

INSTALLATION, OPERATION
AND
MAINTENANCE

FOR
MIXED FLOW FAN UNITS
(INDIRECTLY DRIVEN)

MANUFACTURED BY:

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1.0 GENERAL DESCRIPTION

1.1 Mixed Flow Fan Unit incorporating case and impeller, indirectly driven by an Electric Motor through belts and pulleys.

1.2 The dynamically balanced, mixed flow blade impeller is mounted on the fan shaft which runs in grease lubricated bearings and is driven through belts and pulleys from an electric motor.

2.0 HEALTH AND SAFETY

2.1 Health & Safety at Work etc. Act 1974. It is essential that all personnel shall adhere at all times to safe working practices and that equipment is installed, earthed and guarded in accordance with current legislation.

2.2 It is also essential that all operating and maintenance instructions appertaining to the fan and associated equipment have been read, understood and implemented.

2.3 All personnel have been advised of any harmful gasses, liquids, substances requiring the use of protective clothing, glasses, special handling etc. and, in particular, action to be taken if accidents occur. (immediate remedies, antidotes etc.)

3.0 OPERATION

3.1 INITIAL INSTALLATION

3.1.1 The following should be checked before starting the fan for the first time.

3.1.2 Also the procedure should be followed after an overhaul:

3.1.3 A visual check shall be carried out upon receipt of goods and an assessment of any damage during transit.

3.1.4 All guards must be in position and secure.

3.1.5 The supply voltage coincides with the motor windings voltage as shown on the nameplate attached to the body of the motor.

3.1.6 The starter overloads (not of our supply) are correctly set at the full load amperage of the motor.

3.1.7 No loose material has been left in the fan or system.

3.1.8 Establish free rotation of the impeller by hand rotation and ensure that the minimum clearance between rotation and stationary parts are checked.

3.1.9 Check holding down bolts and duct work joints are correctly made.

3.1.10. In general certain accessory items will be supplied loose i.e. flexible connectors, backing flanges, A.V. Mounts etc. and will have to be fitted in line with manufacturer's instructions:

3.1.11 After the fan unit has been running within the set parameters with no problems/faults arising the belts may require re-tensioning in accordance with the belt manufacturer's instructions.

3.2. MOUNTING ON SUPPORT STRUCTURE

3.2.1. Care has to be taken to ensure alignment of the central fan axis to the supply/discharge ducting where appropriate.

3.3. A.V. MOUNTS

3.3.1. To ensure proper operation these must have adjustment in them i.e. should not be fully compressed. Reference to the G.A. Drawing should be made for the positioning and to ensure that the right type is in the right place in the case of asymmetrical loading.

3.3.2. It is important that A.V. Mounts are not fitted with any misaligned casing which causes lateral stress.

3.3.3. Fitting of the A.V. Mounts should be carried out in line with the manufacturer's instructions: Never try to level the mount to a greater height than its free height, i.e. the height before the load is placed upon it. Use shims below the mounts as required.

3.4. FLEXIBLE CONNECTORS

3.4.1. It is prudent, if possible, depending on the type, to fit on the spigot flanges (where applicable) before fitment to the fans/ducting.

3.4.2. Lack of fan alignment will 'show up' at this stage if the directions in 1.2 have not been complied with.

3.4.3. In addition, if the design gap is varied between the fan and the ducting, excessive bunching/folding of the connector must be avoided as this could have a detrimental effect on fan performance,

3.5 ACCESSORIES

3.5.1 Where anti-condensation heaters, speed sensors, proximity sensors and vibration pick-ups are fitted, the necessary connections are to be made to the recipient parts in the control panels.

3.5.2 If speed monitor relay is fitted set to 80% of the impeller r.p.m. unless specific instructions to the contrary are supplied with the relay.

3.6 START UP

3.6.1 The following should be checked when starting up the fan unit following either INITIAL INSTALLATION OR MAINTENANCE PROGRAMME OVERHAUL.

3.6.2 Follow the set checks outlined under INITIAL INSTALLATION.

3.6.3 Upon start up, the electric supply to the driving motor should be checked to ensure that the phase rotation of the supply is rotating the impeller in the correct direction. If this is not the case, please refer to the wiring diagram for the driving motor and re-connect to give change of rotation.

3.6.4 Do not run the fan unit if vibration is excessive.

3.6.5 Do ensure that the power consumption is checked by an ammeter to ensure that the power taken on load is within the Full Load Current of the driving motor, as shown on the motor nameplate.

