

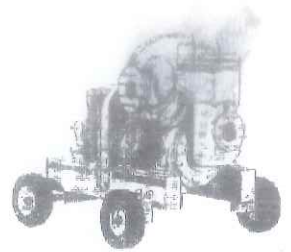
# Stuart Pumps Ltd

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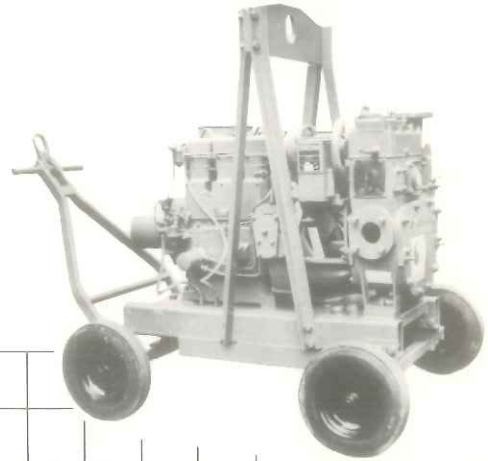


## VELOVAC® VC3/D

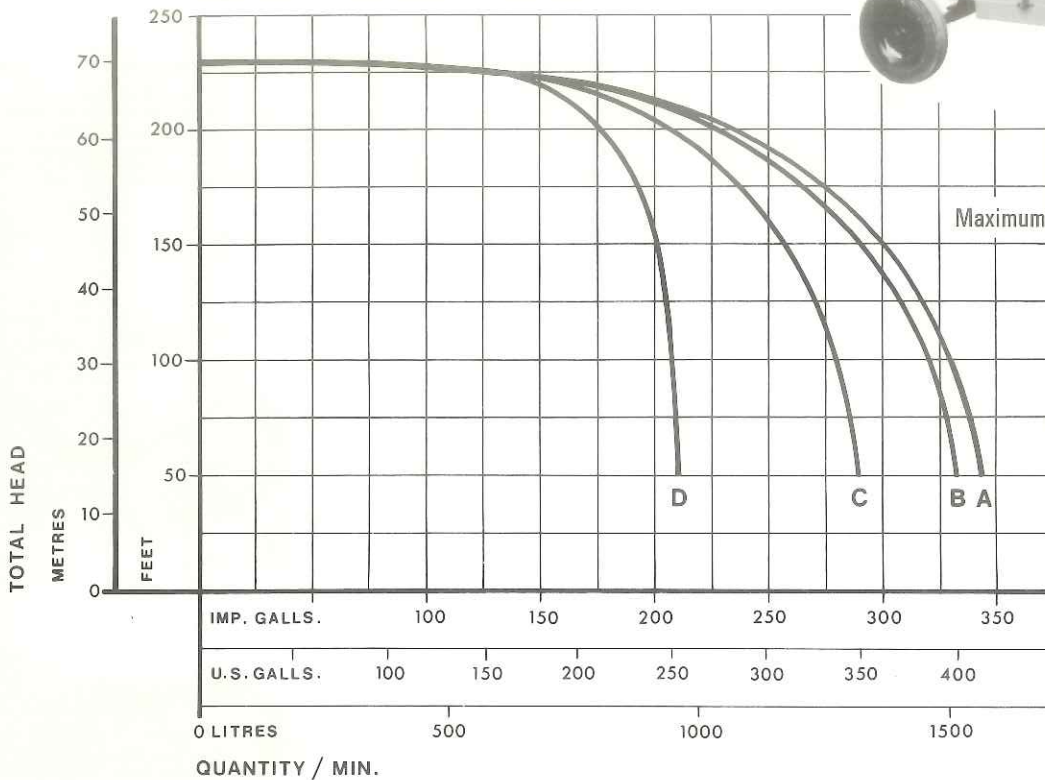
### '3" General Purpose High Head Pump

3" (75mm) suction and discharge.

Close coupled to Lister air-cooled diesel engine  
mounted on 4-wheel chassis incorporating built-in fuel tank.



#### HEAD CAPACITY CURVE

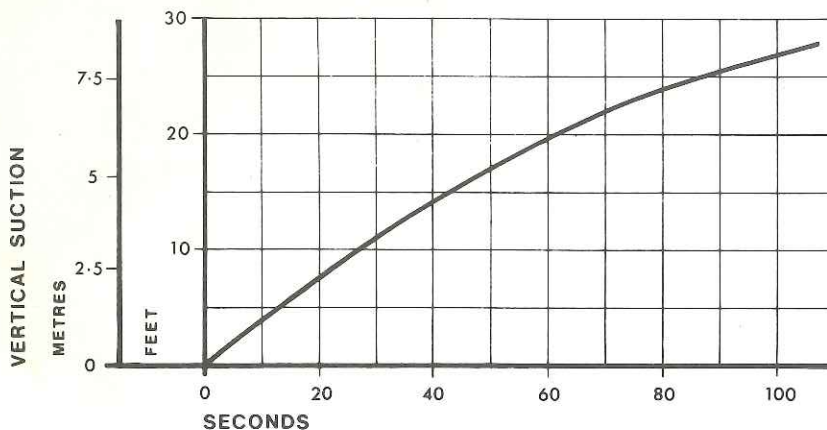


#### STATIC SUCTION LIFT

A — 5ft (1.52m) using 10ft (3.05m)  $3\frac{5}{16}$ " (84mm) I/D Hose  
B — 10ft (3.05m) using 20ft (6.10m)  $3\frac{5}{16}$ " (84mm) I/D Hose

C — 15ft (4.57m) using 20ft (6.10m)  $3\frac{5}{16}$ " (84mm) I/D Hose  
D — 20ft (6.10m) using 30ft (9.14m)  $3\frac{5}{16}$ " (84mm) I/D Hose

#### PRIMING TIME



#### Dimensions

Length: 60in. (1524mm) Drawbar vertical  
Width: 46in. (1168mm)  
Height: 62in. (1575mm)  
Net Weight: 1568lbs. (711kg)

## GENERAL DUTIES

Suitable for general purpose pumping when dealing with sludges and slurries as in deep excavations and quarries, and where long delivery lines must pass over rising ground. Also capable of jetting wellpoints and operating a dewatering system of 10/15 points. Particularly suited for pumping at pressures of up to 100 p.s.i., as in many types of jetting, sluicing and monitoring applications. Automatic priming and repriming combined with high pressure discharge, enables suction lines of several hundred feet length to be used, even where both the intake and discharge points are awkwardly placed.

