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THE CIVIL ENGG. DETAILS SHOWN IN THIS DRAWING ARE TENTATIVE AND THOSE SHOULD BE DESIGNED AND FINALISED AT CUSTOMER'S END PLEASE NOTE.

GRROUTING IS TO BE DONE UPTO MAIN MEMBER HEIGHT OF BASE PLATE TO AVOID VIBRATIONS.

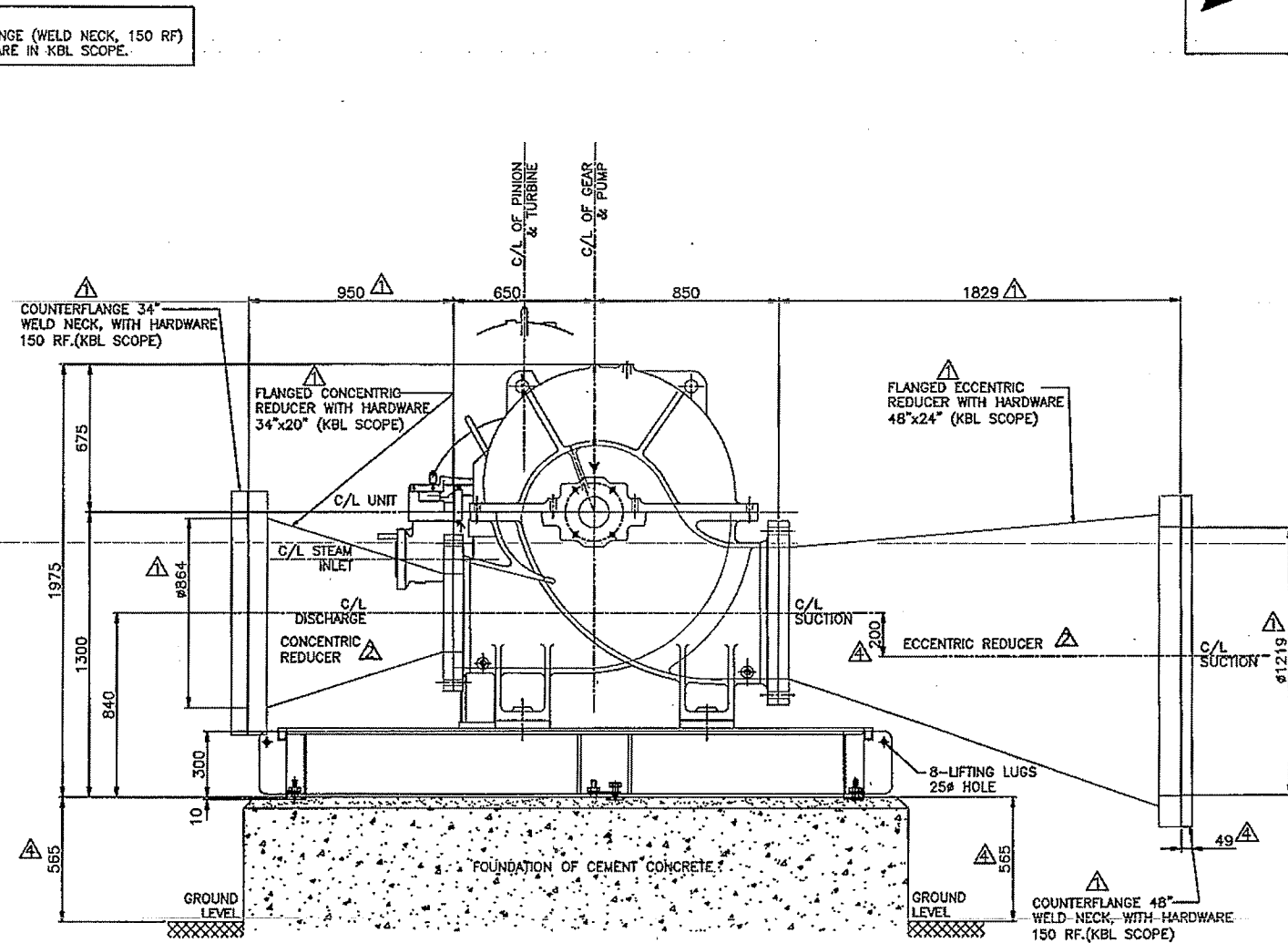
NOTE : GRROUT BASE PLATE UPTO LEVEL A
NOTE : ALL DIMENSIONS ARE IN mm EXCEPT SPECIFIED.

| | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| M L K J H G F E D C B A | <div>KEPL SCOPE OF SUPPLY</div> <div>SYMBOL LEGEND: ■ YES □ NO</div> <table border="1"><thead><tr><th>NO.</th><th>DESCRIPTION</th><th>KEPL SCOPE OF SUPPLY</th><th>KBL SCOPE OF SUPPLY</th></tr></thead><tbody><tr><td>1</td><td>STEAM INLET CONN. COMPANION FLANGE</td><td>■</td><td>□</td></tr><tr><td>2</td><td>EXHAUST CONN. COMPANION FLANGE</td><td>■</td><td>□</td></tr><tr><td>3</td><td>INLET CONN. BOLTING HARDWARES</td><td>■</td><td>□</td></tr><tr><td>4</td><td>EXHAUST CONN. BOLTING HARDWARES</td><td>■</td><td>□</td></tr><tr><td>5</td><td>VERTICAL POSITIONING SCREWS</td><td>■</td><td>□</td></tr><tr><td>6</td><td>HORIZONTAL POSITIONING SCREWS</td><td>■</td><td>□</td></tr><tr><td>7</td><td>MOUNTING HARDWARE</td><td>■</td><td>□</td></tr><tr><td>8</td><td>SHIMS</td><td>■</td><td>□</td></tr><tr><td>9</td><td>EXHAUST RELIEF VALVE</td><td>□</td><td>□</td></tr><tr><td>10</td><td>CLOSING PLATES FOR FLANGES</td><td>■</td><td>□</td></tr><tr><td>11</td><td>STEAM TRAPS AND VALVES FOR DRAINS</td><td>■</td><td>□</td></tr><tr><td>12</td><td>BLANKET TYPE INSULATION</td><td>■</td><td>□</td></tr><tr><td>13</td><td>FOUNDATION BOLT</td><td>■</td><td>□</td></tr><tr><td>14</td><td>COUPLING WITH GUARD (TUR.+GEAR BOX)</td><td>■</td><td>□</td></tr><tr><td>15</td><td>COUPLING GUARD (GEAR BOX +PUMP)</td><td>■</td><td>□</td></tr><tr><td>16</td><td>COUPLING-DRIVEN EQUIP. (CW PUMP)</td><td>□</td><td>■</td></tr><tr><td>17</td><td>CW PUMP SUC. 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INLET AND EXHAUST CONNECTIONS WILL MATCH WITH ANSI STANDARD CONNECTIONS.TURBINE BEARINGS: <input type="checkbox"/> RING OILED <input type="checkbox"/> RING OILED(USE EQUAL DIESTER SYNTHETIC OIL OR EQUAL) <input type="checkbox"/> RING OILED CIRCULATING SYSTEM <input checked="" type="checkbox"/> PRESSURE LUBEDALL DIMENSIONS ARE IN MILLIMETERS. UNLESS OTHERWISE SPECIFIED.ALL DIMENSIONS ±3.0 UNLESS OTHERWISE SPECIFIED.BASE PLATE IS SUITABLE FOR CEMENTOUS GROUT. GROUT BASE PLATE UP TO LEVEL 'G' AFTER ROUGH ALIGNMENT.BASEPLATE WILL BE M.S. FABRICATED.FOUNDATION SHOULD BE DESIGNED FOR STATIC LOAD = 10,000 kgs <div>CENTER-OF-GRAVITY</div> <div>API 671 SPACER TYPE COUPLING</div> <table border="1"><thead><tr><th>NAMEPLATE RATING</th><th>HP. KW.</th><th>TURBINE SPEED</th><th>3850 REV/MIN</th></tr></thead><tbody><tr><td>INLET PRESS.(GAGE)</td><td>673 PSI</td><td>INLET TEMP.</td><td>385 °F °C</td></tr><tr><td>EXHAUST PRESS.(GAGE)</td><td>6.5 kg/cm²</td><td>INLET TEMP.</td><td>385 °F °C</td></tr><tr><td>QUANTITY OF HAND VALVES FURNISHED:</td><td>ONE</td><td>INLET TEMP.</td><td>385 °F °C</td></tr><tr><td>TURBINE RATED NORM/NORM</td><td>HP. 673 KW.</td><td>INLET TEMP.</td><td>385 °F °C</td></tr><tr><td>PUMP RATED NORM/NORM</td><td>HP. 550 KW.</td><td>INLET TEMP.</td><td>385 °F °C</td></tr><tr><td>TURBINE RATED MIN/MIX</td><td>HP. 673 KW.</td><td>INLET TEMP.</td><td>385 °F °C</td></tr></tbody></table> <div>INSTALLATION NOTES:</div> <ol style="list-style-type: none">TURBINE COMPLETE WITH DRIVEN EQUIPMENT SHOULD BE SUPPORTED ON A RIGID AND SUBSTANTIAL FOUNDATION.ALL FORCES AND MOMENTS EXERTED BY STEAM PIPING CONNECTED TO THE TURBINE MUST NOT EXCEED TO THE LIMITS SPECIFIED BY PART 8 OF NEMA STANDARD SM23-1991.AN ATMOSPHERIC RELIEF VALVE, CAPABLE OF PASSING 14944 KG/HR. MUST BE INSTALLED BY THE PURCHASER BETWEEN THE TURBINE EXHAUST FLANGE AND THE FIRST SHUT OFF OR ISOLATION VALVE, AS PRESCRIBED IN SECTION 8.7 OF NEMA SM23-1991. THIS VALVE SHOULD BE SET TO BEGIN TO OPEN AT 109.56 PSIG [7.7 Kg/cm²G] WITH FULL RELIEF AT NO GREATER THAN 10% ABOVE THE SET PRESSURE.SENTINEL VALVE SET AT 110 PSIG [7.73 Kg/cm²G].A STEAM TRAP SHOULD BE INSTALLED IN THE LOW POINT OF THE EXHAUST LINE TO PREVENT ACCUMULATION OF WATER IN THE TURBINE CASING. WHEN USED FOR STAND-BY SERVICE, AN ADDITIONAL STEAM TRAP IS REQUIRED IN THE INLET LINE.DOWEL HOLES ARE TO BE REAMED AND DOWELS FITTED AFTER FINAL COUPLING-ALIGNMENT.THIS TURBINE IS NOT CAPABLE OF SUSTAINED REVERSE (OPPOSITE DIRECTION FROM INTENDED) ROTATION. REVERSE ROTATION OF MORE THAN 5 REVOLUTIONS MAY CAUSE DAMAGE TO THE TURBINE OR RELATED AUXILIARIES. IT IS THE CUSTOMER'S RESPONSIBILITY TO PREVENT ANY OCCURRENCE OF REVERSE ROTATION.ALL DRILLED HOLES THRU 1.00" [25.4 mm] DIAMETER ARE SIZED 0.125" [3.2 mm] LARGER THAN THE BOLT OR STUD SIZE REQUIRED. ALL DRILLED HOLES LARGER THAN 1.00" [25.4 mm] DIAMETER ARE SIZED 0.188" [4.8 mm] LARGER THAN THE BOLT OR STUD SIZE REQUIRED.FOR PRESSURE LUBED SYSTEMS, LOCATION OF OIL RESERVOIR MUST ALLOW FOR "PROPER DRAINAGE" OF THE OIL. THE MINIMUM VERTICAL ELEVATION FROM THE CENTERLINE OF THE TURBINE TO THE OIL LEVEL WITHIN THE RESERVOIR MUST BE 10.00" [254 mm] WITH A MAXIMUM OF 84.00" [2134 mm]. ALL OIL DRAIN PIPING MUST SLOPE TOWARD THE RESERVOIR. ELEVATIONS OUTSIDE OF THESE PARAMETERS MUST BE REVIEWED BY KEPL.DYNAMIC LOAD-12500 KG.ALIGNMENT DATA :- DATA IS EXPRESSED IN INCHES, BASED ON DESIGN OPERATING CONDITIONS AND USES THE COORDINATE SYSTEM SHOWN. SHOWN AS BELOW. <div>AXIS OF MOVEMENT</div> <table border="1"><thead><tr><th></th><th>INLET FLANGE (NORM / NO-LOAD)</th><th>EXHAUST FLANGE (NORM / NO-LOAD)</th><th>SHAFT AT EXHAUST END BRG. (NORM / NO-LOAD)</th><th>SHAFT AT GOVERNOR END BRG. 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KIRLOSKARVADI</th></tr></thead><tbody><tr><td>TYPE</td><td>20UPH3(M1)</td></tr><tr><td>SPEED</td><td>989 RPM</td></tr><tr><td>O/A NO.</td><td>F04711A004</td></tr></tbody></table> <div>DETAILS OF GEAR BOX</div> <table border="1"><thead><tr><th>MAKE</th><th>TRIVENI ENGG. & INDUSTRIES LTD., MYSORE</th></tr></thead><tbody><tr><td>MODEL</td><td>HSB-320</td></tr><tr><td>OUTPUT POWER</td><td>624 KW</td></tr><tr><td>INPUT SPEED</td><td>3850 RPM</td></tr><tr><td>OUTPUT SPEED</td><td>989 RPM</td></tr></tbody></table> <div>APPROXIMATE MASS</div> <table border="1"><thead><tr><th>ITEM</th><th>kg</th></tr></thead><tbody><tr><td>TURBINE NET</td><td>1098</td></tr><tr><td>TURBINE ROTOR</td><td>196</td></tr><tr><td>TURBINE CASING, TOP HALF</td><td>179</td></tr><tr><td>GEAR BOX</td><td>1300</td></tr><tr><td>BARE PUMP</td><td>2950</td></tr><tr><td>BASE PLATE</td><td>3600</td></tr><tr><td>COUPLING GUARDS</td><td>50</td></tr><tr><td>COUPLING(TURBINE+GEAR-BOX)</td><td>200</td></tr><tr><td>COUPLING(GEAR BOX+PUMP)</td><td>115</td></tr></tbody></table> <div>KEPL REVIEW</div> <table border="1"><thead><tr><th>REV No.