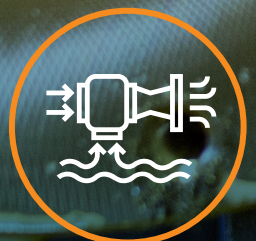


Ejectors

TeamTec Ejectors are jet pumps driven by water or oil supplied from conventional pumps. TeamTec Ejectors have the combination of high quality material and skilful construction, offering the most effective solution to meet onboard requirements!



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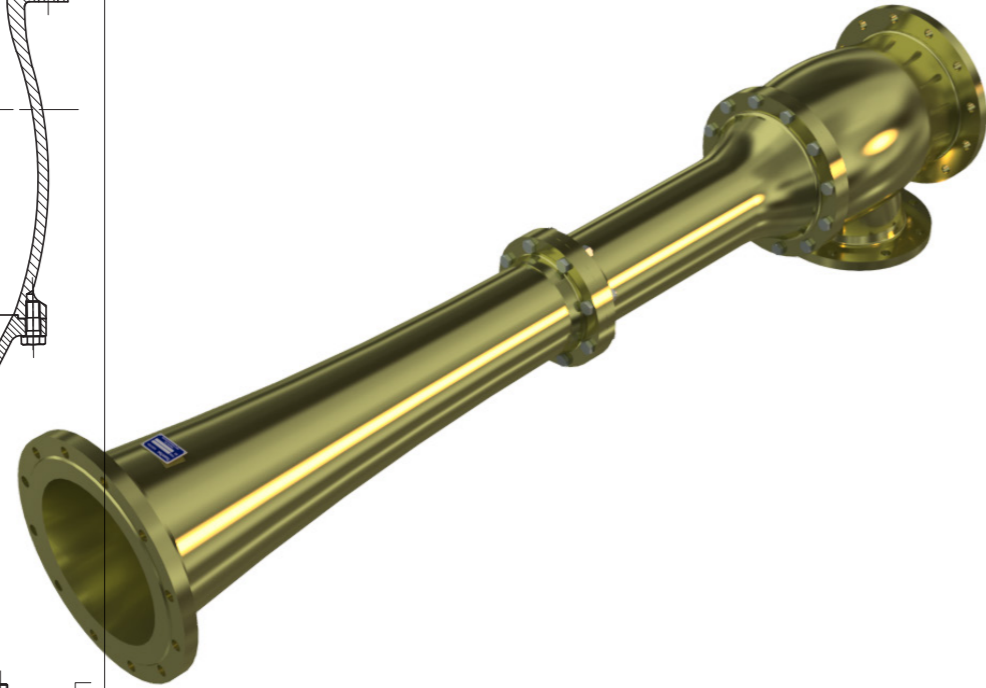
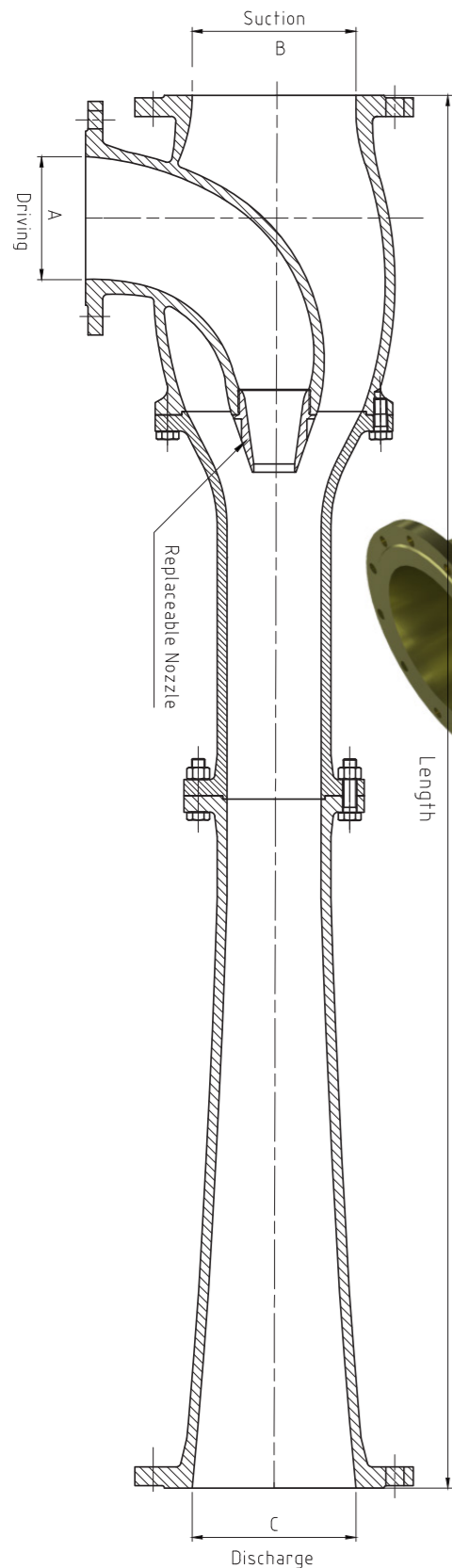
Norwegian traditions

