

PNEUMAX MODEL 120-50-DC

OPERATING INSTRUCTIONS

Check the following fluid levels daily or prior to starting unit:

- Engine oil
- Engine coolant
- Compressor system oil (oil level should be visible within the pump panel mounted sight glass)
- Foam concentrate
- Onboard water supply

MULTIPLE USES

The Pneumax modular compressed air foam unit can be operated in several pumping modes; water only, foam solution without compressed air, compressed air foam and compressed air only for support operations such as operating air tools, filling rescue air bags, etc. It is possible to pump foam solution from one discharge while pumping compressed air foam from another, or varying foam consistencies (expansion ratios) from different discharges simultaneously.

NOTE: Monitor engine and compressor instruments during any and all operations.

WATER PUMPING OPERATIONS

All unit operations begin with pumping water. These steps must be followed for operations involving pumping water, foam solution, compressed air or compressed air foam.

Connect the hose(s) to the desired discharge(s).

Prior to starting the engine, the Auto Sync controls should be in the AUTO/UNLOAD positions, which allows the air compressor to "free wheel" without pumping air.

If pumping water from an onboard booster tank, fully open the tank to pump valve.
If pumping from an overboard source, the tank to pump valve should be fully closed.

WATER PUMPING OPERATIONS (continued)

If so equipped, turn on the main power switch to the CAFS unit.

To start the engine, open the Vernier throttle one to two counter-clockwise turns, move the ignition switch to the "ON" position, wait until the glow plug light is no longer lit and push the start button to crank the engine until it starts.

Throttle-up to desired pressure. If pump pressure is absent, it will be necessary to prime the pump utilizing the Pneumax Jet Primer. The Jet Primer utilizes compressed air from the onboard compressor system, which is passed through a venturi, creating a vacuum within the water pump.

To prime, move the Auto Sync controls to the FIXED / RUN positions to build air pressure. Once air pressure has risen, move the Jet Primer air and vacuum valves to the open positions. The rush of air through the priming venturi will be audible. As water is drawn into the pump, some will be vented through the venturi and spill onto the ground. When the water discharge pressure gauge *rises*, the pump is primed.

After prime is achieved, close the Jet Primer air and vacuum valves. For water only operations, move the Auto Sync controls back to the AUTO / UNLOAD positions.

Open desired discharge valves and throttle-up to desired pressure.

CAUTION: Running the unit with a dry fire pump can cause damage to the pump and air compressor system.

FOAM SOLUTION OPERATIONS

Follow the instructions above for water pumping operations. Turn on the foam proportioner to inject foam concentrate into the water stream. Refer to the foam proportioner operation manual for instructions in the proper operation of the installed proportioning system.

COMPRESSED AIR FOAM OPERATIONS

Follow the instructions above for foam solution operations. Safe operations dictate the presence of foam concentrate in the water stream prior to the injection of compressed air. If foam concentrate is not present, a condition known as "slug now" will occur, where unmixed water and air is discharged through a nozzle in an erratic manner.

Discharge pressures for compressed air foam operations typically range between 80 and 120 PSI in a flow state. Set water discharge pressure at the desired level.

COMPRESSED AIR FOAM OPERATIONS (continued)

NOTE: Compressed air foam does not have the hydraulic characteristics of plain water or foam solution. Therefore, standard pump hydraulics practices do not apply to CAFS operations.

Move Auto Sync controls to the AUTO / RUN positions. Air pressure as shown on the air pressure gauge should rise to within plus or minus 5% of the water discharge pressure. The Auto Sync system will balance the air and water pressures throughout a range of 40 PSI up to 150 PSI. Optimal compressed air foam system performance occurs at discharge flow pressures of 80-120 PSI.

Set proportioner at 0.2% - 0.4% for normal Class A combustibles. The type and brand of foam concentrate used and the tactical dictate proportioning rates objective.

Open desired discharge valve controlling the amount of foam solution entering the discharge stream sets the foam expansion ratio. High solution flows restrict the amount of air admitted and result in lower expansion or "wet" foam. To produce higher expansion or "drier" foam, simply gate back the amount of solution admitted.

Fully open the air valves to the desired discharge(s). Adjust the solution now to produce the desired foam consistency.

Foam is formed during the transition through the hose. To produce acceptable finished foam; sufficient hose length must be provided on the discharge. Refer to Table 1 for minimum hose lengths for CAFS operations.

WARNING: Nozzle reaction force is significantly increased at the time the nozzle valve is opened in compressed air foam operations. OPEN CAFS NOZZLES SLOWLY!

SHUT-DOWN PROCEDURE

- Close air valve(s)
- Turn off Foam proportioner
- Flow clear water through discharge hose(s) until no bubbles are present
- Close discharge valve(s)
- Move Auto Sync controls to UNLOAD/AUTO
- Shut engine down

After the engine is shut down, the compressor system will vent itself, creating an audible hiss as compressed air is evacuated from the pressure vessel/sump.

COMPRESSED AIR ONLY OPERATION

Follow instructions for water pumping operations without opening discharge valves. Air compressor cooling is via water that is circulated by the fire pump through the compressor cooler and returned back to the booster tank.

It is also normal for the booster tank to over flow water when drafting or running the system from a hydrant this is the compressor cooling line.

Compressed air only operation time is limited by the amount of available cooling water.

The water in the booster tank will eventually become heat saturated and ineffective at cooling the air compressor. Watch the compressor temperature gauge closely! Compressor system overheat is also indicated by the panel mounted warning light and alarm.

After engine start, ensure that the water pressure as shown on the panel mounted gauge rises. Move Auto Sync controls to the RUN / FIXED positions. Air pressure will rise to the preset pressure setting on the air compressor, approximately 150-PSI with the engine throttled-up. For lower operating pressures, move the Auto Sync controls to the RUN / AUTO positions and uses the water pressure to control the air pressure.

(90psi water –90psi air)

Connect the air discharge hose to the fitting on the pump operator's panel and open the air supply valve.

Extended compressed air only operations necessitate connection of an external water source to the pump inlet and closing of the tank to pump valve for proper compressor cooling. In this case, cooling water will flow into the booster tank at 4-6 GPM, eventually overflowing the tank.

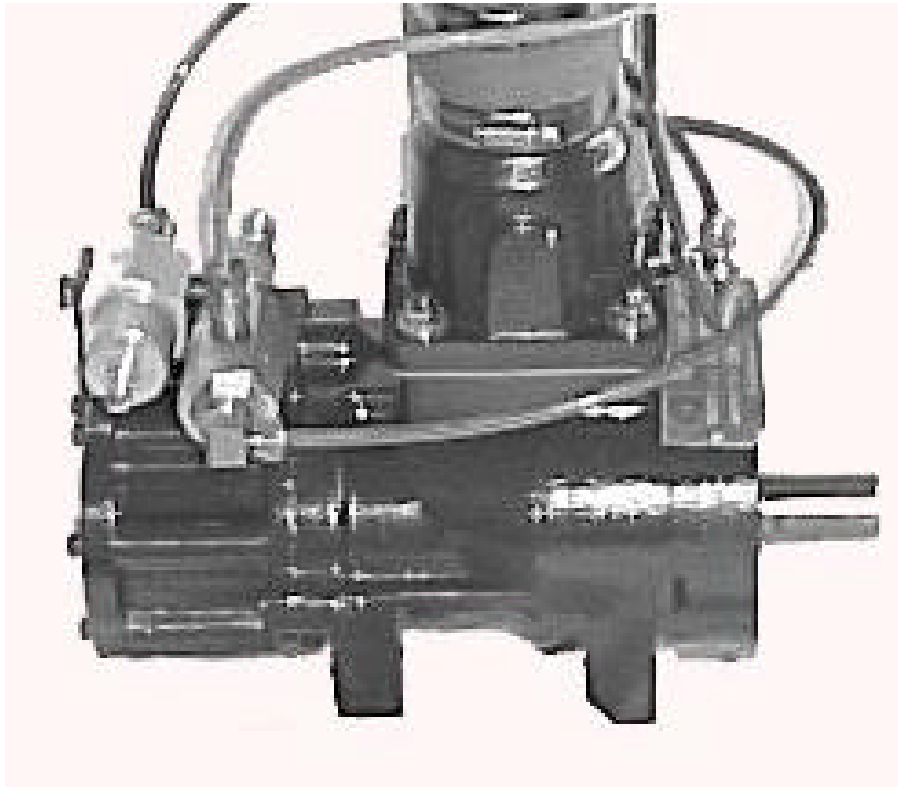
WARNINGS

- Compressed air can be dangerous. Read and understand the operating instructions for the Pneumax compressed air foam unit and individual components prior to operating.
- DO NOT use the compressed air foam unit as an air source for SCBA or any breathing air supply.
- Discharge outlets that are capped, hose lines that are valved and charged and the air compressor sump may contain compressed air. Relieve all pressure BEFORE attempting to remove any caps, fittings, and nozzles or to perform maintenance to prevent serious personal injury.

WARNINGS (continued)

- Nozzle reaction force is significantly increased at the time the nozzle valve is opened in compressed air foam operations. OPEN CAFS NOZZLES SLOWLY!
- Operating the compressed air foam unit with water and compressed air pumped through a discharge without foam concentrate will create a potentially dangerous condition known as "Slug Flow"; where unmixed pockets of water and air are passed through the nozzle, causing erratic nozzle reaction.
- For compressed air foam operations, use only fire hose that is rated at 200 PSI or higher working pressure.
- The unit operator should have a thorough understanding of "Boyle's Law" (The law of compressed gases) prior to operating the compressed air foam unit.

Pneumax/GHH-RAND CE/55 Water Cooled Rotary Screw Air Compressor



HOW IT WORKS

The air compressor used in this application is a GHH/RAND CE-55; oil flooded rotary screw type. Rotary screw air compressors are very common in industrial applications. This type of compressor injects oil into itself, where it lubricates, seals, cools, and silences the compressor. The oil is then entrained into the air discharge from the compressor. This air/oil mixture is discharged into a sump tank where most of the oil separates from the air. The oil is then sent via hydraulic hose to a combination cooler/thermostat/filter unit. It is cooled to remove compression and friction heat, filtered, and sent to the oil injection port on the compressor. The cycle is then repeated.

The oil mist that remains in the airstream is recovered by an air/oil separator system. This system recovers the oil mist in a spin-on cartridge that has a siphon tube that picks-up the recovered oil for return to the air compressor.

HOW IT WORKS (continued)

A modulating inlet valve controls the compressor's air. The inlet valve is controlled by the Auto Sync pressure control system.

The compressor cooling system circulates water from the fire pump through the compressor oil cooler and back to the tank to remove heat from the compressor oil system. The Compressor oil thermostat is preset at 175 degrees. The compressor oil temperature should not exceed 250 degrees. If this occurs, check the water supply, pump prime, restrictions in the cooling water system and for low oil level in the sump.

The air compressor (air end) is mounted to the transmission of a Waterous CPK-1 single stage pump and driven by a dry Poly Chain. The pump / air end are directly driven by the engine. It is important to ensure that there is a water supply to the pump whenever the engine is running. Pump and/or compressor damage may result from running the pump dry.

AIR COMPRESSOR SYSTEM SERVICE AND MAINTENANCE

Excessive heat build-up and oil system contamination is most common causes of compressor system problems and premature wear. With proper operation and maintenance, the compressor system should far outlast the vehicle it is mounted on.

Adherence to the following guidelines will prevent potentially costly damage.

1. There is a sight gauge provided on the oil reservoir and visible through a hole on the pump panel. The oil level should be at approximately halfway up the window. Check the oil on level ground, prior to system start up. If the system has recently been run, wait 10 minutes after shutdown for the oil to stabilize before checking the oil level. The compressor uses common hydraulic oil. This oil is classified by an ISO standard as ISO 68 *viscosity* and is sold under various trade names. Many are sold as in "anti wear" hydraulic oil and are available from auto parts or lubricating oil suppliers.
2. The oil should be changed after the first 30 hours of system operation. After that, the oil should be changed annually. There is a drain plug located at the bottom of the sump. The oil fill cap is located on top of the unit.
3. Change the compressor system oil filter at the same time as the oil is changed. The spin-on filter cartridge is a Mann/Hummel hydraulic oil filter. Call Pneumax for replacement elements.
Filter # WD920
4. Run the compressor for 2 minutes after changing the oil, then re-check the oil level and add oil as necessary. DO NOT OVERFILL.
5. Visually inspect the compressor oil system weekly for signs of leaks. Check the air compressor Poly Chain drive for proper tension and signs of wear monthly or more

frequently as dictated by the amount of use.

Proper tension on the Poly Chain is to a no slack setting or slightly loose About 3/8" (If in Doubt DoNot Tighten the Poly Chain)

A Slightly Loose Poly Chain is Acceptable, An Over Tightend Poly Chain May Cause Equipment Failure ,And May Void The Product Warranty

6. Inspect the compressor air intake filter and clean or replace as necessary. The environment in which the unit operates will determine the frequency of air filter service and replacement. In any situation, replace no less frequently than yearly.

Filter # ECC08-5005 Duralite

7. Replace the oil / air separator cartridge *every* 24 months, or if the unit's oil consumption suddenly increases. A sudden increase may be caused by a hole in the internal media of the cartridge allowing oil to carry through and discharge with the compressed air. Call Pneumax for replacement separator cartridges.

Filter # LB962/2

AIR COMPRESSOR SYSTEM SERVICE AND MAINTENANCE (cont.)

8. Completely drain the water from the compressor oil cooler in cold weather to prevent freeze damage

9. Maintenance Schedule :

	Check Oil Level & for Oil Leaks	Change Compressor Oil	Change Oil Filter	Change Separator Cartridge
Daily or After Each Use	X			
Annually	X	X	X	
Every 24 Months	X	X	X	X

CAFS NOZZLE / FLOW RATE / HOSE COMBINATIONS

NOZZLES

Compressed air foam can be discharged through various types and sizes of nozzles. Fog nozzles breakdown the bubble structure of the foam, resulting in "wetter" or reduced expansion foam. Similarly, when utilizing smooth bore nozzles with a given hose diameter, smaller tips will discharge "wetter" foam.

FOAM CONCENTRATE RATIOS

Proportioner settings of 0.2% and 0.3% are typically adequate to produce compressed air foam that is formed in a hoseline and used on Class A combustibles. Higher settings will result in a "drier" appearing foam. Lower settings may result in "slug flow" or discharge pulsation caused by insufficient foam concentrate in solution to form foam in the hoseline.

For Class B or other type foam ratio settings, follow the instructions provided by the foam concentrate manufacturer.

HOSE

Utilize fire hose that is rated by the hose manufacturer for use with CAFS. Since the foam is formed during its transition through the hoseline, it is important to utilize the minimum recommended hose lengths, unless a static mixer is utilized. There is significantly less friction and head loss with compressed air foam as compared to water or foam solution. Hence, effective fire streams can be achieved with longer hose lays. Refer to the Suggested Guidelines for the Production of Mid-Range Compressed Air Foam.

NOTE

Compressed air foam systems have the ability to produce a foam of shaving cream consistency. While this type of foam is highly stable and possesses a long drain time, it is essential to ensure that the foam will release sufficient water to extinguish a fire in a direct attack situation. This type of foam is typically suited for defensive operations such as exposure protection, barriers or fuels pretreatment.

SUGGESTED GUIDELINES FOR THE PRODUCTION OF MID-RANGE COMPRESSED AIR FOAM

1" HOSE DIAMETER

½" Tip Water Flow: 15 GPM Air Flow: 15 CFM

Disch. Pressure: 125-150 PSI

Min/Max Hose Length: 35' to over 400'

¾" Tip Water Flow: 20 GPM Air Flow: 20 CFM

Disch. Pressure: 125-150 PSI

Min/Max Hose Length: 35' to over 200'

1-1/2" HOSE DIAMETER

1" Tip Water Flow: 30-40 GPM Air Flow: 30-40 CFM

Disch. Pressure: 110-150 PSI

Min/Max Hose Length: 100' to over 800'

1-3/8" Tip Water Flow: 50-60 GPM Air Flow: 50-60 CFM

Disch. Pressure: 110-150 PSI

Min/Max Hose Length: 100' to over 400'

CONDITIONAL **2-YEAR** WARRANTY POLICY

PNEUMAX warrants, to the original Buyer only, that products and parts manufactured by PNEUMAX will be free from defects in material and workmanship under normal use and service for a period of two (2) years from the date the product is first placed in service, or two and one-half (2-1/2) years from the date of shipment by PNEUMAX, whichever period shall be the first to expire; provided the Buyer notifies PNEUMAX, in writing, of the defect in said product within the warranty period, and said product is found by PNEUMAX to be nonconforming with the aforesaid warranty. When required in writing by PNEUMAX, defective products must be promptly returned by Buyer to PNEUMAX at PNEUMAX' plant at Peoria, Arizona, or at such other place as may be specified by PNEUMAX, with transportation and other charges prepaid. A **Returned Material Authorization (RMA)** is required for all products and parts and may be requested by phone, fax or mail. The aforesaid warranty excludes any responsibility or liability of PNEUMAX for:

- (a) damages or defects due to accident, abuse, misuse, abnormal operating conditions, negligence, accidental causes, or improper maintenance, or attributable to written specifications or instructions furnished by Buyer;
- (b) defects in products manufactured by others and furnished by PNEUMAX hereunder, it being understood and agreed by the parties that the only warranty provided for such products shall be the warranty provided by the manufacturer thereof which, if assignable, PNEUMAX will assign to Buyer, if requested by Buyer;
- (c) any product or part, altered, modified, serviced or repaired other than by PNEUMAX, without its prior written consent; and
- (d) the cost of dismantling, removing, transporting, storing, or insuring the defective product or part and the cost of reinstallation.
- (e) normal wear items (including, but not limited to belts, hoses, check valves, packing, strainers, filters, light bulbs, anodes, intake screens, mechanical seals, etc.).

This warranty is subject to PNEUMAX' Conditions of Sale (detailed on PNEUMAX Invoice) as currently in effect all of which are herein incorporated and by this reference made a part hereof.

All other warranties are excluded, whether express or implied by operation of law or otherwise, including all implied warranties of merchantability or fitness for purpose. PNEUMAX shall not be liable for consequential or incidental damages directly or indirectly arising or resulting from the breach of any of the terms of this limited warranty or from the sale, handling, or used of any PNEUMAX product or part. PNEUMAX' liability hereunder, either for breach of warranty or for negligence, is expressly limited at PNEUMAX' option:

- (A) to the replacement at the agreed point of delivery of any product or part, which upon inspection by PNEUMAX or its duly authorized representative, is found not to conform to the limited warranty set forth above, or
- (B) to the repair of such product or part, or
- (C) to the refund or crediting to buyer of the net sales price of the defective product or part.

Buyer's remedies contained herein are exclusive of any other remedy otherwise available to Buyer.

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