SEALEY POWER PRODUCTS

INSTRUCTIONS FOR:
DIESEL/FLUID TRANSFER PUMP
MODELS: **TP98 & TP9824**

Thank you for purchasing a Sealey product. Manufactured to a high standard this product will, if used according to these instructions and properly maintained, give you years of trouble free performance.

⚠ ***IMPORTANT:*** **PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS AND CAUTIONS. USE THIS PRODUCT CORRECTLY AND ONLY FOR ITS INTENDED PURPOSE. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. RETAIN THESE INSTRUCTIONS FOR FUTURE USE.**

1. SAFETY INSTRUCTIONS

✓ Maintain the pump in good condition (use an authorised service agent).
✓ Replace or repair damaged parts. *Use recommended parts only. Non authorised parts may be dangerous and will invalidate the warranty.*
✓ Keep the pump clean for best and safest performance.
✓ Ensure the power supply (vehicle battery) corresponds with the requirements of the pump. TP98 12Volt, TP9824 24Volt DC power supply.
✓ Ensure that there is more liquid in the suction tank than will be pumped.
✓ Ensure that the capacity of the receiving tank is sufficient to hold the pumped fuel.
✓ Wear safety goggles and gloves, and protective clothing when working around fuel. A full range of personal safety equipment is available from your local Sealey dealer.
✓ Use the pump in an appropriate working area for its function. Keep area clean and tidy and free from unrelated materials, and ensure there is adequate lighting.
✓ Maintain correct balance and footing. Ensure the floor is not slippery and wear non slip shoes.
✓ Keep children and unauthorised persons away from the working area.
✘ DO NOT 'dry run' the pump without fuel. This will damage the pump's internal components and will invalidate your warranty.
✘ DO NOT operate the pump continuously for more than 30 minutes. The duty cycle of the unit is 30 minutes, after which the motor must be left to cool down.
✘ DO NOT run the unit for more than 2-3 minutes with the delivery nozzle closed.
✘ DO NOT start or stop the pump by connecting or disconnecting the battery clamps.
✘ DO NOT operate the pump with wet hands.
✘ DO NOT use the pump where explosive or flammable vapours may be present.
✘ DO NOT tamper with the pump connections.
❒ **WARNING!** DO NOT use the unit to pump the following fluids:
Petrol, flammable liquids with PM <55°C, water, alimentary liquids with viscosity >20 cSt., corrosive chemicals and solvents.

2. INTRODUCTION

Electric 12 or 24Volt pump kit with battery clips. High flow pump unit with bypass valve, suitable for filling diesel vehicles on site. Cast iron pump body with anti-corrosion finish. Includes integrated on/off switch, delivery hose with manual delivery nozzle, suction hose and filter.

3. PREPARATION & ASSEMBLY

❒ **WARNING** Conical fittings should not be used to connect to the inlet/outlet ports as they will damage the seats on the pump casing.
3.1. Before using the pump, unpack all materials and inspect the pump unit for damage.
3.2. Connect the unit to appropriate voltage battery and ensure the motor will run up freely, this can be done before connecting hoses.
3.3 Attach the two flanges supplied to the inlet and outlet ports of the pump using the socket cap bolts provided. The flanges have different recesses for different types of fixings in either face. Insert the socket cap bolts into the circular counterbored recesses you will find in one face of each flange. Ensure that the 'O' rings provided are trapped in the groove in the flange face which seals onto each port.
3.4 A mounting bracket is supplied which can be attached to either side of the inlet/outlet casting. The pump can be mounted in either a horizontal or a vertical axis. Ensure that the pump is mounted so that the on/off lever is visible and readily accessible.
3.5 The delivery/outlet hose and suction/inlet hose are supplied with a male threaded fitting at either end.
3.6 Attach the filter to one end off the suction hose. Identify the inlet port by means of the flow arrows shown on the cast body of the unit adjacent to each port and then attach the hose to the inlet port.
3.7 Attach the delivery nozzle to one end of the outlet hose. Before the delivery hose can be attached to the outlet port the pump body must be partially filled with diesel fuel to aid the priming process. (See next section.)

