



# Built Tough

## MEDIUM HEAD PR

### HEAVY DUTY

Automatic self-priming single stage end suction pump

### SOLIDS HANDLING

Large solids capacity while maintaining hydraulic efficiencies

### CORROSION RESISTANT

Stainless steel 316 (CF8M) internals as standard.



Construction & Civil



Sewage & Waste Water



Mining & Quarries



Rental



Oil & Gas



Industrial



Marine

**DESIGN DETAILS**

Auto self priming, centrifugal single stage, end suction, 2 vane semi open impeller

|                          |                             |
|--------------------------|-----------------------------|
| Suction Flange           | 200mm / 8"                  |
| Delivery Flange          | 150mm / 6"                  |
| Solids Handling          | 50mm / 1.96"                |
| Maximum Head             | 100m / 328ft                |
| Maximum Flow             | 190L/sec / 3,009 USgal/min  |
| Engine Type              | Perkins 1106D-E70TA 186kW   |
| Engine Adaptor           | SAE #3                      |
| Shaft Diameter           | 50mm / 1.97"                |
| Fuel Rate @ BEP 2,000rpm | N/A                         |
| Fuel Rate @ BEP 1,600rpm | 15.5L/hr / 0.07 USgal/min * |
| Fuel Tank Capacity       | 900L / 198 USgal            |

**PREMIUM RANGE (PR) INCLUSIONS**

- Structural Steel base.
- Galvanised steel, two-point lifting frame complete with engine canopy.
- Manual diesel fuel fill (lockable).
- Pump and engine control panel with emergency stop as standard.
- Heavy duty battery with battery box enclosure.
- Vacuum (suction inlet) and Pressure (discharge outlet) gauges.
- Pump operating range sign for optimum pump life and reliability.
- Galvanised steel sled, complete with tyne pockets and tie down points for transportation.
- Safety inclusions such as heat shields, work lights, lockable battery isolator and fire extinguisher.
- Rear discharge pipe work, complete with geared butterfly valve.

