



Maximum reliability in local and district heating applications.

Wilo-Atmos GIGA-NHT: universally applicable for the transport of pumped fluid at high temperatures.

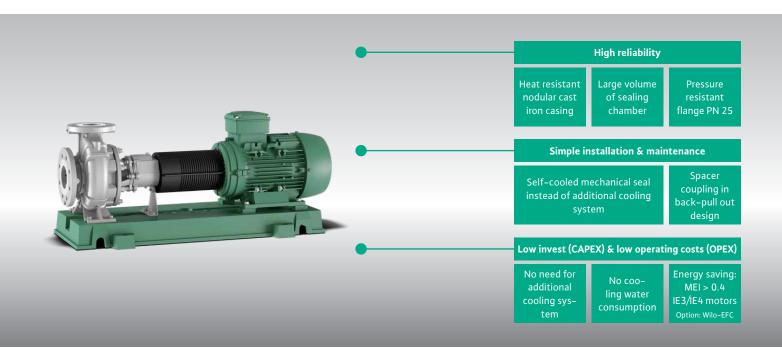
Pumps and pump systems face significant challenges in district heating networks. Unlike applications in buildings, they are exposed to significantly higher temperatures and pressure conditions. They work around the clock and have to transport not only water, but also other fluid such as water–glycol mixtures. All of these have high demands on the pumps' material properties. As the networks are operated over long distances, the pumps' energy efficiency is crucial to sustainably reduce energy consumption. Additionally, the pumps must be designed to be as easy to maintain as possible in order to minimise downtime.

The Wilo-Atmos GIGA-NHT is a universally applicable standard pump specifically designed for transporting hot fluids. It offers different motor variants, impellers, and mechanical seals. Its heat and pressure-resistant design ensures reliable fluid transport at high temperatures. Due to its self-cooling function, the pump does not require an additional cooling system. With an MEI > 0.4 and the use of IE3/IE4 motors, it has a high overall efficiency. The bearings are low-maintenance and the mechanical seal can be replaced quickly if maintenance is required. In addition to WiloCare, we offer a full-service from commissioning to maintenance to ensure maximum operational reliability.





Wilo-Atmos GIGA-NHT

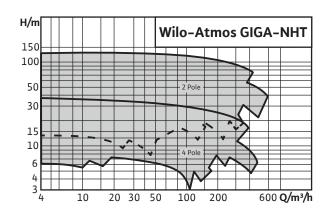


Technical data

- → Permitted temperature range of the fluid: 0 ... +200 °C (water)
- → Flange nominal diameter DN 32 to DN 150
- → Protection class IP55
- → Max. Operating pressure 25 bar
- → Mains connection 3~400 V, 50 Hz

Materials

- → Pump housing and lantern: Standard: EN-GJS-400-15
- → Impeller: EN-GJL-250 , Shaft: 1.4021
- → Mechanical seal: AQ7EGG (water), Equipment
- → Single-stage low-pressure centrifugal pump as baseplate pump with axial suction ports with flanged bearing brackets and axle fastening for flexibly coupled drives



→ Spacer coupling (sleeve coupling) is standard; this provides the option of leaving the motor in position when dismantling the rotor unit



Find out more here: