

Association of State and Territorial

**ASTSWMO**

Solid Waste Management Officials

## **Compatibility of UST Systems with Biofuels**



**Final Report  
June 2013**

**Alternative Fuels Workgroup  
Tanks Subcommittee**

Association of State and Territorial Solid Waste Management Officials  
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The Association of State and Territorial Solid Waste Management Officials (ASTSWMO) is an organization supporting the environmental agencies of the States and Territories (States). ASTSWMO's mission is to enhance and promote effective State and Territorial programs for waste and materials management, to encourage environmentally sustainable practices and to affect relevant national waste and materials management policies. The Tanks Subcommittee serves as a liaison between State and Territorial Underground Storage Tank (UST) Programs and the U.S. Environmental Protection Agency (EPA), and acts as a clearinghouse for distributing technical information and ideas among State UST regulatory officials.

This document was prepared by the ASTSWMO Tanks Subcommittee's Alternative Fuels Workgroup as a resource for State UST Program staff, UST owner/operators, and contractors and consultants for evaluating equipment compatibility when storing biofuels pursuant to EPA's compatibility requirement (40 CFR Part 280.32).

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Cover Photo: The picture shows corrosion and acetate crystal formation commonly found in Submersible Turbine Pump (STP) sumps for systems storing gasoline-ethanol blends.

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## **OVERVIEW**

The ASTSWMO Alternative Fuels Workgroup developed this document to serve as a resource for State and Territorial underground storage tank (UST) program staff, UST owners and operators, and contractors and consultants for the evaluation of equipment compatibility pursuant to EPA's compatibility requirement (40 CFR Part 280.32) when storing biofuels. For the purpose of this document, the terms "biofuel" and "biofuel blends" are interchangeable and can be understood to mean either pure or blended biofuels.

This document includes links to informational resources created and maintained by other public and private organizations. The ASTSWMO Alternative Fuels Workgroup does not control or guarantee the accuracy, relevance, timeliness, or completeness of this outside information. Further, the inclusion of links to particular items in hypertext is not intended to reflect their importance, nor is it intended to endorse any views expressed or products or services offered by the author of the reference or the organization operating the server on which the reference is maintained.

This document also includes case summaries highlighting possible examples of incompatible equipment on UST systems storing biofuels. All site-specific information provided in these summaries were prepared by individual State Tanks programs and provided to ASTSWMO for use in this compendium. ASTSWMO is not responsible for any of the information provided in the enclosed case summaries.

Ensuring UST systems are made of or lined with materials that are compatible with the biofuels stored can reduce the risk of releases due to material incompatibility. This document is intended to improve awareness and focus attention on the importance of an equipment compatibility evaluation prior to the storage of biofuel blends, and the management of water in these storage tank systems. Updates of this document are envisioned to be prepared periodically as new information becomes available.

## **INTRODUCTION**

New federal and State mandates such as the Renewable Fuel Standard have required a significant increase in biofuels production and use. This has resulted in an increase in the number of retail facilities storing and dispensing biofuels such as ethanol and biodiesel. Biofuels are produced from plant or animal products or wastes, as opposed to fossil fuel sources. Pure ethanol (E100) and biodiesel (B100) are examples of biofuels. Biofuels have significantly different characteristics than petroleum gasoline and diesel, and may not be compatible with certain existing underground storage tank system components that were suitable for storing gasoline or diesel. Biofuel blends are produced by combining petroleum based fuel products with biofuels. Blends of 85 percent ethanol (E85) and 20 percent biodiesel (B20) are examples of biofuel blends.

Owners and operators of USTs regulated under 40 CFR Part 280 are required to demonstrate compliance with EPA's compatibility requirement (40 CFR 280.32) when storing regulated substances, including biofuel blends containing greater than 10 percent ethanol or diesel

containing greater than 20 percent biodiesel. 40 CFR Part 280.32 simply states “Owners and operators must use an UST system made of or lined with materials that are compatible with the substance stored in the UST system.” States that have State Program Approval (SPA) from the EPA have comparable compatibility requirements in their corresponding State regulations. The 2011 proposed revisions to 40 CFR Part 280.32 indicate that equipment compatibility must be demonstrated through one or more of the following methods: 1) certification or listing by a nationally recognized independent testing laboratory; or 2) equipment or component manufacturer approval; or 3) an alternative method determined by the implementing agency to be no less protective of human health and the environment.

It is very important for owners and operators to clearly understand how to demonstrate UST system compatibility with these biofuel blends. Properly evaluating for compatibility will help reduce the number of releases to the environment from equipment failure. Owners and operators should maintain compatibility records for the life of the equipment or component for all new or replaced equipment and for UST systems storing biofuel blends.

## **BIOFUEL PROPERTIES**

Biofuels have some significantly different characteristics than petroleum gasoline and diesel. A few noteworthy characteristics are their higher solubility, water absorption capacity, and conductivity when compared to conventional fuel.

Solubility: The solubility of ethanol and biodiesel are both higher than that of conventional gasoline or diesel, and so these blended fuels tend to have a “cleaning agent” effect in storage tank systems by mobilizing sludge in tanks. Because they can increase the solubility of gasoline and diesel to certain materials, ethanol and biodiesel can degrade, soften, and seep through certain hoses, gaskets, seals, elastomers, glues and plastics with prolonged exposure.

Water absorption capacity: Ethanol and biodiesel also have the capacity to absorb more dissolved water than conventional gasoline or diesel, which can lead to phase separation. Phase separation is a term specifically used to describe the alcohol (ethanol) coming out of the fuel phase and going into the aqueous phase. Microbial activity, spurred by the presence of water and a food source (fuel) can accelerate galvanic and pitting corrosion, commonly referred to as Microbial Induced Corrosion (MIC).

Conductivity: Both ethanol and biodiesel are more polar and conductive than conventional gasoline or diesel. Water, chemical contaminants, and salts in the fuel system can increase fluid conductivity. In conductive environments, anodic metals (soft metals like zinc, brass, lead, aluminum and copper) tend to corrode more readily in the presence of cathodic metals (steel).

## **COMPATIBILITY EVALUATION CHECKLIST**

Conversion and the installation of storage tank and dispensing systems for ethanol or biodiesel blended fuels requires a compatibility evaluation. Conventional storage and dispensing systems will generally require some modifications to maintain equipment material compatibility with the ethanol and biodiesel products. Both ethanol and biodiesel, stored as pure product or as a

blended fuel, introduces different compatibility concerns for tanks, piping and dispenser components than gasoline blended with 10 percent or less ethanol or diesel blended with less than 20 percent biodiesel.

The ASTSWMO Alternative Fuels Workgroup developed a general template for a Compatibility Evaluation Checklist. The checklist is designed to ensure that all relevant components of the entire UST system are evaluated properly for compatibility. It provides a documentation record of this and also provides a summary of guidance information and responsibilities for owners and operators who intend to store biofuel blends. This checklist template is included in Appendix A of this document. States can tailor the checklist template to fit their particular program requirements and review process.

## **CONSIDERATIONS WITH THE STORAGE OF BIOFUELS**

Utilizing a checklist such as that mentioned in the preceding section will help provide some structure to the process of evaluating the proposed use of alternative fuels at regulated UST facilities. In some instances, the compatibility information clearly indicates what UST equipment must be upgraded. For example, nearly all system conversions for the storage of E85 will minimally require upgrades of the submersible turbine pumps (STPs) and overfill protection equipment. Having a checklist is a good starting point to evaluate the compatibility of UST equipment. However, getting definitive answers to compatibility questions may not always be simple and straightforward. It is beyond the scope of this document to delve into more detailed aspects of compatibility, as well as the various studies and topics which have implications for the storage of biofuels. For this reason, a number of references and resources are provided in Appendix B to assist the reader with further investigation. This document will focus on two key items of consideration with the storage of biofuels: concerns with existing equipment and the importance of water management.

