

Mega 120E PUMP

Operation / Maintenance Manual



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1 INSTALLATION

1.1 UNPACKING

After unpacking, the pump should be checked for any damage that may have occurred during shipment. Damage should be reported to the carrier immediately.

The following items should be included within the shipping container:

<u>Qty</u>	<u>Item</u>	<u>Description</u>
1	120E	Mega 120E Pump

1.2 TIE BOLT TORQUE

The tie bolts on the pump are tightened before leaving the factory. However, relaxation may occur due to handling, material creep, or other unforeseen events. Trebor recommends that all eight tie bolts be re-tightened upon pump installation. The following procedure should be used:

1. Remove black tie bolt caps (Item 17 in Figure 4-1) from both sides of all 8 tie bolts⁶
2. Apply 80 in-lbs. (9.0 N-m) of torque to each slave side bolt while holding the master side bolt stationary. A star-pattern is advised.
 - a. The master side is the left side of the pump if you are looking at the fluid ports.
3. Replace the tie bolt caps.

1.3 UTILITIES / HOOK-UP

The pump is mounted using four 1/4" bolts. It is recommended that the pump be mounted not more than 15° from level to maintain its self-priming ability and pumping efficiency.

Air Inlet: 3/8" FNPT (3/8" Dia. [8mm] supply tube minimum).

Air Supply: 25-80 psig (0.17-0.55 MPa) clean dry air or nitrogen. (For Air Consumption, See 3.2 Performance Charts)

Fluid Ports: Inlet/Outlet Fluid Fittings and Surge Suppressor require tightening to specified torque values during pump installation. See section 2.2 for installation diagram and torque values.

Remote Exhaust: 3/8" FNPT (3/8" Dia. minimum tube up to 6' length, 1/2" Dia. Minimum tube greater than 6' length).

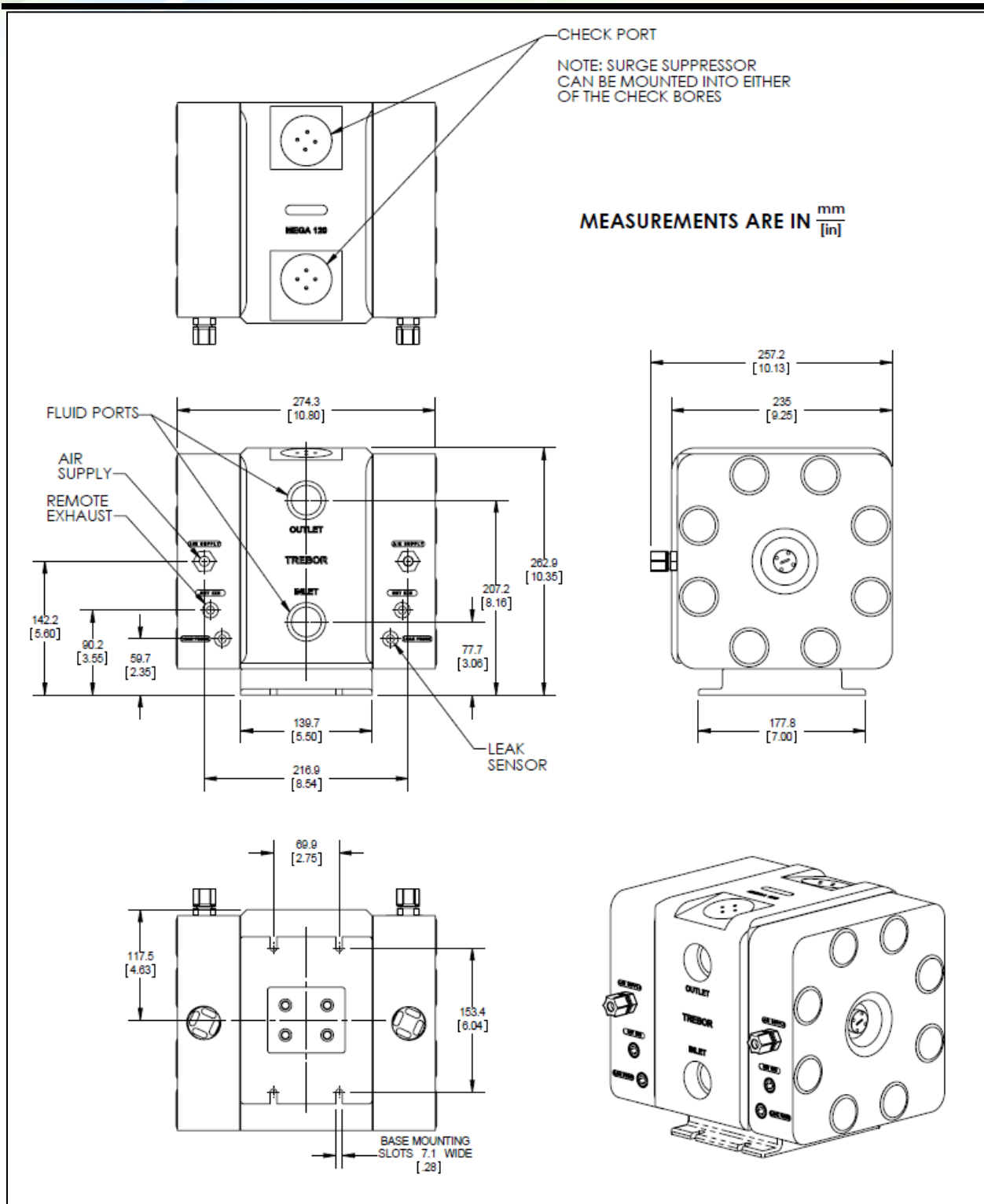


Figure 1-1

ATTENTION: The pump should be operated with clean, dry air or nitrogen. Particulate, water and oils in the air supply can damage the pump.

NOTE:

1. It is recommended that a filter be placed on the discharge side of the pump.
2. Although extensive efforts are made to deliver pumps to our customers completely dry, new pumps may contain residual moisture from their final DI water test.

