



W.S. Darley & Co.

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TECHNICAL BULLETIN 1202513

**TITLE: OIL PRESSURE SENDING UNIT INSTALLATION UPGRADE
DATE: JANUARY 27, 2012**

Recently we have received notice of a potential new failure mode that may affect pumping units powered by the diesel fueled 26 HP Briggs or 34 HP Briggs models. Trucks equipped with these engines and also equipped with both an oil switch and an oil sender should request an upgrade kit to prevent a rare but potential danger to the engine.

These engines come from Briggs with an oil switch installed. Previous to this bulletin, when an oil pressure sender needed to be added, a pipe nipple and tee were used to mount both devices.

Both devices are self-grounding, so a fracture in the pipe nipple may leave these devices ungrounded. Exposed to air pressure on its inlet, the shutdown switch will trigger, but will be unable to function if it loses its ground. Our upgrade kit addresses that potential failure in the following ways:

- 1) The previous design had an overhung load supported by a brass pipe nipple. The current design removes this overhung load and provides a firmer mounting arrangement that is more isolated from engine vibrations.
- 2) If the connection to the engine is lost, then, on our current design, the ground connections remain connected and the unit will shut down to alert the operator that something is wrong.

Customers who own products powered by either of these Briggs 26 HP and 34HP diesel engines should determine if they have both an oil shut-down circuit AND an oil pressure gauge. Customers that only have a shut-down circuit are not affected by this bulletin.

Those customers who would like an upgrade kit should contact our Customer Service Department to request one. Please have your pump serial number available. The kit consists of a hose connection and a grounded manifold for mounting the switch and sender, as well as photo instructions showing installation, which is not expected to exceed approximately 30 minutes.

Kit # KA00084

800-634-7812 or 715-726-2650