

1) NEW LATCH SPRING EF 286.2 :

Since end 1998 the latch spring **EF 286.2** is supplied with double windings. This has increased the breaking strength and the service life. – To make room for these double windings the black lever was widened in the rear (7,5mm). The prices for the spring and the complete lever assembly remain unchanged.

The new spring does not fit into the old lever (6 mm). The old spring **EF 286.1** will be further available. We recommend to exchange the complete lever assembly when necessary.



EF 286.1



EF 286.2



EB 285

2) REGULATOR PIN EB 285 FOR LATCH :

Since March '99 the pin **EB 285** has a second groove to secure a tight fit against lateral movement. Part number and price remain unchanged. The new pin also fits the old lever and spring.

3) ED 237 U – MADE of POLYURETHANE BLUE:

In May '98 the material for the seal for the lever was changed to polyurethane. Advantages: Longer service life and better cold flexibility as with the lip seal ED 079 (see item 10). For the assembly slightly more force is needed. –

ED 237 NBR und ED 237 VD are discontinued.



ED 237



ED 237U

4) NON – SCRATCHING GUARDS :

At customers' request the guards no. 3 + 4 are now supplied in black plastic. Advantages: Lower weight, avoidance of scratches on the car that can be caused by improper handling with guards of aluminium. In UK the BASEEFA has in the meantime given the approval. Part numbers and prices remain unchanged. The new guards fit to all ZVA and ZV types. Special guard no. 4B is no longer needed.

ATTENTION: Only use new guard screw assemblies for the new guards (see item 5).



EG 281.3



EG 281.4

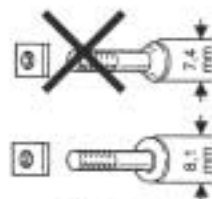
5) NEW GUARD SCREW ASSEMBLIES :

To fix the new plastic guards the screws have been changed. The new type fits the guard more accurately, allows a better tight fit and protects the plastic guards. Usable also for guards of aluminium. Part numbers and prices remain unchanged. –

The production of the old screw types will be discontinued.



EB 438



EB 278

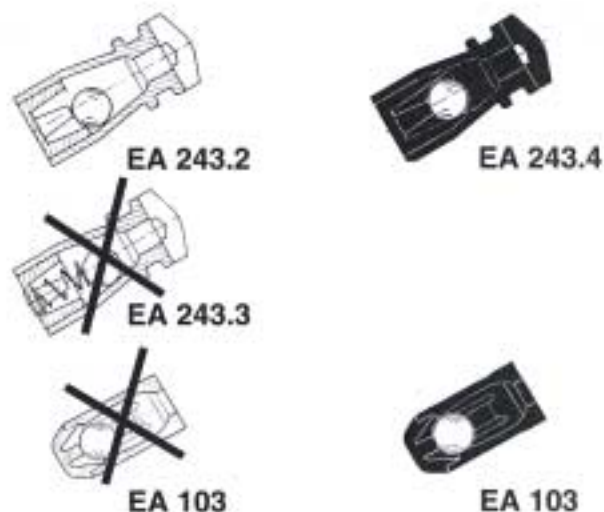
6) IMPROVED SAFETY CUT-OUT :

Since beginning of 1998 (• 98) the old white safety cut-out assemblies **EA 243.2** and **EA 243.3** were replaced with the new black **EA 243.4**. This improved again the shut-off in case of an extrem unfortunat drop on the ground. – The old **EA 243.3** is further available for ZVA 1 + 2 (see E 98 page 20).

The **EA 103** has been changed in the same way. The old type is also white and the new improved type is black.

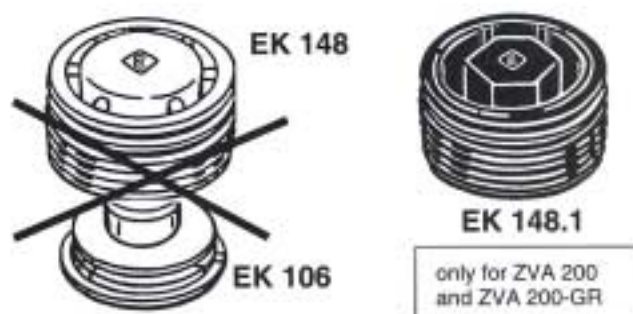
Part numbers and prices remain unchanged.

The new types have meanwhile been approved by BASEEFA in UK.



7) NEW VACUUM CAP EK 148.1 :

Since May '98 the ZVA 200-GR is supplied with the new vacuum cap **EK 148.1**. The aluminium insert **EK 106** and O-ring **EO 379** are no longer necessary. – Besides the assembly tool **EW 7** now also the old double box spanner **EW 19-22** fits. – Product badges **EK 145** can be fitted as before.

