

POWERSTAR ISUZU NQR Fire Truck

User's Manual



POWERSTAR TRUCKS INDUSTRY CO., LIMITED

<http://www.isuzuv.com/>

Preface

Thank you for purchasing POWERSTAR TRUCKS products. For better using your ISUZU ELF fire truck, get the best operating performance, we strongly suggest that before the operation process you could read this manual instructions carefully, and to manipulate the program handily.

The manual detailed describes the performance of firefighting truck, structure, usage, precautions and maintenance of such knowledge. While showing details of the truck, both pictures and description will together help you get better understanding of how to use truck. Before the operation, the skilled operator should carefully read the contents of the manual.

After master the truck performance characteristics, methods of operation and precautions, then could start to operate this fire truck. In order to ensure the staff turnover after the operation, and properly use of the truck. This manual book must be properly kept, shall not be lost and damage.



---POWERSTAR TRUCKS

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Chapter 1. General Description

POWERSTAR TRUCKS Fire Truck based on type II ISUZU ELF 4*2 Left Hand Drive chassis, water tanker body capacity could up to 2,000Liters, all based on high quality carbon steel plate material tank, truck equipped with XIONGZHEN CB10/30 fire pump and PS8/30W fire monitor, very convenient for daily use. Mainly used for firefighting project in any areas of need.

The vehicle designed to fully rely on the advantages of the original of ISUZU brand chassis, fully consider the product's convenience and reliability, also the chassis ISUZU ELF technology features. The body material is international standard stainless steel, which can effective to avoid rusting and service for long life.

The ISUZU ELF 4x2 Fire Truck equipped with Sandwich PTO, fire pump, fire monitor, crew room, hose box, pump room, English version control box, inlet and outlet pipeline, rear climbing ladder, top pillow lamp, and all necessary firefighting equipment. Customized Double-row cabin with 2+4 seats nice driving feeling. Therefore, the vehicle is an ideal Fire Truck mainly for firefighting project.



(Preview for your ISUZU ELF Fire Truck)

Chapter 2, Main Technical Data

Basic parameter:

Items		2000liters Water Tanker ISUZU Fire Truck
S I Z E	Outer Dimension (L×W×H) (mm)	6910*2330*3080
	Wheelbase (mm)	3815
W E I G H T	Front Axle Capacity (kg)	4000
	Rear Axle Capacity (kg)	7000
G H T	Water Tank Capacity	2000 L
	Foam Tank Capacity	NULL
Cab capacity (includes driver)		Double Row 2+4
Tire		235/75R17.5 6+1
E N G I N	Model	4HK1-TC51
	Type	Four cylinder inline, water-cool, turbocharged Inter-cooling, diesel
	Rating Power (kW/HP)	141/190

Note: 1.The vehicle height includes fire monitor.

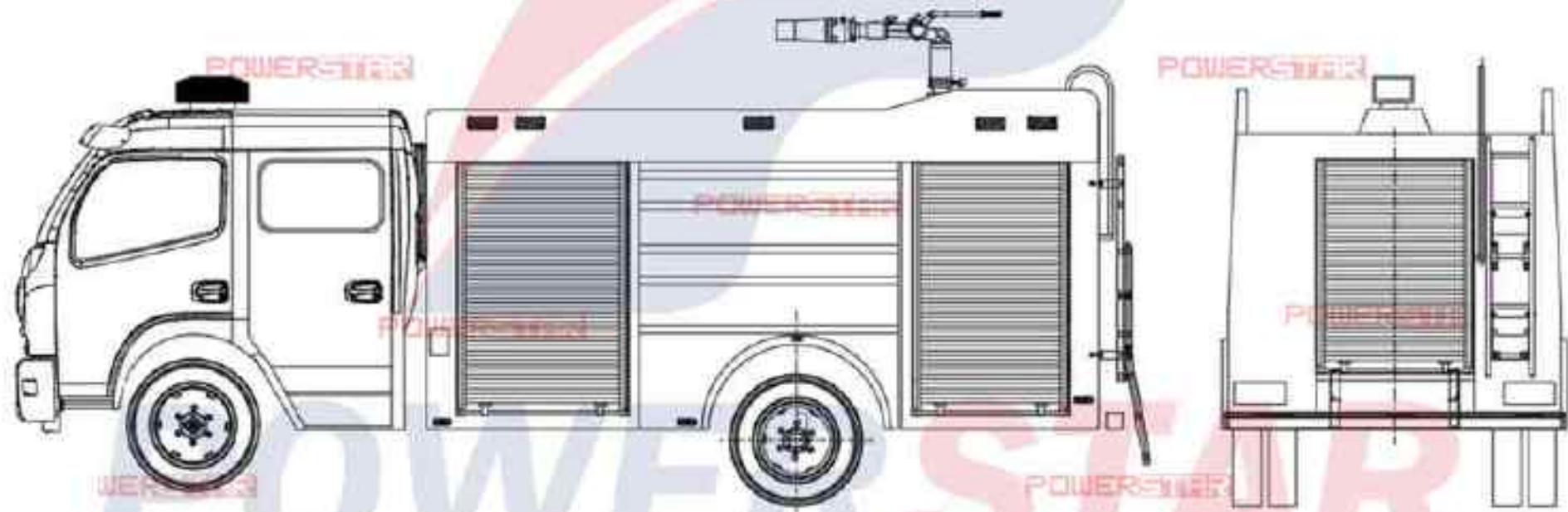
2. We keep the right to revise the parameters on the list above.

Firefighting basic parameter list (1)

Items	Model	XIONGZHEN CB10/30 fire pump
Fire Pump	Model	CB 10/30
	Diameter	100-65 mm
	Flow (Low Pressure)	30 L/s at 1.0 Mpa
	Max suction depth(m)	7
Fire Monitor	Model	PS8/30W
	Location	Top
	Angle of rotation	360°
	Angle of elevation	≥80°
	Angle of depression	≤-10°
	Throw	Water: ≥50 m; Foam: ≥45 m
Rotation	360°	

Chapter 3, Fire Truck Structure Components

Overview for ISUZU ELF water fire truck technical drawing:



Main Structure:

1. Cab room
2. Tank
3. Hose box
4. Pump room
5. Pump and pipeline
6. Fire monitor
7. Additional drive system
8. Additional Control system
9. Additional cooling system
10. Additional electrical system
11. Additional gauge system
12. Equipment
13. Control board system

1. Cab room

Cab room allows 2+4 crews most. It is double rows 4 doors all-metal structure. Inside it, there are PTO's and other additional control switch; also there is multifunctional electronic siren below the instrument desk. There is one pillow style alarm lamp on the top of the crew room.



2. Tank

All the tanks are parallelepiped. They are all standard high strength Carbon Steel material and connected with the vehicle frame in secondary beam type:

1. On the top of the tank, there are manhole, overflow hole, safety guard, climbing ladder, suction pipeline and fire monitor.



2. At the bottom of the tank, there is one unit deposit drain outlet for water tank.



3. On the rear of the truck, there is water inlet and outlet.
4. Inside the tank there is breakwater board.

3. Tool room

The tool room is half enveloping structure, easy for equipment to put or get.

The sliding door there is made up with qualified aluminum alloy materials; there are special lightings for each tool room. Equipment shown as follow:





(Detailed Parts List will be attached at end of this manual)