Recommended Maximum Operating Levels:

Maximum supply CDA/N2 pressure: 80 psig (0.55 MPa)

Maximum fluid temperature: 212°F (100°C)

2 OPTIONS

2.1 FLUID PORT CONNECTION OPTIONS

Available Options

- | | |
|-----------------------------|--|
| A. Flare style tube adapter | 1 1/4" tube fitting – made of high purity PFA
PVDF flare nuts (standard)
PFA flare nuts (optional) |
| B. Custom fittings | Contact Trebor Representative |

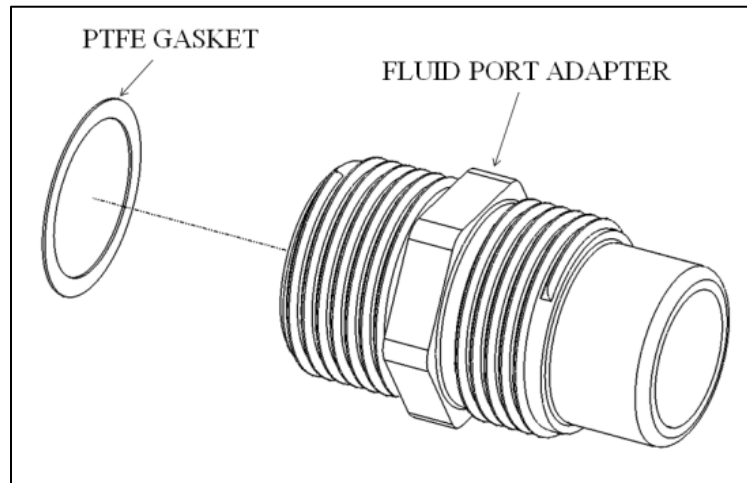


Figure 2-1

2.2 FLUID FITTINGS / SURGE SUPPRESSOR HOOK-UP

<u>Surge Suppressor</u>	<u>Assembled Height: mm (in)</u>
SS85	434.9 (17.12)
SS95	382.5 (15.06)

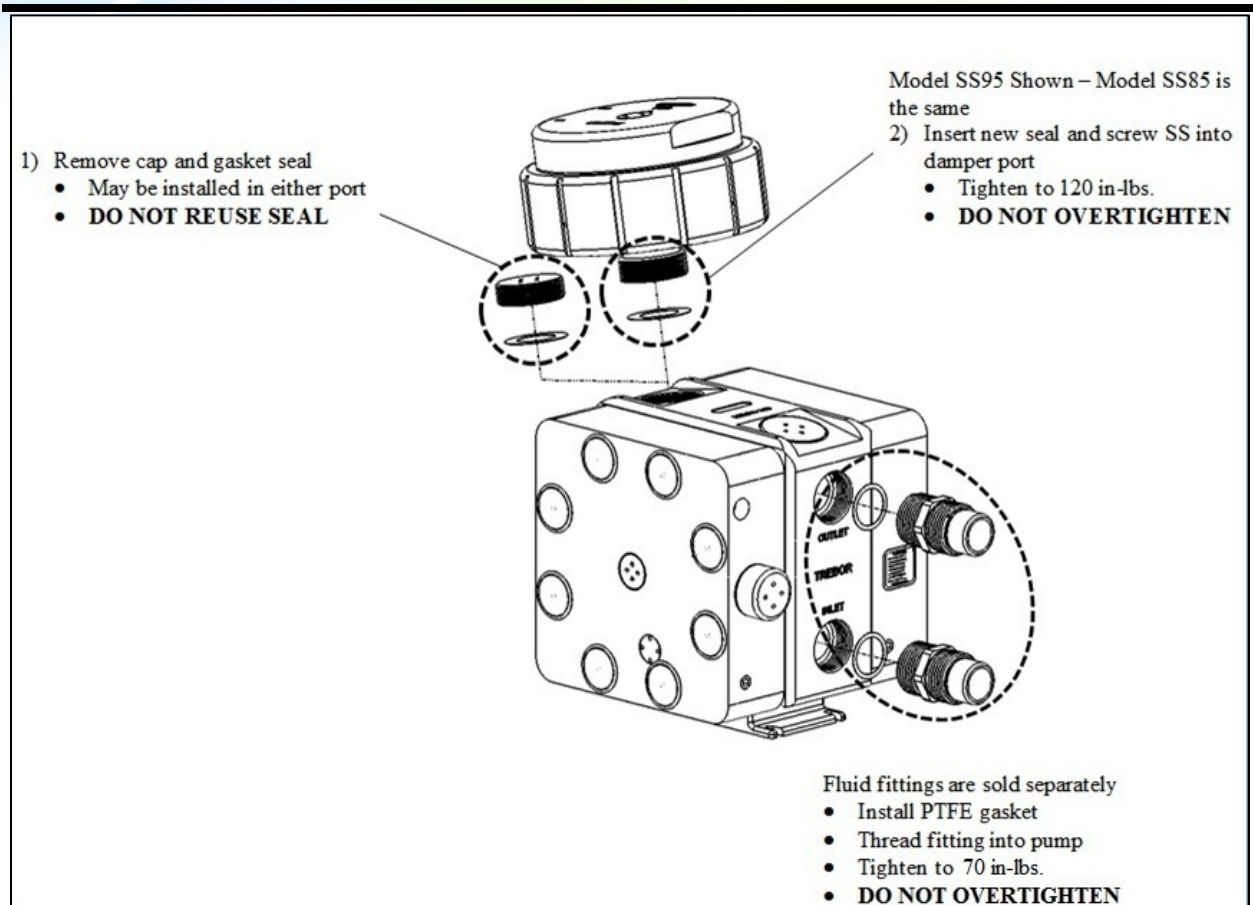


Figure 2-2

NOTE: See Surge Suppressor Operation Manual for detailed installation instructions.

2.3 OPTIONAL LEAK SENSING

2.3.a Installation

- Remove 3/8 NPT plug from port.
- Install 3/8 NPT leak probe fitting into port. See Figure 2-3 for illustration.
- Install probe assembly into fitting. Probe is self-sealing and does not require a seal.
- Tighten nut hand tight.
- Connect fiber optic cable to sensor (NOTE: Minimize bends in fiber optic cable to 2" radius minimum to help ensure optimum signal strength.). Fiber optic cable can be cut to desired length using the cable cutter provided.

2.3.b Removal

- Remove nut from fitting.
- Remove probe.

2.3.c Sensor Signal Specifications

- The sensor signal is normally closed. In the event of a leak, no light signal is returned to the sensor.

NOTE: See your fiber optic sensor installation instructions for proper hook-up and adjustment.

