



Thursday 6/17/10 Information and Specials



A speedy Solution to **By-pass Water Over-Heating Problems**

By-pass Water gets hot when a pressure washer is allowed to continue to run while not spraying. Let's say you are out washing a house. The homeowner approaches and starts up a conversation. You start by talking about the wash job, but then you notice he is wearing a Nascar shirt. You ask him about it and he says he has a mock set up of Daytona in his basement. He offers to show it to you. About an hour later you come back to the trigger gun, pull it and you don't get the pressure you have come to expect.

The friction produced by the moving parts inside your pump creates heat. The heat is -transferred to the water in your bypass loop. The loop goes from the pump, to the unloader, then back to the pump. When the trigger gun is open, cool water enters into the system through the inlet hose. Things stay cool. If the trigger isn't pulled, no cool water enters. So the by-pass water gets warm, then hot, then too hot. Pump packings will break down at high temperatures. When the packings are compromised the pump can't produce the pressure you need. Maybe the distraction isn't racing for you, but I'm sure if you think about it, there is something that could grab your attention long enough for you to have an overheating problem. So what do you do?

Fortunately there are lots of solutions. One method of protecting the pump head from overheating is to install a pump thermal protector (part # 1062). It is installed on the inlet side of the pump. So while you are in the basement discussing the angle of the track's banking, the pump thermal protector is monitoring how hot the by-pass water is getting. When the temperature reaches 145 degrees, the valve opens up and lets some water out. Cool water from the inlet hose flows in to take the place of the expelled hot water. While you and your customer review Daytona's average lap speeds, this inexpensive valve is busy saving your moneymaker. Another way to ensure that the by-pass water won't get too hot is to increase the amount of water inside the by-pass loop so much that there is no way the heat generated by friction could ever get that much water hot enough to do any damage. The way to do that is to include a water tank in the by-pass loop. The volume of the water disperses and absorbs the heat without becoming too hot itself. But there is still another way to protect your equipment while you're discussing previous year's races. It's called the Allison engine terminator. This part is going to help you -pass water temperature hits 145 degrees, the terminator says that's enough, and shuts the engine off. It's hard to beat that with a stick. Why not think about one more possible solution. That would be the engine throttle down (part # 1665). This part is useful even when you aren't talking about the race. Every time you release the trigger it brings the engine down to an idle. This saves gas and slows the pump and bypass water down so it is very slow to build up any heat. It's a lot like racing under yellow, then when you pull the trigger again, you're back to racing.



For the past few weeks I have been sending out this email to you. I hope you find it of interest. I would appreciate any feedback or suggestions you might have. There have been some problems with the format getting chewed up by email programs. I apologize to those who had this happen. Hopefully it's fixed now. I, and everyone at EnviroSpec, value you as our customer. Thank you for your business.

Pete Case, President

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WHILE SAVING 33%!**

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RELEASE • NEVER DULL • PREMIER • RUST-A-WAY • RESTORE
DECK & SHAKE BRIGHTENER • VIPER • RIPPER • PRODIGY**

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OFFER ENDS 7/15/10

Close Out Pumps

Way Below Cost - Only a few available at these prices

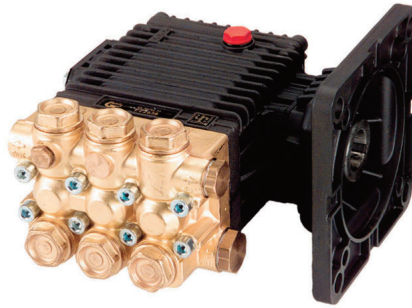
EZ2542E Only 2 Left

Solid ceramic plungers, NEMA 184C mounting flange for direct mount to a 1750 RPM motor. This pump requires 7.5 HP. Forged brass manifold with an exclusive lifetime warranty Die-cast, anodized aluminum, oil-bath crankcase, premium roller bearing Unitized stainless steel inlet and discharge valves, Ideal for all general pressure cleaning and washing applications.

