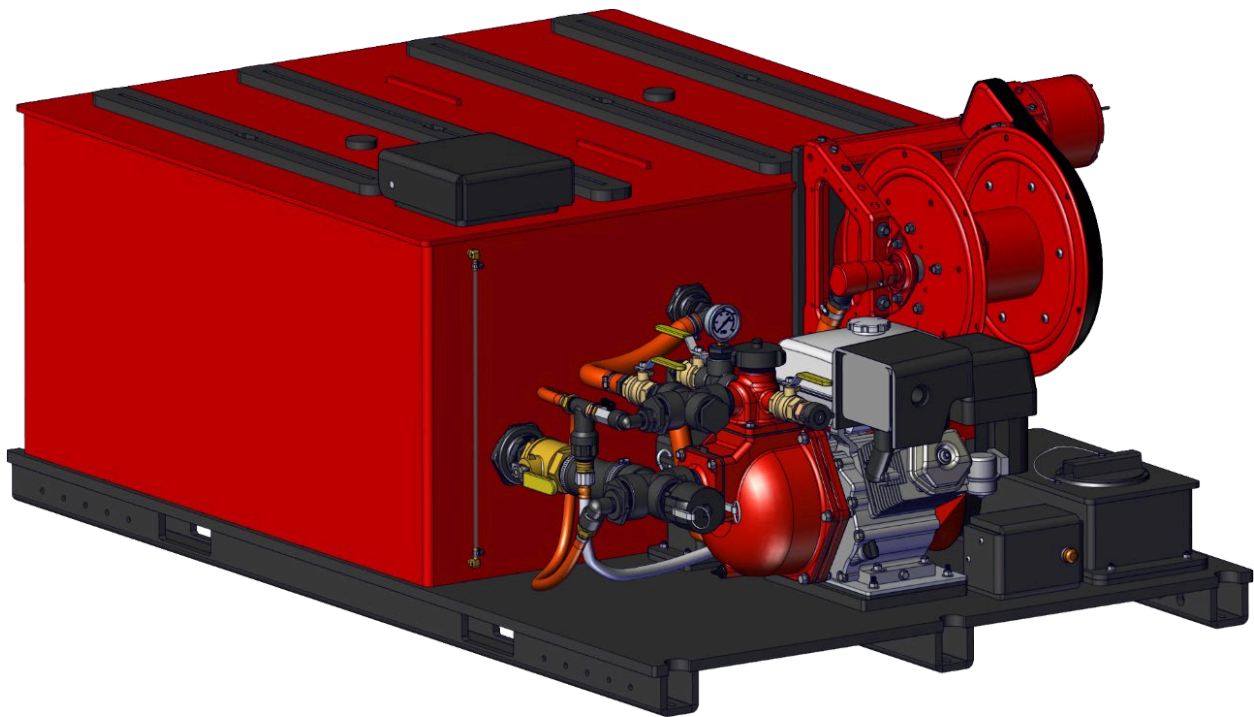




OPERATOR REFERENCE MANUAL

TSUNAMI PERFORMANCE SERIES

POLYTOUGH™ TRUCK SKIDS



150HP

150 GAL · SHORT
BED

200HP

200 GAL · SHORT
BED

250HP

250 GAL · SHORT
BED

250HP

250 GAL · LONG
BED

300HP

300 GAL · LONG
BED

WATERAX VERSAX 6 / WATERAX VERSAX 9

OPERATOR REFERENCE MANUAL

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SECTION 1

IN THIS MANUAL

Thank you for purchasing a QTAC™ Tsunami Performance Series PolyTough™ truck skid from MTECH, Inc. This manual gives an overview of your skid's features and explains how to operate, maintain and troubleshoot the pumping system. It is not a complete guide to pump internals, valves and operation. It covers basic operation and QTAC's recommendations.

This manual assumes you have been fully trained and certified to operate the pump, and that you have a basic understanding of water pump operation.

IMPORTANT

Check the valves and operation of this pumping system daily so any mechanical fault is found before you respond to an incident.

MODELS COVERED

MODEL	CAPACITY	BED	PUMP OPTIONS
150HP	150 gallons	Short Bed	WATERAX Versax 6 or Versax 9
200HP	200 gallons	Short Bed	WATERAX Versax 6 or Versax 9
250HP	250 gallons	Short Bed	WATERAX Versax 6 or Versax 9
250HP	250 gallons	Long Bed	WATERAX Versax 6 or Versax 9
300HP	300 gallons	Long Bed	WATERAX Versax 6 or Versax 9

VERSAX 6 AND VERSAX 9 INSTRUCTIONS

Both pumps share the same tank, plumbing and valve layout, so most instructions apply to every unit. Where the two differ, steps are marked **VERSAX 6** (manual recoil start) or **VERSAX 9** (electric key start).

VALVE DIRECTION ARROWS

Figures in this manual use colored arrows to show which way to turn a valve:

**SAFETY MESSAGES****WARNING**

Could cause serious injury or death.

CAUTION

Could cause minor injury or equipment damage.

NOTE

Helpful operating or maintenance information.

SECTION 2

SAFETY

Read this manual and the engine and pump manufacturers' manuals supplied with your unit before operating it. Only trained operators should run the pump.

GENERAL SAFETY

- Wear appropriate eye, ear, hand and body protection when operating the unit.
- Keep bystanders clear of the pump, engine and discharge stream during operation.
- Never point a charged nozzle at people. Open and close nozzles and valves slowly to avoid pressure surges and hose whip.
- Do not disconnect hoses or fittings while the system is under pressure. Shut down the engine and relieve pressure first.
- Keep hands, hair and clothing away from the engine's moving parts and from the hose reel while it rewinds.

WARNING

Carbon monoxide. Engine exhaust contains carbon monoxide, which can kill. Operate the engine outdoors only, never in an enclosed or poorly ventilated space, and keep exhaust away from people and vehicle cabs.

