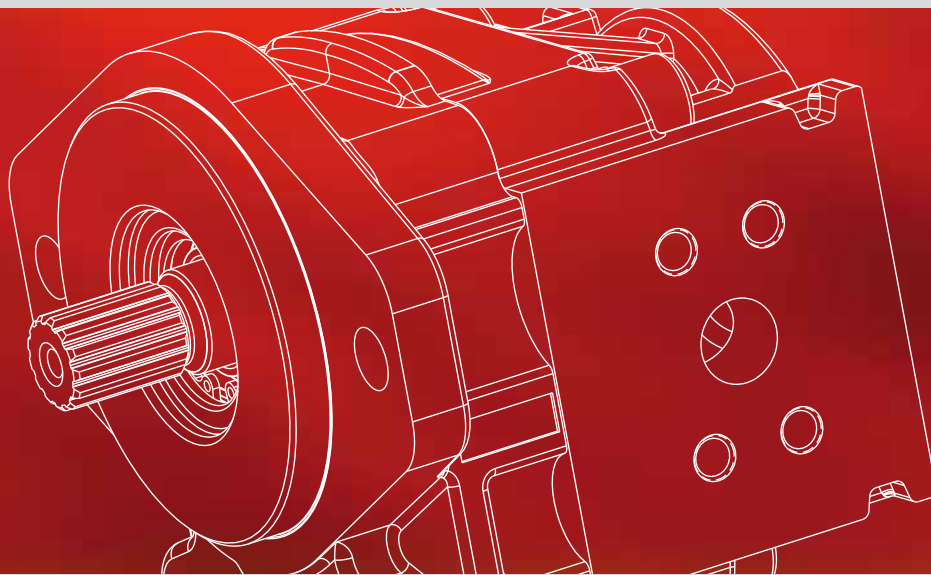




KP30

HYDRAULIC GEAR
PUMPS

INDEX

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INTRODUCTION

KAPPA 30 NS series is a solid compact 2-piece construction and allows you to include many functions in a reduced space.

KAPPA 30 NS is a direct result of feedback received from Casappa customers, this has given Casappa the opportunity to understand the needs of our customers and implement the hydraulic knowledge gained into new and improved products.

The KAPPA 30 NS line provides exceptional quality and reliability thanks to 3-dimensional modeling, virtual simulation of the pump's behavior in the hydraulic system and testing on the machines.

The reduced dimensions as well as a large variety of drive shafts, mounting flanges and ports ensure great flexibility and allow for their use in an infinite variety of applications.

DISPLACEMENTS

From 22, cm³/rev (1.34 in³/rev)

To 82 cm³/rev (5.00 in³/rev)

PRESSURE

Max. rated pressure (relief valve setting) 300 bar (4350 psi)

Max. peak of pressure 320 bar (4640 psi)

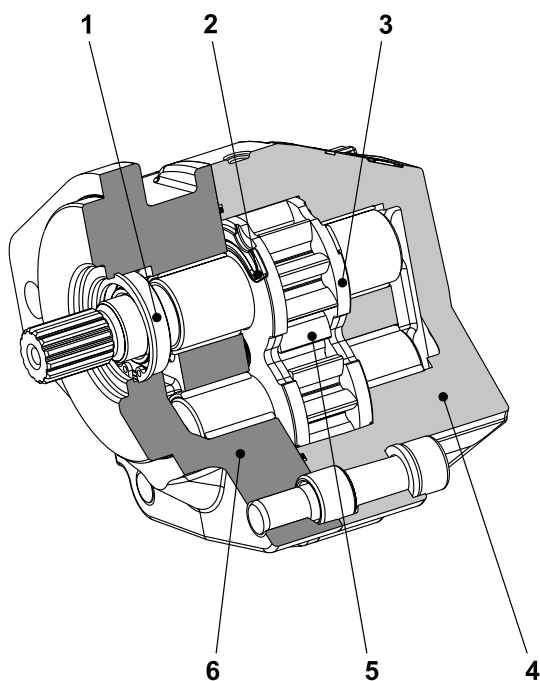
MAX. SPEED

Max. 3000 min⁻¹

- High operating pressures.
- Low noise emission.
- Available with built-in valves.
- Exceptional working life expectancy.

TYPICAL APPLICATIONS

- Building & Construction
- Material Handling
- Forestry
- Fan Drive



1	Shaft seal
2	Seal
3	Thrust plate
4	Body
5	Gear
6	Mounting flange

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INSTRUCTIONS

INSTALLATION

Pump

The direction of rotation of single-rotation pumps must be the same as that of the drive shaft. Check that the coupling flange correctly aligns the transmission shaft and the pump shaft. Flexible couplings should be used (never rigid fittings) which will not generate an axial or radial load on the pump shaft.

TANK

Tank capacity must be sufficient for the system's operating conditions (~ 3 times the amount of oil in circulation) to avoid overheating of the fluid. A heat exchanger should be installed if necessary. The intake and return lines in the tank must be spaced apart (by inserting a vertical divider) to prevent the return-line oil from being taken up again immediately.

LINES

The lines must have a major diameter which is at least as large as the diameter of pump or motor ports, and must be perfectly sealed. To reduce loss of power, the lines should be as short as possible, reducing the sources of hydraulic resistance (elbow, throttling, gate valves, etc.) to a minimum. A length of flexible tubing is recommended to reduce the transmission of vibrations. All return lines must end below the minimum oil level, to prevent foaming. Before connecting the lines, remove any plugs and make sure that the lines are perfectly clean.

HYDRAULIC FLUID

Use hydraulic fluid conforming to viscosity data as specified in the first pages of the catalogue. Avoid using mixtures of different oils which could result in decomposition and reduction of the oil's lubricating power.

FILTERS

We recommend filtering the entire system flow. Filters on suction and return line must be fitted in according to the contamination class as indicated in the first pages of the catalogue. Casappa recommends to use its own production filters:



STORAGE

The storage must be in a dry environment. Max storage time in ideal conditions is 24 months. The ideal storage temperature is between 5°C (41°F) and 20°C (68°F).

No problem in case of temperature between -40°C (-40°F) and 50°C (122°F). Below -40°C (-40°F) please contact us.

STARTING UP

Check that all circuit connections are tight and that the entire system is completely clean. Insert the oil in the tank, using a filter. Bleed the circuit to assist in filling. Set the pressure relief valves to the lowest possible setting. Turn on the system for a few moments at minimum speed, then bleed the circuit again and check the level of oil in the tank.

If the difference between pump or motor temperature and fluid temperature exceeds 10 °C (18 °F), rapidly switch the system on and off to heat it up gradually. Then gradually increase the pressure and speed of rotation until the pre-set operating levels as specified in the catalogue are attained.

COLD START

Cold start is meant short term and low idle. During cold start of the machine the following limits can be applied:

Minimum inlet pressure	0,5 bar abs. (7 psi)
Outlet pressure (pumps)	≤ 50 bar (725 psi)
Speed	≤ 1500 min ⁻¹
Minimum temperature	-40 °C (-40 °F)
Max oil viscosity	2000 mm ² /s (cSt) [9100 SSU]

If the ambient temperature is lower than -20 °C (-4 °F) the system speed and pressure must be limited until the hydraulic oil temperature exceeds -20 °C (-4 °F).

PERIODICAL CHECKS - MAINTENANCE

Keep the outside surface clean especially in the area of the drive shaft seal. In fact, abrasive powder can accelerate wear on the seal and cause leakage. Replace filters regularly to keep the fluid clean. The oil level must be checked and oil replaced periodically depending on the system's operating conditions.

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FEATURES

Construction	External gear type pumps
Mounting	European - SAE standard flanges
Ports	Threaded and flanged
Direction of rotation (looking at the drive shaft)	Conterclockwise (S) - clockwise (D)
Inlet pressure range	0,7 ÷ 3 bar abs. (10 ÷ 44 psi) If p > 1,5 bar abs. (22 psi) specific shaft sealing have to be applied. Please contact us for more information.
Fluid temperature range	See table (1)
Fluid	Mineral oil based hydraulic fluids to ISO/DIN and fire resistant fluids [see table (1)] Please contact us for other fluids
Viscosity range	From 12 to 100 mm ² /s (cSt) [60 to 456 SSU] recommended Up to 750 mm ² /s (cSt) [3410 SSU] permitted
Filtering requirement and recommended fluid contamination	See table (2) page 6

Tab. 1

Type	Fluid composition	Max pressure bar (psi)	Max speed min ⁻¹	Temperature °C (°F)			Seals (●)	Shaft seals option (◆)
				Min	Max continuous	Max peak		
ISO/DIN	Mineral oil based hydraulic fluid to ISO/DIN	See page 8	See page 8	-25 (-13)	80 (176)	100 (212)	N	D C4
				-25 (-13)	110 (230)	125 (257)	V	
				-25 (-13)	110 (230)	125 (257)	T-PV	
HFA	Oil emulsion in water 5 ÷ 15% of oil	50 (725)	1500	2 (36)	55 (131)		N	D
HFB	Water emulsion in oil 40 % of water	120 (1740)	1500	2 (36)	60 (140)		N	
HFC	Water - glycol	100 (1450)	1500	-20 (-4)	60 (140)		N Bz	
HFD	Phosphate ester	150 (2175)	1500	-10 (14)	80 (176)		V Bz	

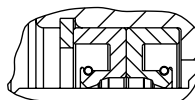
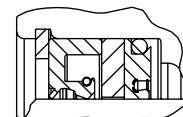
- (●) **N**= Buna NBR (standard) - **V**= Viton-FKM - **T-PV**= Hydrogenated buna HNBR seals with Viton-FKM shaft seals
N Bz= Buna NBR and Bronze thrust plates - **V Bz**= Viton-FKM and Bronze thrust plates

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D (◆) shaft seals with wiper seal

C4 (◆) High pressure special shaft seal
 (only with ISO/DIN hydraulic fluid)

Single rotation pumps

 Max inlet pressure:
 0,5 bar (7 psi)

 Max inlet pressure:
 10 bar (145 psi)
 @ 2000 min⁻¹


FEATURES

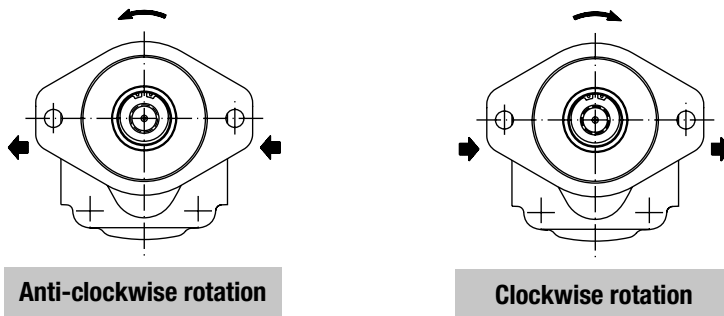
Tab. 2

Working pressure bar (psi)	$\Delta p < 140$ (2030)	$140 < \Delta p < 210$ (2030) (3045)	$\Delta p > 210$ (3045)
Contamination class NAS 1638	10	9	8
Contamination class ISO 4406:1999	21/19/16	20/18/15	19/17/14
Achieved with filter $\beta_{10}(c) \geq 200$ according to ISO 16889	-	10 μm	10 μm
Achieved with filter $\beta_{25}(c) \geq 200$ according to ISO 16889	25 μm	-	-

Casappa recommends to use its own production filters:



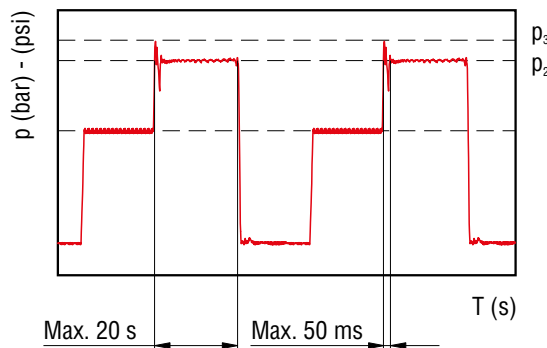
DEFINITION OF ROTATION DIRECTION LOOKING AT THE DRIVE SHAFT



GENERAL NOTES

Available with different inlet and outlet ports. If you use fire resistant fluids, specify the fluid type when ordering. Please contact us for more information.

