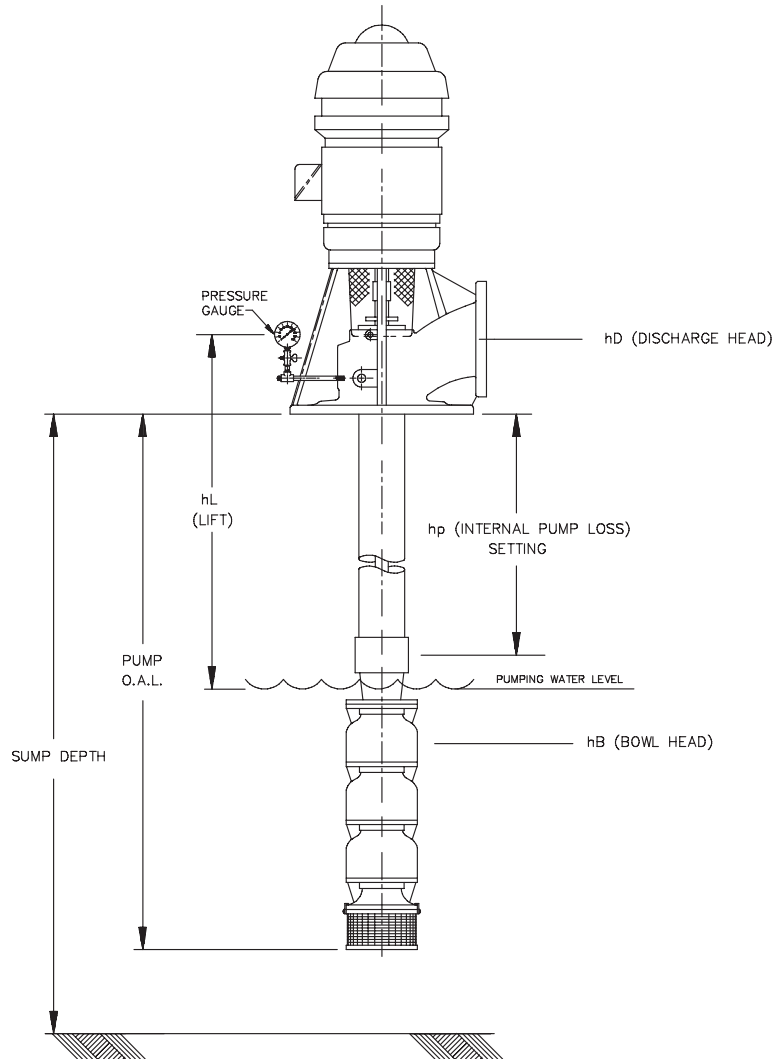


CALCULATION OF BOWL HEAD OR DISCHARGE HEAD



For vertical turbine pumps, discharge head equals bowl head minus lift and internal pump loss. It can be shown as:

$$h_D = h_B - h_L - h_P$$

Where h_D = Discharge head. Pressure gauge reading in PSI multiplied by 2.31 for fresh cool water.

h_B = Bowl head. Actual head in feet developed by the bowl assembly.

h_L = Lift. Elevation difference in feet between the pumping water level and the pressure gauge.

h_P = Internal pump loss. Pump column loss plus discharge head loss in feet.

Conversely, bowl head equals discharge head plus lift and internal pump loss.

$$h_B = h_D + h_L + h_P$$

NOTES:

1. Test curves are plotted as **bowl head** (h_B). Allowances must be made for lift and internal pump loss when comparing test curves to field performances.

Useful Formulas

$$\text{Water Horsepower} = \frac{\text{GPM} \times 8.33 \times \text{Head}}{33,000} = \frac{\text{GPM} \times \text{Head}}{3,960}$$

WHERE

GPM = Gallons Per Minute
 8.33 = Pounds of water per gallon
 33,000 = Ft. Lbs. per minute in one Hp.
 Head = Difference in energy head in feet (field head)

$$\frac{\text{Head} \times \text{GPM} \times \text{Sp. Gr.}}{3,960 \times \text{Eff}}$$

Bowl BHP =

WHERE

GPM = Gallons Per Minute
 Head = Lab. Head (including column loss)
 Eff. = Lab. Eff. of Pump Bowls
 (from performance curves)