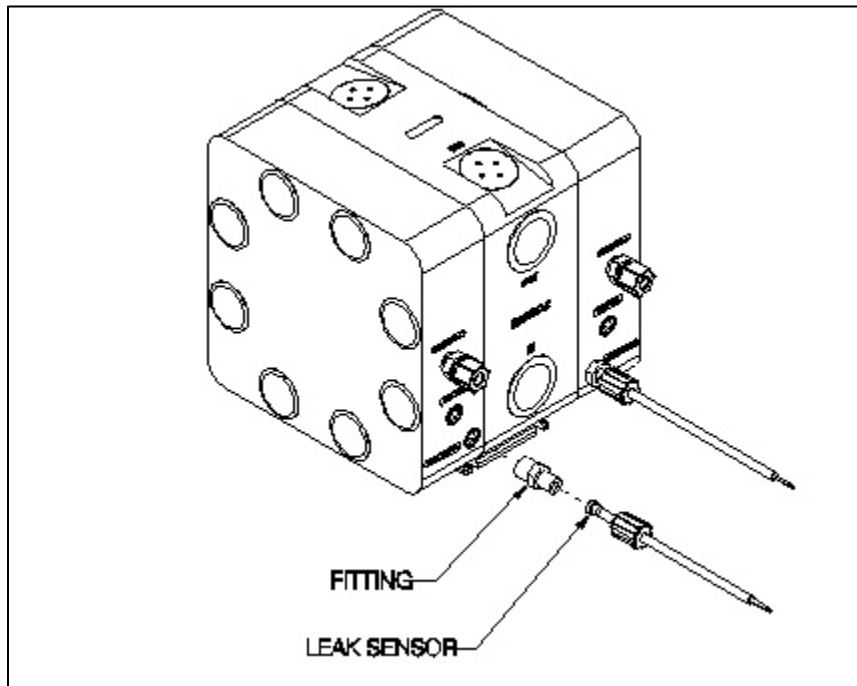


Figure 2-3

3 START-UP

- Pump air supply pressure should be regulated.
- Open the fluid suction (IN) line valve, if necessary.
- Open the fluid discharge (OUT) line valve, if necessary.
- Start with air regulator at low pressure setting (<15 psig). Increase or decrease air pressure to attain desired flow, up to 80 psig (0.55 MPa).
- Refer to Troubleshooting, Section 5, if pump fails to start.

ATTENTION: Prolonged periods of dry running (>5 minutes) will damage critical internal pump parts.



CAUTION: When handling potentially dangerous fluids under pressure, the pump and its fittings should be placed in an enclosure.

3.1 HIGH TEMPERATURE OPERATION

Pump operation at temperatures above 60°C requires periodic tightening of the tie bolt nuts. The frequency of this procedure is best established by the user.

3.2 PERFORMANCE CHARTS

Pumping capacity is a function of air supply pressure and volume, suction head, suction line restrictions, discharge head, discharge line restriction, and fluid properties. The following data was taken using water at atmospheric temperature and pressure with limited sample sizes. The data is intended to aid in system design and should be used for general reference only.

