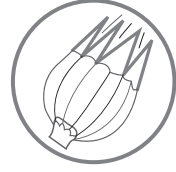
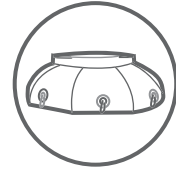


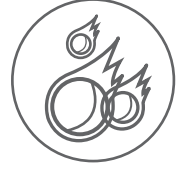
RIDE-SIDE OPERATIONS MANUAL



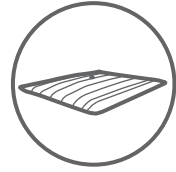
Bambi Bucket



Fireflex



Dragon



Remote Site



Environmental



Emergency Response

RIDE-SIDE BERM OPERATIONS MANUAL - Version A

Issue Date: August 2008

PLEASE READ BEFORE USING.

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We Engineer Solutions

Ride-Side Berm Operations Manual (Version A)

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Section 1: Overview

Overview of the Ride-Side Berm

Introduction

This manual provides the necessary information and instructions for the installation, operation, maintenance, shipping and safe use of SEI Industries' Ride-Side portable secondary containment berm liner system.



Additional copies of this manual are available from SEI Industries Ltd.

Description of the Berm System

The Ride-Side drive over berm system is a portable secondary containment berm liner, intended to prevent spills from transport vehicle or containers carrying liquids or hazardous materials. These berms are also ideal for wash down and decontamination systems. The liner is constructed of polymer-coated nylon or polyester fabric, although some models may be constructed of urathane-coated nylon. This berm system can also be used for larger applications that require superior environmental protection.

The Ride-Side berm is supported with aluminium L-rods that fit into fabricated pockets found on the side of the liner. There are five different standard sizes available, all 15" high. The end walls have collapsable foam supports to allow vehicles to enter and exit the berm, hands-free. These end walls float to their upright position as liquid accumulates in the berm.



Fabric Information

There are two types of fabric available with Ride-Side berm systems:

- 30oz Chem-Shield
- Petro-Shield (Arctic berms)

Chem-Shield (30oz. black/black color)

Chem-Shield liners are constructed with interpolymer alloy coating that combines excellent durability with resistance to many chemicals. This fabric is suitable for containment of oily water, sludge, transformer mineral oil, sulphuric acid, PCB transformer oils, 30% chlorine, ammonium hydroxide, ethanol and fertilizer. This liner is designed to contain most chemicals to -20 F. Call SEI to confirm usage of a specific chemical. Using optional corrosion proof fittings, phosphoric acid (10%) and sodium hydroxide (60%) is also permissible.

Petro-Shield (tan/tan color, used in Arctic berms)

Petro-Shield liners are constructed from urethane-coated nylon that meets U.S. military specification MIL-T-52983G for fuel tanks. The following fluids are acceptable for containment: Jet A, Jet B, JP-1, JP-4, JP-8, kerosene, avgas, diesel fuels with less than 40% aromatic content and isopropyl alcohol suitable to -50 F. Petro-Shield fabric is not suitable for use with gasoline (contact SEI for information on the Desert King). Petro-Shield fabric meets U.S. military specification MI-T-52983G and ATPD-2266.

The Arctic berm material (Petro-Shield) will provide longer service life due to a higher abrasion resistance. Arctic berms (Petro-Shield) can also be used in warmer climates.

Important Note

Please contact an SEI representative for information on which fluids are acceptable for containment in a chemical resistant berm system. The user is responsible for ensuring the berm is suitable for each application.

Chemically Resistant Berm Systems

Chemically resistant berm systems are made from polymer coated polyester or nylon fabric. This fabric combines excellent durability with resistance to many chemicals.

The data shown in the chart on the next page is the result of laboratory tests and is intended to serve only as a guide. No performance warranty is intended or implied. The degree of chemical attack on any material is governed by the length of time, temperature and size of the area exposed.

When considering chemically resistant berm systems for specific applications, a fabric sample should be tested in as close to actual service conditions as possible.

Fabric Chemical Resistance

	Chem- Shield	Petro-Shield Arctic King		Chem- Shield	Petro-Shield Arctic King
ACIDS			ORGANICS (Continued)		
Acetic, 5%	G	-	Kerosene	E	G
Formic, 20%	P	P	Methylene chloride	P	P
Hydrochloric, 10%	E	P	Methyl ethyl ketone	-	F-P
Sulfuric, 20%	E	F-G	N-Methyl-2-Pyrrolidene	D	D
			Oil, Texas crude	F-G	-
ALCOHOLS			Oil, detergent 20W	E	-
Ethanol	E	-	Oil, Skydrol type B	D	-
Isopropanol	-	P	Oil, transmission type A	E	E
Methanol	E	F	Perchloroethylene	P	F
			Pyridine	D	D
ALKALI			Tetrahydrofuran	D	D
Sodium hydroxide 20%	E	F-P	Toluene	P	F
Ammonium hydroxide 10%	-	P	Trichloroethylene	P	P
			Turpentine	G	G
ORGANICS			MISCELLANEOUS		
Acetone	P	P	Chlorox (5%)	E	F-P
ASTM Fuel A	E	G	Calcium chloride saturated solution	-	G
ASTM Fuel B	E	F-G	Freon 113	P	P
ASTM Fuel C	G	F	Freon 11B	P	P
ASTM Oil #1	E	E	Freon 12	G	G
ASTM Oil #2	E	E	Hydrogen disulfide (5%)	G	G
ASTM Oil #3	E	E-G	Mr. Clean	G	G
Benzene	-	F-P	Sodium chloride saturated solution	G	G
Brake fluid, Type A	G	F-P	Synthetic perspiration	G	G
Brake fluid, (H.D.)	G	-	Tide (1%)	G	G
Butane	G	G	Water	G	F
Carbon tetrachloride	F	F			
Cyclohexanone	D	D			
Dimethyl formamid	D	D			
Dimethyl sulfoxide	D	D			
1, 4-Dioxane	F	D			
Diocetyl phthalate	G	G			
Ethylene dichloride	-	P			
Ethylene glycol	-	G			
Ethylene glycol 50% H2O	G	G			
Gasoline, 100 octane	G	G			

