3 OPERATION

3.1 Tank System Operation

3.1.1 Operation Guidelines

-Test your system using **WATER** to ensure you do not have leaks before moving onto sealant
-Ensure the pump is primed before starting your job
-Flush clean water through the pump and hoses at the end of each day
-Place spray tips into a soapy water solution at the end of each day
-Do not let sealant dry onto your spray tips
-Put spray tips into a container with soapy water when finished with them
-Clean spray tips with soft nylon brushes only
-Have clean water available at the job site for emergency rinsing
-Clean strainer daily to ensure proper sealant flow (strainer optional on some systems)
-Check engine oil levels daily
-Change engine oil after every 50 hours of operation, or at the end of the season, whichever comes first

⚠ Warning

- The main seal is critical to the operation of your spray system. We suggest that you keep a spare seal at all times. This part is a wear item and does need to be replaced during regular maintenance. Failure of this part will result in unexpected downtime.

Aluminum pump: RC-GCM-0047

Cast Iron Pump: RC-GCM-0033

-Failure to prime the pump prior to engine operation will destroy the pump seals. NEVER run the pump dry for longer than 10 seconds.

NOTE: FAILURE TO PRIME THE PUMP WILL VOID THE SEAL WARRANTY.

-Always start the pump in full recirculation mode

-Switch the pump to recirculate mode if you are not going to be spraying for more than 30 seconds.

NOTE: Failure to do so may result in excessive heating of the sealant, which will cause it to thicken and reduce the lifespan of pump parts.

-Turn the engine off for extended work stoppages, such as breaks, lunches, or other work stoppages.

NOTE: Apart from wasting fuel, this may cause your sealant to become foamy, which can introduce excessive air into the lines and cause your pump to lose its prime. Foamy sealant can take an hour or more to return to a useable state.

3.1.2 System Priming

Your spray system uses a CENTRIFUGAL pump, commonly known as a "TRASH PUMP". This style of pump requires priming before use. These pumps are NOT self priming and cannot move air.

To prevent damage to your pump, you must make sure that your pump and intake lines are full of water or sealant before you use them. Running the pump dry will cause damage to the pump components.

The pump can lose their prime over time, and you may have to re-prime if you do not use the system regularly.

This is only required if the amount of sealant in your tank is below the intake of the pump.

Cast Iron Pumps:

1. Close the valve on the bottom of the tank
2. Remove the fill plug on the top of the pump
3. Fill the pump with water
4. Replace the fill plug
5. Open the valve on the bottom of the tank
6. Begin your work as usual

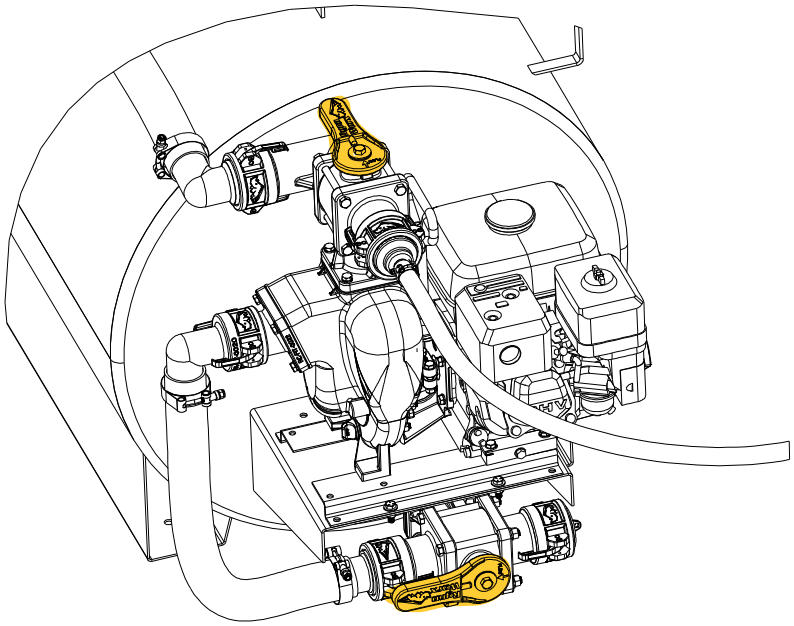
Aluminum Pumps:

1. Close the valve on the bottom of the tank
2. Place a container below the intake to catch any sealant drips
3. Remove the intake hose from the front of the pump
4. Pour water into the intake on the front of the pump until it is full
5. Pour water into the intake hose until it is full
6. Reconnect the intake hose to the front of the pump
7. Open the valve on the bottom of the tank
8. Begin your work as usual

