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		Date 12/12/94
Project Title/Work Order Design Analysis Report for Compressed Air Piping 241-SY-101 Hydraulic Pump Retrieval Trailer		EDT No. 609375
		ECN No. NA

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ENGINEERING DATA TRANSMITTAL

Page 1 of 1

1. EDT

609375

2. To: (Receiving Organization) See Distribution List		3. From: (Originating Organization) Special Projects		4. Related EDT No.: NA							
5. Proj./Prog./Dept./Div.: 241-SY-101		6. Cog. Engr.: M. J. Ostrom		7. Purchase Order No.: NA							
8. Originator Remarks: See attached Design Analysis report to determine pressure losses in the compressed air piping installed on the hydraulic trailer for the 241SY101 retrieval mission. These calculations apply to drawing H-2-824510. They are routed for your information.				9. Equip./Component No.: NA							
				10. System/Bldg./Facility: 241-SY-101							
11. Receiver Remarks:				12. Major Assm. Dwg. No.: NA							
				13. Permit/Permit Application No.: NA							
				14. Required Response Date: ASAP							
15. DATA TRANSMITTED											
(A) Item No.	(B) Document/Drawing No.	(C) Sheet No.	(D) Rev. No.	(E) Title or Description of Data Transmitted	(F) Impact Level	(G) Reason for Transmittal	(H) Originator Disposition	(I) Receiver Disposition			
1.	WHC-SD-WM-DA-183		0	DESIGN ANALYSIS REPORT FOR COMPRESSED AIR PIPING 241-SY-101 HYDRAULIC PUMP RETRIEVAL TRAILER.	SQ	31 Bfa 12/14/94					
16. KEY											
Impact Level (F)		Reason for Transmittal (G)			Disposition (H) & (I)						
1, 2, 3, or 4 (see MRP 5.43)		1. Approval 2. Release 3. Information 4. Review 5. Post-Review 6. Dist. (Receipt Acknow. Required)			1. Approved 2. Approved w/comment 3. Disapproved w/comment 4. Reviewed no/comment 5. Reviewed w/comment 6. Receipt acknowledged						
(G)	(H)	17. SIGNATURE/DISTRIBUTION (See Impact Level for required signatures)						(G)	(H)		
Reason	Disp.	(J) Name	(K) Signature	(L) Date	(M) MSIN	(J) Name	(K) Signature	(L) Date	(M) MSIN	Reason	Disp.
31	1	Cog. Eng.	MJ Ostrom	12/14/94	H5-68						
31	1	Cog. Mgr.	CE Hanson	12/15/94	H5-09						
31	1	QA	ML McElroy	12/21/94	S1-57						
31	1	Safety	LS Krogsrud	12/21/94	R3-08						
		Env.									
		Proj/Prog.									
31	1	Review	RD Routh	12/14/94	H5-09						
18. MJ Ostrom Signature of EDT Originator		19. CE Hanson Authorized Representative Date for Receiving Organization		20. CE Hanson Cognizant/Project Engineer's Manager		21. DOE APPROVAL (if required) Ltr. No. ☐ Approved ☐ Approved w/comments ☐ Disapproved w/comments					

RELEASE AUTHORIZATION

Document Number: WHC-SD-WM-DA-183, REV. 0

Document Title: ~~Design Analysis Report for Compressed Air Piping,~~
241-SY-101 Hydraulic Pump Retrieval Trailer

Release Date: 12/22/94

This document was reviewed following the
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12/22/94

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A-6001-400.2 (09/94) WEF256

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SUPPORTING DOCUMENT		1. Total Pages 13	
2. Title Compressed Air Piping, 241-SY-101 Hydraulic Pump Retrieval Trailer		3. Number WMC-SD-WM-DA-183	4. Rev No. 0
5. Key Words Piping Trailer Hydraulic		6. Author Name: Thomas R. Wilson Signature:
7. Abstract 12/02/94 D. Dea		Organization/Charge Code 7E620/N2B26	
The following Design Analysis was prepared by the Westinghouse Hanford Company to determine pressure losses in the compressed air piping installed on the hydraulic trailer for the 241-SY-101 pump retrieval mission.			
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9. Impact Level N/A SD		10. RELEASE STAMP OFFICIAL RELEASE BY WMC DATE DEC 22 1994 35 SECTION 21	