**Total BHP = Bowl BHP + Thrust Bearing Loss
 + Line Shaft Loss ³**

Thrust Bearing Loss = Horsepower Loss in Driver Thrust Bearings (see ¹ below)

$$\text{Input Horsepower} = \frac{\text{Total BHP}}{\text{Motor Eff.}}$$

Motor efficiency from motor manufacturer (decimal)

$$\text{Field Efficiency} = \frac{\text{Water Horsepower}}{\text{Total BHP}}$$

Water HP as determined above
 Total HP as determined above

$$\text{Overall Plant Efficiency} = \frac{\text{Water Horsepower}}{\text{Input Horsepower}}$$

Water Hp as determined above
 Input Hp as determined above
 (See ²)

Electrical

$$\text{Input HP} = \frac{\text{BHP}}{\text{Mtr. Eff.}} = \frac{4.826 \times K \times M \times R}{T} = \frac{1.732 \times E \times I \times \text{PF}}{746}$$

WHERE:

BHP=Brake Horsepower as determined above
 Mtr. Eff.=Rated Motor Efficiency
 K = Power Company Meter Constant
 V = Power Company Meter Multiplier, or Ratio of Current and Potential Transformers Connected with Meter
 R = Revolutions of Meter Disk
 T = Time in Sec. for R
 E = Voltage per Leg Applied to Motor
 I = Amperes per Leg Applied to Motor
 PF = Power Factor of Motor
 1.732 = Factor for 3-phase Motors (This reduces to 1 for single phase motors.)

$$\text{Kilowatt Input to Motor} = .746 \times \text{Input HP} = \frac{1.733 \times E \times I \times \text{PF}}{1,000}$$

$$\text{KW-Hrs Per 1,000 Gallons of Cold Water Pumped Per Hr.} = \frac{\text{Hd. (ft)} \times 0.00315}{\text{Pump Eff.} \times \text{Motor Eff}}$$

Misc.

Discharge Head (in f t.of fluid pumped) =

$$\frac{\text{Discharge Pressure (PSI)} \times 2.31}{\text{Sp. Gr. of Fluid Pumped}}$$

$$\text{Velocity Head} = \frac{V^2}{2 G}$$

V= Velocity of Water (ft./sec.)
 G= Acceleration Due to Gravity
 = 32.2 ft./seC²

$$\text{Forque (foot pounds)} = \frac{\text{Hp} \times 5,250}{N}$$

HP= Horsepower
 N= RPM

¹ Thrust bearing losses in HP per 100 RPM per 1,000 lbs. thrust:

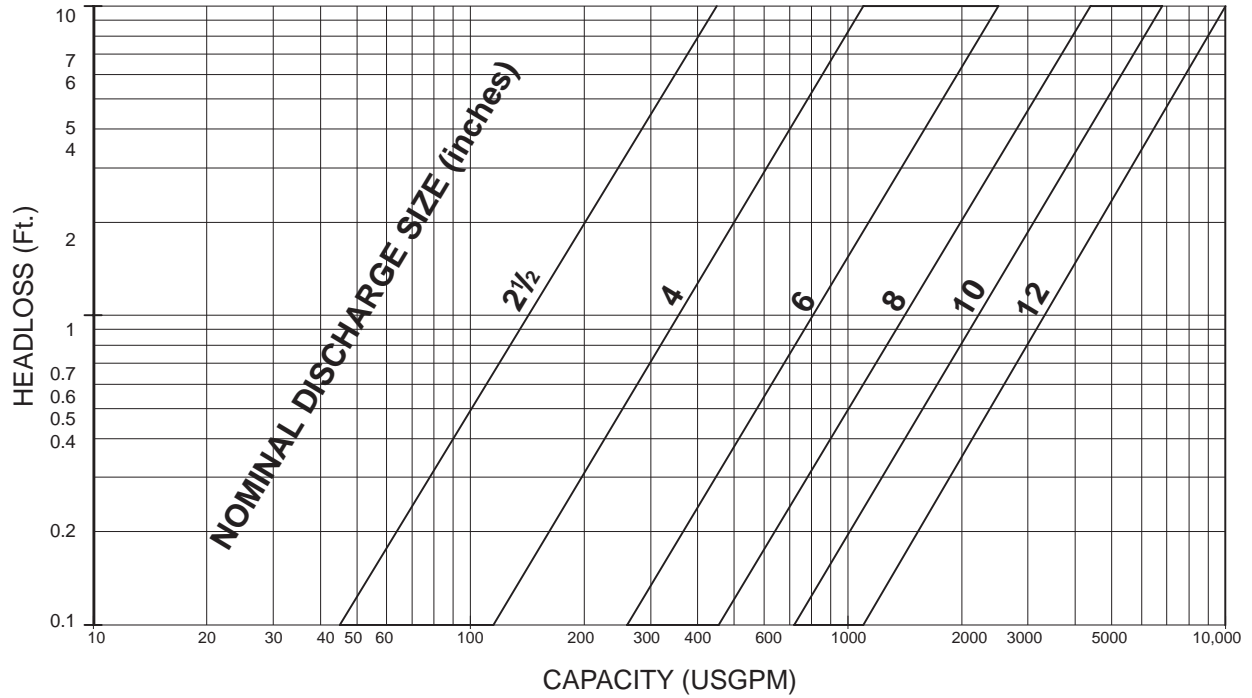
- FR. 182TP-215TP - .0059
- 254TP - .0071
- 256TP-258TP - .0085
- 324TP-326TP - .0132
- 364TP-365TP - .0148
- 404TP-425TP - .0165
- 444TP-505TP - .0170 Stacked Brgs.

