

DRIVER/OPRRATOR PUMP AND ROLL OPERATIONS	Revised on 7/30/2012
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**ALWAYS SET PRESSURE RELIEF VALVE AT 100 PSI BEFORE BEGINNING A
PUMP AND ROLL OPERATION**

The following steps should be utilized whenever pumping

- Turn Engine Fan switch (on dashboard) to the “ON” position
- At the operator’s panel, turn on both the “Pump Cooler” and Engine Cooler” line (1/4 turn to the right)

Pump and roll

- Set Emergency Brake
 - Place transmission into Neutral
 - Activate PTO switch in cab
 - Adjust panel throttle to desired pressure
(The accelerator pedal is locked out in the stationary pump mode)
 - Set Pressure relief valve (if time permits)
 - Open desired discharge outlet
 - Place transmission in Drive
 - Release the Emergency Brake
- ✓ The pup pressure in now governed (and limited) by the speed of the engine. About 60 psi can be achieved with the engine moving about as fast as a person can walk.
 - ✓ Additional pressure can be achieved by switching the transmission back and forth from Drive and Neutral using accelerator to increase pressure when in Neutral.

While not preferred, another option available to obtain an increase of pressure during Pump and Roll, is by depressing the foot brake while increasing engine RPM’s using the foot throttle. Following this procedure has resulted in vary fast overheating of the transmission fluid.

- Stop and Set Emergency Brake
- Tap the accelerator pedal to regain the stationary pump mode

Note: If the Operator’s panel throttle does not work, screw the throttle inward completely; this will reset the electronic throttle control. This is a safety interlock so the pump is not accidentally engaged with the throttle extended.

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DO NOT PUSH THE THROTTLE IN USING THE CENTER BUTTON UNLESS IT IS AN EMERGANCY. CONTINUED USE OF THE CENTER BUTTON WILL STRIP THE ADDUSTMENT SPLINE.

WHILE THE TRANSMISSION DISPLAY ONLY INDICATES THAT THE TRANSMISSION IS IN 2ND GEAR WHEN STARTING IN DRIVE, THE TRANSMISSION ALWAYS STARTS IN 1ST GEAR.