



STYLE 1700 BUSH NOZZLES OPERATING INSTRUCTIONS

The following is intended to provide the basic instructions for operating an Aussie Bush Nozzle. Read and understand these operating instructions before use.

PRODUCT RATINGS:

Maximum Pressure: 250 psi/17 bar.

PRODUCT WARNINGS:

- ⚠ WARNING:** Charge all lines slowly to facilitate a controlled water pressure build-up during start-up. Open and close slowly. Rapid opening will produce a sudden thrust. Rapid opening and closing can cause water hammer. Have enough firefighters on the line to safely control the reaction force created by the stream.
- ⚠ WARNING:** At pressures below that indicated on the label, the nozzle will have reduced flow and reach. Be sure you have enough flow and pressure for the situation (See IFSTA and NFPA manuals for guidelines).
- ⚠ WARNING:** Ensure the nozzle is aimed in a direction that is safe, prior to opening the shutoff bale.
- ⚠ WARNING:** Do not use the nozzle as a forcible entry tool. Doing so may damage it or make it inoperable.
- ⚠ WARNING:** Ensure the thread on the nozzle swivel is matched to the thread on the hose connection.
- ⚠ WARNING:** Do not use a nozzle tip as a shut-off when testing hose.
- ⚠ WARNING:** When operating at lower pressures the hose can kink more easily. A kink in the hose chokes off the flow, which may result in inadequate flow for the situation.

PRODUCT CAUTIONS:

- ⚠ CAUTION:** If any tags or bands on the nozzle are worn or damaged and cannot be easily read, they should be replaced.
- ⚠ CAUTION:** For use with fresh water or standard firefighting foams only. Not recommended for use with salt water. After use with foam or salt water, flush with fresh water.
- ⚠ CAUTION:** For firefighter use only.
- ⚠ CAUTION:** When using with an eductor, make sure the nozzle is properly matched to the eductor. If they are not, the nozzle flow, pressure, and reach may be reduced or the eductor may shutdown. Do not throttle your Turbojet with an eductor in the line. This can cause the eductor to shut down.
- ⚠ CAUTION:** Do not overtighten the nozzle onto the hose connection.
- ⚠ CAUTION:** The nozzle is configured for optimum performance. Do not alter in any manner.
- ⚠ CAUTION:** Your nozzle should be inspected prior to and after each use, to ensure it is in good operating condition. Periodically, an unanticipated incident may occur where the nozzle is used in a manner that is inconsistent with standard operating practices and those listed in IFSTA. A partial list of potential misuses follows:
 - Operating above maximum rated pressure and flow.
 - Not draining, and allowing water to freeze inside the nozzle.
 - Dropping the nozzle from a height where damage is incurred.

- Prolonged exposure to temperatures above +130 degrees F, or below -25 degrees F.
- Operating in a corrosive environment.
- Other misuse that might be unique to your specific fire fighting environment.

There are many “tell tale” signs that indicate nozzle repair is in order, such as

- Controls that are inoperable or difficult to operate.
- Excessive wear.
- Poor discharge performance.
- Water leaks.

If any of the above situations are encountered, the nozzle should be taken out of service and repaired, plus tested by qualified nozzle technicians, prior to placing it back in service.

OPERATING INSTRUCTIONS

1. Open and close slowly.
2. To Open: Rotate the Control Ring counterclockwise to the desired setting.
3. To Close: Rotate the Control Ring clockwise until it closes.
4. To change the spray angle rotate, the Pattern Sleeve/Bumper. Rotate it clockwise for straight stream and counterclockwise for wide fog.
5. To flush the nozzle, rotate the Flow Control Ring counterclockwise to the FLUSH setting. Rotate slowly back to the required setting when obstruction is flushed.
6. The nozzle has various flow settings indicated on Flow Control Ring. To change the flow rate, slowly rotate the Flow Control Ring to the required setting and adjust your engine to provide the rated pressure at the inlet of the nozzle.
7. To determine the required engine pressures to achieve the flow setting, use the following formula: Engine pressure (EP) = Friction Loss (FL) + Nozzle Pressure (NP) + pressure loss or gains due to elevation ($\frac{1}{2}$ psi per foot of height difference).

MAINTENANCE

As a standard good practice, the nozzle should be inspected prior to and after each use to ensure it is in good operating condition. In addition, under normal conditions, periodically flushing (weekly) the nozzle with clean water and cleaning grit and dirt from around exterior moving parts will allow the nozzle to operate as designed. This procedure should also be carried out if at any time the nozzle has been used with foam or salt water.

A. FLUSHING ROUTINE

1. Connect nozzle to supply hose and clean fresh water supply (Hydrant pressure is suitable).
2. Open shutoff slowly to fully open position and set to wide fog.
3. Rotate Discharge Control Ring from 60/115 lpm to flush setting several times to clean any dirt or foam residue from nozzle.
4. Set to 60 lpm setting on wide fog and check for any break up of fog pattern.
5. If correct return to normal use.

B. OPERATIONAL INSPECTION

Nozzles should be thoroughly inspected at least every six months.

1. Check Turbine Teeth for damage, replace if more than $\frac{1}{3}$ broken or as required.
 2. Check for leaks.
 3. Check for signs of excessive wear on moving parts.
 4. If any tags or bands on the nozzle are worn or damaged and cannot be easily read, they should be replaced.
 5. Clean as required.
 6. Check the baffle screw to be sure it is tight.
 7. Carry out operational pressure test on shutoff (Maximum Pressure 250 psi / 17 bar)
- Over time the seals and turbine teeth may need replaced. This can be accomplished by purchasing the appropriate Akron repair parts. Use Qualified maintenance mechanics or return the nozzle to Akron Brass for repair.



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