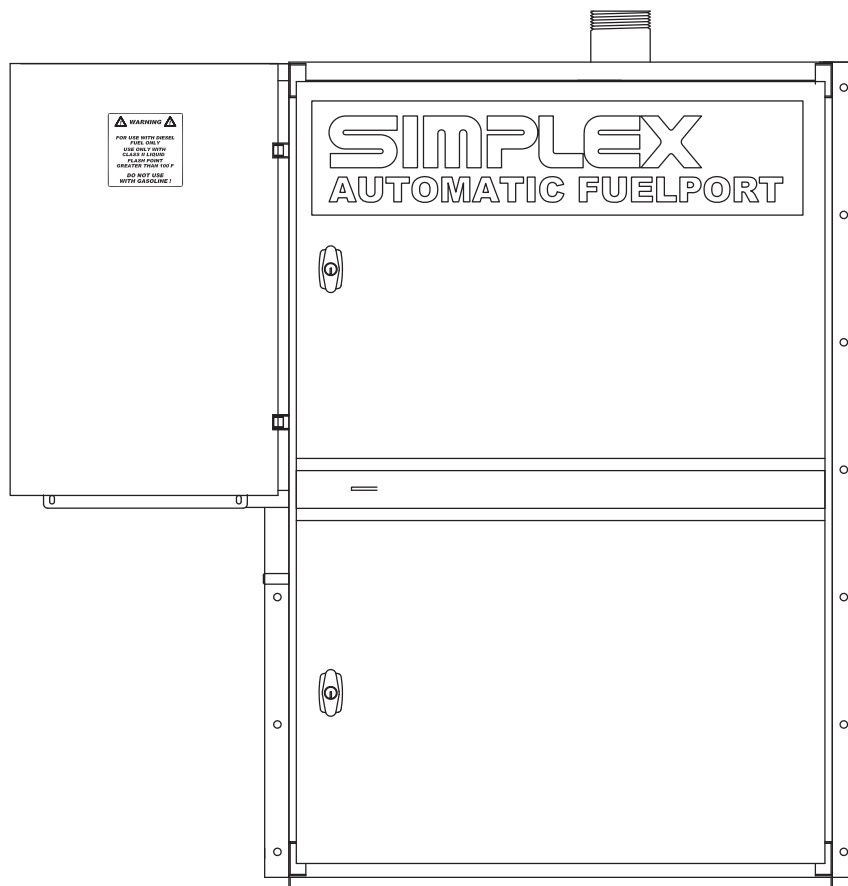


# SIMPLEX<sup>®</sup>

## AUTOMATIC FUELPORT MANUAL

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with Touchscreen - July 2011



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## DESCRIPTION

The Simplex Automatic FuelPort is a factory packaged system for control of filling operations of above-ground tanks that are filled from pumper trucks. The Automatic FuelPort provides a ready means of ground level connection of the fill hose, and captures spills that may occur at the fill point during filling operations. The Automatic FuelPort alerts the operator when the tank is full with filling operations locked out at High Level. A leak detection circuit prevents filling of leaking tanks. Visual and audible level and leak alarms and continuous level indication are provided.

