

Petrol Driven 2" Diesel & Water Transfer Engine Pump

Description

The Alemlube PH50 petrol driven 2" transfer engine pump is specifically designed and manufactured for the transfer of diesel and water. Mounted in a robust tubular steel roll frame with rubber feet the PM40 is completely portable, suits many industrial, workshop, agricultural, municipal, marine services and on site applications including construction site dewatering and is capable of transferring up to 600 litres of diesel fuel or water per minute.

Driven by a powerful OHV 4 stroke air cooled petrol engine this lightweight die-cast aluminium pump with 2" diameter inlet & outlet ports operates efficiently with a maximum suction head of 8 metres and a maximum lift head of 28 metres.

Always ready to perform tank filling, diesel or water transfer the PH50 has a 3.6L fuel tank capacity with a manual starting system.

Specifications

Uses	Diesel and water transfer
Engine Type	OHV 4 stroke, Air Cooled
Maximum Flow Rate	600 L/min

IMPORTANT

Please make certain that persons who are to use this equipment thoroughly read and understand these instructions and any additional instructions provided prior to operation.

NOTE

No refund or exchange once petrol is placed into the fuel tank.
Warranty registration must be complete within 30 days of purchase with proof of purchase.



OPERATION & SAFETY

INTRODUCTION

The PH50 is a self-priming centrifugal type petrol driven pump intended for the transfer of diesel fuel and water. Please read carefully the contents of this manual for better and durable performance to be attained by the TE engine pump.

PH50 features & benefits;

1. Light weight, rust-proof aluminum die-casting housing.
2. Cast iron volute casing is set in the casing, and interchangeable which assures the longer life by replacing the volute casing only.
3. High suction lift and short priming time.
4. High quality mechanical shaft sealing.
5. Non misfire high quality engine.

SAFETY INSTRUCTION

WARNING!

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

Read the owner's manual carefully before operating the pump and do not run the pump in a way not instructed in this manual. Failure to do so could result in personal injury or equipment damage.

The muffler becomes very hot during operation and remains hot for a while after stopping the engine.

Be careful not to touch the muffler while it is hot. Let the engine cool before storing the pump indoors.

The engine exhaust system will be heated during operation and remain hot even after stopping.

Be careful not to spill fuel when refuelling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.

Never run the engine in an enclosed or confined area. Exhaust contains poisonous carbon monoxide gas; exposure can cause loss of consciousness and may lead to death.

Children and pets must be kept away from the area of operation due to a possibility of burns from hot engine components.

Caution and warning labels are attached on the engine for your safety.

To ensure safe operation

Always make a pre-inspection before you start the engine so that any accidents or equipment damages could be prevented.

For safety, never pump flammable or corrosive liquids such as acid. Also to avoid corrosion on the pump, never pump sea water, chemical solutions, or caustic liquids such as used oil, wine or milk.

To prevent fire hazards and to provide adequate ventilation, keep the pump at least 1 meter (3 feet) away from building walls and other equipment during operation. Do not place flammable objects close to the pump.

Know how to stop the pump quickly, and understand the operation of all controls. Never permit anyone to operate the pump without proper instructions.

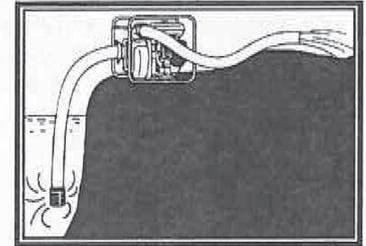
Gasoline is extremely flammable and is explosive under certain conditions.
-Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the refuelling area or where gasoline is stored.

-Do not overfill the tank. After refueling, make sure the tank cap is closed properly and securely.

1. BEFORE STARTING

A) INSTALLATION

When installing a centrifugal pump, always remember that the closer the pump is placed to the source of supply, the better will be its performance. To ensure maximum capacity, select a site that will permit the use of shortest and most

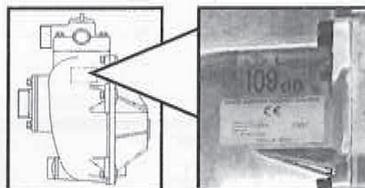


direct suction piping, and smallest possible vertical lift.

Water source should be more than maximum discharge capacity described on the nameplate of the pump.

Set the pump on a foundation as firm and level as possible (as inclined installation over 14 degrees may sometimes cause engine burning, and the higher the suction lift is, the more pumping capacity will be reduced).

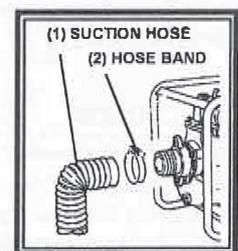
Due to engine-driven, some level of noise will arise in its operation. For reducing noise level if necessary, you may install it in a place surrounded by walls in all directions. The A-weighted emission sound pressure level of the pump is shown in attached "declaration of conformity" and also it is labelled to the pump.



