



Vapor Systems Technologies, Inc.

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the Fuel Dispensing
Industry Professional

The Voice

Volume 2

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650 Pleasant Valley Drive * Springboro, OH 45066 * www.vsthose.com * (937) 704-9333

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Greetings!

Fall is upon us... and with it comes the realization that the switch to winter fuels is just around the corner. Be sure to see Doug's tips for troubleshooting winter fuel alarms in the "Tech Talk" section.

Level A Training is still available at no charge to all contractors. Remember, even if contractors have an existing Level A, they need to take the online training to be compliant with Executive Orders VR-203/204 Rev. P. Check it out in my "VST Training" column.

VST remains strong in introducing new products to the market. Be sure to visit Scott Bennett's column "New Products" and read about our new EVR Assist Reattachable Breakaway and our new Low Perm Hose.

Until next time,

Susie McLaughlin
Editor, The VST Voice

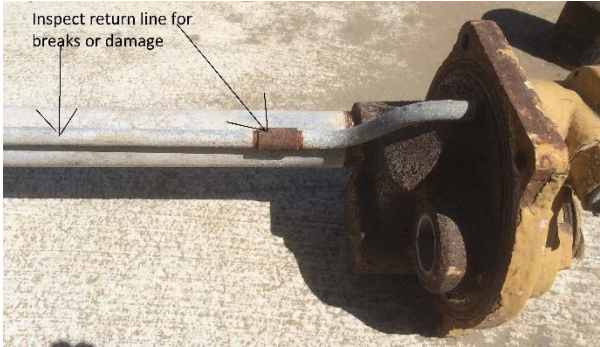
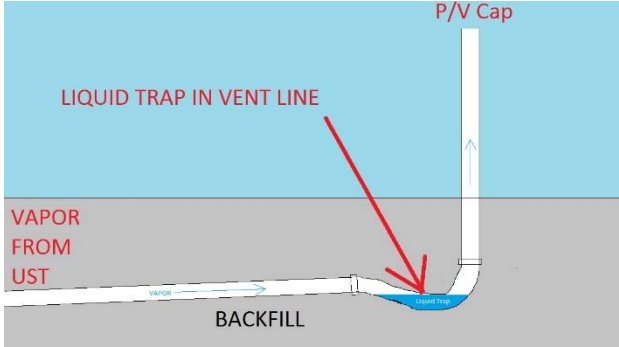
TECH TALK

BY DOUG HARTY: SENIOR APPLICATIONS ENGINEER: HARTY@VSTHOSE.COM

TROUBLESHOOTING WINTER FUEL ALARMS

Winter Fuel alarms consist of Gross Pressure and Degradation Pressure alarms. Gross Pressure alarms occur when the UST pressure is greater than 1.3 in WC for 5% of the day (1.2 hours) over 7 days. Degradation Alarms occur when the UST pressure is greater than 0.3 in WC for 25% of the day (6 Hours) over 30 days.

