# DIESEL HIGH FLOW HYDROSTATIC PIPE TESTER

SKU: 210 APS145-D1000

# ITC 16 hp Engine Comet Italian Pump 435 psi @ 149 L/min

### Features

- Our range of hydro testers are designed for the contractor who needs a reliable, high quality pipe tester.
- Supplied standard with:
  - Comet Italian Diaphragm pump
  - $\circ~$  Enclosed gear box
  - Double pressure gauge and lock off ball valve system
  - Your choice of frame
  - Inlet water filter
- Applications include:
  - Pipeline pressure testing
  - Leak detection
  - Hydrostatic testing of pressure vessels
- Optional equipment:
  - $\circ~$  NATA certified pressure gauges  $\ddot{Y}$
  - Skid Mount Units
  - 600 L poly water tank on skid mount units
  - 2,000 psi to 7,250 psi (140-500 bar) units built to your needs
- Dual Valve System:
  - All hydrostatic pressure test units are fitted with a dual valve system. This isolates the pressure pump from the item under test when the test pressure is reached.
  - When isolated the test piece is monitored during the test period on the second pressure gauge for any pressure drop, which would indicate a leak.
  - BUYERS NOTE: DIESEL VERSION These are high flow units. It is important to consider how to feed enough water to the machine.

## Specifications

- Maximum Pressure: 435 psi (30 bar)
- Maximum Flow: 149 L/min





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- Engine Brand: ITC
- Engine Model: D1000
- Engine Power: 16 hp
- Engine Drive: Diesel
- Engine Start: Electric
- Pump Speed: 550 RPM

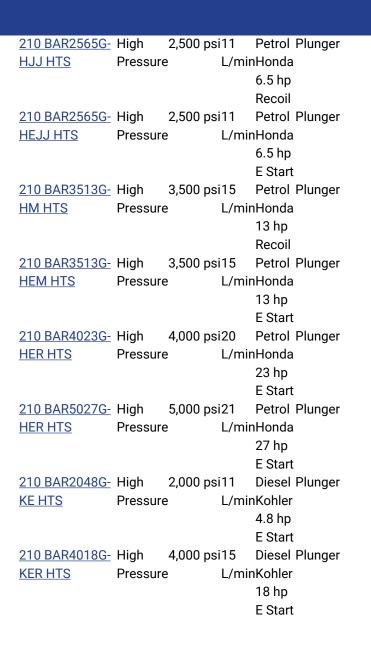
### **Range Review**

| Part #                             | Туре         | Pressur | eFlow       | EnginePump -<br>Type                             | Pump<br>-<br>Speed |
|------------------------------------|--------------|---------|-------------|--|--------------------|
| <u>210 APS41-</u><br><u>GX200</u>  | High<br>Flow | 568 psi | 41<br>L/mii | Petrol Diaphragn<br>nHonda<br>6.5 hp<br>Recoil   | -                  |
| <u>210 APS71-</u><br><u>GX270</u>  | High<br>Flow | 568 psi | 71<br>L/mii | Petrol Diaphragn<br>nHonda<br>9.0 hp<br>Recoil   | n550<br>RPM        |
| <u>210 APS121-</u><br><u>GX390</u> | High<br>Flow | 568 psi |             | Petrol Diaphragn<br>nHonda<br>13 hp<br>Recoil    | n550<br>RPM        |
| <u>210 APS149-</u><br><u>GX630</u> | High<br>Flow | 435 psi |             | Petrol Diaphragn<br>nHonda<br>23 hp<br>E Start   | n550<br>RPM        |
| <u>210 APS41-</u><br>KD225         | High<br>Flow | 568 psi |             | Diesel Diaphragn<br>nKohler<br>4.8 hp<br>E Start | n550<br>RPM        |
| <u>210 APS71-</u><br>KD440         | High<br>Flow | 568 psi | 71<br>L/mii | Diesel Diaphragn<br>nKohler<br>10 hp<br>E Start  | n550<br>RPM        |
| <u>210 APS149-</u><br>KD4252       | High<br>Flow | 435 psi |             | Diesel Diaphragn<br>nKohler<br>12 hp<br>E Start  | n550<br>RPM        |
| 210 APS145-<br>D1000               | High<br>Flow | 435 psi |             | Diesel Diaphragn<br>nKohler<br>19 hp<br>E Start  | n550<br>RPM        |



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