CE mark and sound pressure level are labelled on the surface of the pump casing in most cases.

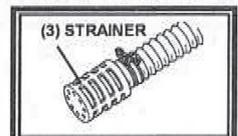
B) CONNECT THE SUCTION HOSE

Use commercially available hose, hose connector, and hose band. The suction hose must be of reinforced, no collapsible construction. Suction hose length should not be longer than necessary, as pump performance is best when the pump is not far above the source of supply level.



Self-priming time is also proportional to hose length.

The strainer that is provided with the pump should be attached to the end of the suction hose with a band as shown.



NOTE: Tighten the hose band securely to prevent the hose from disconnecting under high pressure.

(1) SUCTION HOSE (2) HOSE BAND (3) STRAINER

NSW/ACT
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FAX: (02) 9675 1155

QLD/PNG
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FAX: (07) 3204 1224

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TEL: (03) 8787 8288
FAX: (03) 8787 8266

WA
TEL: (08) 9302 4199
FAX: (08) 9303 2095

SA/NT
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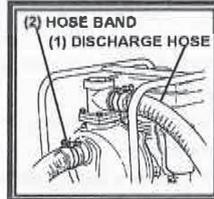
OPERATION & SAFETY

⚠ CAUTION!

Always install the strainer on the end of the suction hose before pumping. The strainer will exclude debris that can cause clogging or impeller damage.

C) CONNECT THE DISCHARGE HOSE

Use a commercially available hose, hose connector, and hose band. A short, large-diameter hose is most efficient. Long or small-diameter hose increases fluid friction and reduces pump output.



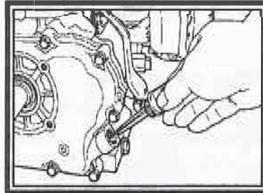
NOTE: Tighten the hose band securely to prevent the hose from disconnecting under high pressure.

(1) DISCHARGE HOSE (2) HOSE BAND

D) LUBRICATION

Fill the engine crankcase through lubricating oil hole with oil (No. SAE-30 in summer, SAE-20 in winter season) to the level marked on indicator. Please change the oil completely after 20 hours of operation.

In case of the pump with oil bath, lubricating oil is required for the pump as shown in the parts list.



⚠ CAUTION!

Engine oil is a major factor affecting engine performance and service life. Before restarting the engine, check if engine oil is filled to the required level and also change it periodically. Read the engine manufacturer's owner's manual for instructions.

FUEL

Use UNLEADED PETROL only.

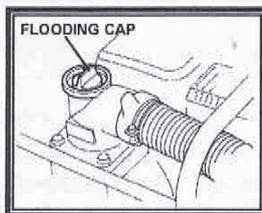
⚠ CAUTION!

Never use an oil/petrol mixture or dirty petrol. Avoid getting dirt, dust or water in the fuel tank. Do not use old fuel (over 30 days), which may cause engine failure.

2. OPERATION

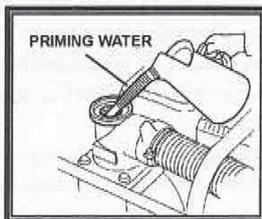
A) Remove the flooding cap at the top of the delivery, and set it again tightly after filling up the casing with prime diesel or water.

(Open the gate valve on the delivery line, if so fitted.)



⚠ CAUTION!

Never attempt to operate the pump without priming first otherwise the pump will overheat. Extended dry operation will destroy the pump seal. If the unit has been operated dry, stop the engine immediately and allow the pump to cool before adding priming diesel or water.



B) Open the fuel cock, and close the engine choke, when the engine is cooled down, or not operated for a long time.

(Open the engine choke gradually, when engine starts.)

C) It will start to pump as soon as the engine runs at the rated speed (which is attained when the engine speed control lever is set to the end of opposite position).

D) Engine pump is self-priming type, and no more priming is required as long as the casing is filled with diesel or water.

E) In the event of accident or breakdown, do not run the pump further and follow 5. TROUBLE SHOOTING of this instruction or consult with the agent or the shop from where you bought it.

3. FINISHING

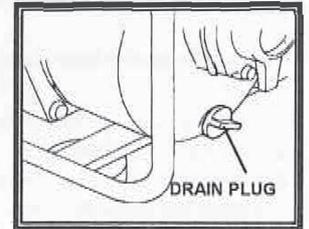
A) Press down the stop button until the engine stopped.

(Slow down the engine speed, when driven at high speed, then stop the engine.)

B) Close the fuel cock without fail.

C) Drain the pump casing completely under freezing weather.

(Drain in the pump may cause damage to the pump by freezing.)



4. TRANSPORTING & STORAGE

⚠ WARNING!

To avoid service burns or fire hazards, let the engine cool before transporting the pump or storing it indoors. When transporting the pump, turn the fuel valve to the OFF position, and keep the pump level to prevent fuel spillage. Spilled fuel or fuel vapor may ignite.