E -excellent, little or no change
G -good, slight loss in properties, slight swell
F -fair, swelling and some loss in properties
P -poor, significant loss of properties and significant swelling
D -dissolves
Note: Chemical resistance generally improves with increasing hardness.

Note: This table should be used as a guide only. Consult SEI Industries for specific applications.

Standard Equipment

The Ride-Side system comes complete with a ground sheet, mini-ramps, L-rods and pre-installed stake down tabs as well as a crate for shipping and a repair pouch. All repair instructions are found in this manual.

Berm Fabric and Capacities

CHEM-SHIELD

MODEL	CAPACITY		INSIDE DIMENSIONS (L x W x H)		SHIPPING WEIGHT	
	USG	LITERS	FT. / IN.	METERS	LBS.	KG.
RSIB152015	2800	10600	15' x 20' x 15"	4.57 x 6.10 x 0.4	180	82
RSIB202015	3740	14157	20' x 20' x 15"	6.10 x 6.10 x 0.4	257	117
RSIB302015	5610	21236	30' x 20' x 15"	9.14 x 6.10 x 0.4	314	142
RSIB402015	7480	28315	40' x 20' x 15"	12.19 x 6.10 x 0.4	375	170
RSIB502015	9350	35393	50' x 20' x 15"	15.24 x 6.10 x 0.4	428	194
RSIB602015	11220	42472	60' x 20' x 15"	18.29 x 6.10 x 0.4	481	218

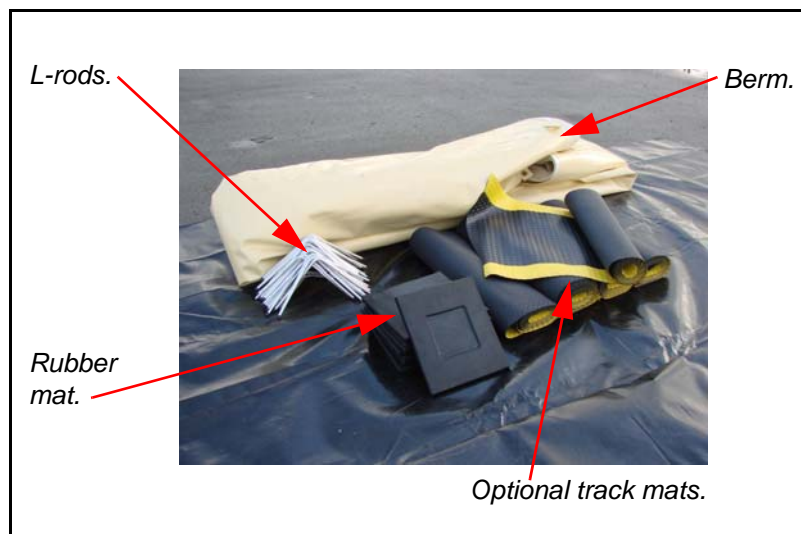
ARCTIC SHIELD

MODEL	CAPACITY		INSIDE DIMENSIONS (L x W x H)		SHIPPING WEIGHT	
	USG	LITERS	FT. / IN.	METERS	LBS.	KG.
RSIB152015A	2800	10600	15' x 20' x 15"	4.57 x 6.10 x 0.4	192	87
RSIB202015A	3740	14157	20' x 20' x 15"	6.10 x 6.10 x 0.4	274	124
RSIB302015A	5610	21236	30' x 20' x 15"	9.14 x 6.10 x 0.4	335	152
RSIB402015A	7480	28315	40' x 20' x 15"	12.19 x 6.10 x 0.4	400	181
RSIB502015A	9350	35393	50' x 20' x 15"	15.24 x 6.10 x 0.4	457	207
RSIB602015A	11220	42472	60' x 20' x 15"	18.29 x 6.10 x 0.4	514	233

Optional Equipment

Also available from SEI Industries:

- Track belting to protect the inside of the berm from tires.
- RainDrain system
- High wind stakes
- Groundsheet to protect the bottom of the berm
- Carrying bag

