

## PUMP MODEL CODING

### Max-Series Gear Pumps

Example:

**M5S6PEEU0U0000**, designates a Model M5 Pump with Single Mechanical Seal.

**M5 S 6 P E E 0 U 0 0 0 0** \_  
 1 2 3 4 5 6 7 8 9 10 11 12

Pos.	Description	Selection
1	Pump Model	M5 M5 Pump
2	Housing Mat'l	S 316 SS NPT
3	Drive Gear Mat'l	6 316 SS
4	Idler Gear Mat'l	P PEEK
5	Wear Plate Mat'l	E Carbon 60
6	Bearing Mat'l	E Carbon 60
7	Motor Frame Size	0 0.625" (56C)
8	Seal Type	U Single-Int, Carbon-SiC
9	Bearing Flush	0 None
10	Shafts	0 316 SS (uncoated)
11	O-Rings	0 Teflon
12	N/A	

Liquiflo's Model Code describes both the pump's size and materials selected. This model code is required for the future identification of your pump when reordering either a pump or replacement parts. Model code is permanently stamped into pump housing.

- Available
- ⊗ Not Available
- CF Contact Factory

Raised Face Flanges available:  
ANSI, DIN.

#### CONNECTION SIZES

	M0 - M3	M4 / M5	M6	M7	M8
THREADED	1/2	3/4	1	1 1/4	1 1/2
FLANGED	1/2	3/4	1	1 1/4	1 1/2

## Liquiflo Max®-Series Gear Pumps

### Selection & Availability



Sample Model No. **M5 S 6 P E E 0 U 0 0 0 0**  
 Position No. 1 2 3 4 5 6 7 8 9 10 11 12

Position	Model	M0	M1	M2	M3	M4	M5	M6	M7	M8
<b>Position 1</b> Pump Model										
<b>Position 2</b> Basic Material & Port Type	S = 316 SS NPT L = 316 SS Flanged 150# K = 316 SS Flanged 300# X = 316 SS BSPT	■	■	■	■	■	■	■	■	■
<b>Position 3</b> Drive Gear	6 = 316 SS 9 = 17-4 PHSS Integral Gear-Shaft† P = PEEK	■	■	■	■	■	■	■	■	■
<b>Position 4</b> Idler Gear	6 = 316 SS 9 = 17-4 PHSS Integral Gear-Shaft† P = PEEK	■	■	■	■	■	■	■	■	■
<b>Position 5</b> Wear Plates	3 = Teflon B = Silicon Carbide E = Carbon 60 P = PEEK	■	■	■	■	■	■	■	■	■
<b>Position 6</b> Bearings	B = Silicon Carbide E = Carbon 60 P = PEEK	■	■	■	■	■	■	■	■	■
<b>Position 7</b> Motor Frame Size	0 = 0.625" (NEMA 56C) 1 = 0.875" (NEMA 143/145TC) 2 = 14 mm (IEC 71 - B5) 3 = 19 mm (IEC 80 - B5) 4 = 24 mm (IEC 90 - B5) 5 = 1.125" (NEMA 182/184TC) 8 = 28 mm (IEC 100/112 - B5)	■	■	■	■	■	■	■	■	■
<b>Position 8</b> Seal Type* or Mag-Drive	U = Single-Int Carbon - SiC F = Double Carbon - SiC 0 = Mag-Drive (Sealless)	■	■	■	■	■	■	■	■	■
<b>Position 9</b> Bearing Flush	0 = Standard Housings (without Bearing Flush) 2 = Internal Bearing Flush	■	■	■	■	■	■	■	■	■
<b>Position 10</b> Shafts	0 = 316 SS (uncoated) 2 = Tungsten Carbide Coated 316 SS 3 = 17-4 PHSS Integral Gear-Shaft†	■	■	■	■	■	■	■	■	■
<b>Position 11</b> O-Rings (Housing - Seal Seat*)	0 = Teflon - Viton V = Viton - Viton T = Teflon - Kalrez K = Kalrez - Kalrez	■	■	■	■	■	■	■	■	■
<b>Position 12</b> Magnetic Coupling (Mag-Drive Only)	U = (MCU) 75 in-lbs B = (MCB) 120 in-lbs V = (MCV) 200 in-lbs	■	■	■	■	■	⊗	⊗	⊗	⊗
<b>Suffix Trim Options</b>	- 8 = Temperature Trim - 9D = Viscosity Trim (double clearance) - 9T = Viscosity Trim (triple clearance)	■	■	■	■	■	■	■	■	■

† Available for Sealed Pumps only.

◆ Seal Seat O-ring is not applicable for Mag-Drive Pumps.

Note: If 17-4 PHSS Drive & Idler Gears are selected (Code = 99), shaft selection must be Code = 3 for 17-4 PHSS Integral Shafts. The Drive Gear & Drive Shaft come as one piece; the Idler Gear & Idler Shaft come as one piece.