

GP 150A



6 INCH

No-Fuss Automatic Priming:

Developed during years of experience in the fields of construction, mining, sewage and civil works. The Powley range of automatic vacuum-primed centrifugal pumps are known for their on-site reliability, ease of operation and maintenance.

The GP 150A utilizes the one piece Powley Vacuum Pressure Seal. (See Powley Vacuum Pressure Seal Sheet for additional information).

Vacuum Pump:

The oil lubricated vacuum pump is used for dry priming the pumps for suction lifts up to 30 feet and where high airflow is expected. The oil lubricating reservoir separation tank (Coalescer Tank) is manufactured from Alloy, with a large oil capacity of 5.5 gallons and a condenser area of over 2 square feet, these features allow near-perfect condensing of the oil contained in the air mixture, optimizing

the oil lubrication of our environmentally friendly vacuum priming systems.

Large Aluminum Coalescer Tank:

This tank cools the circulated oil, cooling the vacuum pump on high-vacuum applications without seizing the rotor or bearings.

Priming Gear Tank:

This tank houses the float system, which controls the level of liquid in the main pump volute casing and priming sump. The Powley system is developed so that 25cfm to 80cfm vacuum pumps can be used with the same float gear and Priming Tank, hence components common for various capacity systems.

This feature is important for easy servicing and stocking of parts. There is an external vacuum S-Steel air filter, where maintenance and cleaning can take place without the removal of

associated parts. It can be serviced without a wrench, simultaneously when the oils are being checked.

Extra Large Separation Sump:

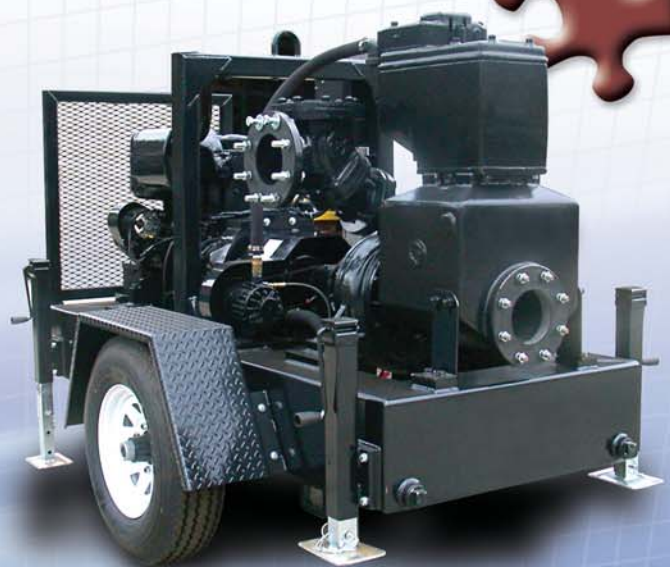
This sump fits under the Priming Gear Tank, its purpose is to separate the air from the water on various applications including wellpoint dewatering and sewage overpumping. The Powley priming sump has a capacity of over 25 gallons, making the separation highly efficient. Due to the large surface area of the sump, the velocity of the water and air entering the pump chamber is slowed down considerably, which decreases turbulence, enabling the float gear to last longer before service is required.

Non-Clog Reflux Box:

The GP 150A's non-return valve is a solid non-clog ball and seal, designed for easy maintenance, and the passing of large solids.

GP 150A 6" CUSTOM OPTIONS

- DIESEL/ELECTRIC MOTOR DRIVE
- HIGH FLOW SEWAGE PUMPS
- AUTO STOP/START PANELS
- SILENCED PUMP SETS
- ROAD/SKID CHASSIS
- IMPELLER OPTIONS



PROUDLY MANUFACTURED IN THE U.S.A.

