

INSTRUCTIONS FOR OPERATING TRAILER
MOUNTED PUMPS

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1. GENERAL

1.01 The purpose of these instructions is to outline the procedures to be followed in order to secure the satisfactory operation of trailer mounted pumps.

2. ENGINES

2.01 Generally, most trailer mounted pumps in this area are powered by Wisconsin, either one or four cylinder, air cooled engines. There are also several Hercules, four cylinder, radiator cooled engines in use. Where pumps with engines other than those described above are encountered the instructions outlined in this practice should be followed as far as possible.

3. PUMP

3.01 The pump is a self-priming centrifugal type which generally will not require any priming after the initial prime. The pump should never be operated without water in the discharge chamber.

3.02 The pump should never be operated without a strainer on the suction line since foreign objects might damage the impeller in the pump.

- 3.03 If the motor is running properly and the pump fails to prime, check the following points to determine the trouble.
- (a) Observe the suction line for air leaks. The line must be airtight.
 - (b) Make sure the strainer on the suction line is not clogged.
 - (c) Check water in priming chamber. Remove cap and fill chamber with water if required.
 - (d) Remove cleanout plate and check for foreign matter obstructing the priming valve and port.
- 3.04 All hose connections should have the proper hose gaskets to maintain an airtight seal. A hose wrench should be used to make these connections to prevent damage to the fittings. When not in use the hose wrench should be securely tied to the pump to prevent loss.
- 3.05 When the pump is parked outside in a garage yard it should be covered with a tarpaulin to prevent deterioration of the rubber hose and the plates containing the operating instructions.

4. FUEL AND LUBRICATION

- 4.01 The manufacturers instructions on the proper fuel and lubrication for each particular type of engine are attached to the engine on a metal plate. These instructions should be followed to obtain maximum performance of the unit.
- 4.02 All exposed parts of the engine such as crankshaft, crank handle, etc. should be kept oiled to prevent rust.

5. STARTING AND STOPPING ENGINE

- 5.01 The manufacturers instructions, attached to each engine with a metal plate, should be followed in starting and stopping the engine except that the precautions outlined in this paragraph on the cranking operation shall be followed. Do not straddle the trailer frame when cranking the engine. Assume a position outside the frame and crank UP against compression with one-fourth quick turn only. Repeat if necessary. NEVER ATTEMPT TO SPIN THE ENGINE. When the engine starts, KEEP THE HANDLE OF THE STARTING CRANK GRIPPED TIGHTLY IN THE RIGHT

HAND AND PULL IT FROM THE END OF THE CRANKSHAFT, TAKING CARE THAT YOU DO NOT THROW THE CRANK AROUND SO AS TO STRIKE YOURSELF.

6. REPAIRS

6.01 If any repairs or maintenance work is required on the unit, form SN-468 should be prepared giving the pump number, location and a brief statement as to the repairs or maintenance required and forwarded to the garage foreman, or other designated employee.