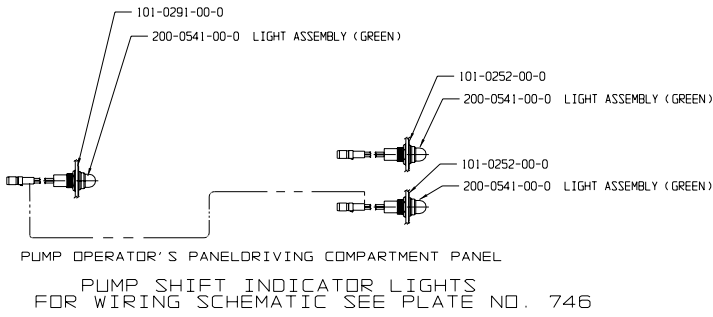


THIS PRODUCT AND ITS COMPONENTS MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS AND OTHER PATENTS PENDING:
 4,337,830 5,018,665
 4,587,862 5,139,393
 4,653,978

- NOTES**
- REFER TO HALE PUMP/ENGINE COMBINATION LIST TO SELECT PROPER RATIO TO MATCH PUMP WITH ENGINE.
 - WEIGHT OF STANDARD QMAX 1500 G.P.M. PUMP AS SHOWN LESS PRIMING PUMP = 1275 LBS.
 - = CENTER OF GRAVITY.
 - IMPELLER SHAFT SEAL - MECHANICAL SEAL OR PACKING AVAILABLE.
 - APPLY LOCTITE # 246 HIGH TEMPERATURE THREAD LOCKER OR EQUIVALENT TO SCREW THREADS AND TORQUE SCREWS PER HALE ENGINEERING STANDARD ES018-002.
 - UNLESS OTHERWISE INDICATED FASTENERS ARE GRADE 5 ZINC PLATED STEEL.



WARNING

EXCEEDING THESE LIMITS OR FAILURE TO FOLLOW THE RECOMMENDATIONS OUTLINED ON THIS DRAWING COULD DAMAGE THE GEARBOX AND RESULT IN PERSONAL INJURY.

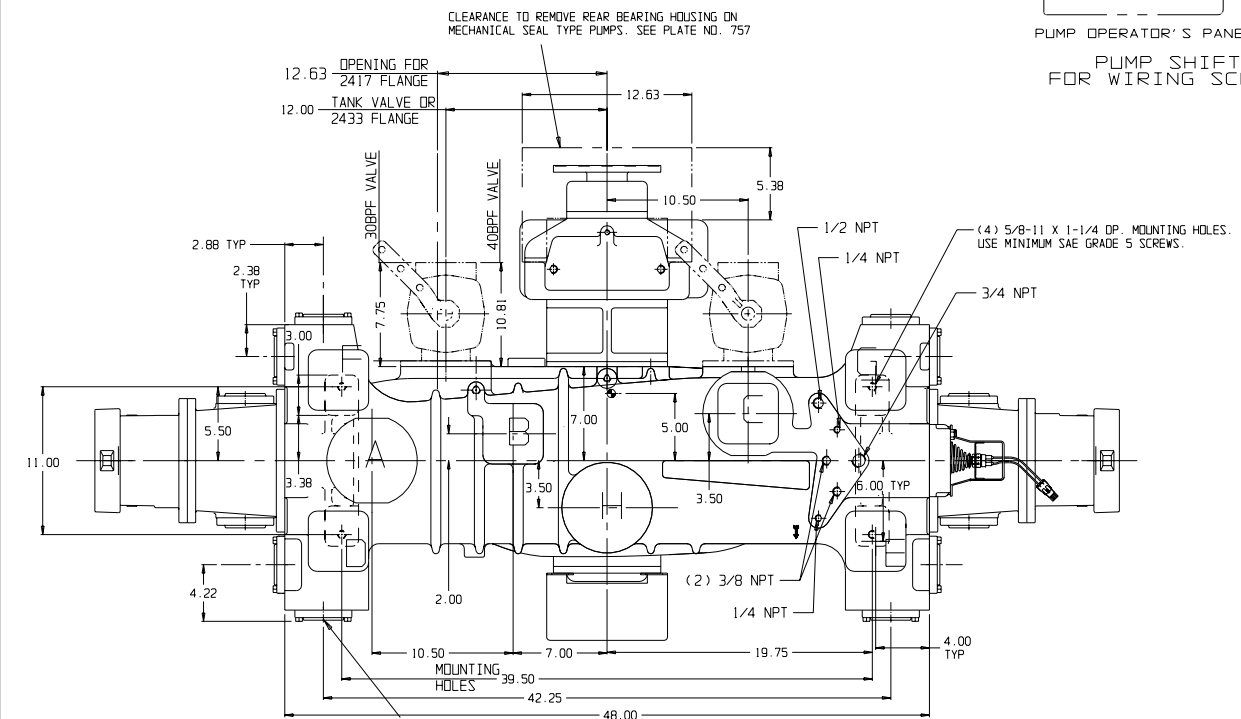
QMAX MIDSHIP MAXIMUM PUMP PRESSURE (HYDROSTATIC & HYDRODYNAMIC) = 600 PSI
 2HP HIGH PRESSURE PUMP MAXIMUM PUMP PRESSURE (HYDROSTATIC & HYDRODYNAMIC) = 1000 PSI
 MAXIMUM POWER INPUT FOR PUMPING = 450 HP
 MAXIMUM TORQUE ON PUMP SHAFT = 2300 LBS-FT
 MAXIMUM GEARBOX SHAFT TORQUE (ROAD) = 16,000 LBS-FT