### **Concerns with Existing Equipment**

The compatibility evaluation of older equipment at existing UST facilities presents one of the biggest challenges and concerns with the storage of biofuel blends. Federal mandates require a significant increase in biofuels production and its use has triggered an increase in the number of retail facilities storing and dispensing biofuel blends such as ethanol and biodiesel. As a result, it seems relevant to consider what potential issues have been observed. Particularly within the last five years, for example, many USTs across the country have begun storing E10 as a conventional gasoline product with little or no consideration of compatibility.

Many UST inspectors have seen the impact ethanol blended fuels starting with E10 can have on the corrosion of equipment within STP sumps, and an increased prevalence of leaks from equipment inside dispenser cabinets. Gaskets, adhesives, glues, and sealants (including the standard “pipe dope” commonly used on older systems) have not always demonstrated compatibility even with E10 fuels. Compatibility issues have also been observed in some of the early generation flexible piping systems manufactured in the early to mid-1990’s. Complicating piping compatibility questions is the fact that the UL standard (and corresponding allowable fuel permeability rates) have since become more stringent with subsequent revisions to the UL-971

standard. In some regions of the country, mounting evidence from failures and field observations also suggest there may be some impacts to fiberglass USTs. Thus, even with E10, there is a real possibility that many equipment failures may be associated with equipment incompatibility but are not investigated sufficiently to be recognized or reported as such.

To build upon information brought forward by Workgroup members, ASTSWMO informally requested that UST programs report observations or problems suspected to be related to equipment incompatibility. Information received in response to this request is included in Appendix C as a collection of compatibility related case summaries. These actual in-the-field observations will further the discussion and assessment on biofuel blends compatibility. Consequently, the Workgroup has included a blank notification form in Appendix C and encourages States to submit more information about failures or observations that appear to be compatibility-related.

### **Importance of Water Management**

At first glance, water management may not seem to have a direct connection with biofuels and compatibility. In reality, UST systems storing biofuels are particularly susceptible to impacts from inadequate water management.

The chemical and physical structure of biofuels allows interaction between the fuels and water that does not exist to the same degree with "standard" fuels. Chemically, ethanol and gasoline behave differently. Ethanol will readily dissolve in water, and is considered infinitely soluble in water, whereas gasoline has a much lower affinity for water. When water comes in contact with ethanol free gasoline in an UST, the majority of it tends to drop out as a water layer at the bottom of a tank. However, when water comes in contact with an ethanol blended fuel, because of differences in polarity and water absorption capacity, water will dissolve in the blended fuel to a much greater extent. When the water reaches the maximum amount that the fuel blend can dissolve, any additional water will separate from the gasoline, and will drop to the bottom of the tank. Fuel density differences caused as a result of the water being bound up and suspended in ethanol blended fuels has rendered many existing Automatic Tank Gauge (ATG) systems incapable of accurately reporting how much water is present in the fuel. The prolonged accumulation of water in tanks also increases the likelihood of accelerated corrosion due to MIC.

Water Intrusion: Water can find its way into USTs through leaky riser joints or other tank top fittings. Water gets in through faulty spill bucket drains, or from careless operators or drivers who see liquid in the spill bucket and drain it into the tank. Faster fuel processing and transport times lead to increased water in the fuel at delivery. Water can also accumulate over time as the tank "breathes" in warm moist air from which water vapor condenses as it cools. Water will act as an electrolyte, causing internal UST corrosion which can eventually result in leaks.

Water can be monitored electronically with new ATG probes which measure water in various fuel types including alcohol based fuel. One can also monitor for water using a tank gauging stick and water finding paste. The correct water finding paste compatible with the fuel stored must be used.

Overall, the first line of defense against water is having a tight UST system that keeps water out. However, if water is detected within a tank it should be promptly removed.

Microbial activity: In some instances, water provides a suitable habitat for microbial growth, especially at the fuel-water interface. Signs of microbial contamination include plugged fuel filters occurring more frequently (less than 6 month intervals), plugged fuel lines, erratic gauges, rotten-egg odor, and frequent replacement of other components such as valves, rubber seals and hoses. Bacteria can grow in a moist environment and attack different components of the storage tank system, including: tank linings, elastomeric seals and hoses, low points in the piping, leak detectors, turbine pump components, filters and valves, including overfill prevention devices. Overall, MIC can accelerate the corrosion process

Hydrocarbon Utilizing Microbes (HUMbugs) consume and degrade the fuel while forming byproducts which are detrimental to steel and fiberglass tanks. HUMbugs also can dissolve the resin holding the fibers together in a fiberglass tank, and use it for food, thus weakening the tank. Many metal parts of leak detectors, fill tubes, turbines, and associated piping can also be degraded by HUMbug contaminated water/fuel. Copper and brass are particularly susceptible to corrosion from the acids produced by HUMbugs.

Field detection kits are available for verifying microbial growth. If excessive microbial growth is found, treatment may include tank cleaning to remove slime and sludge followed by treatment with a biocide. The proper application of biocides and water monitoring is likely to be more critical for preventing corrosion of UST systems storing biofuels.

## **EPA RESOURCES**

The Biofuels Web page [<http://www.epa.gov/oust/altfuels/biofuels.htm>] on the EPA's Office of Underground Storage Tanks (OUST) website is a recommended resource for information about biofuels, including technical and policy issues related to storing and dispensing of ethanol blends of gasoline and biodiesel. The Web page includes EPA's June 2011 *Guidance On Compatibility Of UST Systems With Ethanol Blends Greater Than 10 Percent And Biodiesel Blends Greater Than 20 Percent*, which provides options for UST owners and operators to use in complying with the federal compatibility requirement for UST systems. The Web page includes a link to the *Biofuels Compendium*, which contains links to resources relevant to storing ethanol and biodiesel in USTs and to cleaning up biofuel releases.

To better assess the leak potential if the ethanol content in gasoline increased from 10 volume percent to 15 volume percent, the EPA commissioned a study at Oak Ridge National Laboratory to determine the potential impacts if E15 fuel is stored in UST systems. Part of this effort was to develop an approach to estimate likelihood of failures and approaches for mitigating consequences associated with these failures. The study entitled "*Analysis of Underground Storage Tank System Materials to Increased Leak Potential Associated with E15 Fuel*" was published in July 2012 (see Appendix B). Conclusions from the study generally indicate that the materials used in existing UST infrastructures would not be expected to exhibit compatibility concerns when moving from E10 to E15, although significant changes to some polymer materials are likely when switching from an ethanol free gasoline to an E10 or E15 blend.

## RECOMMENDATIONS

The Alternative Fuels Workgroup encourages State Tanks programs to:

- Implement database tracking mechanisms for biofuel blends storage and use. Continuing to simply specify “gasoline” or “diesel” will not capture the extent of biofuel use. Database structure and registration forms need to be specific enough to accommodate various blends of ethanol and biodiesel.
- Implement a notification requirement for change of fuel stored in a UST system, and a permitting process for installation of new or upgraded UST systems storing biofuel blends. Incorporate an equipment compatibility evaluation, such as the checklist included in this document. It is far easier to address compatibility issues prior to conversion.
- Require that owners and operators periodically monitor for the presence of water in the UST. Require prompt removal when more than an inch of water is detected in a UST.
- Include its equipment compatibility evaluation methodology in your A/B operator training curriculum.
- Require that owners and operators conduct periodic and annual walk through inspections of UST system by trained A/B operators.

