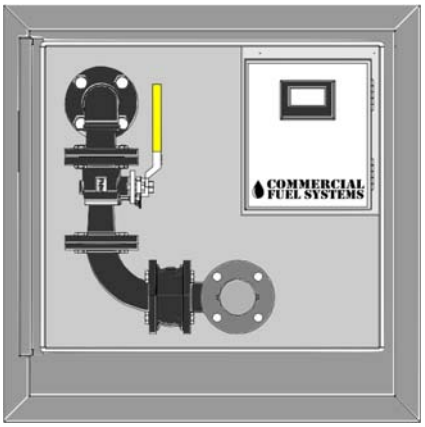
COMMERCIAL FUEL SYSTEMS

Fuel Fill Port– FP Series

Based on years of field experience, the FP series has been designed for years of reliable fuelport service. Featuring robust materials and unique user friendly features not typically found in the market. We believe in providing complete and comprehensive systems that won't leave you short on components or Code compliance. While Code amendments due vary, this basic system will meet most jurisdictional requirements. As always, configurations can be modified based on the Code and application requirements of your project. Our system features flanged fittings to ensure years of trouble free service while screw fittings may loosen over time due to the forces of heavy hoses and heavy handed operators. The system has the integral components to comply with Code and operational needs such as isolation and check valves. For added peace of mind, our system can also include a filtration bank to ensure contaminated fuel does not enter your system.

Features

- S.S. Construction with 9 Gallon Containment w/ Drain Outlet
- Lockable 3-Point Latch for Exterior Exposure
- 2" Integral Piping, Isolation Valve, Check Valve and Refueling Quick-Connect Fitting w/ Dust Cap
- Integral NEMA 3R, UL 508a Panel for Refueling Operations and Local A/V Indication
- Industrial Paint System



Options

- Pre-Fix: Pipe/Connection Size, 2" Standard, 3", 4" and Larger Available
- Mounting: S – Surface, R – Recessed, F – Freestanding
- MX – Multiple Tank Interface, 'X' = # of Tanks
- TG – Tank Gauging (Single Tank Applications Only, comes complete w/ sensors for field installation)
- FP – Fuel Polishing Assembly, Filters Fuel Before Entering Fuel Tank
- S – Fuel Additive Injection System (For Additives and Stabilizers for Long Term Storage)
- DB – Dry Break Hose Adapter
- DBC – Dry Break Coupler (Loose for Tanker Use, Includes Quick Coupler for Hose Connection)

Example: **2" FP-R-TG-P** = Fuelport w/ 2" piping, Recessed Mounting Flange, Tank Gauging, Polishing Assembly.

Note: Hand pumps and other trim to move spilt fuel into the fuel tank is not recommended. Exterior equipment accumulates dirt, mold and debris; fuel split into these areas is contaminated and should not be pumped into the fuel supply.

NFPA

PEI™ It's all about the equipment.

UL 508A

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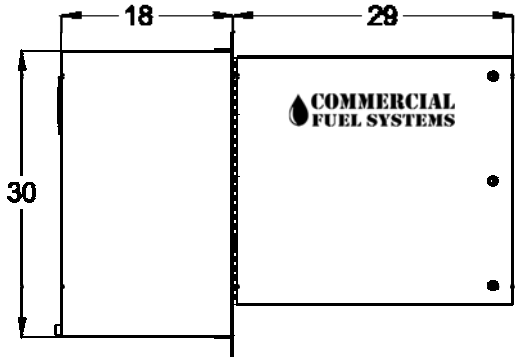
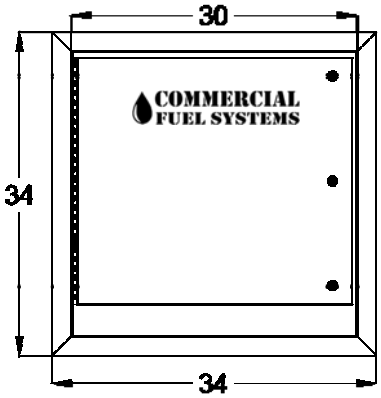
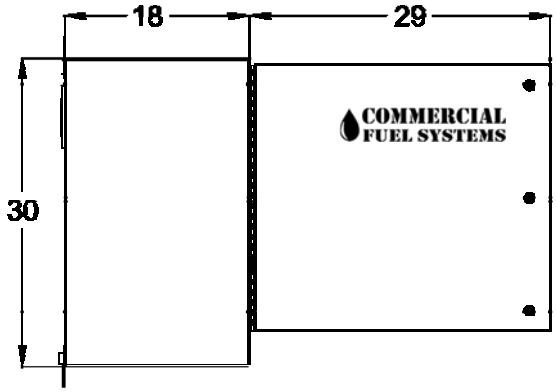
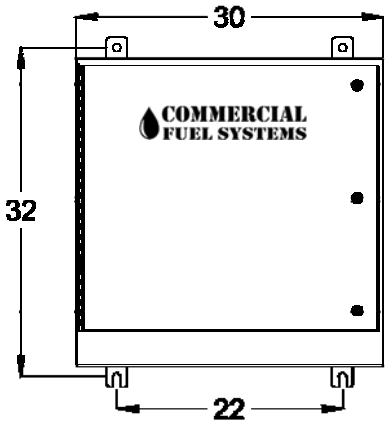
Recessed Mount





Surface Mount





Freestanding