



MACON WATER AUTHORITY (MWA)  
**AMERSON WATER TREATMENT PLANT  
 GENERATOR FUEL SYSTEM REPLACEMENT**

703 RIVERBEND RD, MACON, GA 31211



DESIGNER  
**CLARKNEXSEN**  
 A JMT Company  
 3920 ARKWRIGHT ROAD SUITE 385  
 MACON, GEORGIA 31210  
 478-743-8415



SUBMITTAL  
 06/01/2026  
**ISSUE FOR CONSTRUCTION**

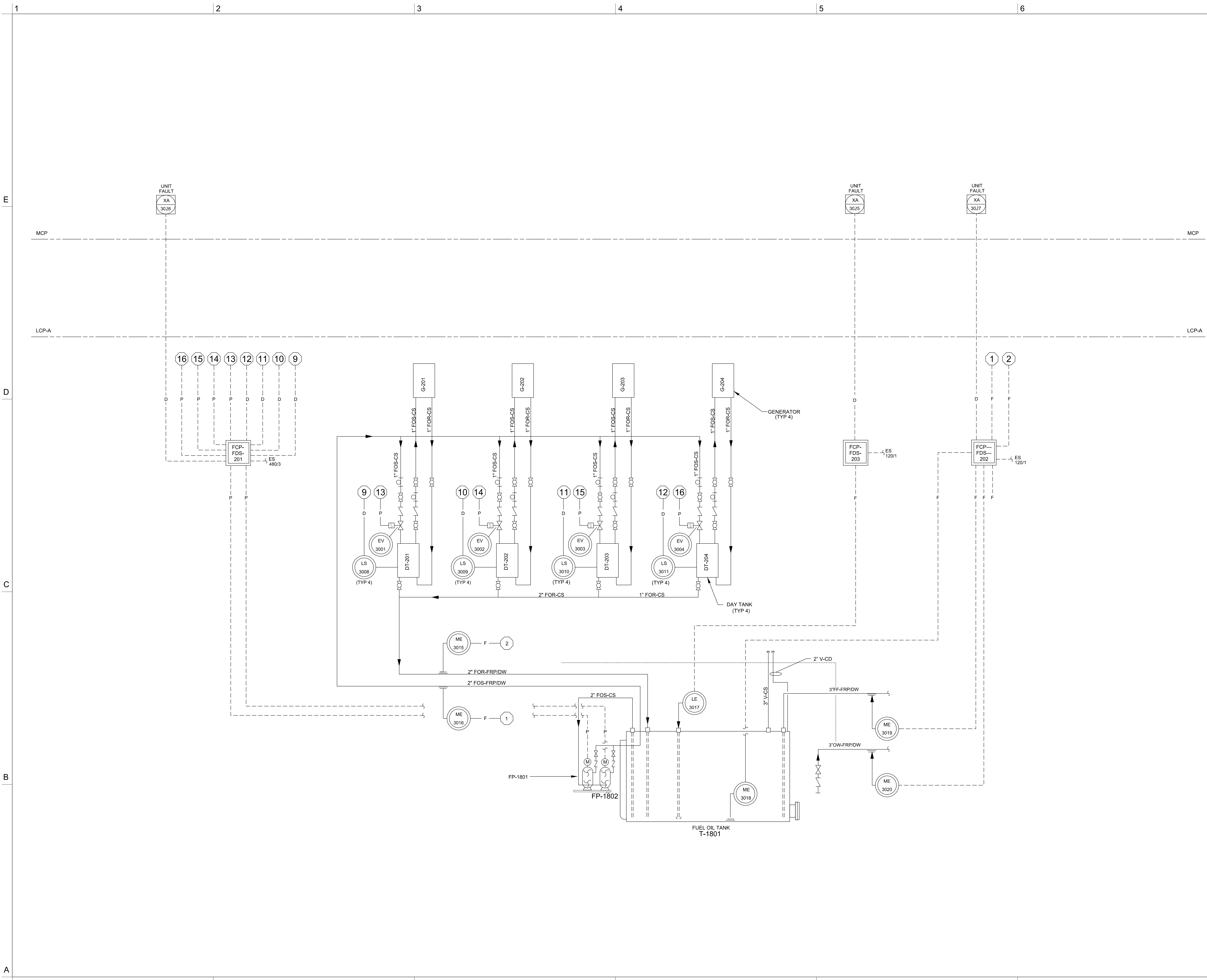
REVISIONS


KEY PLAN

SHEET  
**P&ID (EXISTING)**

**EC102**

DESIGN: JL  
 DRAWN: JL  
 REVIEW: DC  
 CN 10709



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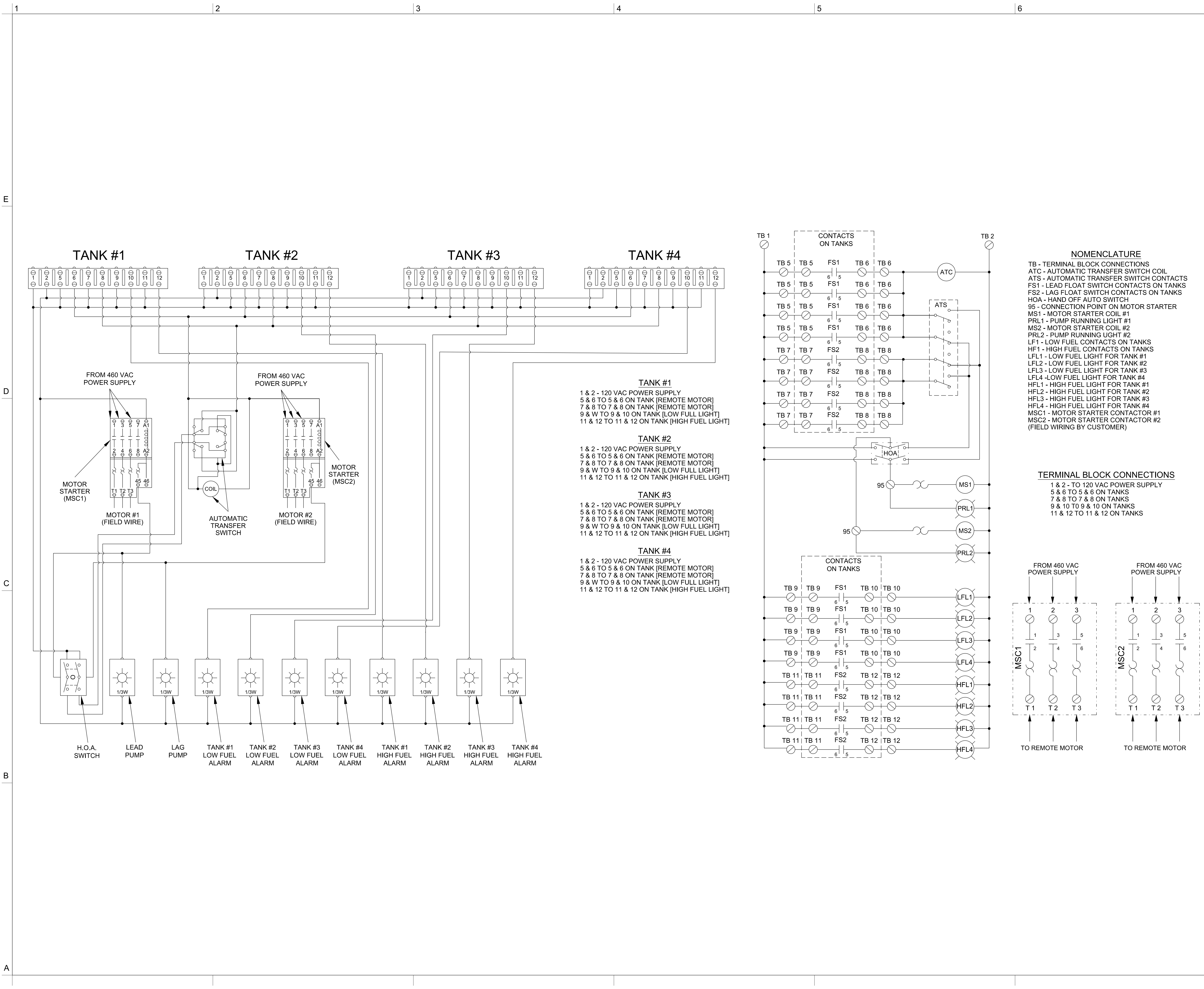
NO.	DESCRIPTION