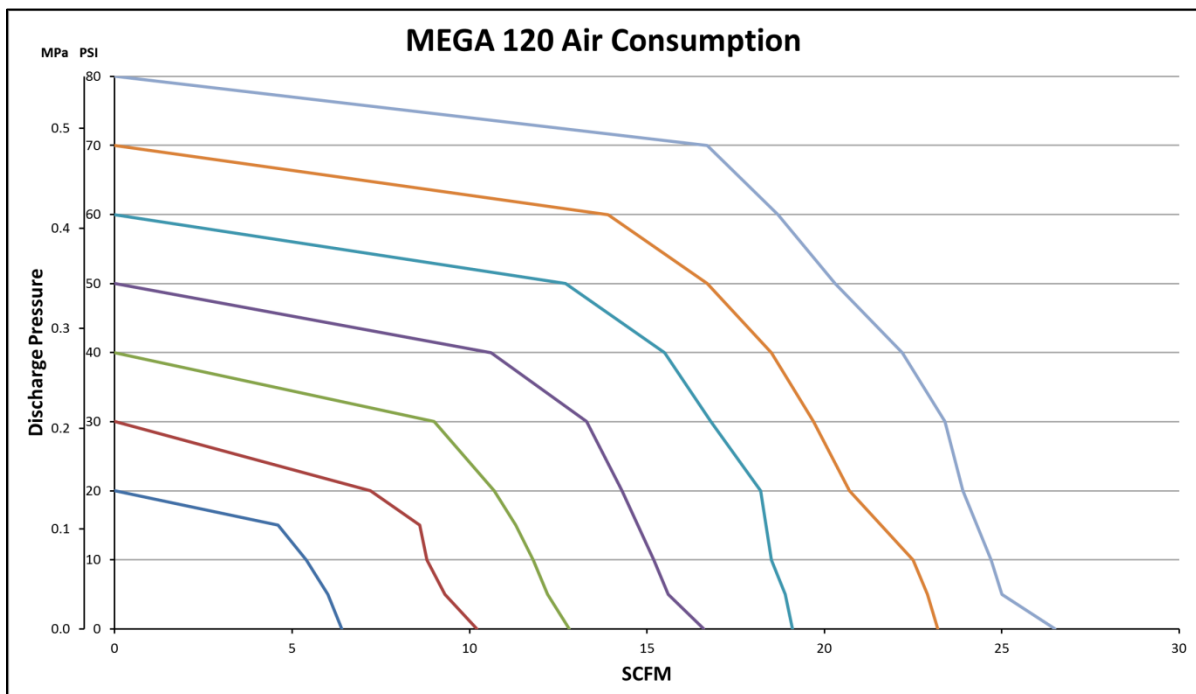


Figure 3-1

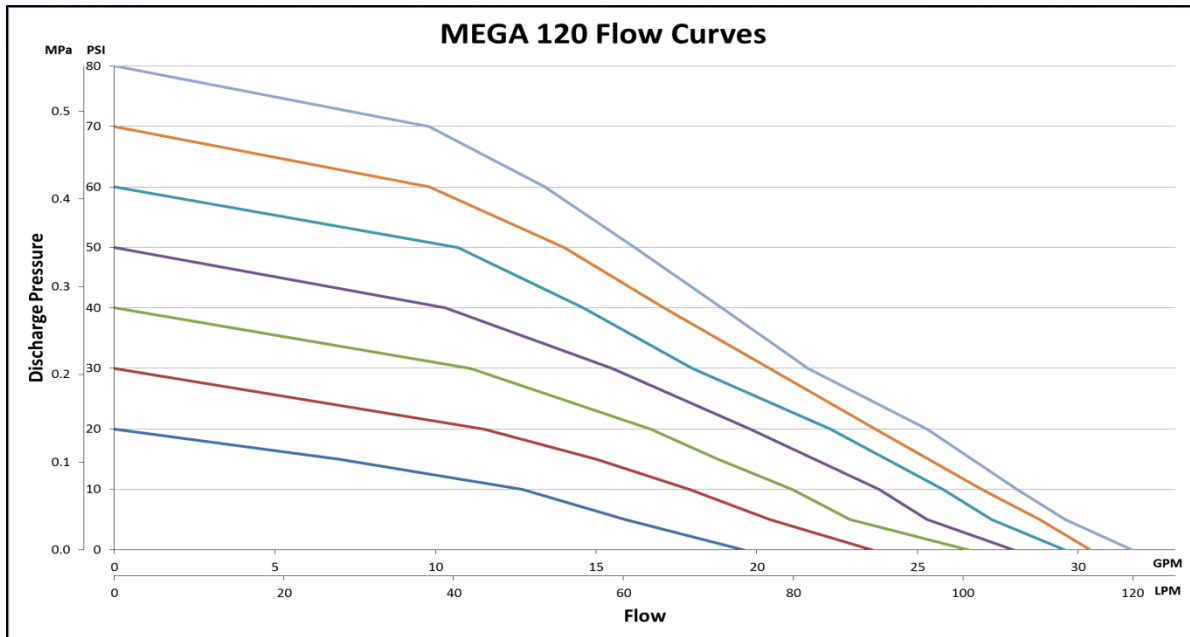


Figure 3-2

4 MAINTENANCE

Trebor pump maintenance can be divided into two categories: air system maintenance and fluid system maintenance. The purpose of air system maintenance is to prevent air system failures such as stalling or erratic cycling. The purpose of fluid system maintenance is to maintain suction and lift capabilities.

Pump Rebuild Service

Trebor International provides a factory rebuild service for customers using Trebor products. Trebor will rebuild any standard pump (exclusive of options). Please contact Trebor International Sales Department regarding current pricing. The fixed rebuild price includes a factory rebuild and parts equivalent to the standard rebuild kit. Each factory rebuild comes with a new one-year warranty. Repairs requiring more extensive part replacements will be quoted prior to proceeding with the pump rebuild. If the pump has exceeded its useful life and cannot be rebuilt, the customer may elect to purchase a new Trebor pump. If the customer chooses not to rebuild or replace the pump, an evaluation charge will be required.

All returned pumps are to be shipped freight prepaid with a valid Purchase Order for the cost of rebuild service. Please contact Trebor International prior to returning your pump to obtain an RMA Number and Pump Return Data Sheet to ensure proper safety precautions. Each pump will be evaluated and repaired within 5 working days of the receipt of pump at Trebor facility.

4.1 PREVENTIVE MAINTENANCE SCHEDULE

The following maintenance schedule is recommended to optimize pump performance and minimize failures. Tie bolt torque should be checked within 30 days of start-up and at periodic intervals thereafter. If the pump is subjected to thermal cycle operation, the tie bolt torque should be checked after the first 3 thermal cycles and periodically thereafter. Certain operating conditions that require more frequent maintenance intervals have been noted. In positive pressure inlet conditions where suction or lift is not required, fluid system maintenance may be extended. However, tie bolt retorque is still recommended.

Adhering to the recommended preventative maintenance schedule along with periodic inspection of the pump will ensure continued efficient operation and overall reliable pump performance.

It is recommended that the Preventive Maintenance Record (Section 4.1.a) be copied, maintained, and kept with this unit for future reference.

MEGA 120E Maintenance Schedule

	Install	30 Days	3 Months	6 Months	9 Months	12 Months	15 Months	18 Months	21 Months	24 Months
Tie Bolt Torque (80 in-lb.)	I			I		I		I		I
Check Seat Wear Rings						R				
Shaft Bushing						R				
Shaft (High Suction Applications)						R				
Shaft										R
Diaphragms and Main Seal										R
Diaphragms and Main Seal (H _F)										R
Diaphragms and Main Seal (ACT 935 & TMAH)										R
Quick Exhaust Seal										R
Check Balls and O-Rings										R
Check Balls and O-Rings (High Suction Applications)										R
Exhaust Muffler Media										R
I=Inspect, R=Replace										

4.1.a Preventive Maintenance Record

Company Name: _____

Company Address: _____

Product: _____ Serial Number: _____

Date: _____ Tech: _____ Notes: _____

Date: _____ Tech: _____ Notes: _____

Date: _____ Tech: _____ Notes: _____

Date: _____ Tech: _____ Notes: _____

Date: _____ Tech: _____ Notes: _____

Date: _____ Tech: _____ Notes: _____

Date: _____ Tech: _____ Notes: _____

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Date: _____ Tech: _____ Notes: _____

Date: _____ Tech: _____ Notes: _____

4.2 RECOMMENDED SPARE PARTS

KR120E-00-A Spares Rebuild Kit, which includes:

<u>Part No</u>	<u>Qty</u>	<u>Description</u>
KD120-00-A	1	Diaphragm Kit
		Includes: (2) 1900B0023 Diaphragm Set
		(2) 98001585 FKM O-Ring
KM120E-00-A	1	Maintenance Kit
		Includes: (2) 1900B0016 Quick Exhaust Port
		(2) 98003047 Quick Exhaust Seal
		(2) L0119 Muffler Assembly
98001108	4	Blue Cap
98003769	2	Push Plate Screw, PTFE
98004258	4	PTFE O-ring
98004255	4	PTFE Check Ball
BL002	2	Suction Seat
BL007	2	Check Port Gasket
BL007-01	2	Check Port Gasket, Solid
BL009	2	Fluid Port Gasket
BL012	1	Shaft Bushing
L0100-16	1	Tie Bolt Cap Group

In critical applications, a spare pump is recommended to minimize potential down time.

4.3 TOOLS

The following tool kit is recommended as standard service equipment.

