

COMMERCIAL FUEL SYSTEMS

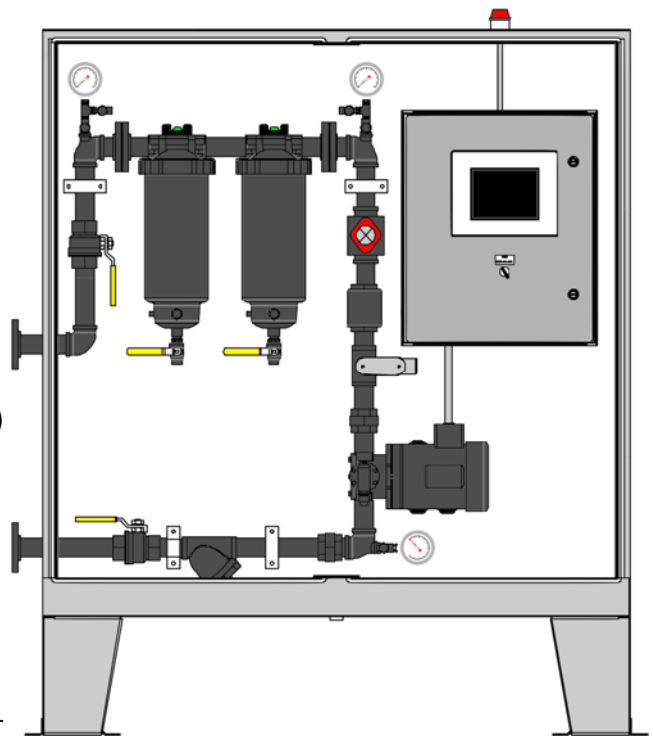
Fuel Filtration Systems - FS Series

Engine manufacturers require cleaner fuel than ever, as such, filtration to remove fuel contaminants has never been more important than it is today. Low Sulfur diesel, combined with water, microbiology growth and the breakdown of refined petroleum significantly impact today's high performance low NOx Tier 3 and Tier 4 engines. Onboard engine filters are the last line of defense and have a single pass to remove contaminants and achieve the proper cleanliness. In addition, if clogged, the engine will begin to lose power until it stops running all together. Fuel quality will impact fuel economy, power output, NOx emissions and maintenance cost. Please keep in mind that fuel maintenance should be a two-step process: 1) filtration for solids and water removal and 2) stabilization for long term storage because oil companies refine for short term use and do not stabilize the fuel.

Based on years of field experience, the FS series has been designed for years of reliable filtration service. Featuring robust materials and user friendly features, this design is at the forefront of the market. The FS series is a fully piped system with carbon steel valves, you won't find rubber hoses in our systems. User friendly controls and monitoring make this system easy to operate including a user selectable filtration schedule.

Features

- Integral UL 508a Controller w/ Graphical Interface and Pump HOA
- S.S. Enclosure with Containment for Indoor/Outdoor Use
- Integral Pump w/ Check and Isolation Valves
- Integral Safety Relief Valve
- NEMA 3R Construction w/ TEFC Motors
- Multiple Stage Filtration with Water and Particulate Removal Meeting ISO Standard 14/13/11
- Water, Filter and Leak Containment Alarms
- Flow Proving w/ Pump Fail Alarm (Confirm System Circulation)
- Visual Flow Indicator and Pressure Gauges
- Inlet and Outlet Pressure Gauges with Isolation Valves
- Inlet Strainer with Local Isolation Valve
- 100% Steel Piping System, No Hoses
- Flanged Field Connections
- Industrial Paint System
- Building Automation Interface via Main Fuel Panel, Modbus or BACnet



Inside View



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Model	Flow (GPH)	Pressure (PSI)	Maximum Pressure	Motor HP	Electrical	Field Connection	Dimensions (LXWXH)	Selection Based On Gross Tank Volume
FS-420	420	50	100	3/4	120V/1Ph	1"	60"X18"X60"	≤ 6,000
FS-600	600	50	100	3/4	120V/1Ph	1"	60"X18"X60"	≤ 10,000
FS-900	900	50	100	1	480V/3Ph	1-1/2"	60"X18"X60"	≤ 20,000
FS-1200	1200	50	100	1-1/2	480V/3Ph	1-1/2"	60"X18"X60"	≤ 30,000

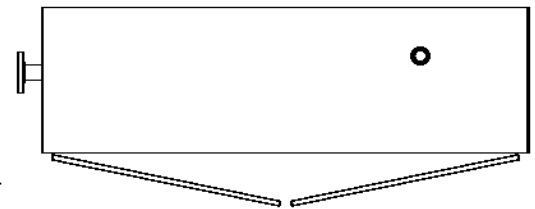
Notes:

1. Custom Systems Available Upon Request
2. Alternate Voltages Available Upon Request
3. Package Size Subject to Change
4. Information is Based on Diesel/No.2 Fuel Oil Service, Consult Factory for Other Fluids

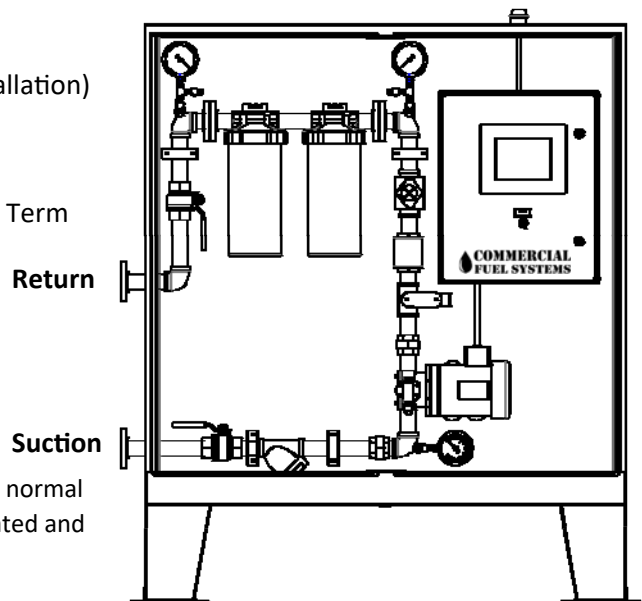
Options:

- MX – Multiple Tank Selection Valve Interface, 'X' = # of Tanks
- TG – Tank Gauging (Comes complete with sensors for field installation)
- FP – Fuel Port Interface For Re-Fueling Operations
- BAS – Modbus or BACnet
- S – Fuel Additive System (For Additives and Stabilizers for Long Term Storage)
- T – Water Holding Tank (See note below before specifying)
- DP – Duplex Pumps
- DF – Duplex Filter Banks
- MAG – Magnetic Fuel Conditioner

Note: Water holding tanks are available but not recommended under normal conditions as water accumulation that substantial should be investigated and remedied immediately.



Top View—Allow 36" For Door Swing



Inside View