The Alternative Fuels Workgroup encourages owners and operators to:

- Ensure existing UST systems are properly cleaned and free of water before switching to biofuel storage. Biofuels can act as a “cleaning agent” in an UST removing sludge or rust plugs that may have previously prevented a tank from leaking.
- Ensure all tank top fillings are tight and will prevent ingress of water into the UST. This includes fill risers and spill buckets, ATG monitoring ports, vapor recovery risers, vent line risers including ball float ports, and bungs on other unused tank openings. Refer to the Steel Tank Institute (STI) publication “*Keeping Water Out of Your Storage System*”.
- Maintain compatibility records for the life of the equipment or component for all new or replaced equipment and for UST systems storing biofuel blends.
- Avoid components made from zinc, brass, lead, aluminum, or other soft metals.

## **APPENDIX A: COMPATIBILITY EVALUATION CHECKLIST - TEMPLATE**

Conversion and the installation of storage tank and dispensing systems for ethanol or biodiesel blended fuels requires evaluation and modifications of conventional storage/dispensing systems to maintain equipment material compatibility with the ethanol and biodiesel blends. Both ethanol and biodiesel, as pure product and as blended fuel, introduce different compatibility concerns for tank, piping and dispenser components than gasoline blended with 10 percent or less ethanol or biodiesel blended with 20 percent or less diesel.

The following document is designed as a template that can be adopted to assist in the review of each associated component to verify compatibility, and to document the owner/operator responsibilities prior to the conversion or installation of a storage tank system for the storage of ethanol blends greater than E10 and biodiesel blends greater than B20.

# UNDERGROUND STORAGE TANK BIOFUEL INSTALLATION / CONVERSION APPLICATION

**INSTRUCTIONS:** Part I of this form is to be submitted to the (STATE DEPT NAME) along with the plan for new installations, or submitted independently for conversions of existing systems from conventional motor fuels to blends greater than 10 percent ethanol or for diesel blends greater than 20 percent biodiesel. For existing tank systems, Part I of this form shall be completed and submitted for approval prior to the conversion of the storage tank system. If a manufacturer or model/brand cannot be determined, write "UNK" in the corresponding box, write "HC" and the treatment material if a hard-coat treatment is used to achieve compatibility, write "NA" if the tank/piping system does not have the listed component. Use the comment section at the bottom of page one for "UNK" or "HC" explanations and attach analysis documentation for review. Part II shall be given by the contractor to the owner/operator for completion prior to system operation and retained on-site for inspector review. "Listed / Verified Components" shall be confirmed and documented by a Nationally Recognized Testing Laboratory (NRTL) for use with the specific gasoline-ethanol / biodiesel blends. Underwriter Laboratories is one of the recognized NRTL that tests and lists such components.

## Part I

<b>1. OWNER INFORMATION</b> Contact Person	<b>2. PROJECT INFORMATION</b> Facility Name	<b>3. CONTRACTOR INFORMATION</b> Contractor or Professional Engineer Name
Company Name	Site Address	Mailing Address
Mailing Address	<input type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Town of:	City, State, Zip Code
City, State, Zip Code	County	Contact Person
Telephone Number (    )    (    )	Fax Number (    )    (    )	Telephone Number    Fax Number (    )    (    )

<b>4. Tank Information</b>	<b>Fuel blend to be stored - Ethanol Blend</b>	<b>Biodiesel Blend</b>
<b>Tank Orientation:</b> <input type="checkbox"/> Underground <input type="checkbox"/> Aboveground <input type="checkbox"/> New Tank <input type="checkbox"/> Existing Tank → Date Installed: _____	Registration ID #: _____	
<b>Tank leak detection method:</b>	<input type="checkbox"/> Automatic tank gauging <input type="checkbox"/> Continuous ATG <input type="checkbox"/> Interstitial monitoring <input type="checkbox"/> Statistical Inventory Reconciliation (SIR) <input type="checkbox"/> Inventory control and tightness testing	

Component:	Equipment Manufacturer	Model/Brand	NRTL Listed or Verified by Manufacturer for Fuel to be stored
Note: Tanks with interior linings will not be approved for alternative fuel storage unless documentation is provided for confirmation of compatibility.			
Tank construction material			<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Spill bucket			<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Overfill / Auto shut-off / Ball float			<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Drop tube			<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
STP/Suction pump / O-rings / Gaskets			<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Leak detection probes			<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Sump monitoring sensors			<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified

<b>5. Pipe Information:</b> <input type="checkbox"/> New <input type="checkbox"/> Existing <input type="checkbox"/> Mixed (New/Existing) <b>Manuf. Make/Model</b> _____	<b>Existing Pipe Install Date:</b> _____
<b>Configuration:</b> <input type="checkbox"/> Single wall <input type="checkbox"/> Double wall <b>Type:</b> <input type="checkbox"/> Steel <input type="checkbox"/> Fiberglass <input type="checkbox"/> Flexible <input type="checkbox"/> Other _____	<b>Sumps:</b> <input type="checkbox"/> Submersible <input type="checkbox"/> Pipe Connections
Pipe fitting / valve material	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Gaskets / seals	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Pipe sealant / adhesive	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Flex connector	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Elec. Line leak detector	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Mech. Flow restrictor	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified

<b>6. Dispenser Information:</b> <b>Dedicated Disp. Hose:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <b>Blending dispenser:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <b>Containment sump under dispenser:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
Dispenser / Suction Pump	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Dispenser piping	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Dispenser Sump	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Dispenser sump sensor	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Gaskets/seals	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Blending valve	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Check valve	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Meter	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Emergency valve	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Fuel filters	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Break-away device	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Nozzle(s)/Swivel(s)	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified
Hose(s) and hose fittings	<input type="checkbox"/> Listed <input type="checkbox"/> Manufacturer Verified

**Additional Comments:**

I certify by signature that I have personally examined and/or am familiar with the information submitted to verify system biofuel compatibility, and the information is true, accurate, and complete.

\_\_\_\_\_  
Signature of licensed petroleum equipment contractor or professional engineer

\_\_\_\_\_  
Date

**Part II**

**Responsibilities of Tank Owner/Operator before Blends of Greater than 10 percent Ethanol or 20 percent Biodiesel is Transferred to the Tank**

- Determine equipment compatibility - Part I of this form.
- Inform the facility's UST insurance carrier of plans to convert to a gasoline-ethanol blend exceeding 10 percent ethanol or biodiesel exceeding 20 percent. The UST insurance carrier may have additional requirements other than what (STATE REG.) requires.
- Obtain an amended certificate of insurance indicating UST coverage for the ethanol or biodiesel blend stored and submit to the storage tank regulation office.
- Check for water in the tank. No level of water is acceptable for gasoline-ethanol blended fuels due to the possibility of phase separation.
- All visible fittings and connections at the top of the tank are tight (no vapors escape and no water enters).
- Verify the appropriate vent top (pressure vacuum / updraft) is present for the type of product being stored.
- Stage I Vapor Recovery installed and operational if required.
- Sump and spill containment covers secured to prevent water from entering. Spill buckets should not have drain back mechanisms.
- Water infiltration problems fixed if necessary.
- The tank has been cleaned of all water and sediment per API Publication 2015 and NFPA 326. Company providing service:  
 Company providing service: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Telephone #: \_\_\_\_\_
- How / where is product being disposed of: \_\_\_\_\_
- Fill labeling - Identify fill port and paint access cover according to API RP 1637.
- Dispenser labeling – label dispenser in compliance with State Regulations.