KT120-00-A Tool Kit, which includes:

<u>Part No</u>	<u>Qty</u>	<u>Description</u>
98001230	1	5/32" Allen Wrench
98002136	2	7/16" Nut Driver
98002859	1	7/16" Socket
98003150	1	Tool Case
98003305	1	Drive Handle
T0172	1	Check Sleeve Insertion Tool
T0173	1	Check Sleeve Removal Tool
T0146	1	3/4" Pin Tool
T0147	1	1" Pin Tool
T0148	1	1/2" Pin Tool
T0159	1	2" Pin Tool
T0144	1	Cleaning Tool
T000A0021	1	Shaft Bullet

4.4 PARTS ILLUSTRATION

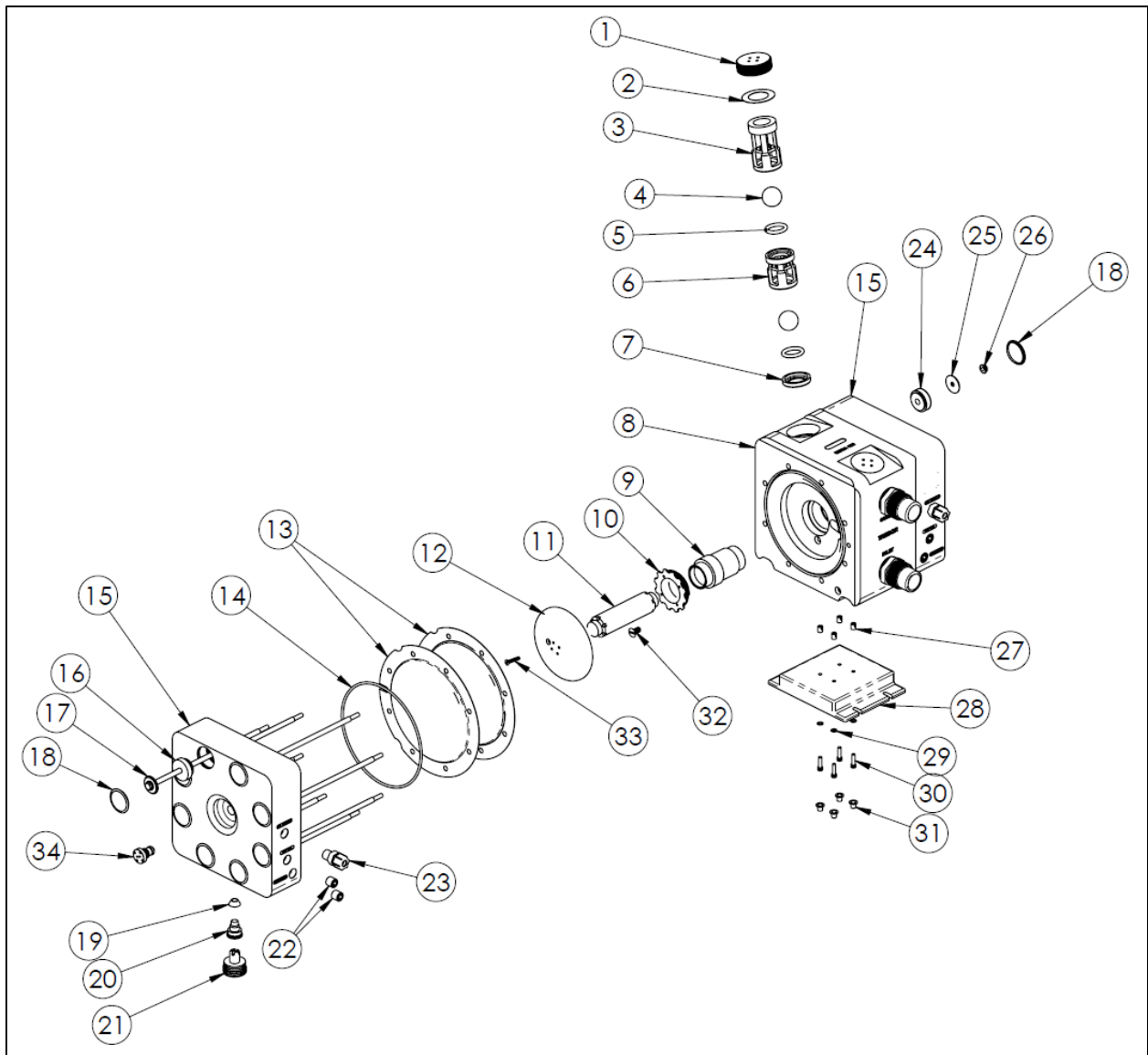


Figure 4-1

4.5 PARTS LIST

ILL NO	PART NO	QTY	DESCRIPTION	PM YEAR #	MATERIAL
1	BL006	2	Check Bore Plug		PTFE
2	BL007	2	Gasket Seal, Check Port	1	PTFE
3	BL004	2	Discharge Sleeve		PTFE
4	98004255	4	Check Ball	1	PTFE
5	98004258	4	O-Ring	1	PTFE
6	BL003	2	Suction Sleeve		PTFE
7	BL002	2	Suction Seat		PTFE
8	BL001	1	Body		PTFE
9	BL012	1	Shaft Bushing	1	PTFE
10	L0195	1	Locking Ring		PTFE
11	BL011	1	Main Shaft	2	PFA
12	1900B0070	2	Push Plate		PTFE
13	1900B0023	2	Diaphragm Set	1	PFA
14	98001585	2	Main Seal	1	Viton
15	L0185-01	2	Head		PP
16	L0184	8	Spacer, Tie Bolt		PP
17	BL014	8	Tie Bolt Assembly		SS302, PFA
18	L0100	16	Tie Bolt Cap	1	LDPE
19	98003047	2	Quick Exhaust Seal	1	Viton
20	1900B0016	2	Quick Exhaust Port		UHMW
21	L0119	2	Assembly, Muffler	1	PP
22	98002243	10	Plug, 3/8 NPT		PE
23	98003514	2	Fitting, Air		PP
24	L0140	8	Bushing		NPRN & EPDM
25	1900A0028-01	8	Tie Bolt Washer		SS316
26	98002341	8	Nut, Flange, SS, 1/4 - 20		SS18-8
27	98001418	4	Insert		SS18-8
28	BL017	1	Pump Base		PP
29	98001093	4	Washer		SS18-8
30	98001375	4	Screw		SS18-8
31	98001108	4	Cap, Blue		LDPE
32	98003755	1	Screw, Lock Ring		PTFE
33	98003769	2	Screw, Push Plate		PTFE
34	AW073	2	End-of-Stroke Port Plug		PTFE

4.6 CLEAN-UP

To help remove potentially dangerous chemicals, the pump can be flushed with DI water or disassembled and thoroughly cleaned. Take all appropriate safety precautions commensurate with the chemical risks of the fluid.