When you move or lift the pump, be careful not to handle by yourself only. If you force yourself too much, pull down or drop the pump by mistake, it may cause the personal injury or damage on the pump.

You may need suitable support from other persons or machine operator of lifter. There is a hook on the frame for rather heavy pump and the crane shall be hooked here for lifting.

Before storing the pump for an extended period:

A) Be sure the storage area is free of excessive humidity and dust.

B) Clean the pump interior. Sediment will settle in the pump if it has been used in muddy or sandy water, water containing heavy debris. Pump clean water through the pump before shutting down or impeller may be damaged when restarting. After flushing, remove the pump drain plug, drain as much water as possible from the pump housing and reinstall the plug.

C) Drain the fuel. With the fuel valve OFF, remove the drain screw from carburetor float bowl and drain the carburetor. Turn the fuel valve ON and drain the gasoline (or diesel) in the fuel tank into the suitable container. Reinstall the carburetor drain screw.

D) Change the engine oil.

E) Keep the engine at its compressing stroke (where it gets loaded) for storing long time.

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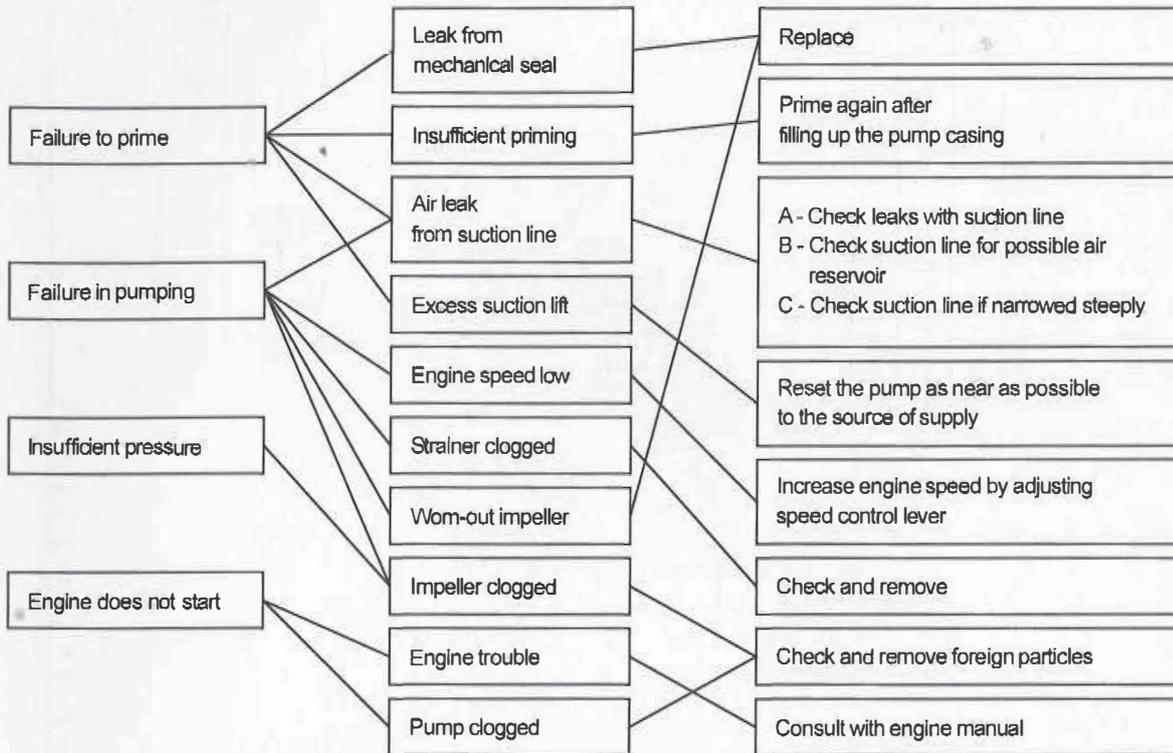
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TROUBLE SHOOTING



The tools necessary for initial repair or refit are supplied together as a standard accessory. Use genuine spare parts provided by the agent or the shop.

NOTE 1: In case of diesel or water leakage between the engine and pump, usually the cause is a damaged mechanical seal. Ask the retailer for assistance and replace mechanical seal.

NOTE 2: In case of suction failure;

A) Remove the suction hose.

B) Start the engine with diesel or water inside the pump.

C) Press the palm of your hand to cover the suction hole and wait 30 seconds. If you feel suction on your palm, the pump is working fine. Hose connection may need to be corrected.

NOTE 3: As to the maintenance and trouble shooting of the engine, follow the engine manufacturer's owner's manual.

CAUTION!

If you finally dispose of the pump, you are requested to treat it in accordance with the rule in your country or region.

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