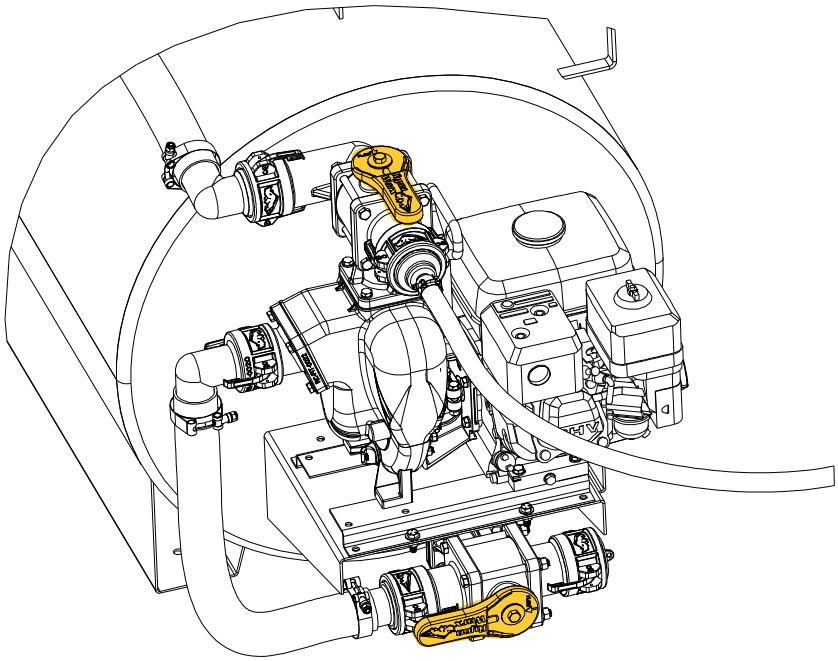
3.1.3 System Modes

The spray system can be easily switched between Recirculation Mode and Spray Mode by rotating the yellow handle on the pump valve. The yellow handle at the bottom tank outlet port should always be turned to the left when the pump is running. To ensure a long pump seal life, keep the system in Recirculation Mode except when spraying sealer. Please refer to the below diagrams for the valve handle position of the two operation modes.

Recirculation Mode

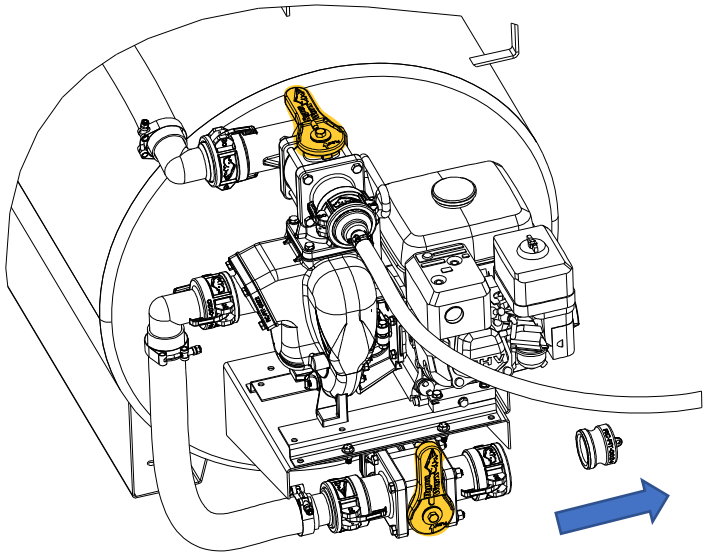


Spray Mode

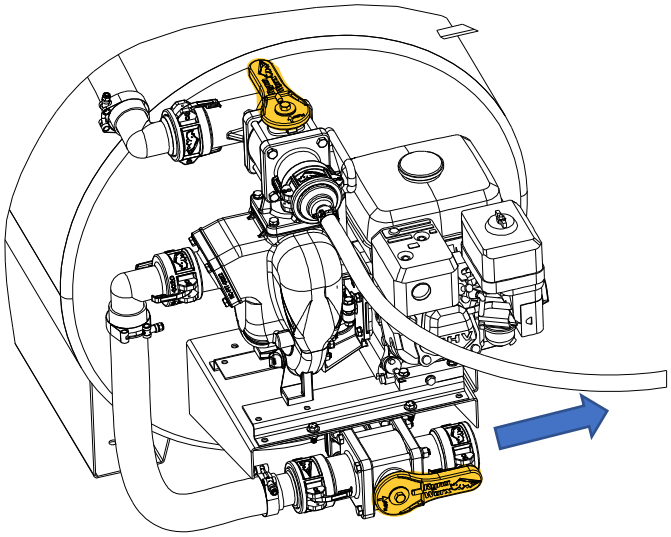


3.1.4 Draining The Tank

1. With the tank outlet valve in the closed position, remove the male camlock plug from the tank outlet valve at the bottom of the system.