WARNING

Fuel. Gasoline is extremely flammable. Refuel only with the engine stopped and cool. Do not smoke or allow sparks or flames near fuel. Wipe up spills before starting the engine.

CAUTION

Hot surfaces. The engine muffler and cylinder get hot during operation and stay hot after shutdown. Let the engine cool before touching it or refueling.

PUMP PROTECTION

CAUTION

Do not run the pump dry. Make sure the pump is primed and has a water supply before running it under load.

CAUTION

Prevent overheating. Whenever the pump is running, leave the 1" Pump to Tank valve cracked open, or keep a discharge flowing. Running the pump with every outlet closed will overheat it. See *Pumping Using the Tank Water Supply*.

VEHICLE & TRANSPORT SAFETY

- A full tank adds 8.34 lbs per gallon. Check the unit's wet weight (Section 4) against your vehicle's payload rating and GVWR before mounting it.
- Secure the skid to the vehicle before every trip, and inspect the tie-downs regularly. Mount the unit only in ways approved by MTECH. See *Mounting & Transport*.
- Keep the fill well lid closed during transport.

FOAM CONCENTRATE

Handle foam concentrate according to its manufacturer's Safety Data Sheet (SDS). Avoid contact with skin and eyes, and flush the system with clean water after every foam use.

SECTION 3

TECHNICAL SUPPORT & IDENTIFICATION

TECHNICAL SUPPORT

MTECH technical support	888.797.5100 · sales@mtechincorporated.com
QTAC sales & parts	866.308.6699 · sales@qtacfire.com · qtacfire.com
Address	MTECH, Inc. · 1072 Marauder Street, Suite 210 · Chico, CA 95973
Hours	Monday – Friday, 7:30 AM – 4:00 PM Pacific

Have your model, pump, hose reel type and serial number ready when you call.

UNIT RECORD

Record your unit's details here for warranty and service.

Model (150HP / 200HP / 250HP / 300HP)	
Bed / pump / hose reel	
QTAC serial number	
Pump serial number	
Engine serial number	
Date delivered (warranty start)	
Dealer / purchased from	

SECTION 4

SKID FEATURES & SPECIFICATIONS

TANK

Construction: MTECH PolyTough™ copolymer polypropylene, CNC-cut and extrusion welded, 3/8" walls.

- 150, 200 or 250 gallon short bed · 250 or 300 gallon long bed
- Internal baffling per NFPA guidelines
- Vented fill well
- 2" suction
- 1" tank fill / return
- 1-1/2" drain
- Clear sight level tube
- Forklift runners
- Max fill pressure: 100 PSI
- Max fill rate: 150 GPM

PUMPING SYSTEM

- WATERAX Versax 6 or Versax 9 self-priming centrifugal pump
- Composite manifold with gated brass valves and threaded connections
- 2" tank-to-pump / draft suction port (camlock)
- 1" gated pump-to-reel · 1" gated pump-to-tank (fill / return) · 1" NPSH gated auxiliary discharge
- Pressure gauge and pump primer port
- Hannay manual hose reel (Hannay electric reel optional)
- Optional: Scotty 4072 around-the-pump (ATP) foam system, 2.5 or 5 gallon

PUMP & ENGINE

	WATERAX VERSAX 6	WATERAX VERSAX 9
Engine	Honda GX200, 6 HP (5.5 HP net), 4-cycle	Honda GX270, 9 HP (8.5 HP net), 4-cycle
Starting	Manual recoil start	Electric (key) start
Pump type	Self-priming centrifugal	Self-priming centrifugal
Maximum pressure	120 PSI	150 PSI
Maximum flow	105 GPM	105 GPM
Maximum head	277 ft	347 ft
Flow at 50 PSI	83 GPM	92 GPM
Flow at 75 PSI	63 GPM	80 GPM
Flow at 100 PSI	38 GPM	64 GPM
Engine fuel tank	3.3 US qt (3.1 L)	5.6 US qt (5.3 L)

Pump performance per WATERAX published data. Actual performance varies with altitude, suction lift, hose and nozzle.

DIMENSIONS & WEIGHTS

MODEL	BED	PUMP	W × L × H	DRY LBS		WET LBS	
				MANUAL REEL (STD)	ELECTRIC REEL (OPT)	MANUAL REEL (STD)	ELECTRIC REEL (OPT)
150HP	Short Bed	Versax 6	47 5/8" × 75" × 27 1/4"	320	336	1,571	1,587
150HP	Short Bed	Versax 9	47 5/8" × 75" × 27 1/4"	358	374	1,609	1,625
200HP	Short Bed	Versax 6	47 5/8" × 75" × 32 3/4"	337	353	2,005	2,021
200HP	Short Bed	Versax 9	47 5/8" × 75" × 32 3/4"	375	391	2,043	2,059
250HP	Short Bed	Versax 6	47 5/8" × 75" × 38 1/2"	356	372	2,441	2,457
250HP	Short Bed	Versax 9	47 5/8" × 75" × 38 1/2"	394	410	2,479	2,495
250HP	Long Bed	Versax 6	47 5/8" × 94" × 29 7/8"	391	407	2,476	2,492
250HP	Long Bed	Versax 9	47 5/8" × 94" × 29 7/8"	429	445	2,514	2,530
300HP	Long Bed	Versax 6	47 5/8" × 94" × 34 1/8"	409	425	2,911	2,927
300HP	Long Bed	Versax 9	47 5/8" × 94" × 34 1/8"	447	463	2,949	2,965

Dimensions are nominal (W × L × overall height to the top of the fill well) and subject to standard manufacturing tolerances. Dry weight = tank + pump & plumbing package + hose reel package. Wet weight adds a full tank of water at 8.34 lb/gal. Weights exclude fuel and optional equipment.