</th><th>DESCRIPTION</th><th>DRAWN</th><th>APPROVED</th><th>DATE</th></tr></thead><tbody><tr><td>04</td><td>REVISED AS PER MARKED</td><td>SMK</td><td>MK</td><td>07.07.2011</td></tr><tr><td>03</td><td>REVISED AS PER MARKED</td><td>SMK</td><td>MK</td><td>24.05.2011</td></tr><tr><td>02</td><td>REVISED AS PER MARKED</td><td>SMK</td><td>MK</td><td>11.04.2011</td></tr><tr><td>01</td><td>REVISED AS PER MARKED</td><td>SMK</td><td>MK</td><td>23.03.2011</td></tr><tr><td>00</td><td>FIRST SUBMISSION FOR APPROVAL</td><td>SMK</td><td>MK</td><td>29.01.2011</td></tr></tbody></table> <div>REFERENCE DRG LIST</div> <table border="1"><thead><tr><th>DRG. 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| | NO. | DESCRIPTION | KEPL SCOPE OF SUPPLY | KBL SCOPE OF SUPPLY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | STEAM INLET CONN. COMPANION FLANGE | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | EXHAUST CONN. COMPANION FLANGE | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | INLET CONN. BOLTING HARDWARES | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | EXHAUST CONN. BOLTING HARDWARES | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | VERTICAL POSITIONING SCREWS | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | HORIZONTAL POSITIONING SCREWS | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | MOUNTING HARDWARE | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | SHIMS | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 9 | EXHAUST RELIEF VALVE | □ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 10 | CLOSING PLATES FOR FLANGES | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 11 | STEAM TRAPS AND VALVES FOR DRAINS | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 12 | BLANKET TYPE INSULATION | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 13 | FOUNDATION BOLT | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 14 | COUPLING WITH GUARD (TUR.+GEAR BOX) | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 15 | COUPLING GUARD (GEAR BOX +PUMP) | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | COUPLING-DRIVEN EQUIP. (CW PUMP) | □ | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 17 | CW PUMP SUC. SIDE REDUCER WITH FLANGE & HARDWARE (48"x24") | □ | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | CW PUMP DIS. SIDE REDUCER WITH FLANGE & HARDWARE (20"x34") | □ | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 19 | 48" BASKET STRAINER, 2 NOS. 48" COUNTER FLANGES (WELD NECK, 150 R.F.) FOR SUCTION STRAINER | □ | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 20 | TURBINE INLET SIDE EXPANDER WITH FLANGE & HARDWARE (4"x6") | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 21 | TURBINE EXHAUST SIDE EXPANDER WITH FLANGE & HARDWARE (12"x14") | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 22 | 2 NOS. 6" CL. 600 COUNTER FLANGE & HARDWARE FOR STRAINER | ■ | □ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | PUMP ASSY. & ALIGNMENT WITH TURBINE ON BASE PLATE (UNITISATION) | □ | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | CW PUMP | ■ | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAMEPLATE RATING | HP. KW. | TURBINE SPEED | 3850 REV/MIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INLET PRESS.(GAGE) | 673 PSI | INLET TEMP. | 385 °F °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EXHAUST PRESS.(GAGE) | 6.5 kg/cm ² | INLET TEMP. | 385 °F °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| QUANTITY OF HAND VALVES FURNISHED: | ONE | INLET TEMP. | 385 °F °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TURBINE RATED NORM/NORM | HP. 673 KW. | INLET TEMP. | 385 °F °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PUMP RATED NORM/NORM | HP. 550 KW. | INLET TEMP. | 385 °F °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TURBINE RATED MIN/MIX | HP. 673 KW. | INLET TEMP. | 385 °F °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | INLET FLANGE (NORM / NO-LOAD) | EXHAUST FLANGE (NORM / NO-LOAD) | SHAFT AT EXHAUST END BRG. (NORM / NO-LOAD) | SHAFT AT GOVERNOR END BRG. (NORM / NO-LOAD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X (in) | 0.1223 / 0.1393 | 0.0221 / 0.0328 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Y (in) | -0.0345 / -0.0345 | -0.0237 / -0.0381 | 0.0079 / 0.0079 | 0.0079 / 0.0079 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Z (in) | -0.1173 / -0.1173 | 0.0703 / 0.1023 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X (mm) | 3.1084 / 3.5382 | 0.5613 / 0.8331 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Y (mm) | -0.8763 / -0.8763 | -0.6020 / -0.9677 | 0.2007 / 0.2007 | 0.2007 / 0.2007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Z (mm) | -2.9794 / -2.9794 | 1.7856 / 2.5984 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAKE | KIRLOSKAR BROTHERS LTD. KIRLOSKARVADI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE | 20UPH3(M1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPEED | 989 RPM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O/A NO. | F04711A004 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAKE | TRIVENI ENGG. & INDUSTRIES LTD., MYSORE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MODEL | HSB-320 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OUTPUT POWER | 624 KW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INPUT SPEED | 3850 RPM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OUTPUT SPEED | 989 RPM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITEM | kg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TURBINE NET | 1098 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TURBINE CASING, TOP HALF | 179 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| BASE PLATE | 3600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| COUPLING(GEAR BOX+PUMP) | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REV No. | DESCRIPTION | DRAWN | APPROVED | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 04 | REVISED AS PER MARKED | SMK | MK | 07.07.2011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 03 | REVISED AS PER MARKED | SMK | MK | 24.05.2011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02 | REVISED AS PER MARKED | SMK | MK | 11.04.2011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01 | REVISED AS PER MARKED | SMK | MK | 23.03.2011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 00 | FIRST SUBMISSION FOR APPROVAL | SMK | MK | 29.01.2011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRG. NO. | REV. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C.W. PUMP GA DRAWING | TF17010014 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LUBE OIL SYSTEM GA DRAWING | LOS501010010100 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GEAR BOX G.A. | XGR501010010100 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COUPLING | XCP501010010100 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

