

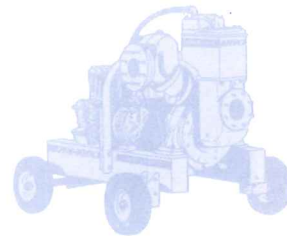
Stuart Pumps Ltd

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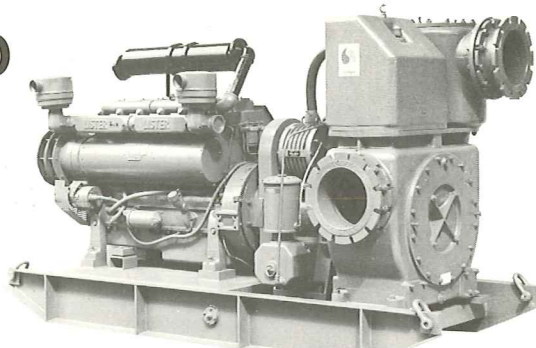
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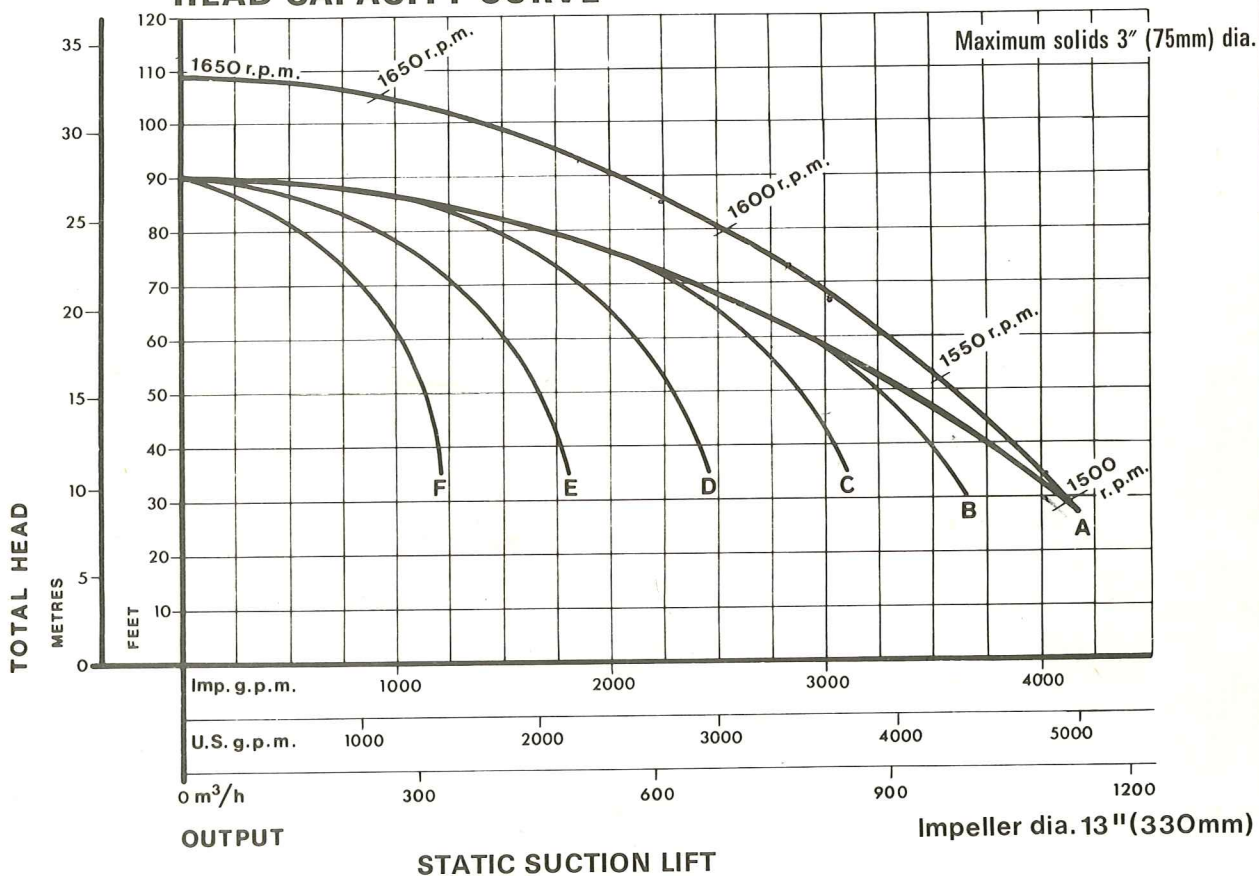
VELOVAC[®] VC12/300D

