

HP NH3 BOOSTER PUMP

MODEL: HP NH3 BOOSTER PUMP FUEL: AMMONIA (NH3)

Description

Skid-mounted, multi-stage centrifugal pump. Designed for continuous variable frequency operation.

Capacity

Up to 37 m³/h

Differential pressure

- 10 stages: $\Delta p = 65 \text{ bar} / 1200 \text{ mlc}$
- 12 stages: $\Delta p = 77 \text{ bar} / 1434 \text{ mlc}$

Discharge pressure

Max. 90 / 102 bar (10 / 12 stages)

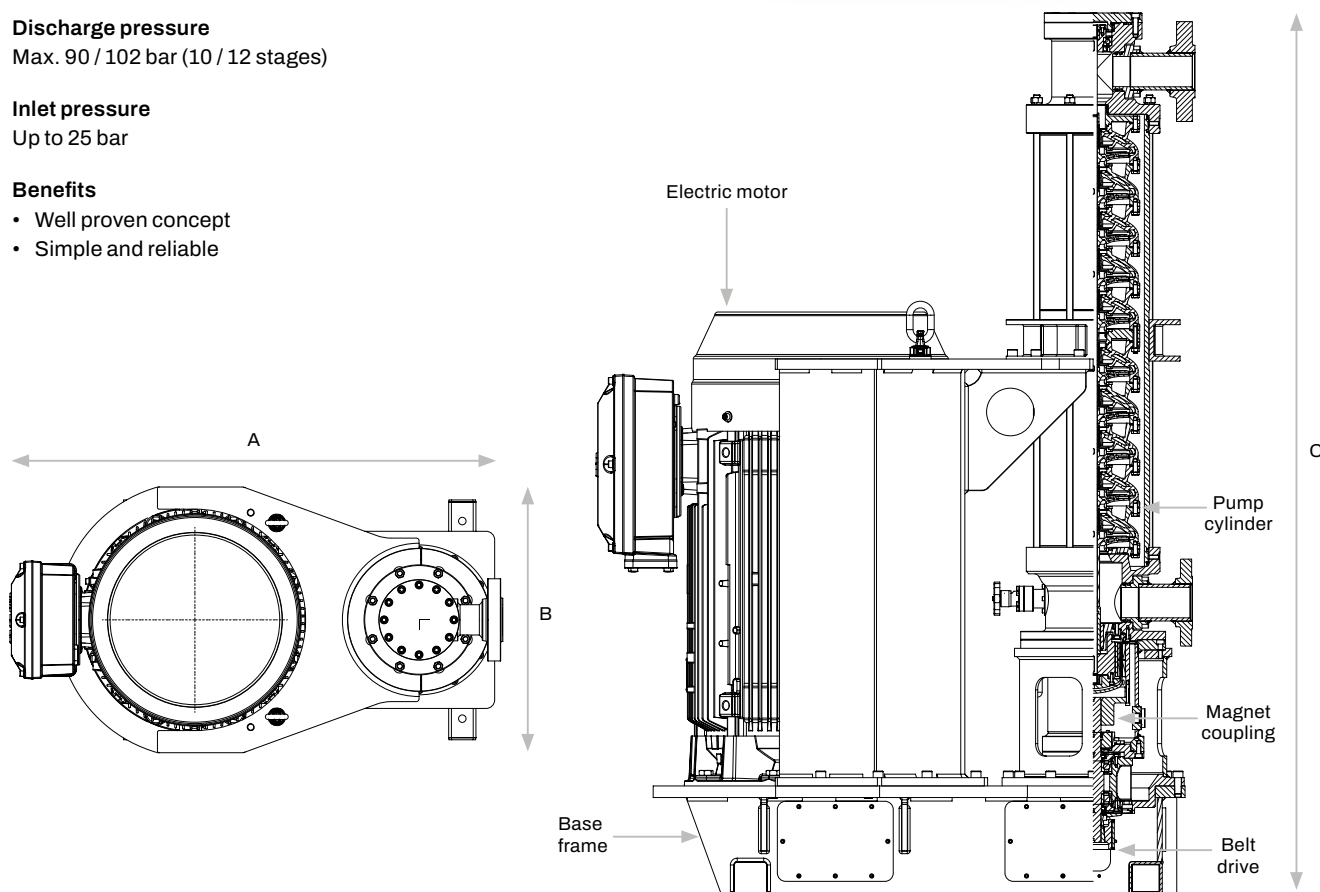
Inlet pressure

Up to 25 bar

Benefits

- Well proven concept
- Simple and reliable

- Unmatched safety
- Small foot-print
- Easy to access during service & maintenance
- Unique Dual Capability – one supplier for LP and HP Pumps
- With this launch Svanehoj offers a unique ability to provide both Low-Pressure (LP) and High-Pressure (HP) fuel pumps



DIMENSIONS

Pump model	A	B	C	Weight (kg)
10-stage	1447	780	2130	2236
12-stage	1447	780	2430	2324



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TECHNICAL DESCRIPTION

The HP NH3 is a belt-driven multi-stage pump, designed for continuous operation with variable speed drive.

The pump cylinder is based on the DW Fuel Pump, which has a well-proven design stretching across numerous running conditions i.e. various pressure ratings, pump media and use.

Supplied with 25 bar ammonia, the HP NH3 pump is able to deliver a discharge pressure of 90 bar or 102 bar

(10- / 12-stage), making it the ideal solution for supply of ammonia to main engines, auxiliary engines and turbines.

The Svanehoj control system is a standard panel that maintains the desired discharge pressure, by adjusting the running speed of the pump.

Magdrive Coupling

The MagDrive consists of an inner and outer magnet coupling. The two magnetic couplings are separated by a hermetically sealed barrier. When the motor rotates the outer magnet, the inner magnet will then rotate the pump drive shaft due to the magnetic forces. This then systematically removes any risk of gas leakages through a shaft sealing.

