

# *Expedition* SPACE HEATER



## Installation and Operating manual



Certified to CSA and UL Standards

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**READ THESE INSTRUCTIONS AND SAVE FOR FUTURE REFERENCE**

# Overview

**Make sure you read and understand this manual before installing and operating your *EXPEDITION*. If you have any questions, or require any explanation, please contact your authorized ITR dealer.**

Thank you for purchasing International Thermal Research's (ITR) ***Expedition*** space heater.

The ***Expedition*** Heater is a vaporizing burner type space heater with a simple, effective design that produces radiant heat through the efficient combustion of liquid fuel. With regular maintenance and proper operation your heater will function satisfactorily for many years.

The ***Expedition*** heat output ranges from 10,000 to 30,000 BTU's, sufficient to heat areas such as small warehouses, cabins, workshops, etc.

Table 1: General Information

Nominal heat output	Oil Consumption		Chimney draught		Weight	Flue diameter
	min	max	min	Max		
30,000 BTU/Hr	0.19 US Gal/h	0.32 US Gal/h	.040" W.C.	.060" W.C.	40 Lbs	Ø4 inches
8,8 kW	0,72 Liter/h	1,20 Liter/h	10 Pa	15 Pa	18 kg	101,6 mm

## 1. Safe Operation

Proper installation, operation and maintenance procedures laid out in this manual, as well as local government requirements, must be followed to insure the safe operation of your ***Expedition***. CSA standard B139, Installation Code for Oil Burning Equipment, UL896, or NFPA#31 are standards that apply to this equipment.

Make sure you read, and understand these instructions and save them for future reference. If you have any questions, contact your authorized ITR dealer.

## 2. DO's and DO NOT's

### DO's

**DO** determine what heater and exhaust stack installation regulations apply to your local area. All heaters and exhaust stacks must be installed according to the standards mandated by the local, state/provincial and federal government authorities. These standards deal with various matters including heater and flue set backs and fuel storage.

**DO** mount the heater securely to a non-combustible floor. If a heater is not solidly secured and is knocked over, a serious fire hazard could result. Also, ensure that the heater is level before it is secured down.

**DO** use clean #1 and #2 diesel fuel only in your heater. If you burn any other fuel or burn contaminated diesel, you will void your warranty, cause damage to the fuel control valve and may cause a fire or even an explosion.

**DO** inspect the entire fuel line to the heater and any connection points for fuel leaks before firing the heater. The fuel line and connection points must be leak free before the heater is operated.

**DO** inspect the space below the burner to make sure there are no blockages and, if there is any dust or dirt present, it should be removed before operating the heater. The heater requires oxygen for combustion purposes.

**DO** inspect the exhaust flue (stove pipe and elbows) to make sure it is secure to the heater, not blocked, and is leak free.

**DO** check the draft on the initial setup of the heater by using a draft meter and ensure the heater is operating under the recommended draft setting. Because of the unique vaporizing design of the heater, the correct draft is essential for the heater to operate in a satisfactory manner. If a draft meter is not present, the draft conditions MUST be estimated. See the details in the manual for estimating the draft conditions.

**DO** make sure that you have a window or door opened a bit to allow fresh air to enter the same area where the heater is operating.

**DO** install carbon monoxide and smoke detectors in the same room as the heater for safety purposes.

### DO NOT'S

**DO NOT** install the heater or flue unless installation conforms with the regulations governing your location.

**DO NOT** use any fuel other than clean #1 or 2 diesel.

**DO NOT** operate the heater without initially checking the position of the S-tube. During shipping, the S-tube may become dislodged from the center fuel up tube. View the position of the S-tube through the glass viewing lid on the top of the heater. If the S-tube is dislodged, remove the top lid of the heater and reposition the S-tube over the center fuel up-tube.

**DO NOT** operate the heater without both a complete exhaust stack in place and correct draft conditions. Excessive carbon will form in the fuel up-tube and must be cleaned out for the heater to function correctly.

**DO NOT** operate the heater in air tight conditions. The heater requires air to operate and its use will lead to oxygen deprivation in the air tight space. An outside source of air must be provided to replace the oxygen that is used up by the operation of the heater.

DO NOT operate the heater if you smell smoke or exhaust fumes during its operation. Shut the heater down immediately and examine the stove pipe for leaks or poor fit. Repair as required so that all exhaust fumes are vented outside.

**DO NOT** attempt to relight the heater when it is hot. If the unit is shut down for any reason, wait until the heater cools down to room temperature before re-firing.

