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“CIVACONTROL II” INSTALLATION MANUAL CIVACONTROL AIR VALVE

The purpose of this document is to explain how the CIVACONTROLII® air control system is installed. Each air connection has been identified with descriptions below. A photograph of the air control manifold has been included as a reference, as well as a suggested plumbing schematic.

This air control system has been designed to protect the tank during loading or unloading. The master valve, pull out, sends an automatic diagnostic signal to sequential vapor vents, or sequentially plumbed vapor vents, to open. The signal is then returned to an indicator and the stackable manifold valve. At this point, the indicator shows the signal has been returned to manifold and the vents are opened. Compartment valves can't be opened until it has received the automatic diagnostic confirmation that the vapor recovery vents from each compartment have been opened. The emergency stop switched (E-Stop) connects to the master valve and will reset or shut down the system when positive air is supplied to the master valve, preventing access to all knobs on control panel until E-stop is reset.

This air control system has the ability to enable access to the API loading adaptors with the use of our guard bar lock. A protective bar is positioned over the ends of the API loading adaptors and cannot be rotated out of the way until an air valve that is located in a locked cabinet is actuated. This allows the guard bar to be lifted to load or unload. The guard bar lock is released after the master valve is pulled open and the vents have been opened. Below is the basic identification of some of the key ports and how to connect this system.

WARNING:

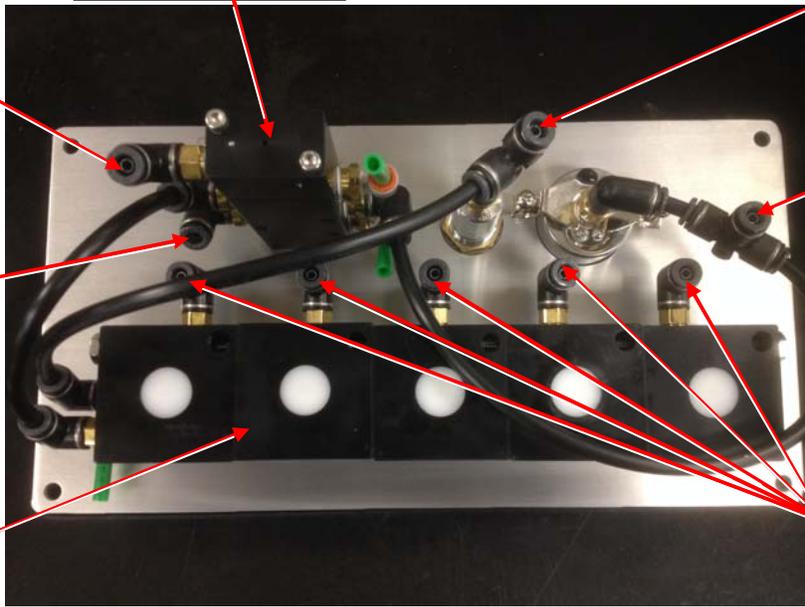
Never lubricate or introduce non-recommended oils or solvents (WD40® or alcohol) into the CIVACONTROL® air control system. Please lubricate the system only with the recommended oils that are made for air controls on vehicles. The non-recommended oils or solvents can attack seals and cause damage to the valves resulting in excessive wear, leaking valves and even premature failures.

Master Valve

Air Reset (lock out).
Air feed in from E-Stop.
Air reset port work with positive air to reset system and or shut down system

Air supply out to vapor vents.

Stackable manifold block



Return air from vapor vents: Tee connects vent indicator with manifold block.

Main Air Supply: (Air Feed In). Tee connects master valve with psi gauge

Compartment valve (EV) supply air: (Air feed out)