PRESSURE DEFINITION



p_2 Rated pressure (relief valve setting)
 p_3 Peak of pressure

The peak of pressure is the max pressure allowed and it corresponds to the overshoot of the relief valve.

Please note that both relief valve setting and overshoot must be lower than their limits. If the relief setting is compliant but the overshoot is higher than the limit, the relief setting must be decreased until the overshoot is compliant to Casappa limit.

Please contact us for high frequency applications.

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FEATURES

Pump type	Displacement cm ³ /rev (in ³ /rev)	Body design	Max. outlet pressure		Max. speed min ⁻¹	Min. speed
			Rated p ₂	Peak p ₃		
			bar (psi)	bar (psi)		
KP30•22	21,99 (1.34)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•27	26,7 (1.63)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•31	30,63 (1.87)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•34	34,56 (2.11)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•38	39,27 (2.40)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•41	41,62 (2.54)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•43	43,98 (2.68)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•46	46,34 (2.83)	NSL / NSC	300 (4350)	320 (4640)	3000	350
KP30•51	51,83 (3.16)	NSL / NSC	290 (4205)	310 (4495)	2500	350
KP30•56	56,54 (3.45)	NSL / NSC	280 (4060)	300 (4350)	2500	350
KP30•61	61,26 (3.74)	NSL / NSC	260 (3770)	280 (4060)	2500	350
KP30•73	73,82 (4.50)	NSL / NSC	250 (3625)	270 (3915)	2500	350
KP30•82	81,68 (4.98)	NSL / NSC	230 (3335)	250 (3625)	2500	350

Please contact us for different configurations and working conditions.

Design calculations for pump

$$Q = Q_{\text{theor.}} \cdot \eta_v \quad [\text{l/min}]$$

$$Q_{\text{theor.}} = \frac{V \cdot n}{1000} \quad [\text{l/min}]$$

$$M = \frac{M_{\text{theor.}}}{\eta_{hm}} \quad [\text{Nm}]$$

$$M_{\text{theor.}} = \frac{\Delta p \cdot V}{62,83} \quad [\text{Nm}]$$

$$P_{\text{IN}} = \frac{P_{\text{OUT}}}{\eta_t} \quad [\text{kW}]$$

$$P_{\text{OUT}} = \frac{\Delta p \cdot Q}{600} \quad [\text{kW}]$$

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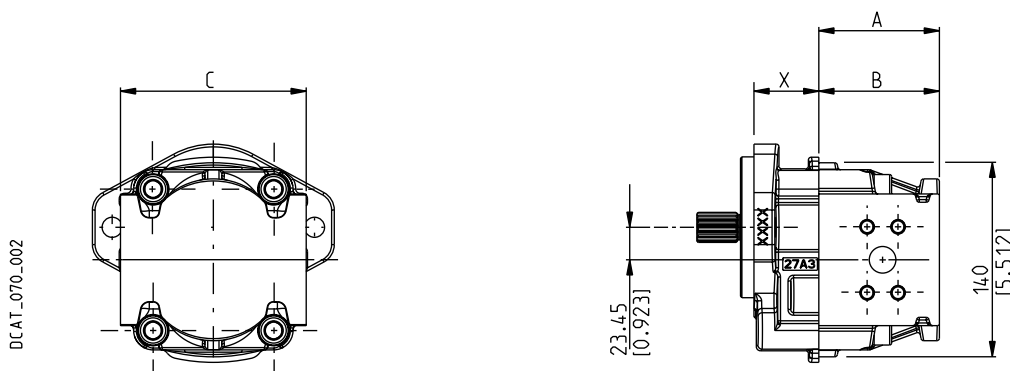
Q	l/min (US gpm)	Flow
M	Nm (lbf in)	Torque
P	kW (HP)	Power
V	cm ³ /rev (in ³ /rev)	Displacement
n	min ⁻¹	Speed
Δp	bar (psi)	Pressure
$\eta_v = \eta_v (V, \Delta p, n)$		Volumetric efficiency
$\eta_{hm} = \eta_{hm} (V, \Delta p, n)$		Hydro-mechanical efficiency
$\eta_t = \eta_v \cdot \eta_{hm}$		Overall efficiency

KAPPA 30
SINGLE UNITS DIMENSIONS - SIDE PORTS
NSC

Body design: NSC

 Drive shafts: see pages 15 ÷ 16
 Mounting flanges: for X dimension see
 pages 17 ÷ 20

Ports availability: see page 21


Single rotation S-D

Pump type	A	B	C	
	mm (inch)	mm (inch)	Threaded ports mm (inch)	Flanged ports mm (inch)
KP30•22	79 (3.11)	38 (1.50)	134 (5.28)	138 (5.43)
KP30•27	82 (3.23)	41 (1.61)	134 (5.28)	138 (5.43)
KP30•31	84,5 (3.33)	43,5 (1.71)	134 (5.28)	138 (5.43)
KP30•34	87 (3.43)	46 (1.811)	134 (5.28)	138 (5.43)
KP30•38	90 (3.54)	49 (1.93)	134 (5.28)	138 (5.43)
KP30•41	91,5 (3.60)	50,5 (1.99)	134 (5.28)	138 (5.43)
K. 30•43	93 (3.66)	52 (2.05)	134 (5.28)	138 (5.43)
KP30•46	94,5 (3.72)	53,5 (2.10)	134 (5.28)	138 (5.43)
KP30•51	98 (3.86)	57 (2.24)	134 (5.28)	138 (5.43)
KP30•56	101 (3.98)	60 (2.36)	134 (5.28)	138 (5.43)
KP30•61	104 (4.09)	63 (2.48)	134 (5.28)	138 (5.43)
KP30•73	112 (4.41)	71 (2.80)	134 (5.28)	138 (5.43)
KP30•82	117 (4.61)	76 (2.99)	134 (5.28)	138 (5.43)

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KAPPA 30

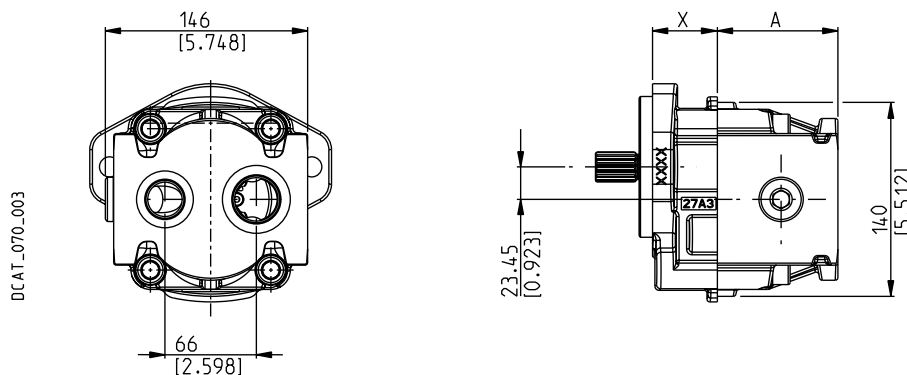
SINGLE UNITS DIMENSIONS - REAR PORTS

NSC

Body design: NSC

Drive shafts: see pages 15 ÷ 16
Mounting flanges: for X dimension see
pages 17 ÷ 20

Ports availability: see page 21



Single rotation S-D

Pump type	A
	mm (inch)
KP30•22	79 (3.11)
KP30•27	82 (3.23)
KP30•31	84,5 (3.33)
KP30•34	87 (3.43)
KP30•38	90 (3.54)
KP30•41	91,5 (3.60)
KP30•43	93 (3.66)
KP30•46	94,5 (3.72)
KP30•51	98 (3.86)
KP30•56	101 (3.98)
KP30•61	104 (4.09)
KP30•73	112 (4.41)
KP30•82	117 (4.61)

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MULTIPLE PUMPS

KAPPA 30 NS series pumps can be coupled together in combination. In applications where the input power requirement of each section varies, the section with the greater requirement must be at the drive shaft end, and progressively smaller to the rear.

Features and performances are the same as the corresponding single pumps, but pressures must be limited by the transmissible torque of the drive and connecting shafts. To have appropriate data, use the formula below.

The maximum rotational speed is that of the lowest rated speed of the single units incorporated.

Available with common inlet. Please contact us for more information.

M	Nm (lbf in)	Torque
V	cm ³ /rev (in ³ /rev)	Displacement
Δp	bar (psi)	Pressure
$\eta_{hm} = \eta_{hm}(V, \Delta p, n)$		Hydro-mechanical efficiency

$$M = \frac{M_{theor.}}{\eta_{hm}} \quad [Nm]$$

$$M_{theor.} = \frac{\Delta p \text{ (bar)} \cdot V \text{ (cm}^3\text{/rev)}}{62,83}$$

Note:

The torque absorbed from the shaft of the first pump results from the sum of the torques due to all single stages. The achieved value must not exceed the maximum torque limit given for the shaft of the first pump.

For multiple pumps with more than two sections we recommend to use a bracket.

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KAPPA 30

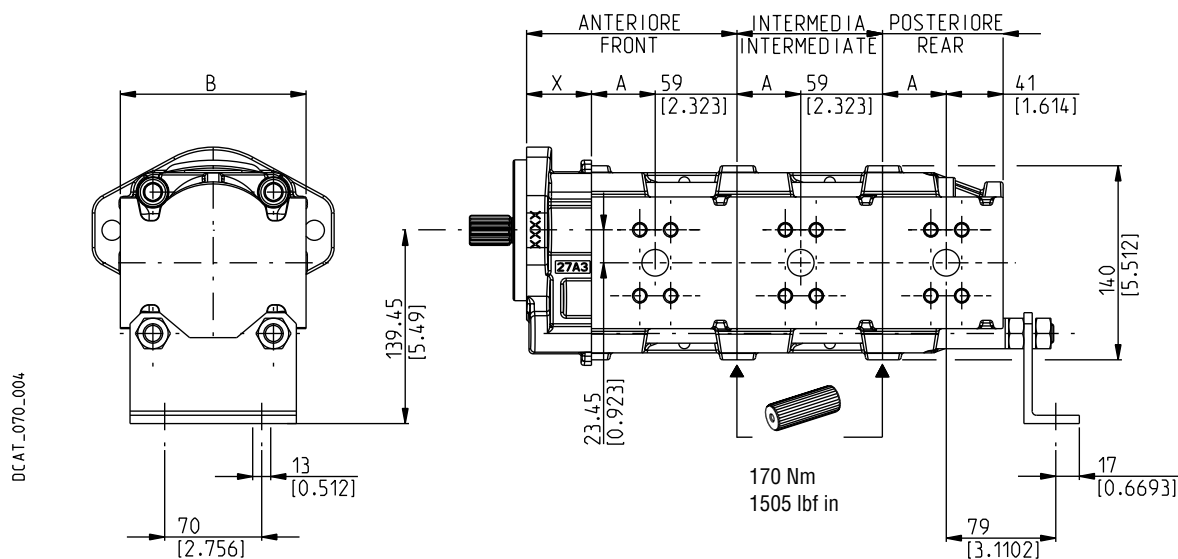
MULTIPLE PUMPS DIMENSIONS - SAME GROUPS

NSL/NSL/NSC

Body design: NSL/NSC

Drive shafts: see pages 15 ÷ 16
Mounting flanges: for X dimension see
pages 17 ÷ 20

Ports availability: see page 21



Special connecting shaft is also available
with torque up to 350 Nm (3098 lbf in).
Please contact us for more information.

	Front	Intermediate	Rear
Body design	NSL	NSL	NSC
For multiple pumps with more than two sections we recommend to use a bracket.			

Pump type	A	B	
		Threaded ports	Flanged ports
	mm (inch)	mm (inch)	mm (inch)
KP30•22	38 (1.50)	134 (5.28)	138 (5.43)
KP30•27	41 (1.61)	134 (5.28)	138 (5.43)
KP30•31	43,5 (1.71)	134 (5.28)	138 (5.43)
KP30•34	46 (1.81)	134 (5.28)	138 (5.43)
KP30•38	49 (1.93)	134 (5.28)	138 (5.43)
KP30•41	50,5 (1.99)	134 (5.28)	138 (5.43)
KP30•43	52 (2.05)	134 (5.28)	138 (5.43)
KP30•46	53,5 (2.11)	134 (5.28)	138 (5.43)
KP30•51	57 (2.24)	134 (5.28)	138 (5.43)
KP30•56	60 (2.36)	134 (5.28)	138 (5.43)
KP30•61	63 (2.48)	134 (5.28)	138 (5.43)
KP30•73	71 (2.80)	134 (5.28)	138 (5.43)
KP30•82	76 (2.99)	134 (5.28)	138 (5.43)

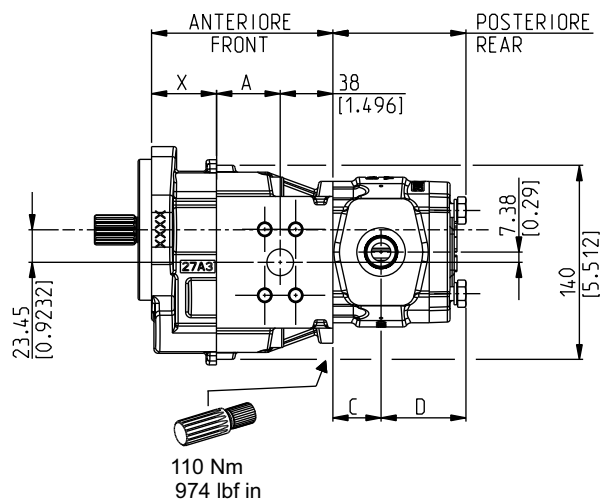
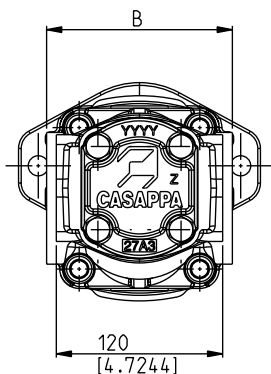
KAPPA 30
DOUBLE PUMPS DIMENSIONS - KP30/PHP20
NSC

Body design: NSC

 Drive shafts: see pages 15 ÷ 16
 Mounting flanges: for X dimension see
 pages 17 ÷ 20

Ports availability: see page 21

DCAT_006-005


 Special connecting shaft is also available
 with torque up to 170 Nm (1505 lbf in).
 Please contact us for more information.

	Front	Rear
Body design	NSC	Polaris PH Series (●)
(●) For features please consult the proper technical catalogue		

Pump type	A	B	
		Threaded ports	Flanged ports
	mm (inch)	mm (inch)	mm (inch)
KP30•22	38 (1.50)	134 (5.28)	138 (5.43)
KP30•27	41 (1.61)	134 (5.28)	138 (5.43)
KP30•31	43,5 (1.71)	134 (5.28)	138 (5.43)
KP30•34	46 (1.81)	134 (5.28)	138 (5.43)
KP30•38	49 (1.93)	134 (5.28)	138 (5.43)
KP30•41	50,5 (1.99)	134 (5.28)	138 (5.43)
KP30•43	52 (2.05)	134 (5.28)	138 (5.43)
KP30•46	53,5 (2.11)	134 (5.28)	138 (5.43)
KP30•51	57 (2.24)	134 (5.28)	138 (5.43)
KP30•56	60 (2.36)	134 (5.28)	138 (5.43)
KP30•61	63 (2.48)	134 (5.28)	138 (5.43)
KP30•73	71 (2.80)	134 (5.28)	138 (5.43)
KP30•82	76 (2.99)	134 (5.28)	138 (5.43)

Pump type	C	D
	mm (inch)	mm (inch)
PHP 20•8	32,5 (1.28)	47,6 (1.87)
PHP 20•10,5	36,5 (1.44)	47,6 (1.87)
PHP 20•11,2	37 (1.46)	47,6 (1.87)
PHP 20•14	42 (1.65)	47,6 (1.87)
PHP 20•16	34,75 (1.37)	58,35 (2.30)
PHP 20•18	35,85 (1.41)	59,45 (2.34)
PHP 20•19	36,45 (1.44)	60,05 (2.36)
PHP 20•20	38 (1.50)	61,6 (2.43)
PHP 20•23	39,65 (1.56)	63,25 (2.49)
PHP 20•24,5	40,8 (1.61)	64,4 (2.54)
PHP 20•25	42 (1.65)	65,6 (2.58)
PHP 20•27,8	43,35 (1.71)	66,95 (2.64)
PHP 20•31,5	47 (1.85)	70,6 (2.78)

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KAPPA 30

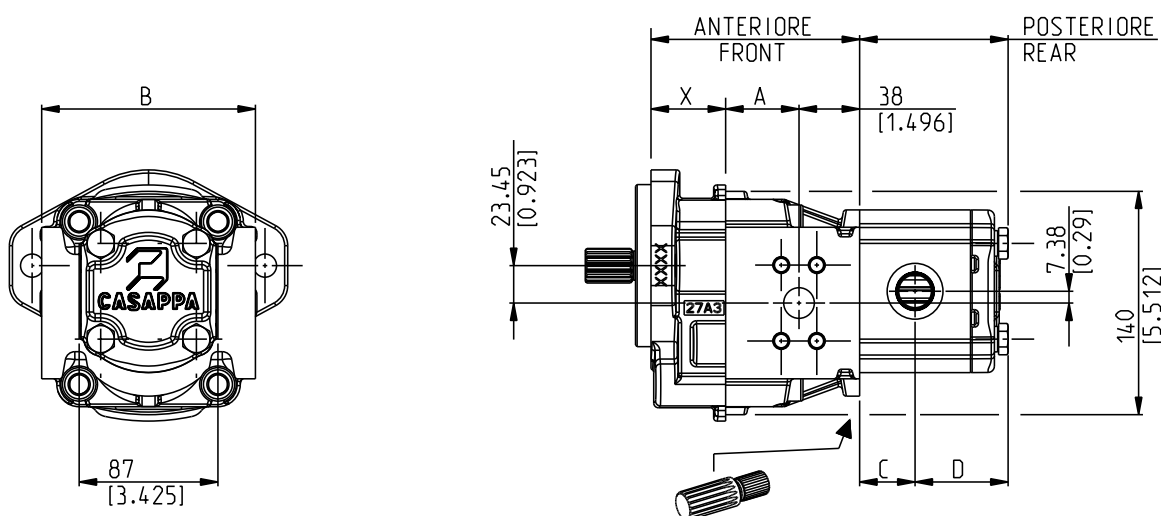
DOUBLE PUMPS DIMENSIONS - KP30/PLP20

NSC

Body design: NSC

Drive shafts: see pages 15 ÷ 16
Mounting flanges: for X dimension see
pages 17 ÷ 20

Ports availability: see page 21



Special connecting shaft is also available
with torque up to 170 Nm (1505 lbf in).
Please contact us for more information.

	Front	Rear
Body design	NSC	Polaris 20 Series (●)
(●) For features please consult the proper technical catalogue		

Pump type	A	B	
		Threaded ports	Flanged ports
	mm (inch)	mm (inch)	mm (inch)
KP30•22	38 (1.50)	134 (5.28)	138 (5.43)
KP30•27	41 (1.61)	134 (5.28)	138 (5.43)
KP30•31	43,5 (1.71)	134 (5.28)	138 (5.43)
KP30•34	46 (1.81)	134 (5.28)	138 (5.43)
KP30•38	49 (1.93)	134 (5.28)	138 (5.43)
KP30•41	50,5 (1.99)	134 (5.28)	138 (5.43)
KP30•43	52 (2.05)	134 (5.28)	138 (5.43)
KP30•46	53,5 (2.11)	134 (5.28)	138 (5.43)
KP30•51	57 (2.24)	134 (5.28)	138 (5.43)
KP30•56	60 (2.36)	134 (5.28)	138 (5.43)
KP30•61	63 (2.48)	134 (5.28)	138 (5.43)
KP30•73	71 (2.80)	134 (5.28)	138 (5.43)
KP30•82	76 (2.99)	134 (5.28)	138 (5.43)