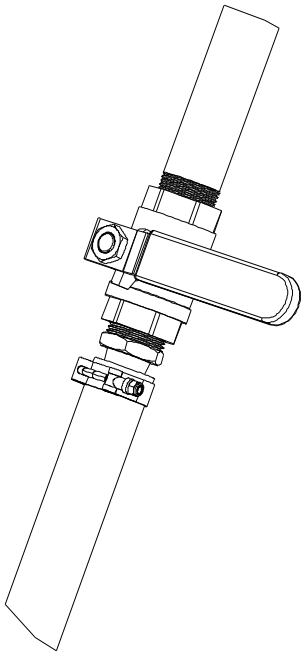


2. Turn the outlet valve handle to the right to empty the sealer from the tank.

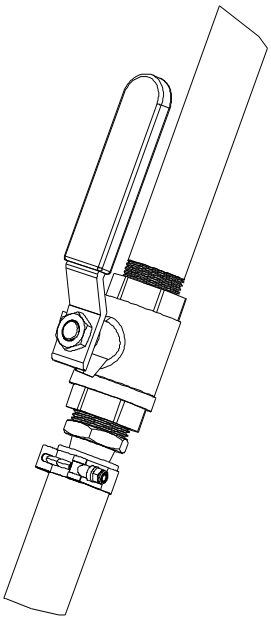


3.2 Spray Wand Operation

The spray wand included with this system has a ball valve handle to accurately control the flow of sealer. Please refer to the following diagram for the valve positions.