SECTION 5

OVERVIEW

PUMP SYSTEM

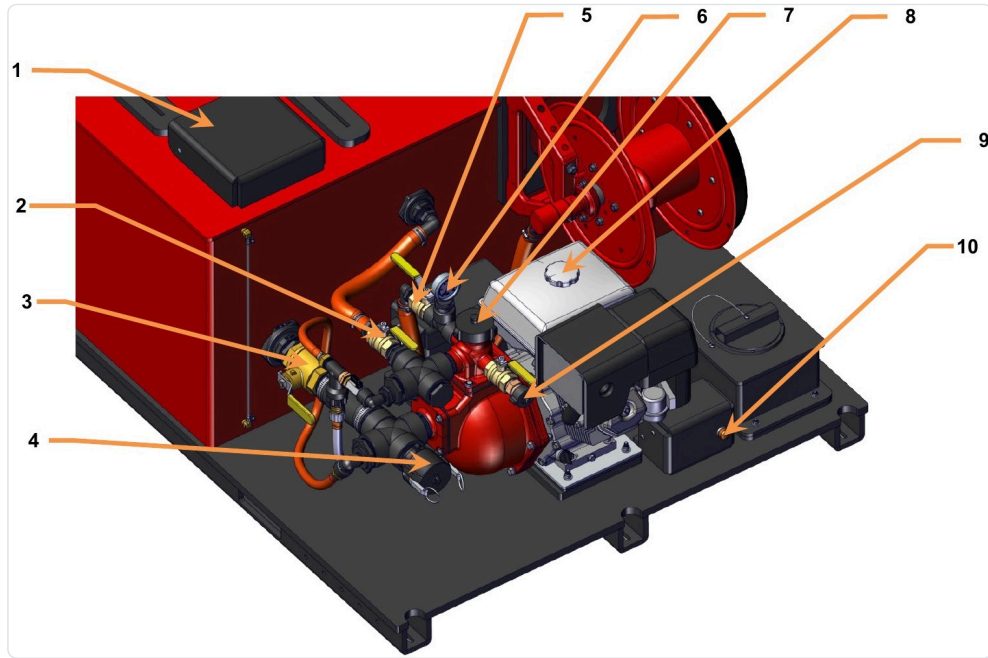


Figure 1. Pump area

1 Fill well

2 1" Pump to Tank, Fill / Return valve

3 2" Tank to Pump valve

4 2" Draft port

5 1" Hose Reel shutoff valve

6 Pressure gauge

7 Pump primer port

8 Honda engine fuel fill

9 1" NPSH AUX discharge

10 Hose reel rewind (electric reel)

TANK

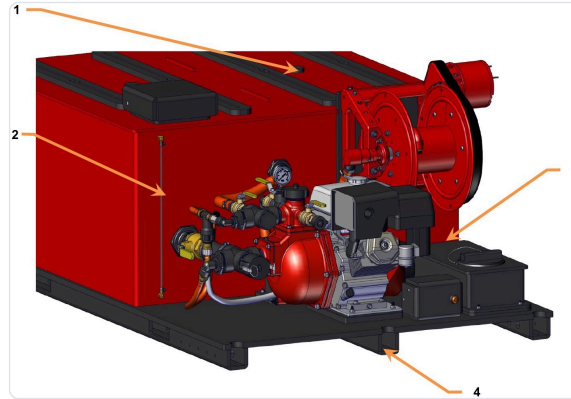


Figure 2. Tank

- 1** Lift pins
- 2** Water level sight tube
- 3** Tank drain
- 4** Forklift runners

ENGINE CONTROLS

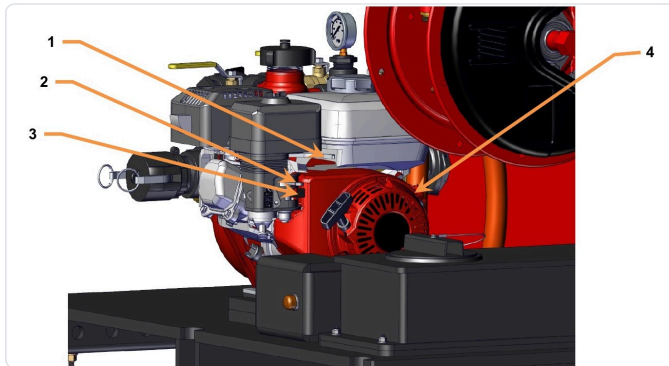


Figure 3. Engine controls, Versax 9 (Honda GX270, electric start)

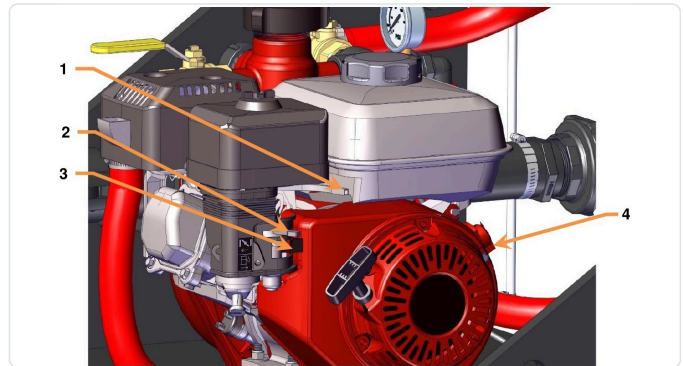


Figure 4. Engine controls, Versax 6 (Honda GX200, recoil start)

- 1** Throttle
- 2** Choke
- 3** Fuel shut-off
- 4** Engine on/off switch

SECTION 6

MOUNTING & TRANSPORT

The Tsunami Performance skid is designed to mount in the bed of a pickup truck or flatbed. Correct mounting keeps the unit, the vehicle and its occupants safe.

BEFORE YOU MOUNT

- **Check the payload.** Compare the unit's wet weight (Section 4) plus fuel, hose, equipment and passengers against the vehicle's payload rating and GVWR.
- **Pick the right bed.** Short bed units are 75" long and long bed units 94" long. All units are 47-5/8" wide.
- **Plan access.** Position the unit so the pump panel, valves, fuel fill and hose reel can be reached safely from the ground.

