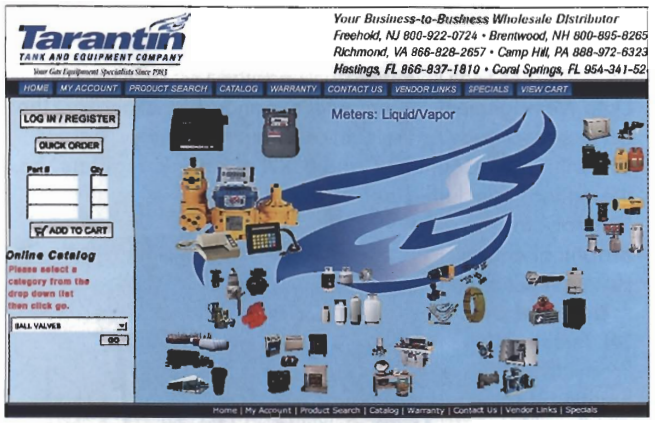
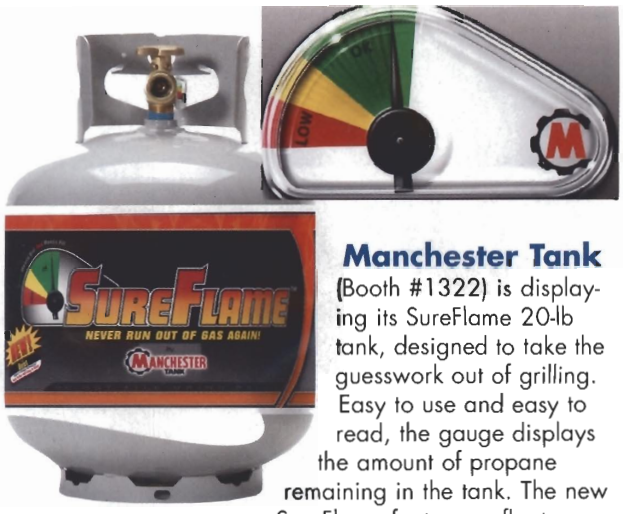


Tarantin Tank & Equpment Co. (Booth #1114) is featuring its new online ordering system. The online ordering, available at *www.tarantin.net*, is available 24 hours a day, seven days a week. All items handled by Tarantin are available through this new service. (Circle 10)



Manchester Tank (Booth #1322) is displaying its SureFlame 20-lb tank, designed to take the guesswork out of grilling. Easy to use and easy to read, the gauge displays the amount of propane remaining in the tank. The new SureFlame features a float gauge, rather than a pressure-regulated indicator. (Circle 11)

Texas Fleets Get OPD Exemption

Fleets using proprietary technology developed by Adept Science & Technologies LLC (ASCENT; Los Alamos, N.M.) were recently granted an exemption from the Texas Liquefied Petroleum Gas Safety Rules regarding vehicle tank filling by the Railroad Commission of Texas (RRC). The ruling exempts any fleet in Texas using ASCENT's Maximus Overfill Diagnostic Instrument for motor fuel tanks from swapping out overfill-protection devices (OPDs) every two years.

The Maximus Overfill Diagnostic Instrument (ODI), in addition to detecting liquid and gas levels, verifies OPD functionality, eliminating the need to open the fixed liquid level gauge while refueling tanks equipped with OPDs. Fueling personnel receive immediate notice of an OPD failure, preventing over-filling and indicating the OPD may need to be replaced (see ***BPN****, March 2006, p. 26). The Maximus is a sonic-based, external device. The non-invasive technology uses inaudible sound waves applied to the outside of the container to detect the liquid level as it reaches a prescribed mark.*

The March 5 RRC ruling references section 8.2.3(1) of the state's LP Gas Safety Rules: "Where an overfilling prevention device is installed on an engine fuel container, venting of gas through a fixed maximum liquid gauge shall not be required provided: 1. The OPD is verified by the owner of the vehicle to be working properly; 2. The verification of the valve is documented yearly and clearly marked on the container in a visible location; and 3. The OPD is replaced every two years, documentation is kept by the owner of the vehicle, and the container is marked in a visible location verifying its replacement."

ASCENT's exemption application requested that an OPD be allowed to remain in service for more than two years if an approved diagnostic device, used on a regular basis, verifies the OPD is in proper working order. Only an identified failed OPD would need to be replaced. The RRC authorization stipulates that "only the Maximus Overfill Diagnostic Instrument is authorized for use." The conditional exemption was granted for one year, after which RRC's safety division will review ASCENT's records. Subsequent action may include granting a formal approval of the equipment, granting another conditional exception with additional safety requirements, or denying approval.

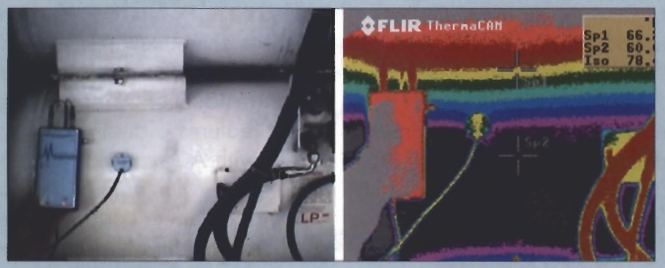
About a year ago ASCENT conducted a successful data collection effort at San Antonio's VIA Metropolitan Transit to support its position that OPDs don't need to be replaced unless shown to be defective by its Maximus ODI. ASCENT's research has also determined that for a fleet that refills an estimated 120 tanks per day, about 30 gallons of fuel is vented away. With the rising cost of fuels, over time eliminating this venting practice can make a significant positive impact on a fleet's economy.

Although revised Texas LP Gas Safety rules, since September 2005, have not allowed propane vehicle fueling operations to vent through an outage valve while filling when an OPD is installed, OPD performance had to be verified and documented. The regulation was on the books, but fleet operators were reluctant to comply absent a means to reliably certify OPD function.

Officials at VIA sought ASCENT's help, not only to come into RRC compliance, but to obtain a dependable stop-fill device to reduce product losses, thereby also saving the transit authority money, promoting occupational safety, and achieving health benefits.

ASCENT asserts that its Maximus instrument is not meant to be used as a fill-monitoring device in lieu of the fixed level gauge or the OPD; it is a point sensor that is used post-fill, and is a diagnostic instrument only.

The instrument can be used in two ways to verify OPD functionality for propane vehicles. It can be permanently installed using dual-channel Maximus technology, wherein detecting sensors are placed above and below the prescribed OPD shut-off line. Secondly, a hand-held sensor assembly using single-channel Maximus technology can be moved on the outside surface of the tank like a stud-finder to find the liquid level after the fill. Yet another application is that of a stop-fill mechanism for residential and small commercial tanks when being refilled by a bobtail. Both approaches are said to avoid overfilling, wasting fuel, and creating emissions. (Circle 21)



A Maximus single-channel sensor and ODI are shown on a bus fuel tank (left). An infrared photo of the same installation shows the position of the sensor and the liquid level.