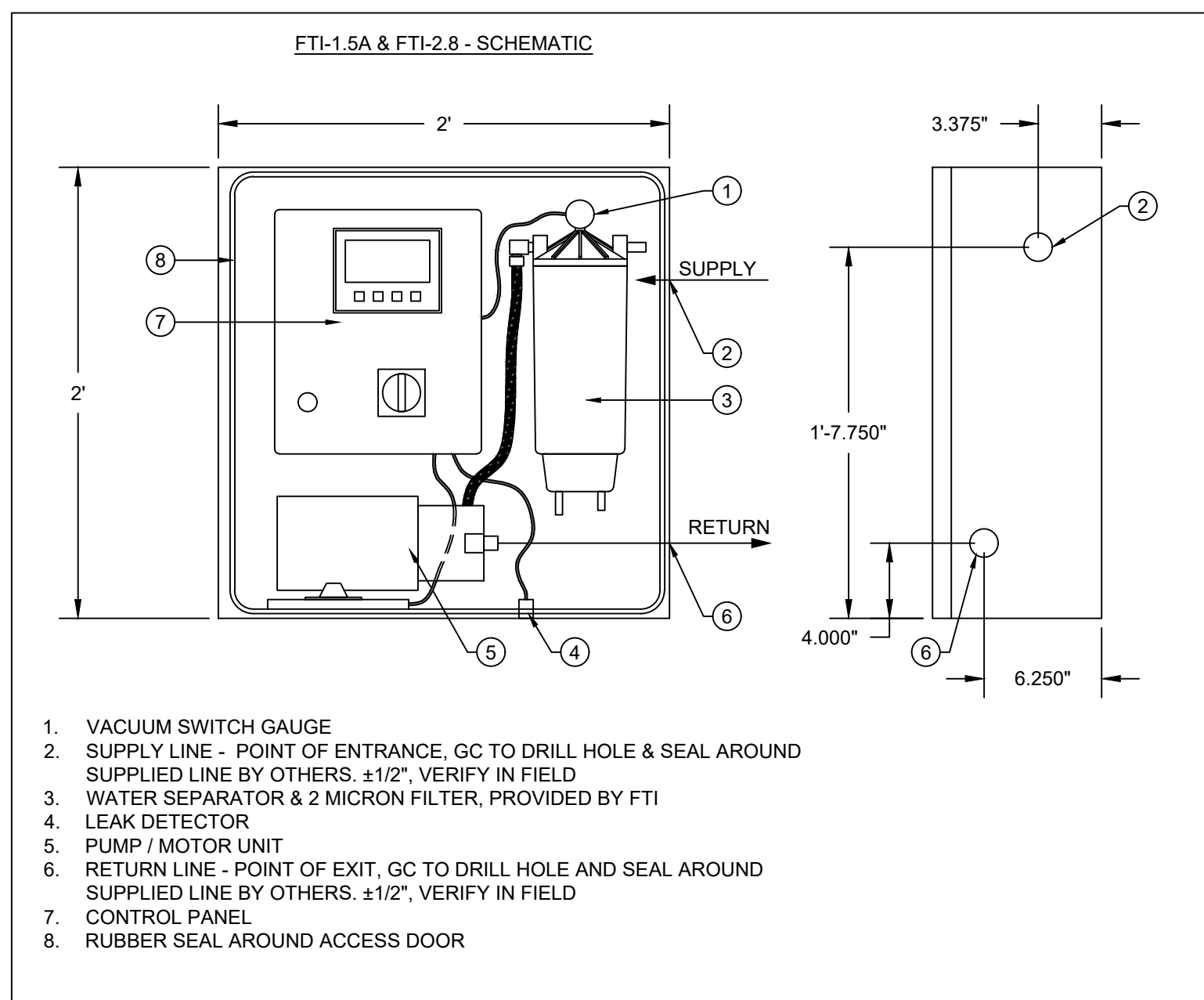


**1 FTI-1.5A FIRE PUMP APPLICATION**



**2 FTI-1.5A EQUIPMENT SCHEMATIC (OPEN)**

**FIRE PUMP PRE-INSTALLATION NOTES:**

1. AUTOMATED FUEL-OIL POLISHING SYSTEM (FUEL MAINTENANCE SYSTEM) FOR FIRE PUMP APPLICATIONS MUST BE FM APPROVED AND MEET OR EXCEED THE NFPA 20 & 25 EQUIPMENT STANDARDS.
2. FM APPROVED AND NFPA COMPLIANT AUTOMATED FUEL-OIL POLISHING SYSTEMS (FUEL MAINTENANCE SYSTEMS) ARE DESIGNED TO KEEP CLEAN FUEL CLEAN. SCHEDULED USE PREVENTS THE FUEL FROM DETERIORATING AND MAINTAINS THE HEALTHIER ENVIRONMENT TO PROTECT THE ENGINE, THE FUEL, AND THE STORAGE TANK.

