

PAS 200MF 310 FKL65 CNP

Diesel - Qmax 660 m³/h (2,910 USgpm) - Hmax 36 m (118 ft)



PAS MF - Vacuum prime centrifugal pumps

The pump system consists of a centrifugal pump and a separator, which enables air to be separated from the liquid and be sucked by a vacuum pump - making automatic priming possible. Even with suction heights of several meters the machine rapidly evacuates the air from the suction pipe and starts to pump. Additionally, thanks to the semi-open impeller, the PAS MF range is also suitable for pumping liquids with solids in suspension.

Applications

Both Atlas Copco and Varisco have decades of experience in designing and producing pumps. We have put those years of expertise into providing solutions that work across multiple applications. The PAS MF (medium flow) range is packed with features that not only meet, but exceed the needs of the market. We are focused on an efficient, extremely versatile pump that is suitable for many industries, including construction, general dewatering and emergency applications, such as flood clean up.

Benefits

Pump

High efficiency: 70% (B.E.P.)

Rapid "dry" priming

Up to a height of 7,5 m (24.6 ft)

High resistance

To abrasive liquids and turbid sandy waters

Semi-open impeller

Solids handling up to 76 mm (3")

Diaphragm vacuum pump

Oil free suitable for dry running: no contamination of the environment

Mechanical shaft seal in oil bath

It allows the "dry running" operation of the pump

Easy maintenance

Hinged cover for direct access to the impeller (without lifting devices). Link belt quick to replace on the field.

Wear plate

Cast iron or stainless steel (F10) wear plate, that is easily replaceable

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Performance curves

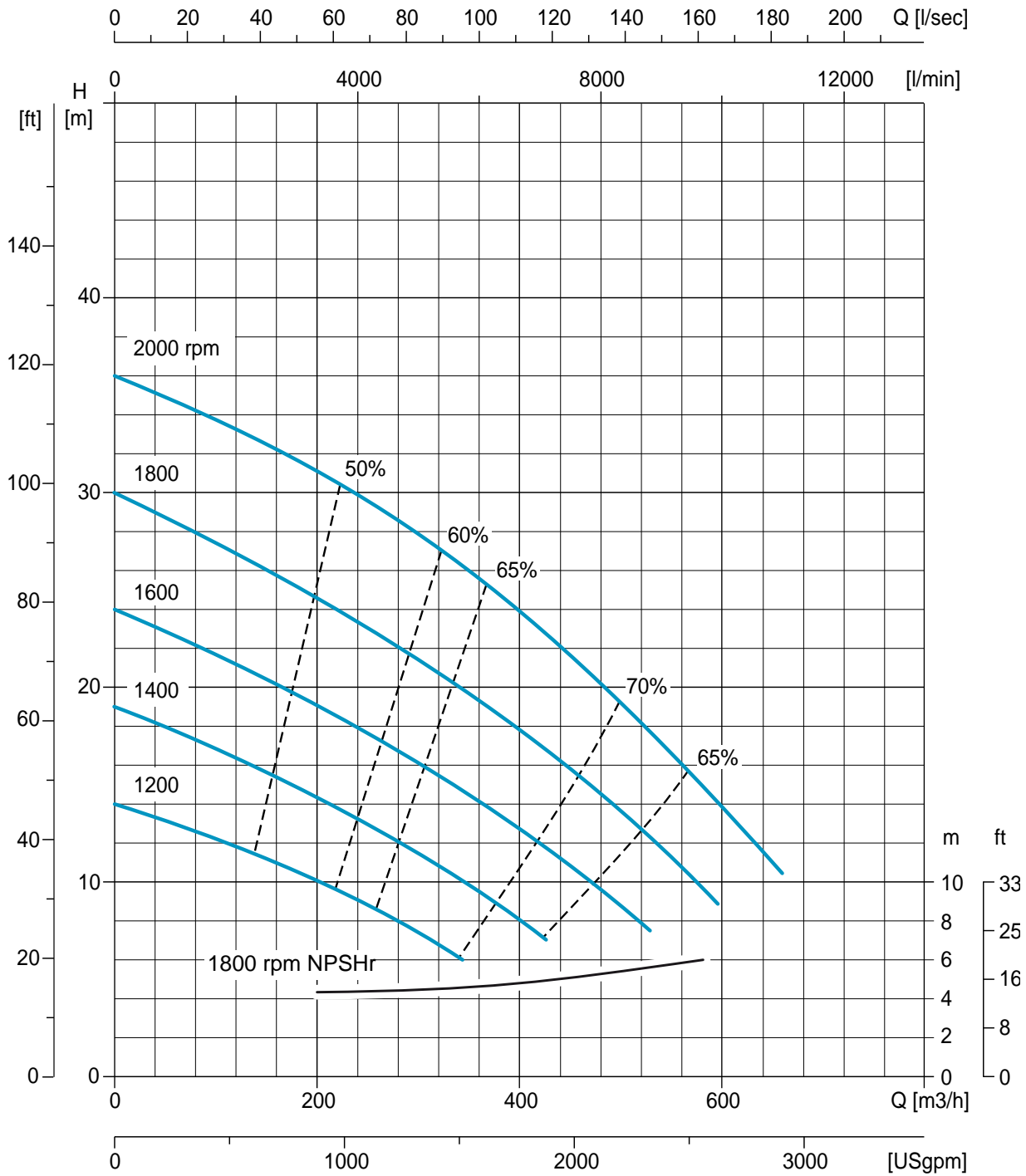
Test according to UNI EN ISO 9906 standard - level 2