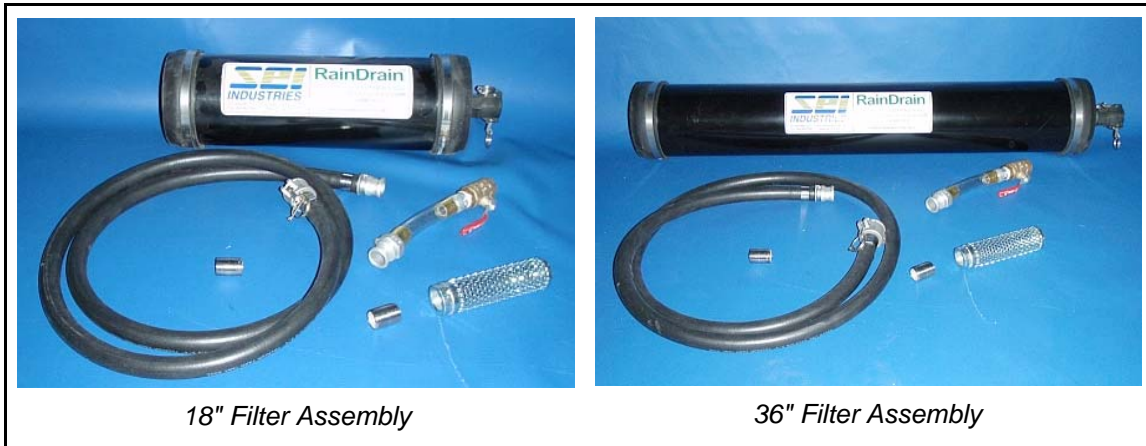


RainDrain Overview

The RainDrain system allows operators to continuously gravity-drain rain water from secondary containment berms without having to monitor the discharge. The RainDrain is designed as a go-no-go filtration system that will automatically stop the flow of discharge water when it is full or when there is a large amount of hydrocarbons present in the water being discharged.

The RainDrain system allows rainfall and water from other sources to be discharged from the berm. The filtration unit stops all target contaminants, acting as a hydrocarbon selection unit and reducing the discharged water below 10 ppm hydrocarbon content.

When the filtration unit reaches containment capacity, it will automatically cease to discharge all fluids. When this occurs the filter cartridge will have to be replaced. Once that is completed, the system is ready for normal operation.



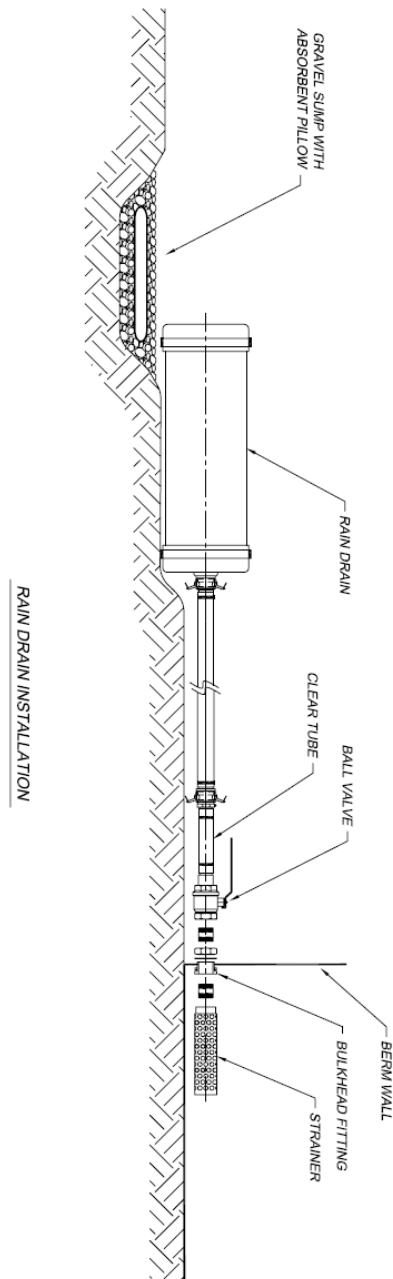
Important Note

The amount of hydrocarbons present in the secondary containment system will determine the frequency in which to replace the filter cartridge.

Warning

In the event of a catastrophic failure of a primary wheel-mounted containment tank (that is secured within a Ride-Side berm and protected by the RainDrain), the subsequent spill of a significant amount of fuel will cause the filter to shut down automatically. It is still possible that a small amount of fuel will escape through the RainDrain because of the higher fuel to water discharge ratio. This discharge can be trapped in a small discharge pit filled with hydrocarbon absorbent pads.

RainDrain Installation



RainDrain Specifications**Models**

Model #	Oil Capacity	Water Flow Rate	Dimensions	Weight
IBMKF0618	.5 USG 1.9 Liters	.32 USGPM 1.2 L/Min	6" Dia. X 18" L (15 cm x 45 cm)	13 lbs. (5.89 Kg)
IBMKF0636	2 USG 7.6 Liters	.32 USGPM 1.2 L/Min	6" Dia. X 36" L (15 cm x 91 cm)	26 lbs. (11.79 Kg)

The RainDrain meets or exceeds the design requirements as well as free oil and grease water *discharge* levels for the following regulations:

- Environmental Protection Agency (EPA) 40 CFR Part 112.7
- Canadian Council of Ministers of the Environment (CCME) Code of Practice for above ground and underground storage tank systems containing petroleum and allied petroleum products. Section 3.10.3(1)(b)(i)
- British Columbia Waste Management Act, BC Regulation 168/94
- Alaska State AAC-75.075

The RainDrain is designed to produce a *discharge* of water that does not contain more than 10mg/L of free oil and grease as measured by the partition-gravimetric method. Independent testing has proven the RainDrain exceeds this performance requirement and those results are available upon request.