COMPRESSED AIR PIPING
241-SY-101 HYDRAULIC PUMP RETRIEVAL TRAILER

PREPARED BY: DATE: 12/13/94
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Westinghouse Hanford Company
Hanford Operations and Engineering Contractor
for the
U.S. Department of Energy

CHECKLIST FOR INDEPENDENT REVIEW

Document Reviewed WHC-SD-WM-DA-183, Rev. 0

Author T. R. Wilson

Yes No NA

☒	☐	☐	Problem completely defined.
☒	☐	☐	Necessary assumptions explicitly stated and supported.
☐	☐	☒	Computer codes and data files documented.
☒	☐	☐	Data used in calculations explicitly stated in document.
☒	☐	☐	Data checked for consistency with original source information as applicable.
☒	☐	☐	Mathematical derivations checked including dimensional consistency of results.
☒	☐	☐	Models appropriate and used within range of validity or use outside range of established validity justified.
☐	☐	☒	Hand calculations checked for errors.
☐	☐	☒	Code run streams correct and consistent with analysis documentation.
☐	☐	☒	Code output consistent with input and with results reported in analysis documentation.
☒	☐	☐	Acceptability limits on analytical results applicable and supported. Limits checked against sources.
☒	☐	☐	Safety margins consistent with good engineering practices.
☒	☐	☐	Conclusions consistent with analytical results and applicable limits.
☒	☐	☐	Results and conclusions address all points required in the problem statement.

If software analysis performed,

MANDATORY Software QA Log Number N/A

R. D. Benth
Reviewer

12/14/94
Date

DESIGN VERIFICATION METHOD

The need for design verification has been reviewed with the method selected as indicated below:

<u> X </u>	Independent Review
<u> </u>	Alternative Calculations
<u> </u>	Qualification Testing
<u> </u>	Formal Design Review

C. E. Hanson 12/15/94
Cognizant/Project/Design Manager

SD # WHC-SD-WM-DA-183, Rev. 0

ECN #

DWG(S) # H-2-824510

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DESIGN ANALYSIS REPORT FOR COMPRESSED AIR PIPING, 241-SY-101 HYDRAULIC PUMP RETRIEVAL TRAILER

1.0 INTRODUCTION

The purpose of this analysis is to determine the pressure losses in the compressed air piping installed on the WHC 100-ton Hydraulic Trailer, a component of the 241-SY-101 Equipment Removal System. Compressed air is used to operate the pneumatic vibrators installed on the Hydraulic Trailer and Strongback. To operate effectively, each of the six (6) vibrators must be supplied with compressed air at the same pressure. Regulators are installed at the inlet to each vibrator to control air pressure to the same pressure requirement. The compressed air supply pressure minus the compressed air piping losses must be greater than the regulated pressure requirement at all of the vibrators. This analysis calculates the pressure losses in the longest, hence worst case, piping run only. Pressure losses in shorter piping runs will be less, therefore air pressure at all of the regulators will be adequate if the worst case condition is satisfied.

2.0 SUMMARY OF RESULTS

The pressure losses in the compressed air piping installed on the WHC 100-ton Hydraulic Trailer are small based on the air consumption requirements of the vibrators. Adequate air pressure will be available at all of the regulators if the compressed air supply pressure is greater than approximately 100 psig. Pressure losses will vary with the temperature and humidity of the ambient air, however the compressed air supply pressure noted will more than accommodate these variances.

3.0 DISCUSSION

Each vibrator requires a compressed air flowrate of 93 standard cubic feet per minute, delivered at 80 psig. The compressed air piping is fabricated from nominal 2-inch black steel pipe and fittings. A short piece of hose connects the compressed air piping on the Strongback to the compressed air piping on the Hydraulic Trailer to allow the Strongback to be raised and lowered. The pressure losses through the hose are considered to be negligible. The compressed air piping is routed back to a manifold with a single-point connection for the compressed air supply. Valves are installed to isolate the front, left side, and right side pairs of vibrators. The configuration of the compressed air piping is shown on Drawing H-2-824510. The pressure loss calculations are included in Appendix A.

