



## Moeller Marine Products

Things to Know associated with our New “*Low Permeation*” Portable Fuel Tanks. In the final rulemaking for new exhaust and evaporative emissions standards for nonroad spark –ignition engines, vessel, and equipment, EPA established the first ever evaporative emission standards for marine vessels. Notability these standards established new requirements on the portable fuel tanks and the requirement for the manufactures to certify compliancy with the EPA standard: (73 FR 59034 ) -40 CFR 1060.

As bullets the new requirements are:

- Reduced Permeation Rate of the portable fuel tanks ( 1.5 g/m<sup>2</sup>/per day)
- Reduction of Fuel Vapor from the vented cap on the tank ( New Cap Design Required)

Our portable fuel tanks have been tested and certified to the reduced permeation rate, thus the design and construction are very similar to the tanks we have produced for many years. We achieve the permeation reduction by introducing an additive during the molding process. The tanks have been qualified to the both ABYC and USCG requirements as well.

In support of the requirement for reduced fuel vapor from the vented cap on the tank, we had to source a newly designed cap from Kelch. The requirement states the following; the cap must have a tether, provide an audible “click “for closure, seal up to 5PSI out, allow vacuum in, an external or integrated means to temporarily relieve pressure within the tank prior to fuel filling or connection to the engine and a storage mode to seal the tank which will not allow the tank to vent.

Our new cap meets all the requirements as indicated above, so the question is will you as the end user notice a difference in the tank and will the operational steps be different?

Yes:

With use of the new cap, the portable fuel tank may swell as a result of the fuel vapor building pressure, because it must stay sealed up to 5 PSI. The tank swelling is an acceptable condition and the tanks are tested to exceed this requirement. Over filling the portable fuel tank is not recommended, use the “fill lines” on the side of the tank as the maximum fuel level.

The tank will not vent to atmosphere until pressure is above 5.5 PSI but less than 7 PSI.

Please see the following for cap instructions; this will indicate how to relieve pressure prior to opening the cap or reconnecting the fuel line assembly to the engine.

**NOTICE** – Pursuant to section 213 of the Clean Air Act : Nonroad Engines and Vehicles.

This Portable Outboard Marine Tank has been manufactured in accordance with

**40 CFR 1060:** Control of Evaporative Emissions from New and In-Use Nonroad and Stationary Equipment. **Subpart B:** Emission Standards and Related Requirements.

§ 1060.103 Permeation emission control requirements for fuel tanks.

§ 1060.105 Diurnal requirements for equipment: Caps

**WARRANTY – 2 year limited warranty from Date of Sale.**

**WARNING – CONTENTS ARE FLAMMABLE AND MAY BE UNDER PRESSURE**



Flammability Hazard



Spray Hazard

**Center Knob**

1. Always disconnect fuel line from engine or portable fuel tank when not in use.
2. Cap should be tightened until an audible "click" is heard. This validates the cap is sealed on the tank.
3. During storage and transportation, close the 2-way vent valve by turning the center knob clockwise until snug.
4. During engine operation, open the 2-way vent valve by turning the center knob counterclockwise until snug.
5. Prior to removing the fuel cap or connecting the primer bulb assembly, open the 2-way vent valve by turning the center knob counter clockwise until snug. Depress the center knob until pressure is relieved from the fuel tank.

**Connector**  
**Tighten**

**Teflon™ Tape Model No. TT1**

**Withdrawal Assembly**  
**Tighten**

**Tools Required:**  
Adjustable Wrench  
Slip Pliers

**How to install connectors:**

**Note:** For ease of installation Withdrawal Assemblies are not tightened down when shipped.

1. Ensure tank is empty.
2. Remove Withdrawal Assembly from the tank.
3. Apply Teflon™ tape to threads on Connector.
4. Hand tighten the Connector to the Withdrawal Assembly, then tighten another 1/4 turn with wrench.
5. Hand tighten the Withdrawal Assembly to the tank, then tighten another 3/4 of a turn with slip pliers while holding the Connector in the desired direction with wrench.

If you have any question associated to the portable fuel tanks please contact us at:  
Moeller Marine Products, Inc., 801 North Spring Street, Sparta, TN, Tel: 931-738-8090,  
Fax: 931-738-9835, [www.moellermarine.com](http://www.moellermarine.com).