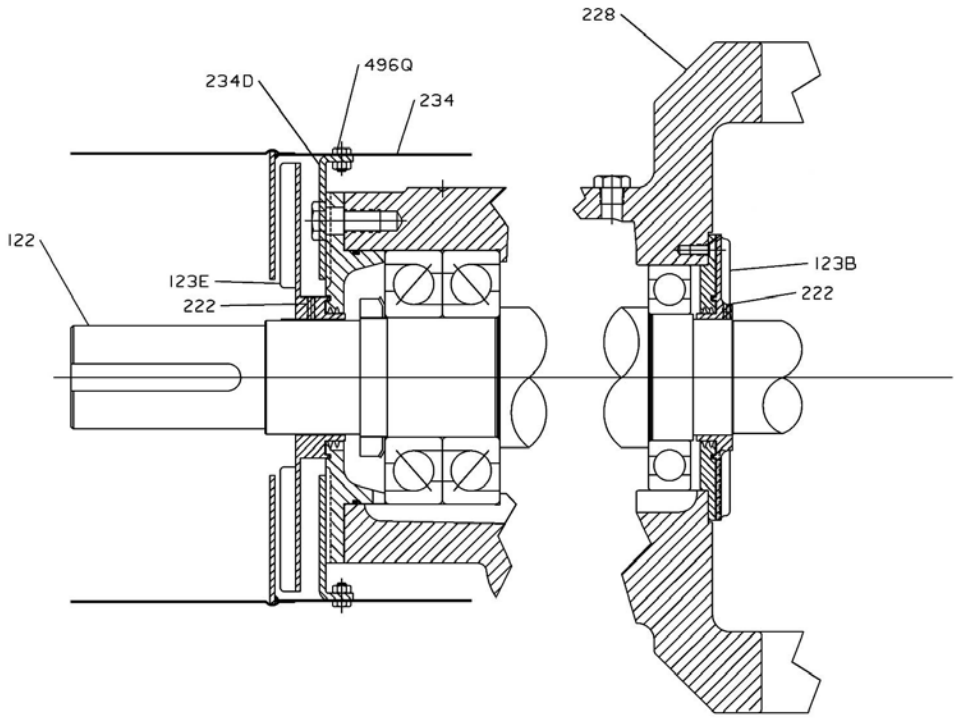
   a) Loosen the radial-heat-flinger set screw.

   b) Loosen the thrust-fan set screw.

   c) Slide the thrust fan off the shaft.

   d) Loosen and remove the thrust-bearing end cover and bearing-frame screws.

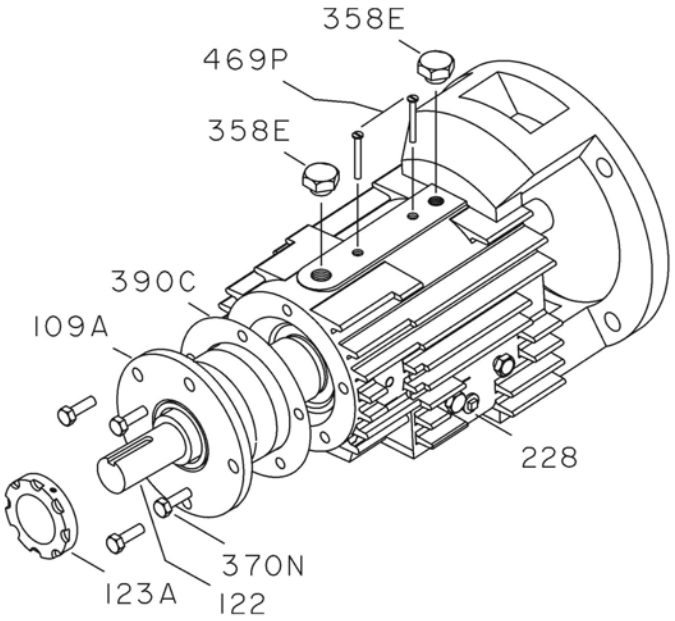
   e) Remove the thrust-fan guard support.



122	Shaft
123B	Radial deflector fan
123E	Thrust deflector fan
222	Deflector set screw
228	Bearing frame
234	Thrust deflector-fan guard
234D	Thrust deflector-fan guard support
496Q	Support screws

Figure 36: Thrust-fan guard support removal

2. Loosen and remove the thrust-bearing end cover and bearing-frame screws.
3. Pry the thrust-bearing end cover thrust deflector out of the bearing frame.



109A	Thrust-bearing end cover
122	Shaft
123A	Thrust deflector
228	Bearing frame
358E	Oil ring inspection plug
360A	Gasket
370N	Bearing-frame screw
390C	Thrust-bearing end-cover shim
469P	Oil ring retainer

Figure 37: Thrust bearing end cover removal

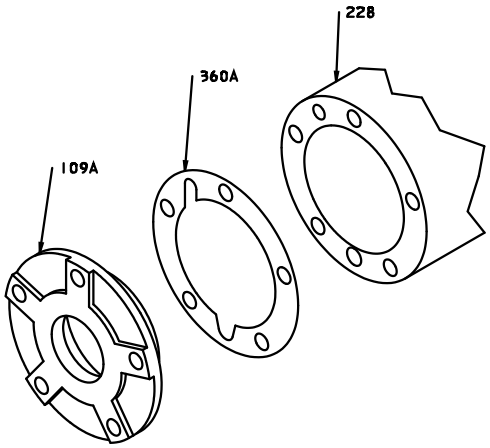
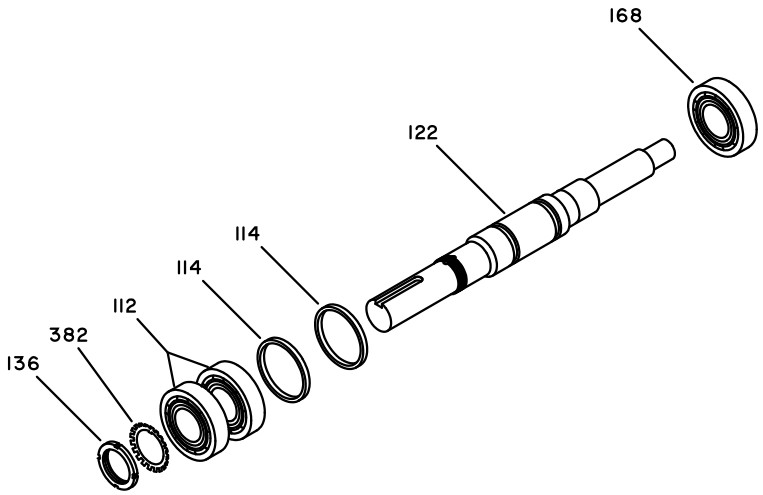


Figure 38: Thrust bearing end cover shims

4. Remove and discard the thrust-bearing end-cover shims.

5. Remove the two oil ring retainers and the oil ring inspection plugs from the top of the bearing frame. X2, X4, X6, X8 pumps have two inspection plugs.
6. If your power end has the optional water-cooling package, then remove the finned-tube cooling assembly from the bearing frame.
7. Carefully withdraw the shaft and bearing assembly from the bearing frame.
   Take care not to damage the oil rings. If the oil rings bind or hang up, you can access them through the inspection holes and reposition them using a hooked tool made from wire. X2, X4, X6, X8 pumps have two oil rings.



112	Duplex thrust bearing
114	Oil rings
122	Shaft
136	Thrust-bearing locknut
168	Radial bearing
382	Lockwasher

Figure 39: Shaft and bearing assembly removal

8. Bend the locking tang of the thrust-bearing lockwasher away from the notch in the bearing locknut.

NOTICE:

Do not reuse bearings if removed from shaft. Doing so may result in equipment damage. Replace the bearings before reassembly.

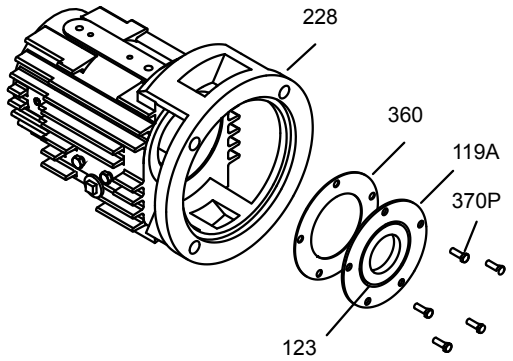
9. Remove the radial bearing from the shaft:
   a) Loosen and remove the thrust-bearing locknut and lockwasher.
   b) Press or pull the duplex thrust bearing from the shaft.
   c) Remove the oil ring(s) from the shaft.

X2, X4, X6, and X8 pumps have two oil rings.

d) Press or pull the radial bearing from the shaft.

10. Perform the following based on your pump version:

If your pump is...	Then...
X2, X4, X6, X8	1. Loosen and remove the radial-bearing end cover and bearing-frame screws. 2. Remove and discard the radial-bearing end-cover gasket. You will replace this with a new gasket during reassembly. 3. Press the radial and thrust deflector out of the radial and thrust end covers. If you have an optional radial heat flinger, it replaces the standard radial deflector and is removed in the same manner except you loosen three set screws.



