

**CURTISS -
WRIGHT**

A large offshore oil rig stands in the middle of the ocean. The rig has a complex structure with a tall crane arm extending upwards. The sun is low on the horizon, creating a bright, golden glow across the sky and reflecting off the water's surface. The water is dark with some ripples. The overall scene is industrial and serene.

Subsea Canned Motor ESP

As Tough As The Service

Subsea Canned Motor ESP

Designed and Built for Offshore Reliability

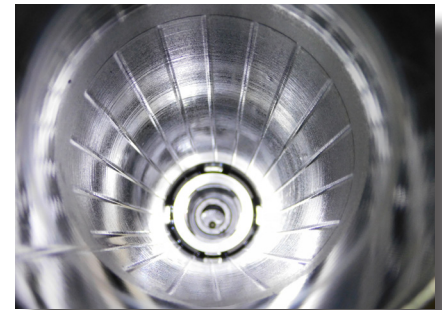
Subsea Canned Motor ESP

- First ever barrier fluid-less ESP for long life
- 1750 HP, 30-65 Hz design for operational flexibility
- Built with corrosion resistant alloys for offshore durability
- No dielectric fluid to top off for easier installation



Canned Motor: Hermetically Sealed Stator and Rotor

- Dry, 1 ATM environment for electrical windings
- High-temperature insulation system
- No protector seal section needed
- Field proven process lubricated bearing technology



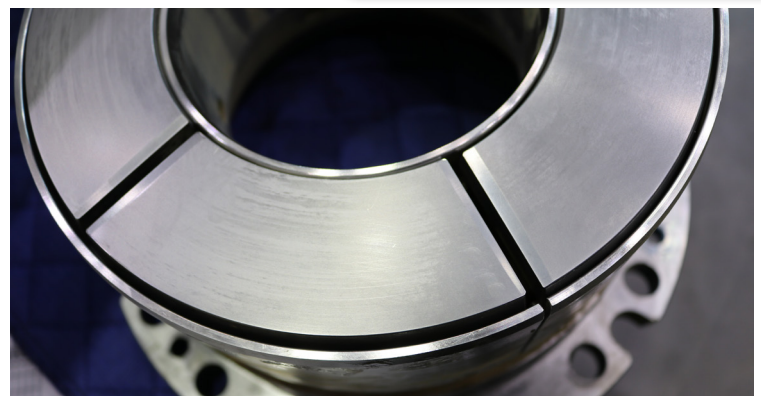
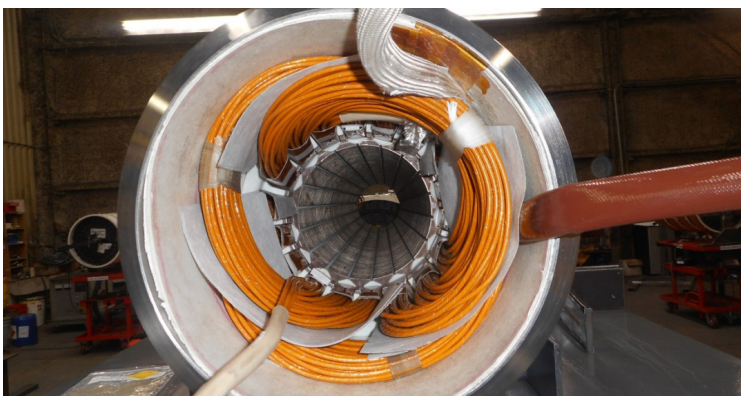
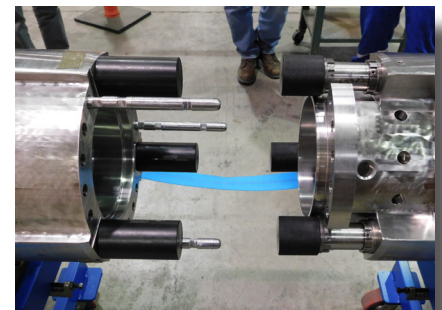
Multistage Pump: Designed to Perform

- Operating range of 10,000 to 45,000 bpd
- 40 stage, gas tolerant design (up to 40% GVF)
- Continuous operation at elevated viscosities
- Self-leveling, process lubricated thrust bearing



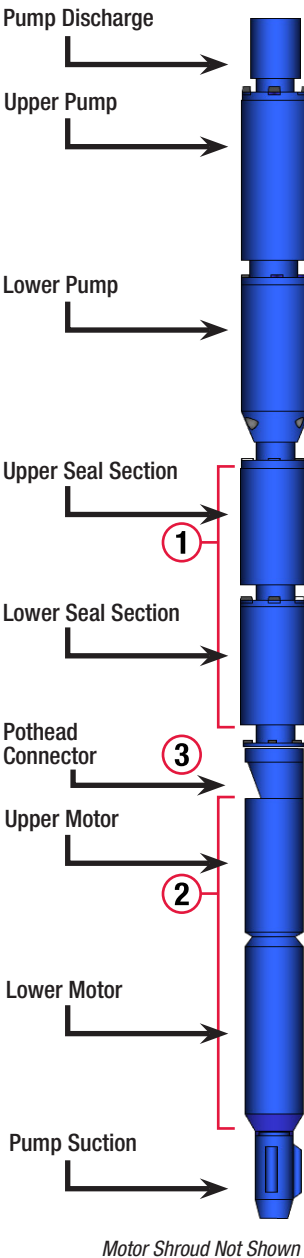
Power Connectors: Engineered for Reliability

