PUMP MODEL CODING
Max-Series Gear Pumps

Example:

M5S6PEE0U000, designates a Model M5 Pump with Single Mechanical Seal.

M5	S	6	P	E	E	0	U	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	Basic Mat'l/Ports	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-Viton**
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

Liquiflo
MAX-Series
EXTERNAL
GEAR PUMPS

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

Position		Pump Model	M0	M1	M2	M3	M4	M5	M6	M7	M8
Model	1										
Basic Material & Port Type	2	S = 316 SS NPT	■	■	■	■	■	■	■	■	■
		L = 316 SS Flanged 150#	■	■	■	■	■	■	■	■	■
		K = 316 SS Flanged 300#	■	■	■	■	■	■	■	■	■
		X = 316 SS BSPT	■	■	■	■	■	■	■	■	■
Drive Gear	3	6 = 316 SS	■	■	■	■	■	■	■	■	■
		9 = 17-4 PHSS Integral Gear-Shaft†	■	■	■	■	■	■	■	■	■
		P = PEEK	■	■	■	■	■	■	■	■	■
Idler Gear	4	6 = 316 SS	■	■	■	■	■	■	■	■	■
		9 = 17-4 PHSS Integral Gear-Shaft†	■	■	■	■	■	■	■	■	■
		P = PEEK	■	■	■	■	■	■	■	■	■
Wear Plates	5	3 = Teflon	■	■	■	■	■	■	■	■	■
		B = Silicon Carbide	■	■	■	■	■	■	■	■	■
		E = Carbon 60	■	■	■	■	■	■	■	■	■
		P = PEEK	■	■	■	■	■	■	■	■	■
Bearings	6	B = Silicon Carbide	■	■	■	■	■	■	■	■	■
		E = Carbon 60	■	■	■	■	■	■	■	■	■
		P = PEEK	■	■	■	■	■	■	■	■	■
Motor Frame Size	7	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)	⊗	⊗	⊗	⊗	⊗	■	■	■	■
Seal Type or Mag-Drive	8	U = Single-Int Carbon - SiC	■	■	■	■	■	■	■	■	■
		F = Double Carbon - SiC	■	■	■	■	■	■	■	■	■
		0 = Mag-Drive (Sealless)	■	■	■	■	■	■	■	■	■
Bearing Flush	9	0 = Standard Housings (without Bearing Flush)	■	■	■	■	■	■	■	■	■
		2 = Internal Bearing Flush	■	■	■	■	■	■	■	■	■
Shafts	10	0 = 316 SS (uncoated)	■	■	■	■	■	■	■	■	■
		1 = Chrome Oxide Coated 316 SS	CF	CF	CF	CF	CF	CF	CF	CF	CF
		2 = Tungsten Carbide Coated 316 SS	■	■	■	■	■	■	■	■	■
		3 = 17-4 PHSS Integral Gear-Shaft†	■	■	■	■	■	■	■	■	■
O-Rings (Housing - Seal Seat♦)	11	0 = Teflon - Viton	■	■	■	■	■	■	■	■	■
		V = Viton - Viton	■	■	■	■	■	■	■	■	■
		T = Teflon - Kalrez (FFKM)	■	■	■	■	■	■	■	■	■
		K = Kalrez - Kalrez (FFKM)	■	■	■	■	■	■	■	■	■
Magnetic Coupling (Mag-Drive Only)	12	U = (MCU) 75 in-lbs	■	■	■	■	■	⊗	⊗	⊗	⊗
		B = (MCB) 120 in-lbs	■	■	■	■	■	■	■	■	■
		V = (MCV) 200 in-lbs	■	■	■	■	■	■	■	■	■
Suffix Trim Options		- 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.