119A	Thrust end cover
123	Deflector
228	Bearing frame
360	Radial-bearing end-cover gasket
370P	Bearing-frame screws

Figure 40: Radial heat flinger

11. Remove any remaining plugs and fittings.

6.2 Preassembly inspections

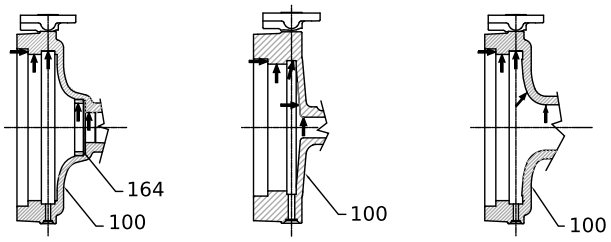
6.2.1 Replacement guidelines

Casing check and replacement

WARNING:
Risk of death or serious injury. Leaking fluid can cause fire and/or burns. Inspect and ensure gasket sealing surfaces are not damaged and repair or replace as necessary.

Casing areas to inspect

The arrows point to the areas to inspect for wear on the casing:



100	Casing
164	Casing wear ring

Figure 41: Areas to inspect for wear on casing

Impeller replacement

This table shows the criteria for replacing the impeller:

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

Impeller checks

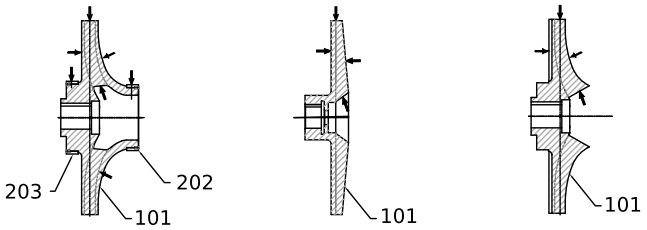
NOTICE:
Protect machined surfaces while cleaning the parts. Failure to do so may result in equipment damage.

- Check and clean the impeller bore diameter.
- Check the impeller balance. Rebalance the impeller if it exceeds the ISO 1940 G1.0 criteria.

NOTICE:

You must have extremely accurate tooling equipment to balance impellers to the ISO 1940 G1.0 criteria. Do not attempt to balance impellers to this criteria unless this type of tooling and equipment is available.

Impeller areas to inspect



101	Impeller
202 and 203	Impeller wear rings

Figure 42: Areas to inspect for wear on impeller

Oil ring replacement

Oil rings must be as round as possible in order to function properly. Replace oil rings if they are worn, distorted, or damaged beyond reasonable repair.

Cartridge mechanical seal replacement

Cartridge-type mechanical seals should be serviced by the seal manufacturer. Refer to the instructions from the mechanical seal manufacturer for assistance.

Coupling guard replacement

Repair or replace the coupling guard if you notice corrosion or other defects.

Gaskets, O-rings, and seats replacement

WARNING:
Risk of death or serious injury. Leaking fluid can cause fire and/or burns. Replace all gaskets and O-rings at each overhaul or disassembly.

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

Additional parts

Inspect and either repair or replace all other parts, if inspection indicates continued use would be harmful to satisfactory and safe pump operation.

Inspection must include the following items:

- Bearing end covers (109A) and (119A)
- INPRO radial deflector (123) and thrust deflector (123A)
- Radial heat flinger (123B)*
- Thrust fan (123E)*
- Bearing locknut (136)
- Impeller key (178) and coupling key
- Impeller screw (198)
- Impeller washer (199)

- Impeller lockwasher (199A)
- Impeller nut (304)
- Bearing lockwasher (382)
- Impeller spacer (443A)
- Water jacket cover (490)*
- All nuts, bolts, and screws

* If supplied.

6.2.2 Fastening

WARNING:
Risk of serious personal injury or property damage. Fasteners such as bolts and nuts are critical to the safe and reliable operation of the product. Ensure appropriate use of fasteners during installation or reassembly of the unit.

- Use fasteners of the proper size and material only.
- Replace all corroded fasteners.
- Ensure that all fasteners are properly tightened and that there are no missing fasteners.

6.2.3 Shaft replacement guidelines

Shaft measurement check

Check the bearing fits of the shaft. If any are outside the tolerances shown in the Bearing fits and tolerances table, then replace the shaft.

Shaft inspection

Check the shaft straightness. Use "V" blocks or balance rollers to support the shaft on the bearing fit areas. Replace the shaft if runout exceeds 0.03 mm | 0.001 in.

NOTICE:
Do not use shaft centers for the runout check as they may have been damaged during the removal of the bearings or impeller.

Shaft inspection

Check the shaft surface for damage, especially in areas indicated by the arrows in the following figure. Replace the shaft if it is damaged beyond reasonable repair.

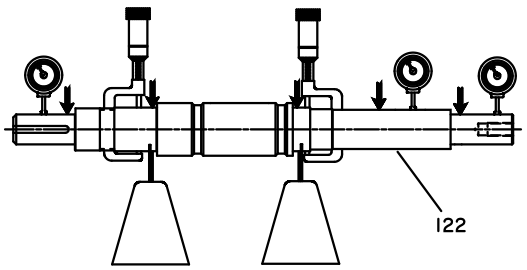


Figure 43: Shaft inspection

6.2.4 Bearings inspection

Condition of bearings

Do not reuse bearings. The condition of the bearings provides useful information on operating conditions in the bearing frame.

Checklist

Perform these checks when you inspect the bearings:

- Inspect the bearings for contamination and damage.
- Note any lubricant condition and residue.
- Inspect the ball bearings to see if they are loose, rough, or noisy when you rotate them.
- Investigate any bearing damage to determine the cause. If the cause is not normal wear, correct the issue before you return the pump to service.

Replacement bearings

Table 6: bearings based on SKF / MRC designations

Replacement bearings must be the same as, or equivalent to, those listed in this table.

Group	Radial (inboard)	Thrust (outboard)
X2	6208 C3	7308 BECBM
X4	6212 C3	7312 BECBM
X6	6215 C3	7313 BECBM
X8	6220 C3	7318 BECBM

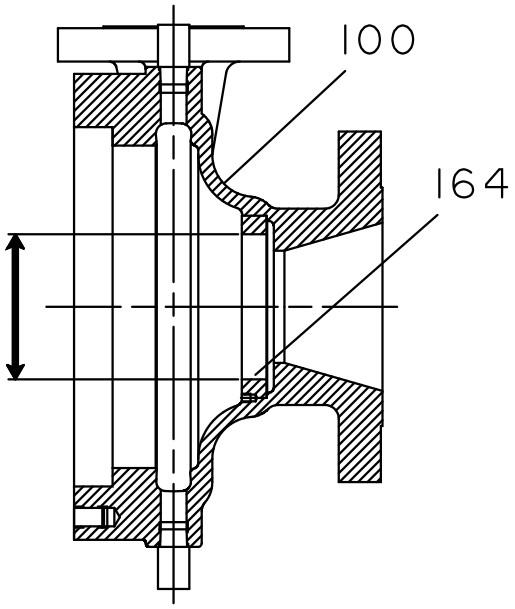
6.2.5 Wear rings inspection and replacement

Wear ring types

All units are equipped with casing, impeller, and seal-chamber cover wear rings. When clearances between the rings become excessive, hydraulic performance decreases substantially.

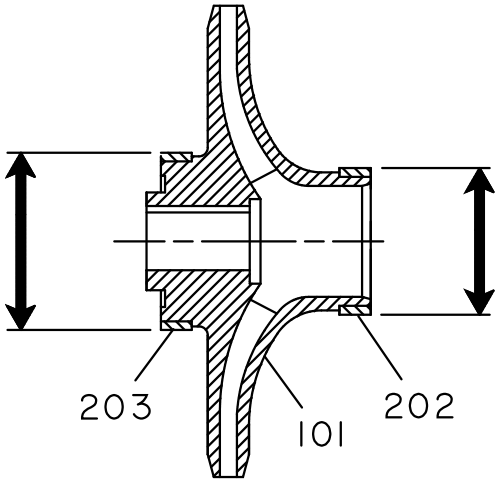
Wear ring diameter check

Measure all wear ring diameters and then calculate the diametrical wear ring clearances. See the Minimum running clearances table for more information.



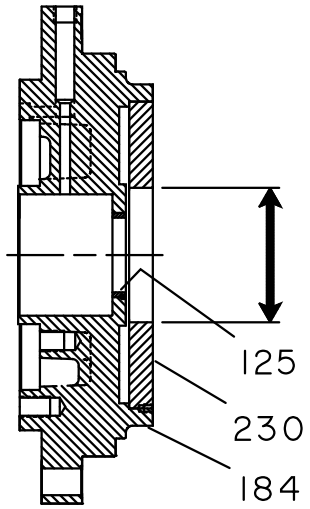
100	Casing
164	Casing wear ring

Figure 44: Casing wear ring



101	Impeller
202	Impeller wear ring
203	Impeller wear ring

Figure 45: Impeller wear ring



125	Seal-chamber throat bushing
184	Seal-chamber cover
230	Seal-chamber cover wear ring

Figure 46: Seal chamber cover wear ring

When to replace wear rings

Replace wear rings when the diametrical clearance exceeds two times the minimum clearance as shown in this table or when the hydraulic performance has decreased to unacceptable levels.