**First Delivery**

- Tank filled to 80 percent capacity (recommended by the Renewable Fuels Association or RFA) and kept as full as possible for 7 to 10 days.
- Conduct a precision test of the tank system (0.1 gph leak rate) with ATG system within seven days after tank is filled to make sure system is tight and leak detection equipment is operating properly. Report any "Fail" results.
- Test for water (use alcohol compatible paste if you stick your tanks) at the beginning of each shift for the first 48 hours after delivery (RFA). If there is water in the tank, remove it, find out how it got there and fix it so it doesn't occur again.
- Have dispenser calibrated prior to any retail sales.
- Prior to dispensing, notify State Regulator Inspector that ethanol or biodiesel has been delivered and the dispensing system is going operational.
- Submit a completed copy of this Biofuels Application Form to the State regulation office.

**Ongoing Maintenance Responsibilities**

- Check for water daily with your stick or ATG system. No level of water in the tank is acceptable.
- If product seems to pump slowly, check and replace filters.
- Calibrate dispenser meter at the time of conversion and two weeks after conversion to verify meter accuracy. Particulate materials may cause excessive meter wear, which would require more frequent meter calibration (API RP 1626)
- Conduct daily, visual inspections of the dispenser and dispenser sump (secondary containment) beneath the dispenser (if one is installed) and all the other items on the inspection form. This form must be kept on site and available for inspector review.

\_\_\_\_\_  
**Tank Owner Signature**

\_\_\_\_\_  
**Company**

(Note: By signing, signer is acknowledging that all the above preparatory items have been conducted, and awareness of ongoing responsibilities.)

\_\_\_\_\_  
**Print Tank Owner Name**

\_\_\_\_\_  
**Date**

**Failure to submit this form with all items completed will result in the tank and dispenser being subject to red-tagging and immediate shutdown.**

**A tank with any "unknowns" will not be approved for service for gasoline-ethanol blends exceeding 10 percent ethanol or diesel blends exceeding 20 percent biodiesel without a statement from the licensed contractor or professional engineer stating that in their professional judgment the system is acceptable for service with biofuel. Without such statement the tank and dispenser will be subject to red-tagging and shutdown.**

## APPENDIX B: REFERENCES AND ADDITIONAL RESOURCES

Interstate Technology Regulatory Council (ITRC). *Biofuels: Release Prevention, Environmental Behavior, and Remediation*. September 2011.

<http://www.itrcweb.org/Guidance/ListDocuments?TopicID=2&SubTopicID=1>

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UL. *Scopes for UL Outlines*. Accessed May 29, 2013.

<http://ulstandardsinfontet.ul.com/outscope/>.

- *SU 87A. Power-Operated Dispensing Devices for Gasoline and Gasoline/Ethanol Blends with Nominal Ethanol Concentrations Up to 85 Percent (E0 – E85)*.

- *SU 87B. Power-Operated Dispensing Devices for Diesel Fuel, Biodiesel Fuel, Diesel/Biodiesel Blends with Nominal Biodiesel Concentrations up to 20 Percent (B20), Kerosene, and Fuel Oil*
- *SU 1856. UST Internal Upgrade and Lining Systems.*
- *SU 2583. Fuel Tank Accessories.*
- *SU 2447. Containment Sumps, Fittings and Accessories for Fuels.*

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## APPENDIX C: CASE SUMMARIES – FUEL AND EQUIPMENT MATERIAL COMPATIBILITY OBSERVATIONS

In September 2012, the ASTSWMO Alternative Fuels Workgroup began soliciting information about sites where it was suspected that the observed equipment issues may be related to fuel incompatibility. Case summaries submitted by regulatory officials from States across the country are included for review. While the case summaries may not conclusively demonstrate a direct correlation between the biofuel and observed material incompatibility, the purpose of including these summaries is to draw attention to field observations. The Workgroup intends to add case summaries to this list as they are received. The case summary template is found on page C-33.

The Workgroup has not done any material testing to verify that these observations were the result of compatibility issues between the equipment and the fuel used, does not endorse any of the findings, and is not responsible for the accuracy, completeness, or usefulness of any information presented in the case summaries. The views and opinions of case summary submitters do not necessarily state or reflect those of the ASTSWMO Alternative Fuels Workgroup.

Case Summary No.	Location	Fuel	Equipment Involved	Tank Capacity	Equipment Age	Issue Location	Issue	Resolution
1	Phoenix, AZ	E10	Tank	10K	24 yrs	Tank	Cracks in lining of tank	Tank to be relined
2	Tucson, AZ	E10	Tank	10K	26 yrs	Tank	Failed tank tightness test (TTT)	Release confirmed, tank repaired
3	Yuma, AZ	E10	Tank	10K	28 yrs	Tank	Regular failed TTT	Tank repaired
4	Yuma, AZ	E10	Tank	10K	28 yrs	Tank	Premium failed TTT	Tank repaired
5	Irmo, SC	E85	Other	N/A	N/A	Automatic Tank Gauge (ATG), Spill bucket	Incompatible probe, cracked spill bucket less than 2 yrs old	Spill bucket repaired, tank emptied/no longer in use
6	Hartsville, SC	E85	Other	N/A	N/A	ATG, dispenser	Incompatible probe, delivery of E85 into reg unleaded tank	Probe replaced with ethanol compatible version; delivery driver warned
7	Columbia, SC	E85	Other	N/A	N/A	Submersible Turbine Pump (STP)/sump	Excessive corrosion	STP replaced with compatible version

Case Summary No.	Location	Fuel	Equipment Involved	Tank Capacity	Equipment Age	Issue Location	Issue	Resolution
8	West Columbia, SC	E85	Other	N/A	N/A	STP/sump	Excessive corrosion due to vapors in sump	STP found to be compatible, asked to monitor liquids in sump
9	Lexington, SC	E85	Other	N/A	N/A	STP	Appearance of corrosion from incompatible paint	Manufacturer agreed to monitor other US sites, no further issues at site
10	Missouri	E10/E85	Other	N/A	N/A	Flex Connector	Stainless Steel turning blue	Due to ethanol vapors. Monitor liquid in sump. Replace flex as needed
11	Delaware	E85	Other	N/A	N/A	STP	Excessive corrosion	Monitored and replace as needed
12	Iowa	E85	Tank	10K	Unk	Tank	Corrosion hole unplugged when changed from E10 to E85	Release remediated and tank removed
13	Carlsbad, New Mexico	E10	Piping	N/A	N/A	End of piping run	Environ piping degraded	Piping replaced
14	Hobbs, New Mexico	E10	Tank	8K	22 yrs	Tank	FRP tank excessively brittle at removal 7/2011	Tank removed
15	St George, SC	E10	Piping	N/A	N/A	Steel components	Blue buildup on steel components of flex piping	Due to ethanol vapors. Monitor liquid in sump. Replace flex as needed
16	Boiling Springs, SC	E10	Piping	N/A	N/A	Piping in dispenser	UPP piping was growing	Monitor pipe and replace as needed
17	St. George, SC	E10	Other	N/A	N/A	Conduit box	Excessive corrosion	Monitored and replace as needed
18	Haleiwa, HI	E10	Tank	10K	26 yrs	Tank (multiple)	Water found due to crack in bottom	All tanks were lined
19	Kailua, HI	E10	Tank	10K	25 yrs	Tank (multiple)	Damaged internal liner	Release confirmed and all tanks removed
20	Waipahua, HI	E10	Tank	10K	23 yrs	Tank	Breach in inner shell	Tank lined twice and is TOU

