

Description

The 52000 & 52001 12V electric drum pump kits made by Piusi in Italy, are designed for the transfer of diesel fuel. Their compact size & carry handle make them the ideal portable kit for your every day diesel transfer jobs. The self priming rotary vane pump, complete with cast iron casing & built in bypass, are powered by a 12V or 24V DC motor. With a 30 minute duty cycle, the pumps can deliver diesel fuel at up to 50 L/min. Both kits come complete with 4m of 3/4" antistatic delivery hose (for outlet and inlet use), 2m power cables & leads, an inlet strainer/hose tail, outlet hose tail & and a 52007 manual nozzle or a 51037 automatic nozzle.

Specifications

Uses	Diesel fuel transfer
Voltage	52000 - 12V DC; 52001 – 24V DC
Current Drain	Approx 22 amps at 12V DC; approx 11 amps at 24V DC
Delivery Rate	Up to 50 L/min for both models
Duty Cycle	30 minutes on, 30 minutes off for both models
RPM / Max Working Pressure	2900 rpm for both models / 22psi
Inlet / Outlet / Suction Lift	3/4" BSPF / up to 2m
Weight	Approx 3.5kg
Replacement Parts	12V Pump : 52050 Manual Nozzle : 52007 Automatic Nozzle : 51037

Assembly Procedure Instructions

- 1 Connect the outlet fuel hose to the pump body outlet with thread tape ensuring no leakage.
- 2 Connect the outlet fuel hose to the manual on/off nozzle with thread tape ensuring no leakage.
- 3 Connect your inlet hose or downtube to the inlet side of the pump with thread tape utilizing the hose tail and filter/strainer as appropriate.
- 4 Connect the battery cables with the aid of the heavy-duty alligator clamps to a 12V (52000) or 24V (52001) battery.
- 5 Turn on the intended power source.
- 6 The pump motor will start to drive the vane pump head and when you open the nozzle, diesel fuel should start to flow from the fuel nozzle.
- 7 When not in use, please store away in a clean environment to ensure no contaminants can enter the fuel nozzle.



Important to note

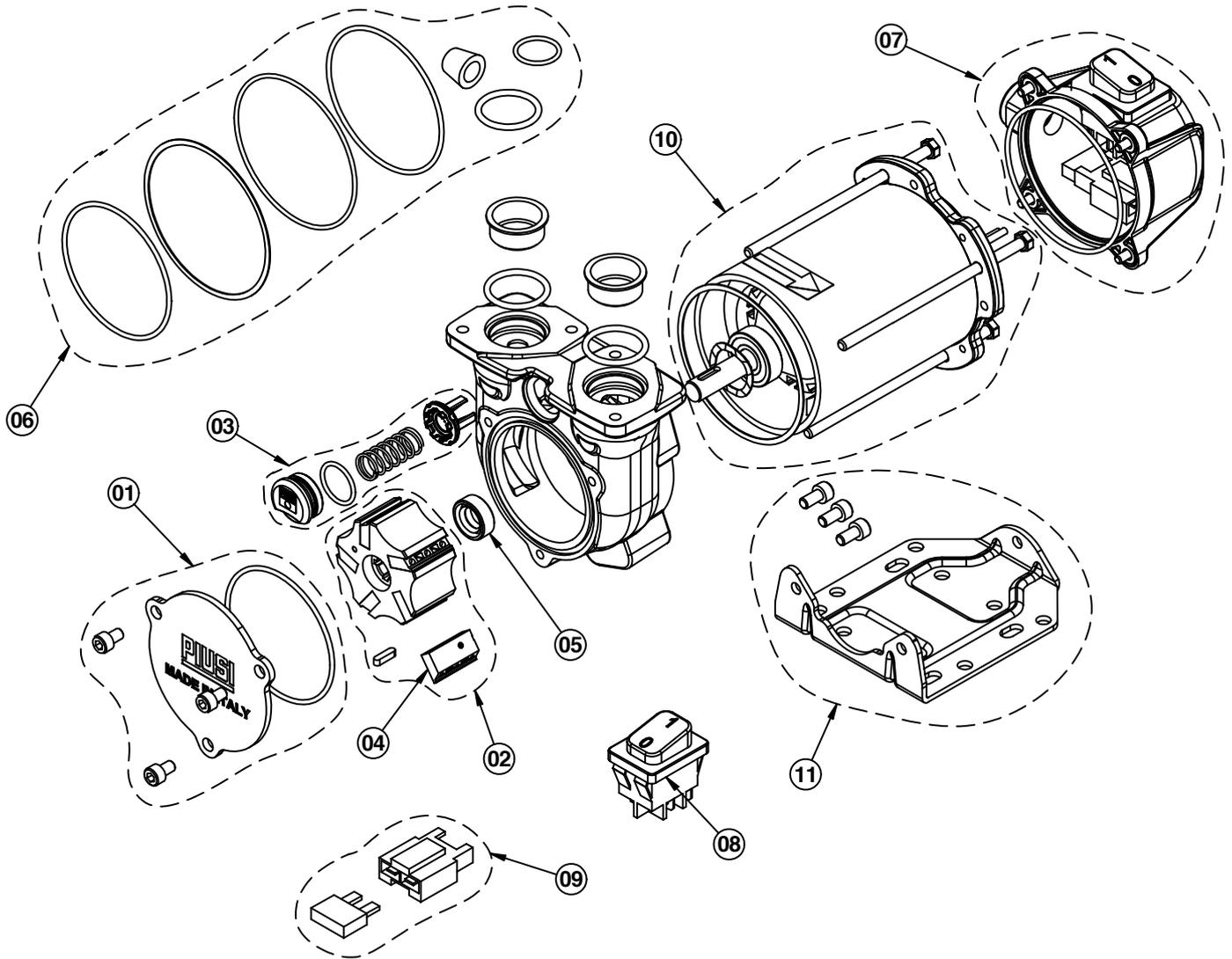
The 52000 and 52001 diesel refueling pump kits have a duty cycle of 30 minutes. If you run the pumps for longer than 30 minutes, the motor will burn out. Please note that running the pump for 30 minutes or more (which enables the maximum transfer of 1500L of diesel fuel) WILL AUTOMATICALLY VOID THE MANUFACTURER'S WARRANTY.