KEY PLAN

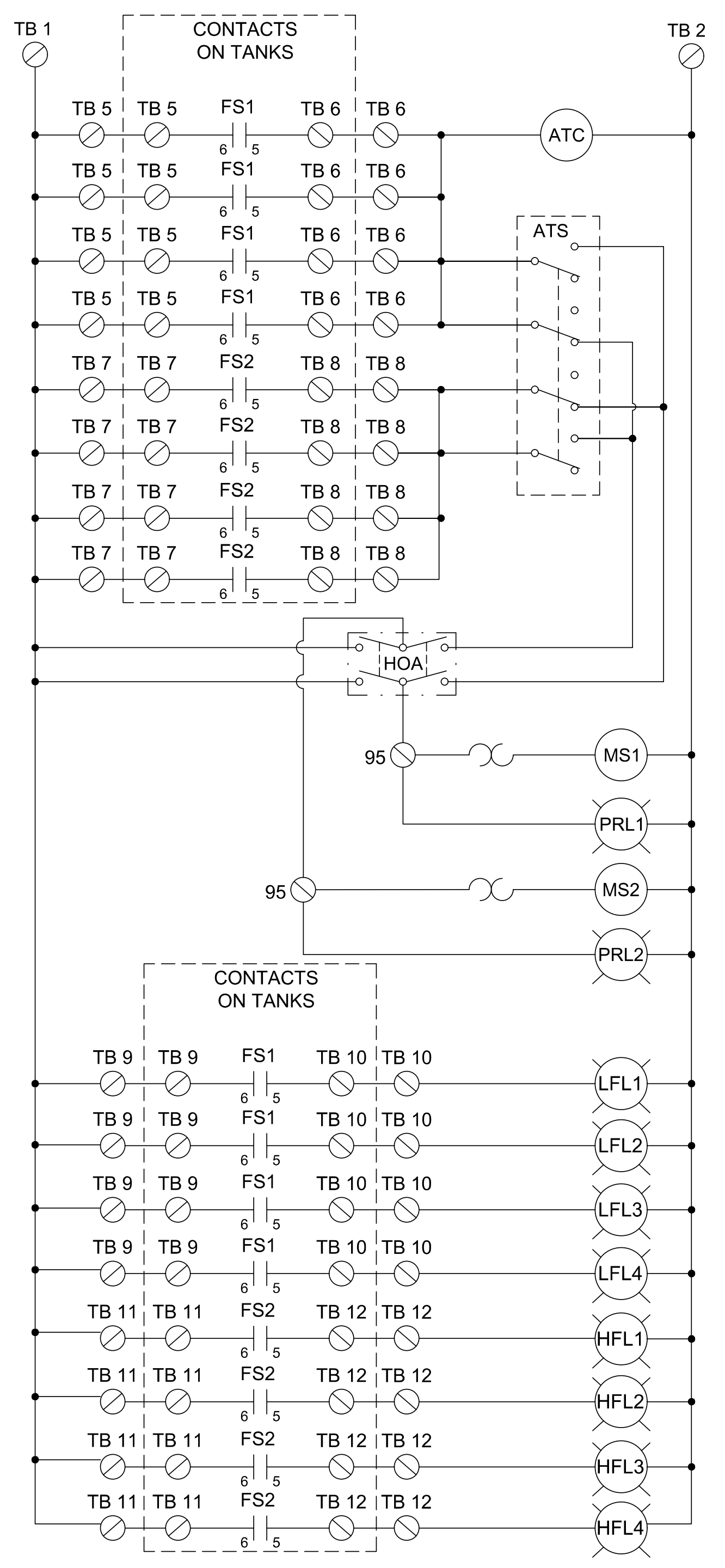
SHEET  
 FCP-FDS-201  
 ONE LINE & SCHEMATIC  
 (EXISTING)