Based upon data available to SEI Industries Ltd. components in this product are not hazardous under the OSHA Hazard Communication (29 CFR 1910.1200).

Section 2: Safety

Safety Precautions

Handling Chemicals and Fluids

When handling chemicals and fluids, the following rules should be observed:

- Use approved skin and eye protection as required.
- Use suggested safety procedures; contact the chemical manufacturer for the specific material safety data sheets.

Handling of Petroleum Fuels

Handling of petroleum fuels is always a potentially dangerous operation. The following rules should be observed:

- Keep the fueling site free of debris and flammable materials such as dry grass, etc.
- Observe all normal safety practices; e.g. a strict ***no smoking*** rule.
- Collect all intentional spillage in a container and discard safely.
- Keep all unnecessary personnel off site.
- Use grounding devices where applicable.
- Have fire extinguishers manned during refuelling.
- Do not pack and ship containers with fuel residue inside.

Personnel Safety

The berm liner can become slippery when snow or water has accumulated inside. Track belting and proper footwear is recommend when walking inside the berm liner.

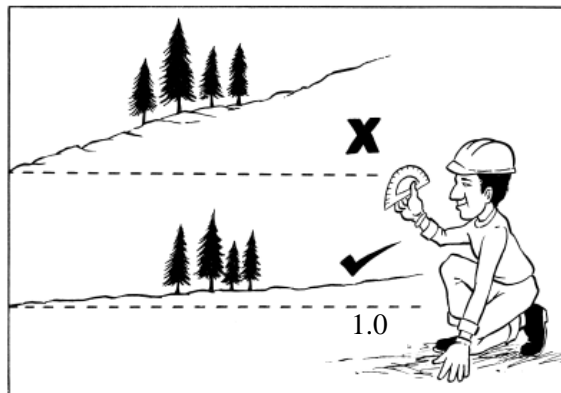
Section 3: Installation

Installation Procedures

Selecting a Site

The Ride-Side berm system may be installed on asphalt, concrete, sand or soil if the surface is well groomed and level. The site selected must be free of rocks, sticks and other debris that may damage the floor of the berm.

Select a site approximately 6' (1.8m) larger in each direction than the overall berm size (see *Specifications and Parts* for overall dimensions). For best operating conditions, the slope of the site selected should not exceed one degree in any direction. Any slope will reduce the capacity of the berm. However, if the site has a slope in only one direction, it can result in better draining of the berm.



Select a site (maximum slope one degree).

Preparing the Site

Important Note

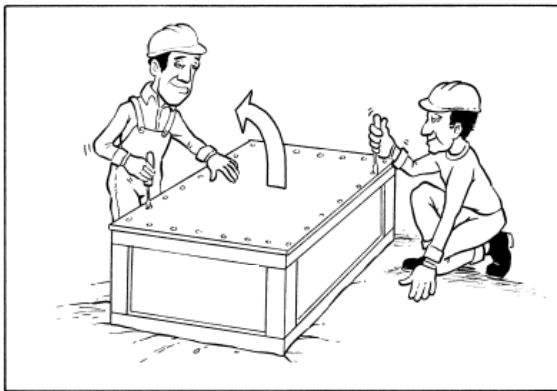
SEI recommends consulting a soils engineer to determine soil composition. A soils engineer can also determine if the soil is stable enough to support the weight of the berm and any vehicles inside the berm.

The surface of the ground should be smooth and firm. If the berm is to be installed on a paved surface, the surface should be swept clean before installation. Sharp gravel on top of a hard surface may puncture the berm. If the ground surface is too rough or irregular, it must be prepared by placing 1-2" (25-50 mm) of pea gravel covered by 1-2" (25-50 mm) of sand or soil. This also provides some drainage and helps keep water away from the liner.

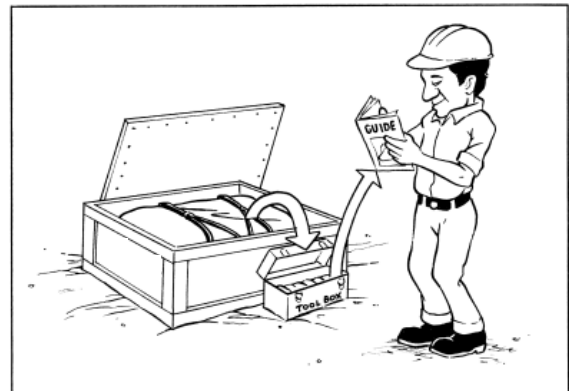
A groundsheet is recommended to protect the bottom surface of the berm from sharp objects (available from SEI Industries). An inside chafing liner is also available if objects are to be stored beside the track belting.