| | | | | | |
|-----------------------|----------|----------|----------|----------|----------|
| PUMP MODEL | QMAX*-28 | QMAX*-25 | QMAX*-23 | QMAX*-21 | QMAX*-19 |
| MAX GEARBOX INPUT RPM | 280 | 2530 | 2780 | 3030 | 3280 |
| PUMP MODEL | QMAX*-28 | QMAX*-25 | QMAX*-23 | QMAX*-21 | QMAX*-19 |
| MAX GEARBOX INPUT RPM | 840 | 2040 | 2230 | 2430 | 2650 |

SEE HALE TORQUE LIMIT CHART F-72 FOR ADDITIONAL DATA. THIS PRODUCT AND ITS COMPONENTS ARE PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS AND OTHER PATENTS PENDING:

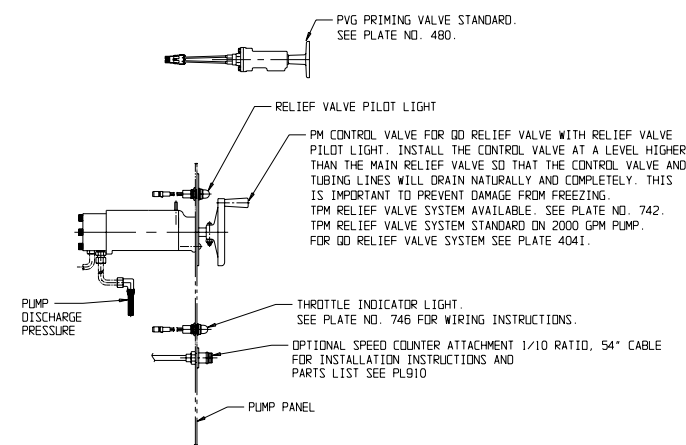
| | | | | |
|-----------|-----------|-----------|-----------|-----------|
| 950,756 | 3,500,961 | 3,859,703 | 4,209,282 | 4,587,862 |
| 3,116,694 | 3,726,308 | 3,918,681 | 4,311,440 | 4,653,978 |
| 3,159,559 | 3,801,224 | 4,089,345 | 4,337,830 | |

