TRAP PRIMER



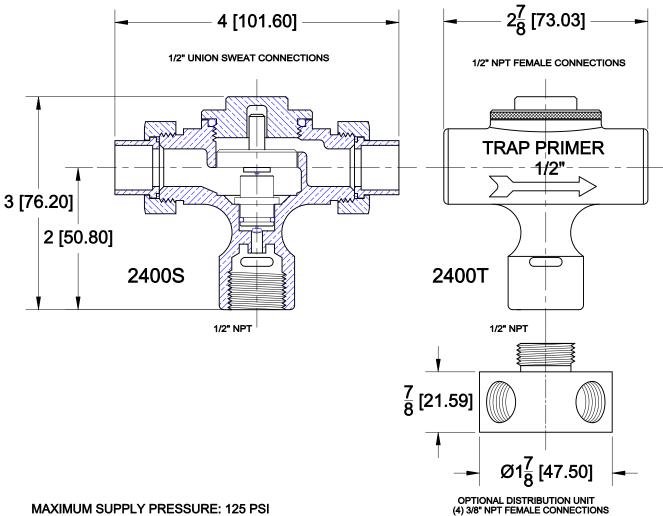
2400

AUTOMATIC TRAP SEAL PRIMER VALVE WITH ALL BRONZE BODY, 1/2" IPS THREADED CONNECTIONS OR 1/2" COPPER SWEAT UNION CONNECTIONS

UPC (IAPMO) LISTED

TESTED AND APPROVED IN CONFORMANCE WITH ASSE 1018 THE AMERICAN SOCIETY OF SANITARY ENGINEERS

CONFORMS TO ASME A112.1.2



MAXIMUM SUPPLY PRESSURE: 125 PSI MINIMUM SUPPLY PRESSURE MUST EXCEED 25 PSI

FOR PROPER OPERATION, MINIMUM FLOWS MUST EXCEED THOSE STATED IN FLOW CHART

NOTE: MUST BE INSTALLED WITH ACCESS FOR PERIODIC INSPECTION

Cat. No.	Pipe Size
2400-T	1/2" FEMALE THREAD
2400-S	1/2" COPPER SWEAT UNION
2400-MF	1/2" IPS DISTRIBUTION UNIT

FLOW CHART

INLET PRESSURE	25	50	75	100	125
GPM *	1.1	1.6	2.0	2.3	2.4
LPM *	4.2	6.1	7.6	8.7	9.1
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^{*} Minimum cold flow required for proper trap priming

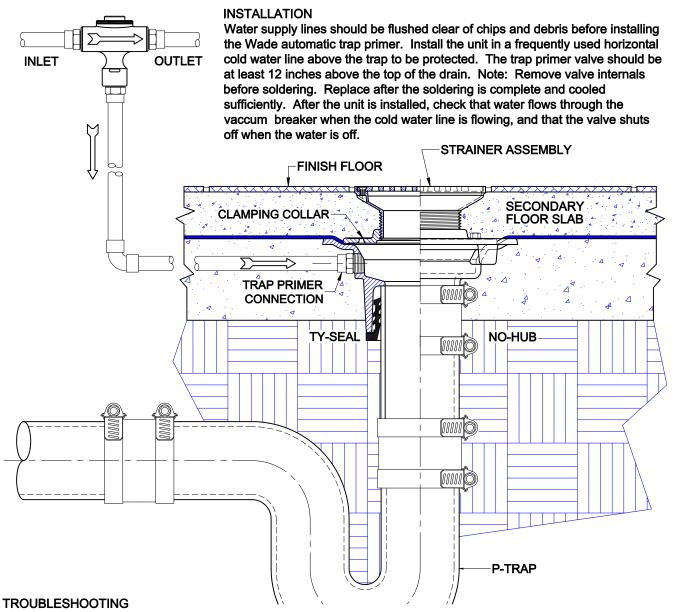
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TRAP PRIMER



2400

The Wade 2400 automatic trap primer is used in areas where drains are infrequently used and provides positive protection to maintain trap seals. The trap primer is installed in the supply line to any fixture which provides the flow rates as outlined in Flow Chart (page 1). The automatic trap primer, properly installed in the supply line to a fixture, will automatically supply water to the p-trap of a drain each time the fixture is used. When the fixture supply is activated, the piston inside the trap primer raises when water flows and diverts a small ammount to the drain trap.



- No Water to Drain: (1) Check flow rate at the fixture. Minimum flow rate must correspont to flow chart.
 - (2) Inspect the piston seat for dirt or debris that may clog the orifice opening.
 - (3) Drain line is clogged downstream of the trap primer.
 - (4) Trap primer is installed backwards.

to the drain:

- Continuous Water (1) Inspect piston seat for dirt or debris that may be preventing the piston from fully seating.
 - (2) Inspect gasket seal of piston for any damage.
 - (3) Inspect seals for damage.

Water Spraying Out of Vacuum

- (1) Drain line is cloogged or is of insufficient size. Drain line must be at least 1/2" pipe.
- (2) Inspect piston seat for clogging. Debris lodged inside the seat may divert water.

(3) Drain line is clogged or is piped to create a trap seal, causing water to back up in the line.

AutoCad.dwg Breaker