Case Summary No.	Location	Fuel	Equipment Involved	Tank Capacity	Equipment Age	Issue Location	Issue	Resolution
21	Honolulu (Lawehana), HI	E10	Tank	10K	26 yrs	Tank (multiple)	Failed Continuous Statistical Leak Detection (CSLD) tank; severe breakdown of fiberglass	Tanks were lined
22	Kihei, HI	E10	Tank	10K	27 yrs	Tank (multiple)	Water found, spider web cracking	Release declared. Super tank closed in place, Regular tank lined

## Case Summary 1

Site Location: Phoenix, AZ

Fuel Type: E10 Product Type: Gasoline (Premium)

Issue Type: Tank

### **Tank Issue:**

Tank Construction: Double Walled Tank Material: FRP

Tank Capacity: 10,000 gallons Installation Date: 1987 Current Tank Age: 24 years

### *Description of Issue:*

Premium Unleaded gasoline tank installed in 1987 (note: E10 was used as a “winter blend” in AZ fuel starting in approx. 1988). In October 2011 the owner noticed an inventory issue and called their contractor. Automatic tank gauge (ATG) results did not indicate a leak; however, the inspector went through inventory records and found several hundred gallons of fuel missing. The contractor conducted a tank tightness test that failed.

### Supporting Pictures: *Damaged Internal Lining*



### *Findings and Resolution:*

The contractor called the inspector and the tank was emptied to mitigate any further release. The contractor contacted the manufacturer. A 10' x 10' hole was cut into the cement and the manufacturer entered the tank on November 1, 2011. The manufacturer discovered several cracks on the bottom of the tank. Arizona Department of Environmental Quality (DEQ) was notified that the tank is to be re-lined.

## Case Summary 2

Site Location: Tucson, AZ

Fuel Type: E10    Product Type: Gasoline (Premium)

Issue Type: Tank

### **Tank Issue:**

Tank Construction: Unknown    Tank Material: FRP

Tank Capacity: 10,000 gallons    Installation Date: 1985    Current Tank Age: 26 years

### *Description of Issue:*

Confirmed release was discovered on 5/18/2011. The owner/operator noticed a product loss. The initial tank tightness test documented an ullage failure; however, when the tank was removed, it was noted that a crack extended around the tank end cap.

### *Findings and Resolution:*

A release from this tank was confirmed and though the owner/operator informed ADEQ that he intended to repair the tank, in July 2012 he decided to have the tank removed.

### Case Summary 3

Site Location: Yuma, AZ

Fuel Type: E10    Product Type: Gasoline (Regular)

Issue Type: Tank

#### **Tank Issue:**

Tank Construction: Single Walled    Tank Material: FRP

Tank Capacity: 10,000 gallons    Installation Date: 1984    Current Tank Age: 28 years

#### *Description of Issue:*

In September 2011, the owner reported a failed ullage test.

#### *Findings and Resolution:*

Documentation provided states that the tank was repaired, re-tested and brought back into service

## Case Summary 4

Site Location: Yuma, AZ

Fuel Type: E10    Product Type: Gasoline (Premium)

Issue Type: Tank

### **Tank Issue:**

Tank Construction: Single Walled    Tank Material: FRP

Tank Capacity: 10,000 gallons    Installation Date: 1984    Current Tank Age: 28 years

### *Description of Issue:*

In September 2011, the owner reported a failed ullage test. The owner also reported a confirmed release from this tank.

### *Findings and Resolution:*

Documentation provided states that the tank was repaired, re-tested and brought back into service.

## Case Summary 5

Site Name/Location: Irmo, SC

Fuel Type: E85    Product Type: Gasoline/Ethanol Blend

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

**Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: Automatic Tank Gauge (ATG probe) and spill bucket

Additional Details:

    Tank Gauge probe

    Spill Bucket was black accordion style - manufacturer unknown

*Description of Issue:*

On July 16, 2008, the SC inspector visited the site for a routine inspection. The inspector noted that the site was missing the required ATG printouts for the E85 tank. The inspector then noticed that the ATG probe did not appear to be functioning properly. In addition, they noted that the E85 spill bucket needed to be repaired even though the site had only been in operation for a couple of years. The spill bucket failed the hydrostatic test but the required samples came back below detectable limits. On August 21, 2009, the inspector visited the site for their routine compliance inspection and again noted that the ATG probe was not functioning properly

*Findings and Resolution:*

This site was one of 5 stores that had begun E85 operation prior to the creation of SC's Alternative Fuel Program. In both 2008 and 2009, the tank owner was required to conduct a tank tightness test. These tests passed so it was determined non-passing printouts were related solely to the incompatibility of the probe. Spill bucket was repaired. After numerous attempts to get the tank owner (who was not the tank owner when tank was originally installed) to complete SC's "Alternative Fuel Checklist", they decided to empty the tank. It remains out of use at this time.

## Case Summary 6

Site Location: Hartsville, SC

Fuel Type: E85 Product Type: Gasoline/Ethanol Blend

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

### **Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: Automatic Tank Gauge (ATG probe), dispensers/delivery driver

Additional Details:

Tank Gauge probe

#### *Description of Issue:*

In 2005, prior to the introduction of the “Alternative Fuel Checklist”, this site converted a tank to E85 without the knowledge of the SC UST Program. An inspector performing a routine inspection discovered that the upgrade had taken place. In 2007, the inspector returned for the annual inspection and noticed that several months of ATG printouts were missing. When the tank owner was questioned, he stated that the probe had dissolved because their contractor had installed a regular gasoline probe.

Supporting Pictures:

*Corroded Incompatible ATG Probe*



#### *Findings and Resolution:*

The tank owner was required to submit SC’s “Alternative Fuel Checklist” showing that all equipment (including the probe) was compatible with E85. The checklist was received showing that the probe and all other equipment that were now installed were now compatible.

## Case Summary 7

Site Location: Columbia, SC

Fuel Type: E85    Product Type: Gasoline/Ethanol Blend

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

**Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: STP/STP sump

Additional Details:

Non retrofitted STP

*Description of Issue:*

In 2005, prior to the introduction of SC's "Alternative Fuel Checklist", this site converted a tank to E85 without the knowledge of the SC UST Program. In 2009, the inspector visited the site for a routine compliance inspection and noted excessive corrosion on the submersible pump. In addition, sheen was observed in the water found in the E85 submersible pump sump. There was extreme corrosion on the underside of the manway lid for the E85 submersible pump.

*Findings and Resolution:*

It was determined that the submersible pump assembly was not compatible with greater than 10 percent alcohol. In August 2009, the SC Division of UST Management requested and received an incomplete "Alternative Fuel Checklist". In September 2009, a completed checklist was received; however, the submersible pump had not been upgraded. In October 2009, a letter was submitted requesting that the site be "grandfathered in" and allowed to continue use of the incompatible submersible pump. SC denied the request and the pump was replaced in October 2009.

## Case Summary 8

Site Location: West Columbia, SC

Fuel Type: E85    Product Type: Gasoline/Ethanol Blend

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

### **Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: STP

#### *Description of Issue:*

In 2005, prior to the introduction of SC's "Alternative Fuel Checklist", this site converted a tank to E85 without the knowledge of the SC UST Program. In June 2009, the inspector for the area visited the site for a routine compliance inspection and observed corrosion on the submersible pump.