TeamTec is continuing a tradition of marine industrial activity at Tangen in Tvedestrand, Norway, dating back to around 1700. Today our company is one of the world leaders in marine waste incinerating systems and stripping ejectors to the shipbuilding industry. TeamTec was founded on May 17th, 1984 by a small group of enthusiastic pioneers.

Their enthusiasm and passion is carried forward by the entire TeamTec staff, and we are confident that our products will continue to be in the forefront of international marine technology in the future. We are proud to supply our quality products to a demanding shipping and offshore market.

We are proud to supply quality products and service from our worldwide service network.





Stripping ejectors

TeamTec Stripping Ejectors are simple jet pumps driven by fluid. High quality materials and skillful construction make sure you meet onboard requirements. TeamTec Ejectors are made in Ni-Al-Bz EN 1982, Gunmetal / Rg 9 NS 16520 / AISI 316L and Super Duplex. The ejector nozzles are made of AISI 316L, as well as other materials upon request. These material combinations are superior against cavitation, corrosion and wear and tear.

Ideal for handling all kinds of liquids!

Installation purposes

- Stripping of ballast/cargo tanks
- Stripping during tank cleaning
- Emergency stripping
- Stripping of chain lockers, steering engine rooms, cofferdams, auxiliary pump rooms, sewage tanks
- Stripping of liquids with large particles (ejectors with wide body)
- Removal of gasses
- Use in an explosive atmosphere

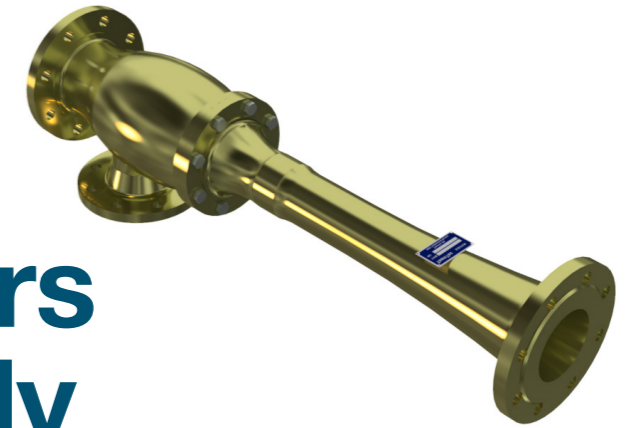
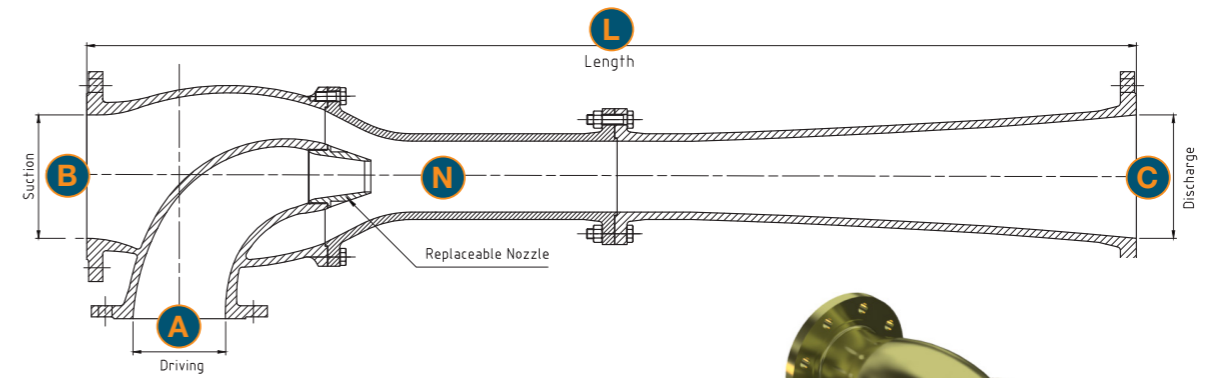
Advantages

