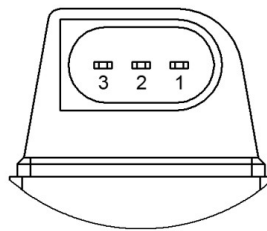


# Pierburg “CWA150“

Pierburg's new electric water pump for higher pressures.



- 1 - Power (GND)
- 2 - Signal (PWM)
- 3 - Power (12V)

## Pierburg CWA150

The CWA150 is basically the high pressure variant of the CWA100-3 we are also offering.

The dimensions and the weight are nearly the same.

New are the freshly designed impeller and impeller housing to accommodate for the higher differential pressures.

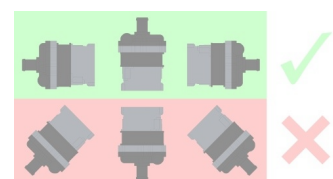
It is suitable for various systems in electrical vehicles and anything else that profits from that higher pressure capability.

## Specifications:

- Name: "Pierburg CWA150"
- Operation voltage: 9 to 16 V (Nominal: 13.5 V) (Full hydraulic power @ 12 to 16 V)
- Weight: approx. 1.0 kg
- Current consumption: 15A max. / (I < 100mA in standby mode)
- Nominal diff. Pressure:  $\geq 1.40$  bar \*
- Flow rate: approx. 25 l/min @ 1.40bar / 40 l/min @ 0.80bar
- Speed: (~56) - 6692 rpm
- Temperature range: -40°C – 80°C (water) / -40°C – 100°C (ambient)
- Protection: IP 54
- Inlet / outlet nozzle removable / Four possible positions
- Part numbers: Pierburg: 7.09578.00.0 // VAG: 4KE965567B

## Notes:

- Power (speed) reduction below 0°C and/or below 12V.
- Works with water, water/glycol mixtures and “other liquids” (according to Pierburg)
- The PWM input is equipped with a 2 kOhm pull-up resistor.
- Flow diagram @ 80°C, 13.5V, Water/Glycol 50/50



Know-how:

\* Pump pressure is not the same as the system pressure.

Those pumps can of course be used in normal automotive cooling systems with system pressures in the range of 0.8 to 1.2 bar for instance. The pump pressure or differential pressure expresses the ‘resistance’ of which the pump has to work against. (more or less)

