SEQUENCE OF OPERATION

SYSTEM IN "AUTOMATIC" MODE
IDLE CONDITION

THE TYPE III SYSTEM IS INTENDED TO REMAIN CONTINUOUSLY PRESSURIZED WHILE IN THE IDLE CONDITION. THIS ALLOWS THE SYSTEM TO RESPOND AUTOMATICALLY/IMMEDIATELY TO AIRCRAFT REFUELING AND DEFUELING MISSION REQUIREMENTS.

PERIODICALLY, WHILE IN THE IDLE CONDITION WITH NO AIRCRAFT REFUELING OR DEFUELING DEMANDS, THE SYSTEM WILL LOSE MINIMUM PRESSURE REQUIREMENTS. WHEN THIS OCCURS, THE CONTROL SYSTEM WILL AUTOMATICALLY REPRESSURIZE IN THE FOLLOWING SEQUENCE:

1. AS SYSTEM PRESSURE AT PRESSURE INDICATING TRANSMITTER PIT-1 OR PIT-2 DROPS BELOW SET POINT OF 60 PSIG. THE CONTROL SYSTEM WILL START THE SELECTED LEAD FUELING PUMP, AND CONTROL SIGNALS WILL BE INITIATED FOR THE FOLLOWING FUNCTIONS:

   -- THE BACK PRESSURE CONTROL VALVE (BPCV) SOLENOID WILL BE ENERGIZED TO ENABLE BPCV TO MODULATE OPEN AT ITS SET POINT.

   -- THE DEFUEL/FLUSH VALVE IS EQUIPPED WITH TWO SOLENOIDS. SOLENOID "A" WILL BE DE-ENERGIZED TO DISABLE OR HOLD THE DEFUEL/FLUSH VALVE CLOSED AND SOLENOID "B" WILL BE DE-ENERGIZED ANY TIME SYSTEM IS IN "AUTOMATIC" MODE.

2. THE LEAD FUELING PUMP WILL ESTABLISH A FLOW OF 600 ± GPM THROUGH THE SYSTEM ISSUE VENTURI AND THE PRESSURE UPSTREAM OF THE BPCV WILL INCREASE UNTIL THE BPCV SET POINT OF 130 PSIG (AS DETERMINED BY HYDRAULICS OF SYSTEM) IS REACHED. AT THIS PRESSURE, THE BPCV WILL START TO OPEN AND THE VALVE WILL MODULATE AS REQUIRED TO PASS SUFFICIENT FLOW THROUGH THE RETURN VENTURI TO MAINTAIN PRESSURE UPSTREAM OF THE VALVE.

3. WITH NO FUELING DEMAND, THE RETURN VENTURI WILL SEE TOTAL FLOW OF 600 ± GPM FROM THE LEAD PUMP. IF DPT-3 OR DPT-4 SENSES DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE GREATER THAN 560 GPM FOR A PERIOD OF 60 SECONDS, THE CONTROL SYSTEM WILL INITIATE CONTROL SIGNALS FOR THE FOLLOWING FUNCTIONS:

   -- THE BPCV SOLENOID WILL BE DE-ENERGIZED TO CLOSE THE BPCV AND SIGNAL TO STOP LEAD PUMP SHALL OCCUR WHEN PRESSURE INDICATING TRANSMITTER PIT-1 OR PIT-2 RISES ABOVE SET POINT OF 140 PSIG FOR A PERIOD OF 2 SECONDS (AS DETERMINED BY HYDRAULICS OF SYSTEM)

   -- THE DEFUEL/FLUSH VALVE SOLENOID "A" WILL BE ENERGIZED (SIMULTANEOUSLY WITH SIGNAL TO DE-ENERGIZE THE BPCV SOLENOID) TO BLEED SYSTEM PRESSURE TO 80 PSIG.

   -- THE PCV SOLENOID WILL BE DE-ENERGIZED (SIMULTANEOUSLY WITH SIGNAL TO DE-ENERGIZE THE BPCV SOLENOID AND THE ENERGIZING OF THE DEFUEL/FLUSH VALVE SOLENOID "A") TO BLEED SYSTEM TO 75 PSIG.

AT THIS POINT THE SYSTEM HAS RETURNED TO A PRESSURIZED IDLE CONDITION.