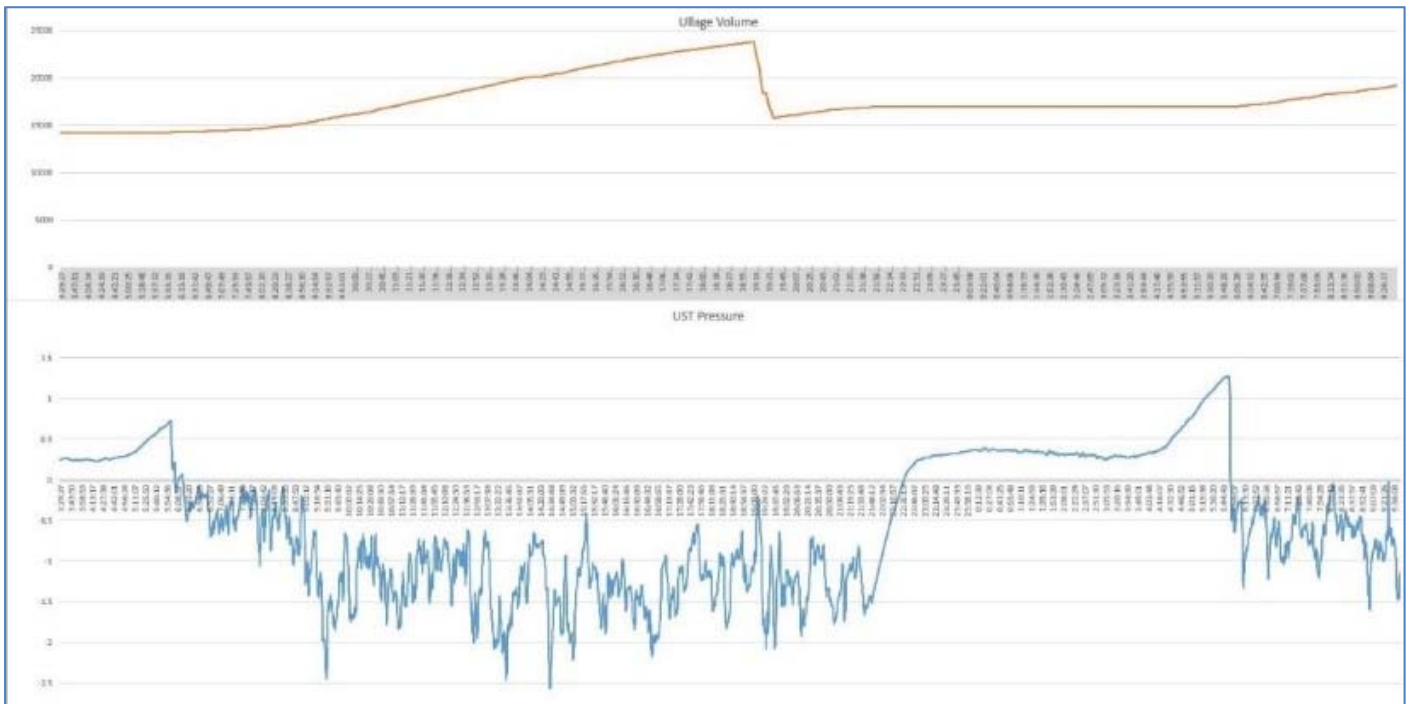
Below are some tips for reducing or eliminating Winter Fuel Alarms.

Tip #1 Check turbine and turbine riser for leaks.	Tip #2 Conduct a Wet Blockage Test
<p>Spraying fuel inside the UST can cause a lot of pressure. Look out for a disconnected or damaged air eliminator return line at some sites. This was done to help atomize fuel and enhance combustion on destructive vapor processors. Removal and replacement of the turbine could cause accidental damage to the return line. Repair the return line to minimize winter fuel alarms. Example of return line below:</p>	<p>Vent line blockage can prevent the CAS, Canister, or Processor from reducing tank pressure. I recommend a wet blockage test if one has never been conducted. A wet blockage is a quick and effective test to confirm the lines are clear.</p>
	

TROUBLESHOOTING TIPS, CONTINUED

Tip #3
Download & Review the Pressure Data

Use the ISD Setup tool and run the I&1400 command to download pressure data, it will provide a 30 hour pressure profile. This is a great way to catch intermittent pressure sensor problem. You can minimize Winter Fuel alarms by observing how the tank pressure changes during a fuel drop. Ball floats, manifold issues, and other blockages can leave a tank pressurized, possibly creating a Gross Pressure Alarm. Late night fuel drops can pressurize the UST, especially if the CAS is full. You can also use the ISD Setup tool to review site pressure profiles. Try to schedule fuel deliveries during peak daytime fueling to minimize winter fuel pressure alarms. See Pressure chart based on I&1400 below. The red line is Ullage volume and the blue line is UST pressure:



TROUBLESHOOTING TIPS CONTINUED

Tip #4

Check for Vacuum Leaks

Check for vacuum leaks on siphon manifolded tanks and sites with vapor condensate traps. Vacuum leaks can create pressure warnings if there is a leak in the vacuum line between the STP and siphon line or vapor condensate trap. Repair any vacuum leaks to help mitigate winter fuel pressure alarms.