General purpose
Automatic vacuum priming
solids handling
centrifugal pump

The VC12 Velovac Pump direct coupled through flexible coupling to the JA6 air cooled diesel engine provides an ideal combination to meet widely varying conditions of head/capacity.

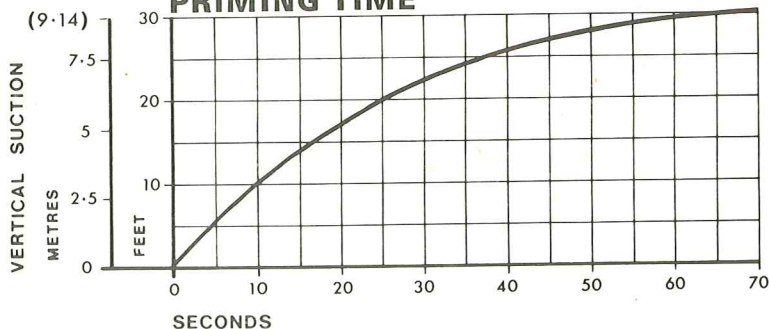


HEAD CAPACITY CURVE



- | | |
|--|--|
| A — 5ft (1.52m) using 12ft (3.66m) 12" (300mm) i/d Hose | D — 20ft (6.10m) using 24ft (7.32m) 12" (300mm) i/d Hose |
| B — 10ft (3.05m) using 18ft (5.49m) 12" (300mm) i/d Hose | E — 25ft (7.62m) using 30ft (9.14m) 12" (300mm) i/d Hose |
| C — 15ft (4.57m) using 18ft (5.49m) 12" (300mm) i/d Hose | F — 28ft (8.53m) using 30ft (9.14m) 12" (300mm) i/d Hose |

PRIMING TIME



Dimensions

Length: 124ins. (3150mm)
Width: 50ins. (1270mm)
Height: 71ins. (1803mm)
Net Weight: 7280lbs. (3302kg)

GENERAL DUTIES

The Velovac VC12/300D is an automatic self priming unit suitable for a wide range of duties including wellpointing, sewage, sludges, abrasives, slurries and trade effluents. It will prime and re-prime down to 30ft (9.14m), will operate dry without damage, or on 'snore' (suction entry exposed to air and liquid), to handle intermittent flows.

PUMP

Impeller: Four blade double entry type – nodular iron (SNG 24/17–BS 2789)

for passing 3" (75mm) dia. solids.

Locking Screw: Phosphor bronze (BS 369).

Wear Plates: Front and rear – nodular iron (SNG 24/17–BS 2789).

Pump Shaft: Steel (BS EN8)

Shaft Sleeve: Hardened steel (BS EN33).

Bearing Pedestal: Cast iron (BS 1452–14) – housing two taper roller bearings and oil seals.

Pump Body: Cast iron (BS 1452–14) incorporating volute, stone traps and removable front cover – horizontal suction entry 12" (300mm) flange BS 4504: 1969 Table 6/11.

Primary Tank: Cast aluminium (BS 1490–LM4M) with built-in vacuum gauge.

Float Gear: Fullway corrosion resistant.

Reflux Valve Box: Cast iron (BS 1452–14) – horizontal discharge opening 12" (300mm) flange BS 4504: 1969 Table 6/11.

Reflux Valve: Cast iron (BS 1452–14) clack type with oil resistant rubber disc.