SYSTEM IN "AUTOMATIC" MODE REFUELING CONDITION

TO INITIATE AN AIRCRAFT FUELING OPERATION, AN OPERATOR CONNECTS FUELING EQUIPMENT SUCH AS A HYDRANT HOSE TRUCK (HHT), A HYDRANT CART OR A PANTOGRAPH TO AN AIRCRAFT AND TO A SELECTED HYDRANT CONTROL VALVE. HYDRANT CONTROL VALVES MAY HAVE EITHER AIR OPERATED OR HYDRAULIC (LINE PRESSURE) "DEADMAN" SYSTEMS AND MUST MATCH TYPE REFUELER BEING USED. WHEN THE OPERATOR OPENS THE HYDRANT CONTROL VALVE BY USE OF THE "DEADMAN", THE FOLLOWING SEQUENCE OCCURS:

1. AS SYSTEM PRESSURE AT PRESSURE INDICATING TRANSMITTER PIT-1 OR PIT-2 DROPS BELOW SET POINT OF 60 PSIG. THE CONTROL SYSTEM WILL BE INITIATED FOR THE FOLLOWING FUNCTIONS:

   -- THE BACK PRESSURE CONTROL VALVE (BPCV) SOLENOID WILL BE ENERGIZED TO ENABLE BPCV TO MODULATE OPEN AT ITS SET POINT.

   -- THE DEFUEL/FLUSH VALVE IS EQUIPPED WITH TWO SOLENOIDS. SOLENOID "A" WILL BE DE-ENERGIZED TO DISABLE OR HOLD THE DEFUEL/FLUSH VALVE CLOSED AND SOLENOID "B" WILL BE DE-ENERGIZED ANY TIME SYSTEM IS IN "AUTOMATIC" MODE.

   NOTE: SOLENOID "B" IS ENERGIZED WHEN SYSTEM IS IN THE "DEFUEL/FLUSH" MODE.

2. THE LEAD FUELING PUMP WILL ESTABLISH A FLOW OF 600 ± GPM THROUGH THE SYSTEM ISSUE VENTURI AND THE PRESSURE UPSTREAM OF THE BPCV WILL INCREASE UNTIL THE BPCV SET POINT OF 130 PSIG (AS DETERMINED BY HYDRAULICS OF SYSTEM) IS REACHED. AT THIS PRESSURE, THE BPCV WILL START TO OPEN AND THE VALVE WILL MODULATE AS REQUIRED TO PASS SUFFICIENT FLOW THROUGH THE RETURN VENTURI TO MAINTAIN PRESSURE UPSTREAM OF THE VALVE.

3. WITH DPT-1 OR DPT-2 SENSING DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE OF 600 ± GPM AND DPT-3 AND OR DPT-4 SENSING DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE THRU THE RETURN VENTURI OF GREATER THAN ± 40 GPM AND LESS THAN ± 560 GPM, THE LEAD FUELING PUMP WILL CONTINUE TO RUN AND THE BPCV WILL CONTINUE MODULATING TO PASS FLOW AS NECESSARY TO MAINTAIN UPSTREAM PRESSURE REQUIREMENT AND NO ADDITIONAL CONTROL FUNCTIONS WILL BE INITIATED UNTIL SYSTEM OPERATING CONDITIONS CHANGE.

   A. IF DPT-3 OR DPT-4 SENSES A DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE THRU THE RETURN VENTURI OF GREATER THAN 560 ± GPM FOR 60 SECONDS, THE CONTROL SYSTEM WILL INITIATE CONTROL SIGNALS FOR THE FOLLOWING FUNCTIONS:

   -- THE BPCV SOLENOID WILL BE DE-ENERGIZED TO CLOSE THE BPCV AND SIGNAL TO STOP LEAD PUMP SHALL OCCUR WHEN PRESSURE INDICATING TRANSMITTER PIT-1 OR PIT-2 RISES ABOVE SET POINT OF 140 PSIG FOR A PERIOD OF 2 SECONDS.

   -- THE DEFUEL/FLUSH VALVE SOLENOID "A" WILL BE ENERGIZED (SIMULTANEOUSLY WITH SIGNAL TO DE-ENERGIZE THE BPCV SOLENOID) TO BLEED SYSTEM PRESSURE.