3.6.6 Do ensure that the fan is mounted in its correct orientation relative to the airflow direction on the nameplate.

3.7 SHUT DOWN

3.7.1 When shutting down the fan unit prior to inspection or maintenance the following procedure should be followed:

3.7.2 It is essential that the driving motor be isolated from the electrical supply and the fuses withdrawn to prevent accidental re-starting.

3.7.3 The flow of air through the fan unit must be isolated and the impeller be allowed to run down so that it is not rotating - which may take several minutes following isolation of the electrical supply.

3.7.4 Do not remove guards while the fan is rotating.

3.7.5 Do not remove ducting while the fan is rotating.

4.0 MAINTENANCE

4.1 The impeller, and internal surfaces of the fan casing should be periodically inspected for deposits which can adhere, reducing efficiency and possibly causing imbalance and vibration. Any such deposits should be carefully removed, but on no account should the impeller be subjected to harsh treatment, which will result in damage to the surface finish, airflow surfaces and disturbance of the balance. Cleaning procedures are dependant upon the degree and type of contamination. The minimum amount of cleaning is therefore recommended.

4.2 Due to varying site conditions specific time intervals for impeller and internal surface inspection cannot be forecast and is therefore a liability of site maintenance engineers to determine same.

4.3 Inspection should also take place of the belts, pulleys, bearings and any other fitted accessories.

5.1 REMOVING THE IMPELLER

5.1.1 Having followed the procedure under the heading SHUTDOWN and then removing the bolts around the Inlet Cone, the cone can be removed to thereby expose the impeller, then apply penetrating oil of good quality with colloidal graphite anti-seize agent in a neutral solvent base, to the joint between shaft and the impeller hub. Allow 10 minutes for oil to penetrate.

5.1.2 Remove key (if fitted) using appropriate key extraction tool. (NOT supplied by B.O.B. Stevenson Limited). Care should be taken not to damage the shaft or hub.

5.2 REFITTING IMPELLER

5.2.1 Ensure that all parts are clean and free from dirt, rust, etc.

5.2.2 Check shaft position inside fan case and place impeller on motor shaft for re-positioning.

5.2.3 Locate and position the impeller in the correct position on the motor shaft.

5.2.4 To fit the shaft key do so after the impeller hub has been fitted on the shaft, and then fit the key.

5.2.5 Fill empty holes with grease to exclude dirt.

5.2.6 Following re-fitting of an impeller the Air Inlet Cone should be repositioned and the securing bolts replaced.

5.2.7 Carry out checks listed under START UP.

5.3 LUBRICATION

5.3.1 Motor should be lubricated in accordance with manufacturers instructions.

5.3.2 The fan bearings are lubricated from external grease nipples. Only high quality F.A.G. and S.K.F. bearings are used and all bearings are correctly charged before leaving the Factory. Bearings should be lubricated as part of a planned maintenance schedule and the frequency and type of grease should relate to the load placed on the equipment and the re-lubrication interval recommended by the bearing manufacturer when working in a particular application.

5.4 BELT INSPECTION AND REPLACEMENT

5.4.1. Having followed the procedure under the heading SHUTDOWN Inspection should be carried out by removing the external belt guard. If the belts show signs of wear, they should be replaced.

This can be carried out as follows:

- a. Slacken the lock nuts on the motor platform
- b. Slacken the main adjusting nuts/bolts to allow tension to be taken from the belts, sufficient to allow removal of the belts.
- c. Remove belts and inspect, replace is necessary.
- d. Tighten adjusting nuts/bolts equally to take up slack in the belts.
- e. Check pulley alignment using template straight edge or a string line.
- f. Tensioning of the belts should be carried out in line with manufacturers instructions.

6.0 FAULT FINDING SCHEDULE

<u>FAULT</u>	<u>PROBABLE CAUSE</u>	<u>REMEDY</u>
Motor connected but will not start	Supply failure either complete or in one phase	Disconnect at once and check supply to motor terminals
	Overload	Switchgear not set correctly. Reset overload to the Full Load Current as shown on the Motor Rating Plate
Excessive vibration	Structure on which the fan unit is mounted not adequate	Review fan mounting structure
	Fan Impeller out of balance	Inspect impeller and motor bearings. Refurbish or renew as required.
	Bearings worn	Check bearings for wear. Refurbish or renew as required
	Foreign body entered the fan unit and has damaged the impeller	Refurbish or renew impeller as required
Excessive noise	Motor bearings require attention	Recharge with grease/replace bearings
	Foreign body entered the fan unit	Investigative overhaul