Also, check for vacuum leaks on sites with Veeder-Root VPH, also known as AB2481 compliant or continuous secondary containment monitoring. Secondary containment monitoring systems can cause pressure warnings if there are leaks in the secondary containment system or the vacuum manifold connected between the vacuum generator and the VPH equipment. Air removed from the secondary containment system or the vacuum manifold is pumped into the UST ullage space. A leak between the vacuum check valve and the VPH equipment will ingest air into the UST whenever the STP is running. Repair any vacuum leaks to help mitigate winter fuel pressure alarms.

See the VPH Assembly shown above.

Tip #5

Inspect the Ball Floats

Ball floats at most sites are never seen or inspected. Ball floats can become stuck and prevent the return of vapors to the tanker truck during fuel drops. Observe tank pressure during a fuel drop and service or replace the ball floats if necessary.

Here are examples of open and closed ball floats.



G2 NOZZLE / VS SRM NOZZLE FRONT-END KITS

REMEMBER...

The G2 Nozzle Front-End kits ARE NOT compatible with the SRM Nozzle Front-End Kits, so you need to first identify which nozzle you're repairing so that you use the proper Front End Kit.

Remember, the G2 Nozzle has a blue name plate and is labeled "G2," and the SRM Nozzle has a black name plate.



VST TRAINING

BY SUSIE MCLAUGHLIN: MANAGER, TRAINING & CERTIFICATIONS: MCLAUGHLIN@VSTHOSE.COM

LEVEL A TRAINING – GET IT DONE!!

Executive Orders VR-203/204 Rev. P were signed in April of this year. And with them came the requirement that all contractors with existing VST Level A certifications are REQUIRED to re-certify their VST Level A by taking the Level A online training.

VST has offered this training online, in a self-paced format, and at no charge to afford contractors an efficient / no cost way to keep themselves compliant with Air & Resources Board requirements. We strongly urge all contractors to get this done as soon as possible to take advantage of this wonderful opportunity.

LEVEL B/C TRAINING – COMING 1ST QUARTER, 2015

For contractors who need the VST Level B/C training, live classroom training is your option. We will be scheduling live training in both northern and southern California in the first quarter of 2015. Once the schedule and locations are set, we will be sending out an announcement with registration instructions.

<i>Level</i>	Product	Pre-Requisites
B	ECS Membrane Processor Installation	VST Level A Veeder-Root Tank Monitoring
C	ECS Membrane Processor Start-Up, Operation, Maintenance, & Troubleshooting	VST Levels AB Veeder-Root Vapor Products

NEW VST PRODUCTS

BY SCOTT BENNETT: V.P. SALES & MARKETING: BENNETT@VSTHOSE.COM

VST EVR VAPOR ASSIST BREAKAWAY

Ready for immediate shipment is this uniquely designed breakaway that compensates for spike pressures and nuisance breaks with the added benefit of being field reattachable in the event of a drive-off.

- Proven Field Technology:** Used in over 10,000 vapor assist locations across the U.S.A.
- Safety First:** Both ends of the Breakaway seal during a drive-off.
- Easy Reattachment:** No nuisance pins and can be reattached while hanging with the use of the Breakaway Assembly Tool, or it can be reattached by hand.
- Calif. EVR Compliant:** Appears in Executive Orders VR-201-Q and VR-202-Q.
- Breakaway Part Number:** VST-HEVR-SBK
- Breakaway Assembly Tool:** VST-BAT-200
- Breakaway Assembly Plates:** VST-APT-200



ENVIRO-LOC™ LOW PERMEATION DISPENSING CURB PUMP HOSE

This product meets the UL 330 assembled gasoline dispensing hose requirements, as well as the stringent, reduced low-permeation requirements of less than 10 grams/m²/day.

The introduction of VST's Model V58EC low permeation hose demonstrates VST's continued commitment to engineered solutions aimed at managing fugitive vapors at gasoline dispensing facilities, improving the customer's forecourt fueling experience, and meeting the evolving regulatory requirements where states are decommissioning Phase II vapor recovery with updated regulations for low permeation hoses.

ENVIRO-LOC™ Low Permeation Dispensing Curb Pump Hose - Model V58EC incorporates a robust construction of specially-designed compounds, dual helix wire for maximum kink resistance, and factory-assembled male pipe thread couplings.

VST has begun ramping up production and is accepting orders. Contact VST for details. Order fulfillment is targeted for the end of September, 2014. **Call: 937-704-9333.**

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