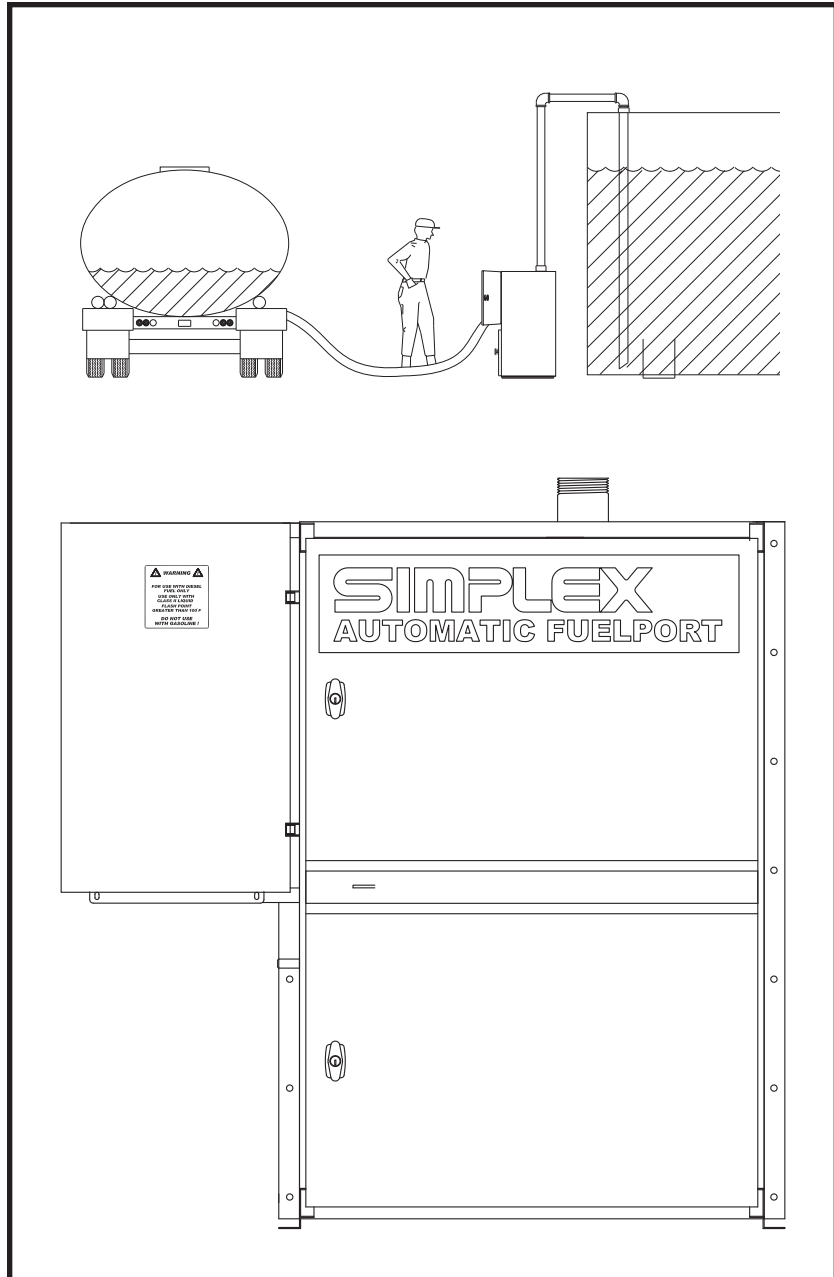
The Simplex Automatic FuelPort includes an electronic monitor and control system used to control tank filling and prevent overflow. The Automatic FuelPort can be used with an electric solenoid valve or a motorized ball valve.

During filling operations, the Automatic FuelPort provides continuous level indication, Tank Full audible and visual alarm, High Level audible and visual alarm and shut off.

The Automatic FuelPort can receive a signal from an external tank leak sensor to activate an alarm, send a remote signal and automatically close the fill valve.

The Simplex Automatic FuelPort is available for use with fuel oil (Class-II liquids) or gasoline (Class-I liquids).

Single or multiple tank controllers are available. Multiple tank controllers allow operator selection of the tank to be filled with automatic lockout of all other tanks.

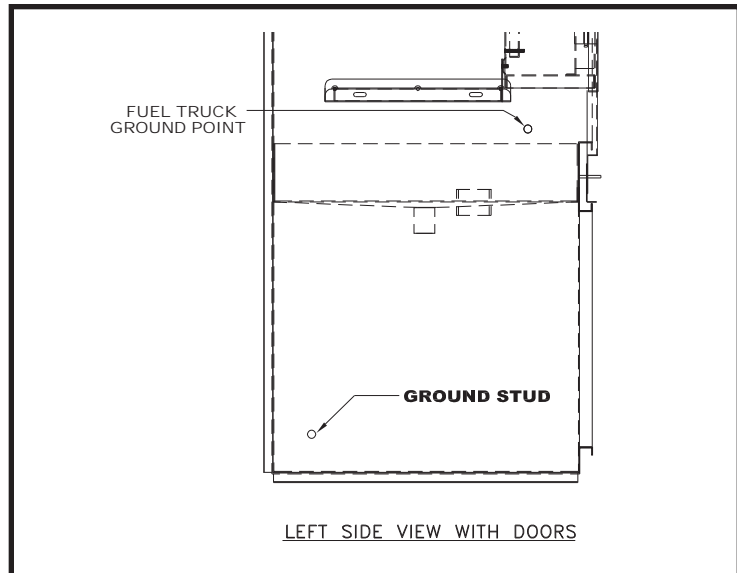


*See the Specifications Sheet in the front of this manual for detailed information and a list of drawings for this Automatic FuelPort.*