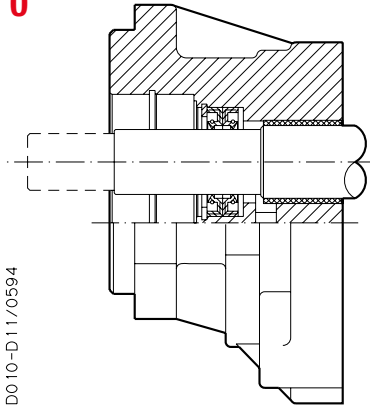
Pump type	C	D
	mm (inch)	mm (inch)
PLP 20•4	25,8 (1.02)	49,3 (1.94)
PLP 20•6,3	27 (1.06)	50,5 (1.99)
PLP 20•7,2	27,5 (1.08)	51 (2.01)
PLP 20•8	28,3 (1.11)	51,8 (2.04)
PLP 20•9	28,9 (1.14)	52,4 (2.063)
PLP 20•10,5	30,3 (1.19)	53,8 (2.12)
PLP 20•11,2	30,5 (1.20)	54 (2.13)
PLP 20•14	33 (1.30)	56,5 (2.22)
PLP 20•16	34,8 (1.37)	58,3 (2.30)
PLP 20•19	36,5 (1.44)	60 (2.36)
PLP 20•20	38 (1.50)	61,5 (2.42)
PLP 20•24,5	40,8 (1.61)	64,3 (2.53)
PLP 20•25	42 (1.65)	65,5 (2.58)
PLP 20•27,8	43,4 (1.71)	66,9 (2.63)
PLP 20•31,5	47 (1.85)	70,5 (2.78)

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OUTBOARD BEARING OPTIONS

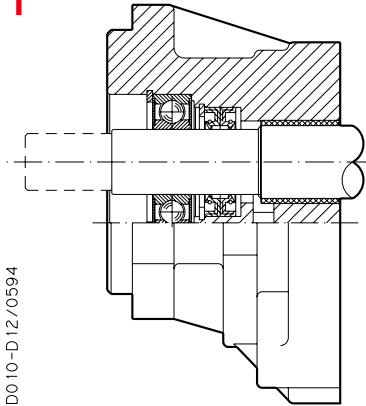
For each version, the possible combination between drive shafts and mounting flanges are shown on pages 17 ÷ 20.

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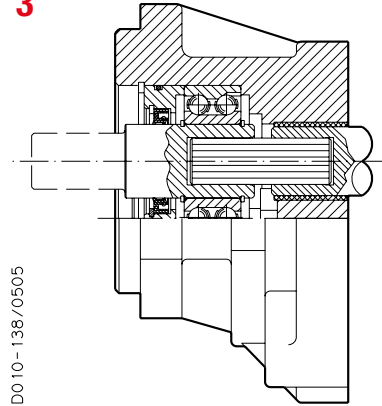
Version for applications without radial and axial load on the drive shaft.

1



Version for applications with low radial load and without axial load on the drive shaft.

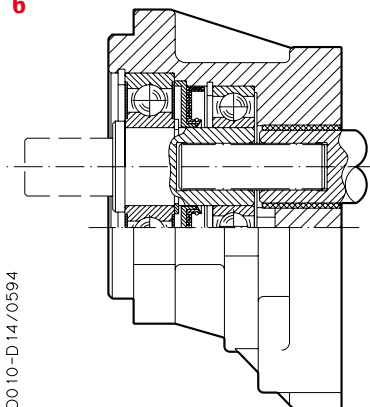
3



Version for applications with radial and low axial load on the drive shaft.

Max. torque version 3:
KAPPA 30: 170 Nm (1505 lbf in)

6



Version for applications with radial and low axial load on the drive shaft.

Max. torque version 6:
KAPPA 30: 170 Nm (1505 lbf in)

01/11.2024

Please contact us for external loads evaluation or particular applications

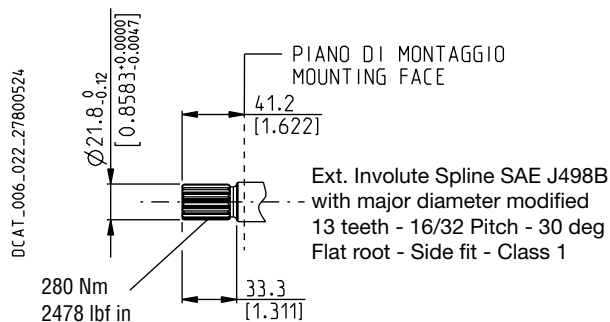
KAPPA 30

DRIVE SHAFTS

SAE "B" SPLINE

A8

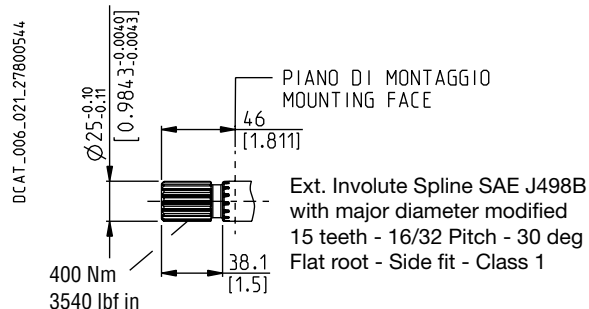
Mounting face refer to flange code **K9**



SAE "BB" SPLINE

A5

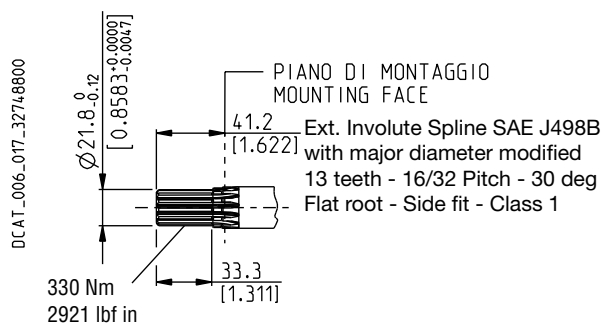
Mounting face refer to flange code **K9**