² Overall Plant Efficiency sometimes referred to as "Wire to Water" Efficiency.

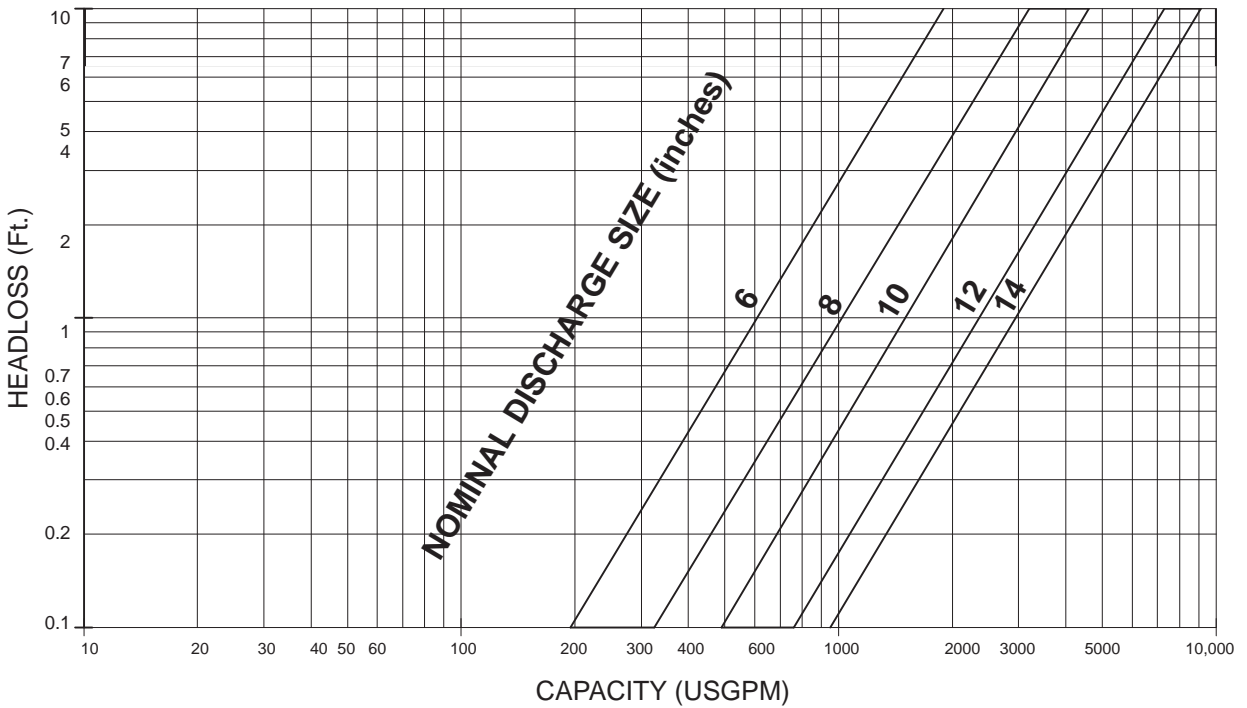
³ Add 4% to maximum bowl HP to cover right angle gear and flexible shaft mechanical losses.