Table 7: Minimum running clearances

Diameter of impeller wear ring		Minimum diametrical clearance	
mm	**in.**	**mm**	**in.**
<50	<2.000	0.25	0.010
To to 64.99	2.000 to 2.4999	0.28	0.011
65 to 79.99	2.500 to 2.999	0.30	0.012
80 to 89.99	3.000 to 3.499	0.33	0.013
90 to 99.99	3.500 to 3.999	0.35	0.014
100 to 114.99	4.000 to 4.499	0.38	0.015
115 to 124.99	4.500 to 4.999	0.40	0.016
125 to 149.99	5.000 to 5.999	0.43	0.017
150 to 174.99	6.000 to 6.999	0.45	0.018
175 to 199.99	7.000 to 7.999	0.48	0.019
200 to 224.99	8.000 to 8.999	0.50	0.020
225 to 249.99	9.000 to 9.999	0.53	0.021
250 to 274.99	10.000 to 10.999	0.55	0.022
275 to 299.99	10.000 to 11.999	0.58	0.023
300 to 324.99	12.000 to 12.999	0.60	0.024

6.2.5.1 Replace the wear rings

WARNING:
Dry ice and other chilling substances can cause physical injury. Contact the supplier for information and advice for proper handling precautions and procedures.

CAUTION:

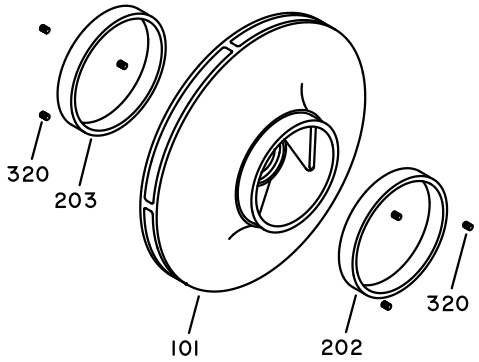
- Excessive machining can damage ring fits and render parts unusable.
- Wear insulated gloves when you handle rings. Rings will be hot and can cause physical injury.
- For runout checks, firmly support the bearing-frame assembly in the horizontal position.
- Risk of physical injury from sharp edges. Wear heavy work gloves when handling impellers.

NOTICE:

The impeller and wear-ring clearance setting procedures must be followed. Improperly setting the clearance or not following any of the proper procedures can result in sparks, unexpected heat generation, and equipment damage.

Casing, impeller, and seal chamber cover wear rings are held in place by a press fit and three set screws.

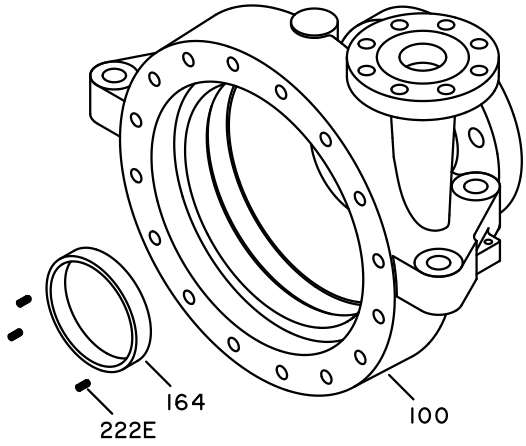
1. Remove the wear rings:
   a) Remove the set screws.
   b) Remove the wear rings from the casing, impeller, and seal-chamber cover using a pry or puller to force the rings from the fits.
2. Clean the wear-ring seats thoroughly, and make sure that they are smooth and free of scratches.
3. Heat the new impeller wear rings to 82° to 93°C | 180° to 200°F using a uniform method for heating, such as an oven, and place them on the impeller wear-ring seats.



Item	Description
101	Impeller
202	Impeller wear ring
203	Impeller wear ring
320	Set screw

Figure 47: Impeller wear ring

4. Chill the new casing wear ring using dry ice or another suitable chilling substance and install the ring into the casing fit.
   Be prepared to tap the ring in place with a wood block or soft-faced hammer.



Item	Description
100	Casing
164	Casing wear ring
222E	Set screw

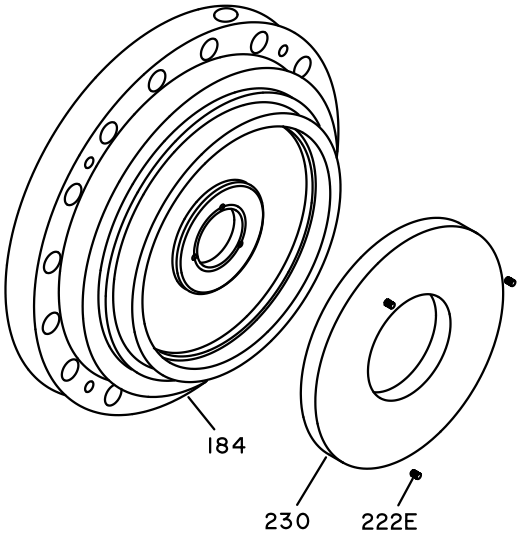
Figure 48: Casing wear ring

5. Insert a new seal-chamber-cover wear ring:
   a) Chill a new seal-chamber-cover wear ring, using dry ice or another suitable chilling substance, and install the ring into the cover fit.

   Be prepared to tap the ring in place with a hardwood block or soft faced hammer.

   b) Locate, drill, and tap three new equally-spaced set screw holes between the original holes in each new ring and ring-seat area.

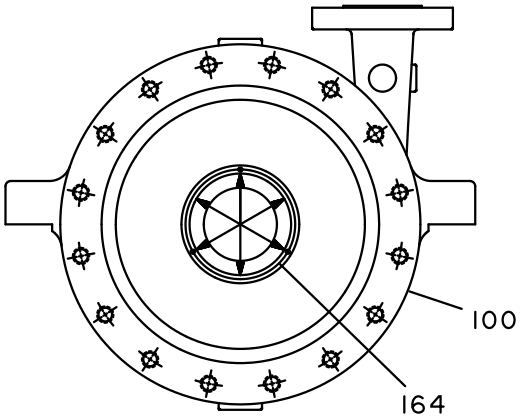
   c) Install the set screws and upset threads.



184	Cover
222E	Set screw
230	Seal-chamber-cover wear ring

Figure 49: Seal chamber cover wear ring

6. Check the casing wear ring runout and distortion:
   a) Measure the bore at each set screw location with inside micrometers or vernier calipers.
   b) Correct any distortion in excess of 0.08 mm | 0.003 in. by machining before you trim the new impeller wear rings.



100	Casing
164	Casing wear ring

Figure 50: Casing wear ring

7. Measure the bore of the casing wear ring to establish the required impeller wear-ring diameter you use to provide the recommended running clearances.
8. Repeat steps 6 and 7 for the seal-chamber wear ring.
9. Turn the impeller wear rings to size after you mount them on the impeller:

NOTICE:

- All replacement impeller wear rings, except those that are hard-faced, are supplied 0.51 mm to 0.75 mm | 0.020 in. to 0.030 in. oversize.
- Do not machine all wear rings. Spare hard-faced impeller wear rings are supplied to pre-established clearances when both impeller and casing wear rings are renewed.

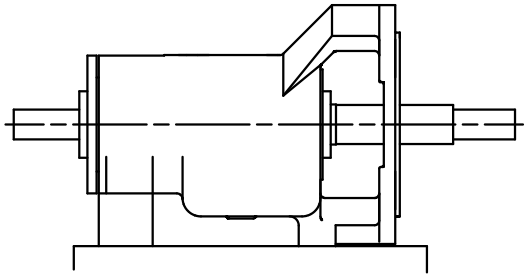
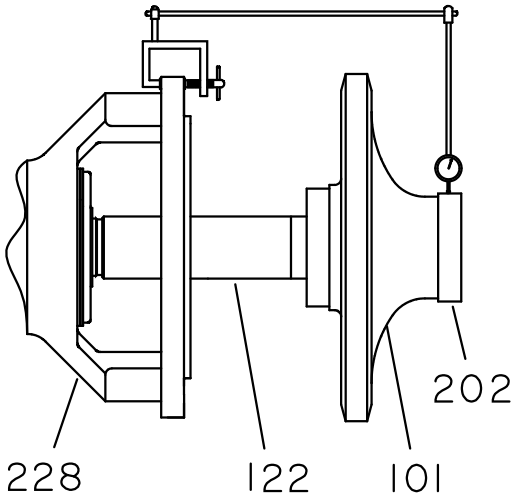


Figure 51: Impeller

10. Install the impeller:
    a) Install the impeller key on the shaft of the assembled bearing frame from which the seal-chamber cover has been removed, and on which the runouts are within the established specifications. The key should be at the top (12 o'clock) position for the impeller installation.
    b) Install the impeller on the shaft.
    c) Install the impeller washer.
    d) Secure the impeller firmly with an impeller screw or impeller nut.

    The impeller screw has left-hand threads.
11. Check the impeller wear-ring runout:
    a) Mount the dial indicator.
    b) Rotate the shaft so that the indicator rides along the casing-side impeller wear-ring surface for 360°.
    c) Repeat steps a and b for the wear ring on the seal-chamber cover side.