**EC103**

DESIGN: JL  
 DRAWN: JL  
 REVIEW: DC  
 CN 10709

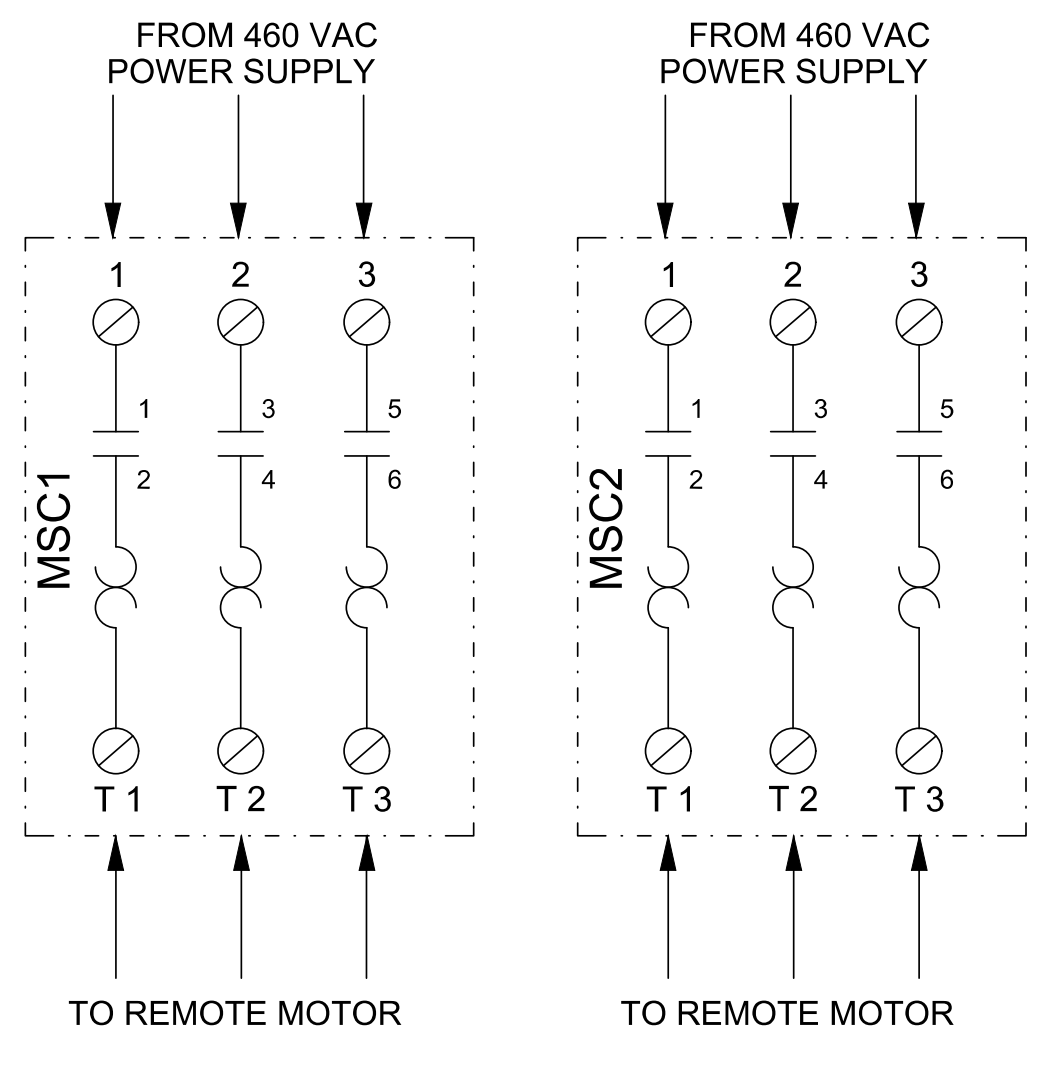


- TANK #1**  
 1 & 2 - 120 VAC POWER SUPPLY  
 5 & 6 TO 5 & 6 ON TANK [REMOTE MOTOR]  
 7 & 8 TO 7 & 8 ON TANK [REMOTE MOTOR]  
 9 & W TO 9 & 10 ON TANK [LOW FULL LIGHT]  
 11 & 12 TO 11 & 12 ON TANK [HIGH FUEL LIGHT]
- TANK #2**  
 1 & 2 - 120 VAC POWER SUPPLY  
 5 & 6 TO 5 & 6 ON TANK [REMOTE MOTOR]  
 7 & 8 TO 7 & 8 ON TANK [REMOTE MOTOR]  
 9 & W TO 9 & 10 ON TANK [LOW FULL LIGHT]  
 11 & 12 TO 11 & 12 ON TANK [HIGH FUEL LIGHT]
- TANK #3**  
 1 & 2 - 120 VAC POWER SUPPLY  
 5 & 6 TO 5 & 6 ON TANK [REMOTE MOTOR]  
 7 & 8 TO 7 & 8 ON TANK [REMOTE MOTOR]  
 9 & W TO 9 & 10 ON TANK [LOW FULL LIGHT]  
 11 & 12 TO 11 & 12 ON TANK [HIGH FUEL LIGHT]
- TANK #4**  
 1 & 2 - 120 VAC POWER SUPPLY  
 5 & 6 TO 5 & 6 ON TANK [REMOTE MOTOR]  
 7 & 8 TO 7 & 8 ON TANK [REMOTE MOTOR]  
 9 & W TO 9 & 10 ON TANK [LOW FULL LIGHT]  
 11 & 12 TO 11 & 12 ON TANK [HIGH FUEL LIGHT]



- NOMENCLATURE**
- TB - TERMINAL BLOCK CONNECTIONS
  - ATC - AUTOMATIC TRANSFER SWITCH COIL
  - ATS - AUTOMATIC TRANSFER SWITCH CONTACTS
  - FS1 - LEAD FLOAT SWITCH CONTACTS ON TANKS
  - FS2 - LAG FLOAT SWITCH CONTACTS ON TANKS
  - HOA - HAND OFF AUTO SWITCH
  - 95 - CONNECTION POINT ON MOTOR STARTER
  - MS1 - MOTOR STARTER COIL #1
  - PRL1 - PUMP RUNNING LIGHT #1
  - MS2 - MOTOR STARTER COIL #2
  - PRL2 - PUMP RUNNING LIGHT #2
  - LF1 - LOW FUEL CONTACTS ON TANKS
  - HFL1 - HIGH FUEL CONTACTS ON TANKS
  - LFL1 - LOW FUEL LIGHT FOR TANK #1
  - LFL2 - LOW FUEL LIGHT FOR TANK #2
  - LFL3 - LOW FUEL LIGHT FOR TANK #3
  - LFL4 - LOW FUEL LIGHT FOR TANK #4
  - HFL1 - HIGH FUEL LIGHT FOR TANK #1
  - HFL2 - HIGH FUEL LIGHT FOR TANK #2
  - HFL3 - HIGH FUEL LIGHT FOR TANK #3
  - HFL4 - HIGH FUEL LIGHT FOR TANK #4
  - MSC1 - MOTOR STARTER CONTACTOR #1
  - MSC2 - MOTOR STARTER CONTACTOR #2 (FIELD WIRING BY CUSTOMER)

- TERMINAL BLOCK CONNECTIONS**
- 1 & 2 - TO 120 VAC POWER SUPPLY
  - 5 & 6 TO 5 & 6 ON TANKS
  - 7 & 8 TO 7 & 8 ON TANKS
  - 9 & 10 TO 9 & 10 ON TANKS
  - 11 & 12 TO 11 & 12 ON TANKS



