



VACUUM PUMP SYSTEM MAINTENANCE

Vacuum systems require regular maintenance. In order to keep your pump system operating at its best, remember to follow these protocols:

- **DO NOT OVERSPEED THE PUMP.** During installation, the engine should be set so that the maximum PTO rpm cannot be exceeded. Over-speed can cause catastrophic damage to the pump system.
- **Proper Alignment** is critical for all drive types. Check all couplers regularly.
- **Check the oil often.** Vacuum pumps dispose of oil during use and do not have a return. All pumps will have a sight glass, tube, or dipstick. If a remote reservoir is used, verify that the reservoir has enough oil. Use the manufacturer's recommended oil. The oil should be checked at least every two hours of use (often several times a day.)
- **Drain the oil catch muffler daily.** If the muffler starts to fill, you could lose pressure and possibly backfill the pump. This is also a good way to spot any water or other product that may be entering the system.
- **Drain the secondary trap after every use.** If the secondary has product in it, this could run through the pump and indicates that the tank has been overfilled.
- **Daily Check and Clean the air filter.** Units with mesh filters should be removed and washed, pumps with intake pipes and conical (ballast) filters should be cleaned and free of dirt and grease. Filters should be checked daily for foreign materials that may affect the pump.
- **Grease the driveline and moving parts.** During the PM service, or when the chassis is greased, be sure that the driveline u-joints and any grease fitting on the pump shaft are greased.
- **Flush the pump.** During the PM service, or once every two months (more often if in heavy use), run 1-2 quarts of diesel fuel through the pump and flush it back into the catch muffler. This helps eliminate varnish or carbon build up and keeps the vanes free in the drum.
- **Periodically drain and clean** Oil Reservoir.
- **Keep the external** body of the vacuum pump clean and free of debris.
- **Check the gear box oil (if installed).** If using a right angle driveshaft unit, check the oil in the gear box during PM. Make sure that the vent is kept clean.
- **Check vane wear.** Follow the manufacturer's protocols for checking vane wear. Rotary pump vanes are designed to wear down, preventing the housing from being worn. Checking vane wear periodically will reduce the chances of breaking vanes and causing additional damage.
- **Visually Inspect the system.** On a daily basis, when draining the catch muffler and secondary trap, a visual inspection should be performed to verify that there are no loose or kinked connections. Verify that any couplings used, including rubber bushings, are intact.

Watch the level gauges. Keep a close eye on the sight gauges on the tank. Even after the pump is shut-down, product will continue to flow until the valves are closed. By over-filling (scrubbing out) the tank, product may be introduced into the pump system. These pumps are designed to move air, not liquids, through them.

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