Assembling the Berm

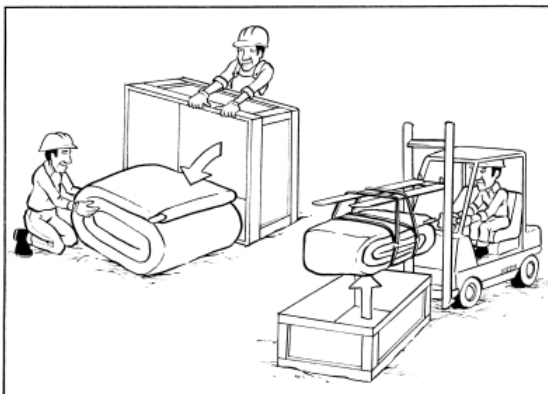
Move the crate to the assembly site and follow the procedures below:



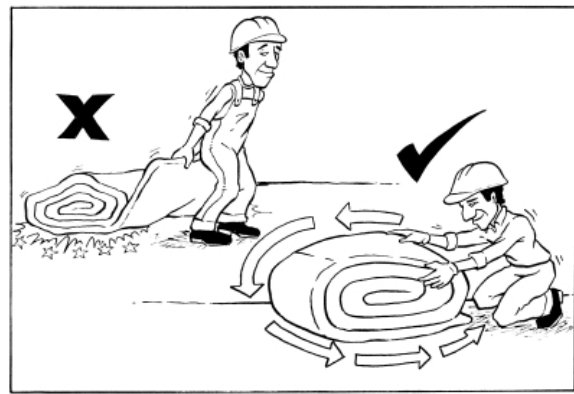
1. Open the crate.



2. Read the operator's manual.



3. Tip the crate and roll the liner and berm out OR lift the liner out with straps.



4. Roll the liner and berm to move it. Do not drag.

5. The shipping container should be retained for storage or for shipping the berm to a new location. Note how the liner is folded for easy return to the container.
6. If the berm is to be equipped with a groundsheet, spread the groundsheet out first. The groundsheet must be at least 2-3' larger than the berm itself.

Important Note

If the berm is equipped with both a groundsheet and a chafing liner, the groundsheet will be the largest of the two.

7. Place the groundsheet at one corner of the site.



Groundsheet

8. Unfold the groundsheet and centre it along one edge of the site.



9. Unroll the groundsheet across the site.



10. The groundsheet should now look like this.



11. Pull the edges of the groundsheet to remove wrinkles. Flapping the edge to trap air will make it easier to pull flat.

Warning

Do not drag the berm without a barrier to protect the fabric from the ground.

Important Note

When deployed, the berm liner can be moved by having personnel at opposite sides of the liner lift the edges. By flapping the edges, air is caught under the berm allowing the berm to be moved without possible damage.

- Using the crate liner fabric, carefully drag or roll the berm onto the groundsheet.



Folded berm liner.

- The size of your berm will determine how it should be placed on the groundsheet. As you begin to unroll the berm, you may need to adjust its position to align the long and short sides.



14. To adjust the alignment of the berm, lift the berm by pulling on each end and move it into the correct position. For larger berms, re-roll the berm and place the crate liner material under the berm to slide it to the correct position.

15. Unfold the berm liner (ensuring the alignment is correct) as shown and pull the berm liner flat to ensure there are no wrinkles.



16. Unroll the berm liner across the site.



- 17. Insert L-rods into the bottom pockets.



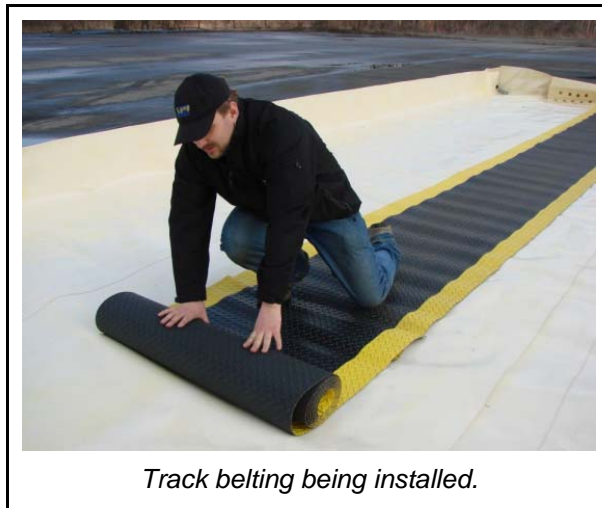
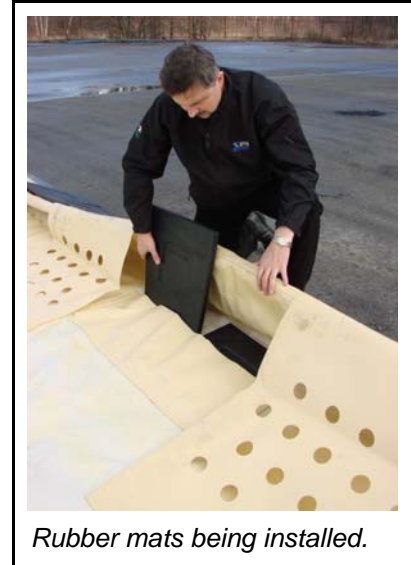
- 18. Rotate the L-Rod into the top pocket.