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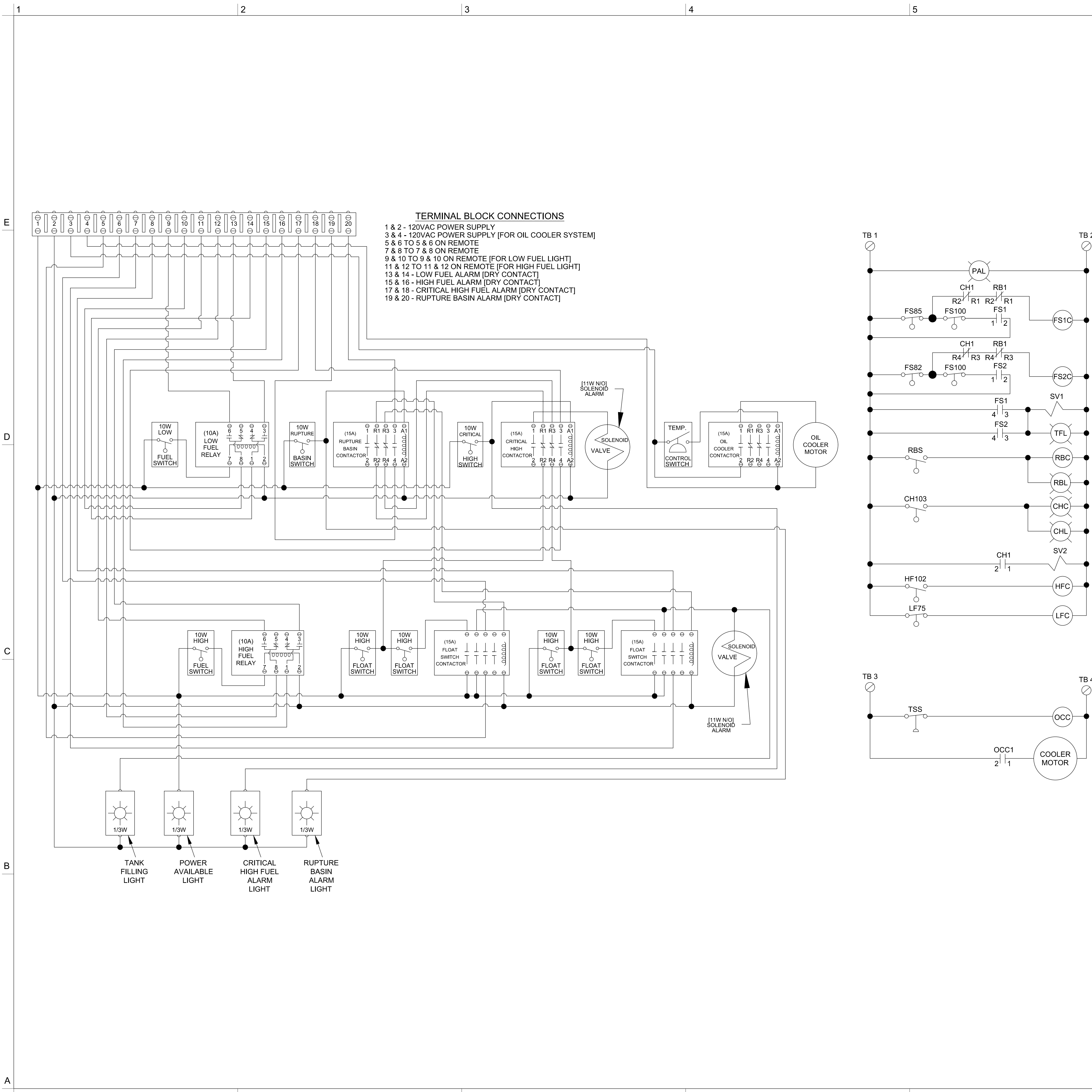
NO.	DESCRIPTION	DATE

KEY PLAN

SHEET  
 DAY TANKS  
 ONE LINE & SCHEMATIC  
 (EXISTING)

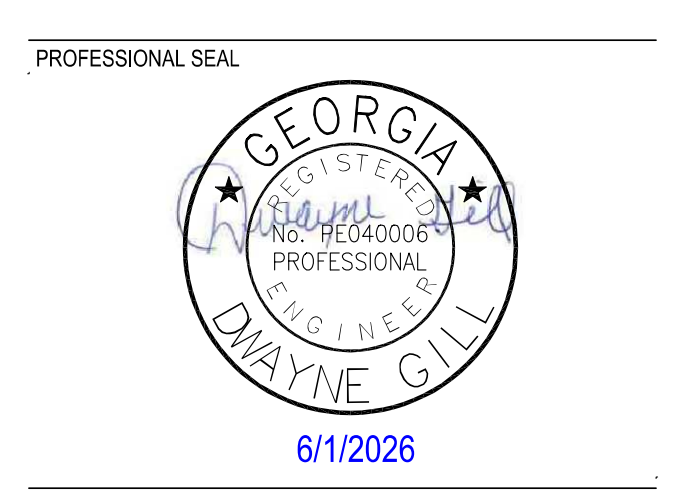
**EC104**

DESIGN: JL  
 DRAWN: JL  
 REVIEW: DC  
 CN 10709





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PROFESSIONAL SEAL  
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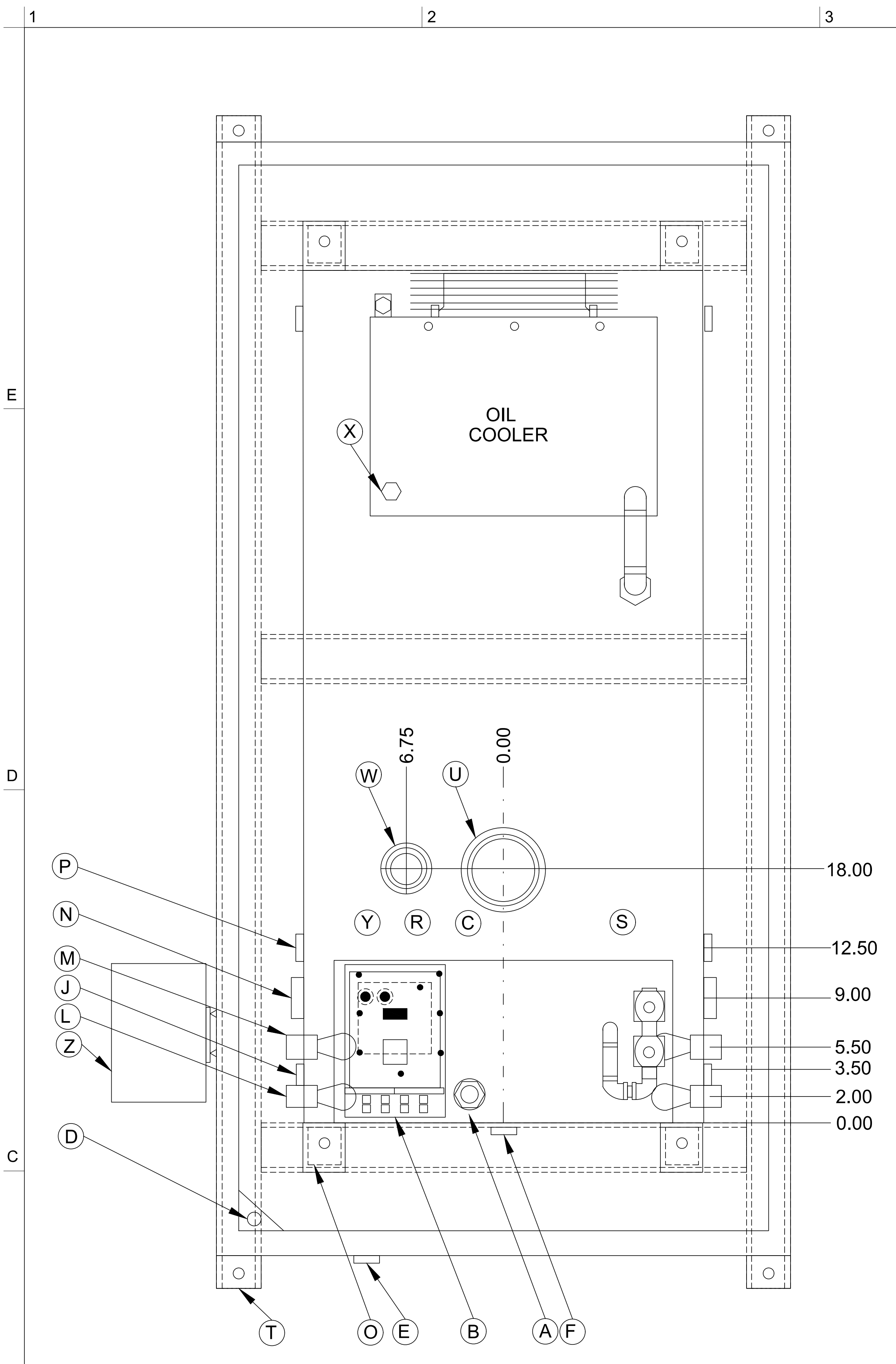
REVISIONS