SECURING THE SKID

- Lift and move the unit only when the tank is **empty**, using the lift pins (Figure 2, Item 1) or the forklift runners (Figure 2, Item 4).
- Secure the skid base to the vehicle with rated tie-downs or hardware appropriate for the full wet weight. The unit must not shift under hard braking, cornering or off-road travel.
- Mount and secure the unit only in ways approved by MTECH. Contact MTECH or QTAC for mounting guidance before drilling or modifying a vehicle or the skid.

CAUTION

Products mounted or secured in ways not approved by MTECH are not covered by warranty.

BEFORE EVERY TRIP

- ☐ Tie-downs tight and undamaged
- ☐ Fill well lid closed
- ☐ Engine fuel valve off for transport (per Honda guidance) and fuel cap tight
- ☐ Hose fully wound and nozzle secured
- ☐ Draft hose and loose equipment stowed

SECTION 7

BEFORE OPERATION

Check these items daily and before every response, so faults are found before you need the unit.

DAILY INSPECTION CHECKLIST

ENGINE

- ☐ Fuel level adequate (Figure 1, Item 8)
- ☐ Engine oil at the correct level
- ☐ Air filter clean
- ☐ Fuel shut-off and choke operate freely
- ☐ **VERSAX 9** Starting battery charged, terminals clean

TANK

- ☐ Water level checked at the sight tube
- ☐ No leaks at the drain or fittings
- ☐ Fill well lid closes and seals

PUMP & PLUMBING

- ☐ Every valve opens and closes fully
- ☐ Primer port cap in place and tight
- ☐ Draft port camlock cap in place
- ☐ No leaks at threaded connections
- ☐ Pressure gauge intact

HOSE & FOAM

- ☐ Hose free of cuts, kinks and wear
- ☐ Nozzle opens, closes and adjusts
- ☐ Reel winds and rewinds
- ☐ Foam concentrate level adequate (if equipped)

NOTE

Run the pump briefly on a regular schedule (for example, weekly) so you know it starts, primes and builds pressure.

VALVE QUICK REFERENCE

OPERATION	2" TANK TO PUMP	1" PUMP TO TANK	1" HOSE REEL	1" NPSH AUX
Pump from tank	Set to tank	Cracked open	Open	As needed
Supply AUX discharge	Tank or draft	Cracked open	As needed	Open slowly
Fill tank by drafting	Set to draft	Open	Not used	Not used
Pump while drafting	Set to draft	Closed	Open, nozzle flowing	As needed
Foam (ATP kit)	Set to tank	Closed, keep discharge flowing	Open	As needed

Valve numbers refer to Figure 1. The full procedures follow in Sections 8 – 10.

SECTION 8

PUMP OPERATION

PRIMING THE PUMP AFTER AN EXTENDED PERIOD OF NO USE

The Versax 6 and Versax 9 are self-priming pumps, so they do not need to be primed before every use. If the pump has not run for more than 12 hours, you may need to add water to the primer port (Figure 1, Item 7) to ensure proper suction. Pour water into the primer port until it is full, secure the cap and start the engine.

TANK FILL REQUIREMENTS

Max fill pressure	100 PSI
Max fill rate	150 GPM

TANK FILL THROUGH VENTED FILL WELL

1. Open the fill well and fill the tank (Figure 1, Item 1).
2. Watch the water level at the sight tube (Figure 2, Item 2) and close the fill well when full.

To fill the tank by draft suction, see *Drafting to Fill the Water Tank*.

STARTING THE ENGINE

1. Make sure the engine has enough fuel in the gas tank (Figure 1, Item 8).
2. Open the fuel shut-off valve (Figure 3/4, Item 3).
3. If the engine is cold, apply the choke (Item 2).
4. Set the engine switch to ON, then start the engine:
 - **VERSAX 9** Turn the key until the engine starts. If the electric start fails, use the recoil starter cord.
 - **VERSAX 6** Pull the hand starter cord until the engine starts.
5. Apply throttle (Item 1) and reduce the choke until it is no longer needed. Pump output is set by the throttle, the nozzle shut-off and the pump-to-tank return.

PUMPING USING THE TANK WATER SUPPLY

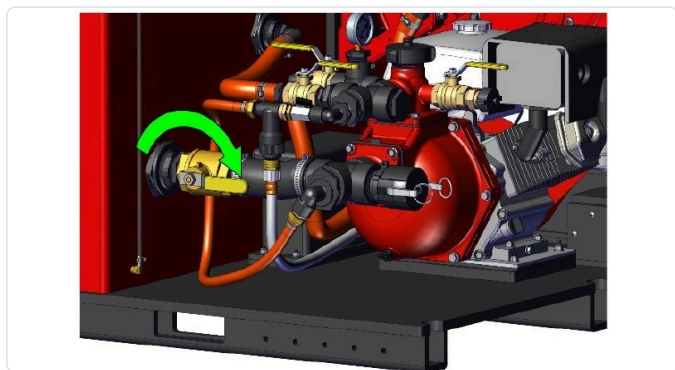


Figure 5. 2" Tank to Pump valve set to tank

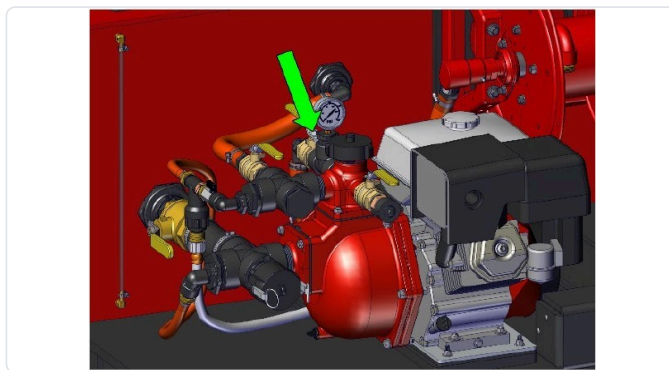


Figure 6. 1" Pump to Tank valve (shown fully open)

1. Make sure all valves are in the correct position:
 - a. Set the 2" Tank to Pump valve to pull water from the tank (Figure 5).
 - b. Crack the 1" Pump to Tank valve open slightly (Figure 6).
2. Start the engine (see *Starting the Engine*).
3. Open the 1" Hose Reel shutoff valve (Figure 1, Item 5). Water can now be discharged through the reel line.