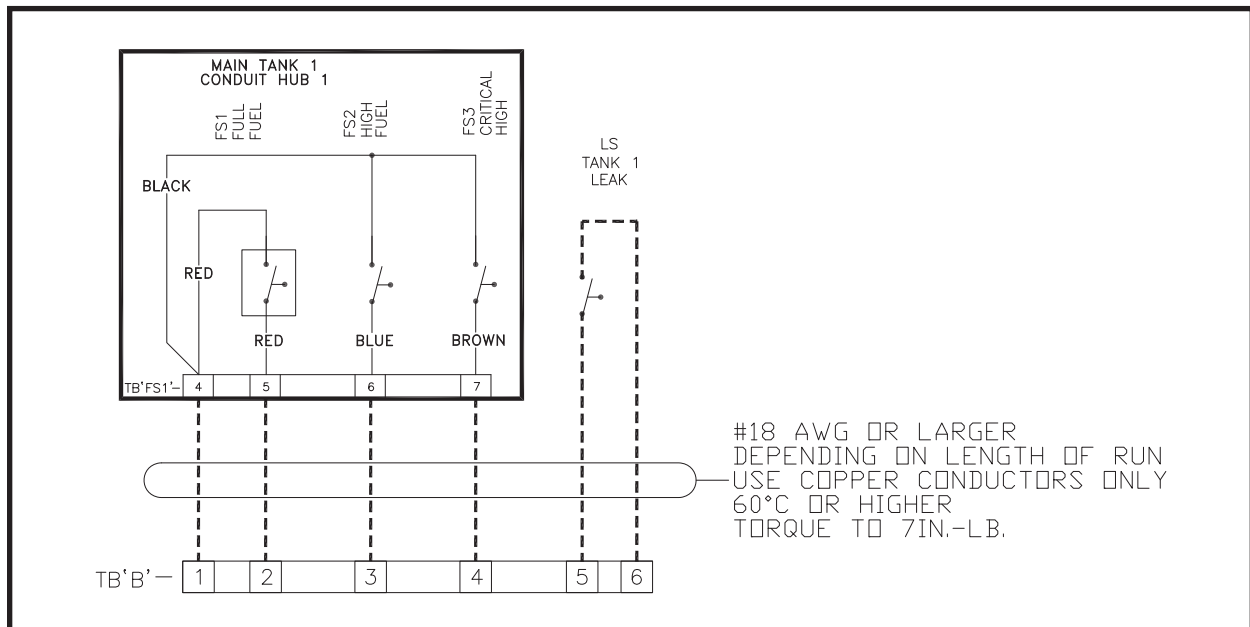
## INSTALLATION

### 1. See Pictorial Drawings:

- a. Properly mount and attach all components as shown using the mounting feet/holes provided.
- b. Install Automatic FuelPort Transducer, Floatswitch Assembly and optional Tank Leak Floatswitch, if provided, in the appropriate NPT fittings in the top of the fuel storage tank(s).
- c. Install motorized ball valves, if provided, at appropriate points in fuel system
- c. Connect Automatic FuelPort Ground Stud to earthground.



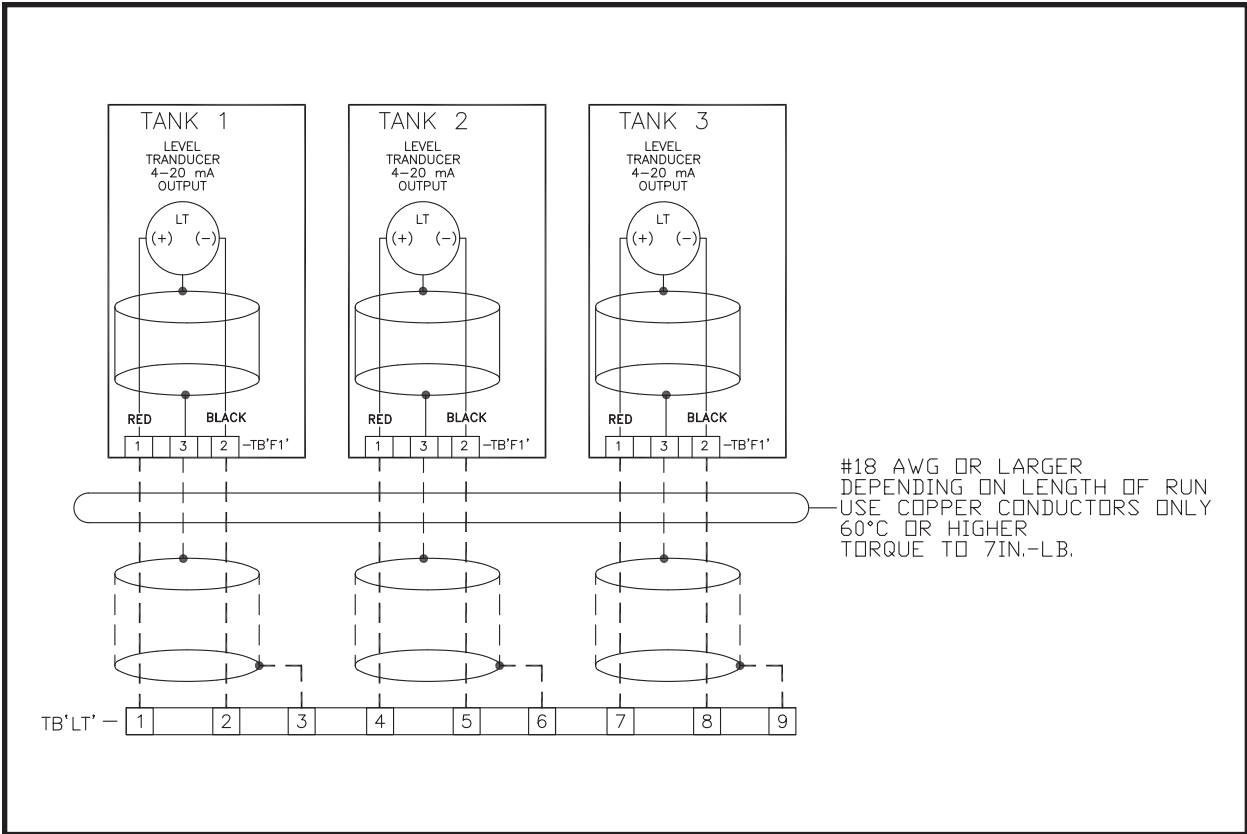
**Ground Stud and Fuel Truck Ground Point**