#### *Findings and Resolution:*

In 2009, the SC Division of UST Management requested and received a complete "Alternative Fuel Checklist" showing that the submersible pump was compatible with high blend alcohol fuels. The owner was instructed to monitor the amount of liquids and vapors from the E85 tank that accumulate in the submersible pump sump and to not allow liquids to remain in the sump.

## Case Summary 9

Site Location: Lexington, SC

Fuel Type: E85 Product Type: Gasoline/Ethanol Blend

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

### **Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: STP

Additional Details:

STP less than one year old in the picture; was brand new when installed

#### *Description of Issue:*

In early 2006, prior to the formal introduction of SC's "Alternative Fuel Checklist", this site converted a tank to E85 without the knowledge of the SC UST Program. In 2007, the inspector visited this site for a routine compliance inspection. The inspector noted excessive corrosion on the submersible pump head and its associated components.

Supporting Pictures:

*Corroded STP*



#### *Findings and Resolution:*

Upon receipt of a completed SC "Alternative Fuel Checklist", it was determined that the submersible pump was the appropriate "AG" (alternative fuel) model and therefore compatible with E85. The manufacturer of the submersible pump clarified that the E85 vapors had caused the paint on the submersible pump housing to run to cause the appearance of corrosion. It was confirmed that none of the internal components were affected. The manufacturer confirmed that the paint formulation used on the submersible pump had changed and that they would monitor other sites across the country for any further instances relating to paint degradation. The site was monitored for any further issues and to this date none have arisen.

## Case Summary 10

Site Location: Various locations in Missouri

Fuel Type: E10/E85    Product Type: Gasoline/Ethanol Blend and Gasohol

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

### **Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: stainless steel flex connectors

#### *Description of Issue:*

Inspectors conducting routine inspections at multiple facilities have observed that the stainless steel flex connectors had turned blue. Typically, ethanol does not react with stainless steel; therefore, it was unclear as to why they were turning blue.

#### *Findings and Resolution:*

Ethanol vapors in sumps can result in the formation of corrosive acidic conditions. This can lead to an aggressive oxidation process on the threaded brass riser cap. Brass, normally very stable, is an alloy with a pretty high copper content. Because of the copper, any surface oxidation on the brass cap would embody a blue colored crust as an end result. Couple that with the metal to metal contact between the flex connector and the brass cap, and you now have a dissimilar metals corrosion cell created. With the brass actively oxidizing at an accelerated rate due to ethanol vapors being present, the stability of the brass is reduced. This allows for the stainless steel (being the more stable metal) of the flex connector to become the cathode. The corroding brass cap, due to the unstable state of aggressive oxidation, has now become the anode. The corroding brass electrons are passively being transferred or pushed to the stainless steel flex connector via the metal to metal contact. The electron transfer is such that the blue color of the copper oxide is migrating all over the stainless steel surface in an effort to "galvanically protect" the stainless steel, thus causing the "blue" flex connector.

## Case Summary 11

Site Location: Delaware

Fuel Type: E85 Product Type: Gasoline/Ethanol Blend

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

**Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: STP

*Description of Issue:*

Corrosion beginning on the submersible pump and its associated components was noted.

Supporting Pictures:  
*Corrosion Beginning on an STP*



*Findings and Resolution:*

Monitoring and replacement as needed

## Case Summary 12

Site Location: Iowa

Fuel Type: E85 Product Type: Gasoline/Ethanol Blend

Issue Type: Tank

### **Tank Issues:**

Tank Construction: Single Walled Tank Material: Steel

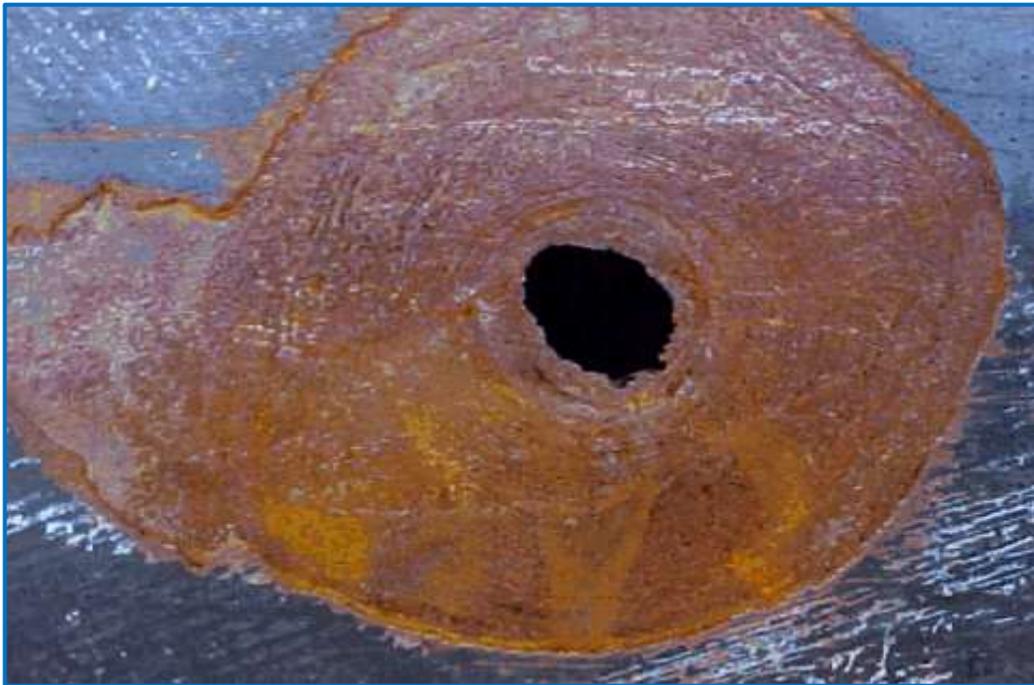
Tank Capacity: 10,000 gallons Installation Date: unk Current Tank Age: unk

### *Description of Issue:*

Tank tightness was not considered when converting from E10 to E85. Ethanol has the ability to dissolve previously plugged pinholes in storage tanks formed as a result of corrosion.

### Supporting Pictures:

*Corrosion Plug Removed by Ethanol*



### *Findings and Resolution:*

Release occurred. Tank was removed and remediation conducted.

## Case Summary 13

Site Location: Carlsbad, New Mexico

Fuel Type: E10 Product Type: Gasoline (Premium)

Issue Type: Piping

### **Piping Issues:**

Piping Construction: Double Walled Piping Material: Flex Installation Date: 1998

Additional Details:  
DW Flexible Plastic

### *Description of Issue:*

During a compliance inspection in 2009, an UST inspector found product in one of the two dispenser sumps. It was discovered that the piping was leaking from between the primary and secondary walls.

### Supporting Pictures: *Damaged Environ Piping*





*Findings and Resolution:*

During excavation of the piping around the premium STP, the UST inspectors found evidence of degradation of the outer secondary barrier. Upon further investigation, the inside of the piping was found to be deteriorated.

## Case Summary 14

Site Location: Hobbs, New Mexico

Fuel Type: E10    Product Type: Gasoline (Regular/Premium)

Issue Type: Tank

### **Tank Issues:**

Tank Construction: Single Walled    Tank Material: FRP

Tank Capacity: 8,000 gallons    Installation Date: 1989    Current Tank Age: N/A

### *Description of Issue:*

During excavation and removal of tanks in July 2011, the contractor found out that he was unable to lift the tanks using the lifting lugs. The tanks were so brittle that they split in two when lifting lugs were used.

### *Findings and Resolution:*

Tanks have been removed.