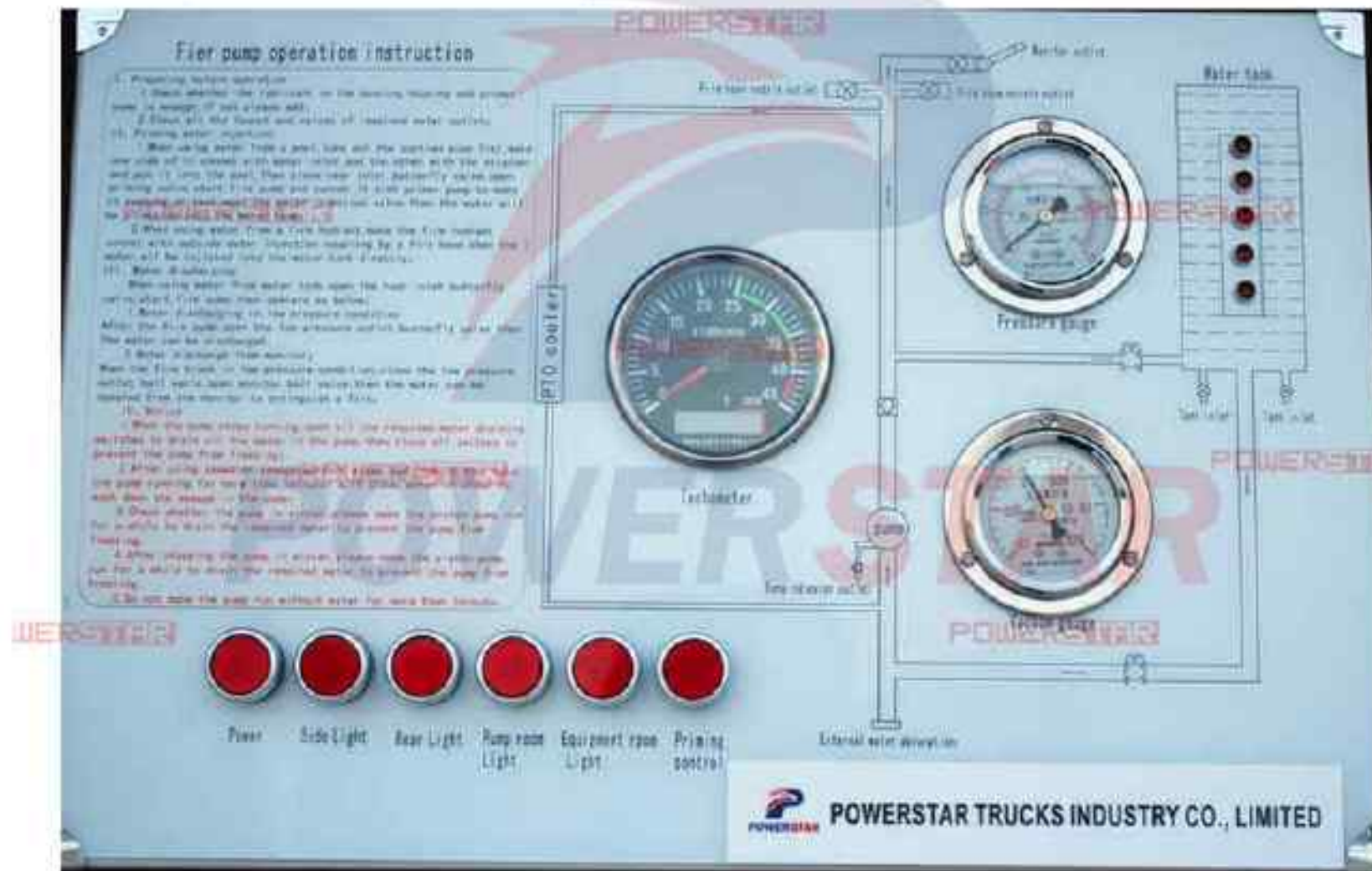
4. Pump room

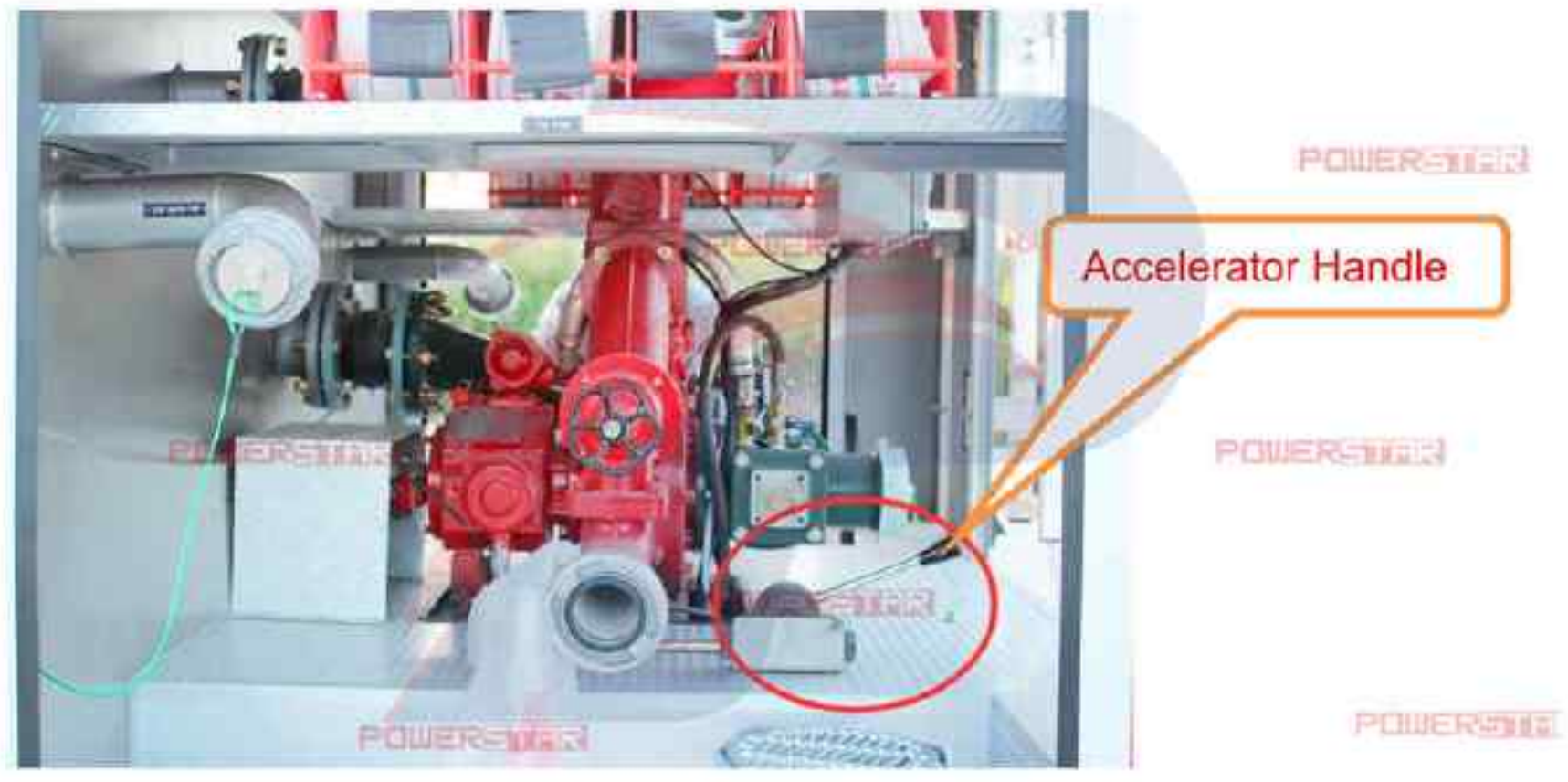
The pump room is located at the rear part of the vehicle and it is all-metal structure.

In the pump room, there is the fire pump system, the operation system & control board, help checking the working condition monitoring and fire pump operation.

At the front part of the water tank in the pump room, there is one large injection hole for water injection from the external water source.

There are special lightings in the pump room for the night work. And the rear Headlight controller also is in the pump room.

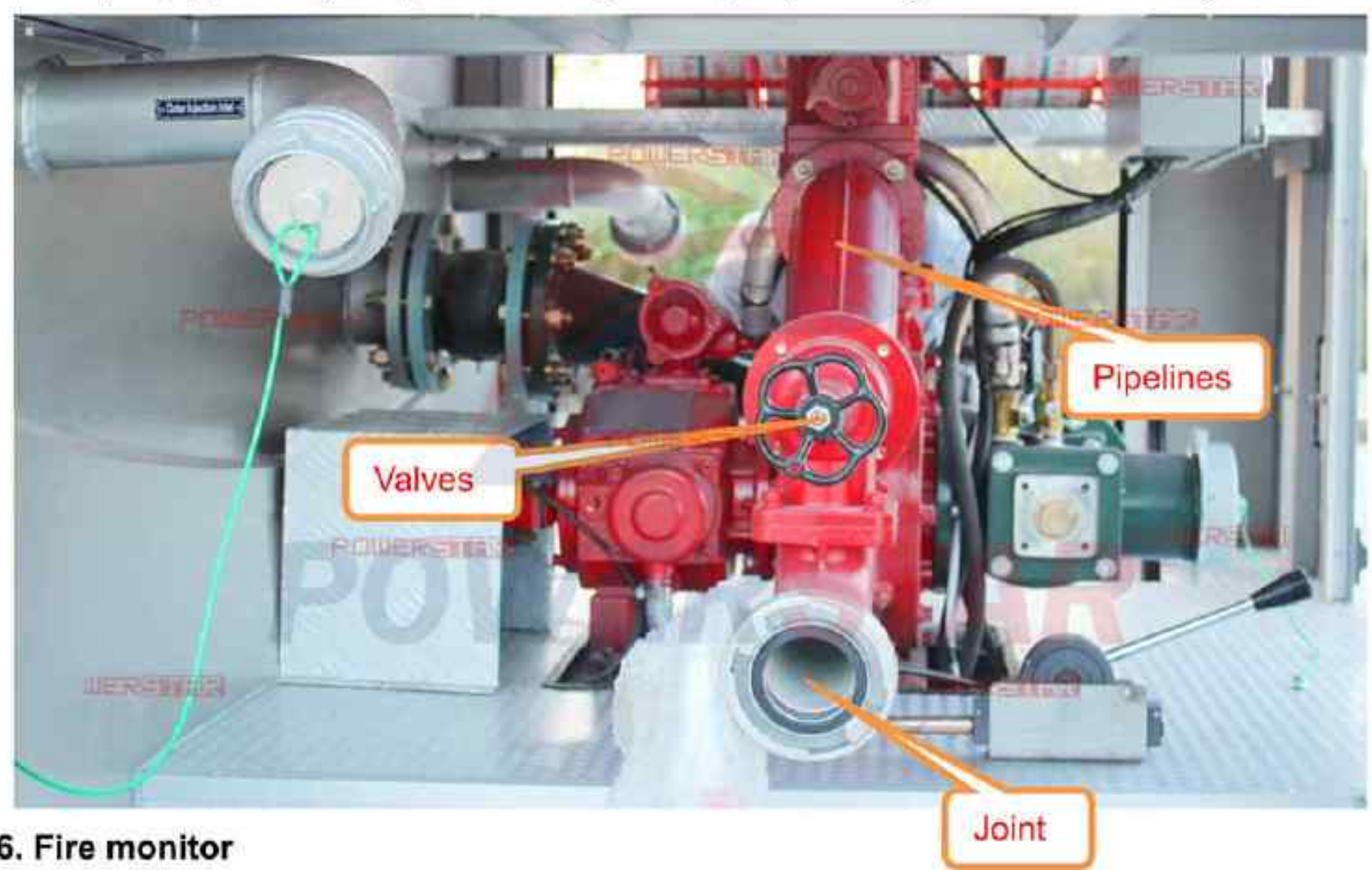




5. Pump and pipeline

The XIONGZHEN CB10/30 fire pump of this vehicle is rear-positioned. It is made of aluminum alloy materials, corrosion-resistant and easy for maintenance.

The vacuum gauge, pressure gauge and the additional cooling system have been equipped with the fire pump pipeline system, for monitoring the fire pump working situation and cooling the PTO.



6. Fire monitor

Model: PS8/30W

Location: Top of tank

Designed flow rate: 30L/s

Angle of rotation: 360°

Angle of elevation: $\leq 80^\circ$

Angle of depression: $\geq -10^\circ$

Throw: Water throw $\geq 50\text{m}$

Foam throw $\geq 45\text{m}$



7. Additional drive system

Additional drive system is composed of PTO, pump transmission shaft and brackets.

The PTO is sandwich and full-power output type, gear driving, water cooling, Manual (pneumatic) control. It is fitted between the clutch and transmission, getting power from engine and passing it to the fire pump through its pump transmission shaft.



8. Additional Control system

Additional Control system is composed of PTO control rod, fire pump valve control rod, electrical control, button, hand throttle control rod, etc.



9. Additional cooling system

The main purpose of additional cooling system is use to cool PTO and Fire Pump imperatively. It can control the temperature of that equipment when the fire truck is in a continuously running condition, prolonging the equipment life.

