Carter[®] Ground Fueling Components Recommissioning Recommendations



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Inspect for any loose hardware and ensure all vent/adjustment plugs are in place

Clean and inspect product recovery tank

If a fuel operated reference pressure system is used, any contaminated fuel from the recovery tank can be introduced into the accumulator which supplies the pressure to the hydrant coupler.

Before introducing fuel to the coupler, first flush the sense lines with a least 2X the amount of fuel contained in the sense lines

Connect sense lines to the coupler and slowly initiate flow

Caution: Inlet hose could jump as significant amount of air may be in the coupler



While bleeding the coupler of air, take note the condition of the fuel coming out. If discolored or debris is identified, stop flow and perform internal inspection

Couplers sitting for an extended length of time could have moisture which will introduce microbial growth inside the piston cavity. This can cause opening, closing, and controlling issues

Before introducing back into service, perform Flow testing in accordance with your local processes for ensuring acceptable pressure control function of the hydrant coupler

While flowing, pay particular attention to these areas for wear or leaks:

- Poppet seal
- Flange between lower and upper half
- Operating handle shaft seal

Vent screen – there should not be fuel leaking from this vent Quick disconnect seal and flance Perform lower half wear check in accordance with guidance set in Carter Bulletin PN700092705

Click here for a link to the bulletin



Examples of water contamination within the piston cavity

Areas of inspection











Pressure Fueling Nozzles



Pressure Fueling Nozzles

Inspect nose seal for dry rot or cracking

Inspect for any loose hardware and ensure all vent plugs are in place and in good condition

Rotate all swivels to ensure ease of movement

Connect nozzle to a three-lug adapter and confirm smooth operation of the operating handle from full close to full open and back to close

Perform flow test of the nozzle checking for any leaks. Pay particular attention to the following areas;

Nose seal

Swivel connections

Operating handle shaft

Hose end control valve vent plu

Before bringing equipment back into service, it is recommended to test the pressure controlling functions of the hose end control valves, hydrant couplers and inline pressure control valves. Performing this testing may also help identify any internal seal damage that is not evident from performing the external inspections.

Refer to the applicable manufacturer manual for detailed inspection and wear testing of the nozzle. Click here for the link to Carter Ground fueling nozzle manuals



Pressure Fueling Nozzles

Key Areas of inspection

Examples of nozzles that have evidence of dry rot











Hydrant Pit Valves



Hydrant Pit Valves

If the hydrant valve has been out of service, it is recommended to flush the hydrant system and valve following local recommissioning and flushing procedures

Perform static and dynamic test on the hydrant valve to ensure acceptable working operation

Activate pilot without a hydrant coupler attached to the pit valve and check for leakage around the poppet and API ring area

Inspect for wear around the API ring. The Eaton Carter hydrant wear gauge (P/N 60554ST1) should also be used to ensure the API ring is within acceptable limits

Now is a good time to review if your hydrant valves are up to date with the latest El 1584 standards. <u>Refer to Bulletin PN554050105 for more detail.</u>

Contact your local Carter Ground fueling distributor for more information on how to easily identify which edition you have as well as understand how easy it is to upgrade if needed.



Hydrant Pit Valves



Inspect the following areas for external leaks;

Pilot

- Check for leakage at the quick disconnect
- Check for leakage from pilot body

Flange areas

- Poppet
 - Wipe water or fuel off with rag first then check to see if fuel starts to collect on poppet

Review your pilot upgrade choices on your Carter 60554 valves. There are many options to choose from to fit your specific operational needs. Our newer options can save on overall maintenance costs! Contact your local distributor for more information



Internal Valves



Internal Valves

If the internal valve is visible from the top of the tank, perform visual inspection for cleanliness of the area around the valve in the tank. Follow local safety precautions for performing visual inspection of the tank

If using air controlled internal valves or vents, inspect for any leaking air in the system

Tip: Any air bubbles visible from the internal valve bonnet is an indication that the seals are worn and needs to be rebuilt.

Visually inspect condition of the jet level sensor and any other high level control devices

Perform operational check of the vent to ensure it is opening fully when loading and unloading

Preform internal valve operational check while flowing fuel into the tank

Test precheck to ensure valve fully closes. Watch the meter for full stop of rotation

Inspect external elbow area of the valve for any evidence of leaking from the elbow or flange



Summary



Before bringing any equipment into service after it has been out of service, all preventative maintenance inspections should be brought up to date to ensure the equipment is safe for use.



Our dedicated <u>distributor network</u> is available to assist you in identifying the rebuild kits that you may need. Take the guess work out of it, learn from the best on what you need for your specific situation.

If you need a refresher training, we can work with you and your operation to find the best solution. Whether it be a remote training opportunity or having one of our highly experienced representatives come to you to perform hands on training.



