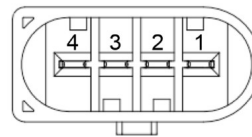
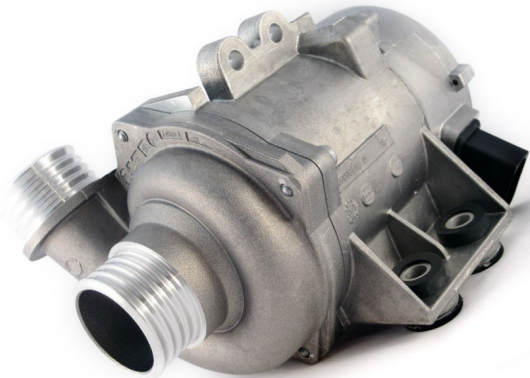


# Pierburg “CWA200”

Pierburg's electric water pump in the medium capacity range.



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

## Pierburg CWA200

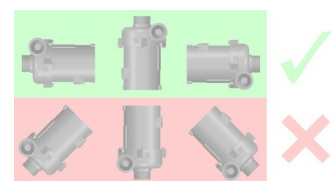
Pierburg was the world's first series-production supplier of an electric coolant pump to BMW. With matched cooling demand and supply a reduced fuel consumption was easily achieved. Suitable for engine cooling in combustion engine vehicles and cooling of bigger systems in electrical vehicles.

### Specifications:

- Name: "Pierburg CWA200"
- Operation voltage: 8 to 16 V (Nominal: 12.5 V) (Full hydraulic power @ 12.5 to 16 V)
- Weight: approx. 2.15 kg
- Current consumption: 15A (16.5A max.) / (approx. 0.2mA in standby mode)
- Nominal diff. pressure: 0.45 bar \*
- Flow rate: ca. 116 l/min @ 0.45bar / 166 l/min @ 0.30bar
- Speed: approx. 18 to 4500 rpm
- Temperature range: -40°C – 128°C (water) / -40°C – 140°C (ambient)
- Protection: IP67
- Part numbers: Pierburg: 7.02851.20.0 / 7.02851.20.8 / 7.00294.17.0  
BMW: 11517586925 / 11517586924 / 11517563183 / 11517546994 / 11517545201 / 11517521584

### Notes:

- Power (speed) reduction below 0°C and/or below 12.5V.
- Works with water, water/glycol mixtures and “other liquids” (according to Pierburg)
- The PWM input is equipped with a 10 kOhm pull-down resistor.
- Flow diagram @ 80°C, 12.5V, 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)