- 19. Secure the L-rod in the top pocket with the snap.



20. After all L-rods have been installed and secured, from the outside edge pull on the berm liner to remove all wrinkles.
21. If required, add the rubber mats (supplied) and track belting (optional). The rubber mats come with the berm; 15' berms or narrower = four mats supplied, 20' berms = eight mats supplied.
22. Insert mats into the pockets at each end of the berm.
23. If track belting has been purchased, install by starting the belting at one end of the berm and unrolling it to the opposite end.



Important Note

If the berm is equipped with the optional chafing liner, it should now be spread out evenly inside the berm. If sharp or abrasive equipment is to be placed inside the berm, plywood panels can be laid down to protect the fabric.

High Wind Precautions**Warning**

When using the Ride-Side system near a helicopter or in high wind areas, it must be secured with tie-downs or sandbags to prevent the helicopter downwash or wind from lifting the liner. Helicopters can create enough downwash to lift an unsecured empty berm liner completely off the ground. This could cause a rotor strike.

1. To secure the Ride-Side system in high wind areas, place sandbags inside the liner near the edges. If the berm is empty, sandbags should also be placed on the corners of the liner.
2. High wind stakes should also be installed.



High wind stake.

Section 4: Maintenance

Maintenance and Repairs

Spill Clean-Up

Caution

The Ride-Side system is for temporary secondary containment. Neutralize or transfer spills collected within the liner to permanent holding containers promptly.

Chemical resistance data is based on an exposure limit of 28 days duration at room temperature. The liner may be over-lined with disposable thin polyethylene sheeting for rapid clean up of spills.

Removing Water and Foreign Materials

Caution

SEI Industries Ltd. will not be liable for any loss of stored liquids or related damage. To maximize spill retention volume, inspect the Ride-Side frequently and remove rain water, snow or dirt promptly from the liner.

If the water has any chemicals floating on the surface or suspended in the water, a filter system should be used to eliminate these chemicals before allowing the water to return to the environment. SEI Industries recommends using SEI's RainDrain system for removing hydro-carbons. For non hydro-carbon chemicals, contact the local authorities to determine how to safely dispose of the chemicals.

To facilitate the pumping of water from inside the berm, each berm should be equipped with a manually operated pump. The pump should be located at the lowest point in the berm. An automatic pump should not be used as it would pump out any spillage in the berm.

If the Ride-Side is installed on a grade, the liner can be un-hooked from the L-rod on the downhill side to allow the water to drain. After the water has drained, re-attach the L-rods. Do not leave the berm unattended while one side is lowered to facilitate draining. SEI Industries can automate this process with the RainDrain system. See this manual for more information.

Extending the Service Life of the Ride-Side System

As with any equipment, the service life of the Ride-Side system can be extended with proper care. Various factors affect portable berms:

- Ultra-violet radiation
- Folding
- Abrasion
- Moisture
- Temperature
- Type of liquid stored

Longer service life can be achieved by using the Ride-Side in shady, dry, cool conditions and by not moving it frequently.

The following suggestions will help extend berm service life:

- When moving the liner, it should not be dragged or abraded. The folds should be made at different places each time the liner is moved. Be particularly careful with fork-lifts, the liner should be rolled onto the forks rather than sliding the forks under the tank.
- Spilled fluids should be removed promptly from the liner or tubes.
- The site should be arranged so the liner or tubes will not be sitting in water. A ditch around the berm will allow water to collect below the berm pad.
- Fabric berms are affected more by some liquids than by others. Contact SEI Industries for information on the liquid you intend to store.
- If vehicles are intended to enter/exit the berm, track belting is recommended.



Repairs

Using Glue

Tools and Materials Required

- Roller
- Scissors
- Patch material
- Glue
- Solvent (isopropyl rubbing alcohol is recommended)
- Abrasive pad

Important Note

Try a test repair before attempting to repair the item. It is much harder to fix a repair once a failed attempt has been made as the hardened glue is difficult to remove.

Before commencing repairs using glue, the following should be noted:

- The weather should be warm (above 60 deg. F or 15 deg. C) and dry.
- If the glue and patch are not properly placed, air bubbles will be created between the glue and patch.
- The patch should be weighted down for 8-12 hours.
- The repaired item should not be used before the glue has set.

Important Note

Dura-Seal glue has been designed specifically for the SEI family of fabrics. The shelf life of this adhesive is about one year. Fresh adhesive can be obtained directly from SEI Industries Ltd.

Warning

Glue vapours are highly explosive. Explosive vapours may occur causing fire and/or injury. Keep away from all sparks, flame, lighters or cigarettes.

Solvent and glue are both extremely hazardous. Use solvent and glue under well ventilated conditions only.

When using a warm air fan, either use one which is rated EXPLOSION PROOF or make sure that there is a steady flow of air past the work area to remove fumes as they are generated.

Repairing in High Humidity

In conditions of high humidity, a proper technique is essential for securing the bond strength desired as the presence of surface moisture can destroy the effectiveness of the cemented bond.

The evaporation of solvent from the adhesive may reduce the surface temperature below the dew point resulting in condensation of water vapour on the surface of the adhesive. This is often visible as fogging or a milky white appearance on the surface.