**Typical Floatswitch Connections to TB'B'**

### 2. See Electrical Drawings:

- a. Using #20 AWG or greater wire, connect the contacts in the Floatswitch Assembly Conduit Hub to contacts on TB'B' as shown.
- b. If needed, using #20 AWG or greater wire, connect optional Tank Leak Alarm Floatswitch to contacts to TB'B' as shown.



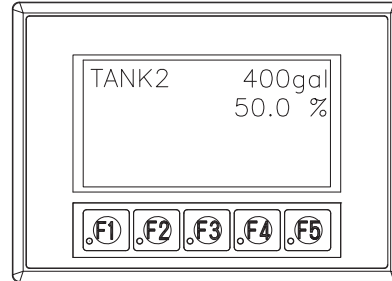
Typical Transmitter and PLC Analog Input Electrical Schematic

- c. Using #14 AWG or greater wire, connect motorized ball valves to TB'BV' as shown.
- d. If needed, connect customer supplied alarm devices to contacts on TB'C' as shown. Contacts are rated 10A@30VDC; 115/230Vac  
*Fill Control Valve Open, Tank Fill Alarm and High Fuel Alarm contacts are standard.*  
*Over Fill Alarm, Tank Leak Alarm and Low Fuel Alarm contacts are optional.*
- e. Using #20 AWG or greater shielded wire, connect Level Transducer to LB'LT' as shown.
- f. Using #14 AWG or greater wire, connect control power of 115Vac, 1ø, 60Hz to contacts at terminal block TB'PS' as shown. A 15 amp fuse or circuit breaker is required, maximum, supplied by others.

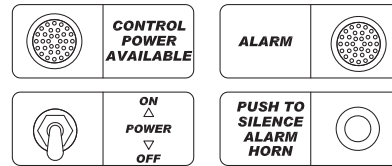
## AUTOMATIC FUELPORTR SEQUENCE OF OPERATION

1. Connect a ground cable from the truck to the provided ground stud.
2. Unlock the fill box and connect a delivery hose to the hose coupling.
3. Turn the Control Power switch to the ON position.
4. Select the tank to fill using F1 or F2 on the digital display.
5. Press F4 on the digital display to open the fill valve for the selected tank. (Only one fill valve may be open at a time.)
6. The fill valve opens.
7. Open the valve on the truck.
8. Start the delivery pump on the truck (if applicable).
9. Fuel is delivered to the tank.
10. Delivery may be stopped at any time by pressing F5 on the digital display to close the fill valve.
11. When the Tank Full level is reached, an alarm will be displayed and the tank fill valve will close. To reopen the valve for 30 seconds, press F3 to override the high fuel level and top off the tank or drain the hose.
12. When the Tank High level is reached, an alarm will be displayed; the fill valve will close and cannot be reopened until the fuel level falls below high level.
13. If any tank in the system reaches the Critical High level, an alarm will be displayed and no fill valves will be allowed to open.
14. During a filling operation, if any tank not selected for filling reaches Full, High or Leak, the selected tanks fill valve will close. At this point the operator can reopen the selected fill valve if desired.

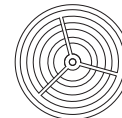
F1 : TANK SELECT TOGGLE UP  
 F2 : TANK SELECT TOGGLE DOWN  
 F3 : FILL OVERRIDE  
 F4 : OPEN SELECTED MOTORIZED BALL VALVE  
 F5 : CLOSE SELECTED MOTORIZED BALL VALVE



### Automatic Fuel Port



#### ALARM HORN



**WARNING!** Start up procedure required!  
 See procedure on subpanel inside!  
 Must be grounded for operator safety.  
 See Operation Manual.