4.0 REFERENCES

DRAWINGS

H-2-824510 Vibrator Air Piping Installation

OTHER

Hicks, Tyler G., *Standard Handbook of Engineering Calculations*

APPENDIX A - CALCULATIONS

ANALYTICAL CALCULATIONS

Page _____ of _____

Subject AIR LINE SIZING - PRESSURE DROPS

Originator S.L. TAYLOR

Date 12/1/94

Checker R.D. ROUTH

Date 12/1/94

SEE ATTACHED MATHCAD CALCULATIONS AND REFERENCES

AIR LINE SIZING - PRESSURE DROPS

BASIS: (2) 2-inch lines down length of trailer from compressor tie-in to rear of strong back.
upstream pressure is 125 psig from compressor output.
flow required (each line) = 186 cfm @ 80 psi.
pipe is 2-inch carbon steel inside diameter is: $d := 2.067$ in

length of each pipe..... $l := 60$ ft
equivalent length of (2) 90 degree elbows: (pg 3-355) $\theta := 3.5$ ft..... $E := 2 \cdot \theta$
equivalent length of (1) tee: (pg 3-355)..... $t := 12$ ft
total equivalent of pipe:..... $L := l + E + t$ $L = 79$ ft

volume flow rate: $Q := 186$ scfm
(atmospheric pressure = 14.7)

pressure: $P := (125 + 14.7)$

volume: $v := 144$

temperature: $T := 60 + 460$

gas constant: $R := 53.33$

compressed air density: (pg 3-390) $\rho := \frac{P \cdot v}{R \cdot T}$ $\rho = 0.73$

standard air density $\tau := .075$

weight flow rate: (pg 3-390) $W := \tau \cdot Q \cdot 60$ $W = 837$

velocity: (pg 3-390) $V := \frac{183.4 \cdot W}{3600 \cdot d^2 \cdot \rho}$ $V = 13.76$

viscosity of air at 80 F is : (pg 3-390) $z := 0.0186$ cp

Reynolds number: (pg 3-390) $R := \frac{6.32 \cdot W}{d \cdot z}$ $R = 1.38 \cdot 10^5$

on curve 6 (pg 3-389) for 2 inch carbon steel pipe friction factor is: $\xi := 0.021$

pressure loss in the pipe: (pg 3-391) $\Delta P := \frac{3.36 \cdot 10^{-6} \cdot \xi \cdot L \cdot W^2}{d^5 \cdot \rho}$ $\Delta P = 0.14$ psi

* all formulas are found in "Standard Handbook of Engineering Calculations", Tyler G. Hicks

AIR LINE SIZING - PRESSURE DROPS

BASIS: (2) 2-inch lines on each side of strongback from tie-in at rear for rear vibrators at front of strongback.
upstream pressure is $(125 - 5.34) = 119.66$ psig from compressor output.
flow required (each line) = 93 cfm @ 80 psi.
pipe is 2-inch carbon steel inside diameter is: $d := 2.067$ in

length of each pipe..... $l := 30$ ft
equivalent length of (2) 90 degree elbows: (pg 3-355). $\theta := 3.5$ ft..... $E := 2 \cdot \theta$
equivalent length of (1) 2-inch -1-inch reducer: (pg 3-355)..... $t := 2.0$ ft
total equivalent of pipe:..... $L := l + E + t$ $L = 39$ ft

volume flow rate: $Q := 93$ scfm
(atmospheric pressure = 14.7)

pressure: $P := (119.66 + 14.7)$

volume: $v := 144$

temperature: $T := 60 + 460$

gas constant: $R := 53.33$

air density: (pg 3-390) $\rho := \frac{P \cdot v}{R \cdot T}$ $\rho = 0.7$

standard air density: $\tau := .075$

weight flow rate: (pg 3-390) $W := \tau \cdot Q \cdot 60$ $W = 418.5$

velocity: (pg 3-390) $V := \frac{183.4 \cdot W}{3600 \cdot d^2 \cdot \rho}$ $V = 7.15$

viscosity of air at 80 F is : (pg 3-390) $z := 0.0186$ cp

Reynolds number: (pg 3-390) $R := \frac{6.32 \cdot W}{d \cdot z}$ $R = 68795.36$

on curve 6 (pg 3-389) for 2 in carbon steel pipe friction factor is: $\xi := .022$

pressure loss in the pipe: (pg 3-391) $\Delta P := \frac{3.36 \cdot 10^{-6} \cdot \xi \cdot L \cdot W^2}{d^5 \cdot \rho}$ $\Delta P = 0.02$ psi

* all formulas are found in "Standard Handbook of Engineering Calculations", Tyler G.Hicks