**FIRE PUMP INSTALLATION NOTES:**

1. A QUALIFIED PLUMBING CONTRACTOR AND A QUALIFIED ELECTRICAL CONTRACTOR SHOULD COMPLETE ALL INSTALLATIONS.
2. SYSTEMS CAN BE EITHER RACK OR WALL MOUNTED
3. 115/208-230V AC, 15 AMP. SINGLE-PHASE POWER SOURCE MUST BE AVAILABLE AT SYSTEM LOCATION.
4. PIPE PLUGS ARE INSTALLED IN THE SUPPLY AND RETURN LINE FOR SHIPPING PURPOSES ONLY, AND MUST BE REMOVED PRIOR TO INSTALLATION.
5. HOLES NEED TO BE ADDED IN CABINET FOR ELECTRICAL, FUEL SUPPLY AND RETURN LINES.
6. ALL FTI MODELS ARE FACTORY TESTED USING LIGHTWEIGHT OIL. SOME OF THIS FLUID MAY REMAIN IN THE SYSTEM. IT WILL NOT INTERFERE WITH THE PERFORMANCE OF THE SYSTEM.
7. BALL VALVES (NOT INCLUDED) SHALL BE INSTALLED ON THE FUEL SUPPLY LINE AND RETURN LINE TO ISOLATE THE SYSTEM FOR ANY REQUIRED FILTER MAINTENANCE.
8. SUPPLY LINE SHALL BE INSTALLED AT THE BOTTOM OF THE FUEL TANK PER DETAIL #1.
9. RETURN LINE SHALL BE INSTALLED TO RETURN FUEL TO THE OPPOSITE END OF THE STORAGE TANK. A CHECK VALVE MAY BE REQUIRED ON RETURN LINE, ON SOME INSTALLATIONS TO PREVENT BACK FLOW PRESSURE.
10. CAUTION SHOULD BE TAKEN NOT TO EXCEED THE 15-FT. VERTICAL SUCTION LIFT CAPABILITY OF THE FUEL CIRCULATION PUMP.
11. STABILIZER AND BIOCIDES TO BE ADDED TO A NEW TANK APPLICATION, AND WHEN ADDITIONAL FUEL IS ADDED TO STORAGE TANK.

**START UP NOTES:**

1. ON INITIAL STARTUP, IF THE SYSTEM DOES NOT FILL WITH FLUID THE PUMP MAY REQUIRE PRIMING.
2. TO PRIME THE PUMP, REMOVE THE FILTER. FILL FILTER WITH DIESEL FUEL OR LIGHT OIL AND REPLACE. RESTART THE SYSTEM.
3. IF FILLING FILTER FAILS TO PRIME PUMP, FILL ENTIRE FUEL LINE WITH FUEL AND RESTART.
4. **\*\*CAUTION\*\*** - DO NOT RUN LONGER THAN THREE MINUTES WITHOUT FLUIDS

**OPERATION NOTES:**

1. THREE (3) ALARMS ARE PART OF THE SYSTEM, CHECK OPERATIONS MANUAL FOR FIXES
  - 1.1. LEAK DETECTED REPAIR LEAK
  - 1.2. WATER FULL DRAIN FILTER BOWL
  - 1.3. FILTER FULL REPLACE FILTER

ACCEPTABLE MANUFACTURER - FUEL TECHNOLOGIES INTERNATIONAL (FTI) OR EQUAL

FUEL-OIL POLISHING SYSTEM (FUEL MAINTENANCE SYSTEM)	
MODEL	FTI-1.5A
WEIGHT	90 LBS
SERVICE	DIESEL FUEL
LOCATION	BOLT MOUNTED
TYPE	FIRE PUMP SKID
FLOW (GPM)	1.5 GPM
MOTOR HP	1/3 HP
VOLTS	115/208-230V AC, 6/3 AMP
PHASE	SINGLE (1)
HERTZ	50/60 Hz
CONTROLLER	SIEMENS (LOGO OR 1200)
MODBUS	AVAILABLE (SIEMENS 1200)