- Metal sealed motor connectors – no pothead or elastomers
- Industry's only SEPS qualified ESP connectors

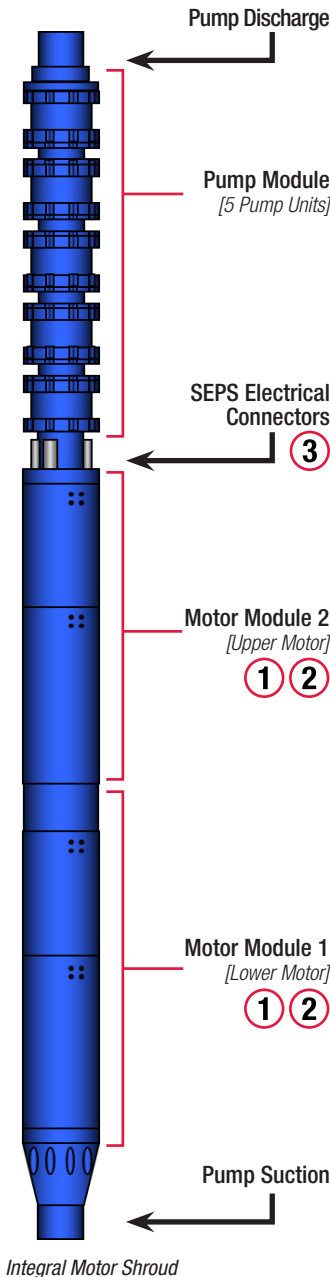


Traditional ESP vs Subsea Canned Motor ESP Comparison

Canned Motor ESP Developed to Eliminate ESP Failure Modes



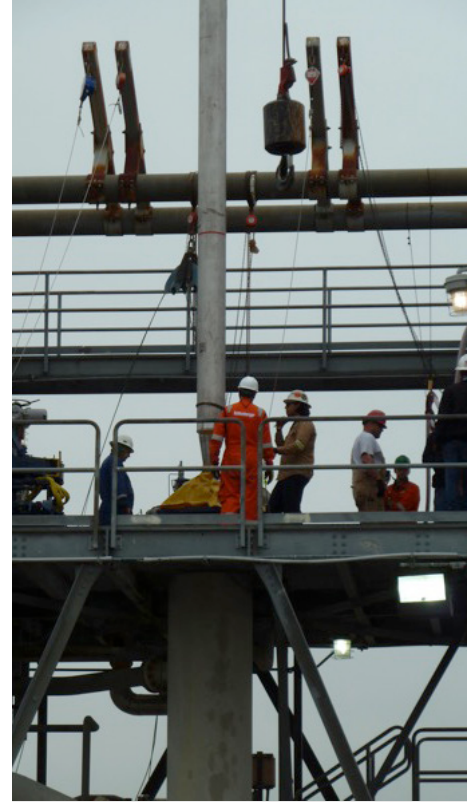
ESP Historical Concern	Canned Motor ESP
<p>1 Protector / Seal</p> <ul style="list-style-type: none">Seal leakage from particle ingress, shaft misalignment, or thermal issues compromises barrier fluidCompromised motor barrier fluid can damage motor insulation and/or rotor cage	<p>1 Canned Motor</p> <ul style="list-style-type: none">Eliminates the need for a shaft seal and barrier fluid for the motorMaintains insulation system in a dry, 1 atm environment providing inherent protection to motor insulation & rotor bars for life of the unit
<p>2 Motor Insulation</p> <ul style="list-style-type: none">Relies on barrier fluid cleanliness and protector/seal (known failure point)Pressure compensated arrangement leads to mechanical loading/fatigue over time	<p>2 Potted Wound Stator</p> <ul style="list-style-type: none">Field proven high temperature insulation system (200°C for 40 years continuously)Designed & factory tested to withstand voltage spikes
<p>3 Pothead Connector</p> <ul style="list-style-type: none">Susceptible to insulation breakdown due to voltage spikes and thermal breakdownsExposure to process fluid damages seals, insulation, and current carrying components	<p>3 Penetrator Connector</p> <ul style="list-style-type: none">Designed & qualified per SEPS-1001 industry standard for subsea pumpsUses metal-to-metal seal to prevent process fluid ingress into motor



Subsea Canned Motor ESP

*Engineered for Offshore Service
Hermetically Sealed Motor*

*Eliminates Mechanical Seals
Next Level Reliability*



Contact Details



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