101	Impeller
122	Shaft
202	Casing-side impeller wear-ring
228	Seal-chamber cover side wear ring

Figure 52: Impeller wear-ring runout

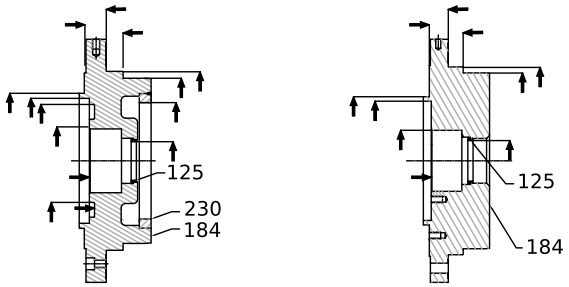
If the impeller wear ring runout is in excess of 0.13 mm | 0.005 in.:

1. Check for distortion at the set screw areas.
2. Check the shaft runout and all mating surfaces of the shaft and impeller hub for perpendicularity.
3. True up all damaged surfaces.
4. Recheck the impeller wear-ring runout.

6.2.6 Seal-chamber cover inspection and replacement

Seal-chamber cover areas to inspect

- Ensure all gasket/O-ring sealing surfaces are clean and have no damage that would prevent sealing.
- Ensure that all cooling (where applicable), flush, and drain passages are clear.



125	Seal-chamber throat bushing
184	Seal-chamber cover

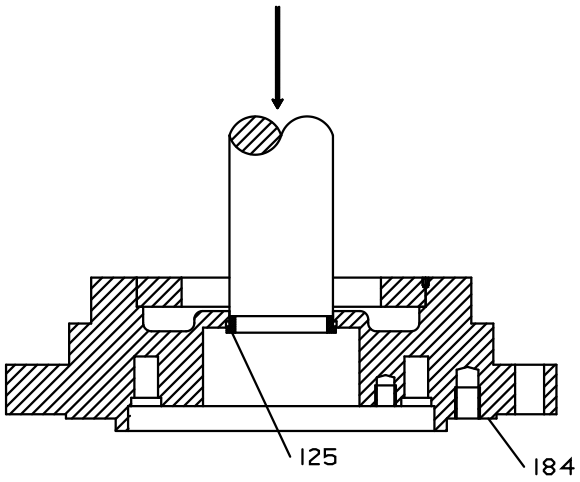
Seal-chamber cover replacement

Seal-chamber cover part	When to replace
Seal-chamber cover surfaces	When worn, damaged, or corroded more than 3.2 mm | 0.126 in. deep
Inside diameter of seal-chamber cover bushing	When the diametral clearance between the bushing and the impeller hub exceeds 1.20 mm | 0.047 in.

6.2.6.1 Replace the seal-chamber cover bushing

The seal-chamber cover bushing is held in place by a press fit and locked by three set screws.

1. Remove the bushing:
   a) Remove the set screws.
   b) Press the bushing out of the fit towards the bearing-frame side of the seal-chamber cover bore.



125	Bushing
184	Seal-chamber cover

Figure 53: Seal-chamber cover bushing replacement

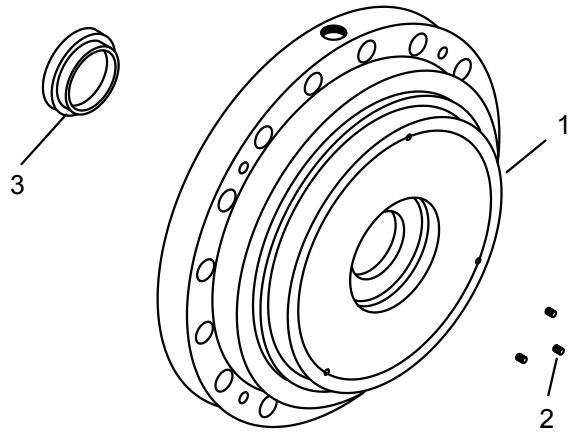
2. Install the new seal-chamber cover bushing:
   a) Thoroughly clean the bushing fit in the seal-chamber cover.
   b) Chill the new bushing using dry ice or another suitable chilling substance, and install the bushing into the cover fit.

   Tap the bushing in place with a wood block or soft-faced hammer.

WARNING:

Dry ice and other chilling substances can cause physical injury. Contact the supplier for information and advice for proper handling precautions and procedures.

   c) Locate, drill, and tap three new equally-spaced set screw holes on the impeller side of the cover between the original set screw holes.
   d) Install the set screws and upset threads.



1. Seal-chamber cover
2. Set screws
3. Bushing

Figure 54: Set screw installation

6.2.7 Bearing-frame inspection

Checklist

Check the bearing frame for these conditions:

- Visually inspect the bearing frame and frame foot for cracks.
- Check the inside surfaces of the frame for rust, scale, or debris. Remove all loose and foreign material.
- Make sure that all lubrication passages are clear.
- Inspect the inboard-bearing bores.

  If any bores are outside the measurements in the Bearing fits and tolerances table, replace the bearing frame.

Surface inspection locations

6.2.8 Bearing fits and tolerances

Table 8: Bearing fits and tolerances table (SI units)

This table references the bearing fits and tolerances according to ISO 286 (ANSI/ABMA Standard 7) in inches (millimeters).

Location	Description	X2	X4	X6	X8
Radial (Inboard)	Shaft OD	1.9690 (50.013) 1.9686 (50.002)	2.3628 (60.015) 2.3623 (60.002)	2.9534 (75.015) 2.9529 (75.002)	3.9377 (100.018) 3.9371 (100.002)
	Interference	0.0001 (0.002) 0.0010 (0.025)	0.0001 (0.002) 0.0012 (0.030)	0.0001 (0.002) 0.0012 (0.030)	0.0001 (0.002) 0.0015 (0.038)
	Bearing ID	1.9680 (49.988) 1.9685 (50.000)	2.3616 (59.985) 2.3622 (60.0000	2.9522 (74.985) 2.9528 (75.000)	3.9362 (99.980) 3.9370 (100.000)
	Frame ID	3.5433 (90.000)	4.3307 (110.000)	5.1181 (130.000)	7.0866 (180.000)

Location	Description	X2	X4	X6	X8
Radial	Frame ID	3.5442 (90.022)	4.3316 (110.022)	5.1191 (130.025)	7.0877 (180.028)
(Inboard)	Clearance	0.0000 (0.000)	0.0000 (0.000)	0.0000 (0.000)	0.0000 (0.000)
		0.0015 (0.037)	0.0015 (0.037)	0.0017 (0.043)	0.0021 (0.053)
	Bearing OD	5.5433 (90.000)	4.3307 (110.000)	5.1181 (130.000)	7.0866 (180.000)
		3.5427 (89.985)	4.3301 (109.985)	5.1174 (129.982)	7.0856 (179.975)
Thrust	Shaft OD	1.9691 (50.013)	2.3628 (60.015)	2.5597 (65.015)	3.544 (90.018)
(Outboard)		1.9686 (50.002)	2.3623 (60.002)	2.5592 (65.002)	3.5434 (90.002)
	Interference	0.0001 (0.002)	0.0001 (0.002)	0.0001 (0.002)	0.0001 (0.002)
		0.0010 (0.025)	0.0012 (0.030)	0.0012 (0.030)	0.002 (0.038)
	Bearing ID	1.9680 (49.998)	2.3616 (59.985)	2.5585 (64.985)	3.5425 (89.980)
		1.9685 (50.000)	2.3622 (60.000)	2.5591 (65.000)	3.5433 (90.000)
	Frame ID	4.3307 (110.0000	5.1181 (130.000)	5.5118 (140.000)	7.4802 (190.000)
		4.3315 (110.022)	5.1191 (130.025)	5.5128 (140.025)	7.4814 (190.028)
	Clearance	0.0000 (0.000)	0.0000 (0.000)	0.0000 (0.000)	0.0000 (0.000)
		0.0015 (0.037)	0.0017 (0.043)	0.0017 (0.043)	0.0023 (0.058)
	Bearing OD	4.3307 (110.000)	5.1181 (130.000)	5.5118 (140.000)	7.4802 (190.000)
		4.3301 (109.985)	5.1174 (129.982)	5.5111 (139.982)	7.4791 (180.970)

6.3 Reassembly

6.3.1 Assemble the power end

This procedure explains how to assemble a standard ring-oil or optional purge-oil mist-lubricated power end and includes information for the assembly of these optional features:

- Pure-oil mist-lubricated power end
- Radial-heat-flinger
- Air-cooling package
- Water-cooling package

WARNING:
Lifting and handling heavy equipment poses a crush hazard. Use caution during lifting and handling and wear appropriate Personal Protective Equipment (PPE, such as steel-toed shoes, gloves, etc.) at all times. Seek assistance if necessary.

CAUTION:

- Risk of physical injury from hot bearings. Wear insulated gloves when using a bearing heater.
- This pump uses duplex bearings mounted back-to-back. Make sure orientation of the bearings is correct.

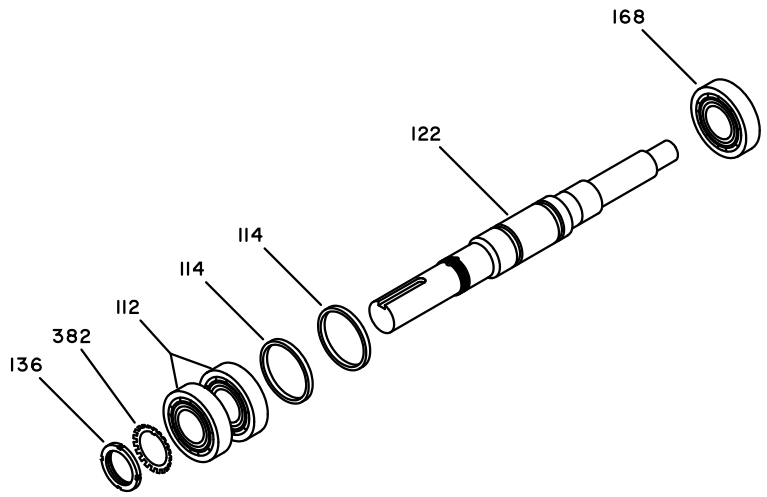
NOTICE:

- There are several methods you can use to install bearings. The recommended method is to use an induction heater that heats and demagnetizes the bearings.