GRUUTING IS TO BE DONE UPTO MAIN MEMBER
HELD OF BASE PLATE TO AVOID VIBRATIONS.

NOTE : GROUT BASE PLATE UPTO LEVEL A

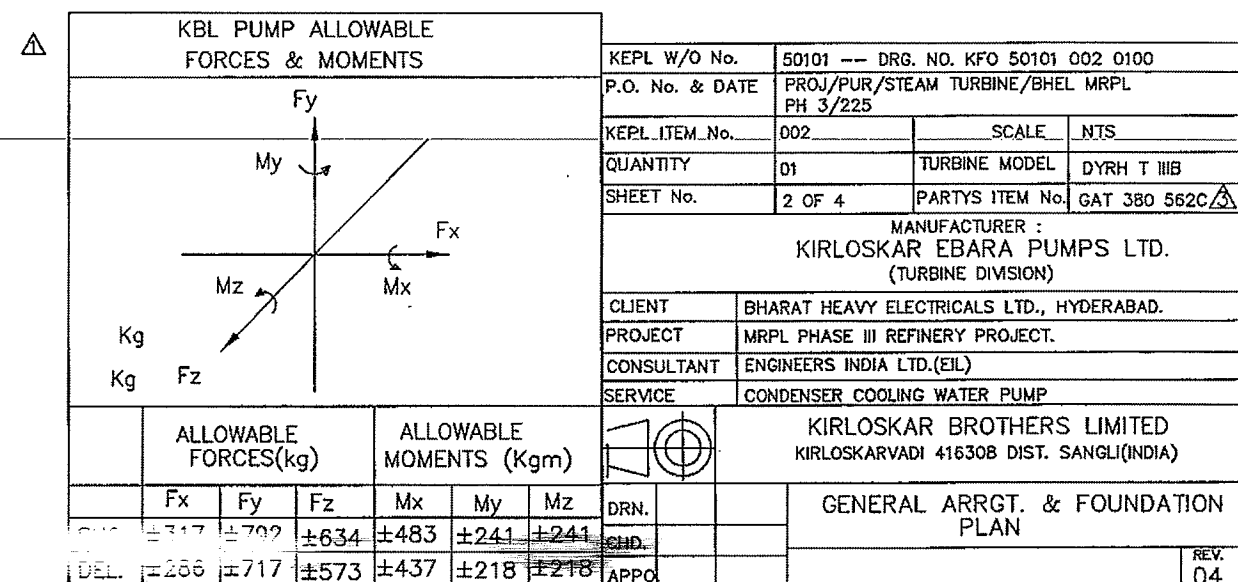
NOTE : ALL DEMENSIONS ARE IN mm EXCEPT SPECIFIED.



VIEW FROM 'X'

| | |
|--|---|
| BHEL | |
| PROJECT ENGINEERING | |
| CODE | |
| <input checked="" type="checkbox"/> 1 | NO COMMENTS |
| <input type="checkbox"/> 2 | COMMENTS AS MARKED CLEARED FOR MANUFACTURE |
| <input type="checkbox"/> 3 | COMMENTS AS MARKED |
| <input type="checkbox"/> 4 | RETAINED FOR INFORMATION |
| ISSUE OF CODE- 2/3 RESULTANT REVISED DOCS | |
| THIS APPROVAL DOES NOT BIND THE SUPPLIER FROM MEETING SPECIFICATION REQUIREMENTS SUPPLIER TO ENSURE SAFE OPERATION AND INTENDED PERFORMANCE | |
| HYDERABAD | |
| DATE: 8:36 am, Aug 02, 2011 | SIGNATURE |


For sheet 1 to 7.



GROUTING IS TO BE DONE UPTO MAIN MEMBER HEIGHT OF BASE PLATE TO AVOID VIBRATIONS.