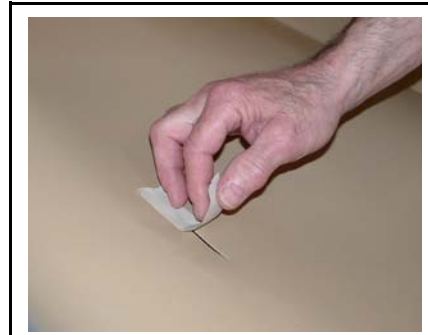
The use of a solvent to clean the surface prior to cementing can also reduce temperatures below the dew point.

To overcome the high humidity problem, raise the temperature of the patch area. This can be accomplished with a warm air fan.

Applying the Glue

Small scrapes, damaged fabric coating or pinholes, which are not leaking, can be repaired with glue only. They do not require a patch. (A small scrape is defined as damage to the outer fabric coating only. A pinhole is defined as a small puncture that is not leaking.) However, damage to the base fabric must be repaired with a patch.

1. Fill the weight bag with water prior to beginning repairs.
2. Clean the area to be repaired with an abrasive pad dampened with solvent. Remove all traces of masking tape, if previously used. If possible, place a piece of masking tape on the back side of the item being repaired.



Apply masking tape on the back-side of tear.

3. Paint the damaged area with glue. Use a thick coat of glue, overlapping the edges of the repair by 1" (25 mm). Be sure that the edges are well coated. A damaged coating should be given two coats of glue. Apply the second coat within four hours of the first coat.



Squeeze glue around tear and spread with fingers.

Important Note

Allow repair to harden for 24 hours at room temperature before using the item.

Gluing with Patches

If liquid is escaping or there is dampness around the damaged area, the item must be drained. If the damaged area is still dry, it will be possible to obtain a good bond without draining the item.

Any loose coating should be cut back with scissors. Trim to a point where there is a solid bond between the reinforcing fabric or scrim and the coating.

1. Support the damaged area on a flat, solid platform. If the item is drained, the damaged area should be supported above the rest of the item. This allows residual liquid to drain away from the damaged area. This platform should be strong enough to support the fabric (flat) and allow the patch to be rolled once it is in place.



2. Scrub the damaged area with an abrasive pad dampened with solvent (isopropyl rubbing alcohol is recommended). Scrub vigorously to remove the cured surface. The area should be clean and dry with a dull matte finish.



Caution

Solvent will damage the fabric if too much is used or if the fabric is left exposed to solvent residue.

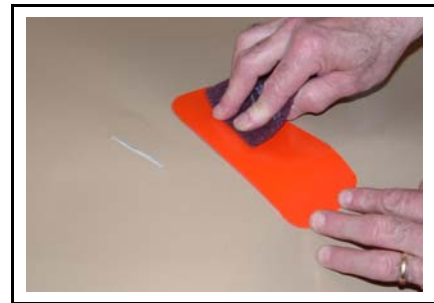
3. Wipe with a rag, dampened with solvent, to remove any residue from cleaning. Check to see if the area is totally clean and all coated surfaces and edges are dull. If not, repeat the cleaning. This is critical for a good glue bond.

Cutting the Patch

1. Cut a patch. The patch should be at least 2" (50 mm) larger in every direction from the damaged area. A round patch is recommended but, if a rectangular patch covers the damage better, then round all corners.

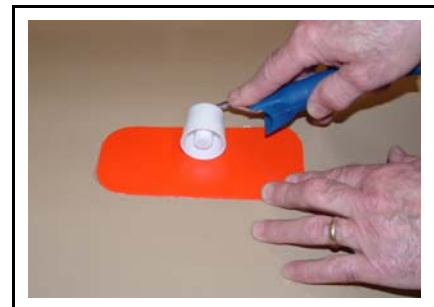


2. Clean the patch by scrubbing with a pad dampened with solvent. Rub vigorously to remove the gloss from the fabric. Clean both sides of the patch, as it is easy to get the patch turned over during installation. The patch should also be cleaned on the outside since it will be painted with glue later.



Applying the Patch

1. Apply the Dura-Seal glue to the patch and damaged area. Wait 30 minutes (at 75 deg. F or 22 deg. C) for some of the solvent to evaporate from the glue. The glue should become thicker but still be quite wet. If it has been allowed to dry too long, give both sides another thin coat. If the glue has dried too long, it will be difficult to avoid entrapping air bubbles in the bonded joint.
2. Place the patch and roll it down with the roller. Place the centre of the patch down first, then roll it out towards the edges with the roller. This expels trapped air. Once the patch is rolled down, do not let it lift up. This will prevent air from getting under the patch which causes a weak bond.



3. If the item is sloped during the repair, tape the patch in place while holding it down. This stops the patch from sliding away from the damaged area.
4. Weight the patch down. Place a plastic cover sheet over the patch followed by a weight bag for 12 hours at room temperature. The item can then be moved but should not be filled until the glue has cured for 24 hours. The weight should hold the patch tight against the item while the glue sets. The plastic cover sheet will prevent the glue from sticking to the weight bag.
5. If the patch will be subjected to abrasion after 24 hours, paint over the patch with glue. Painting the patch also provides protection from ultra violet light and weather. Allow the bond to harden for 24 hours at room temperature before using the item.