SAE "B" SPLINE

04

Mounting face refer to flange code **S3**

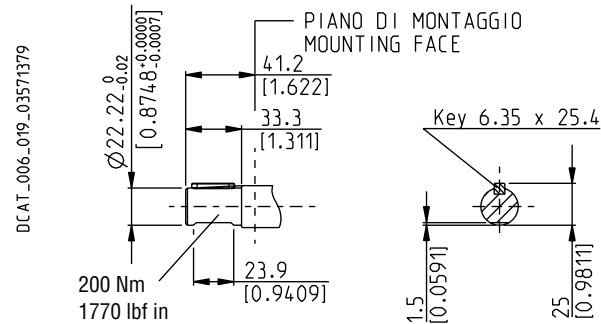


SAE "B" STRAIGHT

32

Not available with size: **30•41 - 30•46**

Mounting face refer to flange code **S3**

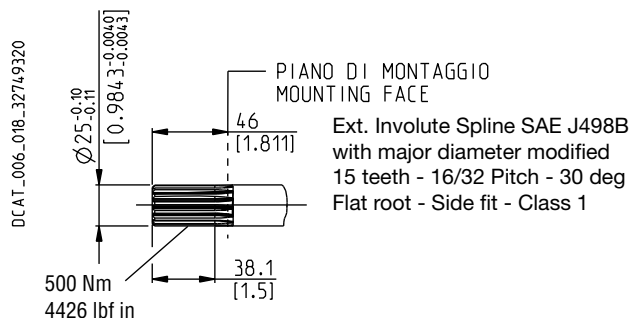


SAE "BB" SPLINE

05

Not available with size: **30•22 - 30•31 - 30•41**

Mounting face refer to flange code **S3**

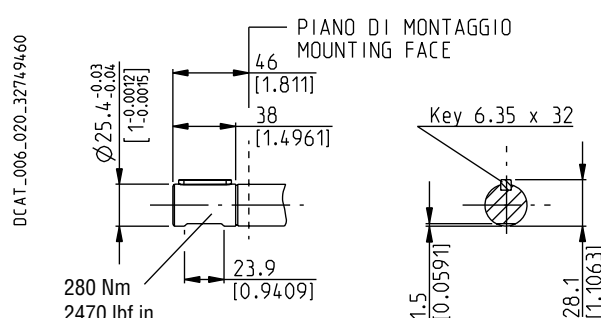


SAE "BB" STRAIGHT

33

Not available with size: **30•31 - 30•41**

Mounting face refer to flange code **S3**



01/11.2024

KAPPA 30

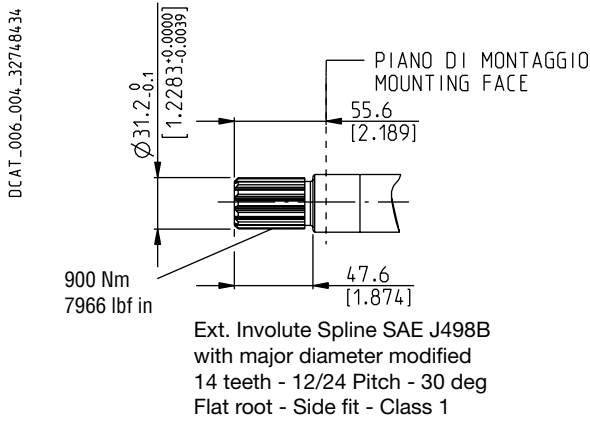
DRIVE SHAFTS

SAE "C" SPLINE

06

Not available with size: **30•41**

Mounting face refer to flange code **S8**

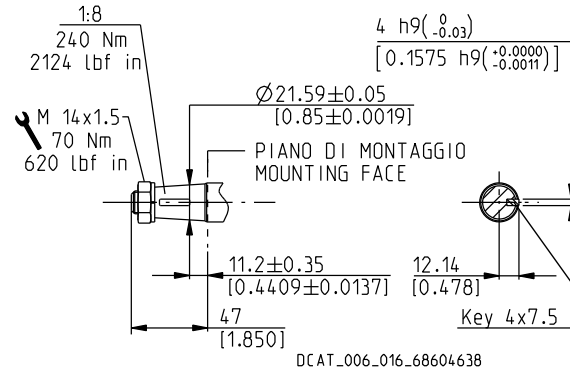


EUROPEAN TAPERED

83

Not available with size: **30•41**

Mounting face refer to flange code **E3**

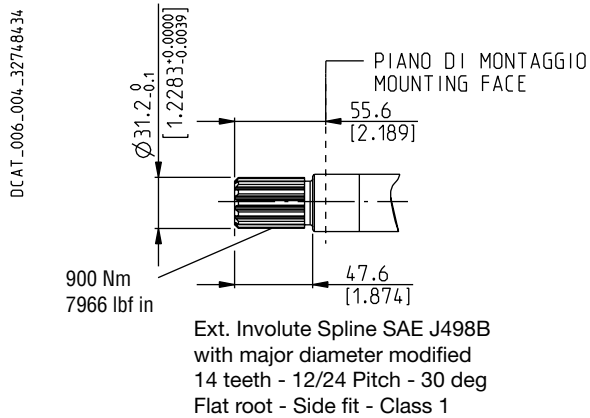


SAE "C" SPLINE - SHORT TYPE

A6

Not available with size: **30•22 - 30•31 - 30•46 - 30•56 - 30•73**

Mounting face refer to flange code **Q3**



01/11.2024

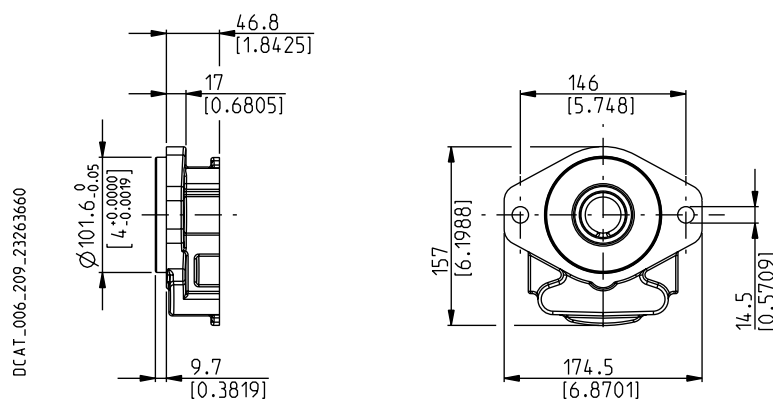
KAPPA 30

MOUNTING FLANGES AND TABLE OF COMPATIBILITY

SAE "B" 2 HOLES

K9

Conforms to SAE J744



DRIVE SHAFTS

See page 15

VERSIONS

See page 14

A8

A5

0

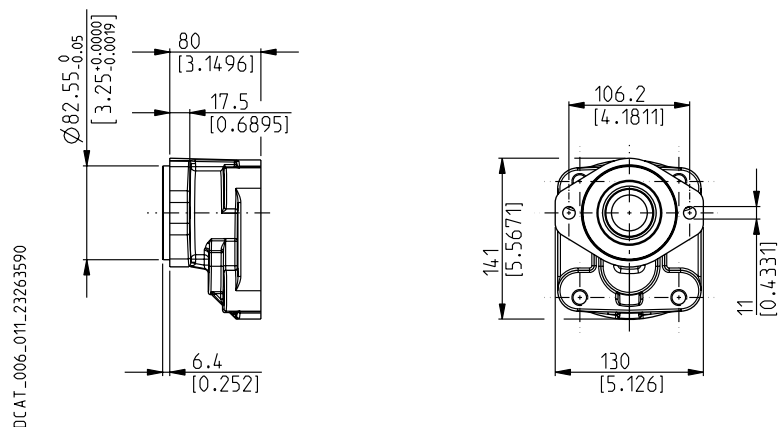
■ Standard combination

● Available combination

SAE "A" 2 HOLES

S1

Conforms to SAE J744



DRIVE SHAFTS

See page 15

VERSIONS

See page 14

04

32

05

33

0

1

■ Standard combination

● Available combination

01/11.2024

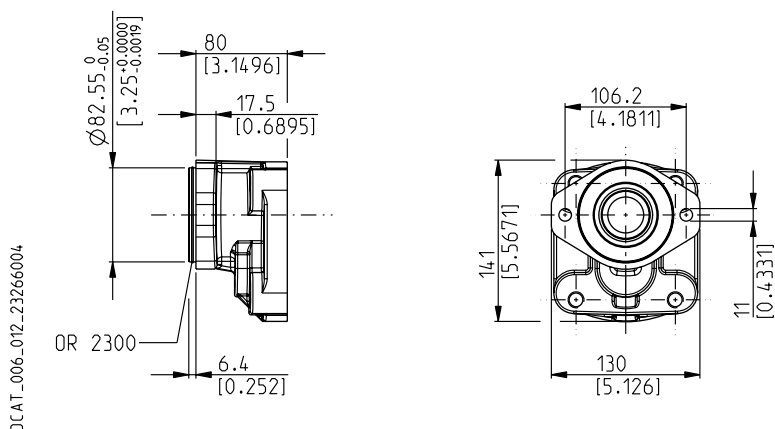
KAPPA 30

MOUNTING FLANGES AND TABLE OF COMPATIBILITY

SAE "A" 2 HOLES

S2

Conforms to SAE J744



DRIVE SHAFTS

See page 15

VERSIONS

See page 14

04

32

05

33

0

1

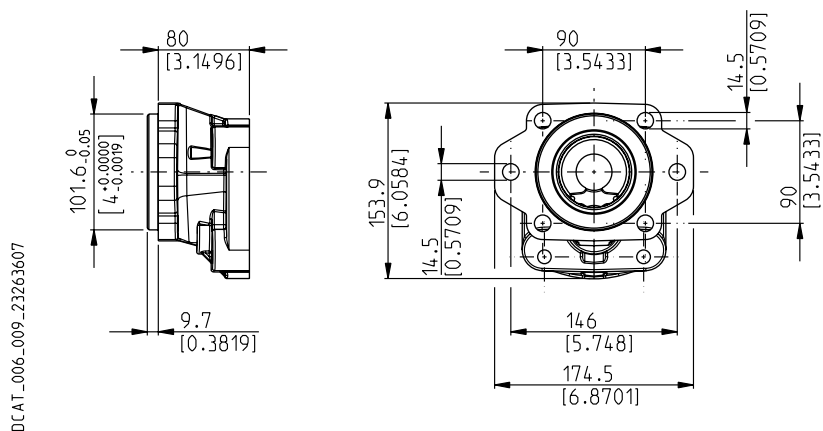
- Standard combination

- Available combination

SAE "B" 2-4 HOLES

S3

Conforms to SAE J744



DRIVE SHAFTS

See page 15

VERSIONS

See page 14

04

32

05

33

0

1

3

6

■ Standard combination

- Available combination

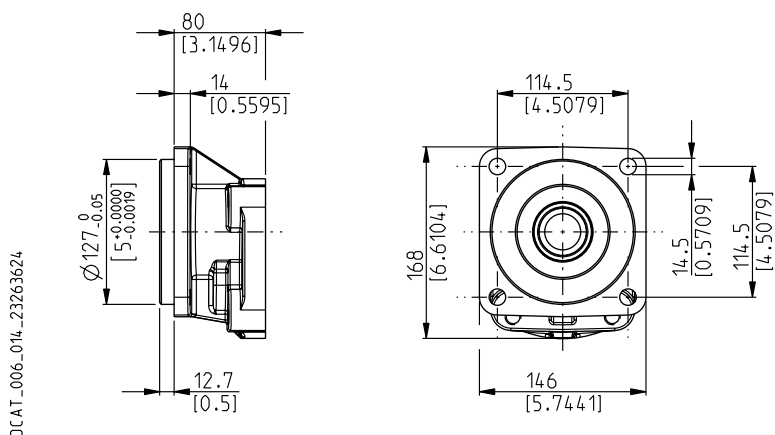
KAPPA 30

MOUNTING FLANGES AND TABLE OF COMPATIBILITY

SAE "C" 4 HOLES

S6

Conforms to SAE J744



DRIVE SHAFTS

See page 15 ÷ 16

VERSIONS

See page 14

05

06

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6

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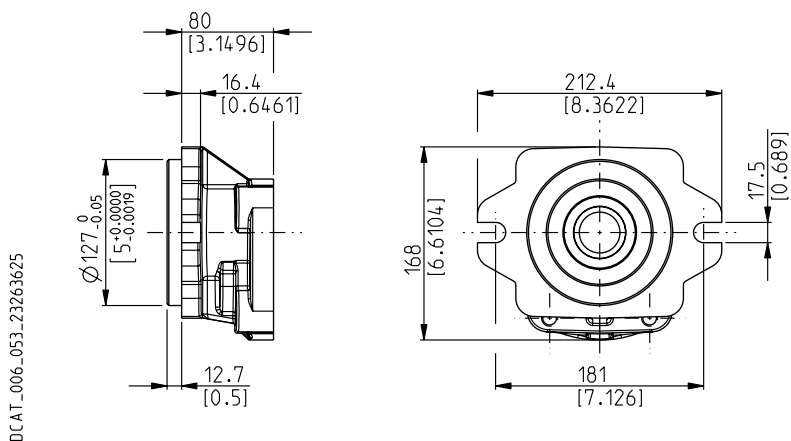
■

- Standard combination
- Available combination

SAE "C" 2 HOLES

S8

Conforms to SAE J744



DRIVE SHAFTS

See page 15 ÷ 16

VERSIONS

See page 14

05

06

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1

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3

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■

6

●

■

- Standard combination
- Available combination

01/11.2024

KAPPA 30

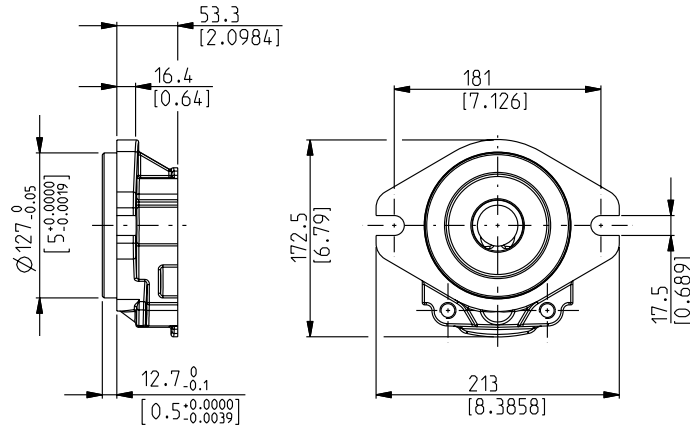
MOUNTING FLANGES AND TABLE OF COMPATIBILITY

