

Agility

fuel systems™

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**Technical Service Bulletin:
Rail Mount Periodic Maintenance
And Inspection Schedule
ENP-047 Rev: 3 December 20, 2012**

1 INTRODUCTION

Agility rail mount systems require additional inspection and maintenance procedures to help ensure continued reliability in the field. This bulletin covers inspection and maintenance requirements specific to Agility rail mount systems. This bulletin should be treated as an addendum to the regular maintenance and inspection requirements specified in the Agility System Operation Manual.

Four (4) additional checks and customer actions are recommended by Agility and summarized in Table 1. Additional details are provided in section 2 of this document.

Table 1 - Periodic Maintenance and Inspection of Agility Rail Mount Systems

Item to Check	Description Of The Inspection	Frequency	Customer Action If Required
Bracket Torque	Visually Check For Loose Tank Brackets	3-Months	Contact Agility for Re-Torque Procedure
Tank Spin or Movement	Without Removing The Cover, Visually Inspect For Tank Rotation And/Or Damaged Fuel And PRD Lines	Weekly	Notify Agility For Field Support
Isolator Displacement	Check for Isolators That Are Displaced Or Missing	3-Months	Notify Agility, Install Isolator Update Kit
Manual Tank Valve	Check If Valve Is Stuck In The Closed Position	If Range Is Reduced	Refer To Manufacturers TSB (Attached)



Note: Please refer to the illustrations on the following pages for details.



2 INSPECTION AND CUSTOMER ACTION DETAIL

Bracket Torque – As the fuel tank expands and contracts during fuelling and regular use, it is possible for the tank to become loose within the bracket system, which may lead to rotational movement of the tank. At the interval specified in Table 1, perform a visual inspection of the tank attachments bands to verify that the bracket systems are tight. If the bracket system has become loose, contact Agility for the re- torque procedure.



Figure 1: Bracket Torque

Tank Rotational Movement (“Spin”) – In some applications rail mounted fuel tanks have evidenced some rotation or movement within the mounting system if the bracket system has become loose. A visual inspection should be completed to determine if the tank has rotated or moved by observing the positioning of the manual tank valve and the condition of the fuel lines connected to the manual tank valve, see Figure 2 for details. The tank shown in Figure 2 has rotated approximately 180 degrees from the initial installation configuration, in which the red handle is located at the uppermost, vertical-valve position. The rotation shown is considered severe. If fuel lines rotate by more than 5 degrees from vertical they may be prone to bending. In such a case Agility should be contacted for immediate repair/resolution. The tank in Figure 2 is shown with the shields removed for clarity, but the inspection should be performed without removing the shields by observing the tank valve through the valve access port as seen in Figure 3.



Figure 2: Tank Spin

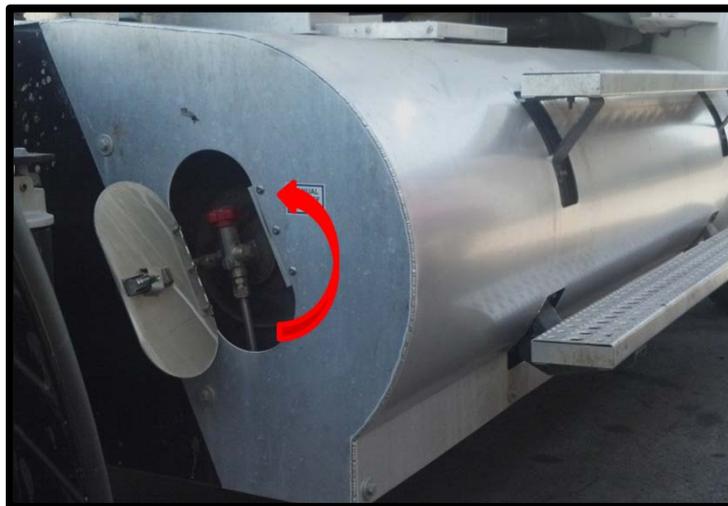


Figure 3: Valve Access Port



Isolator Displacement – If the bracket system has become loose, it is possible for the rubber isolator that is normally installed between the tank and the bracket strap to be damaged or displaced. Check for missing or damaged isolators. The isolator should be positioned directly between the attachment strap and the tank with the ears of the isolator securely fastened to the attachment strap. If isolators are missing or damaged as shown in Figure 4, contact Agility for an isolator update kit and installation instructions.



Figure 4: Isolator Displacement

Manual Tank Valve Stuck in The Closed Position - The manual tank valve used in some Agility Fuel Systems' Rail Mounted Compressed Natural Gas (CNG) applications may stick in the 'closed' position, thus preventing fuel from flowing from the affected tank to the main fuel system. In some cases, the valve may stick in the 'closed' position even though the handle can be turned to the 'open' position. However the ability of the valve to stop fuel from flowing from the tank will remain intact. If this should occur, the total available fuel will be reduced and the vehicle's effective operating range will be severely hindered. If this condition is observed, please contact Agility and refer to the valve manufacturer's technical service bulletin. The valve can be identified by its' physical appearance, as shown in Figures 5 and 6.





Figure 5: Tank Valve



Figure 6: Tank Valve in Assembly

3 TANK VALVE WARNING



CAUTION: Always follow appropriate safety precautions and assume that the system is pressurized. If the tank valve becomes stuck in the 'closed' position while the handle is turned to the 'open' position, the subsequent lack of gas flow may lead to the false assumption that the tank is depressurized when it is not. If you suspect that this issue applies to your system please contact Agility for assistance.





CAUTION: Failure to follow appropriate system pressurization checks and depressurization procedures can lead to serious injury or death.

4 AFFECTED UNITS

The inspection procedures and guidelines listed in this document apply to all rail mount systems manufactured by Agility Fuel Systems.

5 CORRECTIVE ACTION

Don't hesitate to contact Agility Fuel Systems at +1 949-236-5520 or support@agilityfs.com for all inquiries and questions regarding the information contained in this bulletin.