KEY PLAN

SHEET  
 DAY TANK TOP VIEW  
 AND FLOATS (EXISTING)

**EC105**

DESIGN: JL  
 DRAWN: JL  
 REVIEW: DC  
 CN 10709



**PLAN VIEW**

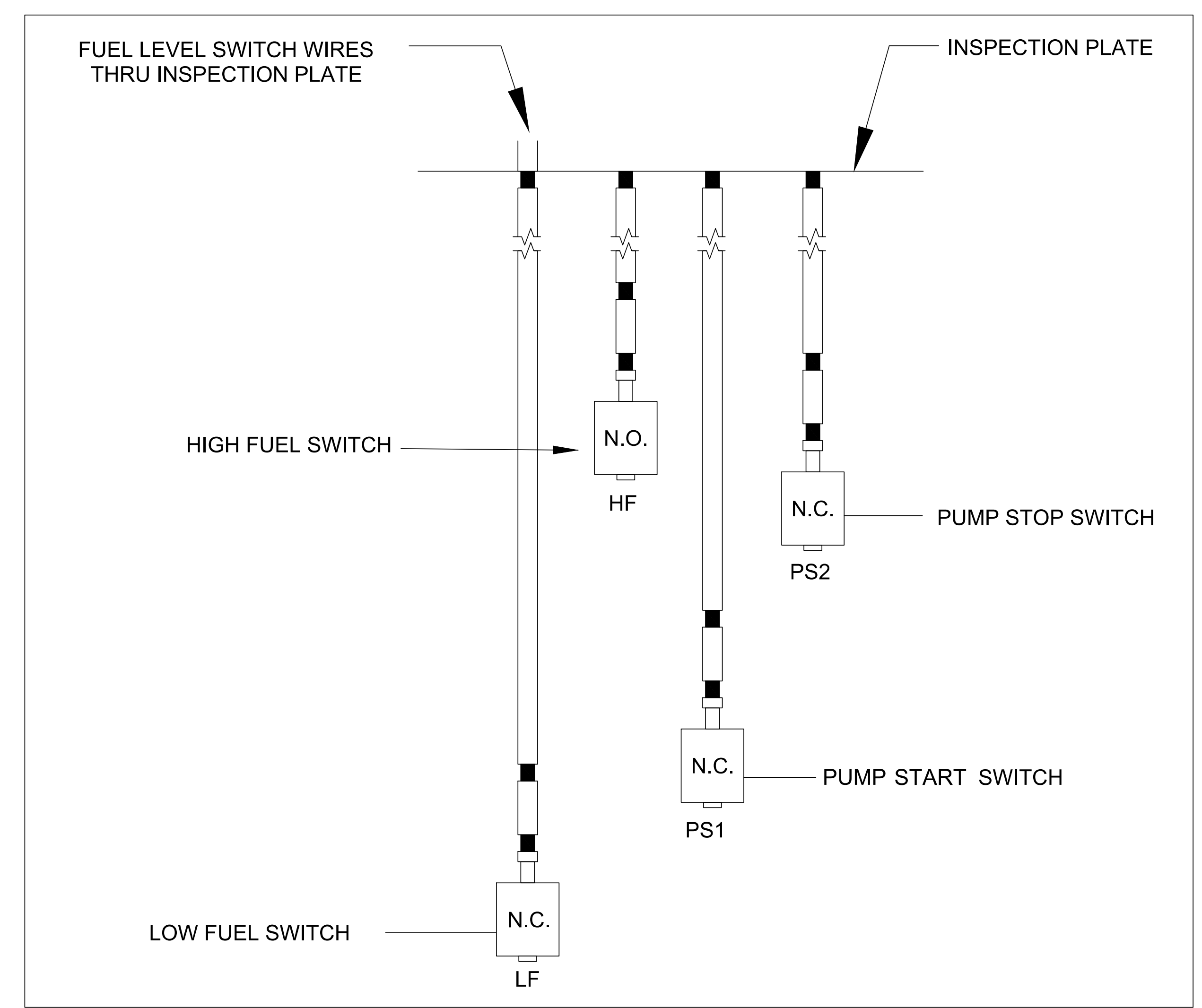
DESCRIPTION OF EQUIPMENT	
A	1 1/2" NPT EXTRA CONNECTION
B	1/1" LISTED CONTROL PANEL ENCLOSURE
C	REMOVABLE COVER
D	1/2" NPT COUPLING FOR OPTIONAL LEAK ALARM SENSOR
E	1" NPT RUPTURE BASIN DRAIN
F	1" NPT DAY TANK DRAIN
J	1" NPT CONNECTIONS ON DAY TANK (PLUGGED)
L	1" NPT ENGINE FUEL SUPPLY W/PIPE STEM
M	1" NPT ALTERNATE ENGINE FUEL RETURN W/PIPE STEM
N	2" NPT VENT FOR TANK TO ATMOSPHERE (REQUIRED)
P	1" NPT OVERFLOW TO MAIN STORAGE TANK
O	C3x4 1/2 STRUCTURAL CHANNEL SUPPORT
R	ELECTRICAL INLET IN BACK OF COVER
S	1/2" FUEL INLET TO SOLENOID VALVE
T	C3x4 1/2 STRUCTURAL CHANNEL LEG W/MTG HOLES (1/2")
U	4" NPT 1/1" EMERGENCY RELIEF VENT FOR TANK
W	2" NPT FOR MANUAL FILL
X	3/4" NPT ENGINE FUEL RETURN TO OIL COOLER
Y	REMOVABLE INSPECTION PLATE LEVEL SENSORS CONTACTORS
Z	CONTROL ENCLOSURE - 10" W X 12" H X 6" D

CONSTRUCTION NOTES	
1	TANK TOP, BOTTOM & SHELL - 12 GAUGE
2	TANK MOUNTING LEGS - C3 X 4 1/2 STRUCTURAL CHANNEL
3	RUPTURE BASIN - 12 GAUGE
4	RUPTURE BASIN LEGS - C3 X 4 1/2 STRUCT. CHAN.
5	RUPTURE BASIN MTG HOLE TO FLOOR - 1/2"
6	TANK IS BOLTED TO STUD IN RUPTURE BASIN
7	ALL DIMENSIONS IN INCHES UNLESS OTHERWISE NOT
8	MTG - MOUNTING

GENERAL DRAWING	
ENLARGED TOP VIEW OF DAY TANK	
PRYCO INCORPORATED MECHANICSBURG, ILLINOIS	
DRAWN BY: DJ.W.	SHEET NO: 2 OF 2
CHECKED BY: R.J.W.	SCALE: 1
DATE: 03-20-07	DWG 02750132