- Make sure that all parts and threads are clean and that you have followed all directions under the Preassembly inspections section.
- Check for magnetism on the pump shaft and demagnetize the shaft if there is any detectable magnetism. Magnetism attracts ferritic objects to the impeller, seal, and bearings which can result in excessive heat generation, sparks, and premature failure.

Pure oil-mist lubricated power ends are assembled in the same manner as ring oil-lubricated power ends. Oil rings are not furnished with pure oil-mist lubrication. Disregard any reference to those parts.

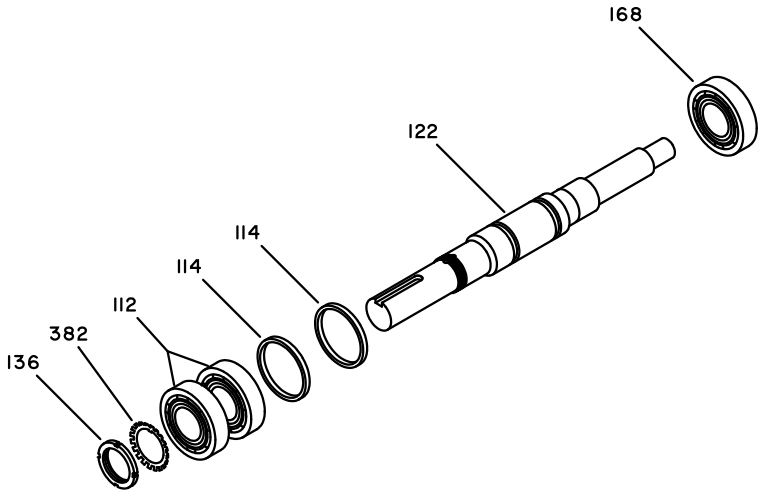
1. Install the radial (inboard) bearing on the shaft.



112	Duplex thrust bearing
114	Oil rings
122	Shaft
136	Thrust-bearing locknut
168	Radial bearing
382	Lockwasher

Figure 55: Radial (inboard) bearing installation

2. Assemble the radial bearing (168) onto the shaft (122).
The bearings are interference fit.



112	Duplex thrust bearing
114	Oil rings
122	Shaft
136	Thrust-bearing locknut
168	Radial bearing
382	Lockwasher

Figure 56: Radial (inboard) bearing installation

3. Install the oil rings and bearings:

   a) Install the oil rings on the shaft.

Pump type	Oil rings
X4, X6, X8	2
X2	

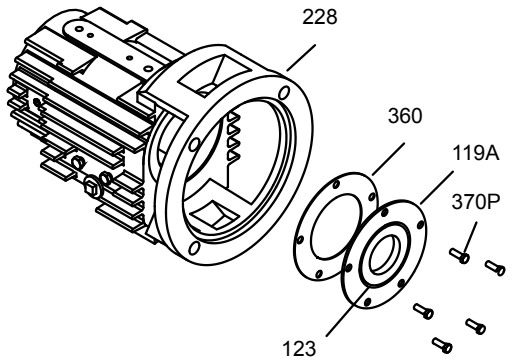
   b) Install the thrust (outboard) bearings on the shaft.

   c) Place the bearing lockwasher on the shaft and the tang of the lockwasher in the keyway.

   d) Thread the bearing locknut onto the shaft.
   After the bearings and the shaft have cooled to the ambient temperature, tighten the locknut to the torque values shown in the Maximum torque values for PRX-OH2 fasteners table.

   e) Bend a tang of the bearing lockwasher into a slot of the locknut.

   f) Coat the internal bearing surfaces with lubricant to be used in service.



119A	Thrust end cover
123	Deflector
228	Bearing frame
360	Radial-bearing end-cover gasket
370P	Bearing-frame screws

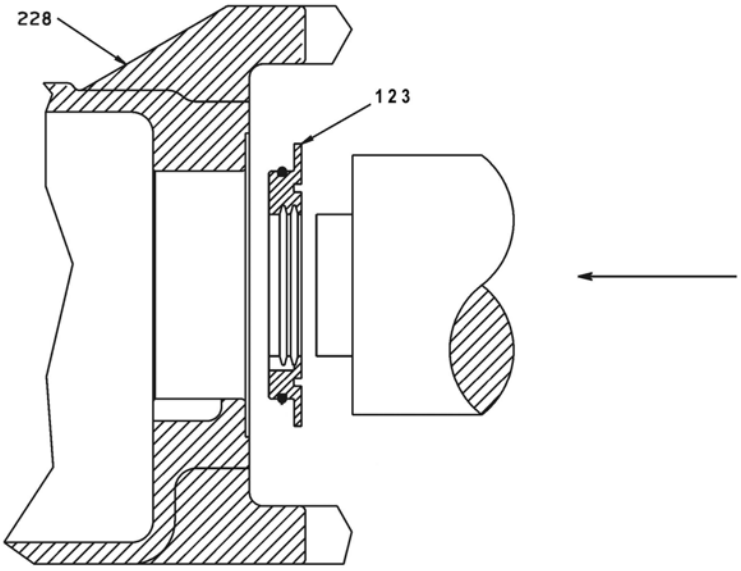
Figure 57: Bearing frame

4. Press the radial INPRO oil seal into the radial end cover.
5. Install the radial-bearing end cover and new end-cover gasket on the bearing frame.

   Make sure that the expulsion part is at the 6 o'clock position and is properly seated.

   For the optional air-cooling package, the radial-heat flinger replaces the standard radial INPRO.
6. Perform the following based on your pump version:

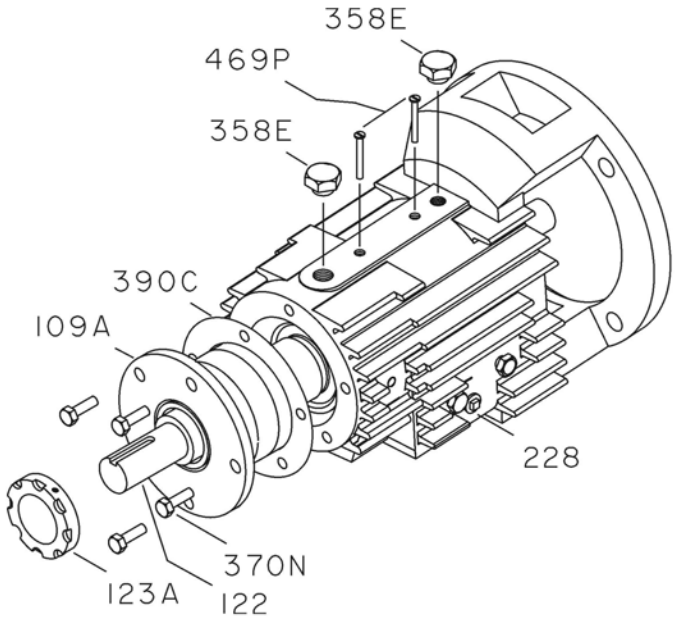
If your pump is...	Then...
X4, X6	Install and tighten the radial-end cover bolt and bearing-frame screws evenly to the torque values shown in the Maximum torque values for PRX_OH2 fasteners table.



123	Radial INPRO oil seal
228	Bearing frame

Figure 58: Radial INPRO oil seal installation

7. Assemble the shaft assembly and bearing frame:
   a) Coat the outer races of the bearings with a compatible oil.
   b) Coat the internal bearing surfaces of the bearing frame with a compatible oil.
   c) Position the oil rings in the grooves of the shaft.



109A	Thrust-bearing end cover
122	Shaft
123A	Thrust deflector
228	Bearing frame
358E	Oil ring inspection plug
360A	Gasket
370N	Bearing-frame screw
390C	Thrust-bearing end-cover shim
469P	Oil ring retainer

Figure 59: Shaft and bearing frame assembly

d) Carefully guide the shaft and bearing assembly into the bearing frame until the thrust bearing is seated against the shoulder of the frame. Make sure that the oil rings do not bind or become damaged.

Do not force the assembly together.

e) Observe the oil rings through the sight glass in the bearing frame.

If the oil rings are not properly seated in the grooves in the shaft, insert a hook-shaped tool made from wire through the inspection connections. Reposition the oil rings as necessary to seat them in the grooves.

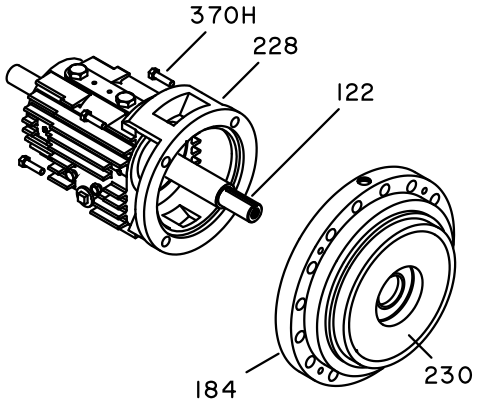
f) Check that the shaft turns freely.