- Experience since 1962: technical know-how
- In-house casting and production: flexible and adaptable – providing us with full control
- Wide range of ejector types and capacities
- Customization of ejectors: special solutions and full utilization of existing/onboard pumps for each project
- High efficiency: “in line suction” ensures maximal suction capacity with the use of minimal driving liquid. The result could be smaller piping dimensions and smaller driving pumps
- High grade material

Dimension table

Type	DN	A	B	C	L	Weight	Max. clearance
		mm	mm	mm	mm	kg	
1½-2-2½	40-50-65	40	50	61	580	24	9
2-2-3	50-50-80	50	50	80	680	26	9
2-3-3	50-80-80	50	80	80	750	33	20
3-3-4	80-80-100	80	80	100	950	45	12
3-4-4	80-100-100	80	100	100	840	54	23
4-4-5	100-100-125	100	100	125	1100	65	19
4-5-5	100-125-125	100	125	125	1000	60	29
4-6-6	100-150-150	100	150	150	1150	85	36
5-5-6M	125-125-150	125	125	150	1250	90	23
5-5-6L	125-125-150	125	125	150	1250	90	21
5-6-8	125-150-200	125	150	200	1700	135	34
5-8-8	125-200-200	125	200	200	1700	170	46
6-6-8S	150-150-200	150	150	200	1785	145	25
6-6-8M	150-150-200	150	150	200	1785	145	26
6-6-8L	150-150-200	150	150	200	1785	145	26
6-8-8	150-200-200	150	200	200	1700	160	40
6-8-10	150-200-250	150	200	250	1800	200	45
8-8-10S	200-200-250	200	200	250	1850	187	29
8-8-10M	200-200-250	200	200	250	1850	187	27
8-8-10L	200-200-250	200	200	250	1850	187	25
8-10-12	200-250-300	200	250	300	2100	230	54
10-10-12S	250-250-300	250	250	300	2150	270	36
10-10-12M	250-250-300	250	250	300	2150	270	36
10-10-12L	250-250-300	250	250	300	2150	270	34
10-12-14	250-300-300	250	300	350	2400	358	65
12-12-14	300-300-350	300	300	350	2445	365	41
12-14-18	300-350-450	300	350	450	2650	532	82
14-14-18	350-350-450	350	350	450	2770	535	54
16-16-20	400-400-500	400	400	500	3600	900	89

- Any flange standard can be delivered at no extra cost
- Customized capacity/consumption performance curve will be delivered – saving you time!
- Modification of ejector characteristics possible due to in-house engineering and production
- All ejectors are hydrostatic pressure tested
- All types of class certification upon request



C-type ejectors with wide body

Type	DN	A	B	C	L	Weight	Max. clearance
		mm	mm	mm	mm	kg	mm
1½-2-2½	40-50-65	40	50	63	580	23	21
2-3-3	50-80-80	50	80	80	750	31	36
3-4-4	80-100-100	80	100	100	840	60	49
4-5-5	100-125-125	100	125	125	1000	70	58
4-6-6	100-150-150	100	150	150	1150	71	65
5-6-8	125-150-200	125	150	200	1700	133	77
5-8-8	125-200-200	125	200	200	1700	175	88
6-8-8	150-200-200	150	200	200	1700	185	88
6-8-10	150-200-250	150	200	250	1800	190	94
8-10-12	200-250-300	200	250	300	2100	245	98



Criteria for selection of proper sized ejectors:

- Installation purpose
- Required suction capacity
- Estimated suction lift
- Estimated discharge height
- Driving pressure/flow
- Liquid type
- Flange type

Portable

- Useful on all type of ships for complete draining of remaining liquid
- With built-in non-return suction valve
- Equipped with standard nozzle