SAE "C" 2 HOLES

Q3

Conforms to SAE J744

DCAT_006_083_23263633



DRIVE SHAFTS
See page 16

VERSIONS

See page 14

A6

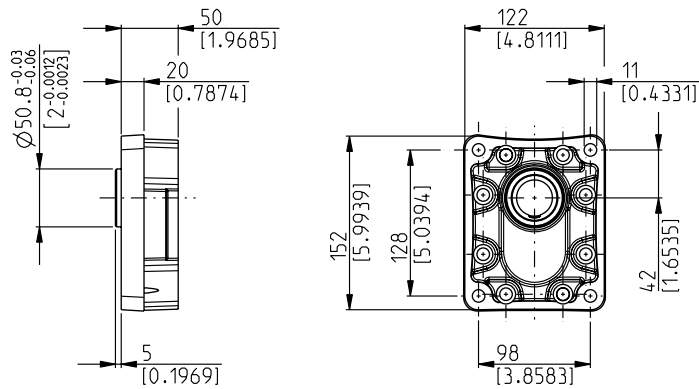
0

- Standard combination
- Available combination

EUROPEAN

E3

DCAT_006_010_23261018



DRIVE SHAFTS
See page 15 ÷ 16

VERSIONS

See page 14

83

A8

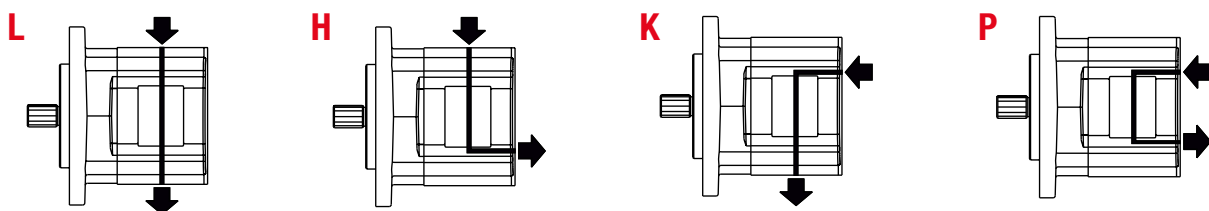
A5

0

- Standard combination
- Available combination

01/11.2024

PORTS POSITION AND TYPE



PORTS TYPE	SIDE PORTS												REAR PORTS			
	European Flanged		Split SSM Flanged		Split SSS Flanged		Gas BSPP Threaded		SAE ODT Threaded		German Flanged		Gas BSPP Threaded		SAE ODT Threaded	
Pump type	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
KP30•22	ED	EB	MC	MB	SC	SB	GF	GE	OF	OD	BM	BL	GF	GE	OF	OD
KP30•27	ED	EB	MC	MB	SC	SB	GF	GE	OF	OD	BM	BL	GF	GE	OF	OD
KP30•31	ED	EB	MC	MB	SC	SB	GF	GE	OF	OD	BM	BL	GF	GE	OF	OD
KP30•34	ED	EB	MC	MB	SC	SB	GF	GE	OF	OD	BM	BL	GF	GE	OF	OD
KP30•38	ED	EB	MC	MB	SC	SB	GF	GE	OF	OD	BM	BL	GF	GE	OF	OD
KP30•41	ED	EB	MD	MC	SD	SC	GG	GF	OG	OF	BM	BL	GG	GF	OG	OF
KP30•43	ED	EB	MD	MC	SD	SC	GG	GF	OG	OF	BM	BL	GG	GF	OG	OF
KP30•46	EF	ED	MD	MC	SD	SC	GG	GF	OG	OF	BM	BL	GG	GF	OG	OF
KP30•51	EF	ED	MD	MC	SD	SC	GG	GF	OG	OF	BM	BL	GG	GF	OG	OF
KP30•56	EF	ED	MD	MC	SD	SC	GG	GF	OG	OF	BM	BL	GG	GF	OG	OF
KP30•61	EF	ED	ME	MD	SE	SD	GG	GF	OG	OF	BM	BL	GG	GF	OG	OF
KP30•73	EG	ED	ME	MD	SE	SD	GH	GF	OH	OF	BM	BL	GH	GF	OH	OF
KP30•82	EG	ED	ME	MD	SE	SD	GH	GF	OH	OF	BM	BL	GH	GF	OH	OF

Different ports are available on request. See page 25.
Please contact us for more information.

PORT SIZES



Tightening torque for low pressure side port



Tightening torque for high pressure side port

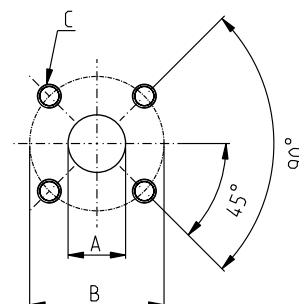
EUROPEAN FLANGED PORTS - 4 Bolts

EUROPEAN

Metric thread ISO 60° conforms to ISO/R 262

CODE	A	B	C		
	mm (inch)	mm (inch)	Thread Depth mm (inch)	Nm (lbf in)	Nm (lbf in)
EB	19 (0.75)	40 (1.57)	M 8 15 (0.59)	15 ⁺¹ (133 ÷ 142)	15 ⁺¹ (133 ÷ 142)
ED	27 (1.06)	51 (2.01)	M 10 18 (0.71)	20 ⁺¹ (177 ÷ 186)	30 ^{+2,5} (266 ÷ 288)
EF	33 (1.30)	62 (2.44)	M 12 21 (0.83)	25 ⁺¹ (221 ÷ 230)	50 ^{+2,5} (443 ÷ 465)
EG	38 (1.50)	72 (2.83)	M 12 21 (0.83)	30 ^{+2,5} (266 ÷ 288)	60 ⁺⁵ (531 ÷ 575)

DCAT_033_028_17681888



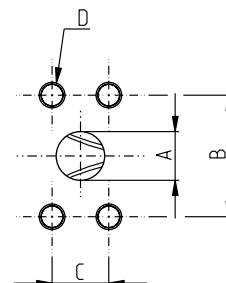
SAE FLANGED PORTS J518 - Standard pressure series 3000 PSI

SSM

Metric thread ISO 60° conforms to ISO/R 262

CODE	A	B	C	D		
	mm (inch)	mm (inch)	mm (inch)	Thread Depth mm (inch)	Nm (lbf in)	Nm (lbf in)
MB	19,2 (0.76)	47,6 (1.87)	22,2 (0.87)	M 10 18 (0.71)	20 ⁺¹ (177 ÷ 186)	30 ^{+2,5} (266 ÷ 288)
MC	25,6 (1.01)	52,4 (2.06)	26,2 (1.03)	M 10 18 (0.71)	20 ⁺¹ (177 ÷ 186)	30 ^{+2,5} (266 ÷ 288)
MD	32 (1.26)	58,7 (2.31)	30,2 (1.19)	M 10 18 (0.71)	20 ⁺¹ (177 ÷ 186)	35 ^{+2,5} (310 ÷ 332)
ME	38,2 (1.50)	69,8 (2.75)	35,7 (1.41)	M 12 23 (0.91)	30 ^{+2,5} (266 ÷ 288)	60 ⁺⁵ (531 ÷ 575)

DCAT_006_025_21064252



01/11.2024

PORT SIZES



Tightening torque for low pressure side port



Tightening torque for high pressure side port

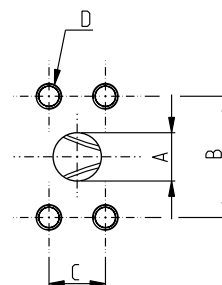
SAE FLANGED PORTS J518 - Standard pressure series 3000 PSI

SSS

American straight thread UNC-UNF 60° conforms to ANSI B 1.1

CODE	A	B	C	D		
	mm (inch)	mm (inch)	mm (inch)	Thread Depth mm (inch)	Nm (lbf in)	Nm (lbf in)
SB	19,2 (0.76)	47,6 (1.87)	22,2 (0.87)	M 10 18 (0.71)	20 ⁺¹ (177 ÷ 186)	25 ⁺¹ (221 ÷ 230)
SC	25,6 (1.01)	52,4 (2.06)	26,2 (1.03)	M 10 18 (0.71)	20 ⁺¹ (177 ÷ 186)	30 ^{+2,5} (266 ÷ 288)
SD	32 (1.26)	58,7 (2.31)	30,2 (1.19)	M 10 18 (0.71))	20 ⁺¹ (177 ÷ 186)	40 ^{+2,5} (354 ÷ 376)
SE	38,2 (1.50)	69,8 (2.75)	35,7 (1.41)	M 12 23 (0.91)	30 ^{+2,5} (266 ÷ 288)	70 ⁺⁵ (620 ÷ 664)

DCAT_006_028_21060740

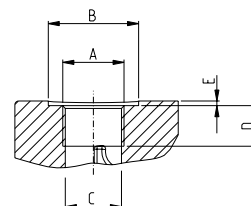


GAS STRAIGHT THREAD PORTS

BSPP

British standard pipe parallel (55°) conforms to UNI - ISO 228

DCAT_006_026_21064779



01/11.2024

CODE	Nominal size	A	Ø B	Ø C	D	E		
			mm (inch)	mm (inch)	mm (inch)	mm (inch)	Nm (lbf in)	Nm (lbf in)
GE	3/4"	G 3/4	39 (1.54)	24,5 (0.96)	16,5 (0.63)	2,5 (0.10)	30 ^{+2,5} (266 ÷ 288)	90 ⁺⁵ (797 ÷ 841)
GF	1"	G 1	49 (1.93)	30,5 (1.20)	19 (0.75)	2,5 (0.10)	50 ^{+2,5} (443 ÷ 465)	130 ⁺¹⁰ (1151 ÷ 1239)
GG	1" 1/4	G 1 1/4	56 (2.20)	39 (1.54)	21,5 (0.85)	2,5 (0.10)	60 ⁺⁵ (531 ÷ 575)	170 ⁺¹⁵ (1505 ÷ 1637)
GH	1" 1/2	G 1 1/2	72 (2.84)	45 (1.77)	22,5 (0.89)	2,5 (0.10)	70 ⁺⁵ (620 ÷ 664)	210 ⁺¹⁵ (1859 ÷ 1992)

PORT SIZES



Tightening torque for low pressure side port

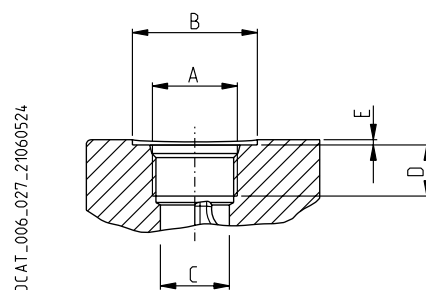


Tightening torque for high pressure side port

SAE STRAIGHT THREAD PORTS J514

ODT

American straight thread UNC-UNF 60° conforms to ANSI B 1.1



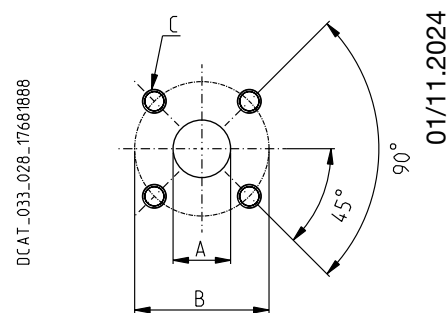
CODE	Nominal size	A	Ø B	Ø C	D	E		
			mm (inch)	mm (inch)	mm (inch)	mm (inch)	Nm (lbf in)	Nm (lbf in)
OD	3/4"	1 1/16" - 12 UNF - 2B	42 (1.65)	24,8 (0.98)	19 (0.75)	2 (0.08)	40 ^{+2.5} (354 ÷ 376)	120 ⁺¹⁰ (1062 ÷ 1151)
OF	1"	1 5/16" - 12 UNF - 2B	49 (1.93)	30,5 (1.20)	19 (0.75)	2 (0.08)	60 ⁺⁵ (531 ÷ 575)	170 ⁺¹⁰ (1505 ÷ 1593)
OG	1" 1/4	1 5/8" - 12 UNF - 2B	58 (2.28)	39,1 (1.54)	19 (0.75)	2 (0.08)	70 ⁺⁵ (620 ÷ 664)	—
OH	1" 1/2	1 7/8" - 12 UNF - 2B	65 (2.56)	45 (1.77)	19 (0.75)	2 (0.08)	100 ⁺⁵ (885 ÷ 929)	—

GERMAN FLANGED PORTS - 4 Bolts

GERMAN

Metric thread ISO 60° conforms to ISO/R 262

CODE	A	B	C		
	mm (in)	mm (in)	Thread Depth mm (in)	Nm (lbf in)	Nm (lbf in)
BL	19 (0.75)	55 (2.17)	M8 15 (0.59)	15 ⁺¹ (133 ÷ 142)	20 ⁺¹ (177 ÷ 186)
BM	27 (1.06)	55 (2.17)	M8 15 (0.59)	15 ⁺¹ (133 ÷ 142)	20 ⁺¹ (177 ÷ 186)



