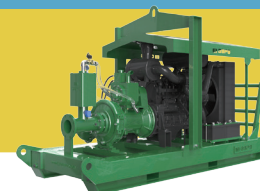




**GPS**  
Smart Pumps Powered By IIoT



## HH125C21 INSTANT-PRIME® PUMP



### PUMP SPECIFICATIONS

Pump End: GPS MCL-I4521C  
Pump Size: 5x4 inches (125x100 mm)  
Max Flow: 1250 US GPM (284 m³/h)  
Max Head: 520 feet (159 m)  
Solids Size: 0.7 inches (19.6 mm)  
Mechanical Seal: Single mechanical seal 3"  
Lip Seals: CR type, single lip, Buna-N (Bearing & SAE Cover) and Viton (Stuffing box)  
Non-Drive End Bearing: Single row ball bearing 6316  
Drive End Bearing: Duplex angular contact bearing 7316  
Air/Water Chamber: Steel material and designed to separate air and water before entering into vacuum pump suction hose.  
Discharge Non Return Valve: Swing type, cast iron with Buna-N disc (Viton optional)  
Gasket: Aramid Fiber w/ EPDM  
O Ring: Buna-N

### VACUUM ASSISTED PRIMING SYSTEM

**INSTANT-PRIME® SYSTEM:** Patent Pending self priming pumps are equipped with the most powerful priming system and P-S-P mechanism. Instant-Prime® pump sets a new benchmark of vacuum assisted priming pumps in the industry.

**VACUUM PUMP DATA\*:** Air Capacity: 112CFM  
Vacuum: -26inHg(9m)

\* at engine speed 2200 rpm

### PUMP FEATURES

#### 1 ECO Friendly Vacuum Priming System

GPS pump's EVP self priming system has extraordinary features like large air process capability, high vacuum, low operation temperature, maintenance free, oil and mechanical seal free etc.

#### 2 P-S-P Auto Switch System (Prime-Sleep-Prime)

EVP system will be switched to sleep status automatically once priming was finished. When it is used for general purpose application, EVP system only operates for a few seconds for priming, which makes it almost unnecessary for daily maintenance or changing spare parts within its life cycle.

#### 3 Dry Running Protection System

Instant-Prime® pumps offer three types of dry running seal options: oil reservoir lubricated mechanical seal, air cushion protected mechanical seal and grease lubricated lip seals configurations. Either of them can secure the pump run dry for a long time.

#### 4 Cooling System\*\*

A pressurized cooling flush water is introduced from centrifugal pump into vacuum pump's water jacket and then flows back to centrifugal pump. This cooling system cools the vacuum pump quickly and brings most of the heat out of the vacuum pump's cavity, and makes its rotor has an extraordinary long life.

#### 5 Easy Maintenance Structure

It is very convenient to remove the vacuum pump's cover from its non-drive end, and slides can be easily pulled out for inspection or replacement. It is also easy to access to the centrifugal pump's impeller, wear ring or mechanical seal for inspection or maintenance without removing diesel engine or pump's frame since the centrifugal pump's suction cover can be fully opened.

#### 6 All-In-One Pump Applications

EVP Priming system's powerful function makes Instant-Prime® pumps can be used in almost all aspects of fluid industry, including well point dewatering. Buy one pump and get all your jobs covered.

\*\* cooling system is only needed for well point dewatering application.