Test liquid: clean water, density 1,000 kg/m³

Losses from priming system and check valve not included

Spherical solids handling: D.76 mm (3")

Max absorbed power: 40,0 kW - 53.6 HP (2.000 rpm)



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Technical data

Pump

| Model | PAS 200MF | |
|------------------|--|-------------------------------------|
| Qmax | 660 m ³ /h - 11.000 l/min (2,900 USgpm) | |
| Hmax | 36 m (118 ft) | |
| Q max eff. | 490 m ³ /h - 8.170 l/min (2,200 USgpm) | |
| Eff. max | 70 % | |
| Suction port | Flanged - DIN 200 | |
| Delivery port | Flanged - DIN 200 | |
| Impeller type | Semi-Open, 4 vane | |
| Solids handling | 76 mm (3.0 ") | |
| Material | G10 | F10 |
| Casing | EN-GJL-200 cast iron | EN-GJL-200 cast iron |
| Impeller | EN-GJS-400 ductile iron | CF8M stainless steel |
| Wear plates | EN-GJL-200 rubber lined cast iron | CF8M stainless steel |
| Number of plates | 1 | 1 |
| Shaft | 39NiCrMo3 steel | AISI 329 stainless steel |
| Mechanical seal | Tungsten carbide / Tungsten carbide | Tungsten carbide / Tungsten carbide |
| Elastomers | VITON | VITON |

Priming system

| Vacuum pump | V20 |
|----------------------|---------------------------------|
| Vacuum pump type | Diaphragm |
| Nominal air capacity | 50 m ³ /h (29.4 cfm) |
| Max vacuum | 0,9 bar |
| Separator type | Valmatic |
| Separator material | EN-GJL-200 cast iron |
| Drives | Link belt |

Engines

| Make | Kohler | | | | |
|-------------------|--|------|------|------|------|
| Model | KDI 2504TCR (KL65) | | | | |
| Type | Diesel turbo common rail | | | | |
| Displacement | 2.482 cm ³ (151 in ³) | | | | |
| No. cylinders | 4 | | | | |
| Cooling | Liquid with radiator | | | | |
| Rpm type | Variable | | | | |
| Standard speed | 2.000 rpm | | | | |
| EU emissions | 2002/88/CE Stage V | | | | |
| US emissions | EPA Tier 4F | | | | |
| Starting | Electric | | | | |
| Starting voltage | 12 V | | | | |
| Speed [rpm] | 1200 | 1400 | 1600 | 1800 | 2000 |
| Consumption [l/h] | 7,6 | 9,5 | 10,9 | 11,7 | 11,9 |
| Power [kW] | 32,4 | 40,5 | 45,9 | 48,6 | 49,5 |
| Power [HP] | 43.4 | 54.3 | 61.6 | 65.2 | 66.4 |

Control panel

| Model | PW600 (PW1) |
|-------|--|
| | Manual operation |
| | Automatic operation: start-stop with floats |
| | Digital display with 6 languages (IT,EN, FR, DE, ES, PT) with: |
| | Hour meter, Rev counter, Liquid temperature, Oil pressure |
| | Battery voltmeter, Fuel level (%) |
| | Engine regeneration management |
| | Automatic engine shutdown in case of: |
| | - low oil pressure |
| | - water overheating |
| | - low battery voltage |
| | (engine failure alarms with LED lights and display message) |
| | Emergency stop button |
| | Push-button accelerator (up/down) |
| | (PW1 FleetLink control as option) |

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Arrangements

| Technical data | |
|-----------------|---|
| Material | S275JR EN 10025-2 carbon steel |
| Coatings | Polyester powder, average thickness of 80 µm |
| Color | Yellow and grey Atlas Copco (standard) |
| Features | Painted steel base. Stackable frame |
| Battery | Acid charge Pb-Ca maintenance free 12 V - 100 Ah - 400 A |
| Tank | 355 l (93.8 USG) |
| Optional supply | (External fuel coupling as option) |
| Drip pan | 391,0 l (103.3 USG) (110% of the total volume of the tank) |
| Emergency stop | Outside the canopy |
| Locking keys | Control panel door and canopy doors |

CNP PAS 200MF



| | |
|-------------------|--|
| Dimensions | 1400 x 2950 x 1950 mm 55 x 116 x 77 " |
| H suction port | 0,73 m (2.4 ft) |
| Dry weight (KL65) | 2000 kg (4,410 lb) |
| Noise level | 64-69 dB(A) @10 m (32 ft) |