CAUTION

During pumping, **leave the Pump to Tank valve open slightly** to bypass water through the pump (*Figure 1, Item 2 or Figure 6*). This keeps the pump from overheating if the nozzle at the end of the reel line is fully closed.

If the pump runs with the Pump to Tank valve completely closed, **you must keep the nozzle running, at least partially, at all times**. Closing the nozzle while the Pump to Tank valve is closed will overheat the pump.

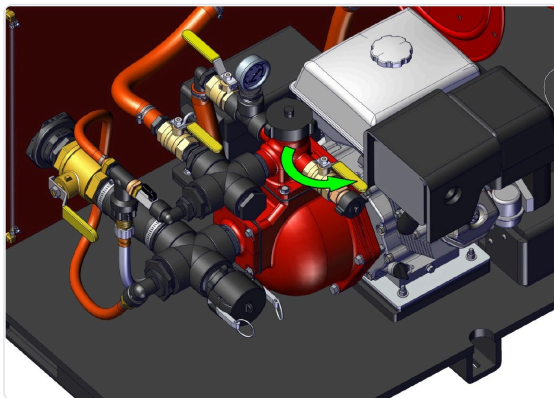
SUPPLYING WATER TO THE 1" NPSH AUX DISCHARGE

Figure 7. 1" NPSH shutoff valve in the open position

1. Connect your hose fitting to the 1" NPSH discharge (*Figure 1, Item 9*).
2. Lay out the hose.
3. Open the discharge valve slowly to charge the line and let the nozzle flow (*Figure 7*).

STOPPING THE PUMP

1. If open, gradually close the shut-off valve at the end of the discharge hose.
2. Reduce the engine throttle to idle (*Figure 3/4, Item 1*).
3. Set the engine switch to OFF (*Item 4*).
4. Close the fuel shut-off valve (*Item 3*) if the unit will be transported or stored.

SECTION 9

DRAFT PROCEDURES

DRAFTING FROM AN AUXILIARY WATER SOURCE

Your QTAC can draft water from an auxiliary source such as a pond, tank or stream. You can draft to fill the tank, or draft straight into the pump and out a discharge line, bypassing the tank.

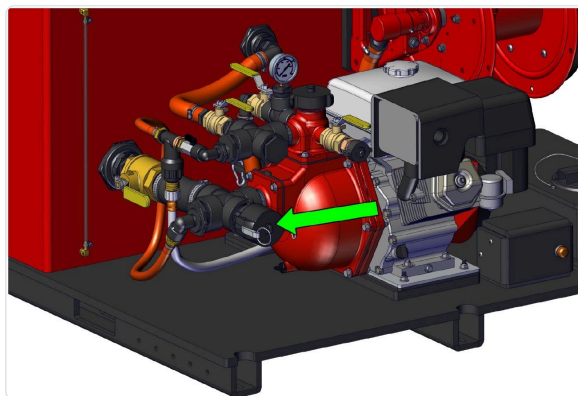


Figure 8. 2" draft port

CONNECTING THE DRAFT HOSE

Remove the camlock cap covering the draft port (Figure 1, Item 4). Secure the draft hose's camlock coupling to the draft port (Figure 8). Make sure the coupling gasket is in place and the cam arms are fully closed. An air leak will prevent the pump from drafting.

NOTE

For best results, keep the vertical lift from the water surface to the pump as short as possible, and use a strainer or foot valve on the end of the draft hose.

DRAFTING TO FILL THE WATER TANK

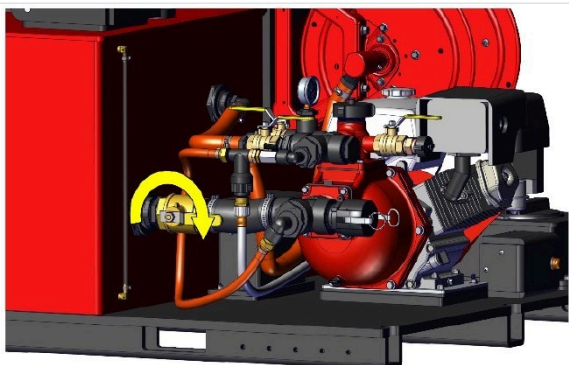


Figure 9. 2" Tank to Pump valve set to draft

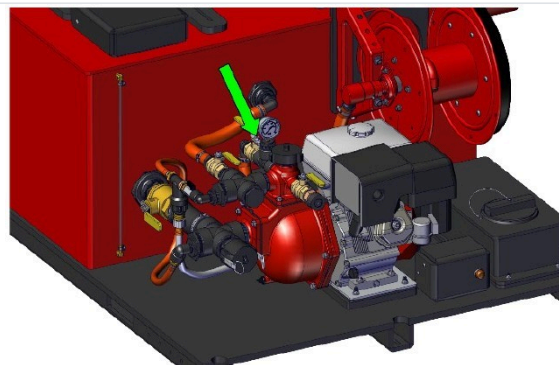


Figure 10. 1" Pump to Tank valve open

1. **Set the 2" Tank to Pump valve to pull from the draft port (Figure 9). Make sure the pump head is primed** (see *Priming the Pump*).
2. Place the brass foot valve on the end of the draft hose into the water source. Do not place it in mud or dirt, or the pump will pull in debris. Always keep the valve elevated off the bottom of the source.
3. Connect the draft hose to the draft port.
4. Open the 1" Pump to Tank valve (Figure 10).
5. Start the engine and increase the throttle until you see water entering the draft hose and being pulled into the pump head.
6. Monitor the water level using the sight tube (Figure 2, Item 2).