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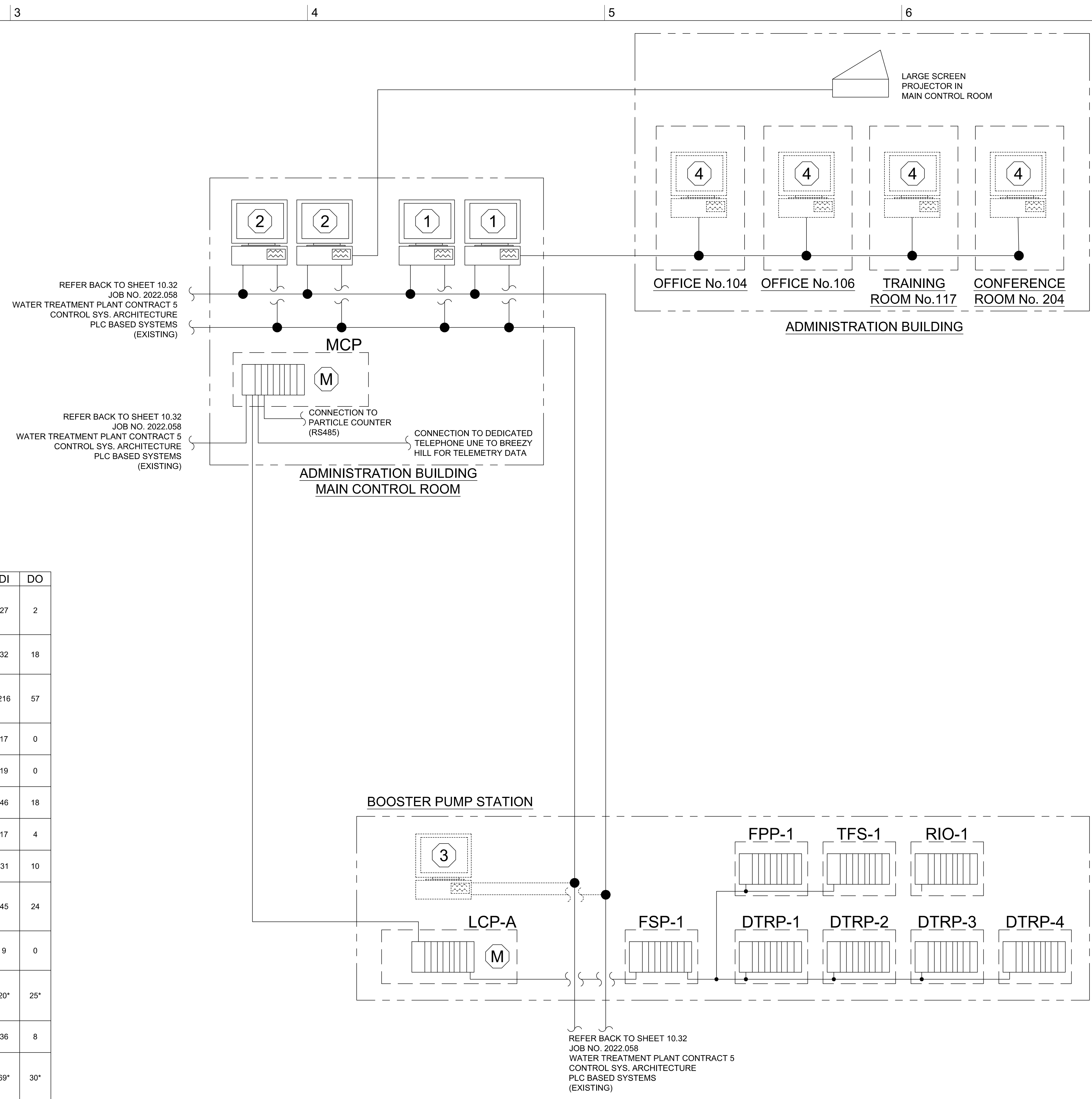
NO.	DESCRIPTION

KEY PLAN

SHEET  
**FUEL OIL SYSTEM DELIVERY CONTROLS NETWORK**

**EC106**

DESIGN: JL  
 DRAWN: JL  
 REVIEW: DC  
 CN 10709



ITEM	DESCRIPTION	AI	AO	DI	DO
A	REDUNDANT ETHERNET RESIDENT PLC PROCESSORS AND POWER SUPPLIES. PROVIDES COMMUNICATIONS PATH FOR INDIVIDUAL FILTER PLC'S	9	1	27	2
B	NON-REDUNDANT PLC PROCESSORS AND POWER SUPPLIES. SEPARATE PROCESSORS AND POWER SUPPLIES FOR EACH FILTER	4	3	32	18
C	REDUNDANT ETHERNET RESIDENT PLC PROCESSORS AND POWER SUPPLIES. PROVIDES COMMUNICATIONS PATH FOR INDIVIDUAL BUILDING PLC	21	49	216	57
D	NON-REDUNDANT PLC PROCESSOR AND POWER SUPPLY	9	0	17	0
E	NON-REDUNDANT PLC PROCESSOR AND POWER SUPPL	10	0	19	0
F	NON-REDUNDANT PLC PROCESSOR AND POWER SUPPLY	4	0	46	18
G	NON-REDUNDANT PLC PROCESSOR AND POWER SUPPL	1	0	17	4
H	NON-REDUNDANT PLC PROCESSOR AND POWER SUPPLY	3	5	31	10
J	REDUNDANT ETHERNET RESIDENT PLC PROCESSORS AND POWER SUPPLIES. PROVIDES COMMUNICATIONS PATH FOR INDIVIDUAL BUILDING PLC	41	8	45	24
K	NON-REDUNDANT PLC PROCESSOR AND POWER SUPPLY. POLLS BREEZY HILL STATION FOR DATA FROM REMOTE TELEMETRY UNIT	8	0	9	0
L	EXISTING REDUNDANT ETHERNET RESIDENT PLC PROCESSORS AND POWER SUPPLIES. LINK INTO NEW SYSTEM AND INTEGRATE EXISTING CONTROL FUNCTIONS INTO NEW SYSTEM. (1/0 COUNTS SHOWN ARE EXISTING).	11*	4*	20*	25*
M	NON-REDUNDANT PLC PROCESSOR AND POWER SUPPLY.	18	5	36	8
N	EXISTING REDUNDANT ETHERNET RESIDENT PLC PROCESSORS AND POWER SUPPLIES. LINK INTO NEW SYSTEM AND INTEGRATE EXISTING CONTROL FUNCTIONS INTO NEW SYSTEM. (1/0 COUNTS SHOWN ARE EXISTING).	22	6*	69*	30*

\* - DENOTES EXISTING I/O COUNT IN EXISTING PLC TO BE INTEGRATED INTO THE NEW SYSTEM.