   -- THE PCV SOLENOID WILL BE DE-ENERGIZED (SIMULTANEOUSLY WITH SIGNAL TO DE-ENERGIZE THE BPCV SOLENOID AND THE ENERGIZING OF THE DEFUEL/FLUSH VALVE SOLENOID "A") TO BLEED SYSTEM TO 75 PSIG.

4. WITH DPT-1 OR DPT-2 SENSING DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE OF 600 ± GPM THRU THE ISSUE VENTURI AND DPT-3 OR DPT-4 SENSING DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE OF LESS THAN 40 ± GPM THRU THE RETURN VENTURI FOR A PERIOD OF 10 SECONDS, (TIME INTERVAL FOR ALL SUBSEQUENT PUMPS) A SUBSEQUENT PUMP (SECOND) WILL BE STARTED.

5. WITH DPT-1 OR DPT-2 SENSING DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE OF 1200 ± GPM THRU THE ISSUE VENTURI AND DPT-3 OR DPT 4 SENSING DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE GREATER THAN 40 ± GPM BUT LESS THAN 700 ± GPM, THE LEAD FUELING PUMP AND SECOND FUELING PUMP WILL CONTINUE TO RUN AND THE BPCV WILL CONTINUE MODULATING TO PASS FLOW AS NECESSARY TO MAINTAIN UPSTREAM PRESSURE REQUIREMENT AND NO ADDITIONAL CONTROL FUNCTIONS WILL BE INITIATED UNTIL SYSTEM OPERATING CONDITIONS CHANGE.

   A. IF DPT-3 OR DPT-4 SENSES A DIFFERENTIAL PRESSURE CORRESPONDING TO A FLOW RATE THRU THE RETURN VENTURI OF GREATER THAN 700 ± GPM FOR 15 SECONDS (TIME INTERVAL FOR ALL SUBSEQUENT PUMPS). THE CONTROL SYSTEM WILL INITIATE CONTROL SIGNALS TO SHUT DOWN THE SUBSEQUENT (SECOND) FUELING PUMP, LEAVING THE SYSTEM TO OPERATE AS DESCRIBED IN PARAGRAPH 3.

NOTE: THE REMAINING SUBSEQUENT FUELING PUMPS WILL BE STARTED USING DPT-1 OR DPT-2 AND STOPPED AS DESCRIBED HEREINBEFORE IN PARAGRAPH 4, 5, AND 5A. THE LEAD FUELING PUMP SHUT DOWN AND RETURN TO IDLE CONDITION WILL BE AS DESCRIBED IN PARAGRAPH 3A.

IN THE EVENT A FUELING PUMP IS AUTOMATICALLY CALLED ON AND FAILS TO START OR FAILS AFTER SUCCESSFULLY STARTING (AS INDICATED BY OPEN CONTRACTS ON THE ASSOCIATED PUMP DISCHARGE FLOW SWITCH FOR A 15 SECOND INTERVAL), THE AFFECTED FUELING PUMP WILL BE CALLED OFF AND THE NEXT IDLE FUELING PUMP IN THE PRE-DETERMINED SEQUENCE OF 4 PUMPS THAT WILL BE CALLED ON AUTOMATICALLY.

SYSTEM IN "AUTOMATIC" MODE DEFUELING CONDITION

TO INITIATE AN AIRCRAFT DEFUELING OPERATION, AN OPERATOR CONNECTS A HYDRANT HOSE TRUCK (HHT) TO AIRCRAFT AND TO AN AIR OPERATED "DEADMAN" HYDRANT CONTROL VALVE. THE HHT HAS AN ON-BOARD DEFUEL PUMP. THIS PUMP IS CAPABLE OF DELIVERING 300 GPM AT 165 PSIG. AS THE OPERATOR STARTS THE ON-BOARD HHT DEFUEL PUMP THE FOLLOWING SEQUENCE OCCURS.

1. IF PUMPS ARE RUNNING (DEFUEL/FLUSH VALVE CLOSED) THE FUEL BEING REMOVED FROM THE AIRCRAFT WILL EITHER GO TO THE OTHER AIRCRAFT(S) CONNECTED TO THE SYSTEM OR WILL MODULATE BPCV OPEN TO RETURN FUEL TO OPERATING TANKS.

-OR-

2. IF PUMPS ARE NOT RUNNING (DEFUEL/FLUSH VALVE ENABLED) THE FUEL BEING REMOVED FROM THE AIRCRAFT WILL MODULATE BOTH PCV (AT 75 PSIG) AND DEFUEL/FLUSH VALVE (AT 80 PSIG) OPEN TO ALLOW FUEL TO PASS TO OPERATING TANKS.