10. Additional electrical system

Additional electrical system is composed of several parts as below:

- (1) Alarm lamp, siren



Pillow lamps with alarm



- (2) Priming pump pneumatic electrical valve switch, fire pump rotation meter, electronic liquid

level meter

(3) Fire scene lighting, pump room lighting and tool box lighting, etc.



11. Additional gauge system

Additional gauge system is composed of several parts as below:

- (1) Pressure gauge: To show the water outlet pressure of the pump. (0~2.5 Mpa) .
- (2) Vacuum gauge: to show the vacuum degree in the pump. (-0.1~0.15Mpa) .
- (3) Rotation meter: To show the rpm of the rotation axis of the pump. (0~4500RPM) .
- (4) Water Level Gauge: To show the water level of the tank by a set of Pointer.

12. Equipment

The equipment is mainly for three purposes: extinguishing fire, saving life and eliminating danger. For detailed items, please refer to equipment list.

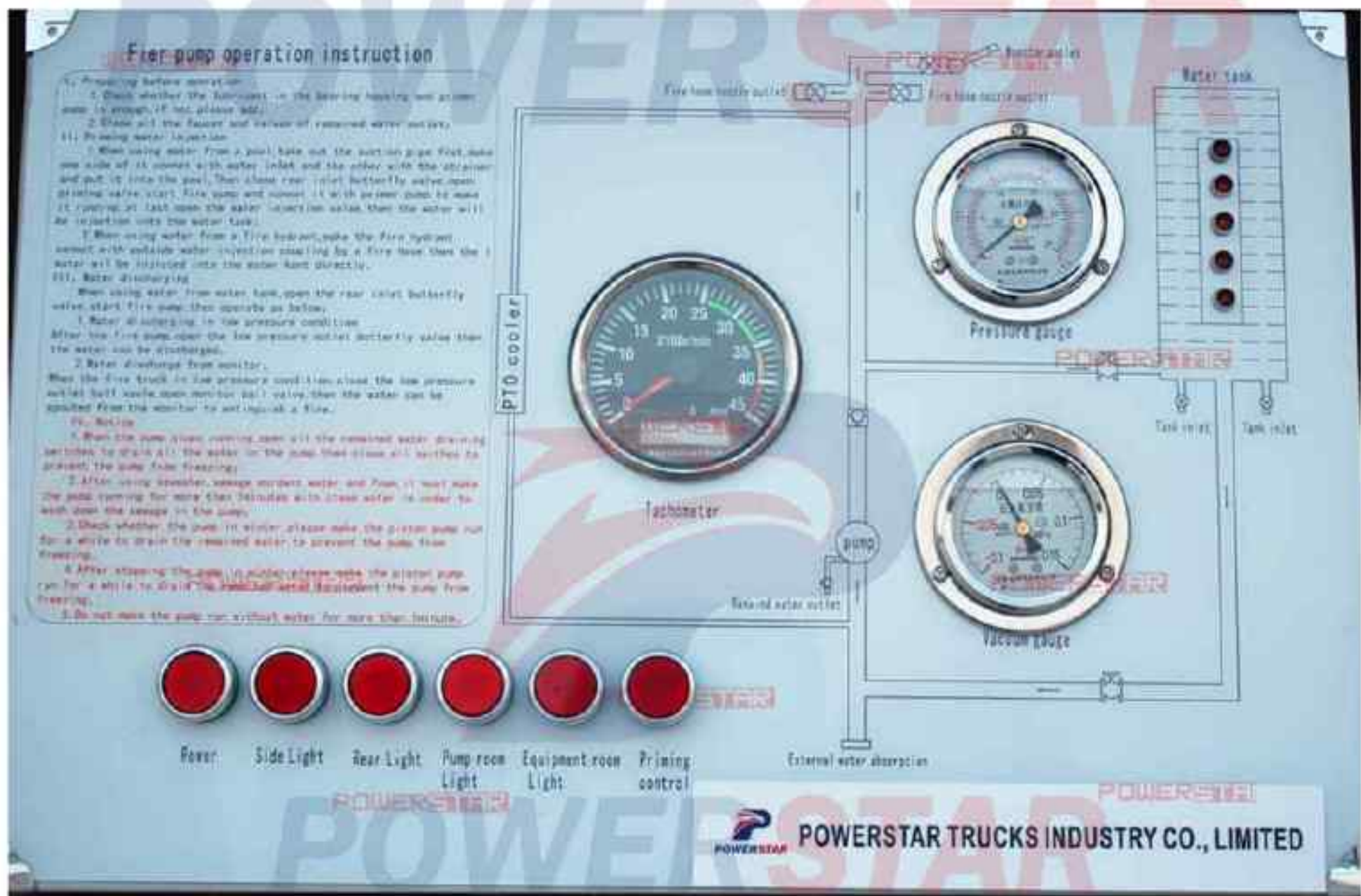
1. Suction hose: for connecting the pump inlet with the water source, equipped on the top of the truck; the number is 4, each length is 2 meters.
2. Water filter: for preventing the pipe system from being blocked by the odds. When the fire pump stops running, the water in suction pipe will not spill out for the check valve or say one-way valve in the filter, so water will get in quickly while restarting the pump.
3. Manifold for separating: connecting equipment for dividing the main hose into three smaller caliber hoses. Each outlet has been controlled by the ball valve, so they could work at the same time, or separately.
4. Manifold for converging: while connecting the external water source by water hose, the

manifold for converging could be fitted in the inlet of fire pump, with another two 65mm connector to connect with the water hose, and the other end to the water source.

It is always used to supply & get water between several fire truck, or connect the fire hydrant (100mm) .

5. Reducing caliber connector: for connecting the outlet valve and the water hose with caliber between 80mm and 65mm.
6. Hose coating: for wrapping the leaking place of the water hose tightly while there is leaking in firefighting, preventing the leaking place expanding and reducing the water loss.
7. Hose link: for hanging the water hose on climbing ladder, helping the fire fighter control the hose.

13. Control board system



(Control Board Assembly)

Brief introduction of the instrument panel from left to right:

- 1. Tachometer
- 2. Pressure gauge
- 3. Vacuum gauge
- 4. Water level gauge



- 1. Power
- 2. Side Light
- 3. Rear Light
- 4. Pump Room Light
- 5. Equipment Room Light
- 6. Priming Control



Chapter 4, Fire Truck Working Principles

The operator should fully understand Whole Structure and Working Principle for ISUZU ELF 4x2 Water Fire Truck before any operation. Only trained person can operate this vehicle properly and to prevent unnecessary accidents and equipment damage.

i ,How are the fire trucks working?

The ISUZU Firefighting Truck makes use of the sandwich power take off (PTO) to get power from the engine, and then transfer the power to the XIONGZHEN CB10/30 Fire Pump via drive axle so to rotate the rear-installed fire pump. The pump start working: Optional one, transfer water inside of the tank to fire monitor, and jetting out for firefighting process; Optional two, suction water through pool, river, fire hydrant etc. and jetting out through fire monitor.

ii ,What is the main component for truck?

The fire truck is refitted based on the ISUZU ELF 4x2 LHD chassis. The refit part includes tanker system, actuator device, operation system and firefighting equipment.

- Tanker: High strength carbon steel material water tanker and foam tanker, standard steel pipelines for firefighting process.
- Actuator device: includes sandwich power take off, drive line, etc., which can pass the power from the chassis to the fire pump.
- Operation system: the Electric control system located at rear of pump house, which can view pump vacuum rate, water tanker and foam tanker level, light system, etc. this helps come to all special functions' convert.
- Firefighting equipment: whole standard firefighting equipment.

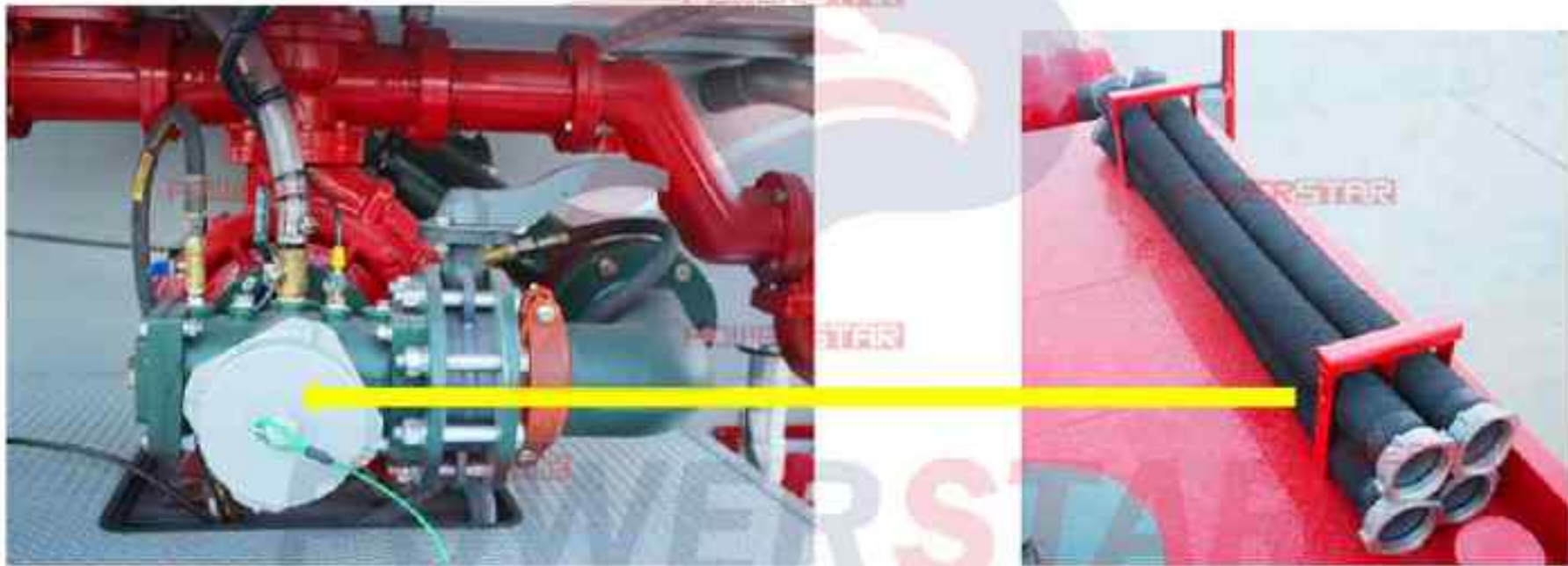
iii, Fire trucks Water Pump In Operation Guidance? (Very Important)

- 1) Carefully check around the working environment, make sure working is safety.
- 2) Make sure chassis battery power on, then whole truck electric system working, gearbox in neutral position.
- 3) Use the Control Panel in pump house, press the Power Switch button



Press to turn on the main Power Switch

- 4) Connect the Pipeline with Suction Joint, make sure the connection is fasten, use filter I necessary.