ITEM	DESCRIPTION/FUNCTION
1	DEC ALPHA WORKSTATION, (200 MHZ MINIMUM CLOCKSPEED), FOR CONFIGURATION, MONITORING AND FULL CAPABILITY CONTROL FOR ALL SECTIONS OF THE FACILITY
2	DEC ALPHA WORKSTATION (166 MHZ MINIMUM CLOCK SPEED), FOR CONFIGURATION, MONITORING AND FULL CAPABILITY CONTROL FOR ALL SECTIONS OF THE FACILITY. MAY BE X-WINDOWS TERMINAL FOR STATION TYPE '1' ABOVE OR 'VIEW' NODE FOR TYPE '1' STATION.
3	PORTABLE WORKSTATION CONNECTION POINT. PORTABLE UNIT MAY BE CARRIED TO INDIVIDUAL BUILDINGS. PLUGGED INTO A SYSTEM MANUFACTURER PROVIDED JACK AND BOOTED UP. PORTABLE UNIT SHALL HAVE FULL CAPABILITY CONTROL FOR ALL SECTIONS OF THE FACILITY.
4	CONNECTION POINT FOR FUTURE PC STATION. SYSTEM MANUFACTURER SHALL PROVIDE NON-REDUNDANT ETHERNET LAN SEPARATE FROM REDUNDANT ETHERNET PLC LAN. NO COMPUTER HARDWARE IS TO BE FURNISHED UNDER THIS CONTRACT. SYSTEM MANUFACTURER SHALL ONLY PROVIDE CABLING AND CONNECTION HARDWARE FOR OWNER SUPPLIED COMPUTER HARDWARE. STATIONS SHALL HAVE FULL CAPABILITY CONTROL FOR ALL SECTIONS OF THE FACILITY.

- NOTES-
- THE SYSTEM ARCHITECTURE DEPICTED ON THIS DRAWING IS GENERIC. MINOR MODIFICATIONS ARE ACCEPTABLE, PROVIDING THE FOLLOWING ITEMS ARE ADHERED TO :
    - THERE SHALL BE NO LOSS OF SECURITY (REDUNDANCY). PROCESSORS DESCRIBED ARE MINIMUM ALLOWABLE.
    - ALL COMMUNICATIONS BETWEEN BUILDINGS SHALL BE BY REDUNDANT FIBER OPTIC MEDIA FOR NON-REDUNDANT PLC LAN BETWEEN BUILDINGS FIBER OPTIC MODEMS SHALL BE SUPPLIED WITH REDUNDANC
    - THERE SHALL BE NO SINGLE POINTS OF FAILURE IN THE SYSTEM BETWEEN ANY REDUNDANT PLC PROCESSOR AND THE REDUNDANT ETHERNET LAN
  - SYSTEM MANUFACTURER SHALL PROVIDE FIBER OPTIC CABLE FOR COMMUNICATIONS BETWEEN BUILDINGS ON THE SITE.
  - I/O MODULES SHALL MEET THE FOLLOWING REQUIREMENTS :
    - ALL ANALOG INPUTS INTERFACING TO 120V OR 24Vdc ("4 WIRE") POWERED DEVICES SHALL BE PROVIDED WITH ISOLATED ANALOG INPUT CARDS.
    - ALL ANALOG OUTPUTS SHALL BE ISOLATED.
    - ALL DISCRETE INPUTS AND OUTPUTS INTERFACING WITH MOTOR I/O, (ie: MCC's, VFD's, etc.), SHALL BE POWERED WITH ISOLATED INPUT/OUTPUT CARDS.

1  
2  
3  
4  
5  
6  
E  
D  
C  
B  
A



# I/O LIST

# SEQUENCE OF OPERATIONS

Panel	Instrument	Existing/New	Destination Panel	Description	Notes	
DT-201	PS1	To Be Replace	Simplex	Fuel Pump Start Switch (N.C.)		
				Call for fuel from Fuel Oil Storage (86% Full)	Use contacts 6 & 8 on "Low Fuel Relay"	
	PS2	To Be Replace	Simplex	Day Tank 1 calling for fuel from Fuel Oil Storage (86% Full)	Use contacts 1 & 3 on "Low Fuel Relay"	
				Fuel Pump Stop Switch (N.O.)		
	LF	To Be Replace	Simplex	Stop fuel from Fuel Oil Storage (100% Full)	Use contacts 6 & 8 on "High Fuel Relay"	
				Day Tank 1 fall (100% Full)	Use contacts 1 & 3 on "High Fuel Relay"	
	HF	To Be Replace	Simplex	Day Tank 1 Low Fuel Switch (N.O.)		
				Day Tank 1 Ruptured / Low Fuel Level (75% Full)	Use contacts 3 & 4 on "Rupture Basin Contactor"	
	TS1	To Be Replace	Simplex	Day Tank 1 Ruptured / Low Fuel Level Alarm (75% Full)	Use contacts 1 & 2 on "Rupture Basin Contactor"	
				Day Tank 1 High Fuel Level (102% Full)	Use contacts 3 & 4 on "Critical High Contactor"	
LT-201	New	Simplex	Day Tank 1 High Fuel Level Alarm (102% Full)	Use contacts 1 & 2 on "Critical High Contactor"		
			Day Tank 1 Fuel Oil High Temperature Switch (N.O.)			
DT-202	PS1	To Be Replace	Simplex	Day Tank 1 Fuel Oil Cooler Running	Use contacts 3 & 4 on "Oil Cooler Contactor"	
				Day Tank 1 Level Transmitter (4-20mA)		
	PS2	To Be Replace	Simplex	Day Tank 1's Fuel Level (0% - 100%)	Display level on Simplex HMI	
				Fuel Pump Start Switch (N.C.)		
	LF	To Be Replace	Simplex	Call for fuel from Fuel Oil Storage (86% Full)	Use contacts 6 & 8 on "Low Fuel Relay"	
				Day Tank 2 calling for fuel from Fuel Oil Storage (86% Full)	Use contacts 1 & 3 on "Low Fuel Relay"	
	HF	To Be Replace	Simplex	Fuel Pump Stop Switch (N.O.)		
				Stop fuel from Fuel Oil Storage (100% Full)	Use contacts 6 & 8 on "High Fuel Relay"	
	TS1	To Be Replace	Simplex	Day Tank 2 fall (100% Full)	Use contacts 1 & 3 on "High Fuel Relay"	
				Day Tank 2 Low Fuel Switch (N.O.)		
LT-202	New	Simplex	Day Tank 2 Ruptured / Low Fuel Level (75% Full)	Use contacts 3 & 4 on "Rupture Basin Contactor"		
			Day Tank 2 Ruptured / Low Fuel Level Alarm (75% Full)	Use contacts 1 & 2 on "Rupture Basin Contactor"		
DT-203	PS1	To Be Replace	Simplex	Day Tank 2 Low Fuel Switch (N.O.)		
				Day Tank 2 High Fuel Level (102% Full)	Use contacts 3 & 4 on "Critical High Contactor"	
	PS2	To Be Replace	Simplex	Day Tank 2 High Fuel Level Alarm (102% Full)	Use contacts 1 & 2 on "Critical High Contactor"	
				Day Tank 2 Fuel Oil High Temperature Switch (N.O.)		
	LF	To Be Replace	Simplex	Day Tank 2 Fuel Oil Cooler Running	Use contacts 3 & 4 on "Oil Cooler Contactor"	
				Day Tank 2 Level Transmitter (4-20mA)		
	HF	To Be Replace	Simplex	Day Tank 2's Fuel Level (0% - 100%)	Display level on Simplex HMI	
				Fuel Pump Start Switch (N.C.)		
	DT-204	PS1	To Be Replace	Simplex	Call for fuel from Fuel Oil Storage (86% Full)	Use contacts 6 & 8 on "Low Fuel Relay"
					Day Tank 3 calling for fuel from Fuel Oil Storage (86% Full)	Use contacts 1 & 3 on "Low Fuel Relay"
PS2		To Be Replace	Simplex	Fuel Pump Stop Switch (N.O.)		
				Stop fuel from Fuel Oil Storage (100% Full)	Use contacts 6 & 8 on "High Fuel Relay"	
LF		To Be Replace	Simplex	Day Tank 3 fall (100% Full)	Use contacts 1 & 3 on "High Fuel Relay"	
				Day Tank 3 Low Fuel Switch (N.O.)		
HF		To Be Replace	Simplex	Day Tank 3 Ruptured / Low Fuel Level (75% Full)	Use contacts 3 & 4 on "Rupture Basin Contactor"	
				Day Tank 3 Ruptured / Low Fuel Level Alarm (75% Full)	Use contacts 1 & 2 on "Rupture Basin Contactor"	
TS1		To Be Replace	Simplex	Day Tank 3 Low Fuel Switch (N.O.)		
				Day Tank 3 High Fuel Level (102% Full)	Use contacts 3 & 4 on "Critical High Contactor"	
LT-201	New	Simplex	Day Tank 3 High Fuel Level Alarm (102% Full)	Use contacts 1 & 2 on "Critical High Contactor"		
			Day Tank 3 Fuel Oil High Temperature Switch (N.O.)			
Waste Oil Vault	Motor Contactor	Existing Monitored by RIO	RIO	Cutter Hammer Contactor's Auxiliary Contact	Vault Sump Pumps contactor panel	
				Moisture sensor in Waste Oil Vault	The float sensor triggers the Waste Vault Float Relay	
Waste Sump	Moisture Sensor	New Monitored by RIO	RIO	Waste Vault Sump fluid present	Waste Oil Vault is outside and will remain after upgrade	
				Moisture sensor in Waste Sump	Waste Sump inside by Vault Sump Pumps Panel does not have a pump	
Remote I/O Panel RIO	PLC	New	Booster Pump Station LCP-A	Add Ethernet switch: 10/100Mbps / (3) Copper - (1) Fiber	Will connect to existing Stratix 5400 fiber port	
				Booster Pump Station LCP-A	Allen Bradley 5069 AENR with I/O cards and Ethernet switch	Communicate Day Tank, Waste Oil Vault & Waste Sump statuses
Booster Pump Station (LCP-A)	Ethernet	New	Simplex & RIO	Add Ethernet switch: 10/100Mbps / (3) Copper - (1) Fiber	Will connect to existing Stratix 5400 fiber port	
				ProSoft MV169E-MBTCP to connect the Simplex Panel's BRX PLC to the CompactLogix 5380	Will connect to Simplex Panel's new Ethernet switch's fiber port	