| | |
|--|---|
| | A |
| | B |
| | C |
| | D |
| | E |
| | F |
| | G |
| | H |
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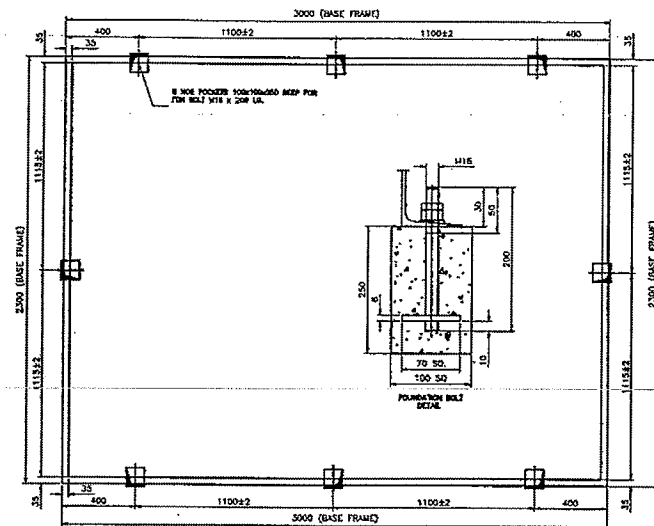
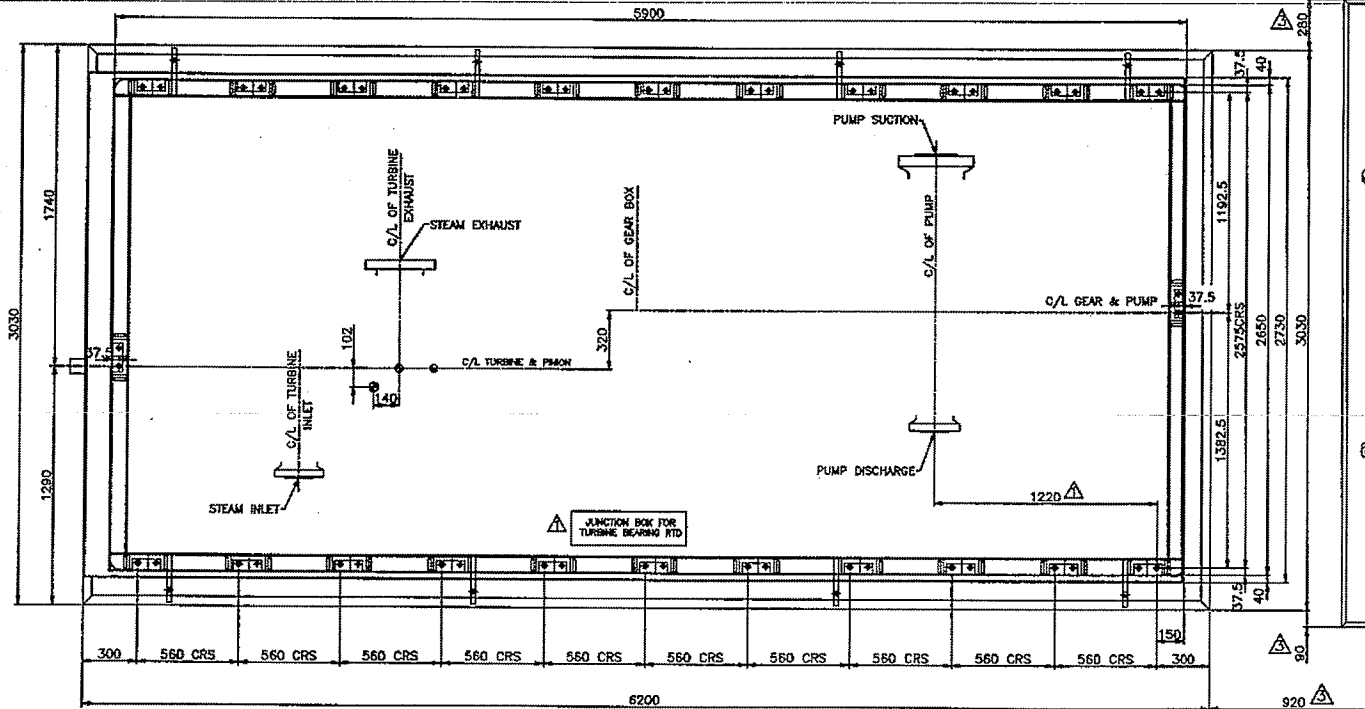
| | | | | | | |
|---|---|---|---|-------------|------|------------|
| KEPL W/O No. | 50101 | --- | DRG. NO. | KFO 50101 | 002 | 0100 |
| P.O. No. & DATE | PROJ./PUR/STEAM TURBINE/BHEL MRPL PH 3/225 | | | | | |
| KEPL ITEM No. | 002 | | SCALE | NTS | | |
| QUANTITY | 01 | | TURBINE MODEL | DYRH T IIIB | | |
| SHEET No. | 3 OF 4 | | PARTYS ITEM No. | GAT 380 | 5620 | △ |
| <p style="text-align: center;">MANUFACTURER :</p> <p style="text-align: center;">KIRLOSKAR EBARA PUMPS LTD.</p> <p style="text-align: center;">(TURBINE DIVISION)</p> | | | | | | |
| CLIENT | BHARAT HEAVY ELECTRICALS LTD., HYDERABAD. | | | | | |
| PROJECT | MRPL PHASE III REFINERY PROJECT. | | | | | |
| CONSULTANT | ENGINEERS INDIA LTD.(EIL) | | | | | |
| SERVICE | CONDENSER COOLING WATER PUMP | | | | | |
|  | | <p style="text-align: center;">KIRLOSKAR BROTHERS LIMITED</p> <p style="text-align: center;">KIRLOSKARVADI 416308 DIST. SANGLI(INDIA)</p> | | | | |
| DRN. | | | <p style="text-align: center;">GENERAL ARRGT. & FOUNDATION PLAN</p> | | | |
| CHD. | | | | | | |
| APPO. | | | | | | |
| | | | | | | REV. 04 |

THIS DRAWING IS THE PROPERTY OF KIRLOSKAR BROTHERS LTD. AND MUST NOT BE USED OR COPIED WITHOUT THEIR AUTHORITY IN WRITING.

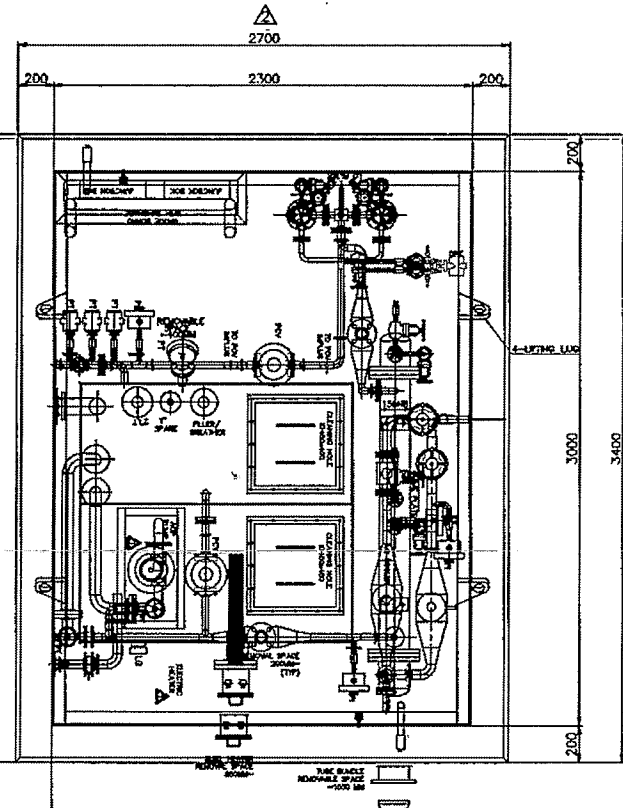
THE CIVIL ENGG. DETAILS SHOWN IN THIS DRAWING ARE TENTATIVE AND THOSE SHOULD BE DESIGNED AND FINALISED AT CUSTOMER'S END PLEASE NOTE.

GR. UTING IS TO BE DONE UPTO MAIN MEMBER HEIGHT OF BASE PLATE TO AVOID VIBRATIONS.

NOTE : GROUT BASE PLATE UPTO LEVEL A
NOTE : ALL DEMENSIONS ARE IN mm EXCEPT SPECIFIED.