## Case Summary 15

Site Location: St. George, South Carolina

Fuel Type: E10 Product Type: Gasoline (Regular)

Issue Type: Piping

### **Piping Issues:**

Piping Construction: Double Walled Piping Material: Flex with steel components

Date of Installation: 2000

### *Description of Issue:*

During a compliance inspection in September 2012, the UST inspector found a blue buildup on steel components associated with the flexible piping in the subpump.

Supporting Pictures:  
*Blue Buildup*



### *Findings and Resolution:*

Ethanol vapors possess acidic properties and can act as a corrosive catalyst in the sump environment. This can lead to an aggressive oxidation process (similar to Missouri case study).

## Case Summary 16

Site Location: Boiling Springs, South Carolina

Fuel Type: E10 Product Type: Gasoline (Regular)

Issue Type: Piping

### **Piping Issues:**

Piping Construction: Double Walled Piping Material: Flex with steel components

Date of Installation: August 2004

### *Description of Issue:*

During a compliance inspection, it was noticed that the UPP pipe had started to bend (like previous generations of other flexible piping).

Supporting Pictures:  
*Bent UPP piping*



### *Findings and Resolution:*

Site was asked to monitor pipe for further damage.

## Case Summary 17

Site Location: St. George, SC

Fuel Type: E10 Product Type: Gasoline (regular)

Issue Type: Other (STP, dispenser, spill bucket, tank probe, etc.)

### **Other Issues (STP, dispenser, spill bucket, tank probe, etc.):**

Equipment involved: Conduit box and associated wiring within STP

#### *Description of Issue:*

Corrosion on lead and brass components of the conduit leading to white buildup.

#### Supporting Pictures

*Corrosion on Conduit in STP*



#### *Findings and Resolution:*

Monitor for further damage.

## Case Summary 18

Site Location: Haleiwa, HI

Fuel Type: E10    Product Type: Gasoline (Regular and Premium as well as Diesel)

Issue Type: Tank

### **Tank Issues:**

Tank Construction: Single Walled    Tank Material: FRP

Tank Capacity: 10,000 gallons    Installation Date: 1986    Current Tank Age: 26 years

### *Description of Issue:*

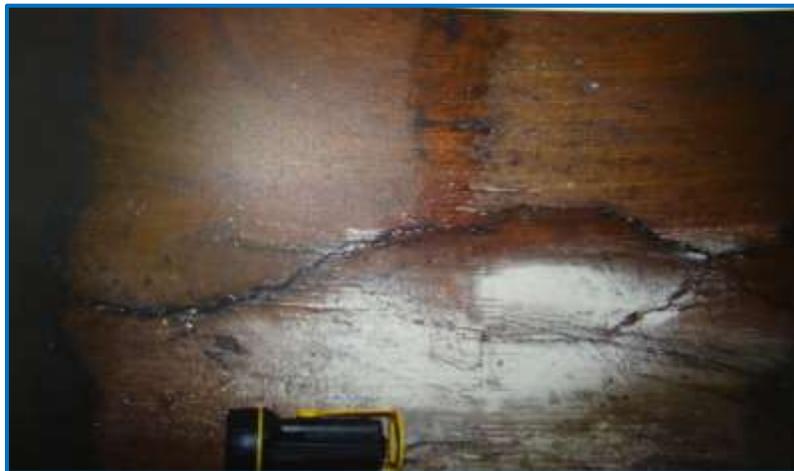
Prior to the storing of blended fuels, the USTs stored unleaded 87 and 92 octane as well as diesel. It was believed that the tanks had had been properly cleaned prior to the switching of products. The premium UST was placed in temporarily out of use (TOU) status on 12/18/2008 and was put back in service on 2/5/2009. The ATG detected the presence of water in the tank and as a result, the tank was placed back into TOU status on 2/10/2009. In 9/2009, an internal inspection of the tank was conducted. The results indicated a crack in the bottom of the tank.

### Supporting Pictures:

*92 Octane UST – breakdown observed during pre-blast inspection*



*92 Octane UST – deep crazing/crack observed during pre-blast inspection*



*92 Octane UST interior – water entering tank through crack*



*Findings and Resolution:*

The internal inspection results yielded the following information:

- Super Tank: had a crack in the bottom, some breakdown of the gel coat, initial layer of the fiberglass mat and crazing was observed
- Regular Tank: slightly deteriorated gel coat was observed, some slight flaking and exposed fiber were found throughout the tank but no visible cracks noted
- Diesel Tank: slightly deteriorated gel coat was observed some slight flaking and exposed fiber were found throughout the tank but no visible cracks were observed.

The issue was resolved for all three tanks by having the USTs lined.

## Case Summary 19

Site Location: Kailua, HI

Fuel Type: E10 Product Type: Gasoline (Regular and Premium)

Issue Type: Tank

### **Tank Issues:**

Tank Construction: Single Walled Tank Material: FRP

Tank Capacity: 10,000 gallons Installation Date: 1987 Current Tank Age: 25 yrs

#### *Description of Issue:*

Prior to the storing of blended fuels, the USTs stored unleaded 87 and 92 octane. It was believed that the tanks had had been properly cleaned prior to the switching of products. The premium UST was placed in temporarily out of use (TOU) status in 6/2008 due to a suspected release. It was repaired and lined then brought back in service in 12/2009. A failed CSLD test was reported and as a result the tank was placed back into TOU status in 10/2010. An internal inspection of the tank revealed that the new liner was damaged. It was thought that the liner did not adhere to the fiberglass properly.

#### Supporting Pictures:

*UST 92 Octane interior view: horizontal cracking in tank shell*



*UST 92Octane interior view: lining deteriorated*



*Findings and Resolution:*

A release was confirmed and all USTs were removed in early 2012.