Simplex, Inc., Rising Moon Road  
 Springfield, Illinois 62711  
 (217) 483-1600 (24 Hr.) Fax (217) 483-1616  
 www.simplexdirect.com

- Power Available lamp ..... L1
- Control Power switch ..... S1
- Alarm Summary lamp ..... L2
- Alarm Silence pushbutton ..... PB
- Select next tank ..... F1
- Select previous tank ..... F2
- Temporarily override high fuel level.... F3
- Open tank valve ..... F4
- Close tank valve ..... F5

15. Stop the delivery pump on the truck.
16. Close the valve on the truck.
17. Drain the delivery hose.
18. When the filling operation is complete, if the tank fill valve is open, press F5 on the digital display to close it.
19. Disconnect the delivery hose.
20. Turn the Control Power switch to the Off position.
21. Close and lock the fill box.
22. Fuel delivery is complete; disconnect the ground cable from the trucker's grounding stud.

**SPECIFICATIONS****Power**

120VAC or 24VDC (specify),  
<100mA

**Accuracy**

2%

**Display**

3.1 inch Micro-Graphic  
Touch Panel

**Resolution**

Percent display: 1/10 percent  
Gallons/liters display: 1 unit

**Temperature range\***

Display:  
32 - 122°F  
0 - 50°C

Transmitter:  
-50 - 125°F  
-46 - 52°C

\*Caution: Do not exceed flash  
point of tank contents

**TC-25 TANK COMMANDER**

The TC-25 Tank Commander is an economical instrument for accurate liquid level indication scaled in percent level for cylindrical and square tanks or in gallons/liters for square tanks only. The TC-25 can be in an open construction suitable for flush panel mounting or in a enclosure for wall mounting.

The TC-25 is for use with Class-II liquids (fuel oils, lubricating oils) only. **Do not use with gasoline or other Class I liquids.**

The TC-25 is a fully electronic device using a submersable level transmitter. The Receiver/Indicator displays tank level on a 1-inch LCD display. Level indication can be scaled in percent level for cylindrical tanks and square tanks or in percent level or gallons/liters for square/rectangular tanks.

The Transmitter is installed in a 1½-inch NPT or larger pipe fitting in the tank top. The length of the Transmitter is equal to the inside height of the tank and is available for any tank height. However, transmitters are stocked in 2 standard ranges: 0-68 in. and 0-136 in.

Convenient user adjustment potentiometers allow field calibration for specific tank constructions.

The TC-25 is powered from either 120V AC or 24V DC (voltage must be specified when ordering). Refer to electrical drawing.

The TC-25 has a 4-20 mA output linear with fuel level.



## INSTALLATION

### TRANSMITTER

The Transmitter is mounted on the tank top and must span entire inside height of tank for an accurate measurement (See *Standard Transmitter Drawing*).

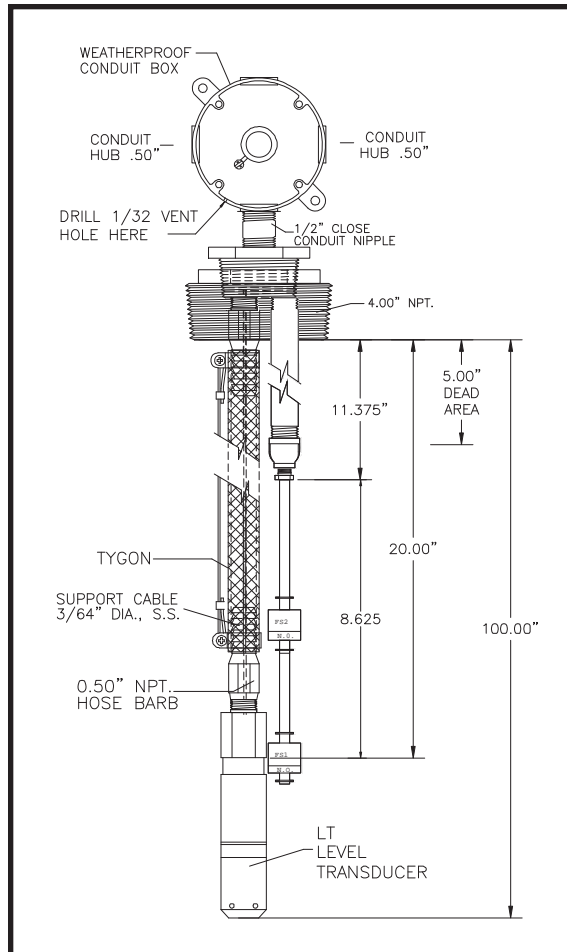
A weatherproof conduit hub with 0.50NPT conduit fittings is provided for electrical connections.

### Connection

Using a 3 conductor shielded cable, #20 AWG, connect TC-25 Level Transmitter to terminal block as shown on the electrical drawings.

### LEVEL TRANSMITTER OPERATIONAL VERIFICATION

1. Check drawings for changes in specifications (e.g. size of tank, percentage or gallons).
2. If there are no changes in the specifications the unit is ready for a system check.



Standard Transmitter

## ⚠ WARNING ⚠

Care must be taken when installing the system. Incorrect wiring will damage the Receiver/Indicator. Follow drawing provided with system for proper installation.

## INCHES OF FUEL TO OUTPUT CURRENT CONVERSION CHART

**A** = (0-68") Transmitter  
PN 25328250

**B** = (0-136") Transmitter  
PN 25328251

**mA** = TC-25 Current Output

A	B	mA
0	0	4.000
0.5	1	4.118
1.0	2	4.235
1.5	3	4.353
2.0	4	4.471
2.5	5	4.588
3.0	6	4.706
3.5	7	4.824
4.0	8	4.941
4.5	9	5.059
5.0	10	5.176
5.5	11	5.294
6.0	12	5.412
6.5	13	5.529
7.0	14	5.647
7.5	15	5.765
8.0	16	5.882
8.5	17	6.000
9.0	18	6.118
9.5	19	6.235
10.0	20	6.353
10.5	21	6.471
11.0	22	6.588
11.5	23	6.706

A	B	mA
12.0	24	6.824
12.5	25	6.941
13.0	26	7.059
13.5	27	7.176
14.0	28	7.294
14.5	29	7.412
15.0	30	7.529
15.5	31	7.647
16.0	32	7.765
16.5	33	7.882
17.0	34	8.000
17.5	35	8.118
18.0	36	8.235
18.5	37	8.353
19.0	38	8.471
19.5	39	8.588
20.0	40	8.706
20.5	41	8.824
21.0	42	8.941
21.5	43	9.059
22.0	44	9.176
22.5	45	9.294
23.0	46	9.412
23.5	47	9.529
24.0	48	9.647
24.5	49	9.765
25.0	50	9.882
25.5	51	10.000
26.0	52	10.118
26.5	53	10.235

A	B	mA
27.0	54	10.353
27.5	55	10.471
28.0	56	10.588
28.5	57	10.706
29.0	58	10.824
29.5	59	10.941
30.0	60	11.059
30.5	61	11.176
31.0	62	11.294
31.5	63	11.412
32.0	64	11.529
32.5	65	11.647
33.0	66	11.765
33.5	67	11.882
34.0	68	12.000
34.5	69	12.118
35.0	70	12.235
35.5	71	12.353
36.0	72	12.471
36.5	73	12.588
37.0	74	12.706
37.5	75	12.824
38.0	76	12.941
38.5	77	13.059
39.0	78	13.176
39.5	79	13.294
40.0	80	13.412
40.5	81	13.529
41.0	82	13.647
41.5	83	13.765

**A** = (0-68") Transmitter  
PN 25328250

**B** = (0-136") Transmitter  
PN 25328251

**mA** = TC-25 Current Output

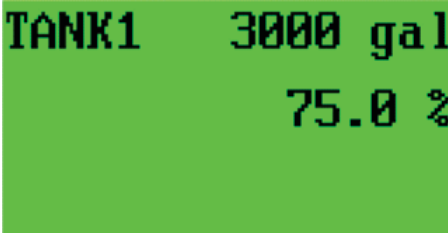
A	B	mA
42.0	84	13.882
42.5	85	14.000
43.0	86	14.118
43.5	87	14.235
44.0	88	14.353
44.5	89	14.471
45.0	90	14.588
45.5	91	14.706
46.0	92	14.824
46.5	93	14.941
47.0	94	15.059
47.5	95	15.176
48.0	96	15.294
48.5	97	15.412
49.0	98	15.529
49.5	99	15.647
50.0	100	15.765
50.5	101	15.882
51.0	102	16.000
51.5	103	16.118
52.0	104	16.235
52.5	105	16.353
53.0	106	16.471
53.5	107	16.588
54.0	108	16.706

A	B	mA
54.5	109	16.824
55.0	110	16.941
55.5	111	17.059
56.0	112	17.176
56.5	113	17.294
57.0	114	17.412
57.5	115	17.529
58.0	116	17.647
58.5	117	17.765
59.0	118	17.882
59.5	119	18.000
60.0	120	18.118
60.5	121	18.235
61.0	122	18.353
61.5	123	18.471
62.0	124	18.588
62.5	125	18.706
63.0	126	18.824
63.5	127	18.941
64.0	128	19.059
64.5	129	19.176
65.0	130	19.294
65.5	131	19.412
66.0	132	19.529
66.5	133	19.647
67.0	134	19.765
67.5	135	19.882
68.0	136	20.000