**DO NOT** leave the heater running unattended. All heaters, regardless of the type or make, can malfunction and all manufacturers recommend that heaters are not left running unattended. The *Expedition* is mechanically capable of operating unattended, but if there is a malfunction ITR accepts no responsibility or liability for any damage caused, regardless of the type or extent of the damage. **THIS PARAGRAPH CONTAINS LANGUAGE THAT LIMITS THE MANUFACTURER'S LIABILITY**

The Canadian Standards Association (CSA) has some additional consumer tips for space heaters. Some of those tips are:

**DO NOT** hang wet clothing above the heater to dry it. The clothing can catch fire as it dries

**DO** supervise young children when in the same room as the heater

**DO NOT** keep gasoline, solvents or other flammable or vapourizing liquids in the same room as the heater.

More tips can be found on [http://www.csa.ca/consumers/consumer\\_tips/](http://www.csa.ca/consumers/consumer_tips/).

### 3. Components

#### A) Expedition external components

**Heater Shell (1)** – The burner shell assembly is the area of the heater where combustion occurs and contains the perforated burner shell.

**Top Lid (2)** – Contains a sight glass to observe the flame.

**Valve Heat Shield (3)** – Shield between the oil control valve and burner shell.

**Toby Oil Control Valve (4)** – Located on the side of the heater and controls the amount of gravity fed fuel supplied to the burner. Turning the control knob will allow more or less fuel to enter the burner. See sections 5 & 6.

**Drain Valve (5)** – To fill up the primer cup or to drain fuel from the control valve

**Fuel shut off valve (5A)** – Opens or closes the flow from the fuel tank to the Oil Control Valve.

**Fuel Connection (6)** – 1/4" NPT female threaded fitting

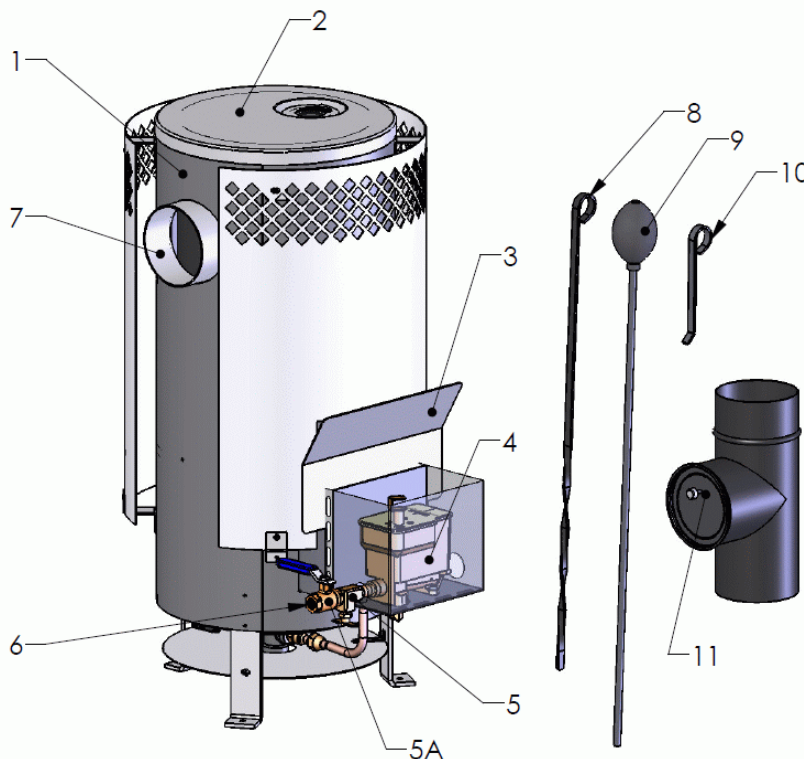
**Flue Collar (7)** – Attachment for 4" diameter flue stack.

**Reamer Tool (8)** – To clean the Up-Tube from soot and carbon build up.

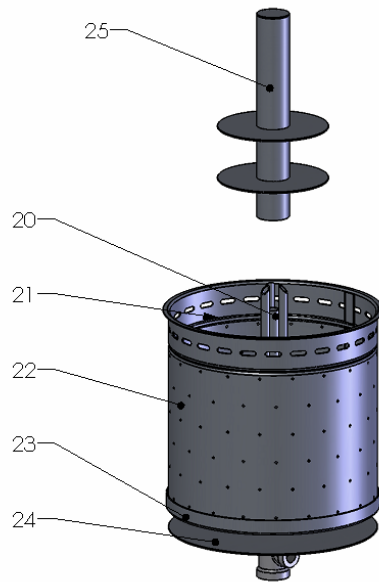
**Primer Bulb / fuel dispenser (9)** – To put priming fuel in the bottom of the burner base before lighting the heater.