4.7 DISASSEMBLY

During the life of the pump, it will be necessary to perform certain preventative maintenance procedures to ensure its continued high performance. This section and the next (4.8 Assembly) are provided for the user's convenience in disassembly and reassembly in performing these procedures.

- Thoroughly clean/flush the pump using DI water (Refer to Section 4.6).
- Remove tie bolt caps from the slave head.
- Remove nuts from the tie bolts (Slave Head side). Leave tie bolts in place.
- Lay the pump on its side with slave side up.

-
- Lift off the slave head.
 - Remove the main seal and diaphragms.
 - Remove the o-rings from the shuttle transfer tube.
 - Remove the body assembly.
 - Remove the second set of diaphragms and main seal.
 - Remove the transfer tube and o-rings from the heads and body.
 - Remove the remaining tie bolt caps and tie bolts.

NOTE: All polypropylene and fluoroplastic parts, when disassembled, should be thoroughly washed and be free from chemical residue for handling purposes.

4.7.a Quick Exhaust/Muffler Disassembly

- Remove the muffler assembly from each head.
- Remove quick exhaust ports from heads.
- Remove quick exhaust seals.

4.7.b Body Disassembly

- Remove check bore plugs using 3/4" pin tool and remove seals.
- Remove sleeves, balls, o-rings and check seat. Do not use excessive force.
- Unthread push plate locking screw and push plate from the one side of the shaft.
- Remove remaining shaft and push plate from body.
- Unthread second locking screw and push plate from shaft.
- Unthread shaft bushing locking screw from body.
- Using 2" pin tool, insert pins in shaft bushing locking ring located in the master head side of chamber and rotate CCW to remove bushing. Then push out bushing from the slave head chamber side.

4.8 ASSEMBLY

Prior to beginning assembly, inspect all parts to ensure they are clean and dry. Wear clean, protective gloves.

4.8.a Quick Exhaust (Both Heads)

- Insert quick exhaust seal.
- Insert quick exhaust port in each head as shown. Tighten to 15 in-lbs. Do not overtighten.

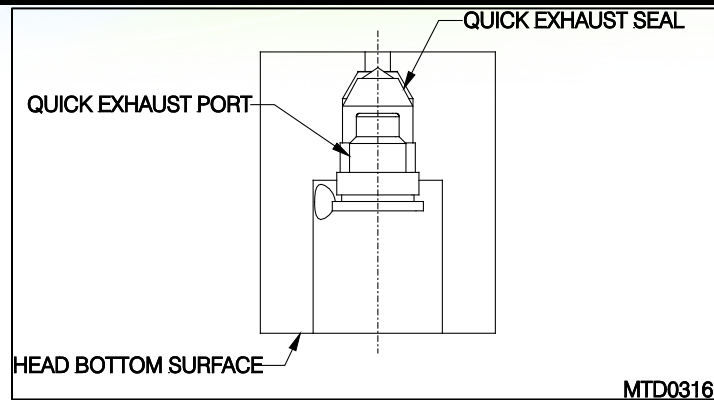


Figure 4-2

- Install 2 muffler pads onto muffler spool and insert into exhaust port. Tighten until the spool head is level with or slightly recessed into the head surface and a minimum of 30 in-lbs is reached.

4.8.b Body Assembly

NOTE: For easy installation, check sleeves that do not install easily (minimal effort) can be placed in a freezer prior to assembly to assist insertion.

- Insert the suction seat. Press firmly using the check sleeve insertion tool until the suction seat is at the bottom of the check bore.
- Install the O-ring. The O-ring should rest inside the cup shape in the seat.
- Install the check ball. Ensure the O-ring does not become dislodged.
- Insert the suction sleeve. Press firmly using the check sleeve insertion tool until the suction sleeve meets the suction seat.
- Install the O-ring. The O-ring should rest inside the cup shape in the seat.
- Install the check ball. Ensure the O-ring does not become dislodged.
- Install the discharge sleeve. The edge of the non-threaded part of the check bore should be approximately flush with the top of the discharge sleeve.
- See Figure 4-3 for the proper order of check assembly installation.