### ENGINE SPECIFICATIONS

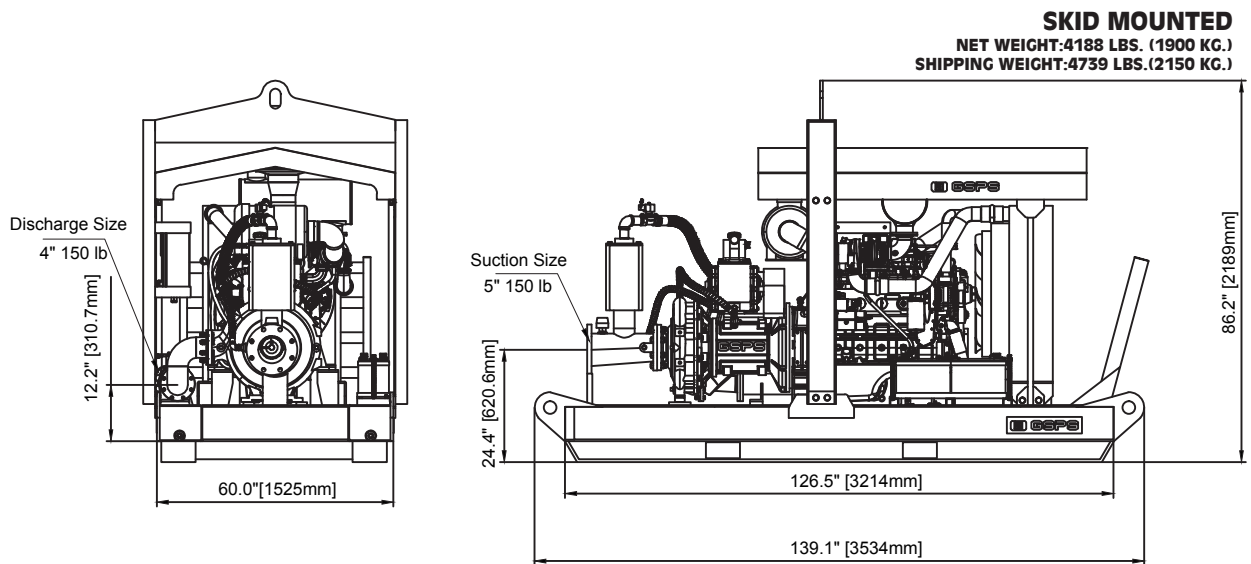
Engine Model: DEUTZ TCD7.8L6  
Rated Power At Speed: 335HP @ 2200RPM  
Engine Type: Water-cooled 6-cylinder inline engines with turbocharging, charge air cooling and cooled external exhaust gas recirculation.  
Displacement: 476 Cu.In. (7.8 Liters)  
EPA Tier: Tier 4 Final/Stage V  
Fuel Tank: 109 U.S. Gallons (416 Liters) Larger volume fuel tank is available  
Full Load Operating Time: 6.7 Hours  
Starter: 24 Volts Electric  
Control Panel: Murphy, Controls Inc, Deepsea, Kensho, Lofa

