Periodic Inspection and Maintenance for the TD100 System

Does the TD100 system require periodic maintenance or calibration?

The TD100 system does not require periodic maintenance or calibration. The TD100 Transmitter is calibrated at the factory and then it is self-compensating while in service.

It is always good practice to do a walk around each day to visually inspect the display(s), visible wiring and the transmitter(s) if you're on top of the tank.

Additionally, take a good look at the system when the vehicle is out of service for an inspection. This is a great time to check each of the system components and wiring for wear, loose or missing hardware and build-up of product or debris.

What to Look for During a Daily Visual Inspection Walk Around.

This is a quick visual inspection. Inspect what you can see from the walk around.

Check for the following:

- Physical damage to the FINCH II Display and the optional metal enclosure
- Heavy buildup of mud or debris on the display and inside the optional metal enclosure
- Cut or abraded wiring
- Sagging wiring that may be caught in a pinch point or snagged and damaged
- Physical damage to the TD100 Transmitter
- Cut or abraded transmitter wiring
- Physical damage to the overfill prevention components if installed
- Loose or missing hardware

Resolve all issues before the workday begins or as soon as possible to prevent further and more costly damage.

What to Look for During a Vehicle's Annual Inspection.

This is a closer look at the TD100 system while the vehicle is out of service for an inspection.

Inspect all of the items above including the following:

- Visually inspect the probe or probes when possible. Entry into the tank or the location where the probe is mounted may not be possible.
    - Check for a corroded, bent or twisted probe.
    - Check the shorting block to ensure it is still in place and securely fastened.
    - Check for product build-up on the probe. For dual-rod probes, pay close attention to where the rods enter the top of the probe.
    - Verify that there is approximately ½" clearance between the bottom of the probe and the bottom of the cone or tank. The probe must not touch the bottom of the tank.

- While on the top of the tank, check the transmitter and wiring.
    - Check that the wire kit is tight at the elbow fitting.
    - Check that the transmitter is tight on the probe. No amount of turning or wiggling is acceptable.
    - Inspect the wiring from the transmitter down to the display or junction box. Check that it is not cut, stretched, pinched or abraded.
- Clean all mud and debris from the TD100 system components and enclosures.
- Check that the cable glands on the wiring entering the display and other components are tight.
- Check all other TD100 system components such as overfill prevention, interlock switches and junction boxes for loose or missing hardware and physical damage.

Resolve all issues before the vehicle returns to service to prevent further and more costly damage.

TD100 System Component Location and Interconnection

The diagrams below serve to guide your daily visual inspection and the more detailed annual inspection. They show a typical single-compartment system. Multi-compartment systems generally follow the same layout.

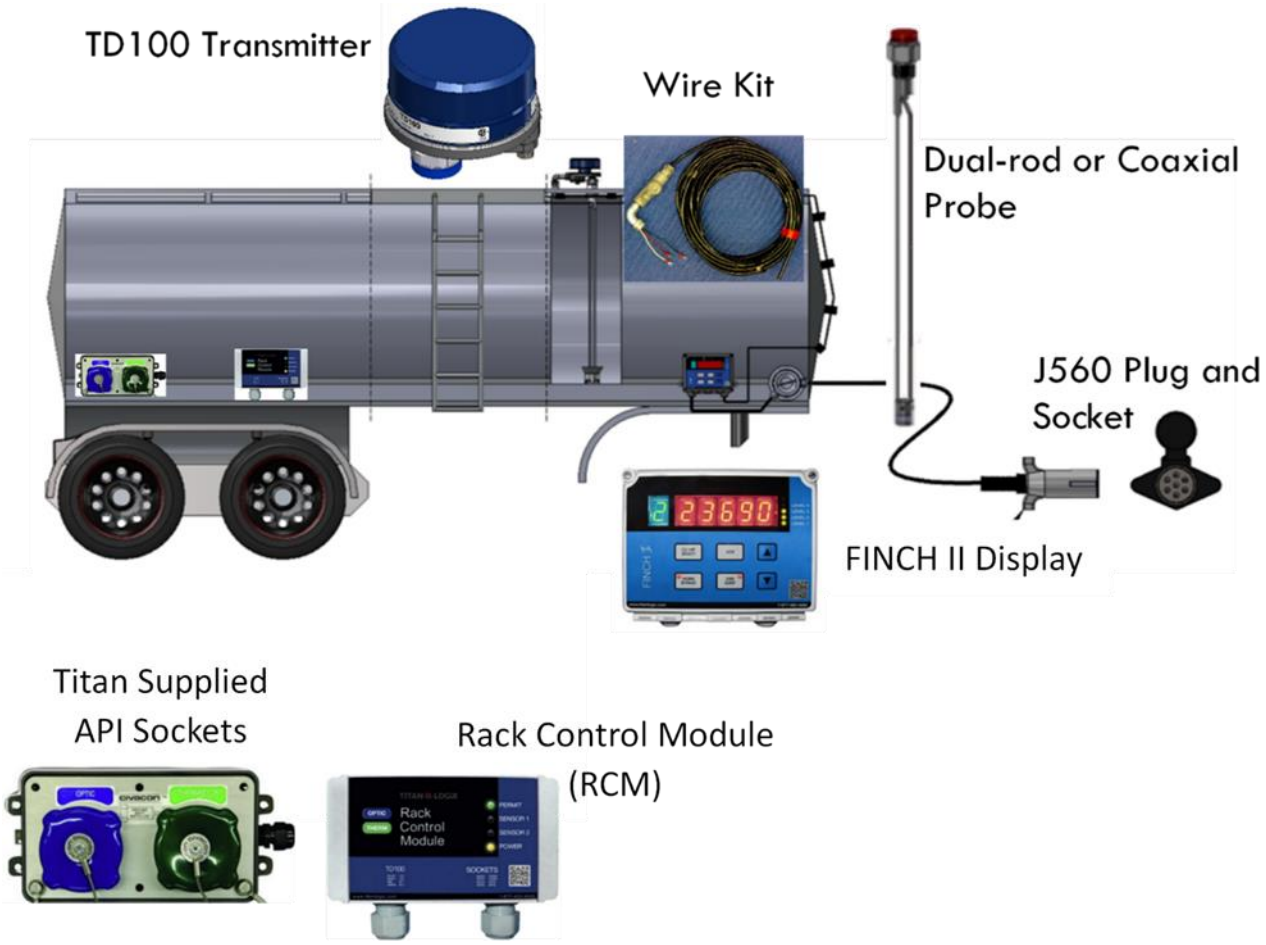
A basic TD100 system consists of:

- TD100 Transmitter
- Dual-rod or Coaxial Probe
- Wire kit
- FINCH II Display

Optional Overfill Prevention components are:

- Rack Control Module (RCM)
- Titan Supplied API and/or J560 Sockets

TD100 System Component Location



TD100 System Component Interconnection