



DIAGNOSING A SUSPECTED LEAKING TANK

The tank will empty in 3 ways:

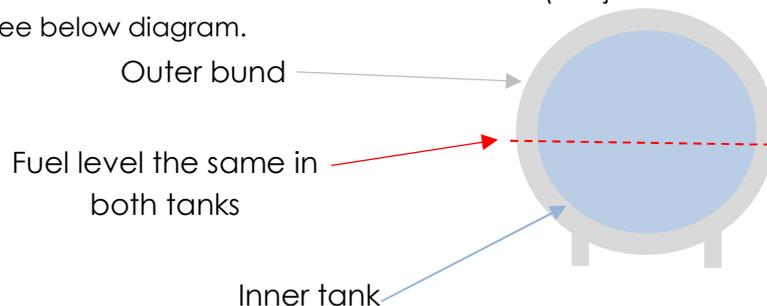
1. **From the trigger nozzle being thrown in the bottom of the tank(bund) with the latch and the base valve left open.**
2. **Through the pump centre gland (where the handle is), again due to pressure build up caused by not closing the base valve.**
3. **From any leaking connections i.e. hoses etc.**

-Once fuel has leaked into the bund it gets trapped under and around the inner tank, as the contents of the inner tank get lower more trapped fuel gets released (due to the reducing pressure) making it look like there is a leak on the inner tank this will happen until the inner tank is empty.

-If there is fuel in the outer bund, when the inner tank is re-filled the inner tank will expand which forces the fuel level in the outer bund to rise due to the pressure which can also give the illusion that the tank is leaking.

-If an inner tank was leaking from a faulty mould, it would leak from day 1. Not develop a leak over time as they are moulded as one complete rotational mould so there are no joints that can weaken to develop a leak.

-If the inner tank was split or faulty, the fuel would leak completely out into the bund until the level of both the inner and outer bund were the same level. (not just leak a small amount into the bund)- see below diagram.



ALWAYS ENSURE THE BASE VALVE IS CLOSED AFTER EACH USE.

It is always worth thoroughly checking all the above, prior to requesting the tank being inspected by us to avoid any unnecessary site visit costs etc as We have never had a faulty fuel tank that is leaking in our history of 40+ years.

A pressure test kit can be purchased from ourselves in order for you to test the tank for leaks etc yourself, this would come with easy to follow instructions & we also have a video on our website showing step by step how to pressure test our tanks