DO NOT use this pump for unleaded or leaded petrol, kerosene, aviation fuel or any other fuel other than diesel as this pump is not flame proof and using such fuels could cause an explosion.

The pumps have a warranty of 2 years on materials and workmanship.



Parts And Drawing Breakdown 52000/52001



Ordering Spare Parts

Parts List – Part No. 52000/52001

Item No.	Part No.	Description	Qty
1	52000-1	Chamber cover kit	1
2	52000-2	Rotor & vane kit with key	1
3	52000-3	Bypass valve kit	1
4	52000-4	Vane blades 10 pieces 13.72 x 5.8 x 25	1
5	52000-5	Shaft seal BP3000	1
6	52000-6	O ring kit	1
7	52000-7	Electrical box with switch	1
8	52000-8	Single pole switch	1
9	52000-9	12v fuse kit	1
9A	52000-9	24v fuse kit	1
10	52000-10	12v motor kit	1
10A	52000-10	24v motor kit	1
11	52000-11	Mounting bracket kit	1
-	52000-12	Handle w/ screws	1

NSW

TEL: (02) 9939 0711
FAX: (02) 9939 0411

QLD/PNG

TEL: (07) 3204 9166
FAX: (07) 3204 1224

VIC/TAS

TEL: (03) 8787 8288
FAX: (03) 8787 8266

WA

TEL: (08) 9209 3066
FAX: (08) 9209 3933

SA/NT

TEL: (08) 8241 7111
FAX: (08) 8241 7011

NZ

TEL: (09) 447 1007
FAX: (09) 447 1008

Trouble Shooting

Problem	Remedy
Motor not turning	No electric power. Check the electrical connections and the safety systems. Rotor jammed. Check for possible damage or obstruction of the rotating components. Motor problems. Contact the Service Department.
Motor turns slowly when starting	Low voltage in the electric power line. Bring the voltage back within the specified limits.
Low or no flow rate	Low level in the suction tank; Refill the tank. Foot valve blocked Clean and/or replace the valve. Filter clogged Clean the filter. Excessive suction pressure. Lower the pump to the level of the tank or increase the internal diameter of the tubing. High loss of head in the delivery circuit (working with the by-pass open). Use shorter tubing or of greater internal diameter. By-pass valve blocked; Dismantle the valve, clean and/or replace it. Air entering the pump or the suction tubing; Make air tight. Check the seals of the connections so they are air tight. A narrowing in the suction tubing. Use tubing suitable for working under suction pressure. Low rotation speed; Check the voltage at the pump; Adjust the voltage and/or use cables of greater internal diameter. The suction tubing is resting on the bottom of the tank; Raise the tubing.
Increased pump noise	Cavitation occurring; Reduce suction pressure. Irregular functioning of the by-pass. Dispense fuel until the air is purged from the by-pass system. Air present in the diesel fuel. Check the suction connections.
Leaking from pump body	Seal damaged; Check and replace the seal.

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