SYSTEM IN "FLUSH" MODE

IF SYSTEM HAS NOT BEEN USED FOR SEVERAL DAYS OR IF FUEL SAMPLES INDICATE THE PRESENCE OF WATER OR EXCESSIVE SEDIMENT, PROCEDURE SHALL BE INITIATED IN THE FOLLOWING SEQUENCE.

1. PLACE THE MODE SELECTOR SWITCH IN THE "FLUSH" MODE. THIS WILL DE-ENERGIZE BPCV SOLENOID LOCKING THE BPCV CLOSED AND ENERGIZE DEFUEL/FLUSH VALVE SOLENOID "B" ALLOWING DEFUEL/FLUSH VALVE TO OPEN.

2. POSITION MANUALLY OPERATED VALVES IN THE SYSTEM TO REQUIRED POSITIONS TO DIRECT FUEL THROUGH THE DESIRED FLOW PATH (I.E., TRANSFERRING FUEL FROM ONE OPERATING TANK TO ANOTHER, FLUSHING SUSPECT FUEL FROM APRON LOOP PIPING AND ROUTING THIS FUEL THROUGH THE RECEIVING FILTER SEPARATORS, ETC.).

3. SELECT PUMP TO BE USED FOR FLUSHING, PLACE THE FUELING PUMPS HAND-OFF-AUTO SELECTOR SWITCH IN THE "HAND" POSITION. THIS WILL START PUMP.

NOTE: ADDITIONAL PUMP(S) MAY BE STARTED MANUALLY TO OBTAIN THE DESIRED FLUSHING FLOW RATE.

4. FOLLOWING THE FLUSHING PROCEDURE, POSITION MANUALLY OPERATED VALVES TO THEIR NORMALLY OPENED OR CLOSED POSITIONS.

5. PLACE THE FUELING PUMPS HAND-OFF-AUTO SELECTOR SWITCH IN THE "AUTO" POSITION.

6. PLACE THE MODE SELECTOR SWITCH IN THE "AUTOMATIC" MODE FROM THE "FLUSH" MODE.

7. OBSERVE SYSTEM OPERATION TO ENSURE SYSTEM RETURNS TO PRESSURED IDLE CONDITION.

AN ADDITIONAL FEATURE OF THIS "FLUSH" MODE INCLUDES CAPABILITY FOR "DEFUEL" OPERATIONS. WHILE IN THIS MODE, SYSTEM PRESSURE IS REDUCED TO A STATIC PRESSURE EQUAL TO THE LEVEL OF FUEL IN THE OPERATING TANK(S). THEREFORE, IT IS POSSIBLE TO ACCOMPLISH "RAPID DEFUELS" FOR KC-135'S UTILIZING SUITABLE REFUELING EQUIPMENT ("RAPID DEFUEL" IS WITH AIRCRAFT ENGINES RUNNING).

EMERGENCY OPERATION - PLC'S DOWN

IN THE EVENT BOTH PLC'S ARE DOWN, THE SYSTEM MAY BE ACTIVATED FOR EMERGENCY FUELING AS FOLLOWS:

1. PLACE ALL FUELING PUMP SELECTOR SWITCHES IN THE "OFF" POSITION.

2. ENSURE SELECTED OPERATING TANK(S) INLET AND OUTLET VALVES ARE OPEN.

3. CLOSE INLET SIDE PLUG VALVE TO PCV.

4. MANUALLY BY-PASS SOLENOID ON BPCV ALLOWING VALVE TO MODULATE AT SET POINT.

5. MANUALLY START FUELING PUMP(S) AS REQUIRED BY PLACING SELECTOR SWITCHES IN THE "HAND" POSITION. OPERATOR TO READ MECHANICAL INDICATORS ON DIFFERENTIAL PRESSURE TRANSMITTERS (DPT) LOCATED AT THE RETURN VENTURI. IF DPT'S SHOW LESS THAN 40 GPM RETURNING TO OPERATING TANK(S), MANUALLY START AN ADDITIONAL FUELING PUMP. IF DPT'S SHOW MORE THAN 700 GPM, MANUALLY STOP A FUELING PUMP. MANUALLY STOP LAST FUELING PUMP AFTER EMERGENCY OPERATION IS COMPLETE.