## Case Summary 20

Site Location: Waipahua, HI

Fuel Type: E10 Product Type: Gasoline Premium

Issue Type: Tank

### **Tank Issues:**

Tank Construction: Double Walled Tank Material: FRP

Tank Capacity: 12,000 gallons Installation Date: 1989 Current Tank Age: 23 yrs

#### *Description of Issue:*

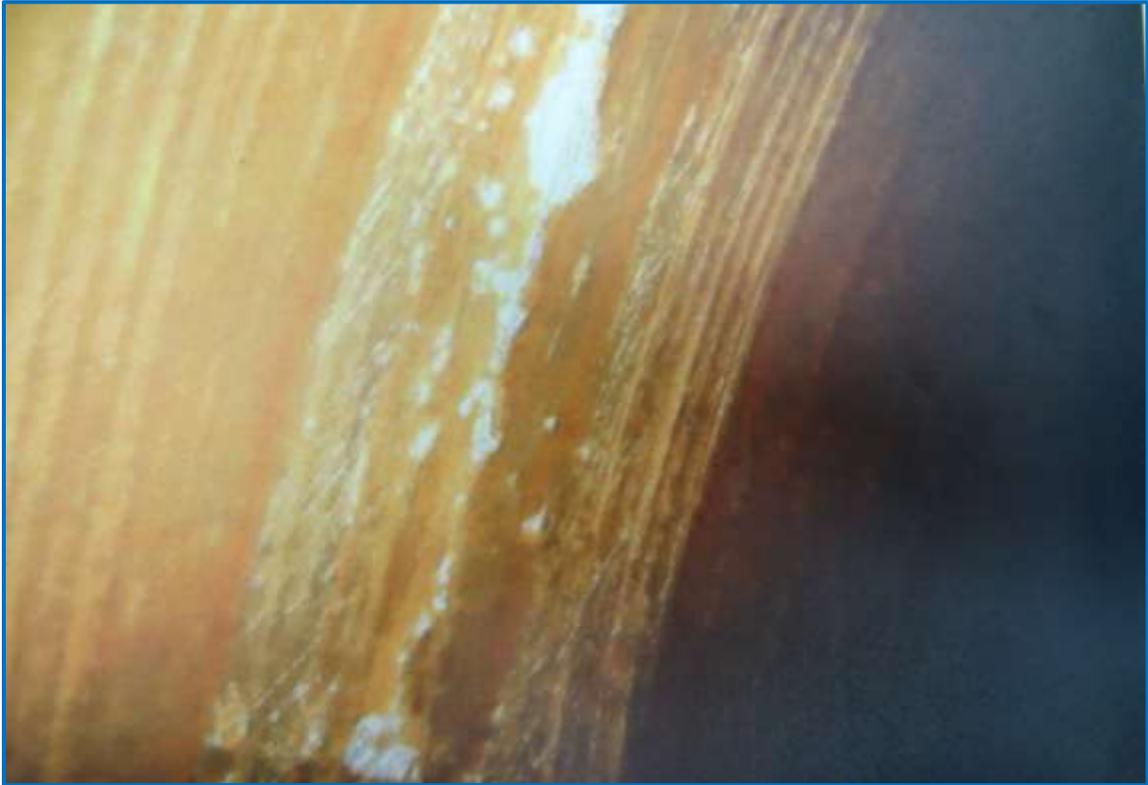
Prior to storing blended fuel, UST stored unleaded 92 octane. It was believed that the tank was interior cleaned prior to switching product. Tank was placed on a TOU status on 9/23/2009 for relining and brought back in service on 3/24/2010. Tank was again TOU on 7/16/2011 because product was found in the interstice. The tank was lined for a second time and then was brought back in service on 12/16/2011. Currently, tank is TOU since 8/6/2012 due to breach in the inner shell

#### Supporting Pictures

*UST fibers exposed due to chemical exposure*



*92 Octane UST deteriorated gel-coat causing delamination*



*Findings and Resolution:*

Tank was lined twice and is currently TOU

## Case Summary 21

Site Location: Honolulu (Lawehana), HI

Fuel Type: E10 Product Type: Gasoline (Regular, Plus and Premium)

Issue Type: Tank

### **Tank Issues:**

Tank Construction: Single Walled Tank Material: FRP

Tank Capacity: 10,000 gallons Installation Date: 1986 Current Tank Age: 26 yrs

#### *Description of Issue:*

Prior to the storing of blended fuels, the USTs stored unleaded 87, 89 and 92 octane. It was believed that the tanks had been properly cleaned prior to the switching of products. The premium UST failed several CSLD and static tests and was therefore placed in TOU status on 8/14/2009. All three tanks were internally inspected and consequently the remaining two tanks were placed in TOU status. Free product was also found in two groundwater wells connected to the tank catchment pit.

#### Supporting Pictures:

*UST 87 Octane internal view: gel deterioration*



*UST 89 Octane internal view: crack*



*Findings and Resolution:*

All three USTs showed severe deterioration of internal Gel coat with exposure of fiberglass fibers. There were visible cracks as well as a 2.5 feet long crack on the bottom center and at both ends of the premium UST. There was one (1) large area of crazing in the plus tank. All tanks were eventually lined and returned to service on 10/21/2009.

## Case Summary 22

Site Location: Kihei, HI

Fuel Type: E10 Product Type: Gasoline (Regular, Plus and Premium)

Issue Type: Tank (master and slave)

### **Tank Issues:**

Tank Construction: Single Walled Tank Material: FRP

Tank Capacity: 10,000 gallons Installation Date: 1985 Current Tank Age: 27 yrs

#### *Description of Issue:*

Prior to the storing of blended fuels, the USTs stored unleaded 87 and 92 octane. It was believed that the tanks had been properly cleaned prior to the switching of products. The premium tank was placed in TOU status on 8/17/2010. Water was found in the UST and “spider web” cracking was also noted. The ATG probe, however, did not note any possible loss/leak of product. Further investigation eventually confirmed a release. All tanks were internally inspected.

#### Supporting Pictures:

*UST 87 Octane (master) - Gel-coat breakdown exposing fibers*



*UST 92 Octane interior – cracked shell*



*Findings and Resolution:*

After the internal inspection the following was noted:

- Super Tank: was in unsatisfactory condition. The gel coat exhibited breakdown and laminate layers contained creases that resulted in buckles between the stiffening ribs. Chemical attack was observed throughout the tank shell and the bulkheads. On 3/29/2011, the tank was permanently closed in place.
- Regular Tank: Master and slave tanks both exhibited some early signs of breakdown within the gel coat and laminate layers of fiberglass on the shell and bulkheads. The USTs were eventually lined.

### **Case Summary Template**

The ASTSWMO Alternative Fuels Workgroup is still gathering documentation on fuel material incompatibility cases, and if you have any, we would appreciate it if you could use the template below to share this information with us. Pictures supporting the issues observed would be tremendously useful.

**Mini Case Summary – Fuel and Equipment/Material Issues**

Site Name/Location: \_\_\_\_\_

Fuel Type: E10\_\_ E15\_\_ E20\_\_ E85\_\_ E100\_\_ B20\_\_ B100\_\_ Other: \_\_\_\_\_

Product Type: Gasoline (Regular\_\_ or Premium \_\_) Gasohol \_\_ Biodiesel \_\_

Issue Type: Tank \_\_ Piping \_\_ Other (STP, dispenser, spill bucket, tank probe, etc) \_\_

**For Tank Issues:**

Tank Construction: Single Walled \_\_ Double Walled \_\_

Tank Material: Steel \_\_ Composite \_\_ FRP \_\_\_\_\_

Tank Capacity: \_\_\_\_\_

Installation Date: \_\_\_\_\_ Current Tank Age: \_\_\_\_\_

**Additional Details:**

If known – manufacturer, make, model number, etc. *(we will not be reporting this information; however, it may be useful for putting together a confidential spreadsheet to look for possible trends)*

**Description of Issue (Background info and field observations):**

*Provide a brief history of tank (product stored prior to the alternative fuel, was tank interior cleaned prior to switching product, was equipment evaluated/replaced for compatibility, timing on the appearance of incompatibility issues after switching products, etc.)*

*Describe field observations and/or other observations that prompted further investigation (evidence of corrosion, product leaks or seepage, failed component, etc).*

**Supporting Pictures:**

*Please attach photo documentation of the issue described above if available.*

**Findings and Resolution:**

*Describe findings and evidence that caused you to conclude that the issue described above was directly related to material incompatibility with the alternative fuel.*

*Describe consequences of the incompatibility and how the issue was resolved (resulted in a release to environment, replaced incompatible materials, removal of tank, enforcement action, etc)*

**Piping Issues:**

Piping Construction: Single Walled \_\_ Double Walled \_\_

Piping Material: Steel \_\_ Composite \_\_ FRP \_\_\_\_\_ Flex \_\_\_\_\_

Date of Installation: \_\_\_\_\_

**Additional Details:**

If known – manufacturer, make, model number, etc. *(we will not be reporting this information; however, it may be useful for putting together a confidential spreadsheet to look for possible trends)*

Description of Issue (Background info and field observations):

Supporting Pictures:

Findings and Resolution:

**For Other Issues (STP, dispenser, spill bucket, tank probe, etc):**

Equipment involved:

Additional Details:

If known – manufacturer, make, model number, etc. *(we will not be reporting this information; however, it may be useful for putting together a confidential spreadsheet to look for possible trends)*

Description of Issue (Background info and field observations):

Supporting Pictures:

Findings and Resolution: