

CROMMELINS™ FIRE FIGHTING PUMP TWIN IMPELLER

OPERATION & INSTRUCTION MANUAL

Thank you for your selection of a CROMMELINS™ Fire Fighting Pump – Twin Impeller. This Operation Manual explains its use, installation, checking and maintenance. We highly recommend that you retain this manual for ready reference regarding proper handling of the CROMMELINS™ Fire Fighting Pump – Twin Impeller.



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Thank you very much for purchasing a CROMMELINS™ FIRE FIGHTING PUMP – TWIN IMPELLER. This manual covers operation and maintenance of the CROMMELINS™ FIRE FIGHTING PUMP – TWIN IMPELLER. This CROMMELINS™ FIRE FIGHTING PUMP – TWIN IMPELLER can be used for domestic farming, fire fighting and general use.

Please take a moment to familiarise yourself with the proper operation and maintenance procedures in order to maximise the safe and efficient use of this product.

Keep this owner’s manual at hand, so that you can refer to it at anytime. Due to constant efforts to improve our products, certain procedures and specifications are subject to change without notice.

When ordering spare parts please have handy your products model number and serial number. Record these numbers in the boxes below for future reference.

MODEL NO.

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SERIAL NO.

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SAFETY

This manual contains important information on how to use the following fire fighting pump – twin impeller models 150HPROHCT, 150HPROHCT21 and 150HPRTD properly and safely. Please read through this manual before you attempt to operate the machine.

This fire fighting pump is designed to give safe and dependable service if operated according to the instructions.

- Always make a pre-operation inspection before starting the engine. (For more information read engine operational manual).
- Do not place flammable objects near the unit.
- Children and pets must keep away from the area of operation at all times.
- Never allow anyone to operate the unit without proper instructions.
- Must know how to stop the engine quickly and understand the operation of all controls.
- Be careful with the operating place and ventilation, avoid operating the machine in a closed room, tunnel, or other badly ventilated places, since its exhaust contains deadly poisonous carbon monoxide. If the machine is unavoidably operated in such a place, discharge the exhaust outside the room by a suitable means.
- Mufflers and other hot parts are dangerous. Do not touch them with hands or any other body parts.
- Observe the following cautions when transporting: Close fuel tank cap securely and close fuel strainer cock during transportation. Drain petrol or diesel from fuel tank before transporting over a long distance or on rough roads.
- Stop engine without fail before replenishing fuel tank. Never replenish fuel while the engine is running or remains hot otherwise spilled or evaporated fuel is liable to catch fire from the engine spark or muffler heat. Wipe off spilled fuel before starting engine.



Wear ear protection when using fire fighting pump.

OPERATING INSTRUCTIONS

Suction and discharge pipes:

To avoid air locks and make priming easy the suction pipe should be laid so that it rises evenly from the water source to the pump. All pipe joints have to be sealed airtight and they should be the same size or larger than the pump inlet and discharge threads.

PRIMING

- To prime pump, remove the priming plug and fill pump and suction pipe with water. Pump has suction flap valve and is capable of drawing air from the normal size suction pipes and hoses. Replace plug and start pump. If it pumps a small amount then stops, turn it off, check the suction pipe for leaks and repeat the priming procedure until the pump works well.
- When filled with water, self-priming pumps will gradually draw air from the suction line. If priming a long or large diameter pipe, additional water may have to be added to the pump at 3 minute intervals.

N.B. Do not run the pump dry of water for extended periods as it will destroy the mechanical seal and void warranty.

HOW THE PUMP OPERATES

Before starting the pump, make sure the suction flap valve is freely able to move. If the pump fails to prime, it could be problems in the suction pipe, such as a leak, worn impeller or too strong a suction lift. Self-priming pumps will not self-prime with high discharge head. If this is the case, the suction flap valve should be removed and a suction foot valve installed on the hose.

SUCTION STRAINER

A suction hose strainer may be needed for portable pump use. This stops gravel or any large debris getting into the pump and causing damage.

ENGINE

Engine user manual is enclosed. Using low speed extends the life of your engine. When continually pumping, we recommend operation at approximately 3000 rpm. In contrast, high speed will increase the pump's performance when needed as in fire fighting or intense situations, but be aware that pump life will eventually suffer if high speed is continually applied.

TYPE OF WATER

If any liquid contains stringy or large material that may cause obstruction, a suction strainer should be used. If the pump is needed for chemicals, you must check the pump compatibility with your CROMMELINS representative.

FIXED INSTALLATIONS

In some installations and only if the pump is used under stressful conditions such as pumping uphill for long distances the pump may not work on start up.

To rectify this, a check valve should be installed between the pump and the pipe and a gate valve should be installed on the pump discharge. If it still fails open the valve to release a full flow of water and close it again. It should now pump fully. Under some conditions the procedure might have to be repeated at each start up.

STORAGE

- Make sure that the engine is completely cooled off before storage.
- Clean up oil and dust accumulation on rubber parts.
- Drain pump completely of all water.
- Cover the machine and store it in a dry place.
- For long-term storage of petrol unit, remove fuel from the fuel tank. Also remove fuel remained in the fuel line and chamber of the carburettor. To drain fuel from the chamber of the carburettor, remove the drain plug provided at the chamber, and remove fuel.

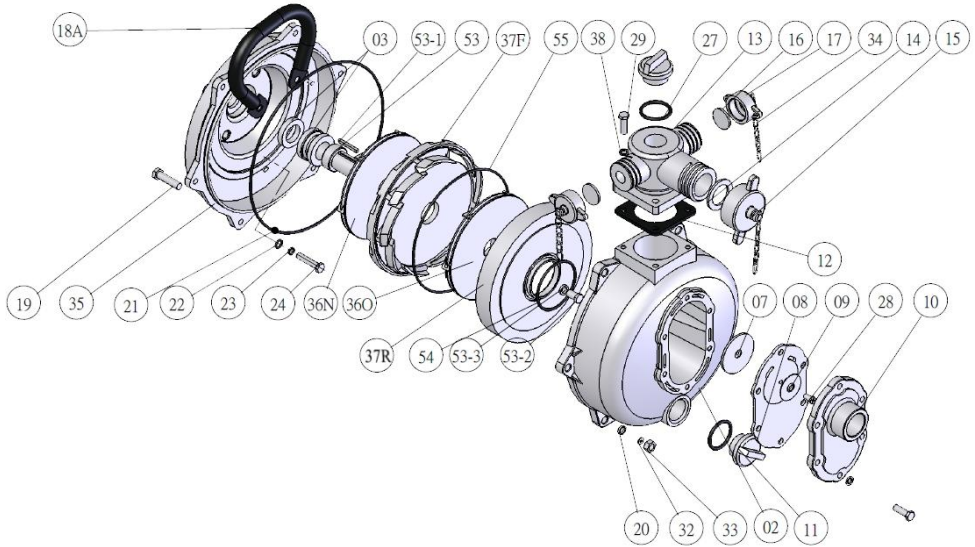
FIRE FIGHTING PUMP – TWIN IMPRELLER SPECIFICATION CHART

MODEL	150HPROHCT	150HPROHCT21	150HPRTD
Inlet (inch)	1"	1 "	1 "
Outlet (inch)	1 x 1" & 2 x 1"	1 x 1" & 2 x 1"	1 x 1" & 2 x 1"
Total Head (m)	90m	90m	85m
Volume max. (L/min)	300	360	240
Volume max. (L/hr)	18,000	21,800	14,400
Max. Suction lift (m)	8m	8m	8m
Pump Type	Aluminium	Aluminium	Aluminium
Suction Type	Self Priming	Self Priming	Self Priming
Impeller	Twin	Twin	Twin
Axle Seal Material	Ceramic-carbon	Ceramic-carbon	Ceramic-carbon
Engine Make	Subaru	Subaru	Subaru
Engine Type	6.0hp EX17	7.0hp EX21	8.5hp DY41D
Starting System	Recoil Start	Recoil Start	Recoil Start
Fuel Type	Petrol	Petrol	Diesel
Fuel Tank (L)	3.6L	3.6L	3.2L
Noise Level (db@7m)	66db	68db	78db
Weight (kg)	30kg	32kg	80kg
Manufacturers Warranty	2 yrs	2 yrs	2 yrs
Engine Warranty	3 yrs	3 yrs	3 yrs

