

Drafting (Pumper)

1. Place your pumper into pump and chock your tires (**if possible, always use both wheel chocks**).
2. Open your tank to pump and crack your tank fill/re- circ line.
3. Set up drop tank. Make sure to be aware of the direction of the drains (topography, adding additional drop tanks. Keep drains from being trapped in between each other if possible).
4. Set up your Hard suction (draft hose) using **both** 10 ft sections (**checking for gaskets**).
5. Connect your low-level strainer (Kochek) or barrel strainer (all based on what you're drafting from and check for gaskets).
6. Set up your drop tank (always think about possibility of additional drop tanks).
7. Connect your re-circ line (using a 50ft section of 1 ¾ in hose and connect the nozzle (**bail should be open all the way**) or the jet siphon (for possible second drop tank) to a discharge and **NEVER** depend on your flowing handlines as your re-circ line. They could shut down for many of reasons and as a result you could lose your draft.

Ready for drafting operations

You may want to advise on the radio that there might be a drop in pressure as you are transitioning from your onboard tank to your drop tank.

8. Place your governor from Pressure to **RPM mode**
9. Open your butterfly valve and close your tank to pump and your tank fill/re-circ line.
10. Increase your RPM to **1200 rpm**
11. Pull/push your primer
(**Look, listen, feel**). Feeling draft hose and or re-circ line or cross lays going out. Looking at your active gauges.
12. Open your Re-circ line and nozzle (bail should be fully open when setting up) **30- 50 psi**.
13. Once a draft has been established change your mode from RPM to Pressure mode and set your pressures.
14. **Reassess, Reassess, Reassess**

Things to think about

- If possible good turnaround for tenders
- How many tenders will I possibly need.
- Direction you can possibly go with additional drop tanks.
- Topography.
- Additional jet siphons