- 5) **Only** turn on the Water Inlet Control Valve, then water can be pump into the tank from river, pool, etc, through the fire pump

Water Inlet Control Valve
(inlet valve of tank):
PULL OUT: Valve closed
PUSH IN: Valve open



6) Turn on the Ball Valve of Vacuum Pump, to make the pump working (Please keep it Open)

Turn on the Vacuum
Pump Ball Valve



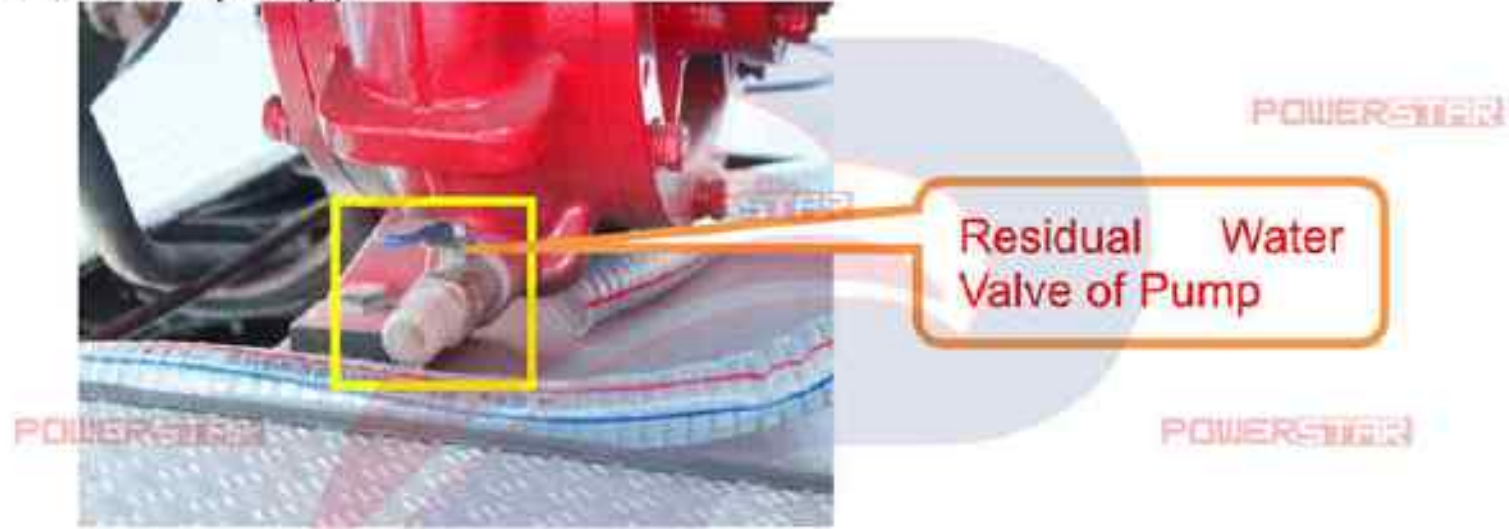
7) Turn off the Main Water Outlet Valve (outlet valve of tank)



Turn off the Outlet Valve of
Tank, which control the
water from tank to the fire
pump (Pump out process)

8) Turn off the Residual Water Valve of Pump. (This valve main used to discharge remained

water from the fire pump)



9) Pump & PTO Recirculating Water Valve (Cooling Switch) (Mainly used to cooling and Pump and PTO after keep working over 30min)

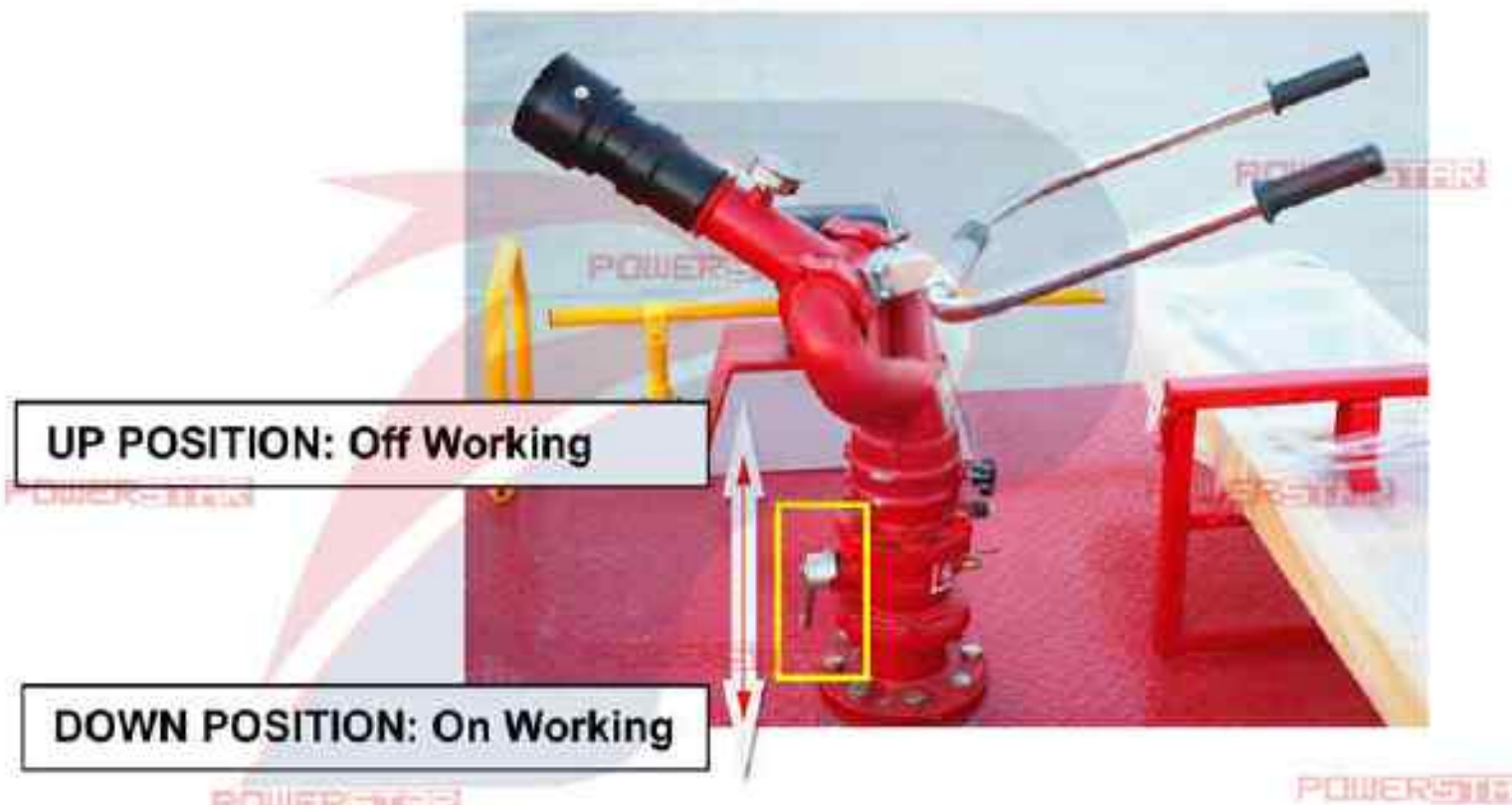
Keep Cooling Switch Inlet & Outlet Valves closed at beginning of pump in process, so can keep Fire Pump in vacuum.



10) Turn off two sides Water Outlet Joint (Totally 2 units) and Fire Hydrant Inlet Valve



11) Turn off the Fire Monitor control valve, DOWN POSITION



12) Turn off Water Tank Drain Outlet.



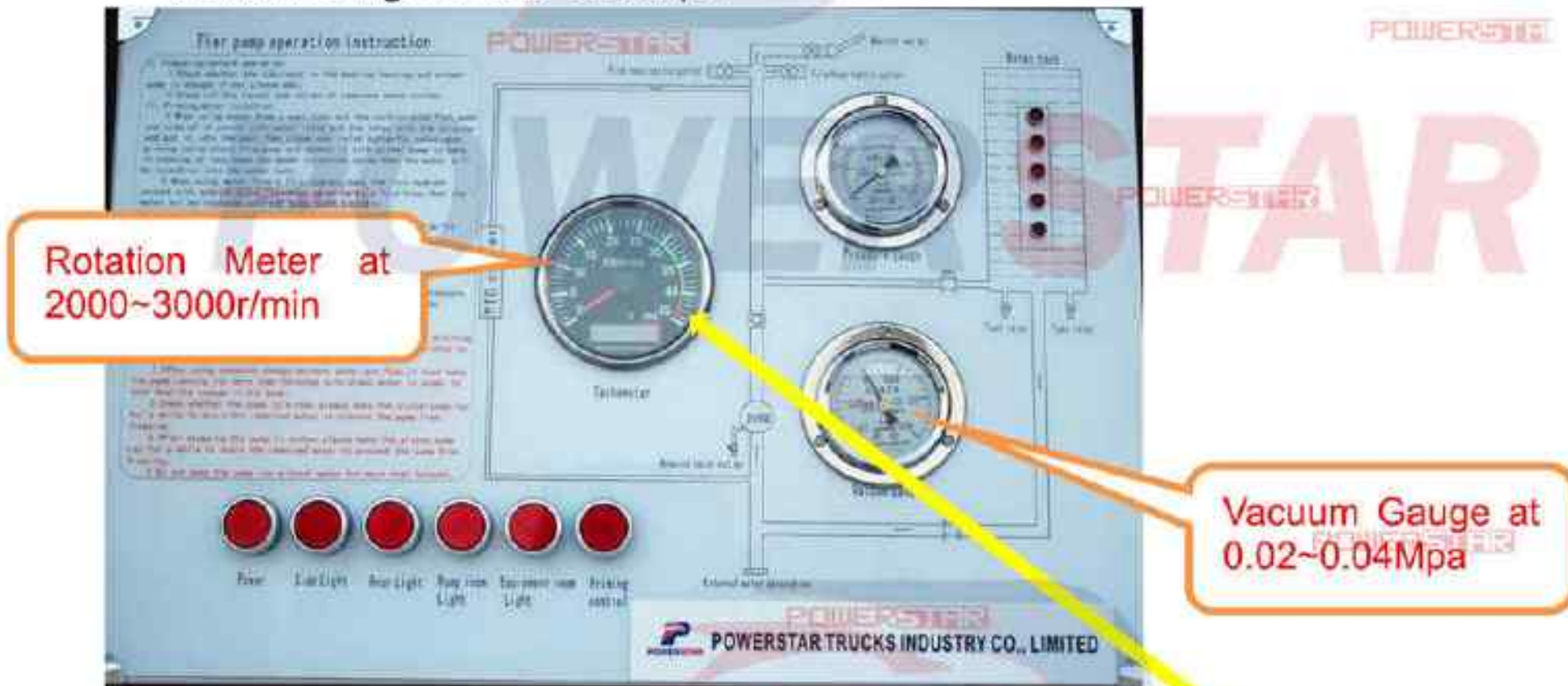
13) Start the truck engine, make sure the truck air pressure is over 0.6Mpa, then press the Clutch pedal, pull out the PTO control rod to make PTO working, then release the Clutch pedal slowly. Then PTO and Fire Pump start working.



