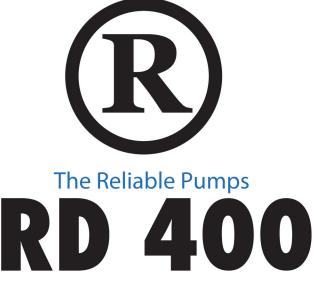
### **Features**

- Inline fluid end design
- Pressure ranges from 10000
   PSI to 20000 PSI
- Flow rates from 1.8 GPM up to 10.6 GPM
- High volumetric efficiency for maximum horse– power utilization
- Maximum frame load of 7,000 lbs. / 3178 Kg
- Field proven design
   Extremely reliable —
   thousands in service
- Easy field maintenance
- Available in all stainless steel fluid end construction
- Manufactured on state-ofthe-art machinery
- Rigorously subjected to full load testing

## **Applications**

- Waterblasting
- Chemical injection
- Boiler feeder
- Process wastewater disposal
- Hydrostatic Testing





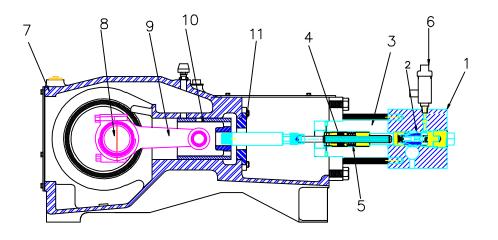


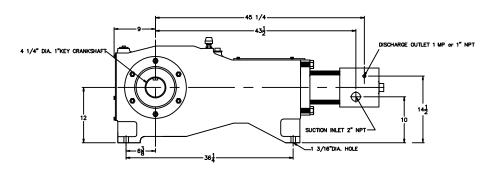
## **Performance Specifications**

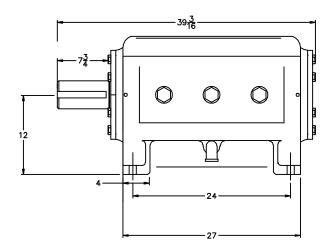
RD 400 Series										
Max Plunger Load 20,750 LB.			Flow							
	Max Pressure		200 RPM		300 RPM		400 RPM		500 RPM	
Plunger Dia.	PSI	BAR	GPM	LPM	GPM	LPM	GPM	LPM	GPM	LPM
1.062" - 27MM	20,000	1379	10.4	39.2	15.5	59.2	20.7	78.5	25.9	98.1
1.187" - 30.1MM	15,000	1034	12.9	49	19.4	73.5	25.6	98.1	32.4	122
1.312" - 33.3MM	12,000	828	15.8	59.9	23.7	89.9	31.6	119.5	39.5	149.5
1.437" - 36.5MM	10,000	690	19	71.8	28.4	107.7	37.9	143.6	47.4	179.5

## The Reliable Pumps

# **RD 400**







#### Fluid End

- 1. Fluid Cylinder Body: Machined from a solid block of stainless steel.
- 2. Valves: Heat-treated stainless steel, spring-loaded for positive closing. Valve seats are straight shoulder with o-ring seals. Both are machined, heat-treated and ground.
- 3.**Stuffing Boxes:** Machined from heat treated stainless steel.
- 4. Plungers: Carbide coated stainless steel.
- 5.**Plunger Packing:** Multiple element chevron style, spring-loaded and self-adjusting. Easily replaceable from the rear of the stuffing box. Force-fed water provides lubrication and cooling.
- 6.**Pressure Relief**: Pressure safety head assembly (rupture disc), integrally mounted in the fluid cylinder. Relief valve is optional.

#### Power End

- 7.**Power Frame:** Manufactured from a single piece casting of high strength gray cast iron.
- 8. **Crankshaft:** Double extended cast alloy steel with tapered roller bearings to minimize side thrust load.
- 9.**Connecting Rods:** Ductile iron with automotive type split insert bearings.
- 10.**Crossheads:** Large, piston type constructed of gray iron.
- 11. **Diaphragm Seals:** Installed with o-rings or gaskets and neoprene oil seals.

  Bearings and crossheads are oil lubricated with a combined splash gravity system that insures adequate circulation at speeds as low as 200 RPM.