7. Once the tank is full, reduce the throttle and shut off the engine. Return the valves to the positions for pumping from the tank (see *Pumping Using the Tank Water Supply*) and continue operations.

PUMPING WHILE DRAFTING FROM AN AUXILIARY WATER SOURCE

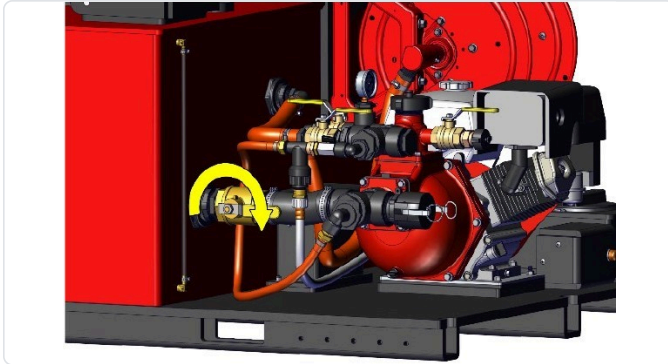


Figure 11. 2" Tank to Pump valve set to draft

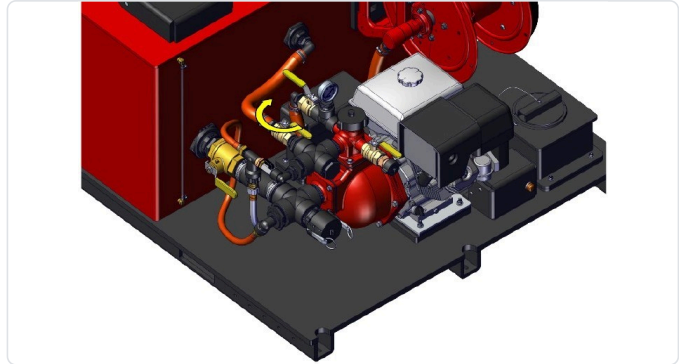


Figure 12. 1" Pump to Tank valve closed

1. **Set the 2" Tank to Pump valve to pull from the draft port (Figure 11). Make sure the pump head is primed.**
2. Place the brass foot valve into the water source, keeping it out of mud and debris and elevated off the bottom.
3. Open the hose reel nozzle slightly so water can run through the pump once the engine starts.
4. Close the 1" Pump to Tank valve so water does not enter the tank (Figure 12).
5. Start the engine and increase the throttle until you see water entering the draft hose and being pulled into the pump head.
6. Use the hose reel discharge nozzle to carry out suppression operations.

CAUTION

With the Pump to Tank valve closed, keep a discharge flowing at all times to prevent the pump from overheating.

SECTION 10

HOSE REEL

Your unit has a Hannay manual hose reel with hand-crank rewind as standard. Units ordered with the optional Hannay electric reel have a powered rewind.

DEPLOYING HOSE

1. Make sure the 1" Hose Reel shutoff valve is closed (*Figure 1, Item 5*).
2. Pull the hose straight off the reel to the length you need, avoiding sharp bends and kinks.
3. Start the pump, then open the hose reel valve to charge the line.

REWINDING HOSE

1. Shut off the nozzle and close the hose reel valve. Relieve line pressure by briefly opening the nozzle.
2. Guide the hose evenly across the drum while rewinding so it does not bunch up on one side.
 - **Manual reel (standard):** turn the rewind crank.
 - **Electric reel (optional):** press and hold the rewind switch (*Figure 1, Item 10*).
3. Secure the nozzle for transport.

CAUTION

Keep hands and clothing clear of the drum and hose guides while rewinding.

NOTE

Optional electric reel: the rewind motor needs 12-volt power. If it does not turn, check the power connection, fuse or breaker, and switch.

SECTION 11

ATP FOAM KIT (OPTIONAL)