14) Use the Control Panel in pump house; press the Priming Control button, the fire pump start working to suction water inside the tank.



15) Adjust the Accelerator Handle to keep the Rotation Meter at 2000~3000r/min, and the Vacuum Gauge at 0.02~0.04Mpa



16) When water get through Ball Valve of Vacuum Pump, means the fire pump successfully pumps water, then can press to turn off the Ball Valve of Vacuum Pump. The fire pump starts suction water to the tank automatically.



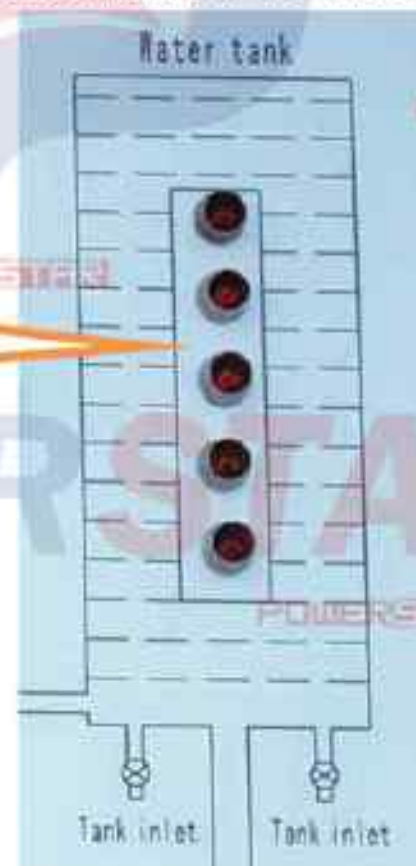
When this pipeline have water



Press to turn off the main Priming Control

17) When Water Level Gauge reaches the maximum value and the tank if full of water. Press the Clutch pedal, push in the PTO control rod to make PTO not working.

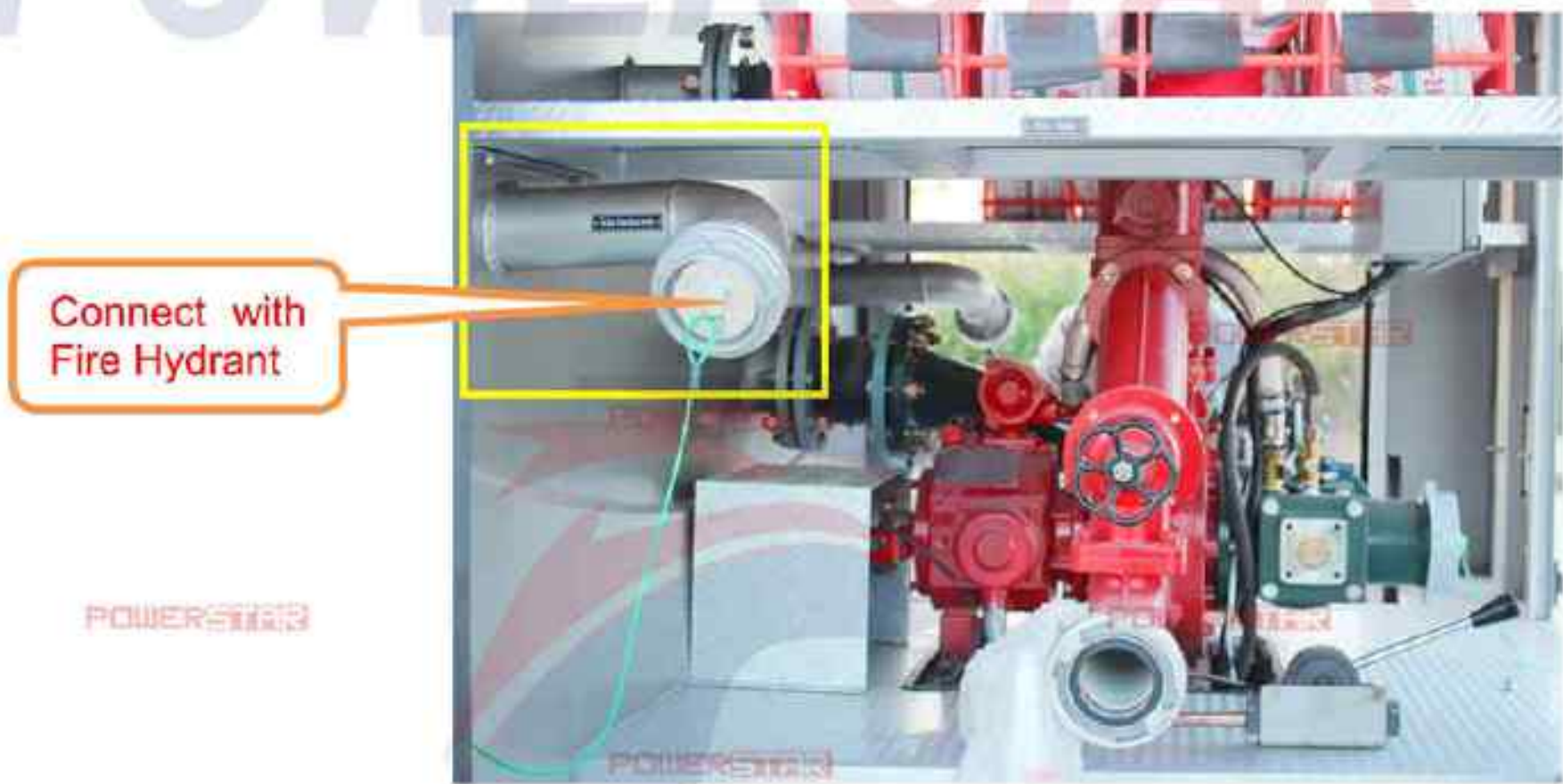
Water Level Gauge reaches the maximum value



18) Water Pump In steps finished, stop the truck engine, and turn off the Water Inlet Control Valve, turn on the Water Drain Ball Valve to discharge all water in fire pump if need.



19) If get water from Fire Hydrant, just need to connect the Fire Hydrant with fire pipelines, then water can get into the tank under pressure of Fire Hydrant.



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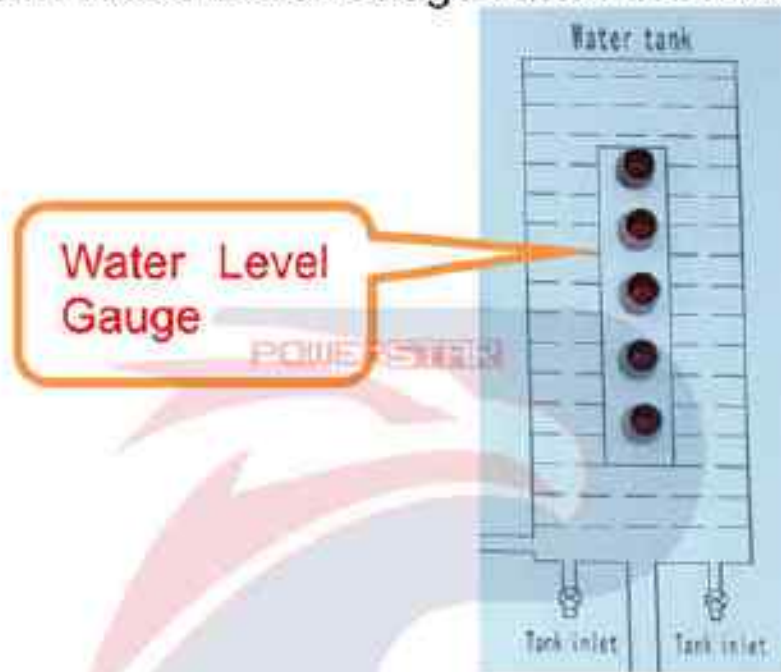
iv, Fire trucks Water Pump Out Operation Guidance? (Very Important)

- 1) Carefully check around the working environment, make sure working is safety.
- 2) Make sure chassis battery power on, then whole truck electric system working, gearbox in neutral position.
- 3) Use the Control Panel in pump house, press the Power Switch button



Press to turn on the main Power Switch

- 4) Carefully check and confirm Water Level Gauge reach the maximum value.



- 5) Make sure the Suction Pipe Cover is tightly connected.



Make sure the cover is tightly

6) Turn off the Water Inlet Control Valve.