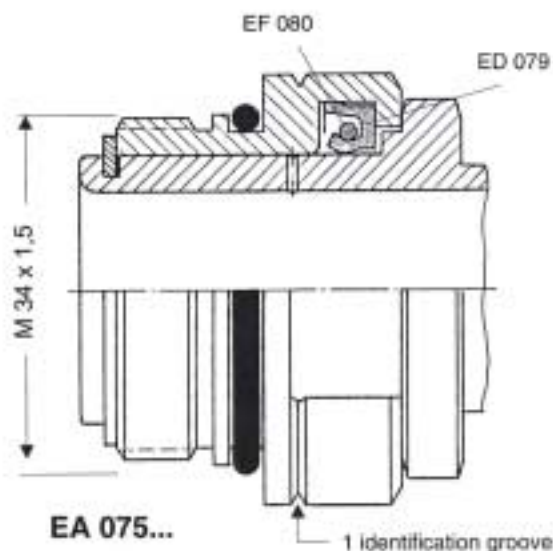


8) EASY ROTATING SWIVEL EA 075 :

The easy rotating swivel with the new sealing system, approved for many years on the COAX hoses, was been introduced also for the ZVA-Slimline. The new lip seal **ED 079** seals on the inner lip and is supported through the spiral spring **EF 080**. This improves the tightness at cold temperatures considerably, also in case of deposits and scratches (see item 10).

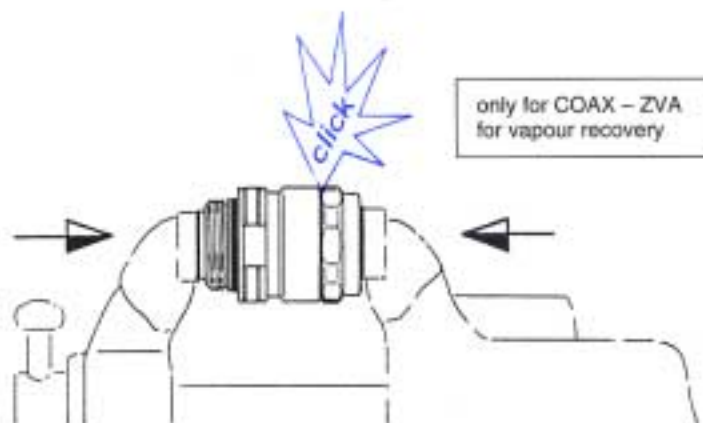
The swivel nut has a sealing chamber and is marked with a groove for differentiation on the outside (old type = 2 grooves).

Part numbers: **EA 075...** instead of EA 175 (see E 98 page 6). The prices remain unchanged. Through additional strengthening from production •• 99 onward the parts can be charged with higher pressure peaks as they occur with petrol pumps hoses with steel wire reinforcements. – Also the safety swivel **SSB 16** will now be supplied with the new sealing system and the strengthening.



9) COAX-SAFETY BREAK CSB 21 / CHANGE:

This coupling is re-assembled after a break-away. According to the requirement of the new European standard (draft) the break-away coupling was modified in such a way that the re-assembly can only be done in a vise. Now it is no longer possible to re-assemble the coupling by hand on a hose under pressure. Part number remains unchanged. For larger quantities for retrofitting ETT can now offer more favourable prices.



10) LIP SEALS AT LOW TEMPERATURES :

To avoid misunderstandings we repeat and define clearly our recommendations for the use of lip seals in low temperatures:

ED 179 N black, Buna-N for EA 175 :

f. diesel, down to -10/15°C depending to additives,
f. gasoline, down to -20/25°C depending on swelling

ED 179 FS white, fluorsilicone for EA 175 :

for diesel and gasoline, down to -50°C (expensive !)

ED 179 U blue, polyurethane for EA 175 :

for diesel and gasoline, down to -25/30°C

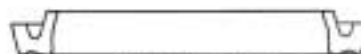
ED 079 blue, polyurethane, sealing internally with spiral spring **EF 080** for EA 075 :

for diesel, down to -30°C (-40°C *)
for gasoline by swelling, down to -40°C.

*) As diesel is made flowable by adding gasoline, the same swelling as with gasoline happens.



ED 179N



ED 179 FS



ED 179 U



EF 080

← Ø 31 mm →



ED 079

11) OPERATING INSTRUCTIONS IN 5 LANGUAGES:

All ZVA-Slimline and ZVA 25 are now supplied with the 14-page installation and operating instruction. The text is in German, English, French, Italian and Spanish language. Further copies – suitable for advertising – can be called off from ETT.

Shortly this will also be available for the ZVA vapour recovery nozzle ZVA 200-GR.