| PUMP MODEL | GEAR RATIO | GEARBOX TYPE | DIMENSIONS | | | | |
|------------|------------|--------------|------------|------|------|------|------|
| | | | E | F | G | H | J |
| QMAX*-28.8 | 2.28 | LONG (L) | 14.56 | | | | |
| QMAX*-28.5 | 2.28 | SHORT (S) | 14.75 | | | | |
| QMAX*-28.3 | 2.28 | LONG (L) | 14.90 | 6.50 | 5.44 | 4.06 | 1.84 |
| QMAX*-27.1 | 2.28 | SHORT (S) | 15.06 | | | | |
| QMAX*-19.9 | 2.28 | LONG (L) | 15.25 | | | | |
| QMAX*-23.2 | 2.28 | LONG (L) | 12.38 | | 4.31 | 5.18 | 2.00 |
| QMAX*-23.2 | 2.28 | SHORT (S) | 10.50 | | 4.75 | 2.75 | .38 |
| QMAX*-24.0 | 2.28 | LONG (L) | 12.56 | | 4.31 | 5.18 | 2.00 |
| QMAX*-24.0 | 2.28 | SHORT (S) | 10.68 | | 4.75 | 2.75 | .38 |
| QMAX*-19.8 | 2.28 | LONG (L) | 12.75 | 6.50 | 4.31 | 5.18 | 2.00 |
| QMAX*-19.8 | 2.28 | SHORT (S) | 10.88 | | 4.75 | 2.75 | .38 |
| QMAX*-17.7 | 2.28 | LONG (L) | 12.94 | | 4.31 | 5.18 | 2.00 |
| QMAX*-17.7 | 2.28 | SHORT (S) | 11.06 | | 4.75 | 2.75 | .38 |
| QMAX*-15.5 | 2.28 | LONG (L) | 13.13 | | 4.31 | 5.18 | 2.00 |
| QMAX*-15.5 | 2.28 | SHORT (S) | 11.25 | | 4.75 | 2.75 | .38 |



OPTIONAL DISCHARGE FLANGES

| STANDARD | OPTIONAL | STD. CAST HOLE |
|----------|-------------------------------|----------------|
| A | BLANK 2-1/2, 3 & 4 NPT | 4 |
| B | BLANK 1-1/4, 2, 2-1/2 & 3 NPT | 3 |
| C | BLANK 2-1/2, 3 & 4 NPT | 3 |
| D | 2-1/2 & 3 NPT | CAST SOLID |
| E | 2-1/2 & 3 NPT | CAST SOLID |
| F | 2-1/2 & 3 NPT | CAST SOLID |
| G | 2-1/2 & 3 NPT | CAST SOLID |
| H | BLANK 2-1/2, 3 & 4 NPT | 3 |