Gland & Stuffing Box: Cast aluminium (BS 1490–LM4M) flexibly mounted in rubber 'O' rings.

Packing: 5/8" (16mm) square greasy cotton.

SKID FRAME

Built-in Fuel Tank: Capacity 48 gallons (218 litres) giving 9 3/4 hours normal running.

Lifting Points: Four 'D' shackles fitted to skid frame.

VACUUM PUMP

Type: Oil flood lubricated with nominal displacement of 100 c.f.m. (170 m³/h).

Stator & end covers: Cast iron.

Rotor: Steel with ferobestos blades.

Drive: Tooth belt from pump shaft.

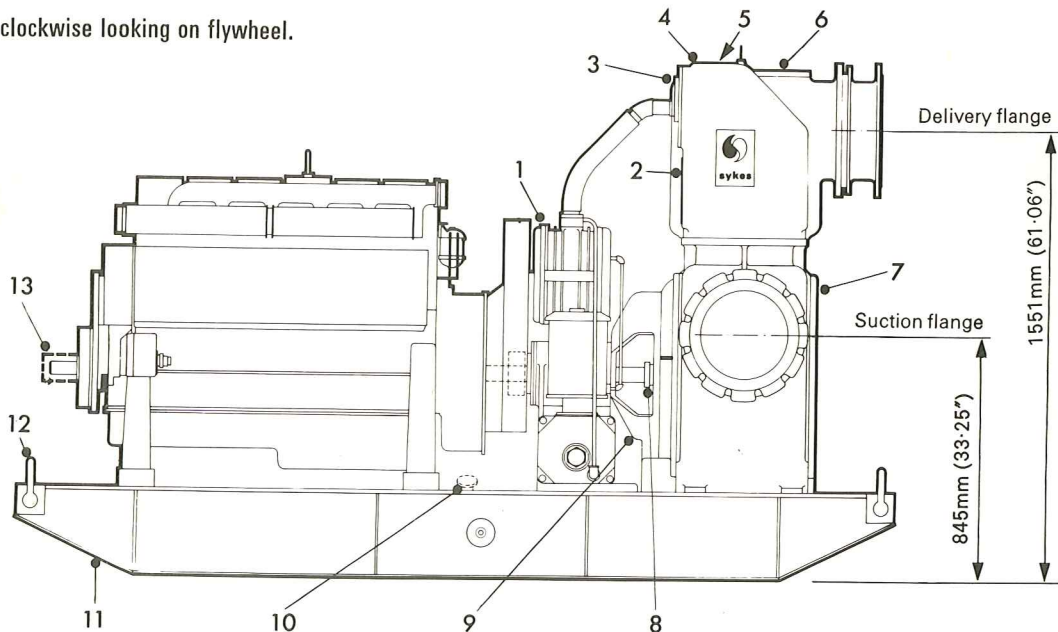
ENGINE

Lister JA6 air cooled diesel engine developing 109.5/127.5 b.h.p. at 1500/1800 r.p.m.

24 hour continuous rating BS 649:1958 under normal temperature and altitude conditions. 24 volt starting equipment. Complete with fuel lift pump, oil bath air cleaner, Burgess silencer, tachometer, oil pressure gauge, ammeter, voltage regulator and variable speed control.

Rotation: Counter-clockwise looking on flywheel.

- 1 Vacuum pump
- 2 Instruction plate
- 3 Vacuum gauge
- 4 Primary tank
- 5 Float gear
- 6 Reflux valve
- 7 Pump body
- 8 Gland
- 9 Bearing pedestal
- 10 Filler cap
- 11 Skid frame
- 12 Lifting point
- 13 Shaft guard



Spare parts manual and operating instructions available.

ALTERNATIVES

Pump only – to suit customer's prime mover.

Diesel engines or electric motors to suit.

Mounted on bedplate or high speed trailer.

PUMP ACCESSORIES

Suction intake. Hoses and bends.

Adapters to suit a variety of standard pipe connections.