**Removable Handle (10)** – Used to open the glass lid on the top.

**Draft Regulator (11)** – To regulate and control the draft.



## B) *Expedition* internal components



**Up–Tube (20)** – Receives fuel from the oil control valve and permits fuel vapours to flow into the S-Tube (25) during operation.

**High Fire Ring (21)** – Maintains the location of the flames during high fire.

**Burner Shell (22)** – Area of the heater where combustion occurs. The perforated Burner Shell contains an up-tube (20) welded to the base of the shell and a removable, capped S–Tube (25) which sits over the welded up-tube. The Burner Shell is permanently mounted inside the Heater Shell Assembly (1) and can be accessed by removing the Top Lid (2).

**Burner Base (23)** – Bottom of Burner Shell (22).

**Burner Heat Shield (24)** – Heat shield to keep heat inside the burner Shell and away from the bottom of the *Expedition* Unit.

**S-Tube (25)** – The large capped tube in the center of the perforated Burner Shell is the S-Tube. The S-Tube is positioned over the welded Up-Tube (20) and is fully removable. During operation, fuel flows through the Up-Tube (20) where its level is gravity maintained with the Toby Control Valve (4). Fuel vaporizes due to combustion heat and is expelled from the up-tube, down through the S-tube and into the perforated burner shell where it ignites.

Note: If any parts appeared damaged, do not operate the heater. Contact your authorized *Expedition* Dealer.

### **C) Expedition Exhaust kit (Optional) for tents or portable buildings**

The exhaust kit for the Trekker comes with eight pieces of 4 inch diameter x 18 inch length flue stack, a rotational rain cap, guy lines, tee, adapter, and elbow.

### **D.) Expedition Fuel Line kit (Optional) for tents or portable buildings**

The Fuel line kit comes with an inline fuel filter, 10 feet of hose, gas cap, siphon bulb, and fittings to connect to the oil control valve.

## 4. Installation

### **A.) Location and Mounting**

The **Expedition** heater must be placed on a flat level surface made of material that can resist heat. Metal sheet, concrete, etc. are acceptable. The **Expedition** must not be mounted on a surface that is not heat resistant.

The surfaces of the heater and the flue stack will be generating heat and should be taken into consideration when locating and mounting the heater.

The minimum standard clearance between the heater and any building construction other than the floor is 24 inches (60 cm). The minimum standard clearance between the exhaust vent pipe and any building construction is 18 inches (45 cm).

A heater which is not level will not operate properly. Adjust the heater so that it is level in all directions and then securely attach it using screws or bolts through the 1/4" holes located in the heater legs.

### **B.) Exhaust Flue Stack**

OIL BURNING APPLIANCES MUST BE CONNECTED TO FLUES HAVING SUFFICIENT DRAFT AT ALL TIMES, TO ASSURE SAFE AND PROPER OPERATION OF THE BURNER.

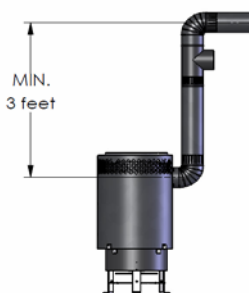
All heaters and exhaust stacks must be installed according to the standards mandated by local, state/provincial, and federal government authorities. These regulations deal with various matters including heater and flue set backs and fuel storage. You should determine what regulations apply in your local area before setting up your heater.

The **Expedition** does not come with an exhaust flue stack. Blue stove pipe or All-Fuel "L" type vent capable of continuous use for flue gas temperatures up to 1000 °F may be used. Always use a 4 inch diameter, ninety degree elbow off the heater. The first connection to the heater must be a 90 degree elbow. The non crimped end of the exhaust elbow is designed to slide over the heater exhaust

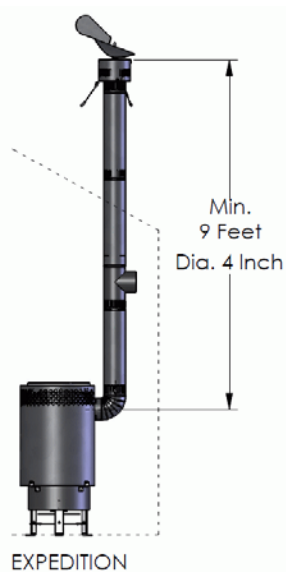
collar. Fix the elbow to the heater collar. Attach a minimum of three feet of the same 4 inch diameter flue stack to the elbow. After this point, you may transition into a larger diameter stack. Appropriate parts for the appropriate flue stack can be purchased at your local heating and ventilation companies. As all installations differ, it is necessary that you follow all local, state/provincial, and federal guidelines in selecting the type, method, and location of the exhaust flue stack for your particular situation.

