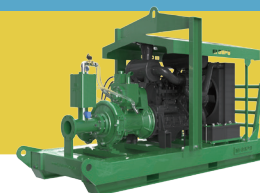




GPS
Smart Pumps Powered By IIoT



HH150C22 INSTANT-PRIME® PUMP



PUMP SPECIFICATIONS

Pump End: GPS MCL-C4622C
Pump Size: 6x4 inches (150x100 mm)
Max Flow: 1600 US GPM (363 m³/h)
Max Head: 660 feet (201 m)
Solids Size: 2 inches (51 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: 199 U.S. Gallons (756 Liters)

Full Load Operating Time: 12.1 Hours

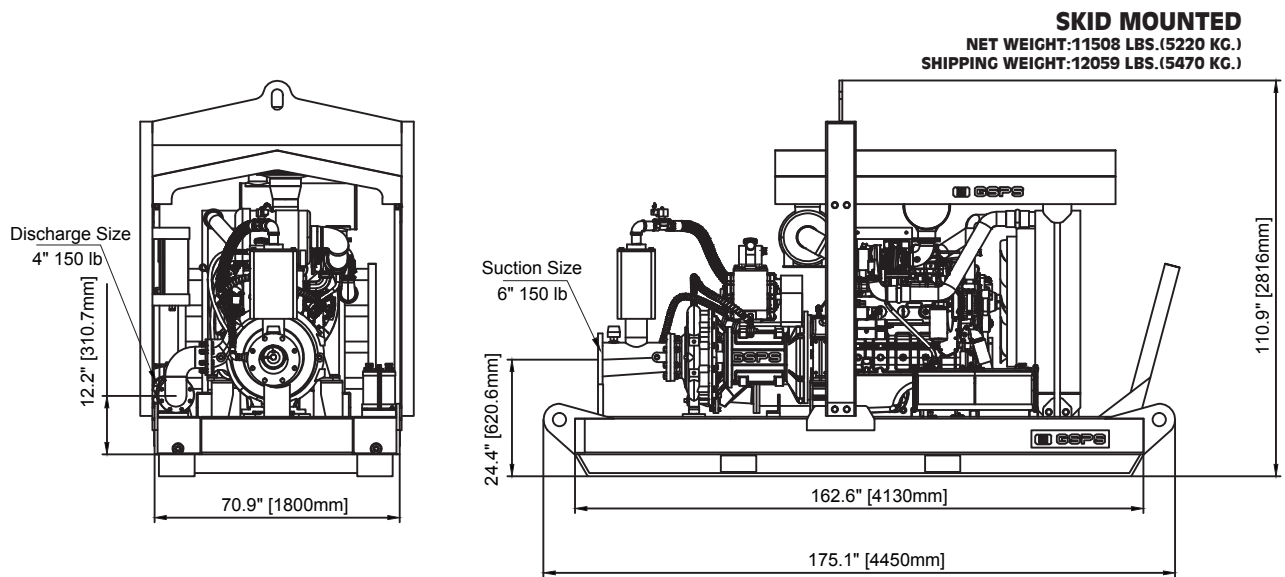
Starter: 24 Volts Electric

Control Panel: Murphy, Controls Inc, Deepsea, Kensho, Lofa

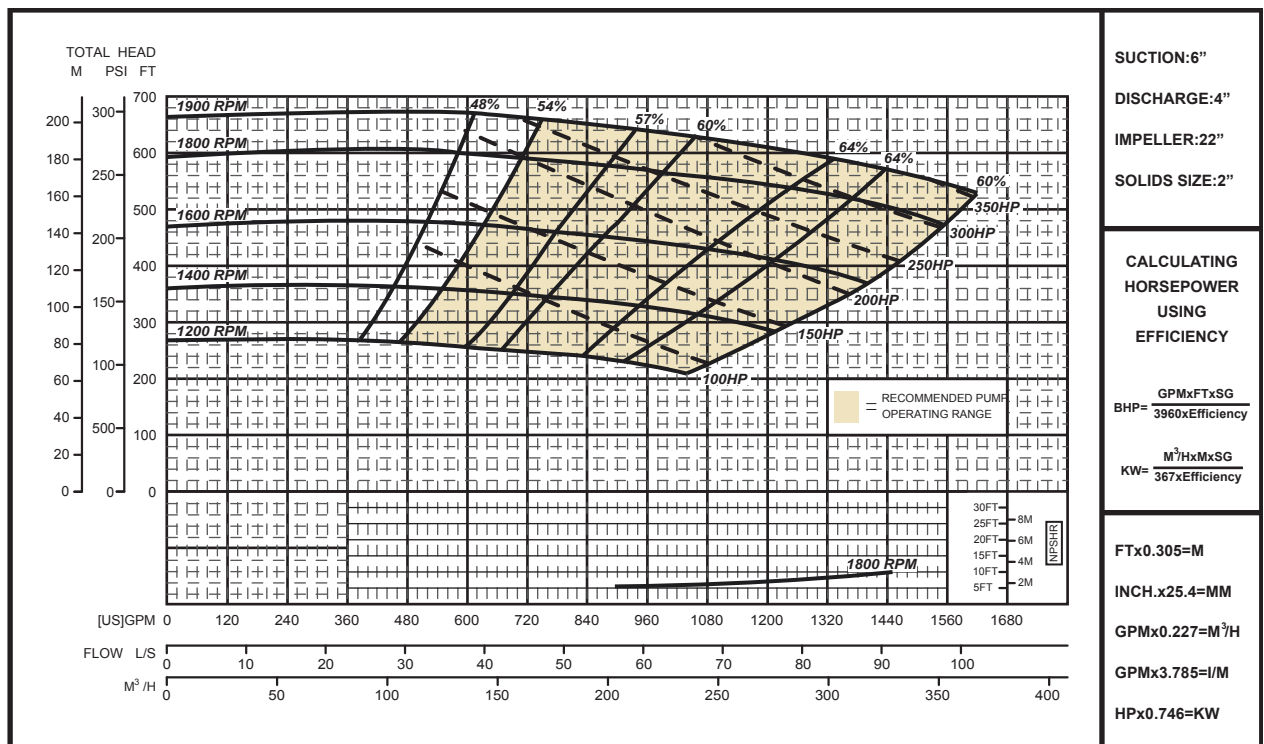
PUMP MATERIAL OF CONSTRUCTION

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

■ HH150C22 INSTANT-PRIME® PUMP DIMENSIONS



■ HH150C22 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

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Pump Type **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

Seal Material
1: SiC/SiC (Standard)
2: TC/SiC
3: TC/TC
4: NBR
5: Viton

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