4. USING THE APPLIANCE

WARNING! Check to ensure you are connecting your pump to the correct voltage power supply for model.
4.1. Before each use, clean the inlet and outlet ports. Remove any dust or packing material that may have collected during transport or between uses.
4.2. PRIMING THE PUMP. Lower the suction tube (with filter attached) into the fuel storage tank. Ensure the pump is no more than 2mtr higher than the end of the suction tube during the priming phase. During normal running, this distance may be increased to a maximum of 3mtr.
4.3 Before first use partially fill the pump body with diesel fuel to aid the priming process then connect the delivery tube.
4.4 If using an automatic delivery nozzle, it is recommended that you remove this while the pump is priming.
4.5 The priming phase may last from several seconds to a few minutes, dependant on conditions. Should this phase appear to be prolonged, stop the pump and check the points listed in section 6.2.
Note: *The foot valve incorporated in the suction filter ensures that the suction tube does not empty back into the tank and therefore eliminates the need to repeat the priming of the pump each time it is used. However, should the suction tube be allowed to empty, it will again be necessary to prime the pump before use. Failure to do so could cause damage to the pump.*

4.6 NORMAL USE. Place the delivery nozzle in the fuel tank of the vehicle.
4.7 Attach the **red** battery clamp to the **positive (+)** terminal of the vehicle's battery, and the **black** clamp to the **negative (-)** terminal.
4.8 Before turning the pump on, be sure that the delivery nozzle is in the 'OFF' position.
4.9 Move the switch lever to the 'ON' position. The pump is capable of operating with the delivery nozzle closed for only 2-3 minutes maximum.
4.10 Grip the nozzle firmly and squeeze the trigger to begin transferring fuel.
4.11 Release the trigger to stop the fuel flow when the transfer is complete. (On an automatic delivery nozzle, simply turn the pump switch to off)
4.12 Turn the pump switch 'OFF'.

The fuel pump may switch off automatically if there is insufficient voltage or a fault in the electrical connection. If this happens, release the trigger handle, keeping the nozzle in place, and turn the pump switch off. Investigate the cause of the interruption.

5. PERFORMANCE

CONDITION	DELIVERY (l/min)	BACK PRESSURE (bar)
BY-PASS	0	1.3
MAX BACK PRESSURE	60	1.2
MAX DELIVERY	85	0.4

Environmental conditions:
Temperature: -20ºC / +60ºC Max Relative Humidity: 90%

Model TP98
Pump power . . .12 Volts (35 Amps, 240 Watts).
Fuse . . . . . .40 Amps.
Duty cycle . . . . .30 minutes
Speed 2000rpm

Model TP9824
Pump power . . .24 Volts (18 Amps, 240 Watts).
Fuse . . . . . .30 Amps.
Duty cycle . . . . .30 minutes
Speed 2000rpm

Performance Data given is for the transfer of diesel fuel at 20°C. The conditions indicated are as follows:

5.1 **By-Pass** - The pump operates in this mode when the delivery is closed and the internal by-pass valve automatically opens. The pressure indicated is constant regardless of the type of delivery systems. **Note that the unit can only operate in this condition for a maximum of 2 to 3 minutes.**

5.2 **Maximum Back Pressure** - These values are given for the maximum back pressure allowed with the by-pass valve closed. Higher back pressures will cause the by-pass valve to open and reduce delivery volume. The back pressure should not exceed the value given during normal operation.

5.3 **Maximum Delivery** - These values indicate the lowest back pressure and greatest delivery volume possible at once.