If you notice rubbing or binding, determine the cause and correct it.

8. Replace the oil-ring inspection connection plugs.
9. Replace the two oil-ring retainers.
   The screw should bottom against the bearing frame.

6.3.2 Install the seal-chamber cover

1. Install the eyebolt in the tapped hole provided in the seal-chamber cover.



122	Shaft
184	Seal-chamber cover
228	Bearing frame
230	Seal-chamber cover wear-ring
370H	Bearing-frame bolts

Figure 60: Seal chamber cover

2. Set up a sling from the eyebolt to the overhead lifting device.
3. Lift the seal-chamber cover and position it so that it aligns with the shaft.
4. Install the seal-chamber cover on the bearing-frame assembly:

   a) Guide the cover carefully over the shaft and into the bearing-frame lock.

   b) Install the seal-chamber cover and bearing-frame bolts.

   c) Tighten the bolts evenly using an alternating pattern.

   Torque the bolts to values shown in the Maximum torque values for PRX-OH2 fasteners table.
5. Check the seal-chamber cover face runout:

   a) Mount the dial indicator on the shaft.

   b) Rotate the shaft so that the indicator rides along the seal-chamber cover face for 360°.

   If the total indicator reading is greater than 0.13 mm | 0.005 in., determine the cause and correct it.

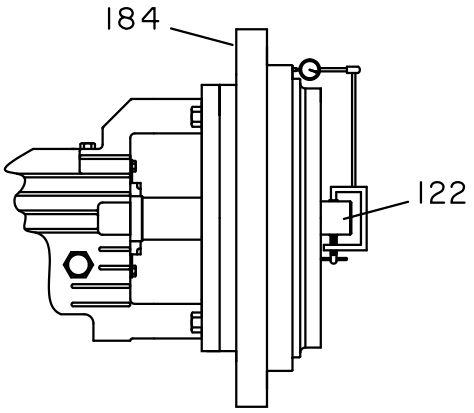


Figure 61: Seal-chamber cover face runout

6. Check the seal-chamber cover lock runout:

   a) Mount the dial indicator on the shaft.

   b) Rotate the shaft so that the indicator rides along the seal-chamber cover lock for 360°.

   If the total indicator reading is greater than 0.13 mm | 0.005 in., determine the cause and correct it.

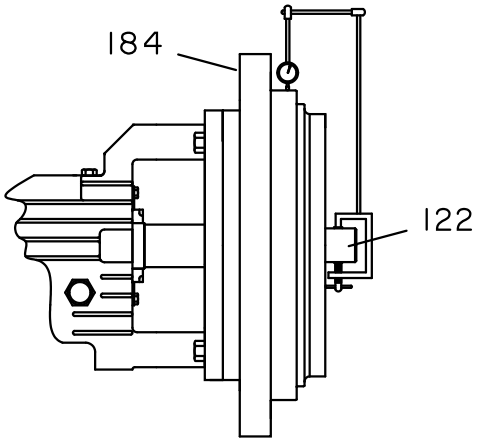


Figure 62: Seal-chamber cover lock runout

NOTICE:

The impeller and wear-ring clearance setting procedures must be followed. Improperly setting the clearance or not following any of the proper procedures can result in sparks, unexpected heat generation, and equipment damage.

7. Check the seal-chamber cover wear-ring runout:

a) Mount the dial indicator on the shaft.

b) Rotate the shaft so that the indicator rides on the seal-chamber cover wear-ring surface for 360°.

If the total indicator reading exceeds 0.15 mm | 0.006 in., determine the cause and correct it.

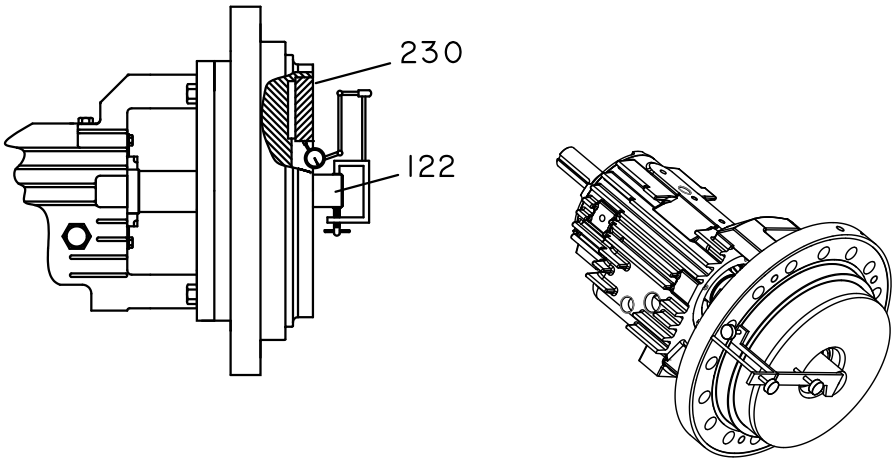


Figure 63: Seal-chamber cover wear-ring runout

8. Check the seal-chamber face runout:

   a) Mount a dial indicator on the shaft.

   b) Rotate the shaft so that the indicator rides along the seal-chamber face for 360°.

   If the total indicator reading is greater than the values shown in this table, determine the cause and correct it.

Table 9: Maximum Allowable Seal Chamber Face Runout

Group	Maximum Allowable Total Indicator Reading
X4	0.05 mm | 0.002 in.
X6	0.065 mm | 0.0026 in.
X8	0.08 mm | 0.0031 in.

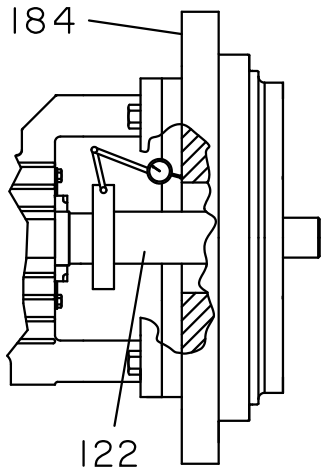


Figure 64: Seal-chamber face runout

9. Check the seal-chamber lock (register) runout:

   a) Mount a dial indicator on the shaft or shaft sleeve.

   b) Rotate the shaft so that the indicator rides along the seal-chamber lock (register) for 360°.
   If the total indicator reading is greater than 0.125 mm | 0.005 in., determine the cause and correct it.

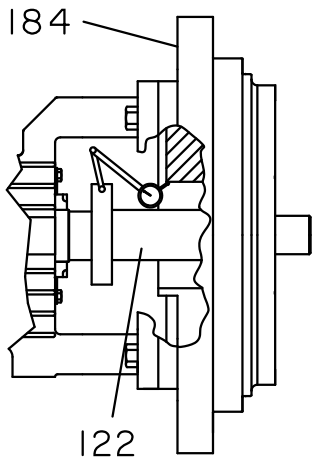


Figure 65: Seal-chamber lock (register) runout

6.3.3 Install the cartridge-type mechanical seal and seal-chamber cover

NOTICE:
Refer to the mechanical seal manufacturer’s drawings and instructions for assistance during the installation of the mechanical seal.

1. Remove the impeller.

   a) Loosen and remove the impeller nut.

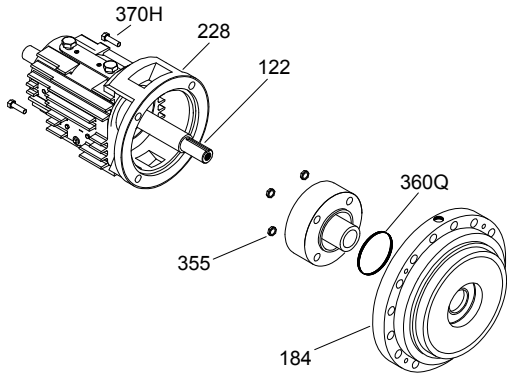
The impeller nut has left-hand threads.

b) Remove the impeller, impeller key, and seal-chamber cover as described in the Disassembly section.

2. Lubricate all O-rings with suitable lubricant, unless the seal manufacturer's instructions indicate otherwise.
3. Slide the cartridge seal assembly (rotary, stationary gland, gland gasket, and sleeve) onto the shaft.

NOTICE:

Ensure that the mechanical-seal gland-piping connections are properly oriented.



122	Shaft
184	Seal-chamber cover
228	Bearing frame
355	Gland stud nut
370H	Bearing-frame bolts

Figure 66: Cartridge-type mechanical seal and seal-chamber cover

4. Install the seal-chamber cover.
   a) Set up a sling to the eyebolt and to the overhead lifting device.
   b) Lift the seal-chamber cover and position it so that it aligns with the shaft.
   c) Install the seal-chamber cover on the power end by guiding the cover carefully over the cartridge-seal rotary.

   Ensure that the gland studs smoothly enter the holes in the cartridge-seal gland and that the cover fits into the bearing frame lock.

   d) Install the seal-chamber cover and bearing-frame bolts and tighten them using an alternating pattern.