GETTING TO KNOW YOUR ATP FOAM KIT

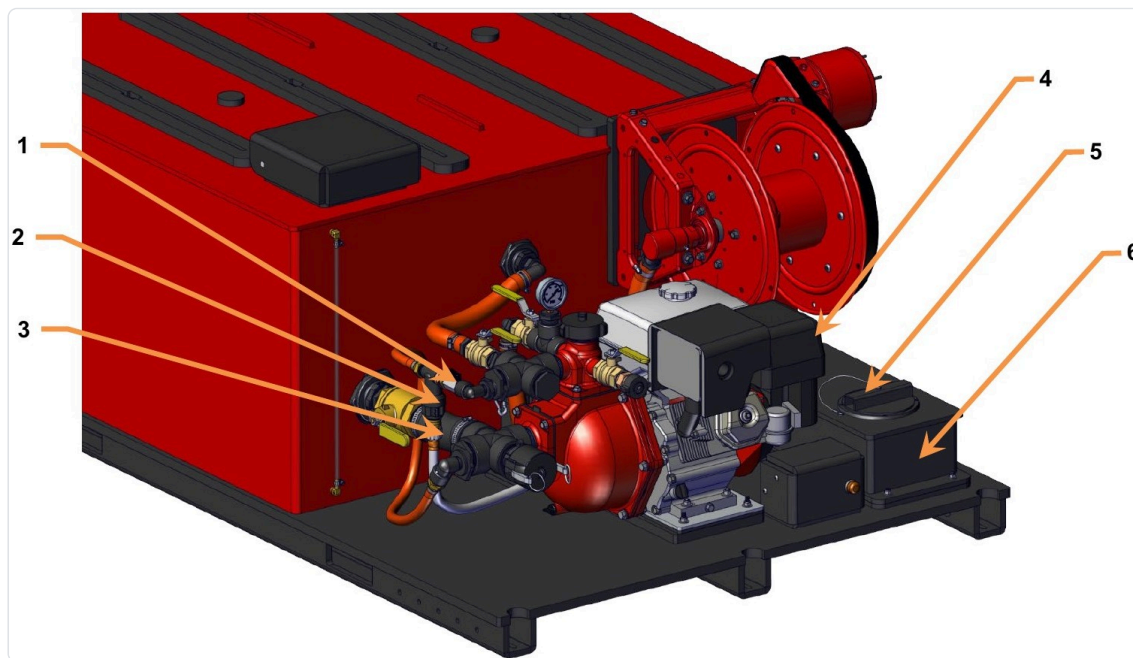


Figure 13. Typical plumbing for the optional around-the-pump (ATP) foam kit

1 Proportioner pressure valve

2 Foam proportioner

3 Supply hose strainer

4 Foam supply valve

5 Vented lid

6 Foam cell tank

BEFORE USING YOUR ATP FOAM KIT

- Always wear appropriate eye, ear and body protection when operating your QTAC unit.
- Handle foam concentrate per its Safety Data Sheet.

USING YOUR ATP FOAM KIT

1. Install the 15 GPM aerating nozzle on the discharge booster hose.
2. Make sure there is enough foam concentrate in the foam tank (Figure 13, Item 6).
3. Start the engine.
4. Set the foam proportioner to the desired concentrate percentage (Figure 13, Item 2).
5. Once the pumping system has built pressure, open the hose line valve to allow a slight flow.
6. Close the 1" Pump to Tank valve so foam concentrate does not enter the water tank (Figure 1, Item 2). With this valve closed, a discharge must stay open to prevent the pump head from overheating.
7. Open the Foam Supply valve (Figure 13, Item 4) and the Proportioner Pressure valve (Figure 13, Item 1).
8. Open the discharge and apply foam as desired.

NOTE

It may take several seconds before foam appears at the nozzle.

If foam was recently used in the QTAC, it can interfere with the pump's ability to prime. If so, you may need to repeat the priming sequence several times before the pump clears of foam and can develop suction.

STOPPING YOUR ATP FOAM KIT

1. Close the Foam Supply valve (*Figure 13, Item 4*) and the Proportioner Pressure valve (*Figure 13, Item 1*).
2. Flush the discharge system by running clean water until all traces of foam are gone.

SECTION 12

MAINTENANCE

AFTER EVERY USE

- ☐ Flush the pump and plumbing with clean water after drafting dirty, salt or brackish water, or after using foam.
- ☐ Refill the tank (or drain it for storage, see below).
- ☐ Refuel the engine once it has cooled.
- ☐ Inspect hose, nozzle and couplings. Drain and rewind the hose.
- ☐ Replace the primer port cap and draft port camlock cap.
- ☐ Top up foam concentrate if used.

ENGINE MAINTENANCE SCHEDULE

The Honda GX200 (Versax 6) and GX270 (Versax 9) follow Honda's maintenance schedule. The table below summarizes Honda's standard intervals. **The Honda owner's manual supplied with your engine governs if it differs.** Service more often in dusty or heavy-use conditions.

ITEM	EACH USE	FIRST MONTH OR 20 HRS	EVERY 3 MONTHS OR 50 HRS	EVERY 6 MONTHS OR 100 HRS	EVERY YEAR OR 300 HRS
Engine oil	Check level	Change		Change	
Air filter	Check		Clean		Replace paper element
Sediment cup				Clean	
Spark plug				Check / adjust	Replace
Idle speed, valve clearance					Check (dealer)

Use unleaded gasoline with a pump octane rating of 86 or higher and SAE 10W-30 engine oil, or as specified in the Honda owner's manual.

PUMP & PLUMBING

- Exercise every valve regularly so it does not stick.
- Check threaded manifold connections for leaks, and tighten or reseal as needed.
- Inspect the primer cap and camlock gaskets, and replace them if cracked or missing.
- Clean the foot valve or strainer screen after drafting.
- Follow the WATERAX pump manual supplied with your unit for pump-specific service.

TANK CLEANING RECOMMENDATIONS

Copolymer polypropylene is an extremely durable, chemical-resistant material. Wash the outside of the tank with water and a mild detergent. Windex, lacquer thinner, acetone and similar chemicals will not harm the poly, but they will damage the decals and the finish on plumbing components. Some chemicals, like lacquer thinner, can slightly dull the plastic's finish, so keep that in mind before cleaning raw, unpainted poly. Pledge furniture dusting spray works well to brighten and clean the poly.

To flush sediment from inside the tank, drain it through the tank drain (*Figure 2, Item 3*), rinse through the fill well and drain again.

FREEZE PROTECTION & STORAGE

CAUTION

Water left in the tank, pump or plumbing can freeze and crack components. Freeze damage is not covered by warranty.

1. Drain the tank through the tank drain (*Figure 2, Item 3*).
2. Open every valve to drain the manifold, reel line and discharges.

3. Drain the pump casing as described in the WATERAX pump manual.
4. For long-term storage, treat or drain the engine fuel per the Honda owner's manual, and close the fuel shut-off valve.
5. Before returning the unit to service, close the drain, refill the tank and prime the pump.