Spray wand valve closed

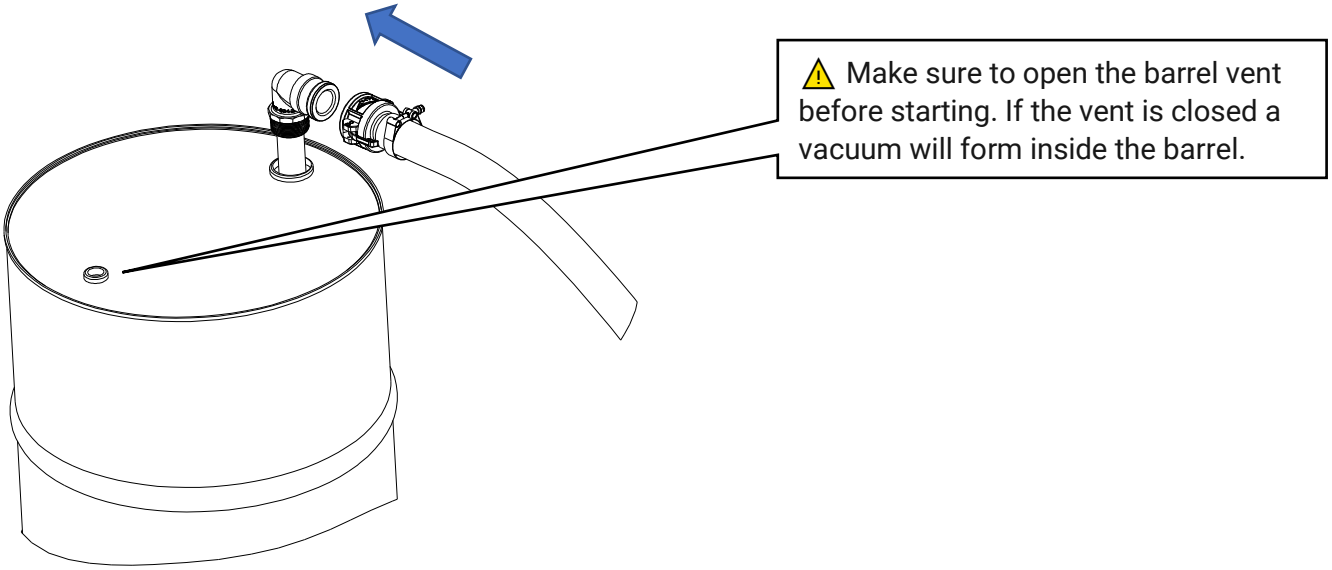


Spray wand valve open

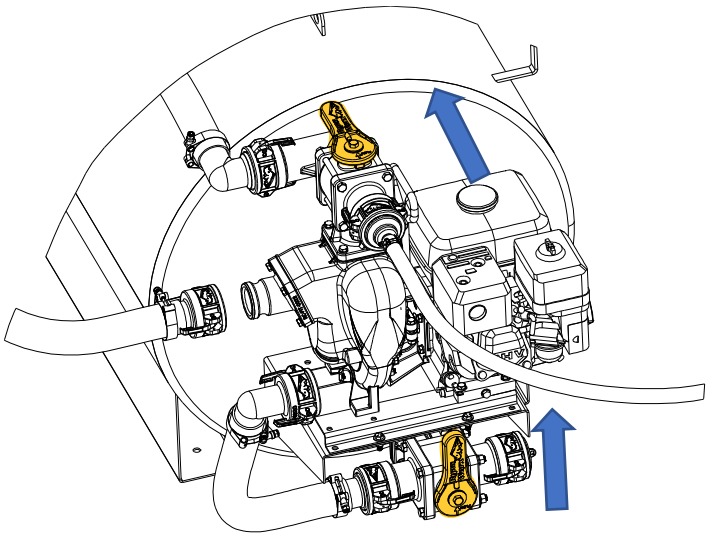
3.3 Transferring Sealer from a Drum

(Transfer kit sold separately)

1. Insert the transfer tube into the barrel's 2" NPT opening.
2. Connect the female camlock on the 15' transfer hose to the transfer tube.



3. Disconnect the female camlock on the pump intake (ensure that the tank outlet valve is closed by making sure the valve handle is in the upright position).
4. Connect the female camlock on the other end of the 15' transfer hose to the pump intake and turn the pump valve so that the handle is pointed towards the tank (see diagram below).

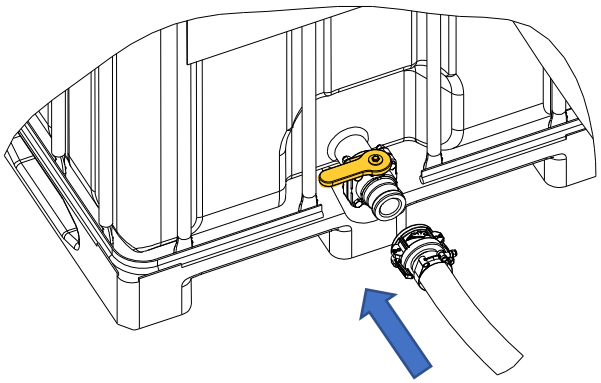


5. Start the engine and pump the sealer from the drum to the tank.

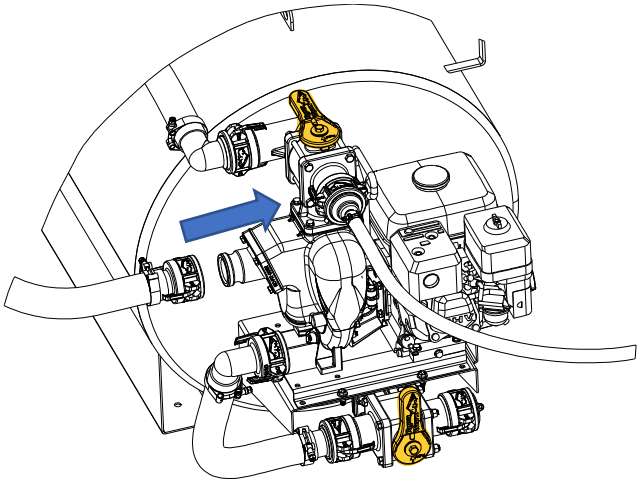
3.4 Transferring Sealer from a Tote

(Transfer kit sold separately)

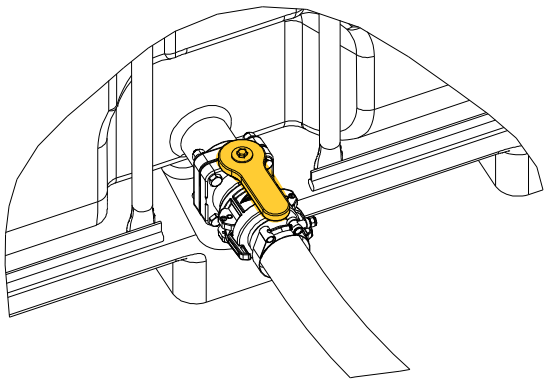
1. Connect the female camlock on the 15’ transfer hose to the 2” male camlock fitting at the tote outlet.



2. Disconnect the female camlock on the pump intake (ensure that the tank outlet valve is closed by making sure the valve handle is in the upright position).
3. Connect the female camlock on the other end of the 15’ transfer hose to the pump intake and turn the pump valve so that the handle is pointed towards the tank.



4. Open the valve at the tote outlet.



5. Start the engine and pump the sealer from the tote to the tank.