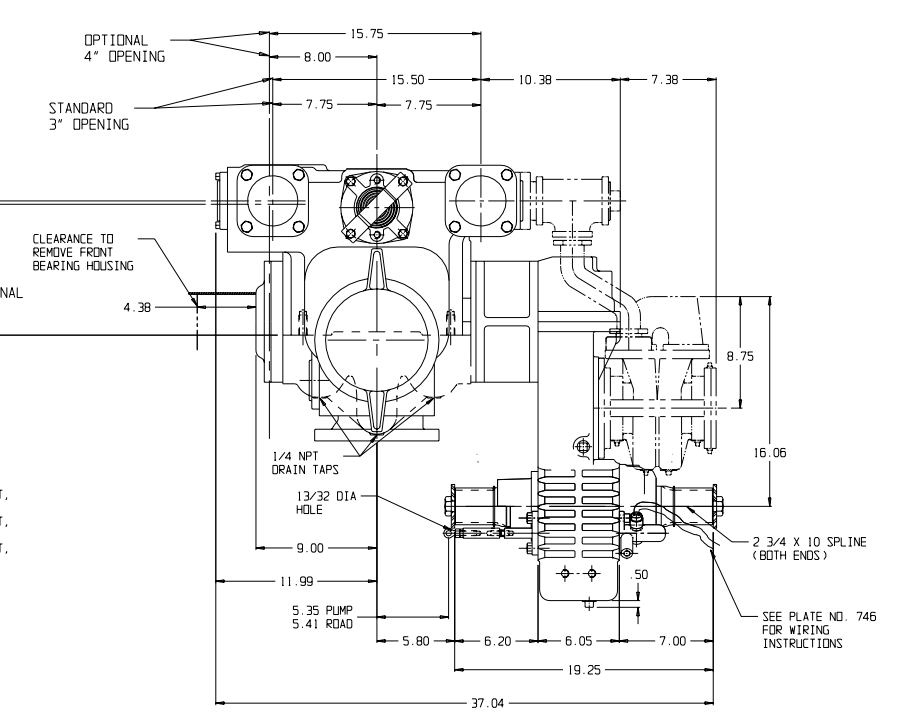
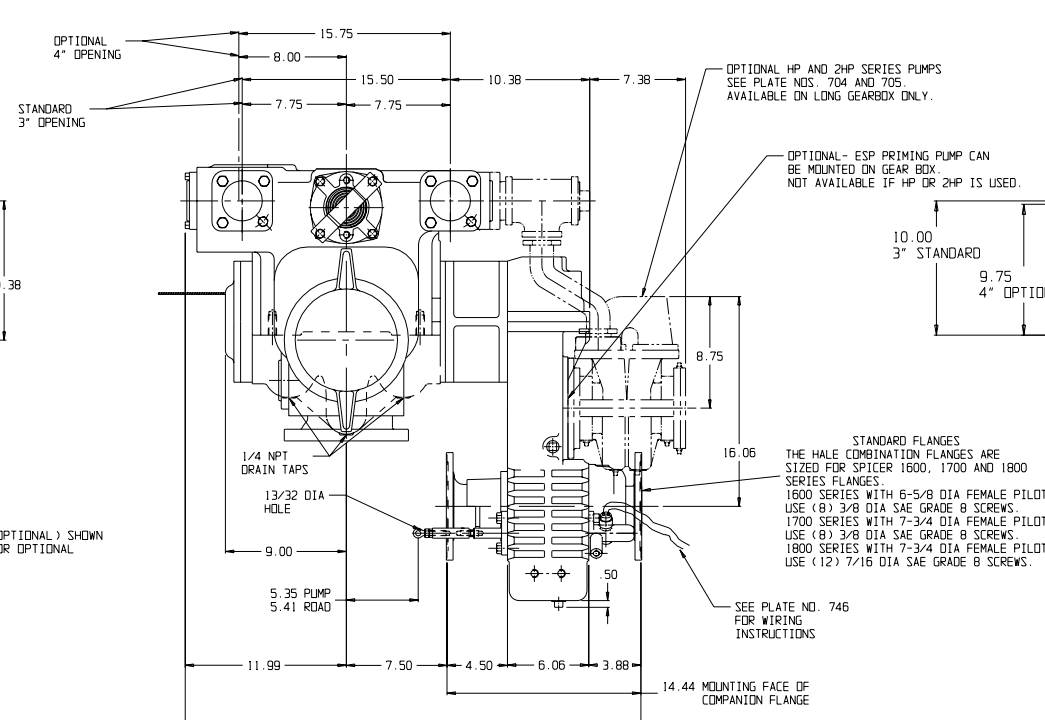
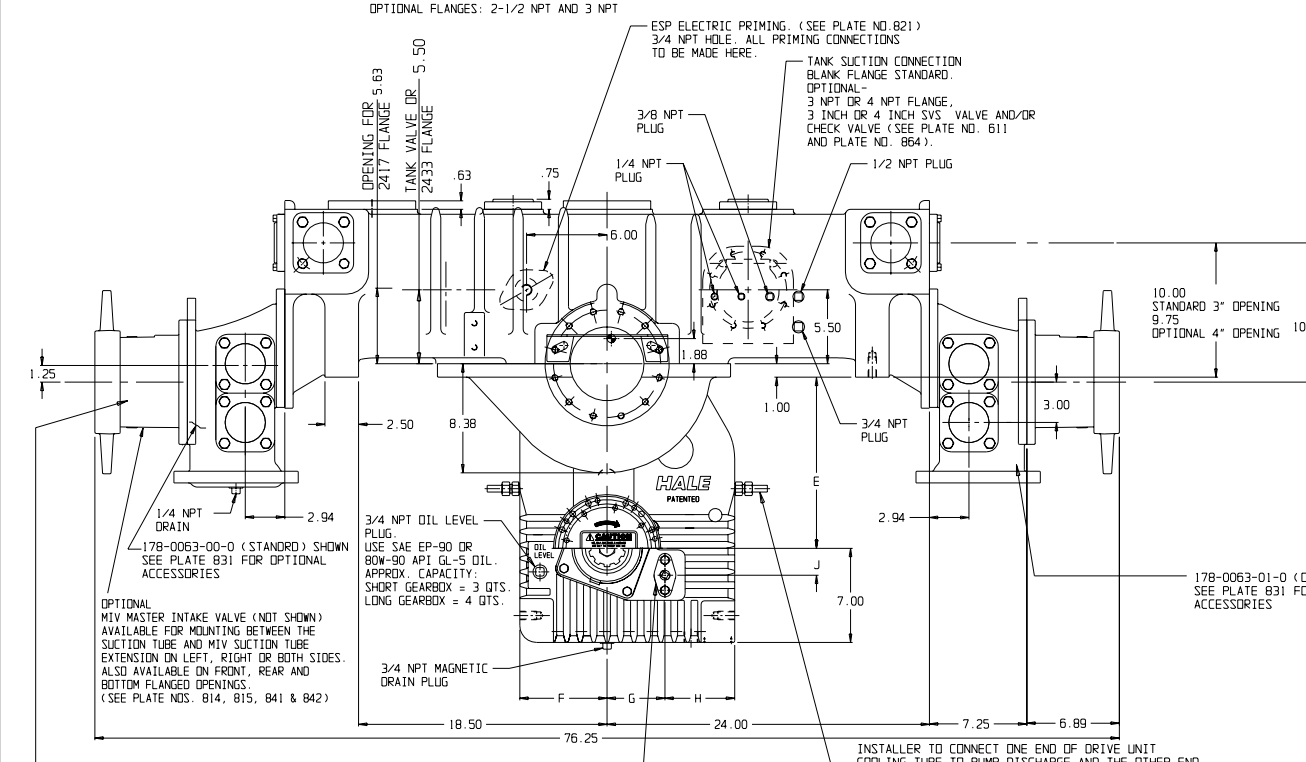
* RATED CAPACITY 1000, 1250, 1500, 1750, 2000 AND 2250 GPM