Before the hook up of the **Expedition** to a chimney flue stack (4 inch diameter), check if the chimney is in good condition and that the quality of the flue pipe will allow sufficient draft.

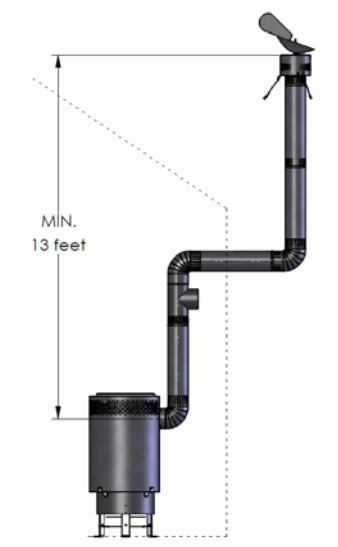
**DO NOT** connect horizontal exhaust stacks directly off the heater. The heater will not operate correctly and will not stay lit. The heater requires a 90 degree exhaust elbow and a minimum three foot vertical rise before further elbows and exhaust stack lengths are added. A maximum horizontal length of 3' is allowed. Make sure to have a 1/4" slope rise per foot minimum. Each foot of horizontal length requires 1.5 feet of additional vertical stack height.



The minimum flue stack height for an angled roof with top opening exit and a vertical only flue stack is 9 feet (2.74 m). For a vertical sidewall exit with a horizontal run of three feet, the minimum vertical stack height is 13 feet (4 m).



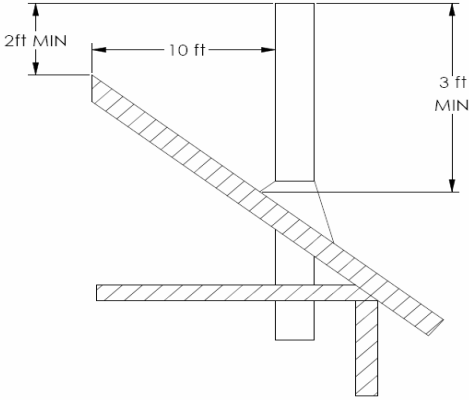
**Exhaust location: angled roof (standard configuration)**



**Exhaust location:  
vertical sidewall  
(optional) configuration**

***Expedition*** heater with a three foot horizontal run.  
13 feet of vertical stack height in total is required versus the standard 9 feet.

The chimney flue should extend at least 2' (0.6 m) above the highest roof surface or structure within 10' (3.0 m) horizontally of the chimney to prevent down drafts.

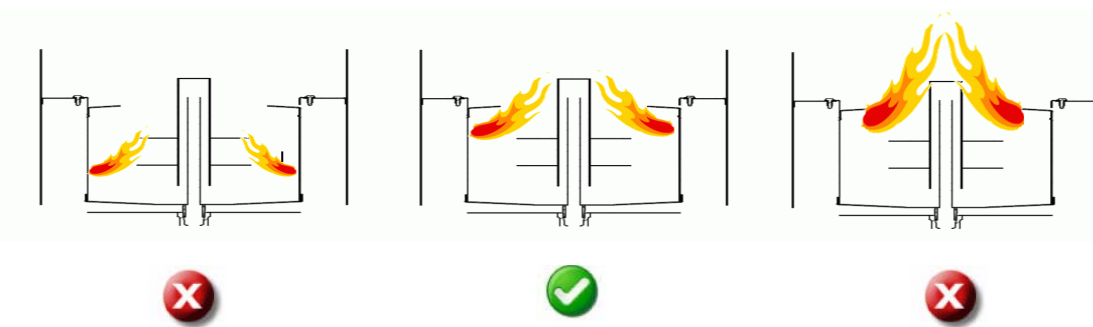


Install the included draft regulator which is required to maintain stable draft.

**DRAFT CONDITIONS** All heaters require the proper draft.

If a draft meter is available, set the heater to the recommended water column reading. The recommended draft for the ***Expedition*** is between .040-.060 inches water column. This is measured 18" (45cm) up the stack, before the draft regulator, and with the final exhaust stack configuration in place. Follow the manufacturer's instruction for the installation, location, and adjusting of the draft regulator. If a draft meter is not available, estimate the draft (see below).

**TO ESTIMATE THE DRAFT** Set up the heater with the final exhaust stack configuration in place. Start the heater, and set the heater to **operate at the #1 setting (position indicated by the first raised notch on the fuel control valve) only**. Do not operate the heater at any other setting or the flame will be distorted. After 10 minutes of operation, view the burner flame through the glass lid on the top of the heater. Look for the level of the tips of the flame relative to the top of the S-tube. The correct draft is approximated by the flame tips at the same height as the top of the S-tube.