Water Inlet Control Valve
(inlet valve of tank):
PULL OUT: Valve closed
PUSH IN: Valve open



7) Turn on the Ball Valve of Vacuum Pump, to make the pump working (Please keep it Open)



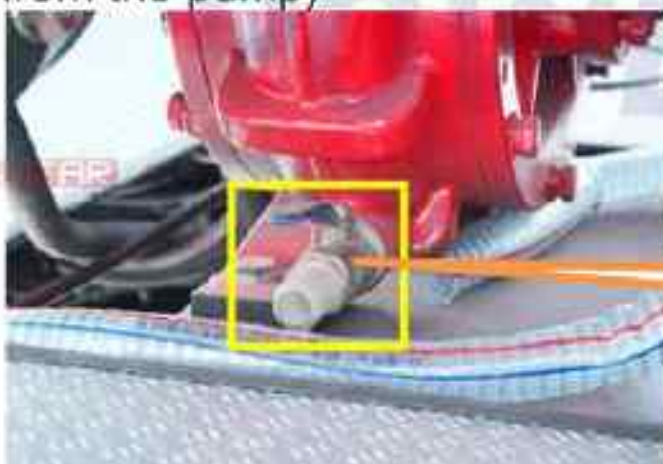
Turn on the Vacuum
Pump Ball Valve

8) Turn on the Main Water Outlet Valve (Outlet Valve of Tank)

Turn on the Outlet
Valve of Tank



9) Turn off the Residual Water Valve of Pump. (This valve main used to discharge remained water from the pump)



Residual Water Valve of Pump

10) Pump & PTO Recirculating Water Valve (Mainly used to cooling and Pump and PTO after keep working over 30min)

Keep Cooling Switch Inlet & Outlet Valves closed at beginning of pump in process, so can keep Fire Pump in vacuum.



Pump & PTO Recirculating Water Valve (Cooling Switch)

11) Turn on two sides Water Outlet Joint (Totally 2 units, can be open/close separated) Connect with Fire Pipeline for firefighting work



2 units Water Outlet Joints (each side has 1 unit)

12) Turn on the Fire Monitor control valve



UP POSITION: Off Working

DOWN POSITION: On Working

Use Fire Pipeline (11) or Fire Monitor (12) is depends on situation!

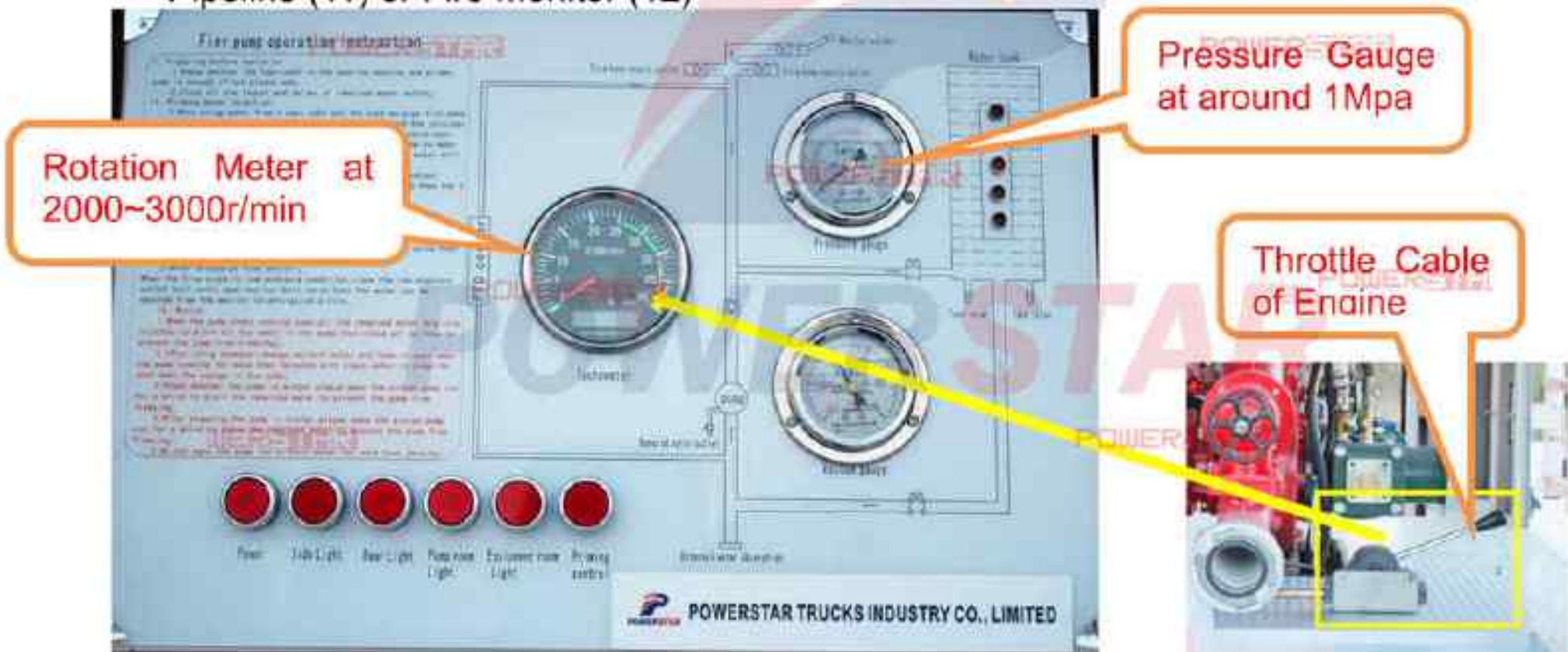
13) Turn off Water Tank Drain Outlet.



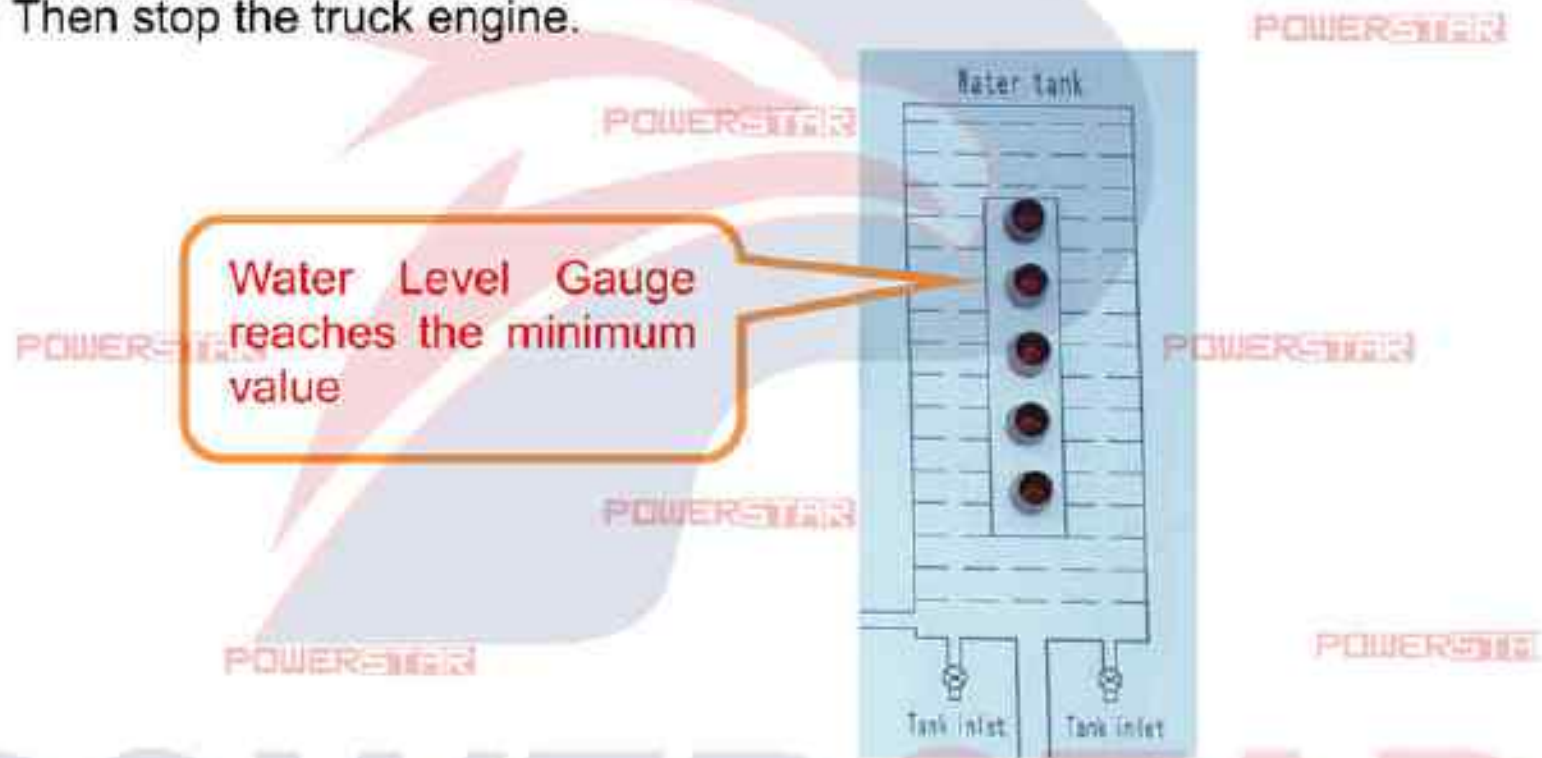
14) Start the truck engine, make sure the truck air pressure is over 0.6Mpa, then press the Clutch pedal, pull out the PTO control rod to make PTO working, then release the Clutch pedal slowly. Then PTO and Fire Pump start working.