SECTION 13

TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	REMEDY
Engine will not start	Out of fuel, fuel shut-off closed, engine switch OFF, choke not applied (cold engine)	Refuel, open the fuel valve, switch ON, apply choke. See <i>Starting the Engine</i> .
	Versax 9: weak battery or loose connections	Charge the battery and clean or tighten the terminals. Use the recoil starter cord.
	Other engine faults	See the Honda owner's manual or contact a Honda service dealer.
Pump runs but will not prime or pull water	Pump casing dry after sitting more than 12 hours	Fill the primer port with water, replace the cap and restart.
	2" Tank to Pump valve in the wrong position	Set to tank (pumping from tank) or draft (drafting).
	Tank empty	Check the sight tube and refill.
	Air leak on the suction side	Check the draft hose camlock gasket and cam arms, primer cap and suction connections.
	Foot valve buried, clogged or above the water	Clear the screen, keep it submerged and off the bottom.
	Foam residue in the pump	Repeat the priming sequence several times until the pump clears.
Low pressure or flow	Throttle too low	Increase throttle.
	Pump to Tank valve open too far	Close it to just cracked open.
	Partially closed valve, kinked hose, clogged nozzle or strainer	Open valves fully, straighten hose, clean the nozzle and strainer.
	Suction lift too high while drafting	Move the unit closer to the water level.
Pump overheating	Nozzle closed with the Pump to Tank valve closed	Crack the Pump to Tank valve open, or keep a discharge flowing.
Tank does not fill while drafting	Pump to Tank valve closed, or 2" valve not set to draft	Open the Pump to Tank valve and set the 2" valve to draft.
No foam at the nozzle	Foam supply or proportioner pressure valve closed, concentrate empty, strainer clogged	Open both valves, refill concentrate, clean the supply hose strainer. Allow several seconds for foam to appear.
Electric reel (optional) will not rewind	No 12 V power to the rewind motor	Check the power connection, fuse or breaker, and rewind switch.
Leak at a fitting or drain	Loose threaded connection or worn gasket	Tighten or reseal the connection and replace the gasket.

If a problem persists, stop using the unit and contact MTECH technical support at 888.797.5100.

SECTION 14

OPTIONS & ACCESSORIES

Order through QTAC at 866.308.6699 or sales@qtacfire.com. Weights are approximate.

OPTION / ACCESSORY	WEIGHT
Hannay electric hose reel (replaces standard manual reel)	+16 lbs
Scotty 4072 ATP foam system, 2.5 gallon	10 lbs
Scotty 4072 ATP foam system, 5 gallon	14 lbs
Auxiliary discharge, 1-1/2" NST/NH, Versax 6 & 9 (replaces existing 1" NPSH)	5 lbs
Red booster hose, 50 ft × 3/4" ID	33 lbs
Universal draft hose, 20 ft	14 lbs
QTAC Tsunami trailer, short bed or long bed	—

HOSE LAY TRAYS

Each tray size is available with no preconnect, a 1" NPSH preconnect or a 1" NST/NH preconnect.

BED	CAPACITY	LOCATION	WEIGHT
Short or long bed	150 ft of 1" or 100 ft of 1-1/2"	Fits behind fill tower	20 – 24 lbs
Long bed	275 ft of 1" or 200 ft of 1-1/2"	Fits behind fill tower	31 – 35 lbs
Long bed	400 ft of 1" or 300 ft of 1-1/2"	Fits behind fill tower	38 – 42 lbs
Long bed	400 ft of 1" or 300 ft of 1-1/2"	Standard position	41 – 45 lbs

Contact QTAC for pricing and availability.

SECTION 15

WARRANTY

GENERAL PROVISIONS – The warranty described below is provided by MTECH, Inc. (hereinafter “MTECH”) to the original purchaser (hereinafter “Purchaser”) of new QTAC fire suppression products (hereinafter “Product”) purchased from MTECH. Under this warranty, MTECH will repair or replace, at its option, any covered part which is found to be defective in material or workmanship during the applicable warranty term. Purchaser shall provide MTECH with prompt written notice of the defect and allow reasonable time for replacement or repair. Warranty services must be performed by MTECH, or an MTECH designee, which will use only new or remanufactured parts or components furnished by MTECH. Purchaser will be responsible for any service call and/or transportation of Product to and from MTECH, or MTECH’s designee, for any premium charged for overtime labor requested by Purchaser, and for any service and/or maintenance not directly related to any defect covered under the warranties below.

WHAT IS WARRANTED – All parts of any Product are warranted for a period of 12 months, with the warranty term beginning on the date Product is delivered to Purchaser. Note that some components may carry a manufacturer’s warranty – see the appropriate component documentation for details. Warranty statements required by law covering engine emission-related parts and components are found in the documentation delivered with the Product.

WHAT IS NOT WARRANTED – MTECH IS NOT RESPONSIBLE FOR THE FOLLOWING: (1) Used Products, (2) Any Product that has been altered or modified in ways not approved by MTECH, (3) Any Product that is used in conjunction with non-QTAC approved devices or equipment to perform tasks, (4) Any Product that is mounted or secured in ways not approved by MTECH, (5) The vehicle or device used to transport or house the Product, (6) Depreciation or damage caused by normal wear, lack of reasonable and proper maintenance, failure to follow operating instructions, misuse, lack of proper protection during storage, or accident, (7) Normal maintenance parts, lubricants, and service, (8) Exposure of Product to non-approved contents and environments, including, but not limited to, fuel, chemical agents, industrial effluents, and extreme temperatures.

SECURING WARRANTY SERVICE – To secure warranty service, Purchaser must (1) Report Product defect to MTECH and request repair within the applicable warranty term, (2) Present evidence of the warranty start date, and (3) Make Product available to MTECH within a reasonable period of time as agreed upon with MTECH.

LIMITATION OF IMPLIED WARRANTIES AND OTHER REMEDIES – To the extent permitted by law, neither MTECH nor any company affiliated with it makes any warranties, representations or promises as to the quality, performance or freedom from defect of Product covered by this warranty. IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, TO THE EXTENT APPLICABLE, SHALL BE LIMITED IN DURATION TO THE APPLICABLE PERIOD OF WARRANTY SET FORTH IN THIS SECTION. PURCHASER’S ONLY REMEDIES IN CONNECTION WITH THE BREACH OR PERFORMANCE OF ANY WARRANTY ON THE PRODUCT ARE THOSE SET FORTH ON THIS PAGE. IN NO EVENT WILL MTECH OR ANY COMPANY AFFILIATED WITH MTECH BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES. (Note: Some states do not allow limitations on how long an implied warranty lasts or the exclusion or limitation of incidental or consequential damages so the above limitations and exclusions may not apply to you.) This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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