

# Operations Bulletin



Bulletin 107

Filter Sampling Point Issues

9<sup>th</sup> Feb 2018

## Introduction

JIG 1 section 5.3.1 requires that for fuellers, fuel samples shall be taken downstream of filters during fuelling. For Hydrant servicers, JIG 1 section 5.3.2 and JIG 4 section A7.1 require that fuel samples shall be taken downstream of filters during fuelling and from the sump of Filter Water Separators (FWS) or upstream of filter monitors after fuelling.

A number of JIG inspections have identified issues with filter labelling and sample point piping on some fuelling vehicles fitted with FWS, which have resulted in incorrect sampling on the ramp. The following issues have been identified on fuelling vehicles with FWS:

- The sump drain was not connected to the visi-jar for after fuelling sampling.
- The inlet side of the FWS, instead of the FWS sump, was connected to the visi-jar for after fuelling sampling
- The sampling points were incorrectly labelled, e.g. the piping connection from the downstream filter side was labelled as "After fuelling sample" and vice versa.

The issues described above were not associated with a specific vehicle manufacturer or a specific region, instead it appears these issues are widespread.

Into-plane fuelling companies shall verify that filter sampling connections on their fuelling vehicles are consistent with the type of filter fitted on each vehicle and sampling points are correctly labelled. The labelling of each sampling point shall clearly indicate the origin of the sample, e.g. the outlet filter side may be labelled as "Filter Outlet", the inlet filter monitor side may be labelled as "Filter Inlet" and the FWS sump may be labelled as "Filter Sump", or other equivalent wording shall be used.

## Actions to Implement this Bulletin (See Table 1 for Action Type Codes)

Action Description	Action Type	Target Date	Completion Date
Into-plane fuelling companies shall trace the filter sampling lines on all fuelling vehicles to verify that: 1) sampling points are correctly labelled, and 2) sampling connections are consistent with the type of filter fitted on the vehicle, i.e. upstream and downstream piping connections for filter monitors; sump and downstream connections for FWS.	RP		30 <sup>th</sup> April 2018
If issues are identified as part of the above checks, re-pipe filter sampling lines and/or re-label any incorrect sampling points. In the interim, until any issues are fixed, the samples still need to be taken from the correct location (e.g. temporarily sampling into a jar).	RP		30 <sup>th</sup> June 2018

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**Table 1 Action Type Codes**

Action Types	JIG Bulletin Action Type Definition
JS	Change to JIG Standard – to be adopted by JV and/or Operator to continue to meet the JIG Standard(s) (JIG 1, 2, 4, EI/JIG 1530 and the JIG HSSE Management System).
RP	JIG Recommended Practice which the JV should consider adopting as its own practice (**).
I	Issued for information purposes only.

Note (\*\*) - If the JV agreements require any of the JIG Standards and/or any of the JIG Common Processes as the governing operational standard then adoption of changes to applicable JIG Standards and/or Common Processes should not be considered optional by the JV Board.

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