## PUMP

**Impeller:** Three blade double entry type (SNG 24/17-BS 2789) for passing  $\frac{3}{4}$ " (19mm) dia. solids.

**Locking Screw:** Phosphor bronze.

**Wear Plates:** Front and rear - Nodular iron (SNG 24/16-BS 2789).

**Pump Shaft:** Nodular iron (SNG 24/17-BS 2789) bolted directly to the engine flywheel.

**Shaft Sleeve:** Hardened steel (BS EN.33).

**Pump Body:** Cast iron (BS 1452-12) incorporating volute, stone traps and removable front cover - Horizontal suction entry 3" flange BS Table D.

**Matching Piece:** Cast iron (BS 1452-12) bolted directly to engine flywheel housing.

**Top Cover:** Cast iron (BS 1452-12).

**Secondary Tank Cover:** Cast iron (BS 1452-12).

**Float Gear:** Non-corrosive.

**Reflux Valve Box:** Cast iron (BS 1452-12) housing flapper type clack with oil resistant rubber disc. Vertical discharge opening 3" flange BS Table D.

**Reflux Valve Seat:** Cast iron (BS 1452-12).

**Stuffing Box:** Moulded rubber and aluminium.

**Packing:**  $\frac{3}{8}$ " (10mm) square greasy cotton.

## CHASSIS

**Built-in Fuel Tank:** Capacity - 26 gallons giving 16 hours normal running.

**Wheels:** Four 16" x 4" ball bearing cushion tyred.

**Axles:** Rear fixed - front swivelling with drawbar.

**Slings Gear:** Rigid centre point.

## VACUUM PUMP

**Type:** Oil flood lubricated with displacement of 11/12 c.f.m.

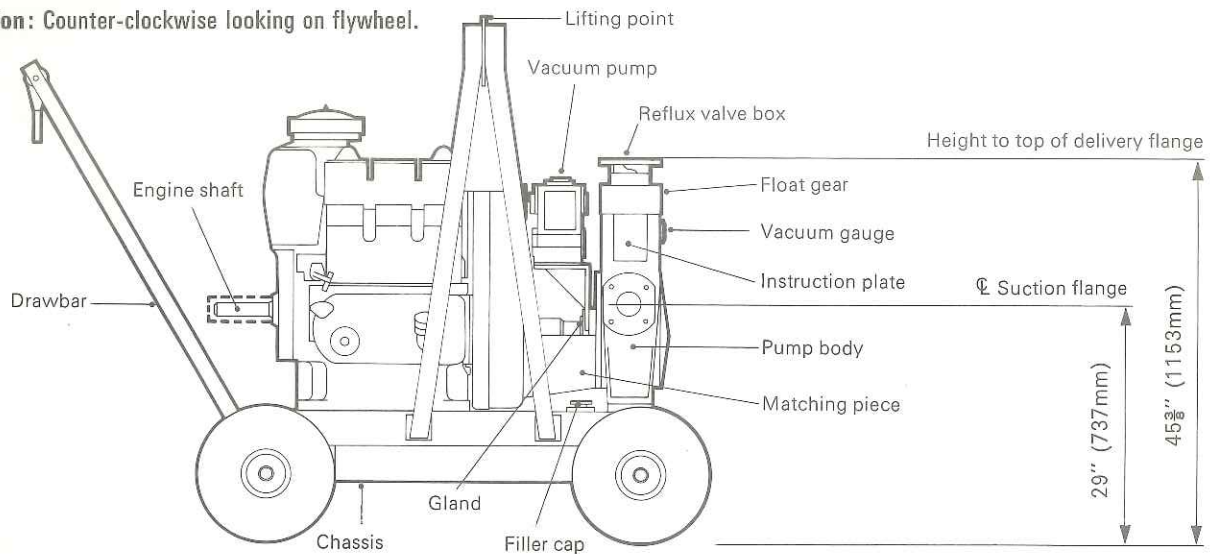
**Material:** Cast iron.

**Drive:** Tooth belt drive from pump shaft (Spare belt supplied).

## ENGINE

Lister ST3 air cooled diesel engine developing 33 h.p. at 3000 r.p.m., 24 hour continuous rating BS 649-1958 (DIN B 36.CV) under normal temperature and altitude conditions, hand started, complete with fuel lift pump, air filter, exhaust silencer and variable speed control.

**Rotation:** Counter-clockwise looking on flywheel.



Spare parts manual and operating instructions available.

## ACCESSORIES

### PUMP

1. Suction intake.
2. Sykes Bauer quick acting lever type couplings for hoses, adaptors, bends and intakes. (Refer leaflet section B).

### ALTERNATIVES

Pump only - to suit customer's prime mover.

Diesel engines or electric motor to suit. Mounted on bedplate, skid frame or high-speed trailer.

## OPTIONAL EXTRAS

### ENGINE

1. 12-volt electric starting equipment.
2. Simms spring start.
3. Variable speed control.
4. Heavy-duty air filter.
5. Tachometer and oil pressure gauge.