### PUMP MATERIAL OF CONSTRUCTION

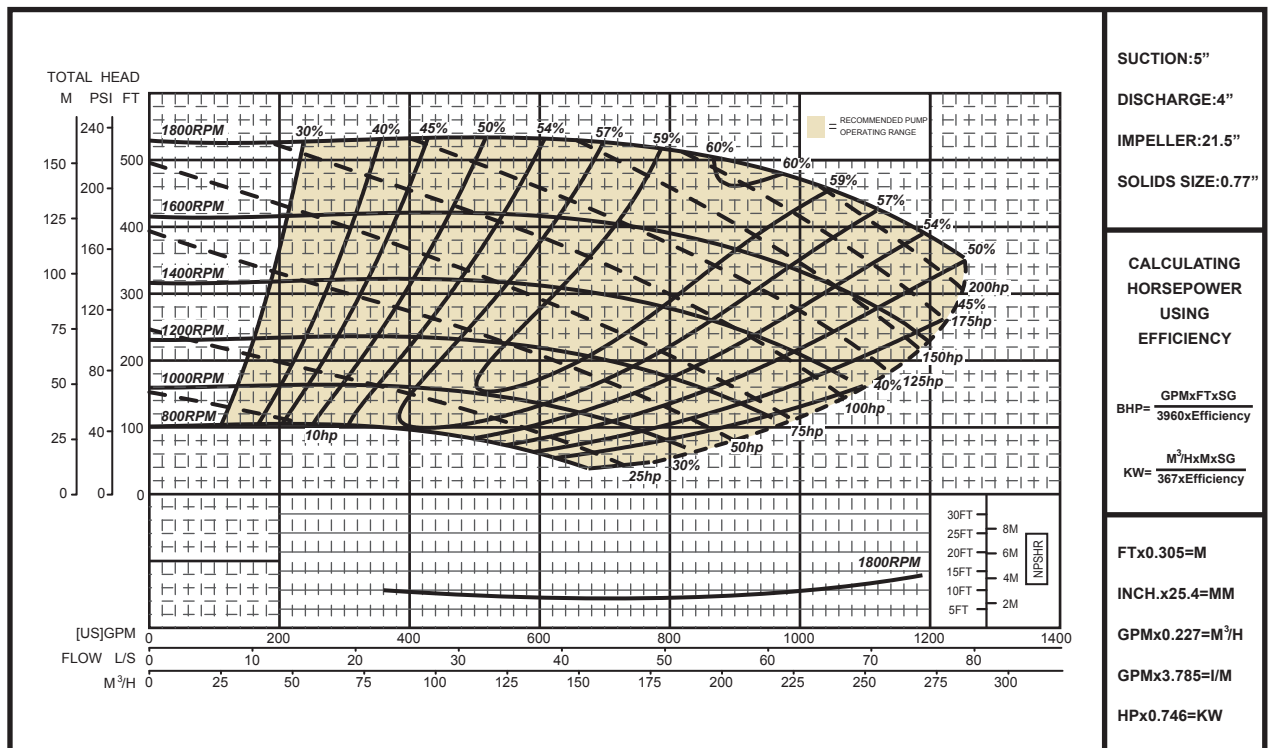
| Main Parts    | Standard (code:38) | Optional 1 (code:58) | Optional 2 (code:88) | Optional 3 (code:98) |
|---------------|--------------------|----------------------|----------------------|----------------------|
| Impeller      | CA6NMSS            | CA6NMSS              | 26% High Chrome      | CD4MCu               |
| Shaft         | 17-4PH             | 17-4PH               | 17-4PH               | 17-4PH               |
| Wear Ring     | Gray Iron          | Gray Iron            | Carbon Steel         | 316SS                |
| Suction Cover | Gray Iron          | Ductile Iron         | 26% High Chrome      | CD4MCu               |
| Volute        | Gray Iron          | Ductile Iron         | 26% High Chrome      | CD4MCu               |
| Stuffing Box  | Gray Iron          | Ductile Iron         | 26% High Chrome      | CD4MCu               |
| Adaptor       | Ductile Iron       | Ductile Iron         | Ductile Iron         | Ductile Iron         |



## ■ HH125C21 INSTANT-PRIME® PUMP DIMENSIONS



## ■ HH125C21 INSTANT-PRIME® PUMP PERFORMANCE CURVE



## ■ PUMP DESIGNATION SYSTEM

**Pump Type**  
 LH: Low Head Pump  
 MH: Medium Head Pump  
 HH: High Head Pump

**Pump Inlet & Outlet**  
 LH: Pump Outlet Size (mm)  
 MH: Pump Outlet Size (mm)  
 HH: Pump Inlet Size (mm)

**Impeller Type**  
 S: Solids Handling  
 C: Clear Water

**XX XXX X XX PXXX - MXX - XX - X - XX - XX - XX**  
 Pump Type  
 Pump Inlet & Outlet  
 Impeller Type  
 Impeller Size  
 Engine Power  
 Pump Material  
 Seal Type  
 Seal Material  
 Priming System  
 Cooling  
 Package Type

**Impeller Size: Inch**  
**Engine Power: hp**

**Pump Material**  
 38: Standard  
 58: Optional 1  
 88: Optional 2  
 98: Optional 3

**Seal Type**  
 MO: Mech. Seal Oil Lub (Standard)  
 MA: Mech. Seal Air Cushion  
 LG: Lip Seal Grease Lub

**Priming System**  
 V1: Venturi  
 V2: Diaphragm Pump (NA)  
 V3: EVP (Standard)

**Cooling**  
 WC: With Cooling System  
 NC: No Cooling System

**Package Type**  
 SO: Skid Open  
 TO: Trailer Open  
 SE: Skid Enclosed  
 TE: Trailer Enclosed  
 SP: Skid Push Bar  
 GN: Goose Neck