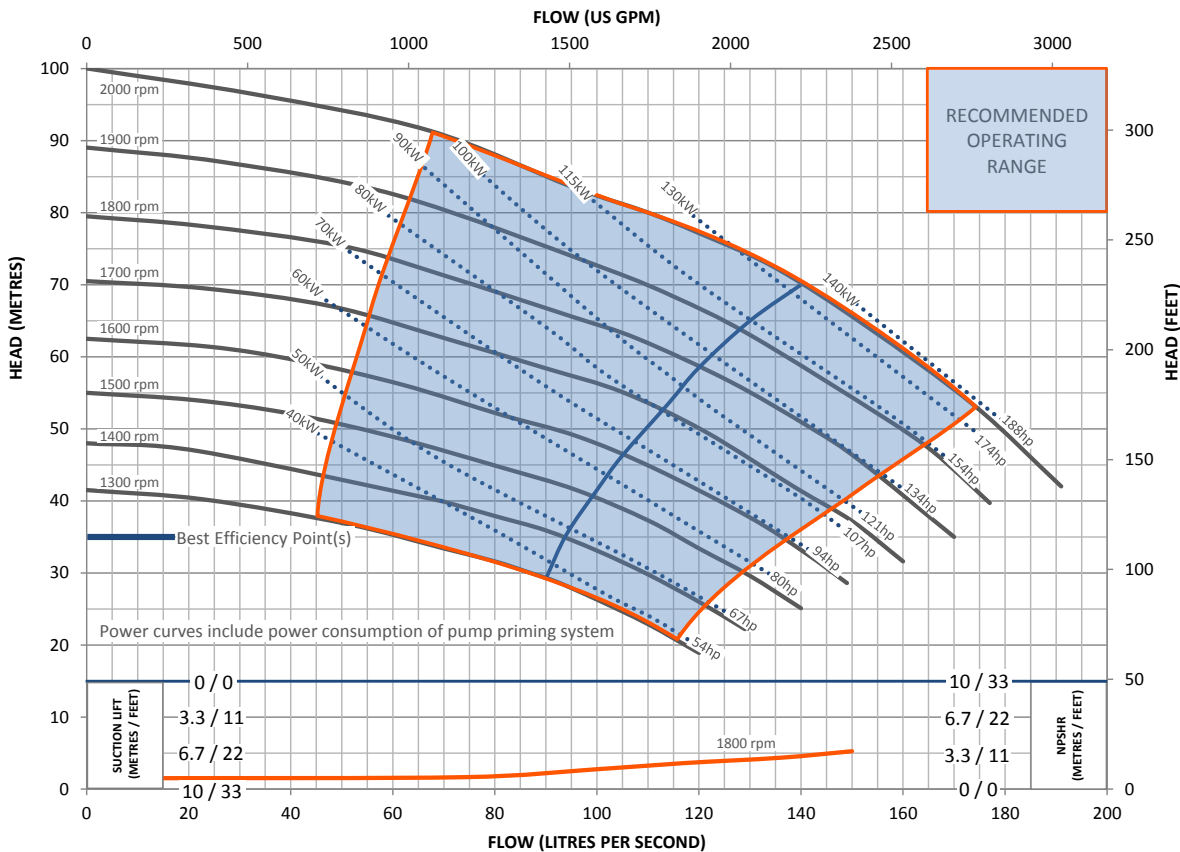
**MATERIALS OF CONSTRUCTION**

| STANDARDS            | MATERIAL   | AUSTRALIA |      | AMERICAS |      |
|----------------------|--|-----------|------|----------|------|
|                      |  | GRADE     | AS   | GRADE    | ASTM |
| Tee Piece            | SG Iron  | 400/12    | 1831 | 65-45-12 | A536 |
| Front Adaptor Plate  | SG Iron  | 400/12    | 1831 | 65-45-12 | A536 |
| Pump Casing (Volute) | SG Iron  | 400/12    | 1831 | 65-45-12 | A536 |
| Front Wear Plate     | Stainless  | 316/H6B   | 2074 | CF8M     | A351 |
| Impeller             | Stainless  | 316/H6B   | 2074 | CF8M     | A351 |
| Rear Wear Plate      | Stainless  | 316/H6B   | 2074 | CF8M     | A351 |
| Pump Shaft           | Stainless  | 431       | 2074 | 98b-431  | A276 |
| Bearing Bracket      | SG Iron  | 400/12    | 1831 | 65-45-12 | A536 |
| Bearing Covers       | SG Iron  | 400/12    | 1831 | 65-45-12 | A536 |
| Mechanical Seal      | Multi spring balanced mechanical seal assembly with silicon carbide/silicon carbide mechanical seal faces in self-contained oil reservoir. |           |      |          |      |

**OPTIONAL EXTRAS**

Please contact us to discuss these options:

- Additional operational, mobility and safety extras such as: suction and discharge couplings, strainers, double skin fuel tanks and trailers. These can all be selected and fitted to our Premium Range (PR) pump units.
- Our PR build configuration uses Perkins diesel engines, however, alternative engine brands are available upon request.
- Other pump materials of construction are also available upon request: full 316 stainless steel, CD4MCU, chromium steel, SAF 2205 and SAF 2507.



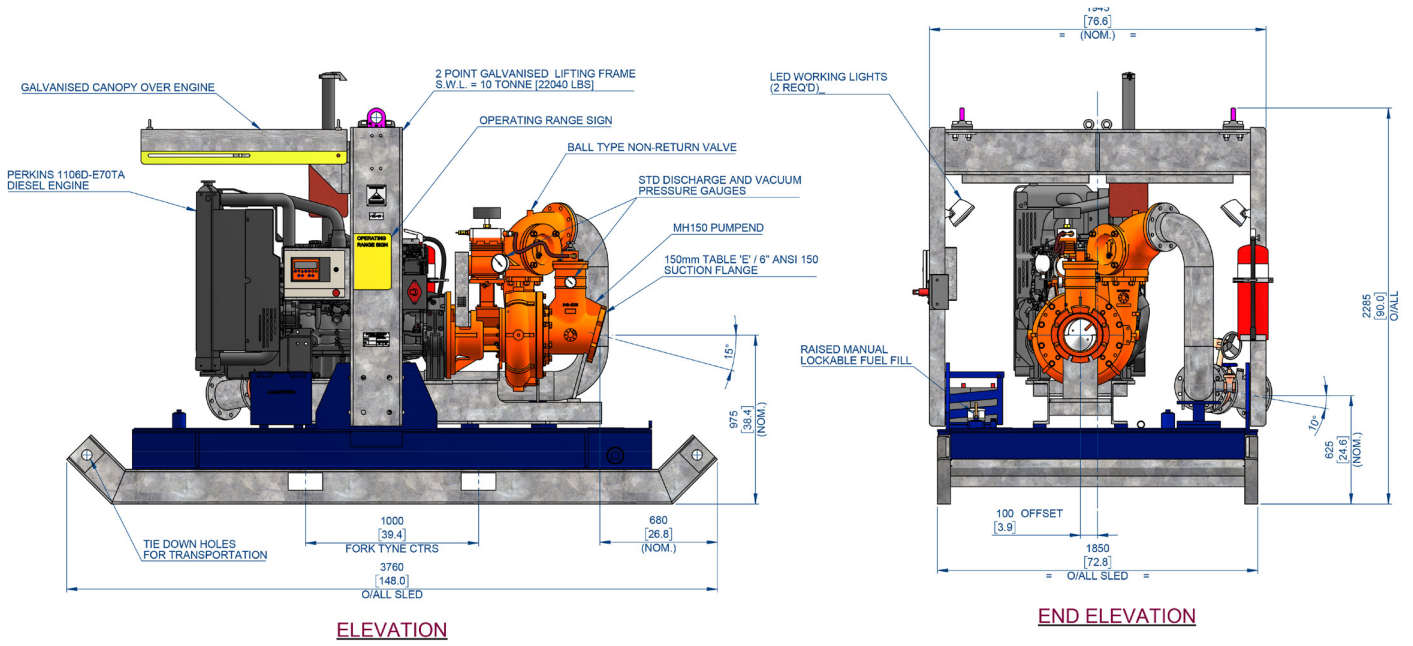
This pump and engine combination will produce up to 2,000 RPM of non-overload pump performance.