   NOTE:
   OPERATOR IS REQUIRED TO CONTINUOUSLY VERIFY OPERATING TANK(S) FUEL LEVEL TO ENSURE ADEQUATE FUEL SUPPLY IS AVAILABLE. FUEL LEVEL VERIFICATION SHALL BE BY MEANS OF THE OPERATING TANK(S) GROUND LEVEL READING GAGE. UPON COMPLETION OF EMERGENCY OPERATION, OPERATOR SHALL OPEN INLET SIDE BALL VALVE TO PCV. CLOSE SOLENOID BY-PASS VALVE ON BPCV AND RETURN FUELING PUMP SELECTOR SWITCHES TO ORIGINAL POSITIONS.

MANUAL VALVE OPERATION

1. FILLING OF THE OPERATION TANK T1 (T2)
   OPEN VALVES: R1, R2, R3, R4, R5, R6, R7, R10 (R11), R12 (R13)
   CLOSE VALVES: I34 (I35), I37, R11 (R10)

2. FUELING OF AIRCRAFT FROM OPERATING TANK T1 (T2)
   OPEN VALVES: I1 (I2), I3, I4, I5, I6, I7, I8, I9, I10, I11, I12, I13, I14, I15, I16, I17, I18, I19, I20, I21, I22, I25, I26, I28, I29, I30, I31, I34 (I35), R12 (R13)
   CLOSE VALVES: I2 (I1), I27, I35 (I34), I36, I37, R10 (R11)

3. FILLING OF TANK TRUCKS AT HYDRANT HOSE TRUCK CHECK OUT STATION FROM OPERATING TANK T1 (T2)
   OPEN VALVES: I1 (I2), I3, I4, I5, I6, I7, I8, I9, I10, I11, I12, I13, I14, I15, I16, I17, I19, I20, I21, I22, I25, I26, I28, I29, I30, I31, I34 (I35), R6 (R7)
   CLOSE VALVES: I2 (I1), I27, I35 (I34), I36, I37, R10 (R11)

4. EMPTYING OF TANK TRUCKS VIA HHT CHECK/OUT STATION OR FLUSHING PIT INTO OPERATING TANK T1 (T2)
   OPEN VALVES: I33, I37, R3, R4, R5, R6, R7, R10 (R11), R12 (R13)
   CLOSE VALVES: I34 (I35), R2, R7, R11 (R10)

5. EMPTYING OF REMAINING FUEL FROM OPERATING TANK T1 (T2) TO OPERATING TANK T2 (T1)
   OPEN VALVES: I1 (I2), I3, I4, I5, I6, I7, I8, I9, I10, I11, I12, I13, I14, I15, I16, I17, I18, I19, I20, I21, I22, I36, I35 (I34), R13 (R12)
   CLOSE VALVES: I2 (I1), I23, I29, I31, I34 (I35), R11 (R10)

6. EMPTYING OF PRODUCT RECOVERY TANK INTO OPERATING TANK T1 (T2)
   OPEN VALVES: R3, R4, R5, R6, R7, R10 (R11), R12 (R13)
   CLOSE VALVES: I34 (I35), I37, R11 (R10)

7. DEFUELING OF AIRCRAFT OR MULTIPLE REFUELING PUMP INTO OPERATING TANK T1 (T2)
   OPEN VALVES: I26, I28, I29, I30, I31, I34 (I35), R12 (R13)
   CLOSE VALVES: I27, I36, I37, I35 (I34), R10 (R11)

8. CROSS PUMPING FROM OPERATING TANK T1 (T2) INTO OPERATING TANK T2 (T1) VIA FILTER SEPARATORS
   OPEN VALVES: I1 (I2), I3, I4, I5, I6, I7, I8, I9, I10, I11, I12, I13, I14, I15, I16, I17, I18, I19, I20, I21, I22, I27, I30, I31, I37, R3, R4, R5, R6, R7, R10 (R11), R13 (R12)
   CLOSE VALVES: I2 (I1), I25, I26, I28, I34 (I35), R11 (R10)