**HIGH DRAFT:**

The tips of the flame are at a level lower than the top of the "S" tube.

**CORRECT DRAFT:**

The tips of the flame are at the same level as the top of the "S" tube

**LOW DRAFT:**

The tips of the flame are at a level higher than the top of the "S" tube.

**TO ADJUST THE DRAFT** In general, the draft can be increased by increasing the existing vertical stack height. Decrease the draft by decreasing the existing vertical stack height. If a draft regulator is present, adjust the settings on the draft regulator until the desired draft setting is reached. Follow the manufacturer's instructions on use of the regulator.

The *Expedition* emits very little carbon and soot into the flue system. However it may be convenient to design your flue system so it can be brushed clean if necessary.

For safe operation, it is highly recommended that the installed exhaust system be inspected by a qualified installer to ensure the suitability of the type and method of the installation.

*During operation, the heater produces harmful carbon monoxide (CO) and other gases. To prevent CO poisoning, ensure the exhaust stack sections fit together*

snugly and that the exhaust gases are properly vented through the roof or sidewall of the structure.

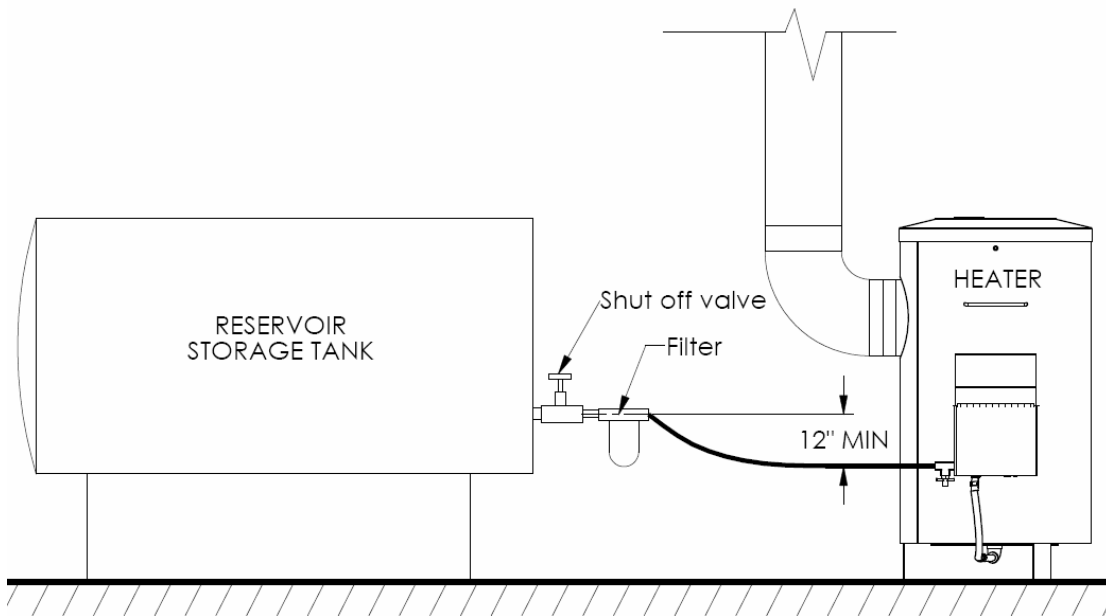
### C.) Venting and Air supply

The heater consumes about 4000 ft<sup>3</sup> of air per 1 US gallon of oil. This air enters the heater through the air inlets and exits the chimney as combustion gas.

The *Expedition* should be installed in a well ventilated area that allows the entrance of outside fresh air.

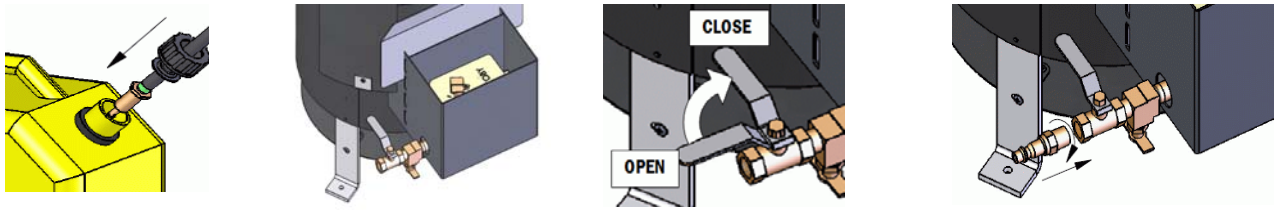
### Connecting to Oil Tank

The external oil tank is to be installed in accordance with the manufacturer's instructions and the Standard to which the tank has been manufactured.