   Torque the bolts to the values shown in the Maximum torque values for PRX_OH2 fasteners table.

   e) Install the gland stud nuts and tighten evenly to the torque values shown in the Maximum torque values for PRX_OH2 fasteners table.
5. Tighten the setscrews in the locking collar.
6. Disengage the spacer ring or clips.
7. Verify that the shaft turns freely.

   If you detect rubbing or excessive drag, then determine the cause and correct it.

6.3.4 Install the impeller

CAUTION:
Risk of physical injury from sharp edges. Wear heavy work gloves when handling impellers.

It is recommended that you repeat the runout checks on the seal-chamber cover face, lock, and wear-ring surfaces as described in 6.3.2 Install the seal-chamber cover on page 79.

1. Install the impeller key in the keyway of the shaft.
   The key should be at the top (12 o'clock) position for the impeller installation.
2. Install the impeller on the shaft.
   Apply anti-galling compound to the impeller bore to aid in assembly and disassembly.
3. Install the impeller nut and tighten to the torque values shown in the Maximum torque values for PRX_OH2 fasteners table.
   The impeller nut has left-hand threads.
4. Tighten the set screw in the end of the impeller nut.
5. Verify that the shaft turns freely.
   If you notice any rubbing or excessive drag, then determine the cause and correct it.

It is recommended that you repeat the runout checks on the impeller wear-ring surface as described in Replace the wear rings.

6.3.5 Install the coupling hub

CAUTION:
Wear insulated gloves to handle the coupling hub. The coupling hub will get hot and can cause physical injury.

NOTICE:
If it is necessary to heat the coupling hub due to an interference fit, do not use a torch. Use a heating device such as an oven which uniformly heats the coupling hub.

1. Install the key and pump-half coupling hub on the shaft.
2. Make sure that the hub is flush with the end of the shaft or to the mark scribed during disassembly.
   Refer to coupling manufacturer's instructions for assistance.

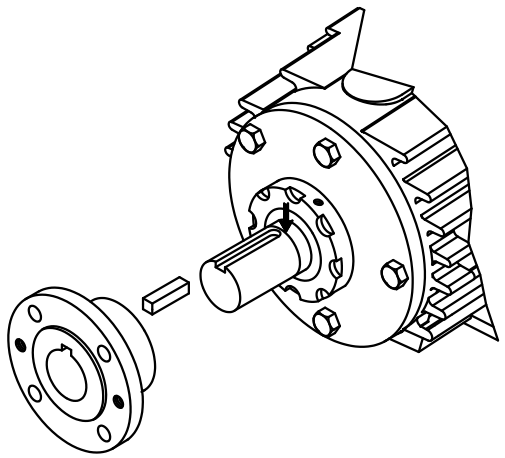


Figure 67: Coupling hub installation

6.3.6 Install the back pull-out assembly in the casing

1. Install a new casing gasket on the gasket surface of the casing.
   You can apply anti-galling compound to the casing fits to aid in assembly and disassembly.
2. Replace the back pull-out assembly in the casing using a lifting sling through the bearing frame or other suitable means.

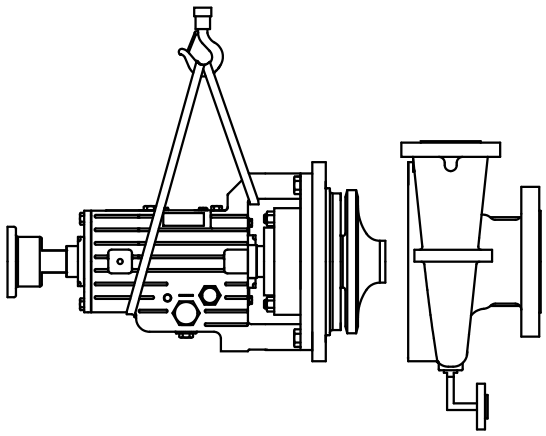


Figure 68: Back pull-out assembly

3. Slide the back pull-out assembly into the proper position in the casing by loosening the jacking bolts evenly.
   Make sure that the casing gasket is not damaged.
4. Install the casing stud nuts.
5. Inspect the gap between the seal-chamber cover and casing and adjust the casing stud nuts as necessary to make the gap uniform.
6. Tighten the casing stud nuts uniformly, using an alternating pattern, until the seal-chamber cover is in metal-to-metal contact with the casing. Tighten each nut to the torque values shown in the Maximum torque values for PRX_OH2 fasteners table.

7. Verify that the shaft turns freely.
   If you detect any rubbing or excessive drag, then determine the cause and correct it.
8. Reinstall the coupling spacer, coupling guard, auxiliary piping, tubing, and equipment that was removed during preparation for disassembly.
9. Lubricate the bearings.

6.3.7 Post-assembly checks

Perform these checks after you assemble the pump, then continue with pump startup:

- Rotate the shaft by hand in order to make sure that it rotates easily and smoothly and that there is no rubbing.
- Open the isolation valves and check the pump for leaks.

6.3.8 Assembly references

6.3.8.1 Maximum torque values for fasteners

About this table

The torque values specified in this table are for dry threads. These values should be reduced for lubricated threads only when lubricants of high stress ability, such as Molycote, are used. Materials listed in this table are equal to the respective API 610, 10th Edition material classes. In some cases, superior materials are substituted.

Construction - API designation

The following API designations apply to this table:

- S-5
- S-6
- C-6
- A-8

6.3.8.2 Maximum torque values

Table 10: Maximum torque values, Nm (ft-lb) PRX-OH2

Item	Part	Fastener Size	ft-lbs (N-m)	X2			X4			X6						X8	
			Torque	6	8	10	7	9	11	15	17.5	13	16	17	19	24	27
356	Stud casing	5/8-11 UNC	59(80)	X													
		3/4-10 UNC	105(142)		X	X	X	X	X								
		7/8-9 UNC	270(230)									X					
		1-8 UNC	255(345)							X	X		X	X			
		1 1/8-7 UNC	361(489)												X	X	X
425	Nut casing	5/8-11 UNC	59(80)	X													
		3/4-10 UNC	105(142)		X	X	X	X	X								
		7/8-9 UNC	270(230)														
		1-8 UNC	255(345)							X	X	X	X	X	X		
		1 1/8-7 UNC	361(489)													X	X
370H	Screw bearing frame	5/8-11 UNC	59(80)	X	X	X	X	X	X								
		3/4-10 UNC	105(142)														
		7/8-9 UNC	270(230)							X	X	X	X	X	X		

Item	Part	Fastener Size	ft-lbs (N-m)	X2			X4			X6						X8	
			Torque	6	8	10	7	9	11	15	17.5	13	16	17	19	24	27
		1-8 UNC	255(345)													X	X
353	Gland stud	5/8-11 UNC	59(80)	X	X	X	X	X	X	X	X	X	X	X	X		
		3/4-10 UNC	105(142)													X	X
355	Nut gland stud	5/8-11 UNC	59(80)	X	X	X	X	X	X	X	X	X	X	X	X		
		3/4-10 UNC	105(142)													X	X
370N	Screw - thrust bearing end cover to frame	1/2-13 UNC	30(40)		X	X	X	X	X								
		5/8-11 UNC	59(80)							X	X	X	X	X	X	X	X
370P	Screw - radial bearing end cover to frame	5/16-18 UNC	7(9)		X	X	X	X	X	X	X	X	X	X	X	X	X
	Pump to base	7/8-9 UNC	270(230)	X	X	X	X	X	X	X	X	X	X	X	X		
		1 1/4-7 UNC	509(690)													X	X
304	Impeller nut	5/8-18 UNF	59(80)		X	X	X	X	X								
		3/4-16 UNF	105(142)														
		1-12 UNF	255(210)							X	X	X	X	X	X	X	X
136	Locknut, bearing	1.967-18	85(115)	X	X	X											
		2.157-18	105(142)														
		2.360-18	125(169)				X	X	X	X	X						
		2.548-18	155(210)									X	X	X	X		
		3.340-12	275(372)														
		3.527-12	310(420)													X	X

Note value used for torque is based off carbon steel

6.3.8.3 Spare parts

Critical services spare parts

For critical services, the following parts should be stocked, where applicable:

- Impeller (101) with impeller rings (202 and 203)
- Thrust bearing end-cover (109A)
- Radial bearing end cover (119A)
- Shaft (122)
- Radial INPRO seal (123)
- Thrust INPRO (123A)
- Radial heat flinger (123B)
- Thrust fan (123E)
- Impeller key (178)

An alternative approach is to stock a complete back pull-out assembly. This is a group of assembled parts which includes all but the casing and coupling.

Recommended spare parts

When ordering spare parts, always state the serial number, and indicate the part name and item number from the relevant sectional drawing. It is imperative for service reliability to have a sufficient stock of readily available spare parts.

