

Lebanon Tanker 515 Pump Engagement

These instructions apply explicitly to 515 and are the procedures that should be used for the tanker. Depending on which version of NFPA 1901 the apparatus was built to and which options were installed, differences in procedures, interlocks and indicators exist; therefore, these procedures may not be identical to instructions for other pumps. If a step fails, it needs to be corrected before performing subsequent steps. Some steps are order dependent. The pump will not work until all steps are completed.

Normally these steps can be completed in less time than it takes to read them; however, if problems occur, reporting the first step to fail will allow faster problem isolation and repair of intermittently failing components.

Pump Engagement Procedure

1. Apply the parking brake. The "red parking brake applied" light (Figure 1: [Console Lights](#)) should come on.
2. Make sure the transmission is in neutral. The "Digital Display" (see Figure 2: [Allison Pushbutton Selector](#)) should show an "NN".

If pressing the "N" selector button does not cause "NN" to display, you may try stopping the truck engine and turning the master power switch off for 5 seconds. When you restart the engine, the transmission should be in neutral. Be sure to report this problem so repairs can be made.

3. Push the top "on" position of the dash rocker switch labeled "PUMP" to transfer from "Road Gear" to "Pump Gear".

The "Pump Engaged" light (Figure 3: [Panel Switches](#)) should come on after a few seconds.

If successful, the green light on the top of the switch will illuminate and the "Pump eng'd" light will come on. If engagement is inhibited due to an interlock problem, the light on the top of the "PUMP" will flash.

If the pump engaged light does NOT come on, confirm that the parking brake light is on and the transmission is on neutral. If either of the preceding conditions do not exist, attempt recovery by releasing and reapplying the parking brake or pressing "N" on the transmission. The problem may also go away after a few seconds. Be sure to report this problem so repairs can be made.

Unless the "Pump Engaged" lamp is burned out (an unlikely event) proceeding will be unsuccessful.

4. Push "D" on transmission (see Figure 2: [Allison Pushbutton Selector](#)). The "Digital Display" on the transmission should show a "4" in the first digit immediately. After a few seconds both digits should show a "4". The "OK to Pump" light (Figure 3: [Panel Switches](#)) should come on, and the speedometer should read at least 10 MPH.

A "5" showing in the first digit on the Allison digital display would normally mean a preceding step was not followed, such as pressing "D" on the transmission before the pump engaged light comes on. In addition to correcting the original problem, the transmission will need to be returned to neutral for several seconds. Not staying in neutral long enough for internal transmission parts to stop spinning will cause repeated failures when returning to drive even if no other problems exist.

FYI. At this point the cab throttle pedal and fast idle switch should be disabled.

Set wheel chock(s).

5. At the pump panel the "Pump Engaged", "Okay to Pump" and "Throttle Ready" lights should be on. (In bright sunlight they may be hard to see. If everything else appears correct, assume they are on.) If other problems are occurring, make an effort to determine if the lights are on. If all three lights are not on, you will not be able to proceed successfully.
6. Booster tank procedure:
Open "Tank to Pump" by quickly tapping the open button. Doing so should cause the valve to fully open within a few seconds and display a green bar. It is important to make sure this valve opens fully and the green bar displays. Open "Tank refill" slightly (slightly can be defined as until a slight pressure drop is noted on the discharge gauge).
7. Set the Pressure Governor by pressing the mode button once. This should cause the "PSI" light to come on. At this point, the "preset" button can be pressed to go to 100 PSI or the "Inc" button can be pressed to go to the desired pressure. (NEVER EXCEED 250 PSI. Lebanon's pumps have only been hydrostatically tested to 250 PSI. Exceeding this pressure can result in blown seals and expensive time-consuming repairs and have the truck out of service for an extended time period.) The intake should also not be allowed to exceed 22" of Hg.

Note: The pressure governor should be set even if only a single line is in use.

FIGURES:



Figure 1: Console Lights



Figure 2: Allison Pushbutton Selector



Figure 3: Panel Switches