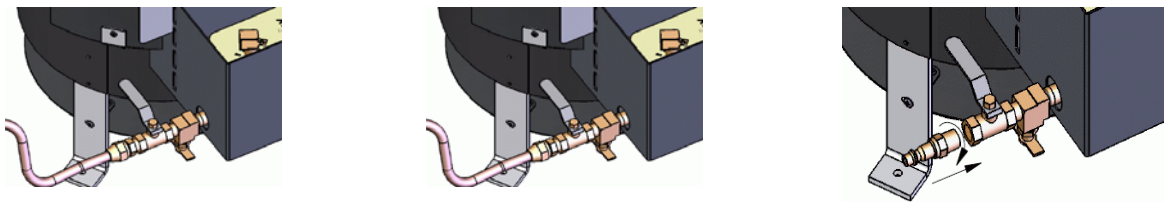


Make sure that the tank outlet is 12" (30 cm) higher than the inlet of the oil control valve (gravity fed). A good quality filter should be placed at the tank exit to ensure a clean supply of fuel.

The fuel line must be clear of any air prior to operating the heater. A fuel line kit or a solid fuel line both must be cleared of air once the fuel line is attached to the heater (shown below)



**USING A FUEL LINE KIT** Place the fuel line filter with attached hose into the fuel of the fuel tank. Remove the brass nipple from the kit and apply sealant to the threads. Screw into the ball valve fitting of the heater and tighten until leak free. Do not over tighten or the threads will be damaged and leakage may occur. Connect the fuel line to the heater using the female quick connect fitting. Turn the heater ball valve lever to the OPEN position and open the fuel drain valve. Orient the siphon bulb so the arrows on it point vertically up, then squeeze repeatedly until the fuel flows in a steady stream from the drain valve. Catch the fuel in a separate container, then close the fuel drain valve. The fuel line is now clear of air.



**USING A SOLID FUEL LINE** Connect the solid fuel line to the heater. Turn the ball valve lever to the OPEN position and open the fuel drain valve. Start the fuel flowing from the fuel tank and wait until fuel flows in a steady stream from the drain valve. Catch the fuel in a separate container, then close the fuel drain valve. The fuel line is now clear of air.

When the fuel tank is installed outdoors in very cold temperatures, it is preferable to use #1 diesel fuel and a **3/4"** fuel line to avoid any viscosity problems.

The fuel line can be connected to the oil control valve using a 1/4" NPT male fitting.

INSTALLATION OF THE HEATER, FLUE STACK AND FUEL TANK MUST BE INSTALLED IN ACCORDANCE WITH THE REGULATION OF AUTHORITIES HAVING JURISDICTION, NFPA #31, CSA STANDARD B139. AND UL896.

## 5. Operation

The ***Expedition*** heater will require a break in period of 1 – 2 hours. During this period, some smoke and fumes may be generated from the outside burner case; make sure there is enough ventilation for the smoke and fumes to escape the living or operating areas.

### A.) Starting the ***Expedition*** Heater

To start the ***Expedition*** Heater:

DO NOT USE ANY UNAUTHORIZED FUELS OR MIX DIFFERENT FUELS. ONLY CLEAN UNCONTAMINATED DIESEL #1 OR #2 FUEL IS TO BE USED. USING ANY OTHER FUELS COULD CAUSE A FIRE AND/OR EXPLOSION. DO NOT USE GASOLINE, CRANKCASE OIL, OR ANY OIL CONTAINING GASOLINE.

- Check for any leaks in the fuel system. Locate and repair any leaks and/or clean any spills before igniting the heater.
- Check the exhaust flue stack for any blockage or anything that might obstruct the exhaust gases. The flue stack must be vented outdoors. Do not let any exhaust gas flow into any living or operating areas.
- Check the exhaust fuel stack and the attachment point to the heater for any leaks. Correct any problems before igniting the heater.
- Check the airway around the base of the heater to ensure that the heater receives a clear, unobstructed supply of combustion air. Correct any such problems before igniting the heater.
- Open the fuel shut-off valve from the fuel tank.
- Lift up on Toby Valve Actuating Lever fully and release to ensure that the fuel can run into the float bowl of the valve.
- Place the primer cup below the fuel drain valve located beside the Toby valve. Open the drain valve and allow the fuel to drain into the primer cup. Close the drain valve once the cup is full.
- Open the glass lid on top of the heater.
- Suck some primer fuel from the primer cup into the primer bulb/fuel dispenser. Insert the steel tube through the top lid opening, direct it toward the burner base and squeezing the primer bulb to expel the fuel.
- Light the primer fuel by placing a tissue paper in the lid opening, lighting the paper and then using the auger to drop the tissue down into the base of the burner.