9. FLUSHING OF LOOP FROM OPERATING TANK T1 (T2), THRU RECEIVING FILTER SEPARATORS AND RETURNING TO OPERATING TANK T1 (T2)
   OPEN VALVES: I1 (I2), I3, I4, I5, I6, I7, I8, I9, I10, I11, I12, I13, I14, I15, I16, I17, I18, I19, I20, I21, I22, I25, I26, I28, I30, I31, I37, R3, R4, R5, R6, R7, R10 (R11), R12 (R13)
   CLOSE VALVES: I2 (I1), I27, I34 (I35), R11 (R10)

10. PANTOGRAPH FLUSHING FROM OPERATING TANK T1 (T2), THRU PANTOGRAPH FLUSHING CONNECTION AND RETURNING TO OPERATING TANK T1 (T2)
    OPEN VALVES: I1 (I2), I3, I4, I5, I6, I7, I8, I9, I10, I11, I12, I13, I14, I15, I16, I17, I18, I19, I20, I21, I22, I27, I28, I29, I32, I33, I34 (I35), R12 (R13)
    CLOSE VALVES: I2 (I1), I25, I26, I35 (I34), I36, I37, R13 (R12)

REMARKS:
DURING THE ABOVE DESCRIBED OPERATIONS ALL MANUAL DRAIN AND VENT VALVES SHALL BE CLOSED. AUTOMATIC AIR VENTS, AUTOMATIC FILTER SEPARATOR DRAINS AND RELEIF VALVES SHALL REMAIN OPERATIONAL.

EMERGENCY STOP AND RESET

1. DEPRESSION OF ANY EMERGENCY STOP PUSHBUTTON OR ACTUATION OF THE FIRE ALARM SYSTEM SHALL STOP FUELING PUMPS [AND DE-ENERGIZE THE NON-SURGE CHECK VALVE'S SOLENOID CAUSING THE VALVES TO CLOSE] **IF THIS FEATURE IS DIRECTED TO BE USED.** THIS ACTION IS EXECUTED WITHOUT REGARD FOR WHETHER PUMPS WERE AUTOMATICALLY CALLED ON OR MANUALLY STARTED.

2. IN ORDER TO RESET SYSTEM AFTER AN ALARM, DEPRESS "RESTART" PUSHBUTTON LOCATED AT PUMP CONTROL PANEL.

BACK PRESSURE CONTROL VALVE
OPERATION - ONE SOLENOID

CONDITION	VALVE ACTION	SOLENOID
"AUTOMATIC" MODE PUMP START-UP	ENABLE	ENERGIZED
"AUTOMATIC" MODE PRIIOR TO LEAD PUMP SHUT-OFF	CLOSE	DE-ENERGIZED
"FLUSH" MODE	CLOSE	DE-ENERGIZED

PRESSURE CONTROL VALVE (PCV)
OPERATION - ONE SOLENOID

CONDITION	VALVE ACTION	SOLENOID
"AUTOMATIC" MODE LEAD PUMP OFF	ENABLE	DE-ENERGIZED
"AUTOMATIC" MODE PUMP(S) ON	CLOSE	ENERGIZED
"FLUSH" MODE PUMP(S) ON	CLOSE	ENERGIZED
"FLUSH" MODE PUMP(S) OFF	ENABLE	DE-ENERGIZED

DEFUEL/FLUSH VALVE
OPERATION - TWO SOLENOID

CONDITION	VALVE ACTION	SOLENOID "A"	SOLENOID "B"
"FLUSH" MODE	OPEN	DE-ENERGIZED	ENERGIZED
"AUTOMATIC" MODE PUMP(S) ON	CLOSE	DE-ENERGIZED	DE-ENERGIZED
"AUTOMATIC" MODE LEAD PUMP OFF	ENABLE	ENERGIZED	DE-ENERGIZED

$$ - THINK VALUE ENGINEERING - $$

REVISIONS

SYMBOL	DESCRIPTIONS	DATE	APPROVED

ROBERT AND COMPANY
96 POPLAR ST., N.W.
ATLANTA, GA 30335

US ARMY ENGINEER DISTRICT
CORPS OF ENGINEERS
OMAHA, NE

AIR FORCE C.E. SUPPORT AGENCY
139 BARNES DRIVE, SUITE #1
TYNDALL AFB, FL 32403-5319

DESIGNED BY: J.J.P.
DRAWN BY: P.R.W.
CHECKED BY: M.T.S.
REVIEWED BY: S.G.E.
SUBMITTED BY:
CHIEF, MECH. SECTION

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TYPE III

SEQUENCE OF OPERATION

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