Using Other Glues

If you do not have any Dura-Seal available, there are two other glues that can be used and are typically easy to purchase locally.

1. Loctite 495 can be used on Chem-Shield fabric to provide a quick patch repair but it will make a long term repair difficult at a later date as all 495 glue must be removed before applying Dura-Seal.

Warning

Loctite 495 carries the following warning: Irritating by inhalation. Eye irritant. Combustible liquid. Contains cyanoacrylate ester which may cause allergic skin reactions. Skin contact through clothing may cause burns. Use adequate ventilation in case of eye or body contact. Flush with water. Get medical attention for eye or internal contact.

2. The other glue option is 3M's 420 glue which has the advantage of creating a more permanent repair. If using this glue, follow the same instructions in this manual as for Dura-Seal adhesive.

Section 5: Packing and Storage

Repacking, Shipping and Storage

Repacking the Ride-Side System

The following procedure is recommend for folding a liner:

1. Empty all liquids from the liner.
2. Clean the berm liner with a pressure washer using a mild soap and water solution through the RainDrain system. Allow the berm liner to dry completely.
3. The L-rods can be removed when folding or you can release the pocket snap and rotate the L-rod 90 degrees to the ground.



L-rod released from pocket and folded down.



Folding the liner with the L-rods in place.

4. Ensure the berm liner is completely flat.



Berm liner laid flat.

5. Begin folding the berm liner as shown.



Folding the berm liner.

6. Continue folding the berm liner as shown.



7. Finished folding procedure.



Shipping Instructions

Warning

Do not pack and ship containers with fuel residue inside.

Important Note

If hazardous chemicals were previously stored, there may be restrictions on the method in which the berm can be transported. Please contact your local carrier to determine how to transport your liner safely.

To minimize the risk of damage, the Ride-Side system should be shipped in its original crate or in an equivalent sturdy, well padded crate.

Storing the Ride-Side System

For the best storage life, the system should be stored inside the carrying bag or shipping crate in a cool, dry location that is out of direct sunlight.

Section 6: Specifications and Parts

Repair Kits

Mini Repair Pocket Kit REPKM002

Mini Repair Pocket Kit REPKM002NG (no glue)



Important Note

It is the responsibility of the dealer and end user to ensure that the importation of glue is allowed in the country of use.

PART #	DESCRIPTION	QTY.
REPM102	FABRIC REPAIR FLYER	1
REPP001	POUCH FOR REPAIR POCKET	1
PP504	ABRASIVE PAD	2
PP525	ADHESIVE, DURA-SEAL 1 oz. (see note above)	1
PP513	SCISSORS	1
REPP140	REPAIR PATCH FOR CHEM GUARD 24 OZ	3
REPP120	REPAIR PATCH FOR CHEM GUARD 30 OZ	3
REPP142	REPAIR PATCH FOR PETROSHIELD	3
REPP150	REPAIR PATCH FOR TEMPSHEILD	3

Parts List

Replacement L-Rods

PART #	DESCRIPTION	QTY.
IBLR001	L-Rod 15" Aluminum 90 deg. C/W Bumpers	1
RMFR1718	Rubber Mat 17" x 18" x 1"	1
RMFV3618	Track belting, vinyl, 36" x 1/8"	1 yd.

Bulkhead Fittings



PART #	DESCRIPTION	QTY.
PLP067	Bulkhead Fittings	1

Section 7: Warranty

- a) Warranty is limited to repairing or replacing, at the company's sole discretion, any product approved to be defective.
- b) The company's products are not guaranteed for any specific length of time or measure of service, but are warranted only to be free from defects in workmanship and material for a period of one year to the original purchaser.
- c) To the extent allowable under applicable law, the company's liability for consequential, incidental and environmental damages is expressly disclaimed. **The company's liability in all events is limited to and shall not exceed, the purchase price paid.**
- d) This warranty is granted to the original purchaser and does not extend to a subsequent purchaser or assignee.
- e) The company must receive notification in writing of any claims of warranty from the original purchaser which must give details of the claimed defect in the product.
- f) Where the original purchaser is claiming under warranty, the product must be returned to the company for inspection with all transportation and duty charges prepaid.
- g) The warranty does not extend to any product that has been accidentally damaged, abraded, altered, punctured, abused, misused or used for a purpose which has not been approved by the company.
- h) This warranty does not apply to any accessories used with the product such as pumps, filters, hoses, etc., that are not supplied by the company, and any warranty on such accessories must be requested from the manufacturer or dealer of the accessories.
- i) In the event the original purchaser does not give notice of a warranty claim within one year of the original purchase of the product, it is understood that the purchaser has waived the claim for warranty and the purchaser and/or any subsequent purchaser must accept the condition of the product as it may be, without warranty.
- j) Any technical information supplied by the company regarding the product is not a condition of warranty but rather is information provided by the company to the best of its knowledge.
- k) There are no implied warranties nor is there any warranty that can be assumed from any representation of any person, except the company itself.

Exclusions

This warranty is void if the product is not assembled, used and/or maintained in accordance with the operator's manual supplied by SEI.