Static seal

The pump is designed with a self-activating static seal, which prevents ammonia release to the atmosphere around the pump, and at the same time a signal is sent to the variable frequency drive, on order to shut off the motor instantly.

Serviceability

The pump is designed with focus on easy access during service and maintenance. The belt drive is easily accessible and can be replaced by loosening the belt auto-tensioner only.

After venting of the pump cylinder, the top bearing is easily replaced. Where further dismantling of the pump cylinder is required, the complete pump cylinder can be lifted from the skid and transferred to an adequate work site. Only 140 mm of overhead space is required to separate the pump cylinder from the pump base.

Svanehoj Control System

Standard control panel 2 parallel Variable Frequency drive (VFD) control systems. The control panel can be used for one fuel pump having one active VFD and one stand-by VFD, or for two VFD operated fuel pumps. PID-regulators will keep a steady pressure from the pump(s). Set-value and sensor feed-back can be applied from SAS (Ship Automation System) or from a 4-20 mA pressure sensor. Svanehoj Control System can be supplied with a range of communication protocols, to match the SAS.

Draining

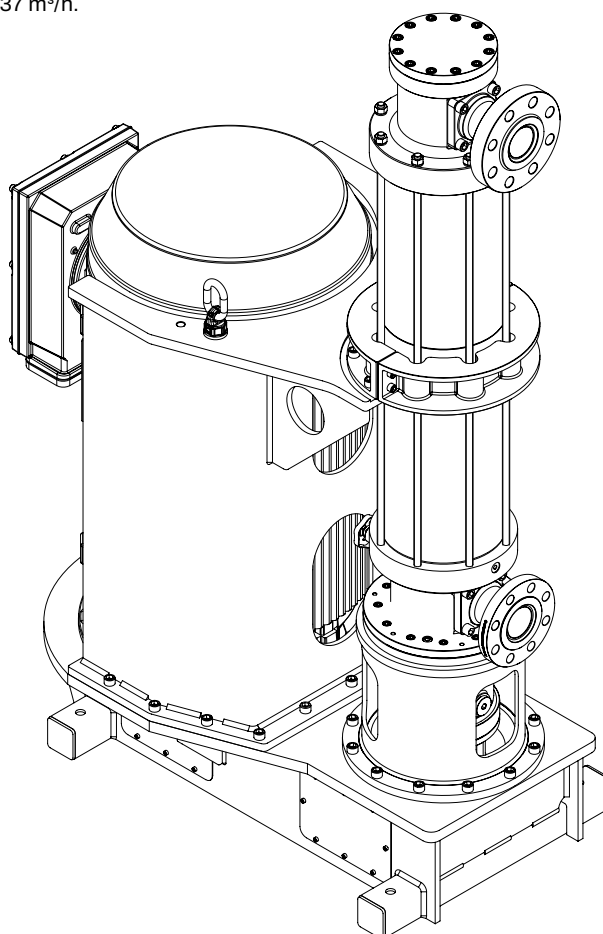
By introducing internal drain passages in the pump cylinder, that amount of liquid ammonia remaining after draining is limited to maximum 0.5 liters. This reduces the overall duration between stopping the pump and until it is safe for service.

Reliability

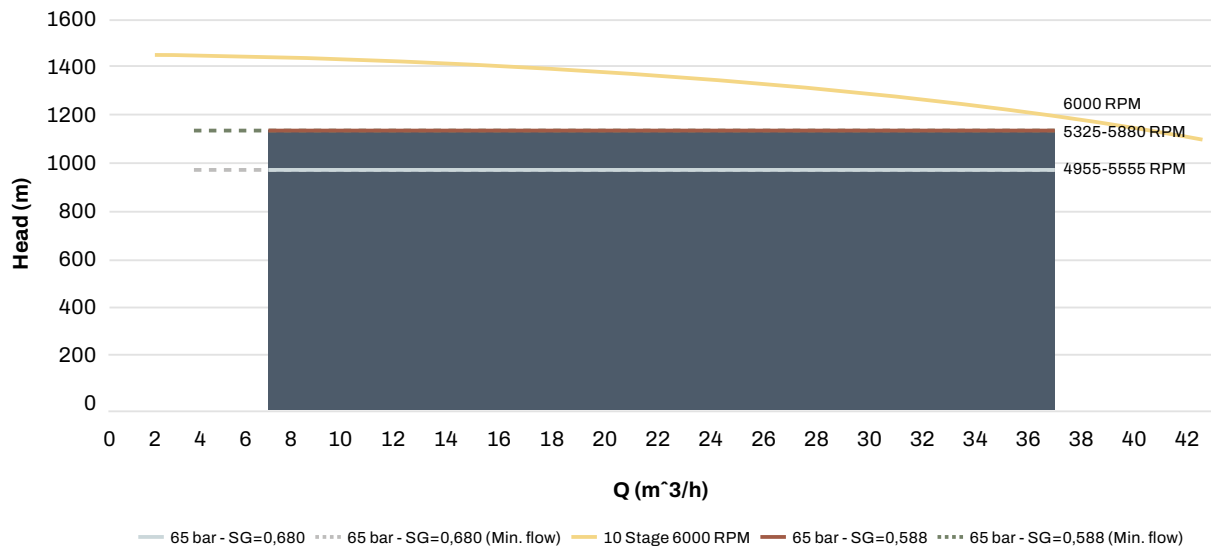
20.000 hours between major overhauls due to the well-proven design, based on the DW Fuel Pump.

Capacity range

Up to 37 m³/h.



NH3 BOOSTER 10 STAGE



NH3 BOOSTER 12 STAGE