Type	Suction capacity	Required driving pressure against various discharge heads					Nozzle size	Approx. weight
		5 m	10 m	15 m	20 m	25 m		
1-1-1½	3 m³/h	5.0 bar	6.5 bar	8.0 bar	9.5 bar	11.0 bar	6.4 mm	3,75 kg
1¼-1¼-2	6 m³/h	5.0 bar	6.5 bar	8.0 bar	9.5 bar	11.0 bar	8.5 mm	6 kg
1½-1½-2½	9 m³/h	5.0 bar	6.5 bar	8.0 bar	9.5 bar	11.0 bar	11.1 mm	9 kg



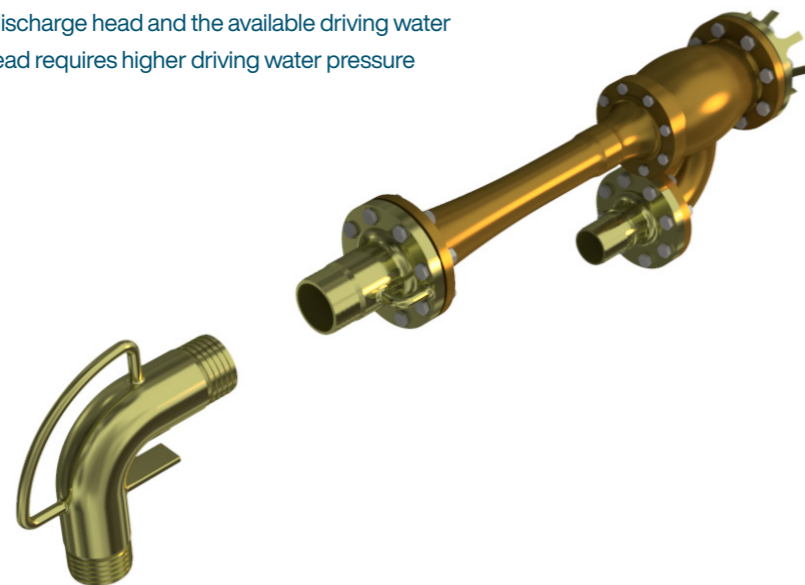
Semi-Portable (A-ejectors)

- A-series ejectors were developed for periodic use onboard dry cargo vessels. Driving water is normally provided from the fire pump.
- For emergency use and for removal of mud & remains in the ballast tanks
- Can be delivered with hose or flanged connections
- Equipped with standard nozzle

Type	Suction capacity*	Driving water** Flow / Pressure	Approx. weight
A2-3-3	40 m³/h	abt. 30 m³/h at 6 bar	43 kg
A3-4-4	75 m³/h	abt. 50 m³/h at 6 bar	64 kg
A4-5-5	105 m³/h	abt. 75 m³/h at 6 bar	70 kg

* Depending on the discharge head and the available driving water

** Higher discharge head requires higher driving water pressure



Additional ejectors



Air Driven

- Air driven, for evacuating air or gases in suction line to centrifugal pumps etc.
- Small and efficient, can be delivered in several material combinations



Mudmixer

- For mixing dry powder and liquid for offshore purpose
- Several models from 6" and up to 8" powder inlet



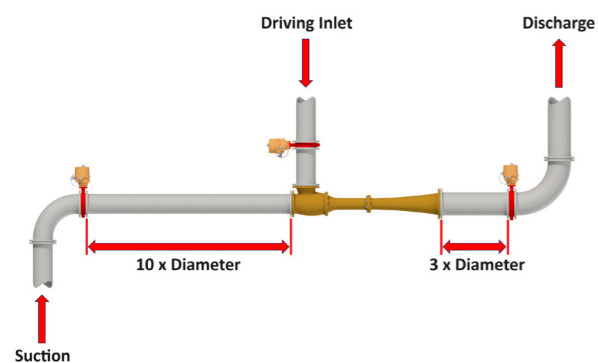
V 4-2-5

- Usable as vacuum cleaner for sucking up dirt in engine room etc.
- "Standard" equipment for supply ships, for sucking up the remains in bulk tanks after loading
- Special air-driven model L4-5-5 also available for same purpose