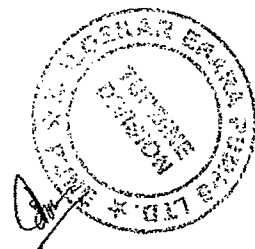


FOUNDATION PLAN DETAILS OF LOS SYSTEM



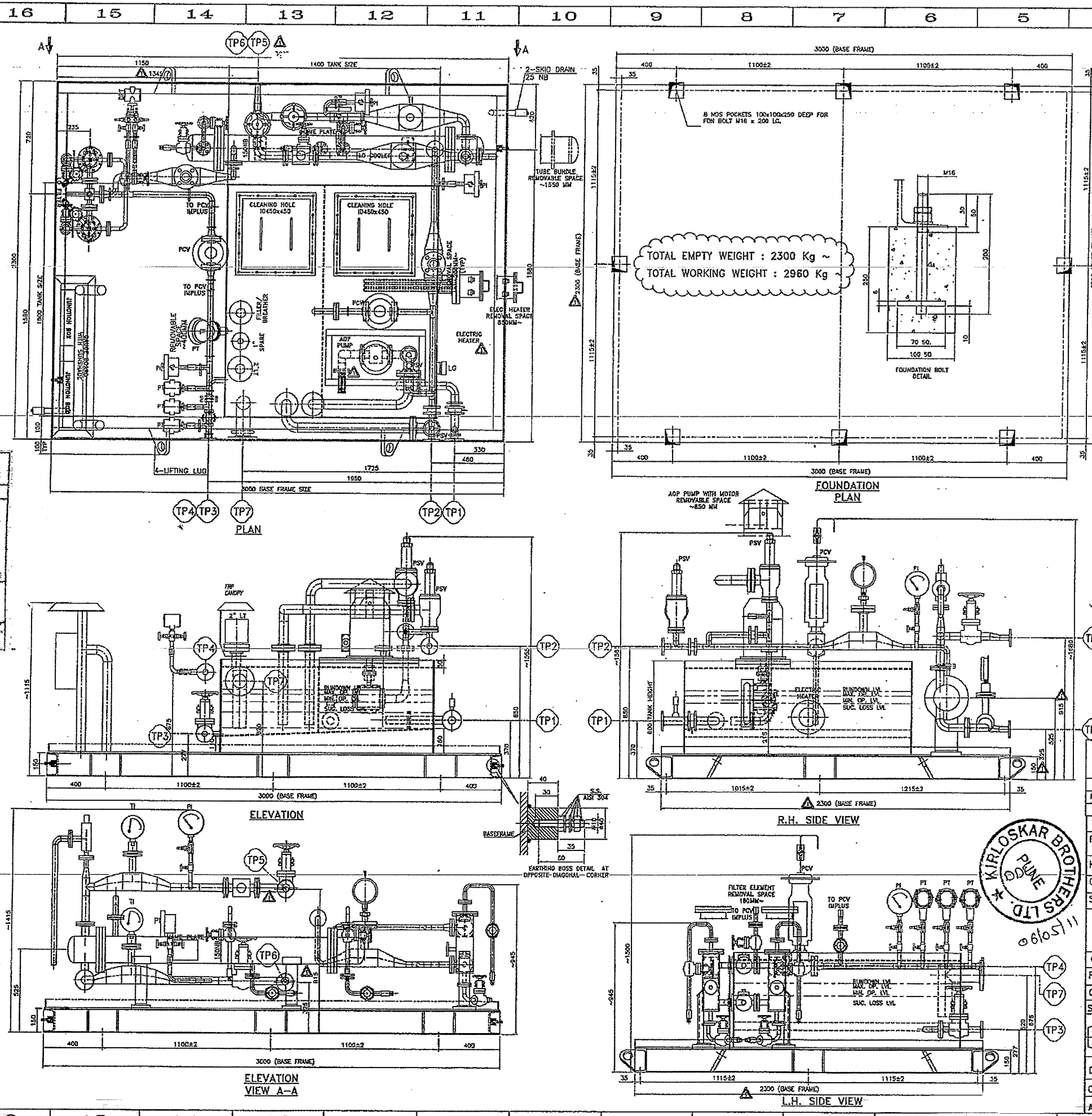
| | |
|-----------------|---|
| KEPL W/O No. | 50101 -- DRG. NO. KFO 50101 002 0100 |
| P.O. No. & DATE | PROJ/PUR/STEAM TURBINE/BHEL MRPL PH 3/225 |
| KEPL ITEM No. | 002 |
| QUANTITY | 01 |
| SHEET No. | 4 OF 4 |
| MANUFACTURER : | KIRLOSKAR EBARA PUMPS LTD. (TURBINE DIVISION) |
| CLIENT | BHARAT HEAVY ELECTRICALS LTD., HYDERABAD. |
| PROJECT | MRPL PHASE III REFINERY PROJECT. |
| CONSULTANT | ENGINEERS INDIA LTD.(EIL) |
| SERVICE | CONDENSER COOLING WATER PUMP |
| DRN. | |
| CHD. | |
| APPO | |
| REV. | 04 |

| CLARIFICATION SHEET | | |
|---|--|--|
| Rev. No. | : 04 | |
| Client | : MRPL | |
| Equipment Tag | : GAT 380562C | |
| DOC: General Arrangement & foundation plan. | | |
| Sl. No. | BHEL comment | KEPL reply |
| Page 2 of 4 | | |
| 1 | Dimensions to be revised | Revised as per the comment |
| 2 | Suction strainer along with counter flanges for the steam system to be supplied by KBL as per the steam P & IDs | KEPL noted for turbine |
| 3 | Offset distance to be mentioned | Mentioned |
| 4 | Flange thickness to be mentioned | Mentioned |
| Page 3 of 4 | | |
| 1 | Dimensions to be revised | Revised as per the comment |
| Page 4 of 4 | | |
| 1 | The empty and floating weight for lube oil system to be specified. | This weight is already mentioned in the los GA drawing. Attached herewith the same for your ready ref. |
| 2 | Suggestive pipe routing from lube oil system to turbine to be indicated in a separate sheet as per last meeting with KBL at hyderabad. | Attached herewith the interconnecting piping drawing between turbine and lube oil skid for reference only. |
| END OF DOCUMENT | | |



**RLOSKAR
R COPIED**

1 NO COMMENTS
2 COMMENTS AS MARKED
3 CLEARED FOR MANUFACTURE
4 COMMENTS AS MARKED
5 DETAILED FOR INFORMATION
6 REVIEW OF CODE - 2/3 REQUIRING REVISION DOES
THIS APPROVAL DOES NOT ENSURE SUPPLIER
MET WORKING OPERATION REQUIREMENTS
FOUR TO ENSURE SAFE OPERATION AND
INTENDED PERFORMANCE
HYDERABAD
DATE: 1:53 pm, May 13, 2011 SIGNATURE



Kirloska

| POS. | SIZE | DESCRIPTION | DESCRIPTION |
|------|------|----------------------|----------------------|
| TP1 | 1½" | ASME,B16.5,150#,SORF | WOP SUCTION |
| TP2 | 1" | ASME,B16.5,150#,SORF | WOP DISCHARGE |
| TP5 | 1" | ASME,B16.5,150#,SORF | TANK DRAIN |
| TP4 | 1" | ASME,B16.5,150#,WNRF | LUBE OIL SUPPLY |
| TP5 | 1" | ASME,B16.5,150#,SORF | COOLING WATER RETURN |
| TP6 | 1" | ASME,B16.5,150#,SORF | COOLING WATER SUPPLY |
| TP7 | ¾" | ASME,B16.5,150#,SORF | LUBE-OIL RETURN |




- 1) ALL DIMENSIONS ARE IN MM
- 2) INTERNAL DIMENSIONS MAY VARY TO SUIT ASSEMBLY
- 3) TOLERANCE FOR ALL TERMINAL POINTS +/- 5 mm
- 4) REFER P & ID DRG. NO. - 10218-2-001
- 5) HYDRO TEST PRESSURE FOR