AIR LINE SIZING - PRESSURE DROPS

BASIS: inlet to (2) vibrators.

upstream pressure is 125 psig from compressor output.

flow required (each line) = 186 cfm @ 80 psi.

pipe is 2-inch carbon steel inside diameter is: $d := 2.067$ in

length of each pipe..... $l := 27$ ft
 equivalent length of 90 degree elbows: (pg 3-355)..... $E := 3.5$ ft
 equivalent length of (1) tee: (pg 3-355)..... $t := 12$ ft
 total equivalent of pipe:..... $L := l + E + t$ $L = 42.5$ ft

volume flow rate: $Q := 186$ scfmpressure: $P := (125 + 14.7)$ volume: $v := 144$ temperature: $T := 60 + 460$ gas constant: $R := 53.33$ compressed air density: (pg 3-390) $\rho := \frac{P \cdot v}{R \cdot T}$ $\rho = 0.73$ standard density $\tau := .075$ weight flow rate: (pg 3-390) $W := \tau \cdot Q \cdot 60$ $W = 837$ velocity: (pg 3-390) $V := \frac{183.4 \cdot W}{3600 \cdot d^2 \cdot \rho}$ $V = 13.76$ viscosity of air at 80 F is : (pg 3-390) $z := 0.0186$ cpReynolds number: (pg 3-390) $R := \frac{6.32 \cdot W}{d \cdot z}$ $R = 1.38 \cdot 10^5$ on curve 6 (pg 3-389) for 2 inch carbon steel pipe friction factor is: $\xi := 0.021$ pressure loss in the pipe: (pg 3-391) $\Delta P := \frac{3.36 \cdot 10^{-6} \cdot \xi \cdot L \cdot W^2}{d^5 \cdot \rho}$ $\Delta P = 0.08$ psi

* all formulas are found in "Standard Handbook of Engineering Calculations", Tyler G. Hicks

AIR LINE SIZING - PRESSURE DROPS

BASIS: inlet to floor penetration

neglect inlet air line diameter to trailer air line diameter change.

assume ball valve has the same equivalent length of pipe as a globe valve.

flow required (each line) = 186 cfm @ 80 psi.

pipe is 2-inch carbon steel inside diameter is: $d := 2.067$ in

equivalent length of (1) globe valve: (pg 3-355)..... $gv := 50$ ft
length of each pipe..... $l := 71$ ft
equivalent length of (2) 45 degree elbows: (3-355) $\phi := 2.5$ ft..... $E1 := 4 \cdot \phi$
equivalent length of (4) 90 degree elbows: (pg 3-355) $\theta := 3.5$ ft..... $E2 := 4 \cdot \theta$
equivalent length of (1) tee: (pg 3-355)..... $\omega := 12$ ft..... $t := 2 \cdot \omega$ ft
total equivalent of pipe:..... $L := gv + l + E1 + E2 + t$ $L = 169$ ft

volume flow rate:

$$Q := 186 \text{ scfm}$$

pressure:

$$P := (125 + 14.7)$$

atmospheric pressure = 14.7

volume:

$$v := 144$$

temperature:

$$T := 60 + 460$$

gas constant:

$$R := 53.33$$

compressed air density: (pg 3-390)

$$\rho := \frac{P \cdot v}{R \cdot T} \quad \rho = 0.7$$

standard density $\tau := .075$

weight flow rate: (pg 3-390)

$$W := \tau \cdot Q \cdot 60 \quad W = 837$$

velocity: (pg 3-390)

$$V := \frac{183.4 \cdot W}{3600 \cdot d^2 \cdot \rho} \quad V = 13.76$$

viscosity of air at 80 F is : (pg 3-390)

$$z := 0.0186 \text{ cp}$$

Reynolds number: (pg 3-390)

$$R := \frac{6.32 \cdot W}{d \cdot z} \quad R = 1.38 \cdot 10^5$$

on curve 6 (pg 3-389) for 2 inch carbon steel pipe friction factor is:

$$\xi := 0.021$$

pressure loss in the pipe: (pg 3-391)

$$\Delta P := \frac{3.36 \cdot 10^{-6} \cdot \xi \cdot L \cdot W^2}{d^5 \cdot \rho} \quad \Delta P = 0.31 \text{ psi}$$

* all formulas are found in "Standard Handbook of Engineering Calculations:", Tyler G. Hicks