## AUTOMATIC FUELPORT TOUCHSCREEN OPERATION

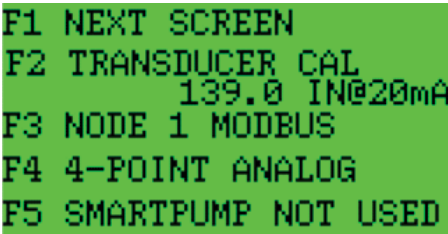
### 1. Main Screen

- F1 / F2 Select tank
  - F3 High level fill override
  - F4 Open valve to selected tank
  - F5 Close valve to selected tank
- To access system setup, press and hold F1+F2+F3



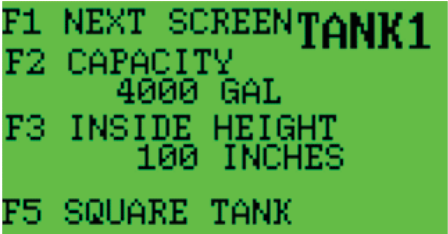
### 2. System Setup

- F1 Access tank setup
- F2 Calibrate transducer (factory set)
- F3 Select PLC Modbus node
- F4 Set PLC analog card type (factory set)
- F5 Enable/disable pump



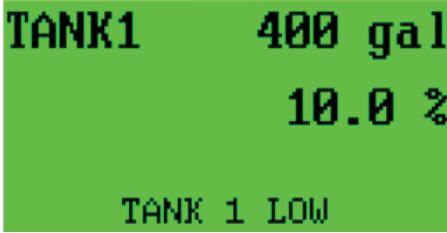
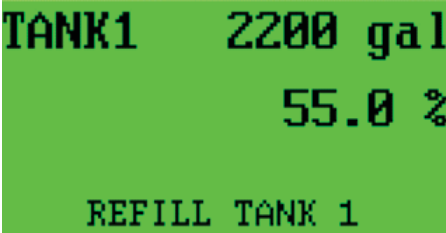
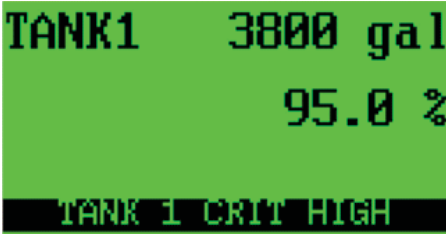
### 3. Tank Setup

- F1 Select next tank
- F2 Set tank capacity (0 for tank not used)
- F3 Set tank inside height (0 for tank not used)
- F5 Toggle square tank / round tank / tank not used



### 4. Status Indications

- Critical High Fuel (>95% by float)  
– Fill Disabled
- High Fuel (>90% by float)  
– Fill disabled, but may be overridden with F3
- Refill (<55% by transducer)
- Low Fuel (<10% by transducer)



**APPENDIX A - ABBREVIATIONS USED IN THIS MANUAL**

Listed below are abbreviations of terms found on Fuel Supply Systems. When following a drawing utilize this guide to define abbreviated system and component names. As this is a master list, drawings and text pertaining to your equipment may not contain all these terms.

<b>AC</b> -Alternating Current	<b>MOT</b> -Motor
<b>AHR</b> -Alarm Horn Relay	<b>N.C.</b> -Normally Closed
<b>AR</b> -Alarm Horn	<b>NEC</b> -National Electric Code
<b>BPRV</b> -Back Pressure Regulating Valve	<b>NEMA</b> -National Electric Manufacturers Association
<b>BRK</b> -Motor/Pump Bracket	<b>NFPA</b> -National Fire Protection Association
<b>BV</b> -Ball Valve	<b>N.O.</b> -Normally Open
<b>C</b> -Contactor	<b>NP</b> -Nameplate
<b>CB</b> -Circuit Breaker	<b>NPT</b> -National Pipe Thread
<b>CSR</b> -Check Strainer Relay	<b>O.D.</b> -Outside Diameter
<b>CV</b> -Check Valve	<b>OLR</b> -Over Load Relay
<b>DC</b> -Direct Current	<b>OPT</b> -Option
<b>DPDT</b> -Double Pole Double Throw	<b>PCB</b> -Printed Circuit Board
<b>F</b> -Fuse	<b>PCRX</b> -Pump Control Relays
<b>FLS</b> -Flowswitch	<b>PG</b> -Pressure Gauge
<b>FS</b> -Floatswitch	<b>PLR</b> -Pipe Leak Relay
<b>FSR</b> -Simplex Fuel Strainer	<b>PRV</b> -Pressure Relief Valve
<b>GA</b> -Gauge	<b>PS</b> -Pressure Switch
<b>GAL</b> -Gallons	<b>PSI</b> -Pounds Per Square Inch
<b>GPM</b> -Gallons Per Minute	<b>PSR</b> -Pressure Switch Relay
<b>HFL</b> -High Fuel Level Relay	<b>PRR</b> -Pump Running Relay
<b>HG</b> -Mercury	<b>SC</b> -Swing Check Valve
<b>HP</b> -Horsepower	<b>SOL</b> -Solenoid
<b>HZ</b> -Hertz	<b>SST</b> -Simplex Super Tank
<b>I.D.</b> -Inside Diameter	<b>TB</b> -Terminal Block
<b>JB</b> -Junction Box	<b>T</b> -Control Transformer
<b>Hz</b> -Hertz	<b>TDR</b> -Time Delay Relay
<b>INHG</b> -Inches of Mercury	<b>TEFC</b> -Totally Enclosed, Fan Cooled
<b>L</b> -Lamp	<b>THR</b> -Tank Heater Control Relay
<b>L.E.D.</b> -Light Emitting Diode	<b>TS</b> -Transducer Pressure Switch
<b>LAFD</b> -Los Angeles Fire Department	<b>V</b> -Voltage
<b>LFF</b> -Loss of Flow Relay	<b>VAC</b> -Voltage, Alternating Current
<b>LFL</b> -Low Fuel Level Relay	<b>VDC</b> -Voltage, Direct Current
<b>LPR</b> -Low Pressure Relay	<b>VG</b> -Vacuum Gauge
<b>MDB</b> -Main Distribution Block	
<b>MDS</b> -Main Disconnect Switch	