15) Adjust the Accelerator Handle to keep the Rotation Meter at 2000~3000r/min, and the Pressure Gauge at around 1Mpa. Then mixed water and foam can Jetting out from Fire Pipeline (11) or Fire Monitor (12)



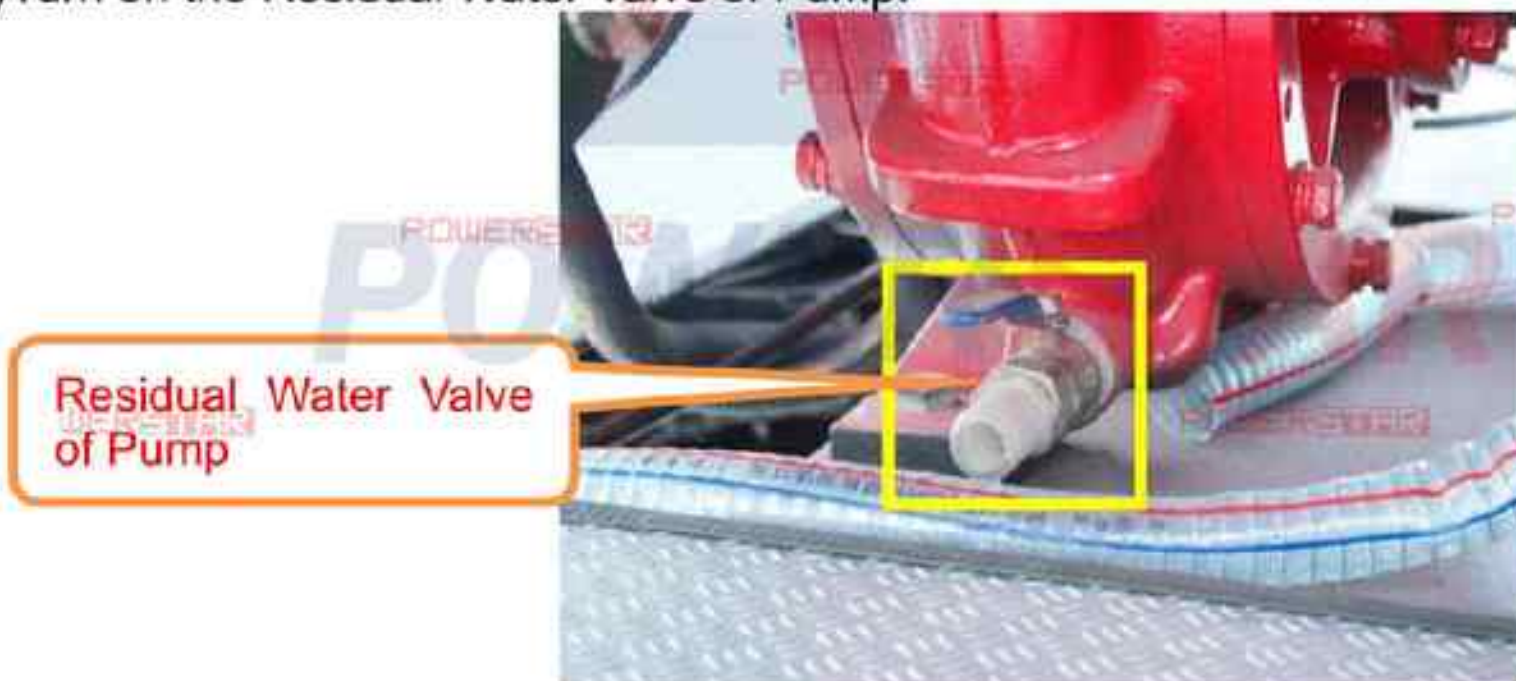
16) During fire truck working, pay attention to Water Level Gauge, when it point to the minimum position. Press the Clutch pedal, push in the PTO control rod to make PTO not working. Then stop the truck engine.



17) Turn off the Main Water Outlet Valve (Outlet Valve of Tank)



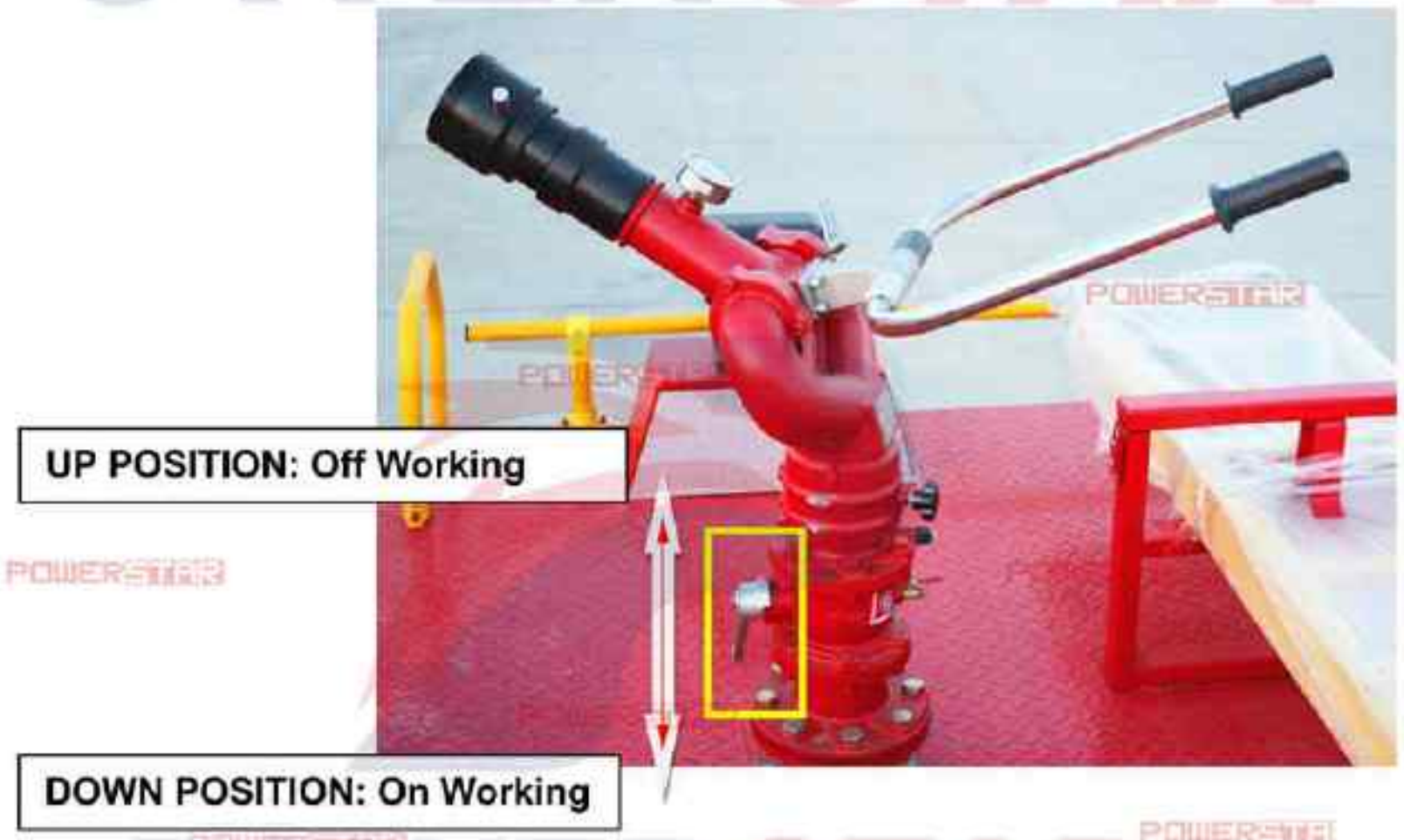
18) Turn on the Residual Water Valve of Pump.



19) Turn on Water Tank Drain Outlet.



20) Turn on/off the Fire Monitor control valve 2~3 times, which can make sure not stock inside of it. Then reset the Fire Monitor position to make it suitable for driving.



∨ ,Other Notice for fire truck operation

1. Fire pump operation instruction

In order to extinguish the fire quickly, it is necessary to operate the fire pump exactly and masterly

1. XIONGZHEN CB10/30 operation instruction

a. Priming water:

If using water from tank, we can push the butterfly valve toward to the fire pump shaft direction in order to pull the pin out from pin-hole. Then pull the handle to horizontal position and open the butterfly valve, after that, water will be flowing into the pump.

If using water from hydrant, we can connect the suction pipe to the hydrant, and then the water will be flowing into the pump from the hydrant

If using water from pond, we need to use a piston primer pump for priming water. In this situation, firstly we can put the suction pipe into the pond; secondly start the low pressure fire pump; thirdly turn the pump rotational speed to 2500r/min in a short time; fourthly pull the control handle down and the piston primer pump begin to work. The water priming will be finished in 35 seconds, then the fire pump begin to work and the piston primer pump stop working automatically, after that ,we can push the control handle up to normal position, if the water priming are not finished in 60 seconds, please check whether there is air leakage in the system.

b. Low pressure work condition

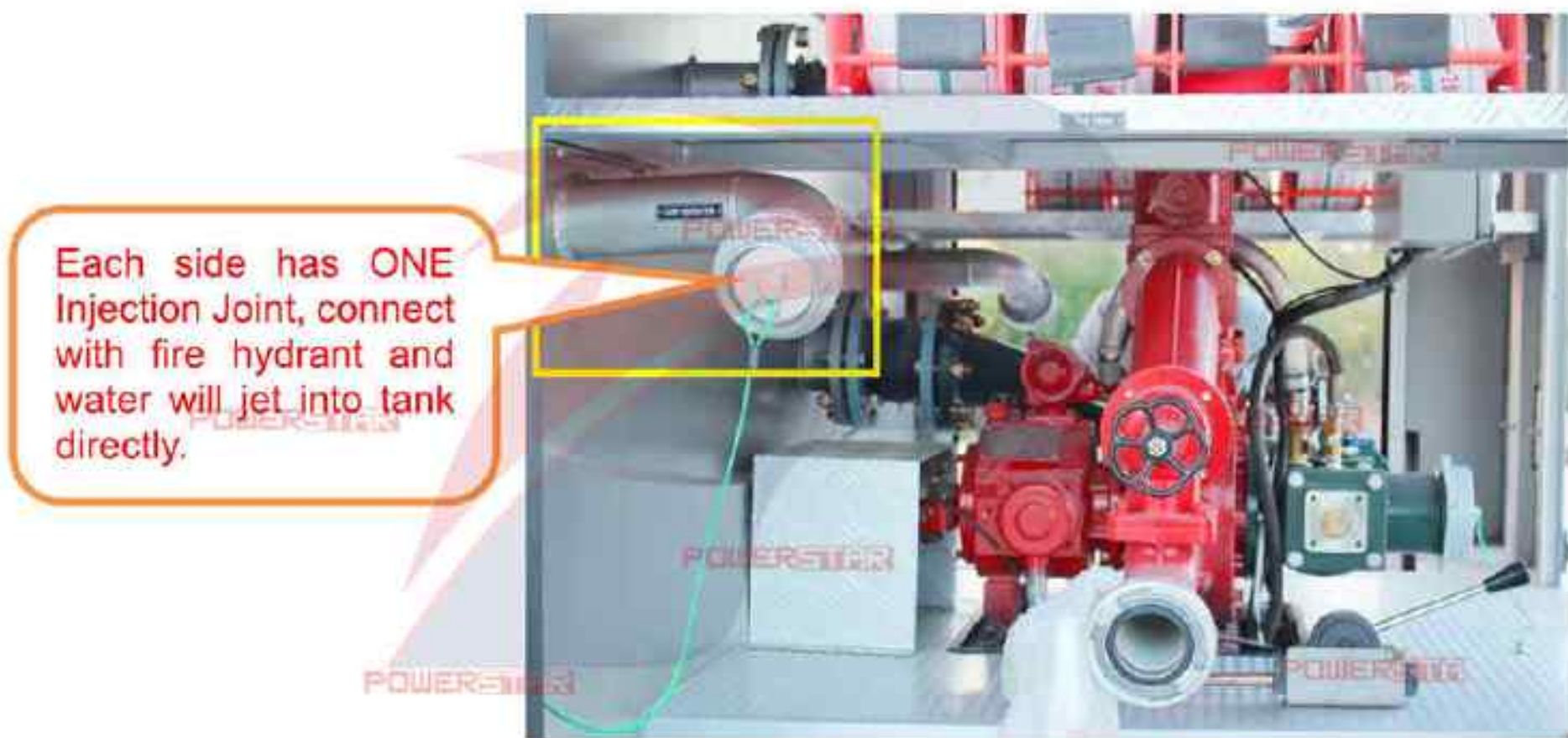
Open the ball valve which is in the low pressure outlet, and then turn the reflux ball valve to "low pressure" position.