DISCHARGE HEAD LOSS

HEAD LOSS IN CAST DISCHARGE HEADS (Types W, A, and AF)



HEAD LOSS IN FABRICATED DISCHARGE HEADS (Types F, VF, and VU)





COLUMN FRICTION LOSS

21/2" Through 12" Column Size
Friction Loss (Ft.) Per. 100' of column (Open or Enclosed Line Shaft Design)

GPM	COLUMN AND SHAFT SIZE (Inches)														
	2 1/2	4	6		8		10		12			14			
	3/4	1	1	1 1/4	1 1/4	1 1/2 1 11/16	1 15/16	1 1/2 1 11/16	1 15/16	1 11/16	1 15/16	2 1/4	1 11/16	1 15/16	2 1/4
10	1.2														
15	2.0														
20	2.8														
25	3.5														
30	4.2														
40	5.4	.6													
50	6.6	.9													
60	9.0	1.2													
70		1.6													
80		1.9													
90		2.4													
100		2.8													
125		4.2													
150		5													
175		7.5													
200			.7	1.0											
225			.9	1.2											
250			1.1	1.4											
275			1.3	1.7											
300			1.5	2.0											
325			1.7	2.3											
350			2.0	2.6											
375			2.2	2.9											
400			2.5	3.3	.6	.7	1.0								
450			3.1	4.1	.8	.9	1.3								
500			3.7	5.0	1.0	1.1	1.5								
550			4.4	5.8	1.2	1.3	1.8								
600			5.2	6.8	1.4	1.5	2.1								
650			6.0		1.6	1.8	2.5								
700					1.9	2.0	2.8								
750					2.1	2.3	3.2								
800					2.4	2.6	3.6	.7	.8						
850					2.7	2.9	4.0	.8	.9						
900					3.0	3.2	4.5	.8	1.0						
950					3.3	3.6	4.9	.9	1.1						
1000					3.6	3.9	5.4	1.0	1.2	.4	.4	.5			
1200					5.1	5.6	7.6	1.4	1.7	.6	.6	.7			
1400					6.8	7.4	10.0	1.9	2.2	.8	.8	1.0			
1600					8.8	9.5		2.4	2.8	1.0	1.1	1.2	.5	.5	.6
1800					11.0	11.9		3.0	3.5	1.2	1.3	1.5	.6	.7	.7
2000								3.7	4.3	1.5	1.6	1.8	.7	.8	.9
2200								4.4	5.1	1.8	1.9	2.1	.9	1.0	1.1
2400								5.2	6.0	2.1	2.3	2.5	1.0	1.1	1.2
2600								6.1	7.0	2.5	2.6	2.9	1.1	1.3	1.4
2800								7.0	8.0	2.8	3.0	3.3	1.3	1.5	1.6
3000								7.9	9.1	3.2	3.4	3.8	1.5	1.7	1.9
3200										4.1	4.3	4.8	1.9	2.1	2.4
3400										4.5	4.8	5.3	2.1	2.4	2.6
3600										5.0	5.3	5.9	2.3	2.6	2.9
3800										5.0	5.3	5.9	2.3	2.9	3.2
4200										6.0	6.4	7.1	2.8	3.1	3.5
4400										6.6	7.0	7.7	3.0	3.4	3.8
4600										7.2	7.6	8.6	3.3	3.7	4.1
4800										7.8	8.3	9.0	3.5	4.0	4.4
5000													3.8	4.3	4.8
5200													4.2	4.7	5.2
5500													4.6	5.1	5.7
5750													5.0	5.5	6.2
6000													5.4	6.0	6.7

MECHANICAL FRICTION IN LINE SHAFTS

The horsepower loss due to mechanical friction in column shaft rotation may be determined from the chart below. Total brake horsepower is obtained by adding the mechanical friction losses to the laboratory brake horsepower.

