

RACE FOR THE CURE



On September 27, 2015 HPWS came together for the 1st annual HPWS Walk to help fight Breast Cancer. Twenty-eight (28) TEAM members, along with their families joined in the Susan G. Komen Colorado Race for the Cure, a 5K walk/run. A great time was had by all, while the HPWS TEAM was able to spend time together outside of the work environment, in addition to the knowledge of raising funds for this wonderful cause.

This year Susan G. Komen of Colorado raised over \$750,000.00 to help find a cure with up to 75% of the funds raised staying here in Colorado. It

is the goal of HPWS to make this an annual tradition. If anyone would like to join us next year you are more than welcome, just let us know in time so you can be included in the t-shirts that Rich and Shane furnish!



WATER PRESSURE VARIANCE

Recently we have had customers with cracked water softener resin tanks and cracked heads due to a sudden increase in water pressure from the main line. This requires a significant amount of force on the inside of resin chambers and all the plumbing in the system. In order to prevent this, a Pressure Reducing Valve (PRV) is installed after the main Back Flow Preventer and before any of the equipment. The PRV is set at a level that does not exceed any of the pressure ratings for your specific equipment line up. Momentary pressures over 120 psi on the incoming main line are a concern and should be addressed.

The disadvantage of a PRV is that it will also reduce flow as it causes a restriction in the line. In order to compensate for this we recommend using a PRV that is one size larger than the incoming water line. For example; a self-serve car wash with a 1" tap and main line would have a plumber install a 1.5" PRV. This will minimize the impact on flow while preventing spikes in pressure.

If you are unsure about the water

pressure there is a simple way of tracking the ebbs and flows. Install a gauge before and after the Back Flow Preventer, and make sure there is a good operating pair of gauges before and after the water softener. This allows for tracking the incoming pressure as well as each pressure drop across the Back Flow Preventer and water softener. Typically there is a approximately a 10 psi drop across each, depending on the size of the units.

There are other areas of the car wash that will benefit from having more stable pressures. Most types of dilution stations mix chemical by using the energy of the water pressure to draw in chemical at a specific rate. Hydrominders being the most common, will draw little, if any, chemical at 10 psi regardless of the tip size. Conversely, they will draw a rich solution at pressures above 40 psi. In this way, fluctuating water pressures create a situation where the customer will receive varying amounts of products depending on when they are at your car wash. The most common occurrence is for water pressure to drop below the

40 psi level although some locations do have consistently high pressures and spikes. This will also lead to varying chemical costs that are difficult to predict and control.

For low pressure situations a *Boost System* is often installed on the main line or a smaller one specifically for the chemicals. Boosting the water pressure to a consistent measurement will bring your chemical costs and customer perception to a consistent level. If you would like more information on PRV's or Boost Systems you can contact us by phone or email.

KANSAS DELIVERY DATE CHANGE

Due to the Thanksgiving holiday, we will be moving the Kansas deliveries one week earlier than normal, Thursday November 19th and Friday November 20th.

Holiday Closure
HPWS will be closed Thursday, November 26, 2015 for Thanksgiving.



COLORADO CAR WASH MEETING

The next SWCA meeting will be held on December 8, 2015 at the Denver Chop House & Brewery which is located at 735 19th Street, Denver, CO from 11:30 a.m. - 1:30 p.m. The cost is \$15 per person, which includes lunch (cash or check at the door). To register go to www.swcarwash.org.

WINTERIZATION PREPARATION *(Encore Presentation)*

As we get ready for the busy season it also time to run through the winterization checklist. There is time to prepare even though it is common to get freezing nights in October. Typically there is 7-10 days in October where the temperature falls below zero on the Front Range, and in the mountain towns it becomes the norm. It may seem a hassle now, but remember how difficult it is to unfreeze anything when temperatures are below zero, and the collateral damage that comes from split lines and seized pumps. It is much better to make a list and check each one off while nature is still being kind.

Weepmizers in Self-Serve Automatics are the key player and need to be tested early. If you need the instructions they can be downloaded at www.hpws.com under the *Support/Technical* library tab. In addition, the main solenoid and individual bay solenoids should all be tested for proper functioning. When the system is fully functioning make sure to go to each nozzle and foam brush head in every bay and check for relative flow

rates. The farther bays will naturally have more line resistance as the water flows out to them so the adjustment valve should be set accordingly for even distribution of water flow. If you would like assistance or to order replacement parts call our Parts and Service department at 303.322.2232.

Entrance and Exit Doors in Automatics and Tunnels need regular servicing by a door company. If they have not been checked out in the last six months contact your door service provider for an inspection and service. If you do not have a local provider, contact **BayWatch Enterprises** at baywatchdoors.com. Make sure to plan several weeks out for any door company as this is the start of the busy season.

Floor heat is a critical life and safety item that needs to be ready to operate starting in October. If you have any non-functional floor heat pumps please contact us immediately so we can schedule a service call. At the first snow fall make sure to be on-site and review the heat pattern in the new snow to

identify areas in need of adjustment on the manifold valves. Take pictures right away for later reference by yourself or our staff. If you have questions these can be emailed to tom.nygren@hpws.com.

In addition, any signs of soot on the top of the boiler or below the burner trays is a sign of premature failure. Excessive heat from the front of an operating boiler is another sign to pay attention to. Proper ventilation is key for atmospheric boilers to be able to burn efficiently and exhaust excess heat and emissions through the vent stack. When make up air vents are covered it prevents air displacement and will lead to premature failure and possible carbon monoxide build up in the equipment room. For pictures of this type of issue visit our Facebook page for Hi-Performance Wash Systems under the photo album of "It could be better". There are many suggestions, tips and also enjoyable industry photos there to make sure you are at the top of your game before the winter rush begins.

UPCOMING CLASSES IN NOVEMBER

There is one class scheduled in November at HPWS' North facility which is located at 12061 E. Tejon Street, Suite 600, Westminster, CO 80021. For information on this and upcoming classes contact **Cindi Reynolds** at 303.322.2232 or email her at adminassistant@hpws.com. To register for this class go to <http://www.signupgenius.com/go/10c0a49adaa22a5ff2-bigbang>.



SONNY'S Car Wash College Management Course

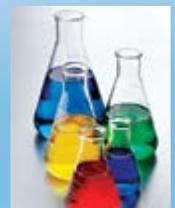
November 2-6 at the SONNY'S Factory in Ft. Lauderdale, FL. Register at www.sonnysdirect.com.

BIG BANG THEORY OF CLEAN & CHEMISTRY

Wednesday, November 11th – 9:00 a.m. to 12:00 p.m.

Last day to register is Monday, November 9th!

Car wash soaps, waxes and lubricants all have properties that make them do the job we expect them to. Understanding why soap reacts with grease, how acidity is different than alkalinity, why dwell time matters, how clearcoats attract and repel. These topics are reviewed within this course.



Types of Car Washes Covered: All

Who Should Attend: Employees, managers, and owners

Duration: 3 hours

Cost: \$100 for Full-Line Customers, \$250 for a la carte customers.

Lunch Included