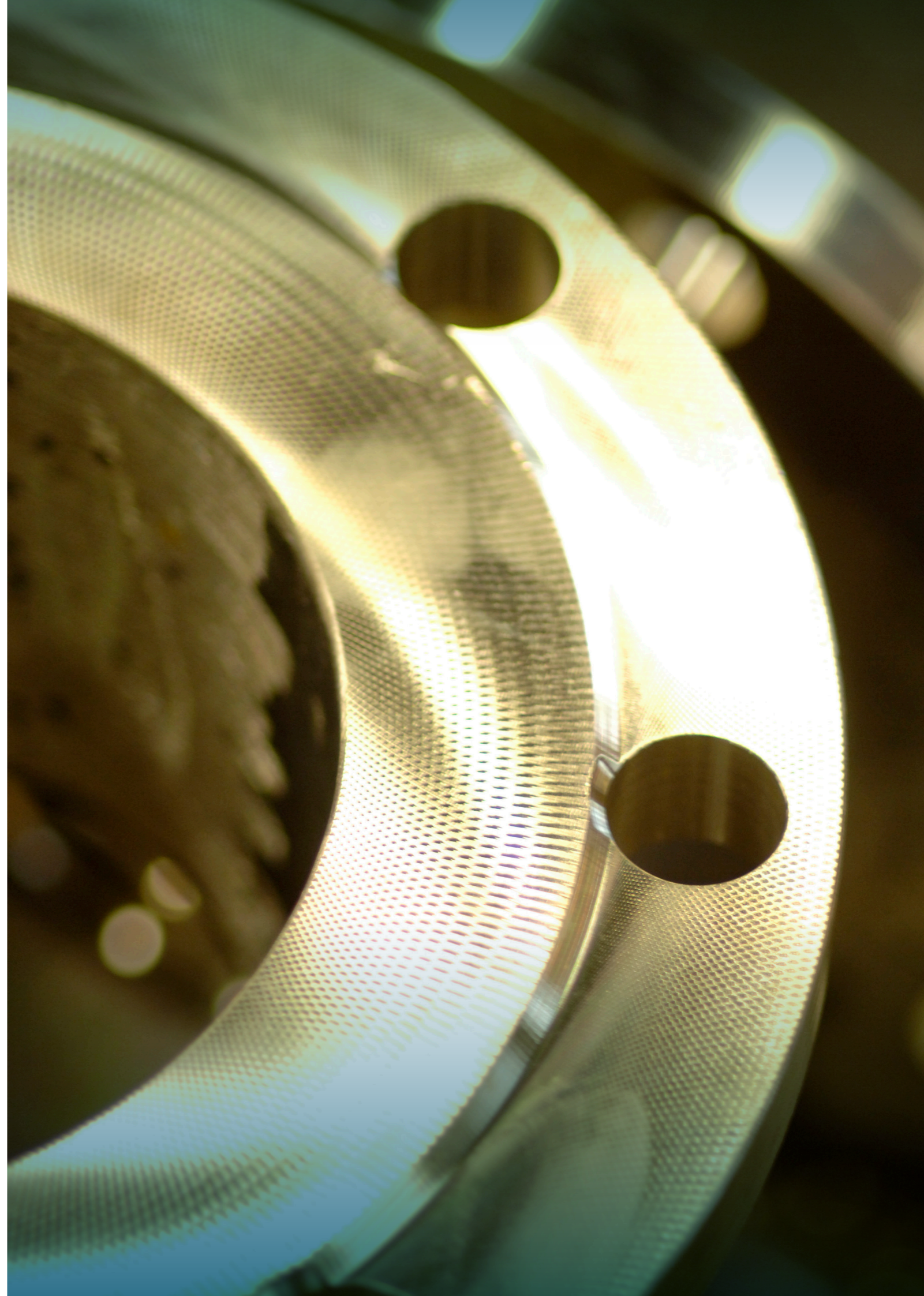
Multi Vac

- Water driven jet vacuum pump, designed for extraction of air/gas in the suction line of the dredging pump. Secures safe and stable use of dredging pump
- Multi nozzle design, and can be delivered with number of nozzles according to ship requirements



Recommended installation of Ejectors

- TeamTec «in-line» suction design gives a higher efficiency than «conventional» ejectors with suction 90 degrees from the side



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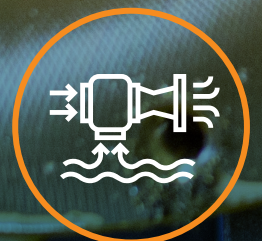
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Ejectors educators

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