6. TROUBLE SHOOTING

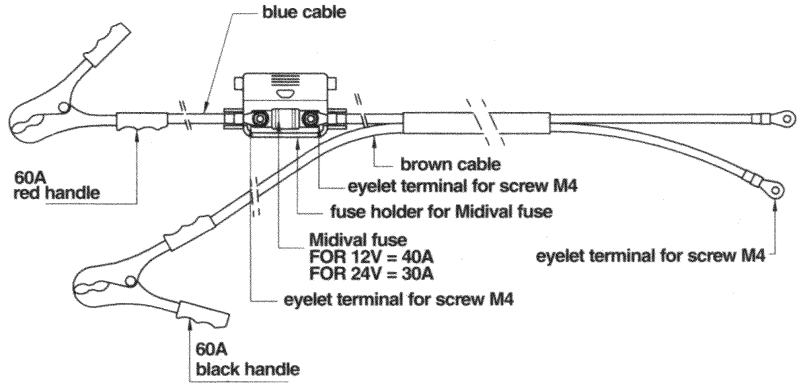
6.1

Problem	Possible cause	Solution
The motor is not turning	Lack of electric power	Check the electrical connections
	Rotor jammed	Check for possible damage or obstruction of the rotating components
	Motor problems	Contact your authorised Sealey dealer
The motor turns slowly when starting	Power supply is of insufficient voltage	Increase voltage
Low or no flow rate	Low level in source tank	Refill the tank
	Foot valve blocked	Clean and/or replace the valve
	Filter clogged	Clean the filter
	Excessive suction pressure	Lower the pump with respect to the level of fluid in the tank, or increase the bore of the tubing.
	High loss of head in the delivery circuit (working with the bypass open)	Use shorter tubing or increase the bore.
	Bypass valve blocked	Dismantle the valve and clean or replace it.
	Air entering the pump or the suction tube	Check seals and connections.
	A narrowing in the suction tubing	Use tubing suited to the pressures involved.
	Low rotation speed	Check the voltage at the pump. Adjust voltage and/or use cables of greater cross section.
	The suction tubing is resting at the bottom of the tank	Raise the tubing
Increased pump noise	Cavitation occurring	Reduce suction pressure
	Irregular functioning of the bypass	Dispense fuel until the air is purged from the bypass system.
	Air present in the diesel fuel	Verify the suction connections
Leakage from the pump body	Seal damaged	Check and replace the seal

6.2. The priming phase may last from several seconds to a few minutes, dependant on conditions. Should this phase appear to be prolonged, stop the pump and check the following:
That the pump is not running completely dry (see section 4.2 on priming the pump),
That the suction tubing is not allowing air in,
That the filter is not clogged,
That the difference in height between the pump and the end of the suction hose is not more than 2mtr,
That the delivery tube is allowing the evacuation of air.
6.3. When priming has occurred, ensure that the pump is operating as anticipated.

7. MAINTENANCE

7.1. Check the pump casing, suction and delivery tubes regularly for leaks.
7.2. Keep the pump clean for easy detection of leaks.
7.3. Remove and clean the filter every 10 hours of operation or sooner if the transfer flow begins to decrease.
7.4. Dispose of environmentally hazardous parts in the proper manner.
7.5. This pump is protected from voltage surges and short circuits by a fuse. Should it become necessary to replace the fuse, ensure that the correct rating is chosen and that the fuse is fitted correctly. If in doubt, contact your authorised Sealey dealer / service agent.



8. DECLARATION OF CONFORMITY

Declaration of Conformity We, the sole importer into the UK, declare that the products listed below are in conformity with the following EEC standards and directives

Diesel/Fluid Transfer Pump
Models TP98 & TP9824

73.23/EECLow Voltage Directive
89/336/EECEMC Directive
93/68/EEC CE Marking Directive

Signed by Mark Sweetman 15 August 2003

For Jack Sealey Ltd. Sole importer into the UK of Sealey Power Products.

CE The construction files for these products are held by the Manufacturer and may be inspected on request by contacting Jack Sealey Ltd.

NOTE: *It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.*
IMPORTANT: No liability is accepted for incorrect use of this equipment
WARRANTY: Guarantee is 12 months from purchase date, proof of which will be required for any claim.
INFORMATION: Call us for a copy of our latest catalogue on 01284 757525 and leave your full name and address including your postcode.

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