

TRM Sensors LLC	TRM-DFS-3 / TRM-Easy5-Panel	Periodic Maintenance/Inspection
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Owner / Facility Name: \_\_\_\_\_

Address: \_\_\_\_\_

Building Name / Room Identifications: \_\_\_\_\_

Periodic Inspection Check List

There are no calibration requirements. Periodic maintenance consists of inspection of sensor installation locations and a functional dry test (see Reverse Side)

- Inspect all sensor installation locations. Verify all sensors are resting evenly on the floor and that leader cables are secured to mechanical structures with nylon tie wraps or equivalent. Look for new construction that may adversely impact likelihood of leaking fuel reaching the sensor. If mini-containments were installed to assure that leaking fuel stays in the vicinity of the sensor, verify that the containments are intact and undamaged.
- Look for standing water or evidence of past standing water in sensor locations. The TRM-DFS-3 sensors will not detect or react to water and generally will not be damaged by the presence of intermittent water. However, since the sensor element is pressed against the floor, standing water will prevent any leaked fuel from reaching the sensor element. Consider alternative placement of containment drain paths if standing water is an issue
- Verify all wiring and connections in the TRM-Easy5 Panel or at the Easy5-Relay are in place and tight
- Verify steady green LED on power supply and flashing green LED on Relay Module (Steady green LED on Relay Module is not acceptable and indicates that the relay firmware is missing or corrupted)
- Verify that the TRM-Easy5 Relay is correctly labeled for TRM-DFS operation.

Inspector Name: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**COMPLETE BOTH SIDES**

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**Functional Test Report**

DRY TEST

The following test requires coordination with the facility's BMS operator or console

- Inform that BMS/Facility staff that a leak detection test is imminent and that alarms from the leak detection panel should be ignored during the duration of the test.
- Select a random sensor on Loop #1 and remove sensor element from the DFS-3 Sensor by pulling the element out from the base of the sensor body.
- Verify BMS output relay for Loop1 (Q1) is closed. Verification will require coordination with the BMS system operator / console to confirm that the alarm signal has been recognized.
- If one or several TRM Remote Alarm Type-RO have been installed verify that the red LED pushbutton light is one and that the buzzer is on. Pres the SILNECE pushbutton and verify that the alarm is silenced but that the red illumination of the pushbutton remains ON.
- Replace the sensor element into the base of the TRM-DFS-3 sensor body and verify that the signal to the BMS panel has returned to normal.
- Verify that the red illumination push button on any connected Remote Alarms has gone off.
- Repeat the above procedure for Loop #2 if rhe second loop is being used for one or more sensors.
- Inform the BMS operator that the test is complete, the system is live and all future alarms should be considered real.

WET TESTING IS NOT RECOMMENDED FOR PERIODIC INSPECTIONS. If a wet test is performed, TRM Sensor recommends the use of naphtha (Zippo or Ronsonol lighter fluid) rather than diesel. Naphtha evaporates faster and has less residual odor.

Inspector Name: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

COMPLETE BOTH SIDES