12) FOR PROMPTER "WET" VAPOUR TEST:

At customer's request a new extended spout is produced. This allows the wet test directly at the fill pipe of the car in connection with **UMAX** and **UPA 50**. Experience has shown that 2 - 3 litres delivery of gasoline are sufficient to get a picture about the functioning of the vapour recovery system. –

This wet test spout fits on all ZVA 200-GR. Part number: **EA 787**. – Surcharge DM 22,–

Attention: By putting on this test spout the automatic shut-off does not work !!!

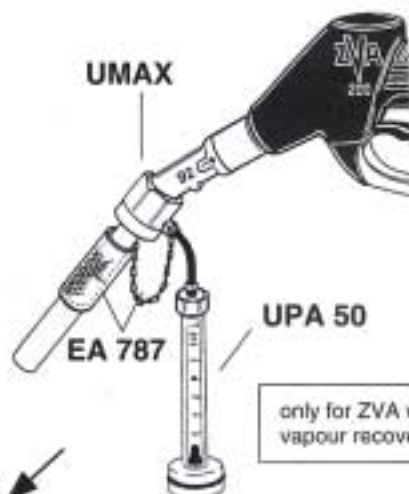
13) MODIFIED LATCH PIN EB 280 :

To achieve a better tight fit in all guards the latch pin **EB 280** has got the shown groove since March '99. –

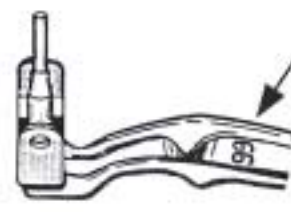
Part number and price remain unchanged.

14) LEVER NOW WITH PRODUCTION YEAR:

Since 1998 the production year is stamped uncoded on the lever instead of the previously coded marking of the production date (see info 9.91).



EB 280



15) DRIPSTOP – NOZZLES FOR DIESEL :

After longer field tests DRIPSTOP is now already specified for new diesel dispensers by BP/BOVIS D, CONOCO/JET D, DEA D, Esso Europe, Fina Benelux. Further companies will decide shortly. – In order to modify old ZVA-Slimline to DRIPSTOP it is necessary to change the pull rod assembly EA 158.1 and the diaphragm spring EF 250 in a workshop. The nozzle has to be tested afterwards. If interested contact ETT about possibilities and experiences.



16) STRAINER FOR ZVA 200-GR :

After the white strainer **ES 102.4** proved itself during the winter 1997/98 and no blockage was caused through icing, this type with the same mesh size as for the ZVA-Slimline (EK 172) will now be supplied as series. The old types with grey and black rims are no longer available.



ES 102.1

160 µ



ES 102

300 µ



ES 102.4

400 µ

17) TRbF 40 "TANKSTELLEN" 10.98 :

The new issue says under 4.1.1.6 para 2: "Dispensing units with preset have to be operated in such way that it is assured after the refuelling ends that the nozzle is only available in shut-off condition for the next refuelling."

Footnote 4) "Existing units have to be modified until 30.6.1999."

Solutions:

- Remove latch pin EB 280. Through the "dead man's principle" the requirement is met.
- Subsequent installation of pressure controlled safety cut-out MK or TRISTOP.

TRbF is the abbreviation for the safety regulations applicable in Germany

18) COPY OF ZVA-SLIMLINE :

ATTENTION: A new copy of the ZVA-Slimline has been offered in Eastern Europe from former Yugoslavia. A description and distinct identification marks can be found in our info 3.99. – Contact ETT if interested .

ATTENTION



COPY !!!

+++ NEWS FLASH +++ THE BREAK-AWAY COUPLING WAS DEVELOPED FOR DEUTSCHE
BAHN AG +++ TOGETHER WITH OUR ZVA 32 THE NEW DISPENSERS FOR THE
REFUELLING OF THE DIESEL ENGINES WILL BE EQUIPPED WITH THIS COUPLING +++
GUARD NR.3, 4 AND 8 CAN NOW BE SUPPLIED WITH PERMANENT MAGNETS +++ SPARE
PARTS PRICE LIST E 98, VALID UNTIL 2000, IS STILL AVAILABLE +++ A COAX
HOSE-BREAK CHB 21 WILL SHORTLY BE PRESENTED +++ PLASTIC COVER EK 104 AND
EK 144 HAVE THE PRODUCTION DATE STAMPED ON THEM TO CONTROL TIME OF
OPERATION +++ ZVA-TYPE PN 6 IS NO LONGER AVAILABLE +++ PRICES FOR COAX
HOSE PARTS FOR REPAIRS AND OWN ASSEMBLY HAVE BEEN REDUCED +++