## 1. Fuel Supply Pumps (FSP-1):

- 1.1. Automatic duplex pump controller to provide lead-lag operation with automatic alternation of pumps on successive starts and automatic lag pump back-up. With remote control switch in "automatic" position, upon closure of control contacts, lead pump starts and runs. In normal operation, upon subsequent closure of control contacts, pumps alternate operation. Upon activation of a day tank low level alarm, lag pump starts and runs. Upon time-out of either lead pump flow switch, lag pump starts and runs. In either normal or alarm operation, pumps do not run simultaneously.
- 1.2. General sequence of operations:
  - 1.2.1. Automatic mode
  - 1.2.2. Receives call for fuel signal from day tank
  - 1.2.3. Signal Filter to stop running if day tank calls for fuel.
  - 1.2.4. Select next supply pump in alternating sequence
  - 1.2.5. Runs pump(s)
  - 1.2.6. Pump runs until call for fuel signal is satisfied
  - 1.2.7. E-stop input, stop pumps
  - 1.2.8. Manual mode
  - 1.2.9. Operator selects manual mode
  - 1.2.10. Operator selects pump to run and places that pump's HOA switch in Hand
  - 1.2.11. Pump runs continuously until stopped
  - 1.2.12. Abnormal modes
  - 1.2.13. Pump failure
  - 1.2.14. System detects "loss of flow" on selected pump
  - 1.2.15. After timeout, system de-selects and alarms failed pump
  - 1.2.16. Starts and runs offline pump, opening supply pump
  - 1.2.17. System bypasses failed pump on all subsequent call for fuel signals until reset by operator
  - 1.2.18. All pumps stopped and disabled
  - 1.2.19. Alarm contacts

## 2. Smart Pump Tank Filling Station (TFS-1):

- 2.1. The Smart Pump will transfer fuel from a gravity tanker truck to storage tanks via the pump system on-board the unit, as described below.
- 2.2. The Smart Pump will permit full draining of the truck delivery hose upon completion of fuel delivery.
- 2.3. Fuel Storage Tank selection to fill is made via HMI. The fill valve for the selected tank will be operated by the fill controller.
- 2.4. Furthermore, the controller will be dedicated to the selected tank. The fuel storage tank that is not selected will have its fill valve disabled and rendered inoperative.
- 2.5. The 90%, 95%, 98%, and leak floats are also monitored to prevent inadvertent cross filling.

## 3. Day Tank Return Pumps (DTRP-X):

- 3.1. Overflow-return pump controls
  - 3.1.1. Arm return pump at 70% base tank level
  - 3.1.2. Activate return pump at 95% base tank level and pump down to 70% level.
  - 3.1.3. Lock-out fill system when overflow-return pump is activated
  - 3.1.4. Provide alarm when overflow-return pump is activated
  - 3.1.5. Provide test push-button, running and armed indicators

## 4. Smart Filter Fuel Polishing Pump (FPP-1):

- 4.1. Automatic sequence
  - 4.1.1. Start and operate: The system begins its programmed filtration cycle, which can be set for specific times and durations.
  - 4.1.2. Pump and filter: A gear pump draws fuel from the tank and sends it through the filter elements.
  - 4.1.3. Circulate and return: Cleaned fuel is returned to the storage tank.
  - 4.1.4. Monitor pressure: Sensors constantly measure the pressure differential across each filter element.
  - 4.1.5. Trigger cleaning: When the pressure differential reaches a certain point (indicating a clogged filter), the system can automatically initiate a cleaning cycle or alert the operator.
  - 4.1.6. Alarm: A high water level sensor also triggers an alarm if necessary.
- 4.2. Manual sequence
  - 4.2.1. Switch to manual: The user places the Hand-Off-Auto switch in the "Manual" position.
  - 4.2.2. Start manual operation: The user presses the "Manual" pushbutton to access the manual screen.
  - 4.2.3. Select tank and command: The user selects the fuel tank to draw from and the desired operation (e.g., filtration, transfer) from the control panel.
  - 4.2.4. Initiate and stop: The user initiates the manual operation and presses the "Stop" key to end the manual cycle at any time.



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