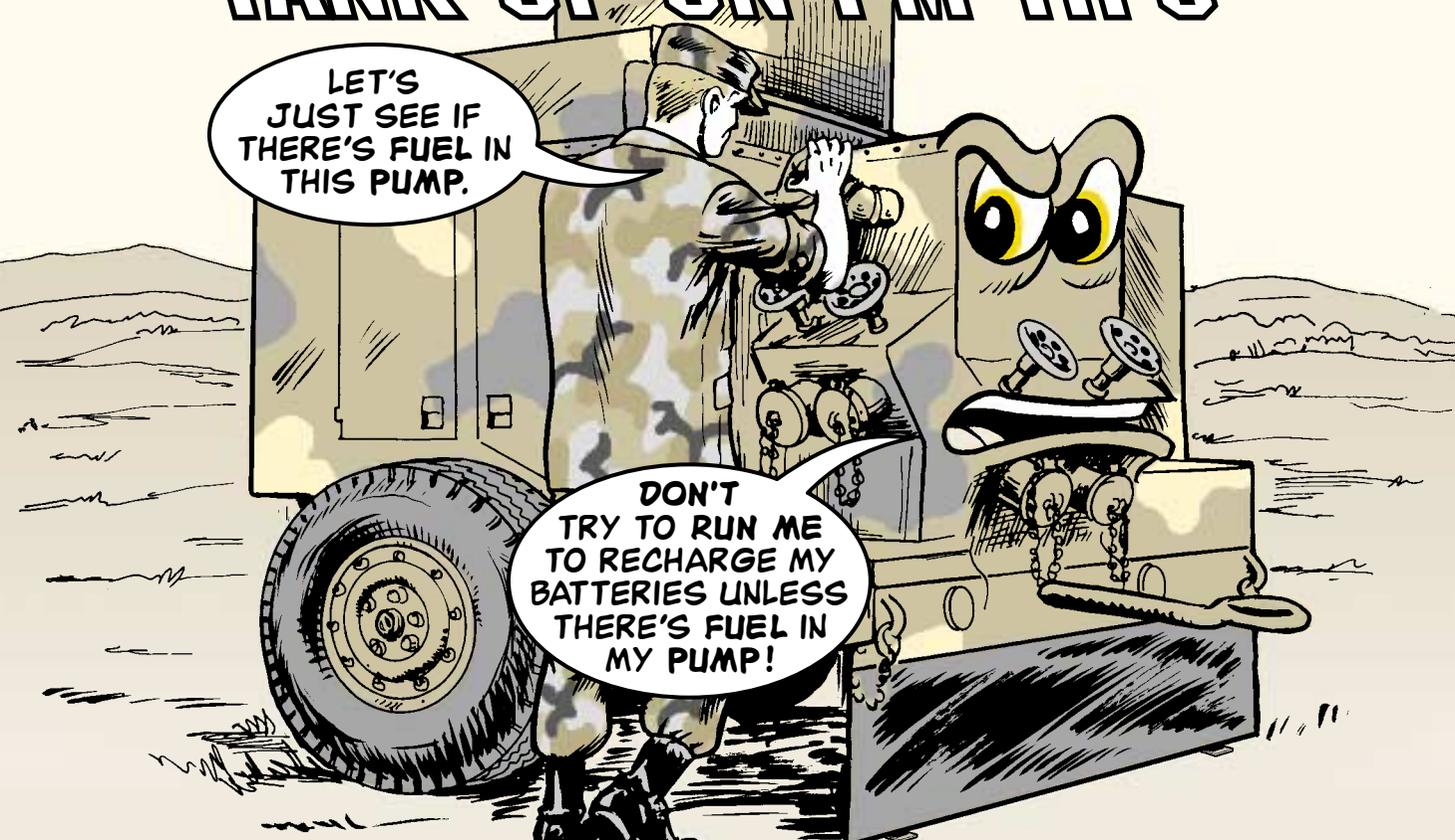


TANK UP ON PM TIPS



LET'S JUST SEE IF THERE'S FUEL IN THIS PUMP.

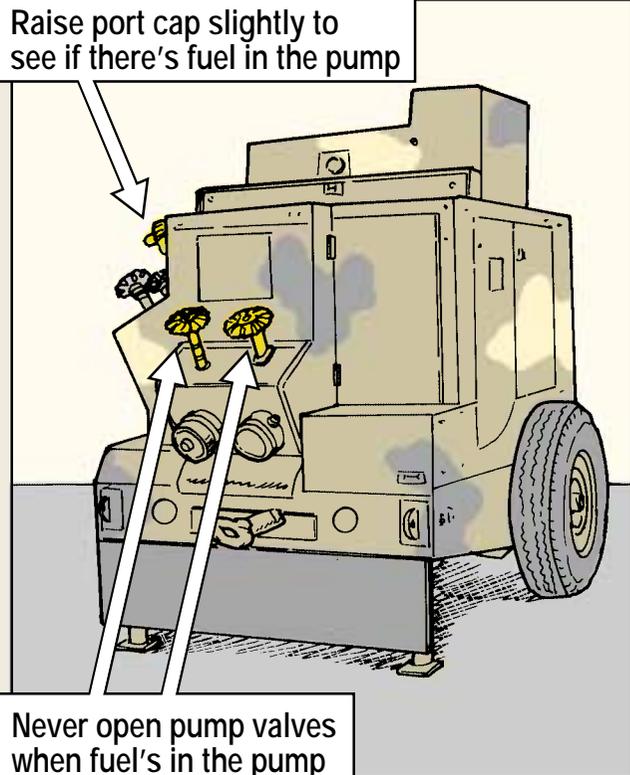
DON'T TRY TO RUN ME TO RECHARGE MY BATTERIES UNLESS THERE'S FUEL IN MY PUMP!

Fuel handlers, sit a spell and eyeball these preventive maintenance and operation tips for your 350-gpm pumps:

◆ Battery recharging requires running the engine. No problem, except that when the engine runs, the centrifugal pump also turns. The pump must have fuel going through it or it burns up. So make sure the pump is full of fuel before starting the engine.

Para 2-7 of TM 10-4320-324-14 shows how to raise the port cap to check for fuel in the pump without using a fuel spill.

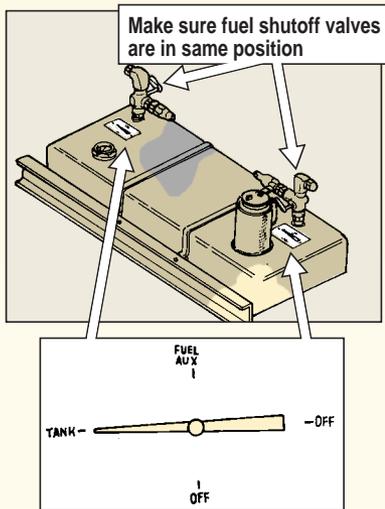
Warn anyone who goes near your pump to never open the pump valves without asking you first. Opening the valves when there's fuel in the pump puts fuel on the ground.



Raise port cap slightly to see if there's fuel in the pump

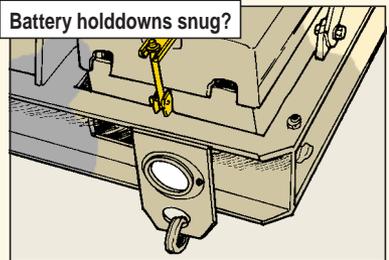
Never open pump valves when fuel's in the pump

◆ Set both fuel shutoff valves to the same position—TANK or FUEL AUX—before you try to start the engine. Otherwise, it won't start no matter how long you crank the starter.

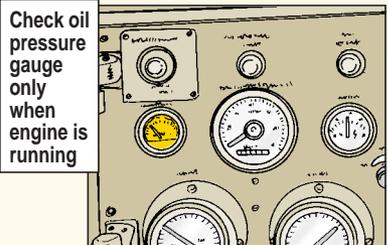


◆ The pump uses a 12-volt starting system. It has two 12-volt batteries connected in parallel. If you use jumper cables to start the pump, hook them up across only one battery in the slaving vehicle and one battery in the pump.

◆ Don't overtighten the battery holdowns. Snug will do. Too tight can crack the battery case.



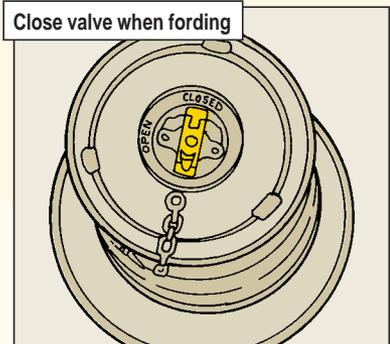
◆ Don't worry about the engine oil pressure reading until the engine is running. Before you start the engine, the oil pressure gauge may show a reading. Disregard it. The gauge is electronic, and it may show the oil pressure before the engine was last shut down. Then, when you pull out the START/STOP switch to make a start, the gauge will show 0 pressure. The real reading is the one taken when the engine is running.



◆ The pump's fuel tank has a vent valve in the cap. During normal operations, set this valve to the OPEN position to release the pressure that builds up in the tank.

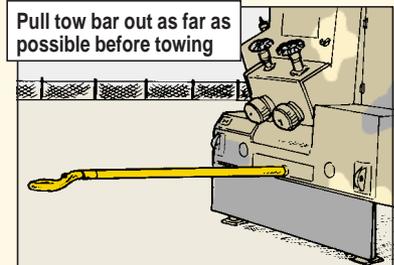
For fording or swimming, however, set the valve to the CLOSED position so water cannot get into the fuel.

Eyeball the underside of the fuel cap to make sure the valve is set correctly for your operation. See Para 2-11 of TM 10-4320-324-14 for the details.



◆ Pull the tow bar out as far as possible before towing the pump. You can hook up the bar while it's in the stowed position, but there won't be enough maneuver room between the

truck and the trailer to prevent equipment damage.



◆ Raise all pump landing legs completely before towing. Driving with the legs down can bend the legs or upend the pump.