- Securely close the glass lid on top of the heater.
- Place the control knob on the Toby control valve to the first raised "I" mark setting (LOW) next to the "O" mark.
- Wait ten to fifteen minutes for the flames to settle down before setting the control knob on the Toby control valve to your desired temperature. Increase the heat by turning the knob counter clockwise
- If the flames die out, wait for the heater to cool down to room temperature before repeating the starting procedures.

DO NOT ATTEMPT TO START OR RE-IGNITE THE BURNER WHEN THE BURNER IS HOT.

Do not leave a heater running unattended. ITR accepts no responsibility for any damages caused by leaving the heater running unattended.

## **B.) Turning off the *Expedition* Heater**

To turn off the *Expedition* Heater:

- Turn the control knob on the TOBY Oil Valve to the OFF position marked "O".
- Turn off the Fuel Shut off Valve from the fuel tank to the heater.
- The flame will die out in about five minutes.

ALWAYS KEEP THE OIL VALVE TURNED OFF WHEN THE HEATER IS NOT OPERATING.

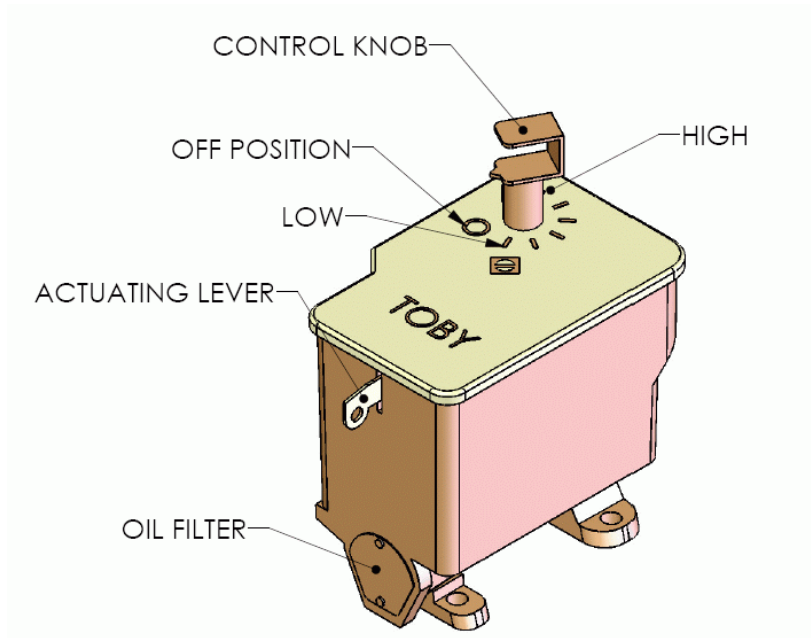
## 6. Oil Control Valve

### **A.) TOBY Oil Valve**

The TOBY Oil Valve is a continuous flow level control valve designed for controlling fuel flow to the *Expedition* heater.

TOBY Oil Valves are factory preset to work with your heater. Do not tamper with the TOBY Oil Valve. If you have questions or concerns, please contact your authorized *Expedition* Dealer.

The key parts to operating a TOBY Valve for the *Expedition* are the Control knob and the Actuating lever. The control knob controls the fuel flow rate and can be rotated counter clockwise from the off position, which is the "0" marked on the lid to the high fire position, which is the last "I" mark on the lid. The Toby Valve Actuating Lever allows fuel to run into the float bowl of the valve when it is placed in an up position.



The TOBY Oil Valve has two safety features incorporated into the design of the valve.

- High temperature fuel cut off system. If the temperature of the fuel exceeds 100 degrees Celsius or (212 degrees Fahrenheit), fuel will be shut off at the outtake of the valve. Once this occurs, the valve is no longer operable and a new valve is required for the heater to operate.
- Tilt levelling switch. The Toby Oil Valve will shut off at the outtake of the valve when the angle of the valve exceeds the following: lengthwise 5 degrees, width wise 15 degrees. The valve can be reset by lifting the Actuating level fully up and releasing.

Toby Valves are ULC Listed and DIN approved. The Toby valve requires no maintenance and has no user serviceable parts.