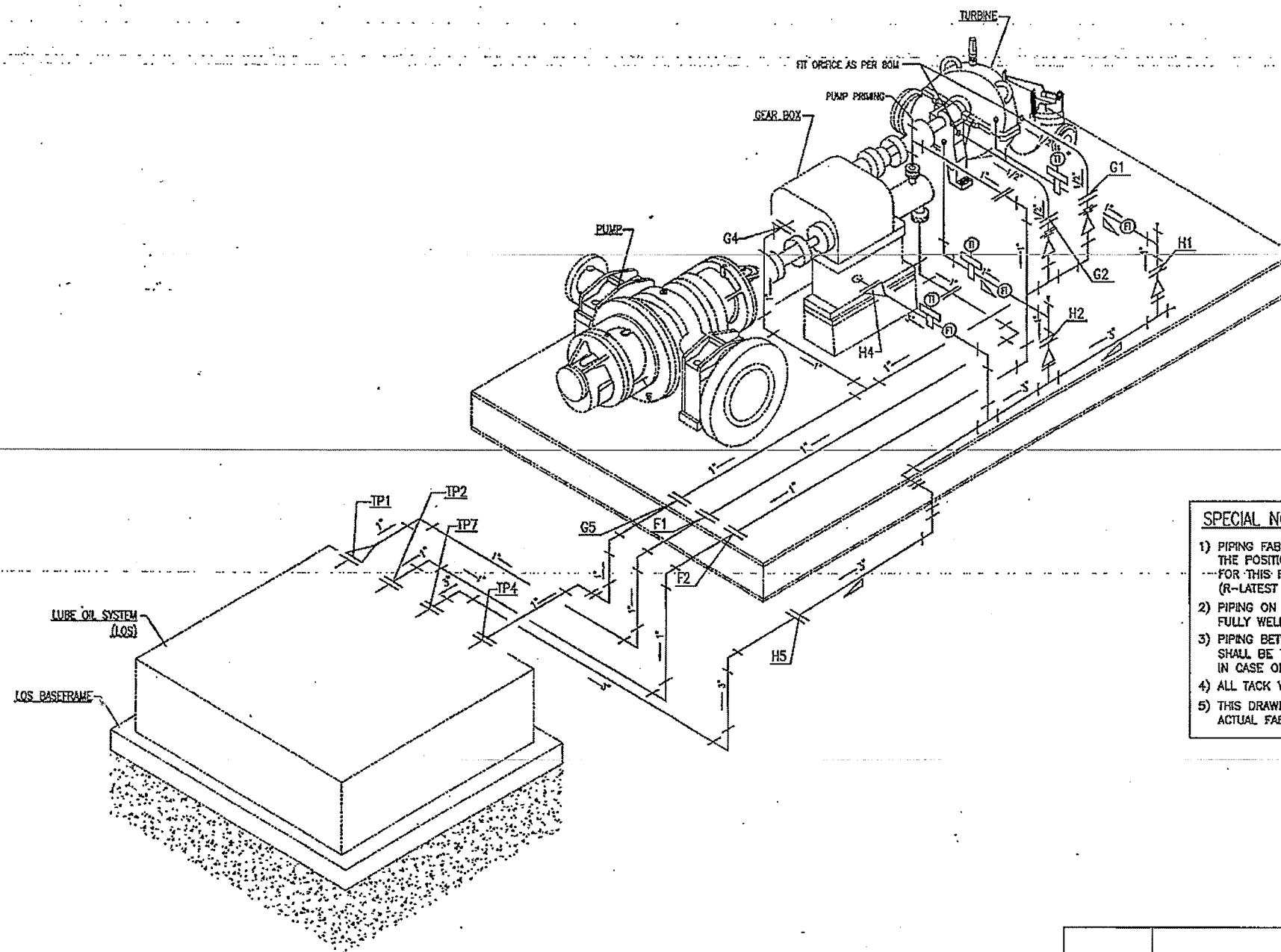
SUCTION PIPING : 3 kg/cm² g
DISCHARGE PIPING : 12.75 kg/cm² g
COOLING WATER PIPING : 2.8 kg/cm² g
- 6) OIL : ISO VG 32
- 7) LUBE OIL FLOW : 45 LPM @ 1.5 kg/cm² g @45°C
- 8) AREA CLASSIFICATION : SAFE INSTALLATION- OUTDOOR
- 9) POWER SUPPLY : 370v, AC, 415V, 50Hz FOR MOTOR & ELECTRIC HEATER
- 10) PAINTING:- AS PER PAINTING SPECS FOR - 10218
- 11) SS FABRICATED PARTS - ACID PICKLED & PASSIVATED
- 12) ALL FIELD MOUNTED INSTRUMENTS WILL BE PROVIDED WITH FRP CANOPY

| | | | | |
|---|--|-----------------------|-------------------------|--------|
| | | RANDOM LVL 568 LTMS | "MAX" OF "CY 50-C LTMS" | 95 |
| A | | KIN OF LVL 491 LTMS | | 98 |
| | | SUP LOSS LVL 268 LTMS | | 50 |
| | | | | 103-63 |
| | | | | RED |

TANK SIZE
1500 (L) x 1400 (W) x 600 (H)

 **ENPRO INDUSTRIES PVT.LTD.**
D1,12/4,M.I.D.C. CHINCHWAD PUNE-411 019

| | | | | | |
|---|---|---|--------------|--------------|---------------|
| 01 | SIO SIZE CHANGED, CODING WATER PIPE ROUTINE CHANGED, PRE FABRICATED ARROT CHANGED., TP6, TP6 LINE SIZE CHANGED., LUBE OIL SUPPLY LINE FLANGE TYPE CHANGED, ADP PUMP LOCATION & PIPE ROUTINE CHANGED | | TAK | PBS | 04.05.2011 |
| 00 | FIRST SUBMISSION FOR APPROVAL | | CBB | MK | 30.3.2011 |
| REV No. | DESCRIPTION | | DRAWN | APPROVED | DATE |
| KEPL REVIEW | | | | | |
| KEPL W/O No. | 50101 --- DRG. NO. LOS 50101 001 0100 | | | | |
| P.O. No. & DATE | PROJ/PUR/STEAM TURBINE/BHEL MRPL PH 3/225 | | | | |
| KEPL ITEM No. | 001 | SCALE | | NTS | |
| QUANTITY | 01 | TURBINE MODEL | | DYRH T IIIB | |
| SHEET No. | 1 OF 1 | PARTYS ITEM No. | | GAT 380 563C | |
|   | | MANUFACTURER : KIRLOSKAR EBARA PUMPS LTD. (TURBINE DIVISION) | | | |
| CLIENT | BHARAT HEAVY ELECTRICALS LTD., HYDERABAD. | | | | |
| PROJECT | MRPL PHASE III REFINERY PROJECT. | | | | |
| CONSULTANT | ENGINEERS INDIA LTD.(EIL) | | | | |
| SERVICE | AUXILIARY COOLING WATER PUMPS | | | | |
|  | | KIRLOSKAR BROTHERS LIMITED KIRLOSKARVADI 416308 DIST. SANGLI(INDIA) | | | |
| DRN. | TAK | ITEM:- LUBE OIL SYSTEM (API 611 4th EDITION) | | | |
| CHD. | PBS | TITLE:- GA FOR LUBE OIL SYSTEM | | | |
| APPO | SKG | DWG NO | 10218-01-002 | | REV. No 01 |