\* Based on standard engine brake specific fuel consumption.

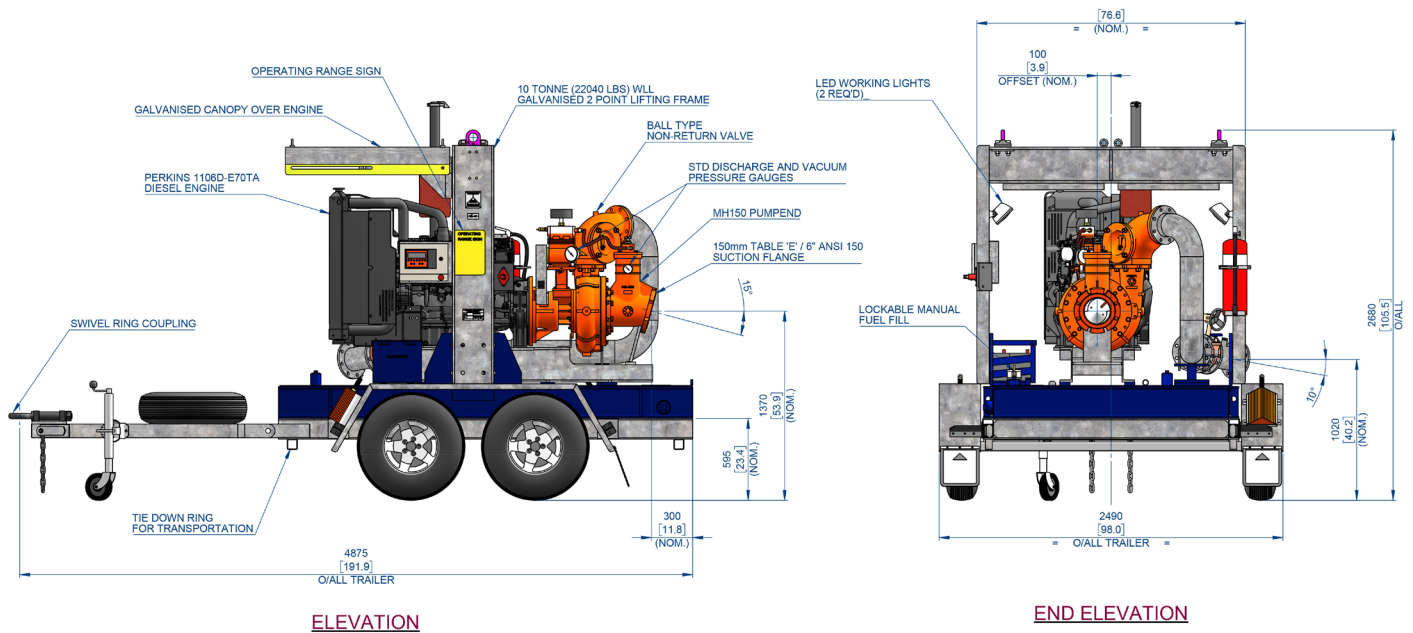
Final weight and dimensions will depend on completed specifications and options, subject to manufacturing tolerances. All the information in this document is substantially correct at the time of creation and may be altered at the manufacturer's sole discretion. Any quotes and related material provided supersedes the contents hereof.



# TECHNICAL DATA



DRY: 4,090kg (9,014 lb)      WET: 4,472 kg (9,856 lb)



DRY: 4,090 kg (9,014 lb)      WET: 4,858 kg (10,700 lb)

\* Based on standard engine brake specific fuel consumption.

\*\*Average measurement over 30 seconds in an open, non reflective environment.

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