2. Water injection, suction and discharging

1. Two ways of injecting water into the tank:

(1) Water from hydrant

- A. After parking the vehicle according to correct steps, take out fire hose and hydrant wrench.
- B. Connect the outer injection joint to the hydrant with fire hose.
- C. Open the hydrant valve with hydrant wrench until the tank has been full.



(2) Water from river and pond

A. After parking the vehicle according to correct steps, take out suction pipe, water-strainer and suction pipe wrench.

B. Connect the suction pipe to the inlet of the fire pump and make sure the length is suitable, then fix the water-strainer on the end of the suction pipe and put it into the river or pond (0.5m under water surface is best).

Notice:

- 1 Do not bend the suction pipe excessively.
- 2 Make sure the bending part not higher than the inlet of fire pump.
- 3 Do not make the water-strainer touch the bottom of pond or river to prevent sundries.
- 4 Make sure there is not air leakage at all joint, otherwise the water will not be primed
- 5 Turn off all valves, making the transmission in neutral. Start the engine, push the clutch, press the PTO switch, then release the clutch slowly until the fire pump runs.
- 6 Press the priming button, adjust the manual throttle simultaneously, making the rotation of pump around 2200r/min-2500r/min, get the vacuum gauge at around 0.5-0.8MPa.
- 7 After water getting in the pump, make the priming button back reset.
- 8 While the pressure gauge points at 0.25MPa open the water injection valve, adjust the manual throttle to the necessary pressure until the tank is full.

2. Water supplied by pump

Three water supply types:

1. Supply from tank
2. Supply from hydrant
3. Supply from river and pond

(1) Priming operation (Supply from tank):

Open the pipe valve between tank and fire pump, start fire pump, turn the hand throttle to make the rotational speed to rated speed. When the value of vacuum gauge is from 50Kpa to 80Kpa, open the outlet valve, then turn the hand throttle to proper pressure.

(2) Priming operation (Supply from hydrant):

a After parking the vehicle according to correct steps, take out fire hose, collecting breeching and hydrant wrench.

b Connect the outer injection joint to the hydrant with fire hose and collecting breeching

c Open the hydrant valve with hydrant wrench, when the water has been primed into the pump, the following steps are same as water supplied by tank situation.

(3) Priming operation (Supply from river and pond):

The operation steps are the same as water supplied by tank situation a to c.

3. Fire fighting

1). with water

After parking the vehicle according to correct steps, connect the fire hose and hose nozzle correctly, aim to the fire source, operate the clutch and PTO to make the pump start to work. Open vacuum gauge, pressure gauge and cooling system stopcock, check the indication of each gauge, and turn the hand throttle, when the pressure gauge indicates around 0.8Kpa to 1.0Kpa, open the outlet valve, then turn the hand throttle to proper pressure.

Note: Turn off the inlet valve while firefighting

Chapter 5, Other fire equipment brief introduction

1. Monitor operation

Making sure the water in pump be with pressure after the operation above, the monitor aims at the fire scene and adjust its angle, then open the valve under the monitor.

The monitor could spurt like stream by adjusting the handle at the muzzle of monitor.



2. Siren

This series vehicle has been equipped with multi-function electronic siren. Before using, turn on the main power switch, then turn on the siren power switch, finally turn on the relevant switch according to practical demands.

If the vehicle contains foam system, please acquaint yourself with the using of foam system, in order to operate skillfully.



3. Fire Scene Lighting

This series vehicle has been equipped with fire scene lighting at rear of the fire tanker. Before using, turn on the main power switch, then turn on the Fire Scene Light power switch, and use the switch control the light to meet all requirement of the firefighting work.



Chapter 6, Attentions on Using

1. Make sure the clutch is detached completely and the engine speed is low when the PTO is approaching or departing.
2. Fire pump running without water for more than 3 minutes or at a high speed are not allowed.
3. When the system is running, before all the water outlet valves have been closed, it must reduce the pump speed. Fire pump running in overrated pressure for a long time is not allowed.
4. After water priming finished, reset the priming handle.
5. After PTO working over 10 minutes in hot weather, it must turn on the water-cooling stopcock, otherwise it may cause problems, the water must be drain out when the work is over.
6. If using seawater, sewage, corrosive liquid or foam, please run the fire pump with clear water to clean the fire pump .If using in cold weather, make the piston pump run for a while to drain out the remaining water to prevent it from freezing.
7. It is equipped with a breather valve on the top of foam tank. When using foam to extinguish fire, the foam liquid level will decline, the breather can suck air to make sure the ratio of water and foam are not change.

Daily checking:

To make sure the vehicle in a good state for a long time, the driver and operator must check the vehicle daily, in order to find out and eliminate hidden danger in time.

1. About chassis part, please refer to "*Chassis Instruction*".
2. Check daily whether the sound and lubricate of the fire pump, PTO, priming pump, transmission shaft is normal or not.
3. Check daily whether the air tightness of joints is normal or not.
4. Check daily whether the oil of PTO, reciprocating primer pump and gear case are degenerative or missing, whether every part has a leakage.
5. Check daily whether the cooling pipe of pump rack case is blocked, whether the water level of priming water box is normal, whether there is a leakage.
6. Check daily whether the monitor turning is flexible, whether lubrication is degenerative, missing or leakage.
7. Check and tidy up all kinds of equipment and accessories and keep them clean, dry and in good condition.

Chapter 7, Maintenance

1. Cabin

Check periodically whether the alarm lamp, electrical equipment, switches and fuse are in good state or not.

If necessary, please make the maintenance and replacement in time.

2. Tank

While the tank being full of extinguisher permanently, the extinguisher is corrosive for the tank. The tank should be checked periodically. Once it has been rusty, it is necessary to take some effective measures, preventing the rusty expanding. The common method is to clean the rusty point, after drying completely, brush it with epoxy resin paint. Also check the valves and pipeline periodically.

3. Hose box

Check periodically whether there is sleeper in the hose box, whether the roller door is flexible or damage, whether the oil of the chute of the door is lacking, whether the equipment are clean, dry and in good condition, whether the rubber rings of all joints are normal, whether the equipment are fixed firmly.

4. Pump room

Check periodically whether the equipment in pump room are in good condition. If there are standing water and oil stain, it must be cleaned. Check whether the standing water and oil stain are results from system leakage, if it is, make the maintenance in time.

5. PTO, Transmission shaft

Check the oil level and quality, change or add if necessary. Check the sound running state of PTO to find out whether it is blocked or spontaneous out-of-gear, if it is, check and repair in time. Check the sound of pump drive shaft. Check if all fasteners are tight or not.

6. Fire pump

- a. While working, add lubricant to each running part every 3-6 hours.
- b. Add lubricant to the screw thread of inlet and outlet, cover the cap.

Chapter 8, Common malfunctions and methods in pump system

Malfunctions	Probable Cause	eliminating Methods
Pump cannot be started	Clutch have not been connected	Connect clutch
	clutch slip	Adjust clutch
	Impeller is blocked	Change the impeller
	Pump is frozen	Heat the pump slowly
Priming failure	Suction Height is too high	Reduce the suction height
Stuffing box water leakage	Packing box packing leak	Add filler
	pump shaft wear and tear	Change the pump shaft
Gear case too hot	oil level too high	Reduce the oil level
	Bearing broken	Change the bearing
No pressure at the outlet	suction strainer has been blocked	Clean the strainer
	suction strainer is above the water surface	Put it below the water surface
	Suction pipe leakage	Change suction pipe
	Outlet valve is not closed	Close the outlet valve
	piston pump broken	Repair it
	cone belt slipping	Clean or change it
	Packing box packing leak	Add filler
Pump vibrating	Suction pipe too long and suction height too high	Reduce length and height
	Pump cavitation	Reduce speed and flow
	Impeller is blocked	Wash or change the impeller
	Pump is not fixed firmly	Firm it
	pump shaft or bearing broken	Change them
The oil box of reciprocating primer pump contains water	Piston broken	Change it
reciprocating primer pump cannot exhaust	Diaphragm of inlet is broken	change

Chapter 10, Attached Technology Files

Attached list: Common lubricant data

Usual lubricant types:

1. PTO lubricant: The model of PTO lubricant must be the same as the transmission.
2. Gear case lubricant:
 - (1) Model: L CLD68 (GB7631.1-1987)
 - (2) Amount: 1.5L
3. Reciprocating primer lubricant:
 - (1) Model: L CLD32 (GB7631.1-1987)
 - (2) Amount: 0.5L
4. Other part: Add lubricant with a grease gun

Additional: Cold season or district, priming water tank must be added antifreeze, detail as below:

Freezing point (°C)	Water(L)	Denatured alcohol(L)
-10	8	4
-20	6.5	5.5
-30	5.5	6.5
-40	3.5	8.5