TROUBLE SHOOTING GUIDE

PROBLEM	CAUSE	SOLUTION
Engine won't start	<ol style="list-style-type: none"> 1. Engine switch in OFF position 2. No fuel in engine 3. Worn, fouled or dirty spark plug 4. Engine not level or engine oil level too low 	<ol style="list-style-type: none"> 1. Turn engine switch to ON position 2. Fill fuel tank or turn on fuel supply 3. Replace with factory recommended spark plug 4. Place engine on level surface or fill crankcase with oil (refer to engine manufacturers instruction manual)
Engine with low power	<ol style="list-style-type: none"> 1. Throttle control lever not set to full throttle position 	<ol style="list-style-type: none"> 1. Set throttle control lever to full position
Engine runs rough	<ol style="list-style-type: none"> 1. Dirty air filter 2. Out of petrol 3. Stale petrol 4. Spark plug wire not connected to spark plug 	<ol style="list-style-type: none"> 1. Clean or replace air cleaner 2. Fill fuel tank 3. Drain fuel tank, fill with fresh fuel 4. Connect wire to spark plug
Pump will not prime within 30 seconds	<ol style="list-style-type: none"> 1. Air leak on suction side 2. Blocked impeller 3. Pump too far away from water level 	<ol style="list-style-type: none"> 1. Check couplings/hoses 2. Clear blockage 3. Lower pump to within 8 metres of water level

PARTS DIAGRAM AND LIST



No.	Description	Qty	No.	Description	Qty
02	Casing Outer (Ali Alloy)	1	28	Screw ¼ " x ½ "	1
03	Seal Assembly	1	29	Set Screw 5/16" x 1"	9
07	Flap Valve Weight	1	32	Washer, Inside Ratchet 3/8"x17	6
08	Flap Valve Rubber	1	33	Nut, UNF 3/8"	6
09	Flap Valve Washer	1	34	Chain	3
10	Cover, Suction (Inlet 1 ½ ")	1	35	Casing Inner (Aluminium Alloy)	1
11	Priming & Drain Plug (Cap)	2	36O	Impeller Outer Front	1
12	Gasket, Discharge Bend	1	36N	Impeller Inner Rear	1
13	Discharge Tee (Outlet 1 ½ ")	1	37F	Diffuser Inner Rear	1
14	Rubber Gasket	1	37R	Diffuser Outer Front	1
15	Butterfly Nut (1 ½ ")	1	38	Washer 5/16"	12
16	Rubber Gasket (1")	2	41	Foot 5/16"	2
17	Butterfly Nut (1")	2	41-1	Nut, UNF 5/16"	2
18A	Handle	1	51	Shaft Sleeve	1
19	Set Screw, UNF 3/8"x 1 ½ "	6	53	Connecting Shaft	1
20	Washer 3/8	6	53-1	Key	1
21	O'Ring 241x247	1	53-2	Hex Screw 3/8" (Stainless)	1
22	O'Ring 7x11	4	53-3	Spring Washer 3/8" (Stainless)	1
23	Washer (Stainless) 5/16"	4	53-4	Washer (Stainless)	1
24	Set Screw, UNF 5/16"x 1 ½ " (Stainless)	4	54	O'Ring	1
27	O'Ring 31.5 x 39.5	2	56	O'Ring	1