List Price \$906.90

Normal Sell \$445.00

Must Go Price \$ 99.00



SPECIFICATIONS - EZ2542E

Maximum Volume 4.2 gpm
Max. Discharge Pressure 2500 psi
Maximum Pump Speed 1750 rpm
Maximum Inlet Pressure 125 psi
Maximum Inlet Vacuum 3 ft. water (2.6 in Hg)
Bore .708 in / 18 mm
Stroke .512 in / 13 mm
Crankcase Oil Capacity 14.0 oz
Maximum Fluid Temperature 165°F
Inlet Port Thread 1/2-14 BSPP-F
Discharge Port Thread 3/8-19 BSPP-F
Hollow Shaft I.D. 1.125 in / 28.5 mm
Weight 18.5 lbs
Dimensions 8.8 x 8.8 x 6.3 in

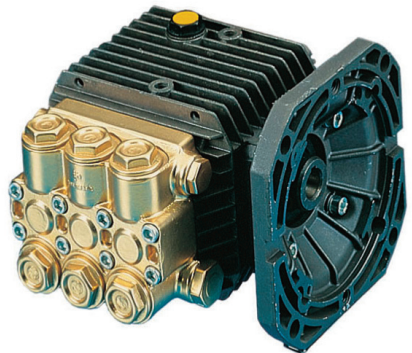
TT2028EBF Only 1 Left

Forged brass manifold with exclusive lifetime warranty Die cast, anodized aluminum, oil bath crankcase Solid ceramic plungers with continuously lubricated packings The original Interpump unitized, stainless steel, K01inlet and outlet valves Ideal for all general cleaning, RO, and misting applications comes standard with NEMA 56C electric motor mounting flange 3400 RPM. Horsepower requirement is 4.0.

List Price \$664.60

Normal Sell \$387.68

Must Go Price \$ 99.00



SPECIFICATIONS - TT2028EBF

Maximum Volume 2.8 gpm
Max. Discharge Pressure 2000 psi
Maximum Pump Speed 3400 rpm
Maximum Inlet Pressure 125 psi
Maximum Inlet Vacuum 3 ft. water (2.6 in Hg)
Bore .591 in / 15 mm
Stroke .260 in / 6.6 mm
Crankcase Oil Capacity 11.2 oz
Maximum Fluid Temperature 165°F
Inlet Port Thread 3/8-19 BSPP-F
Discharge Port Thread 1/4-19 BSPP-F
Shaft Diameter 5/8 in / 16 mm
Weight 11.5 lbs
Dimensions 7.0 x 7.2 x 5.5 in

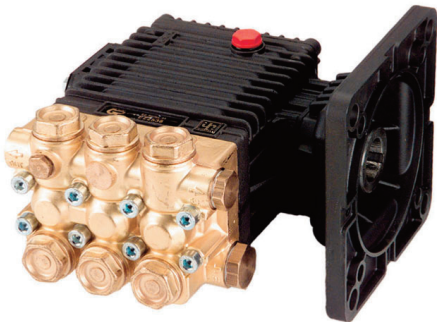
EZ2555E Only 1 Left

Solid ceramic plungers, NEMA 184C mounting flange for direct mount to a 3400 PRPM motor The horsepower requirement of this pump is 9.5. Forged brass manifold with an exclusive lifetime warranty and 4:1 hydrostatic rating. Die-cast, anodized aluminum, oil-bath crankcase, premium roller bearing Unitized stainless steel inlet and discharge valves, Ideal for all general pressure cleaning and washing applications.

List Price \$906.90

Normal Sell \$445.00

Must Go Price \$ 99.00



SPECIFICATIONS - EZ2555E

Maximum Volume 5.5 gpm
Max. Discharge Pressure 2500 psi
Maximum Pump Speed 3400 rpm
Maximum Inlet Pressure 125 psi
Maximum Inlet Vacuum 3 ft. water (2.6 in Hg)
Bore .591 in / 15 mm
Stroke .512 in / 13 mm
Crankcase Oil Capacity 14.0 oz
Maximum Fluid Temperature 165°F
Inlet Port Thread 1/2-14 BSPP-F
Discharge Port Thread 3/8-19 BSPP-F
Hollow Shaft I.D. 1.125 in / 28.5 mm
Weight 18.5 lbs
Dimensions 8.8 x 8.8 x 6.3 in

**The pump deals are over as soon as they are gone.
At these prices grab them quickly**