

Godwin NC150S Dri-Prime® Pump

The Godwin NC150S Dri-Prime pump is designed for use in municipal wastewater applications that contain stringy, modern waste. This unique self-cleaning, non-clog pump is recommended for sewer, lift station, and bypass applications, and is ideal for permanent installations where reliability is absolutely critical, e.g. Diesel Backup Systems (DBS).

This is the first in a series of Godwin S Series 'Smart' pumps, with significantly improved pumping efficiency, greater fuel economy, easier operation, and reduced maintenance. Field Smart Technology (FST) is available for remote monitoring and control, and diesel engines that meet local regulations.

Features and benefits

- Flygt 'non-clog' N-Technology to avoid ragging and downtime caused by modern waste.
- Field Smart Technology (FST) allows the user to monitor & control the pump from anywhere in the world.
- New compressor belt tensioner reduces time to change and adjust belt to approximately 30 minutes.
- New sight glass and measuring stick added to monitor level and quality of mechanical seal oil.
- Improved hydraulic design reduces vibration, maximizes efficiency and fuel economy.
- Diesel Oxidative Catalyst (DOC) technology maximizes available power from diesel engine, and reduces maintenance and downtime.
- Fully automatic priming from dry to 8.5 metres (28 ft).
- Venturi priming requires no adjustment or control.
- Available as open set or Sound Attenuated Enclosure.
- Standard build engine Isuzu 4LE2X (EPA Final Tier 4).
- Other engine options available.



Specifications

Suction connection	150 mm (6 in) flange
Delivery connection	150 mm (6 in) flange
Max capacity	300 m ³ /hr (1320 USGPM)
Max impeller diameter	286 mm (11.3 in)
Max operating temp	80°C (176 °F)*
Max working pressure	6 bar (87 psi)
Max suction pressure	4 bar (58 psi)
Max casing pressure	7.5 bar (109 psi)
Max operating speed	2200 rpm

* Please contact our office for applications in excess of 80°C (176 °F).

† Larger diameter pipes may be required for maximum flows.

Materials

Pump casing	Cast Iron BS EN 1561 / EN-JL1030
Wearplates	Front - Hard Iron EN12513:2000 Rear - Cast Iron BS1561:1997
Pump Shaft	Carbon steel BS970:1991 817M40T
Impeller	Hard Iron EN12513:2000
Mechanical Seal Faces	Silicon carbide Vs Silicon carbide

Please contact the factory or office for further details. A typical picture of the pump is shown. All information is approximate and for general guidance only.

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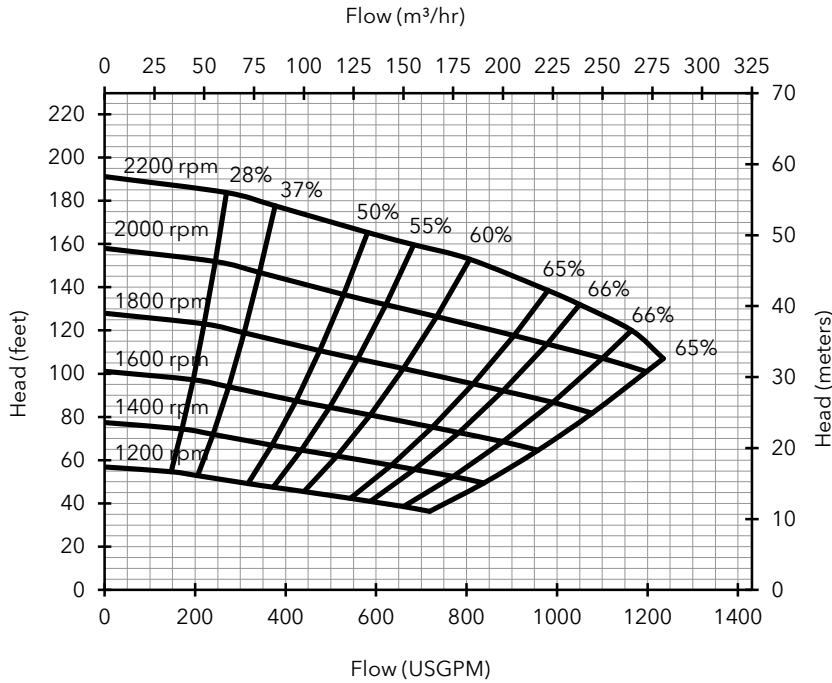
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Performance curve



Suction lift table

Total suction Head (feet)	Total Delivery Head (feet)				
	26	49	66	92	98
Output (USGPM)					
10	1321	1233	1101	660	528
15	1233	1145	1013	572	440
20	1065	1013	925	484	-
25	771	748	660	352	-

Pump curve is engine specific and based on 10ft (3.0m) dynamic suction lift.

Open skidbase

Engine Isuzu 4LE2X

Engine power 46.2 kW (62 hp) max engine rating

Emissions standard EPA Final Tier 4

Impeller diameter 286 mm (11.3 in)

Pump speed 2200

Fuel capacity 227 liters (60 US Gal)

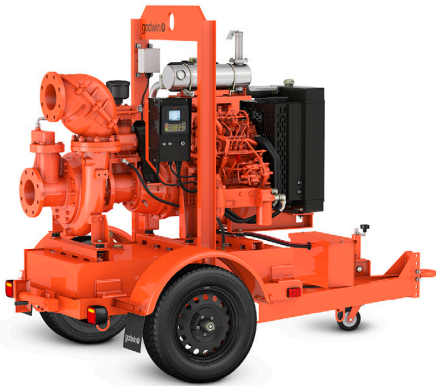
Fuel consumption @ 1800 rpm 10 l/hr (2.6 USGal/hr)

Weight dry 1250 kg (2750 lb)

Weight wet 1440 kg (3170 lb)

Dimensions L 3023 mm x W 1676 mm x H 2210 mm
(L 119 in x W 66 in x H 87 in)

Performance data provided in tables is based on water tests at sea level and 20°C (68°F) ambient. All information is approximate and for general guidance only. Please contact the factory or office for further details.



Sound attenuated enclosure

Engine Isuzu 4LE2X

Engine power 46.2 kW (62 hp) max engine rating

Emissions standard EPA Final Tier 4

Noise @ 7m (23 ft) 66 db(A)

Impeller diameter 286 mm (11.3 in)

Pump speed 2200

Fuel capacity 303 liters (80 US Gal)

Fuel consumption @ 1800 rpm 10 l/hr (2.6 USGal/hr)

Weight dry 1410 kg (3100 lb)

Weight wet 1670 kg (3680 lb)

Dimensions L 2565 mm x W 1092 mm x H 1778 mm
(L 101 in x W 43 in x H 70 in)

Performance data provided in tables is based on water tests at sea level and 20°C (68°F) ambient. All information is approximate and for general guidance only. Please contact the factory or office for further details.



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