TRM Sensors LLC	TRM-DFS-3 / TRM-Easy5-Panel	Equipment Check Guidelines for Inspectors

Owner / Facility Name: _____

Address: _____

Building Name / Room Identifications: _____

Inspector Check List

TRM-DFS-3 Indoor Fuel Sensors are direct contact fuel sensors for diesel, jet fuel and gasoline. They are only effective in placed in locations where fuel leaks are likely to form puddles. Target areas are beneath day tanks, on the floor of transfer piping trenches, beneath flexible couplings, fuel filters, pump pads and valve manifolds. Not all installations require sensor sin each of these areas. The system designer is responsible for a balance of effectiveness and cost.

☐ 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. If mini-containments were installed to assure that leaking fuel stays in the vicinity of the sensor, verify that the containments are intact an 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. Suggest alternative placement or 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)

The TRM-Easy5-Panel or TRM-Easy5-Relay uses relay contacts to signal the owners Building Management System or similar site wide alarm system when a leak has been detected. No local records are maintained. Ask the BMS operator or facility for evidence of leak history or intentional test alarm.

☐ If desired a dry test of the system can be performed using the procedure on the reverse side of this document

Inspector Name: _____ Signature:_____ Date:_____

CONTINUED ON REVERSE

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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 Loop #1 (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 the second loop is being used for one or more sensors.
- ☐ Inform the BMS operator when the test is complete, the system is live and all future alarms should be considered real.
- ☐ Verify proper logging of the alarm at the BMS console if desired

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:_____