PORT SIZES



Tightening torque for low pressure side port

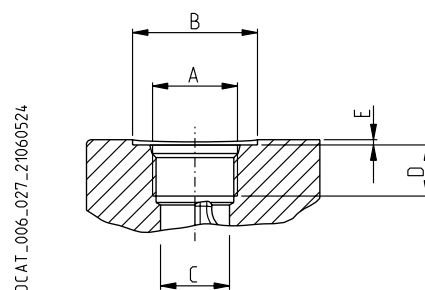


Tightening torque for high pressure side port

INTERNATIONAL STRAIGHT THREAD PORTS ISO 6149

METRIC

Metric thread ISO 60° conforms to ISO/R 262

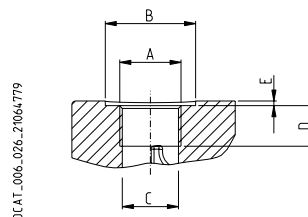


CODE		A	Ø B	Ø C	D	E		
			mm (inch)	mm (inch)	mm (inch)	mm (inch)	Nm (lbf in)	Nm (lbf in)
RM	3/4"	M27x2	50 (1.97)	25 (0.98)	19 (0.75)	2 (0.08)	40 ^{+2,5} (354 ÷ 376)	100 ⁺⁵ (885 ÷ 929)
RP	1"	M33x2	43 (1.69)	31 (1.22)	19 (0.75)	2 (0.08)	55 ⁺⁵ (487 ÷ 531)	150 ⁺¹⁰ (1328 ÷ 1416)
RQ	1" 1/4	M42x2	52 (2.28)	40 (1.57)	19,5 (0.77)	2 (0.08)	70 ⁺⁵ (620 ÷ 664)	200 ⁺¹⁰ (1770 ÷ 1859)

INTERNATIONAL STRAIGHT THREAD PORTS ISO 9974

METRIC

Metric thread ISO 60° conforms to ISO/R 262



CODE	Nominal size	A	Ø B	Ø C	D	E		
			mm (inch)	mm (inch)	mm (inch)	mm (inch)	Nm (lbf in)	Nm (lbf in)
TM	3/4"	M27x2	40 (1.57)	24,5 (0.96)	16 (0.63)	2 (0.08)	40 ^{+2,5} (354 ÷ 376)	100 ⁺⁵ (885 ÷ 929)
TP	1"	M33x2	50 (1.97)	30,5 (1.20)	18 (0.71)	2 (0.08)	60 ⁺⁵ (531 ÷ 575)	170 ⁺¹⁰ (1549 ÷ 1637)

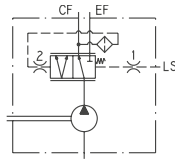
01/11.2024

VALVE OPTIONS

LOAD SENSING VALVE

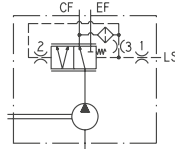
...

Static.



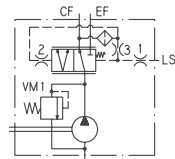
...

Dynamic.



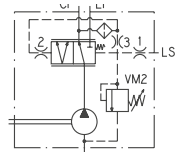
...

Dynamic with relief valve fitted on the main line.



...

Dynamic with relief valve fitted on controlled line.



Max nominal flow: 80 l/min (21.1 US gpm)

01/11.2024

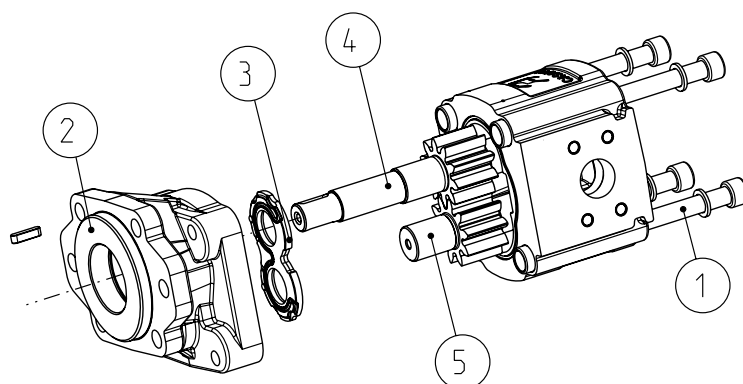
For more information please consult the built-in valves technical catalogue

CHANGING ROTATION

Example of changing rotation: from KP30 pump counterclockwise to clockwise

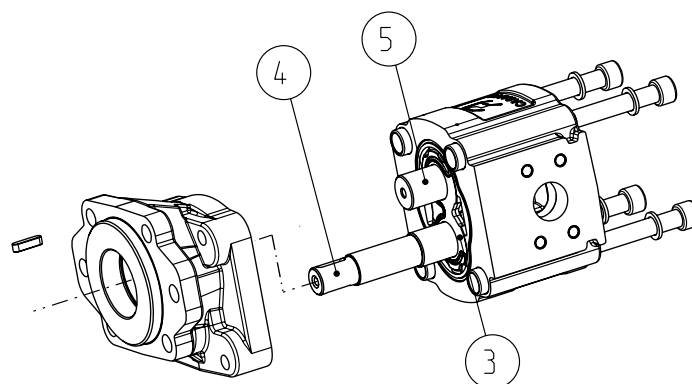
To change rotation of unidirectional pumps and motors is necessary to operate in the following way:

1. Clean the pump externally with care.
2. Loosen, and remove, the clamp bolts (1).
3. Coat the sharp edges of the drive shaft (4) with adhesive tape and smear a layer of clean grease on the shaft end extension to avoid damaging the lip of the shaft seal when removing the mounting flange.
4. Remove the mounting flange (2), taking care to keep the flange as straight as possible during removal. If the flange is stuck, tap around the edge with a fibre or rubber mallet in order to break away from the body. Ensure that while removing the front mounting flange, the drive shaft and other components remain position.
5. Ease the drive gear (4) up to facilitate removal the front plate (3), taking care that the precision ground surfaces do not become damaged, and remove the drive gear.
6. Remove the driven gear (5) without overturning. The rear plate has not to be removed.



DCAT_006_055_03571379

7. Re-locate the driven gear (5) in the position previously occupied by the drive gear (4).
8. Re-locate the drive gear (4) in the position previously occupied by the driven gear (5).
9. Replace the front plate (3) in its original position.



DCAT_006_058_03571379

10. Remove the grub screw (6) from the mounting flange (2) and re-locate it in the other threaded hole in the same flange.

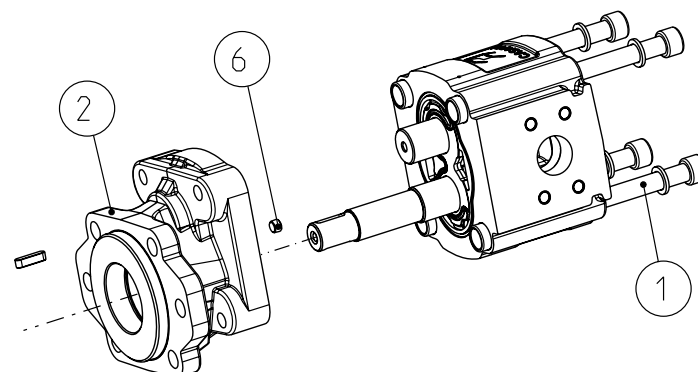
11. Gently wipe the machined surface of the mounting flange (2) and the body with a flat hand stone.

12. Refit the front mounting flange (2) turned 180° from its original position.

13. Refit the clamp bolts (1) with the washers and tighten in a crisscross pattern to a torque value of 140 ± 14 Nm ($1115 \div 1363$ lbf in)

14. Check that the pump rotates freely when the drive shaft (4) is turned by hand. If not a pressure plate seal may be pinched.

15. The pump is ready for installation with the original rotation reversed.



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HOW TO ORDER - SINGLE UNITS

1	2	3	4	5	6	7	8	9	10	11					
KP30•27	S	0	-	04	S3	-	L	OF/OD	-	N	-	D	-	NSC	-

1	Type	Pump type
21,99 cm³/rev (1.34 in³/rev)		KP30•22
26,7 cm³/rev (1.63 in³/rev)		KP30•27
30,63 cm³/rev (1.87 in³/rev)		KP30•31
34,56 cm³/rev (2.11 in³/rev)		KP30•34
39,27 cm³/rev (2.40 in³/rev)		KP30•38
41,62 cm³/rev (2.54 in³/rev)		KP30•41
43,98 cm³/rev (2.68 in³/rev)		KP30•43
46,34 cm³/rev (2.83 in³/rev)		KP30•46
51,83 cm³/rev (3.16 in³/rev)		KP30•51
56,54 cm³/rev (3.45 in³/rev)		KP30•56
61,26 cm³/rev (3.74 in³/rev)		KP30•61
73,82 cm³/rev (4.50 in³/rev)		KP30•73
81,68 cm³/rev (4.98 in³/rev)		KP30•82

2	Rotation	Code
Anti-clockwise		S
Clockwise		D

3	Outboard bearing options	Code
Without outboard bearing		0
With outboard bearing		1
With outboard bearing		3
With outboard bearing		6

4	Drive shaft	Code
European tapered 1:8		83
SAE "B" spline (13 teeth)		04
SAE "B" straight		32
SAE "BB" spline (15 teeth)		05
SAE "BB" straight		33
SAE "B" spline (13 teeth) for K9		A8
SAE "BB" spline (15 teeth) for K9		A5
SAE "C" spline (14 teeth)		06
SAE "CC" spline short type (14 teeth)		A6

Code	Mounting flange	5
E3	European	
S1	SAE "A" 2 holes	
S2	SAE "A" 2 holes with O-ring	
S3	SAE "B" 2-4 holes	
K9	SAE "B" 2 holes	
S6	SAE "C" 4 holes	
S8	SAE "C" 2 holes	
Q3	SAE "C" 2 holes short type	

Code	Ports position	6
L	IN/OUT side	
P	IN/OUT rear	

Code	Ports IN/OUT	7
EUROPEAN FLANGED PORTS		
Side	Rear	Type
ED/EB	KP 30	22-27-31-34-38 41-43
EF/ED	KP 30	46-51-56-61
EG/ED	KP 30	73-82
SAE FLANGED PORTS (SSM)		
Side	Rear	Type
MC/MB	KP 30	22-27-31-34-38
MD/MC	KP 30	41-43-46-51-56
ME/MD	KP 30	61-73-82
SAE FLANGED PORTS (SSS)		
Side	Rear	Type
SC/SB	KP 30	22-27-31-34-38
SD/SC	KP 30	41-43-46-51-56
SE/SD	KP 30	61-73-82
SAE STRAIGHT THREAD PORTS (ODT)		
Side	Rear	Type
OF/OD	OF/OD	KP 30 22-27-31-34-38
OG/OF	OG/OF	KP 30 41-43-46-51-56-61
OH/OF	OH/OF	KP 30 73-82
GAS STRAIGHT THREAD PORTS (BSPP)		
Side	Rear	Type
GF/GE	GF/GE	KP 30 22-27-31-34-38
GG/GF	GG/GF	KP 30 41-43-46-51-56-61
GH/GF	GH/GF	KP 30 73-82

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HOW TO ORDER - SINGLE UNITS

8	Seals (a)	Code
	Buna NBR (standard)	N
	Viton-FKM	V
	Hydrogenated buna HNBR seals with Viton-FKM shaft seals	T-PV
	Buna NBR and bronze thrust plates	N Bz
	Viton-FKM and bronze thrust plate	V Bz

- (a) Choose the seals according to the temperature shown on page 5.
- (b) Salt spray resistance of 300 hours.
Please contact us for more information.

