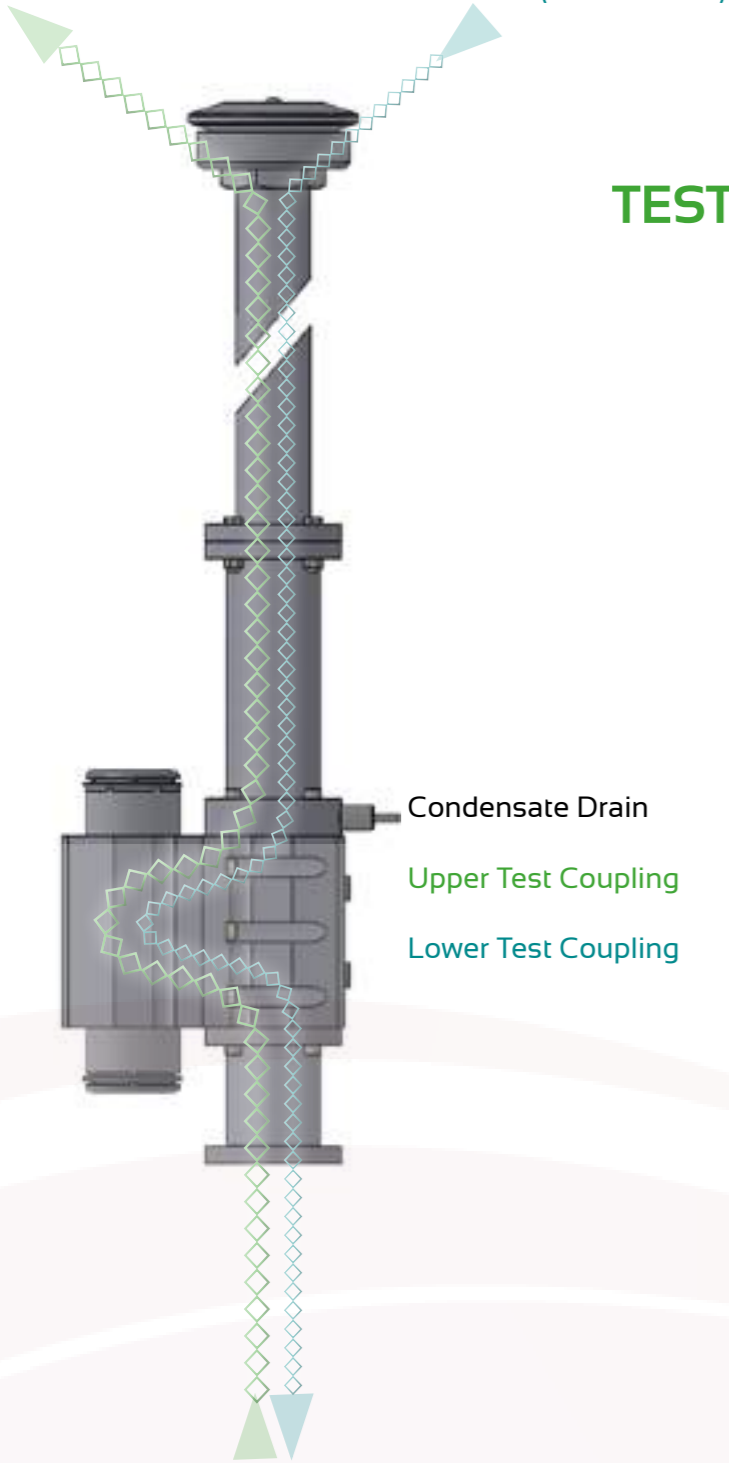


MAINTENANCE FREE VENT CAP

Allows tank to breath in and out
Prevents ingress of rain water
Upward discharge of vapour
Includes end of line Flame Arrestor (ATEX certified)



TESTING OF PETROL MODULES:

MANIFOLD PRESSURE TEST:

Using the lower test coupling:

On a Stage 2 VR system during normal operation, not during a fuel delivery, there should be a positive reading between 30 - 35mbar (due to the standard practice of setting the vapour return (VR) ratio compared to dispensed fuel flow above 100%)

- A gauge reading below this range indicates a failure of a vapour return pump or high leakage of a PV Valve.
- A gauge reading above 35 mbar indicates a problem with the PV Valve.

PETROL VENT CAP TEST

Using the upper test coupling:

During a single petrol pot delivery with the vapour recovery tanker line deliberately disconnected allows a high vapour flow rate of approx 1000 l/min.

The gauge reading indicates the pressure resistance of the Vent Cap and Flame Arrestor.

An unusually high result indicates a debris blockage. This requires high level removal and cleaning. Over our many years of experience with RIS-VENT2 Pressure Vacuum Vents in service, we found that the petrol vent gauze is 'self-cleaning'.

Full testing on site needs to be coordinated with a tanker truck delivery. Testing using the InnoVent system allows maintenance engineers and operators to check if the PVV is operating correctly; and to assess the performance and pressures generated in the whole vent system, safely, during normal operation of the site.

TESTING OF DIESEL MODULES:

DIESEL PRESSURE VALVE TEST:

Using the lower test coupling:

During the start of a fuel delivery, listen for the opening of the Pressure Relief Valve. This should correspond to a gauge reading of 25 mbar. The pressure will probably rise slightly above 25 mbar as the delivery progresses to maximum flow.

Note: If two or more InnoVent assemblies are mounted in parallel (petrol or diesel manifolds) the assemblies not being tested need to be temporarily deactivated by removing their PV Valve cartridges so that only the InnoVent under test influences results.

● DIESEL VACUUM VALVE TEST:

Using the lower test coupling:

The PVV Cartridge should be removed and replaced with the Test Tool. Screw down the Test Tool Probe to remove any positive pressure - the gauge will read 0. Replace the PVV Cartridge and observe the gauge reading during a dispenser delivery. The max vacuum reading should be -3mbar.

● PETROL VACUUM VALVE TEST:

Using the lower test coupling:

Remove the Petrol PVV cartridge and mount into the *diesel body* temporarily - use Diesel Vacuum Valve Test. This is easier than depressurising the petrol tank farm and turning off all the vacuum pumps.

DIESEL VENT CAP TEST

Using the upper test coupling:

During a single petrol pot delivery with the vapour recovery tanker line deliberately disconnected allows a high vapour flow rate of approx 1000 l/min.

An unusually high result indicates a debris blockage (eg airborne plastic bag) This requires high level removal and cleaning.

DIESEL PV VALVE TEST:

Using the lower test coupling:

During normal operation the gauge reading should show between -2 mbar and + 25mbar.

- A reading above this range indicates a Pressure Relief Valve problem.
- A reading below this range indicateds a Vacuum Valve problem.

MAINTENANCE FREE VENT CAP

Allows tank to breath out
Prevents ingress of rain water
Upward discharge of vapour
No vent gauze