## 7. Maintenance

### A.) Regular Maintenance

To ensure that your *Expedition* heater operates properly;

- every 750 hours of operation or;
- if the output of the heater appears to be have decreased from the same valve setting or;
- if the exhaust exhibits smoke

Perform the following maintenance:

- In normal operation, carbon and soot will accumulate in the area of the burner base, heater up tube or underneath the high fire ring. These deposits must be periodically removed.
- Working on a cold burner, ensure that the fuel control valve on the heater and the fuel supply to the heater has been turned off. Remove the burner lid and see if there is any soot around or on the perforated burner shell or high fire ring. If so, brush off and vacuum clean.
- Loosen and remove any carbon build up in the center up-tube itself. Remove the bottom heat shield. Locate the clean-out plug at the bottom of the burner shell assembly. Place a small catch pan below the opening of the threaded plug. Use a wrench and remove the threaded plug from the bottom of the assembly. Any quantity of fuel still present in the fuel line will drain into the catch pan. Carefully insert the metal cleaning auger into the up-tube and loosen any hard carbon deposits within the tube by using an up/down twisting motion of the auger. This will loosen any deposits and allow them to fall through the opening of the threaded plug. **Do not use a side to side motion or excessive force or you will distort, bend, or break the welded up-tube.** Continue until the tube is clear of any accumulated deposits. Replace the clean-out plug into the bottom of the burner shell assembly and re-tighten. A pipe sealant or other appropriate sealing compound should be applied to the threads. Check this threaded plug fitting for any leaks when the heater fuel flow is again re-started. Re-tighten if necessary.

Additional regular maintenance items include:

- Check for any leaks in the fuel system, cracked hoses or suspect areas where a leak might occur and correct.
- Check the flue stack for any damage or areas that might allow flue gases to leak into your heating area and correct.
- Check the flue stack for any blockages and/or soot and remove and correct
- Check for fuel strainer blockage and replace if necessary
- The Toby valve requires no maintenance and has no user adjustable parts

## **B.) Storing the Heater**

On storing the heater for an extended period:

- Perform the previous maintenance steps
- Clean the heater with a rag and spray or wipe with a light mist of oil inside the burner area and outside to prevent rusting.
- Drain all fuel lines and any fuel from the heater

**ATTENTION: Regular maintenance is required for the *Expedition* heater to perform as designed. Failure to maintain the heater as required will not only void your warranty but can cause the heater to be dangerous to operate.**

## 8. Trouble Shooting

### **A.) Symptom: Burner does not stay lit, flame shuts off.**

Recommendations: On a cold heater

- Check for Fuel Shut off Valve in the ON position.
- Check the Control Actuator lever on the Toby Valve and ensure it is at the on position by lifting it fully up and releasing. (This lever does not stay in the up position during normal operation)
- Check the Control Knob on Toby Valve is not set to "0" or OFF position.
- Check for incorrect or poor quality fuel.
- Check for blockages in fuel inlet. ( i.e. fuel strainer plugged and/or fuel line to heater obstructed)

- Check for blockages in air inlet or exhaust outlet (flue stack).
- Check for air bubbles in the fuel line. Give the line a quick shake to dislodge bubbles.
- Check for soot or carbon deposit that may have built up inside the up-tube, under the high fire ring, or on the perforated burner shell.

**B.) Symptom: Heater does not provide adequate heat and flame appears weak.**

Recommendation: On a cold heater

- Check for incorrect or poor quality fuel.
- Check for adequate fuel supply. Ensure the fuel supply valve is open.
- Check fuel line or fuel strainer for blockage of fuel and correct as necessary.
- Check sections of exhaust stack assembly for leakage or blockage and correct as necessary.
- Check intake opening at bottom of heater for free airflow.
- Heavy winds or other weather conditions can increase the draft of the heater. Ensure you have a draft regulator installed and it is connected properly.
- Check for soot or carbon deposit build up inside the center fuel up-tube, under high fire ring, or on perforated burner shell.
- Check S-tube for proper seating on up-tube. Wait 30 minutes for heater to cool down to room temperature before checking internal tubes.

**C.) Symptom: Heater rumbles and or flame appears high on top.**

Recommendations:

- Set the Toby valve to a lower setting.
- Check for incorrect or poor quality fuel.
- Check bottom of heater for free airflow.
- Insufficient exhaust stack height could lower the draft of the heater; ensure you have the recommended draft or consult with your authorized Pioneer dealer for the need of a longer flue stack height.

**Note: If Expedition heater is still not functional, contact your authorized Pioneer dealer or ITR.**

**ITR IN CANADA:**

2431 Simpson Road

Richmond, BC, Canada V6X 2R2

Tel: 1-800-755-1272 or 604-278-1272

**ITR IN THE UNITED STATES:**

11915 NE 56<sup>th</sup> Circle, Suite B.

Vancouver, WA USA 98682

Tel: 1-800-993-4402 or 360-993-4877