9	Shaft seal options	Code
	Shaft seal with wiper seal	D
	High pressure special shaft seal	C4

10	Body design	Code
	Standard	NSC

11	Painting	Code
	Black painting (standard) no code (b)	...
	Grey painting (b)	VGR01

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HOW TO ORDER - MULTIPLE PUMPS SAME GROUPS

1	2	3	4	5	6	7	8	9	10	11	12
KP30•51	-	A8	K9	-	L	MD/MC	-	-	NSL	/	
Front section											
30•51	-		-	L	MD/MC	-	-	NSL	/		
Intermediate section											
30•51	-		L	MD/MC	-	-	NSC	-	S	-	N - D -
Rear section											

1	Type	Pump type
21,99 cm³/rev (1.34 in³/rev)		KP30•22
26,7 cm³/rev (1.63 in³/rev)		KP30•27
30,63 cm³/rev (1.87 in³/rev)		KP30•31
34,56 cm³/rev (2.11 in³/rev)		KP30•34
39,27 cm³/rev (2.40 in³/rev)		KP30•38
41,62 cm³/rev (2.54 in³/rev)		KP30•41
43,98 cm³/rev (2.68 in³/rev)		KP30•43
46,34 cm³/rev (2.83 in³/rev)		KP30•46
51,83 cm³/rev (3.16 in³/rev)		KP30•51
56,54 cm³/rev (3.45 in³/rev)		KP30•56
61,26 cm³/rev (3.74 in³/rev)		KP30•61
73,82 cm³/rev (4.50 in³/rev)		KP30•73

2	Drive shaft	Code
European tapered 1:8		83
SAE "B" spline (13 teeth)		04
SAE "B" straight		32
SAE "BB" spline (15 teeth)		05
SAE "BB" straight		33
SAE "B" spline (13 teeth) for K9		A8
SAE "BB" spline (15 teeth) for K9		A5
SAE "C" spline (14 teeth)		06
SAE "CC" spline short type (14 teeth)		A6

3	Mounting flange	Code
European		E3
SAE "A" 2 holes		S1
SAE "A" 2 holes with O-ring		S2
SAE "B" 2-4 holes		S3
SAE "B" 2 holes		K9
SAE "C" 4 holes		S6
SAE "C" 2 holes		S8
SAE "C" 2 holes short type		Q3

Code	Ports position	4
L	IN/OUT side	

Code	Ports IN/OUT	5
EUROPEAN FLANGED PORTS		
Side	Rear	Type
ED/EB	KP 30	22-27-31-34-38 41-43-
EF/ED	KP 30	46-51-56-61
EG/ED	KP 30	73-82

SAE FLANGED PORTS (SSM)		
Side	Rear	Type
MC/MB	KP 30	22-27-31-34-38
MD/MC	KP 30	41-43-46-51-56
ME/MD	KP 30	61-73-82

SAE FLANGED PORTS (SSS)		
Side		Type
SC/SB	KP 30	22-27-31-34-38
SD/SC	KP 30	41-43-46-51-56
SE/SD	KP 30	61-73-82

SAE STRAIGHT THREAD PORTS (ODT)		
Side	Rear	Type
OF/OD	OF/OD	KP 30 22-27-31-34-38
OG/OF	OG/OF	KP 30 41-43-46-51-56-61
OH/OF	OH/OF	KP 30 73-82

GAS STRAIGHT THREAD PORTS (BSPP)		
Side	Rear	Type
GF/GE	GF/GE	KP 30 22-27-31-34-38
GG/GF	GG/GF	KP 30 41-43-46-51-56-61
GH/GF	GH/GF	KP 30 73-82

Code	Body for common inlet (a)	6
M5	Combination KP30 / KP30	

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HOW TO ORDER - MULTIPLE PUMPS SAME GROUPS

7	Body design	Code
FRONT SECTION		
Standard		NSL
INTERMEDIATE SECTION		
Standard		NSL
REAR SECTION (b)		
Standard		NSC

8	Rotation	Code
Anti-clockwise		S
Clockwise		D

9	Outboard bearing options	Code
Without outboard bearing (standard) no code		0
With outboard bearing		1
With outboard bearing		3
With outboard bearing		6

10	Seals (c)	Code
Buna NBR (standard) no code		...
Viton-FKM		V
Hydrogenated buna HNBR seals with Viton-FKM shaft seals		T-PV
Buna NBR and bronze thrust plate		N Bz
Viton-FKM and bronze thrust plate		V Bz

11	Shaft seal options	Code
Shaft seal with wiper seal		D
High pressure special shaft seal		C4

12	Painting	Code
Black painting (standard) no code (d)		...
Grey painting (d)		VGR01

- (a) Please write this code only for common inlet pumps. (see page 33)
- (b) For multiple pumps with more than two sections we recommend to use a bracket.
- (c) Choose the seals according to the temperature shown on page 5. Buna N-NBR no code.
- (d) Salt spray resistance of 300 hours.
Please contact us for more information.

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HOW TO ORDER - DOUBLE PUMPS DIFFERENT GROUPS

KP30 / PHP20

1	2	3	4	5	6	7	8	9	10	11	12	13	14
KP30•51	-	A8	K9	-	L	MD/MC	-	45	-	NSC	/		
Front section													
PHP20•19 - L MB/MA - ☐ - L - S / FS V - C4													
Rear section													

KP30 / PLP20

1	2	3	4	5	6	7	8	9	10	11	12	13	14
KP30•51	-	A8	K9	-	L	MD/C	-	45	-	NSC	/		
Front section													
PLP20•14 - L MB/MA - ☐ - L - S / FS V - C4													
Rear section													

1	Type	Pump type
	The same of multiple pumps on page 30	KP30•...
2	Drive shaft	Code
	The same of multiple pumps on page 30	...
3	Mounting flange	Code
	The same of multiple pumps on page 30	...
4	Ports position	Code
	Side	L
5	Ports IN/OUT	Code
	The same of multiple pumps on page 30	.../...
6	Connecting shaft	Code
	Combination KP30/PHP20 and KP30/PLP20	45
7	Body for common inlet (a)	Code
	Combination KP30/PHP20 and KP30/PLP20	N7
8	Body design	Code
	Standard	NSC

Code	Rear cover options	9
...	Cast iron (standard) no code	
L	Aluminium	
Code	Rotation	10
S	Anti-clockwise	
D	Clockwise	
Code	Outboard bearing options	11
...	The same of multiple pumps on page 31	
Code	Seals	12
...	The same of multiple pumps on page 31	
Code	Shaft seal options	13
...	The same of multiple pumps on page 31	
Code	Painting	14
...	Black painting (standard) no code (b)	
VGR01	Grey painting (b)	

- (a) Please write this code only for common inlet pumps.
(see page 33)
- (b) Salt spray resistance of 300 hours.
Please contact us for more information.

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HOW TO ORDER - MULTIPLE PUMPS COMMON INLET

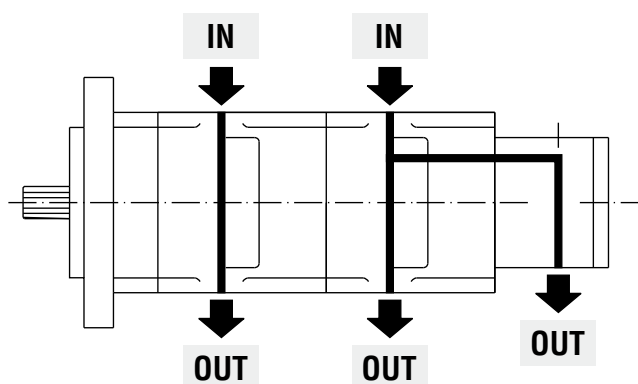
Depending on the required version, the common inlet codes must be used only for the section which has the common suction. For pumps with common inlet for all sections, the code must be used only for the last section. For the sections with only an outlet port, the code of the inlet port must be omitted.

Front pump	Identification code of common inlet body	Rear pump
KP30	M5	KP30
KP30	N7	PHP20 PLP20

Order example

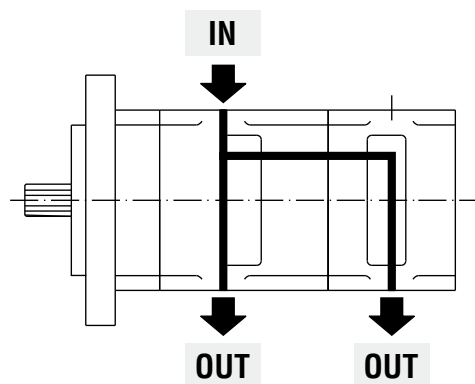
Triple pump Kappa 30+Kappa 30+ PLP 20.
Common inlet intermediate pump and rear pump.

KP30•51-A8K9-LMD/MC-NSL /
Front pump
KP30•51-LMD/MC-45-N7-NSC /
Intermediate pump
PLP20•14-L/MA-L-S/FS**
Rear pump



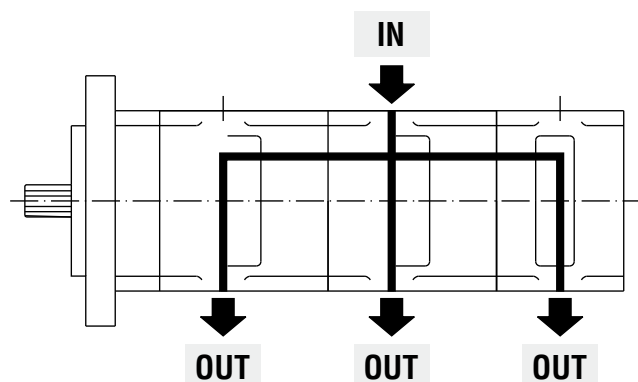
Double pump Kappa 30+Kappa 30.
Common inlet all pumps.

KP30•38-A8K9-LMC/MB-NSL /
Front pump
KP30•38-L/MB-M5-NSC-S**
Rear pump



Triple pump Kappa 30+Kappa 30+ Kappa 30
Common inlet all pumps.

KP30•51 A8K9-L/MC-NSL** /
Front pump
KP30•51-LMD/MC-NSL /
Intermediate pump
KP30•51-L/MC-M5-NSC-S**
Rear pump



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NOTES

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KP30 01 T A

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