Mechanical Friction in BHP per 100' of Shaft

SHAFT SIZE (INCHES)	RPM OF SHAFT		WEIGHT PER FOOT (LBS.)
	3460	1760	
3/4	.60		1.50
1		.53	2.67
1 1/4		.79	4.17
1 1/2		1.14	6.01
1 11/16		1.43	7.60
1 15/16		1.83	10.02
2 1/4		2.40	13.52

THRUST LOADS

The total downthrust produced is the sum of the hydraulic thrust plus the static thrust (dead weight) of the shaft and impellers. The impeller and bowl shaft weights, however, are usually a small percentage of the static thrust and can usually be neglected.

Total Thrust Formula

$$\text{Total Thrust} = (K+H) + (W_s \times S) = (W_i \times \text{No. Imp's})$$

Where K = Thrust factor for pump

H = Bowl head (feet)

W_s = Wt. of shaft (Lbs. per foot)

W_i = imp. Wt. (Lbs.)

S = Column length (feet)

Example:

Calculate the total thrust for a 5 stage 14LKM-FP pump with 50 feet of 1 1/2 x 8 column.

Capacity is 1,000 GPM at 450' bowl head.

Total Thrust

$$= (12.5 \times 450) + (6.01 \times 50) + 5 \times 25.5$$

$$= 5,626 + 301 + 127$$

$$= 6,053 \text{ lbs.}$$



SPECIAL MATERIAL BOWL ASSEMBLIES PERFORMANCE MULTIPLIERS

Pump performance curves are based on a standard bowl metallurgy. Impeller material is ASTM B584 bronze for all sizes. Bowl material is ASTM A48 Class 30 cast iron with porcelain enameled water passages. When casting bowls and impellers in special materials, pump performance is reduced by a decrease in head and efficiency. The chart below gives multipliers for calculating the reductions in head and efficiency at the pump's standard catalog "best efficiency point" (B.E.P.). Special material reductions in head and efficiency gradually decrease as pump capacity shifts from B.E.P. to shut-off where the performance is the same as catalog performance. Conversely, performance continues to decline as pump capacity shifts from B.E.P. to maximum flow.

If impellers and bowls are both cast in special material, then BOTH multipliers are used. See the example below.

NOTES:

Efficiency reductions for bowl staging must be made in addition to correction factors for special material.

EXAMPLE: 6x10H VTF (zincless bronze) at 1770 rpm, single stage performance based on multistage unit at best efficiency point (B.E.P.):

STANDARD UNIT

GPM = 725
Head (ft.) = 38
Eff (%) = 81
S.O. Head (ft.) = 57

CAST IRON ENAMEL BOWL WITH ZINCLESS BRONZE IMPELLER

GPM = 725 x .99 = 718
Head (Ft.) = 38 x .99 = 37.6
Eff (%) = 81 x .99 = 80.2
S.O. Head (Ft) = 57 x 1 = 57

ZINCLESS BRONZE BOWL AND IMPELLER

GPM = 725 x .99 x .98 = 703
Head (ft.) = 38 x .99 x .98 = 36.9
Eff (%) = 81 x .99 x .98 = 78.6
S.O. Head (ft.) = 57 x 1 = 57

These performance multipliers are intended for use in approximating pump performance. Consult factory for guaranteed performance.

PUMP SIZE & TYPE	BOWLS		IMPELLERS	
	ANY BRONZE	STEEL S.STEEL NI-RESIST	ANY BRONZE	STEEL S.STEEL NI-RESIST
4HO	.9699	.94
8JK	.98	.97	1.00	.95
10DK	.98	.98	.99	.95
12LK	.98	.96	1.00	.96
12FK/14LK 15DK/16MK	.99	.98	1.00	.97
18MKL/19FK 20MK	1.00	.99	1.00	.98

(Sample Curve for Single Stage Performance for
500 gpm Model 6x10H VTF Fire Pump at 1770 rpm)

S. A. Armstrong Limited
23 Bertrand Avenue
Toronto, Ontario
Canada, M1L 2P3
T: (416) 755-2291
F (Main): (416) 759-9101

Armstrong Pumps Inc.
93 East Avenue
North Tonawanda, New York
U.S.A., 14120-6594
T: (716) 693-8813
F: (716) 693-8970

Armstrong Holden Brooke Pullen
Wenlock Way
Manchester
United Kingdom, M12 5JL
T: +44 (0) 1612 232223
F: +44 (0) 1612 209660



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