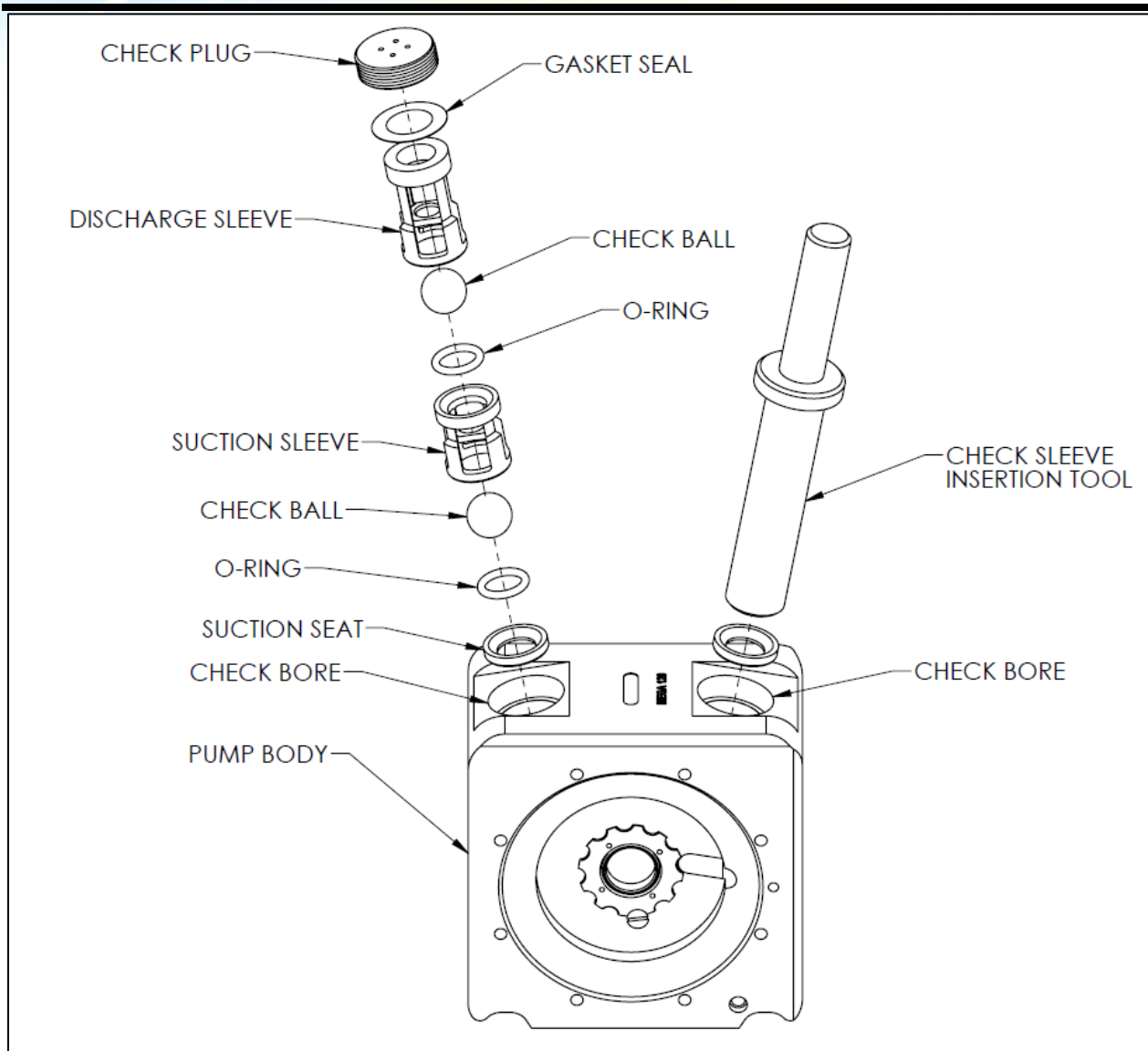


Figure 4-3

NOTE: The suction sleeves are shorter than the discharge sleeves.

- Insert the gasket seal
- Thread on the check port plug and tighten to 120 in-lbs.
- Repeat process for second check bore.

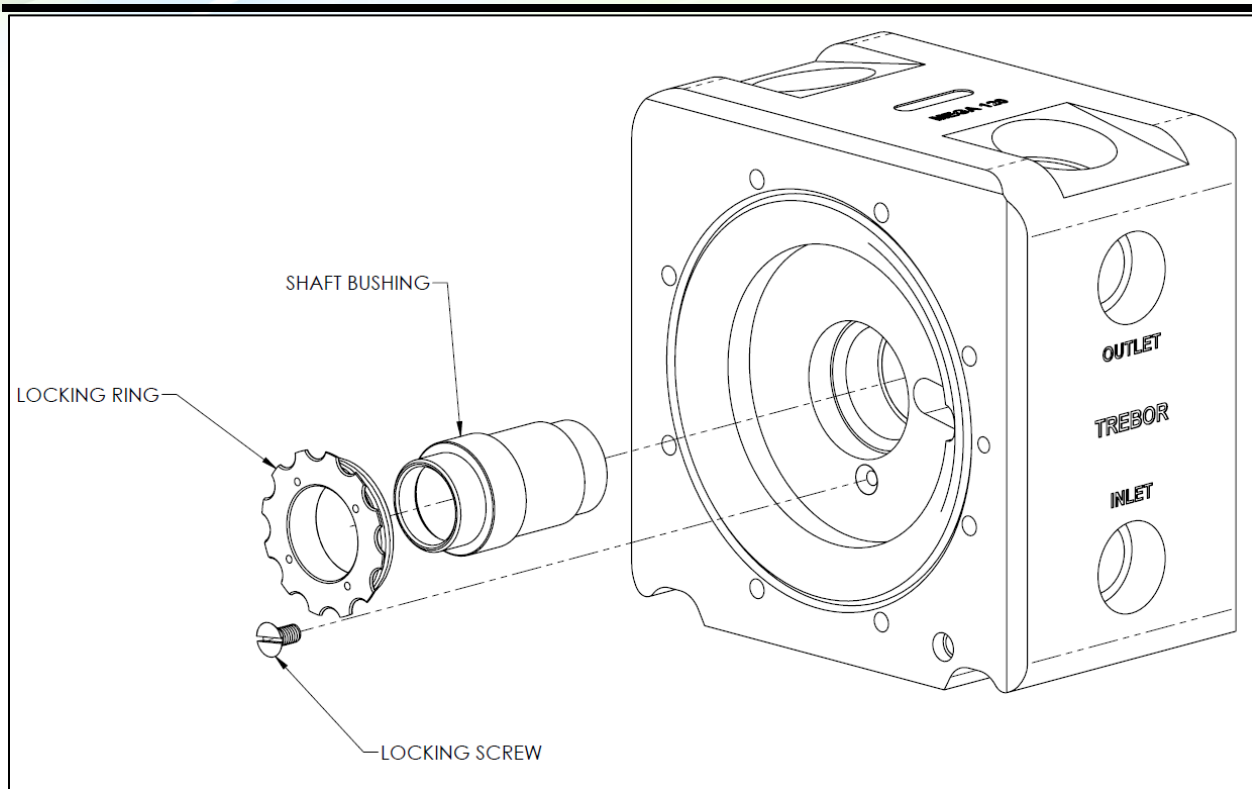


Figure 4-4

- Install shaft bushing per Figure 4-4.
- Install locking ring until flush with fluid cavity face and resistance is met.
- Tighten until next available notch aligns with locking screw hole, check to assure that the shaft bushing does not move.
- Insert locking screw into hole and tighten until flush with locking ring.
- Thread one push plate onto shaft until push plate bottoms out on shaft shoulder. (See Figure 4-5.)
- Tighten push plate to 48 oz.-in, and then rotate CW until locking screw hole is aligned with the next available hole in shaft. The first push plate can be visually aligned separate from the body.
- Install push plate locking screw. Tighten to 12 oz.-in.