** THE SHORT (S) GEARBOX IS STANDARD AND WILL BE SUPPLIED UNLESS OTHERWISE SPECIFIED.

EXAMPLE: THE MODEL NUMBER FOR A 1500 GPM RATED PUMP WITH A 2.28 GEAR RATIO AND A SHORT GEARBOX WOULD BE QMAX150-23S.

DRIVE LINE RECOMMENDATIONS

APPARATUS BUILDER SUPPLIED DRIVELINES SHALL BE OF APPROPRIATE SIZE TO MATCH THE CHASSIS AND PUMP REQUIREMENTS WITH INDIVIDUAL JOINT CANCELLATION AND PHASING BEFORE AND AFTER THE PUMP. DRIVE SHAFT BALANCE (INCLUDING YOKES) SHALL NOT EXCEED THE RECOMMENDED LIMIT OF EITHER THE DRIVE SHAFT OR CHASSIS TRANSMISSION MANUFACTURER'S SPECIFICATIONS. DRIVE SHAFT FULL RANGE OPERATING SPEEDS SHALL NOT EXCEED 42% OF ITS CRITICAL SPEED.



STANDARD LENGTH SUCTION TUBES SHOWN. AVAILABLE IN 4-1/2, 5 AND 6 NS THREAD. 9" LONG TUBES OPTIONAL. (SEE PLATE NO. 831)

MANUAL DRIVE UNIT SHIFT STANDARD. VPS POWER SHIFT AVAILABLE. (SEE PLATE NO. 533)

INSTALLER TO CONNECT ONE END OF DRIVE UNIT COOLING TUBE TO PUMP DISCHARGE AND THE OTHER END TO PUMP SUCTION WITH 3/8 TUBING OR FOR PUMP COOLING A DRAIN VALVE MUST BE PROVIDED FOR THIS COOLING TUBE TO DRAIN IN FREEZING WEATHER OR FOR PUMP COOLING TO CONNECT END OF COOLING TUBE BACK TO BOOSTER TANK ABOVE WATER LEVEL USING 3/8" TUBING. A CHECK VALVE (P/N 038-1550-00-0) PROVIDED FOR THIS LINE.

PLATE NO. 887AD

| | | | | |
|------------|---|-------------------------------|-------------|------|
| 0303 | D | UPDATED TO CURRENT PRODUCTION | DBH01-25-06 | MAL |
| 00-441 | C | UPDATED DRAWING | DJK 4-10-00 | MAL |
| 99-121 | B | UPDATE DRAWING | DPL 6-15-99 | RET |
| 98-49 | A | RELEASE FOR PRODUCTION | MD 4-1-98 | RET |
| ECD NO REV | | CHANGED FROM | BY DATE | APVD |

HALE PRODUCTS, INC.
 A Unit of IDEX Corporation
 Conshohocken, PA 19428 USA

DATE 2-16-98 SIZE F SCALE: .20