It is suggested that the following spare parts be stocked, where applicable:

- Bearing locknut (136)
- Bearing lockwasher (382)
- Cartridge mechanical seal (383)
- Casing gasket (351)
- Casing wear ring (164)
- Finned-tube cooling assembly (494)
- Impeller nut (304)
- Impeller cap screw (198)
- Impeller wear ring - casing side (202)
- Impeller wear ring - cover side (203)
- Oil rings (114)
- Oiler with wire guard (251)
- Radial bearing (168)
- Radial bearing end-cover gasket (360)
- Seal-chamber cover wear ring (230)
- Set screws (222E and 320)
- Throat bushing - seal-chamber cover (125)
- Thrust bearing (duplex pair) (112)
- Thrust bearing end-cover gaskets (360A)
- Thrust bearing end-cover O-ring (412)
- Thrust bearing end-cover shim pack (390C)
- Water jacket cover O-rings (412S and 497T)
- Impeller spacer (443A)

7 Troubleshooting

7.1 Troubleshooting

7.1.1 Operation troubleshooting

Symptom	Cause	Remedy
The pump is not delivering liquid.	The pump is not primed.	Re-prime the pump and check that the pump and suction line are full of liquid.
	The suction line is clogged.	Remove the obstructions.
	The impeller is clogged.	Back-flush the pump in order to clean the impeller.
	The shaft is rotating in the wrong direction.	Change the rotation. The rotation must match the arrow on the bearing housing or pump casing.
	The foot valve or suction pipe opening is not submerged enough.	Consult an ITT representative for the proper submersion depth. Use a baffle in order to eliminate vortices.
	The suction lift is too high.	Shorten the suction pipe.
The pump is not producing the rated flow or head.	The gasket or O-ring has an air leak.	Replace the gasket or O-ring.
	The stuffing box has an air leak.	Replace or readjust the mechanical seal.
	The impeller is partly clogged.	Back-flush the pump in order to clean the impeller.
	The clearance between the impeller and the pump casing is excessive.	Adjust the impeller clearance.
	The suction head is not sufficient.	Make sure that the suction-line shutoff valve is fully open and that the line is unobstructed.
	The impeller is worn or broken.	Inspect and replace the impeller if necessary.
The pump starts and then stops pumping.	The pump is not primed.	Re-prime the pump and check that the pump and suction line are full of liquid.
	The suction line has air or vapor pockets.	Rearrange the piping in order to eliminate air pockets.
	The suction line has an air leak.	Repair the leak.
The bearings are running hot.	The pump and driver are not aligned properly.	Realign the pump and driver.
	There is not sufficient lubrication.	Check the lubricant for suitability and level.
	The lubrication was not cooled properly.	Check the cooling system.
The pump is noisy or vibrates.	The pump and driver are not aligned properly.	Realign the pump and driver.
	The impeller is partly clogged.	Back-flush the pump in order to clean the impeller.
	The impeller or shaft is broken or bent.	Replace the impeller or shaft as necessary.
	The foundation is not rigid.	Tighten the hold-down bolts of the pump and motor. Make sure the baseplate is properly grouted without voids or air pockets.
	The bearings are worn.	Replace the bearings.
	The suction or discharge piping is not anchored or properly supported.	Anchor the suction or discharge piping as necessary according to recommendations in the Hydraulic Institute Standards Manual.
	The pump is cavitating.	Locate and correct the system problem.

Symptom	Cause	Remedy
The mechanical seal is leaking excessively.	The mechanical seal parts are worn.	Replace the worn parts.
	The mechanical seal is overheating.	Check the lubrication and cooling lines.
The motor requires excessive power.	The discharge head has dropped below the rated point and is pumping too much liquid.	Install a throttle valve. If this does not help, then trim the impeller diameter. If this does not help, then contact your ITT representative.
	The liquid is heavier than expected.	Check the specific gravity and viscosity.
	The stuffing-box packing is too tight.	Readjust the packing. If the packing is worn, then replace the packing.
	Rotating parts are rubbing against each other.	Check the parts that are wearing for proper clearances.
	The impeller clearance is too tight.	Adjust the impeller clearance.

7.1.2 Alignment troubleshooting

Symptom	Cause	Remedy
Horizontal (side-to-side) alignment cannot be obtained (angular or parallel).	The driver feet are bolt-bound.	Loosen the pump's hold-down bolts, and slide the pump and driver until you achieve horizontal alignment.
	The baseplate is not leveled properly and is probably twisted.	1. Determine which corners of the baseplate are high or low. 2. Remove or add shims at the appropriate corners. 3. Realign the pump and driver.

7.1.3 Assembly troubleshooting

Table 11: Troubleshooting procedure

Symptom	Cause	Remedy
There is excessive shaft end play.	The internal clearance of the bearings is excessive.	Replace the bearings with a bearing of the correct type.
	The thrust-bearing end cover is loose.	Tighten the screws.
	There are too many shims under the thrust bearing end cover.	Remove the individual shims to obtain the proper thickness.
The runout for the shaft is excessive.	The shaft is bent.	Replace the shaft.
The runout for the bearing-frame flange is excessive.	The shaft is bent.	Replace the shaft.
	The flange of the bearing frame is distorted.	Replace the bearing-frame flange.
The runout for the seal-chamber cover is excessive.	The seal-chamber cover is improperly seated on the frame.	Replace or re-machine the seal-chamber cover.
	There is corrosion or wear on the seal-chamber cover.	Replace the seal-chamber cover.
The runout for the impeller wear ring is excessive.	The shaft is bent.	Replace the shaft.
	The wear ring was machined improperly.	Replace or re-machine the impeller.

8 Parts Listings and Cross-Sectionals

8.1 Parts Listings and Cross-Sectionals

8.1.1 Parts list

Table 12: Materials of Construction

Goulds Material Class		S-5	S-6	C-6	A-8N
API 610 Material Class		S-5	S-6	C-6	A-8
Item	Component				
109A	Thrust bearing end cover	1212			
112	Ball bearing, thrust	Steel			
113A	Breather, frame	Zinc plated steel			
114	Oil ring	1618			
119A	Radial bearing end cover	2210			
122	Shaft	2238	2238*1	2244	2229
123	Inpro oil seal, radial end	Bronze/Viton			
123A	Inpro oil seal, thrust end	Bronze/Viton			
125	Throat bushing	2244			2256
136	Locknut, bearing	Steel			
164	Wear ring, casing	1232			1265
168	Ball bearing, radial	Steel			
178	Key, impeller	2213	2244		2229
184	Seal chamber cover	1212		1234	1296
193B	Grease Fitting	Steel			
202	Wear ring, impeller, eye	1299			1071
203	Wear ring, impeller, hub	1299			1071
228	Bearing frame	1212			
230	Wear ring, cover	1232			1265
253	Grease shelf	3201			
304	Nut, impeller	2445			
319A	Pipe Plug, Sight Oiler	2210			
351	Gasket, casing	Spiral wound stainless steel			
353	Stud, seal gland	2239			
355	Nut, seal gland stud	2285			
356A	Stud, casing	2239			
360	Gasket, radial bearing end cover	5130			
370H	Screw, bearing frame to seal chamber cover	2210			
370N	Screw, thrust bearing end cover to bearing frame	2210			
370P	Screw, radial bearing end cover to bearing frame	2210			
382	Lockwasher, bearing	Steel			
390C	Shim pack, thrust bearing end cover	Aluminum			
412	O-ring, thrust bearing end cover	5302			
425	Nut, casing stud	2285			
494	Finned tube oil cooler	316 SS / Copper fins			

Goulds Material Class		S-5	S-6	C-6	A-8N
API 610 Material Class		S-5	S-6	C-6	A-8
Item	Component				
469P	Oil ring retainer	2210			
497J	O-ring, radial bearing end cover	5302			

*1 For class S-6, the standard shaft material for boiler feed service and for liquid temperature above 175º C | 350ºF is Goulds Material 2244

Table 13: Goulds Material

Goulds Material	Description	Form	ASTM
1071	Nitronic® 60	Casting	A743 Gr. CF10SMnN
1212	Carbon steel	Casting	A216 WCB
1222	12% chrome	Casting	A743 Gr. CA6NM
1232	12% chrome	Casting	A743 Gr. CA15 (180-241 BHN)
1234	12% chrome	Casting	A487 Gr. CA6NM Class A
1265	316L SS	Casting	A743 Gr. CF3M
1296	316L SS	Casting	A351 Gr. CF3M
1299	12% chrome	Casting	A743 Gr. CA15 (300 350 BHN)
1618	Bismuth Bronze	Casting	B505 CDA 89320
2210	Carbon steel	Wrought	A108 Gr 1211
2213	Carbon steel	Wrought	A108 Gr. 1018-B1112/Gr. 1020-B1 113
2229	316 SS	Wrought	A276 Type 316
2238	4140 steel	Wrought	A434 Grade 4140 Class BD
2239	4140 steel	Wrought	A193 Grade B7
2244	410 SS	Wrought	A276 Type 410
2256	316L SS	Wrought	A276 Type 316L
2285	4140 steel	Wrought	A194 Grade 2H
2445	Nitronic® 60	Wrought	A194 Grade 8S

Table 14: Fasteners and plugs

Material	Goulds Pumps Material Code	ASTM
Carbon steel	2210	A307 Grade B
Monel	6162	F468 Alloy 500
316SS	2229	F593 Alloy Group 2
4140 steel	2239	A193 Grade B7
316LSS	2256	A193 Grade B8MLN
4140 steel	2285	A194 Grade 2 H

9 Local ITT Contacts

9.1 Regional offices

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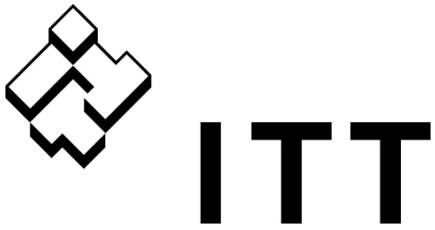

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