JUNE 2004

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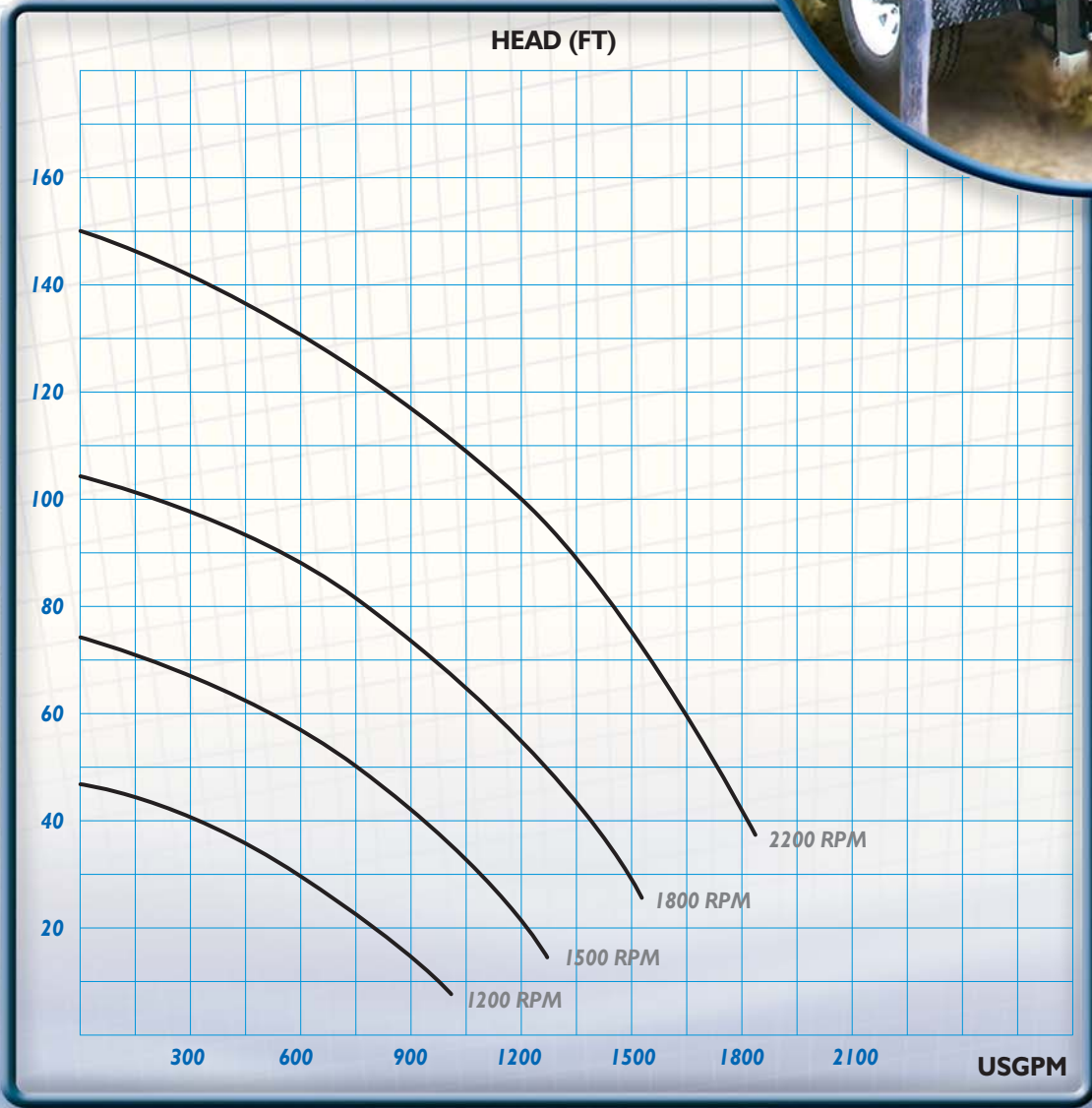
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POWLEY PUMP COMPANY

GP 150A

SUCTION: 6 inch
DISCHARGE: 6 inch
SPEED: Various (see curve)
IMPELLER: 10 inch diameter
MAX. SOLID: 3 inch diameter



FUEL TANK CAPACITY:
 110 gallons with flush-out facility.

ENGINE OPTIONS:
 Deutz, John Deere, Cummins, Perkins, Caterpillar, Detroit and Electric motors.

PRIMING SYSTEM:
 Fully contained lubricated rotary vane vacuum pump with non-corrosive float gear (25cfm or 80cfm).

SHAFT SEAL:
 One piece Powley Vacuum Pressure Seal

CHASSIS:
 Two wheel with 6000 lb. axles and oversized jack stands (skid chassis on request). Heavy-duty lifting bracket.

LOFA CONTROL PANELS:
 Automatic stop/start on request.

IMPELLER OPTIONS:
 For raw sewage or fibrous materials.

ON-SITE BENEFITS

- SIMPLE OPERATION AND MAINTENANCE**
- LARGE FUEL TANK, RUNNING MINIMUM 48 HOURS**
- LARGE VACUUM PUMP**
- AUTO START/STOP AVAILABLE**
- HEAVY-DUTY LEVELING STANDS**
- ENGINE PROTECTION GUARD**
- HEAVY-DUTY LIFTING BRACKET**
- OVERSIZE AXLE AND WHEELS**
- HEAVY-DUTY DRAW BAR**
- WASH-OUT FUEL TANK FACILITY**

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