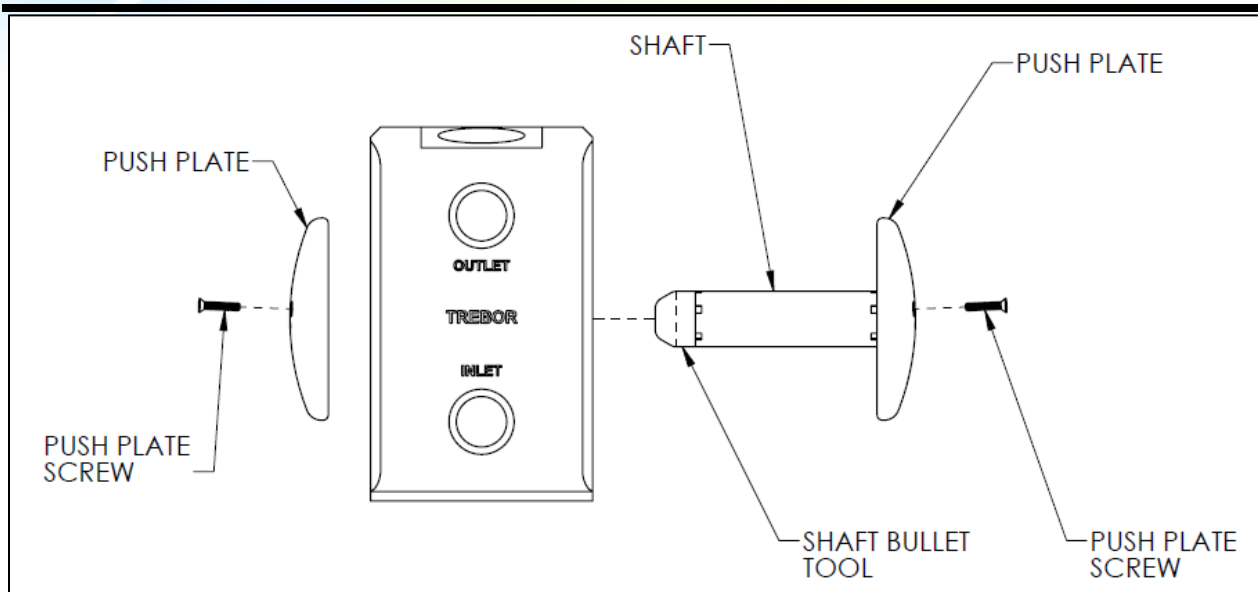


Figure 4-5

- Insert shaft through shaft bore as shown in Figure 4-5. (Use shaft bullet tool to prevent damage to shaft or shaft bushing.)
- Thread on remaining push plate until push plate bottoms out on shaft shoulder.
- The second push plate, while in the pump body, cannot be visually aligned. Tighten push plate to 48 oz.-in, then insert alignment pin into locking screw hole. Rotate push plate CW until locking screw hole is aligned with the next available hole in shaft and alignment pin drops into the shaft hole. Remove alignment pin.
- Install push plate locking screw. Tighten to 12 oz.-in.

4.8.c Final Assembly

(See Section 4.4, Parts Illustration, for reference.)

- Insert tie bolts into head (press fit) and lay head flat with tie bolts sticking up.
- Place main seal into the main seal groove in head.
- Install two diaphragms, removing all air from between diaphragms, onto the tie bolts and shuttle transfer tube. Note main seal groove alignment.
- Place body assembly onto tie bolts and head.
- Place remaining two diaphragms onto tie bolts. Note main seal groove alignment.
- Place the main seal O-ring into the formed groove of the diaphragms.
- Flip the head over and insert the tie bolts into the second head. Ensure that the main seal is not dislodged.
- Place all bushings & flat washers onto tie bolt threaded ends.
- Install flange nuts onto tie bolts. Tighten evenly in a star pattern (do not overload one side before applying torque to another as dislodgment of main seal can occur). Final torque is 80 in-lbs.
- Snap in tie bolt caps.

4.9 TESTING

4.9.a Performance Test

- Start with air regulator at low (< 15 psi) pressure setting.
- Pump must prime once pressure is increased
- 60 psig Supply Pressure
- Check for fluid leaks, listen for air leaks, check for irregularity
- Prepare the pump for drying

4.9.b Dry Pump

- Connect vacuum hose to discharge line
- Connect purge line to fluid inlet
- 60 psig Supply Pressure
- Cycle pump & vacuum dry by rotating pump side to side for 30 seconds.
- Turn off Air Supply and allow the pump to purge for 5 minutes.

4.9.c Dry Suction

- 20 psig Supply Pressure Target
- Record Suction Value
- Target = 10 in-Hg

5 TROUBLESHOOTING

Pump Will Not Start, Fails to Operate

Cause:

Insufficient air volume.

Fluid discharge line blocked.
Downstream valve closed, filter plugged
or other obstruction.

Solution:

See Performance Charts (3.1) for requirements.
Reference regulator and control valve capacity
specifications >1.2 Cv.

Remove obstruction.

Bubbles in Fluid Discharge

Cause:

Leaking fluid inlet fitting.

Leaking main seal.

Pump inlet line pressure reached
saturation point (due to high suction
requirement).

Ruptured (perforated) diaphragm.

Solution:

Tighten, or remove and wrap with TFE thread tape prior to
tightening. Replace adapter O-ring.

Tighten tie bolt nuts to 80 in-lbs. Replace main seals if
damaged.

Increase diameter of suction supply line (reduces
restriction).

Reduce output flow.

Replace diaphragms.

Fluid Leaks

Cause:

Tie bolt torque not enough to effect
seal.

Damaged main seal.

Check bore cap.

Ruptured diaphragm(s) can result in
fluid leaks through air exhaust port.

Solution:

Tighten all nuts to 80 in-lbs.

Replace.

Check for irregularities in diaphragm groove on pump
body.

Tighten, or remove and replace seal.

Replace diaphragms, and any parts that may have been
damaged by fluid exposure.

Reduced Performance

Cause:

Supply line restricted (cavitation).

Quick exhaust seal not seating.

Check ball(s) not seating.

Solution:

Reduce fluid restriction.

Check for particles between seal and port. Replace seal.

Check O-rings for damage; replace if necessary.

Make sure check balls move freely in sleeves.

6 WARRANTY AND EXCLUSIONS

6.1 TREBOR STANDARD LIMITED WARRANTY

<https://www.treborintl.com/sites/default/files/TreborStandardLimitedWarranty.pdf>

7 CONTACT INFORMATION

7.1 GENERAL CONTACT INFORMATION

Web: www.treborintl.com
Phone Number: (801) 561-0303
Toll Free Number: (800) 669-1303
Fax Number: (801) 565-1510
Email: treborinfo@idexcorp.com
treborsales@idexcorp.com
Address: Trebor International
8100 South 1300 West
West Jordan, Utah 84088 U.S.A.

7.2 TECHNICAL SUPPORT

Email: treborservice@idexcorp.com
Phone Number: (801) 561-0303

7.3 REGIONAL REPRESENTATIVES

Web: <http://www.treborintl.com/distributors>