CONNECTION LIST

| CONN | SIZE | DESCRIPTION |
|------|-------------------------------|--|
| G1 | 1/2" CL. 150 ANSI R.F. FLANGE | LUBE OIL SUPPLY (STEAM END) |
| G2 | 1/2" CL. 150 ANSI R.F. FLANGE | LUBE OIL SUPPLY (EXHAUST END) |
| G4 | 1" CL. 150 ANSI R.F. FLANGE | LUBE OIL SUPPLY (GEAR BOX) |
| G5 | 1" CL. 150 ANSI R.F. FLANGE | LUBE OIL SUPPLY TO TURBINE, AND GEAR BOX |
| H1 | 1" CL. 150 ANSI R.F. FLANGE | LUBE OIL DRAIN (STEAM END) |
| H2 | 1" CL. 150 ANSI R.F. FLANGE | LUBE OIL DRAIN (EXHAUST END) |
| H4 | 4" CL. 150 ANSI R.F. FLANGE | LUBE OIL DRAIN (GEARBOX) |
| H5 | 3" CL. 150 ANSI R.F. FLANGE | LUBE OIL RETURN FROM TURBINE & GEARBOX |
| F1 | 1" CL. 150 ANSI R.F. FLANGE | MAIN OIL PUMP SUCTION |
| F2 | 1" CL. 150 ANSI R.F. FLANGE | MAIN OIL PUMP DISCHARGE |

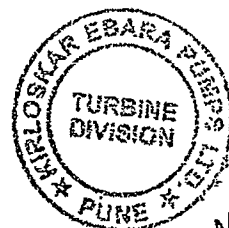
SPECIAL NOTES

- 1) PIPING FABRICATION TO BE COMPLETED AT KEPL SHOP AFTER ENSURING THE POSITIONS OF BASE PLATES OF TURBINE SKID AND LUBE OIL SYSTEM. FOR THIS REFER GENERAL ARRANGEMENT DRG: KFO501010020100-R (R-LATEST REVISION)
- 2) PIPING ON ROTARY UNIT SKID UP TO F1, F2, G5 & H5 CONNECTIONS SHALL BE FULLY WELDED AT KEPL SHOP ONLY. IT WILL BE WITHIN THE ROTARY UNIT SKID.
- 3) PIPING BETWEEN LUBE OIL SYSTEM CONNECTIONS TO F1, F2, G5 & H5 CONNECTIONS SHALL BE TACK WELDED. IN CASE OF TACK WELDED JOINTS 300 mm EXTRA PIPE SHALL BE PROVIDED.
- 4) ALL TACK WELDS WILL BE FULLY WELDED AT SITE ONLY.
- 5) THIS DRAWING INDICATES NOMINAL ROUTE AND CONFIGURATION OF PIPING AND THE ACTUAL FABRICATED PIPING MAY DIFFER WITHOUT AFFECTING FUNCTIONAL REQUIREMENTS.

NOTES :

- 1) ALL DIMENSION ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.
- 2) ALL FLANGES HAVE SERRATED SURFACE FINISH R_a 125 TO 250 μ IN. AARH
- 3) ALL DRAIN LINES TO SLOPE DOWNWARD TOWARD OIL RESERVOIR 40 MILLIMETER PER 1000 MILLIMETER MINIMUM.
- 4) ALL DIMENSIONS TO ± 10 mm.
- 5) PIPING TO BE STAINLESS STEEL, ASTM-A-312 TYPE 304 (ELLIOTT SPEC. 228A),

| | | | |
|-----------------|----------------------------|----------------------|---------------------------|
| STUD / NUTS | ASTM A193-B7 / A194-2H | | |
| GASKET | 18:8:8 SPIRAL WOUND GASKET | | |
| ORIFICE | ST.ST 304 | 0.17" (4.3mm) ϕ | IN BUILT |
| ORIFICE | ST.ST 304 | 1/8" (3mm) ϕ | IN BUILT |
| GATE VALVE | ST.ST 304 | | S.W. |
| ADAPTOR | ST.ST 304 | | B.W. |
| PLUG | ST.ST 304 | | SCR'D |
| FLOW INDICATOR | ST.ST 304 | | FLANGED |
| ELBOW | FORGED ST.ST. 304 | CL. 3000 | B.W. |
| TEE | FORGED ST.ST. 304 | CL. 3000 | B.W. |
| FLANGE | FORGED ST.ST. 304 | ANSI 150 RF | S.O. |
| FLANGE | FORGED ST.ST. 304 | ANSI 150 RF | W.N.-ONLY LUBE OIL SUPPLY |
| PIPE (SEAMLESS) | ST.ST. 304 | NOTE-5 | |
| PARTICULAR | MATERIAL | RATING | FITTING |



| | | | | |
|---|---|------------------|---|------------|
| 00 | RELEASE FOR MANUFACTURING | SMK | MK | 10.06.2011 |
| REV No. | DESCRIPTION | DRAWN | APPROVED | DATE |
| DRAWING NAME PIPING FOR PRESSURISED LUBE OIL (TURBINE, GEARBOX & LUBE OIL SYSTEM) | | TURBINE MODEL | DYRH-T | |
| KEPL W/O No. | 50101 | KEPL ITEM No. | 002 | |
| CLIENT/END USER | BHEL | QUANTITY | 01 | |
| PURCHASER | ----- | PARTY'S ITEM No. | GAT 380 562C | |
| CONSULTANT | EIL | JOB No. | ----- | |
| PROJECT | MRPL PHASE-III | DRIVEN EQPT. | CONDENSER COOLING WATER PUMP | |
| P.O. / DATE | PROJ/PUR/STEAM TURBINE/BHEL MRPL PH 3/225 | SHEET No. | 1 OF 1 | |
| DRN BY | SMK | 06.2011 | KIRLOSKAR EBARA PUMPS LTD. (TURBINE DIVISION) | |
| CHD BY | CBB | 06.2011 | PRIDE KUMAR SENATE BLDG., | |
| APPD BY | MK | 06.2011 | PUNE-411 016 (INDIA) | |
| | | SCALE | NTS | REV. |
| | | DRAWING No. | KCO 50101 002 0100 | |
| | | | 00 | |