## APPENDIX B - TECHNICAL DATA

Thermal expansion of oil is approximately 1 cubic inch per 1 gallon per 10°F rise in temperature.

### Hydraulic Formulas

$$\text{Horsepower} = \frac{\text{GPM} \times \text{PSI}}{1714}$$

$$\text{Torque (lb. in.)} = \frac{\text{CU IN./REV.} \times \text{PSI}}{2}$$

$$\text{Torque (lb. in.)} = \frac{\text{HP} \times 63025}{\text{RPM}}$$

$$\text{Flow (gpm)} = \frac{\text{CU IN./REV} \times \text{RPM}}{231}$$

### Head and Pressure Equivalents

When converting pressure from feet of water to P.S.I., the specific gravity of the liquid must be considered.

Here are some typical conversion figures:

1 P.S.I.=2.30 feet of water  
(specific gravity 1.0)

1 P.S.I.=2.88 feet of oil  
(specific gravity 0.8)

### Conversion Factors

1HP = 33,000 ft. lbs. per minute  
1HP = 42.4 btu per minute  
1HP = 0.746 kwhr (kilowatt hours)

1 U.S. gallon= 231 cubic inches

**Pipe Volume** varies as the square of the diameter; volume in gallons = 0.0034 D<sup>2</sup> L where:  
D=inside diameter of pipe in inches;  
L=length in inches

**Velocity** in feet per sec.=  $\frac{0.408 \times \text{flow (gpm)}}{D^2}$

where:

D=inside diameter of pipe in inches

**Atmospheric pressure** at sea level = 14.7PSI  
Atmospheric pressure decreases approximately 0.41PSI for each one thousand feet of elevation up to 23,000 feet.

**Pressure (PSI)** = feet head x 0.433 x specific gravity

**Specific gravity** of oil is approximately 0.85.

PRESSURE AND CONVERSION TABLE		
Feet Water	PSI Oil	PSI Water
1	.35	.43
2	.70	.87
3	1.05	1.3
4	1.4	1.73
5	1.75	2.17
10	3.5	4.33
15	5.2	6.5
20	7.0	8.66
25	8.7	10.8
30	10.5	13.0
35	12.2	15.2
40	14.0	17.3
45	15.7	19.5
50	17.5	21.7
55	19.2	23.9
60	21.0	26.0
65	22.7	28.1
70	24.5	30.5
75	26.2	32.5
80	28.0	34.6
85	29.7	36.8
90	31.5	39.0

### SUPER X-L PUMP

PUMP MODEL	DISPLACEMENT IN <sup>3</sup> (CC/REV.)	RPM	Flow, GPM (LPM)				
			100 PSI (6.9 Bar)	1000 PSI (69 Bar)	1500 PSI (103 Bar)	2000 PSI (138 Bar)	2500 PSI (172 Bar)
SUPER XL-11	.262 (4.29)	1800	1.99 (7.54)	1.86 (7.05)	1.79 (6.78)	1.73 (6.56)	1.66 (6.29)
SUPER XL-39	.942 (15.44)	1800	7.08 (26.83)	6.87 (26.04)	6.77 (25.66)	6.66 (25.24)	6.56 (24.86)
SUPER XL-62	1.47 (24.14)	1800	11.10 (42.07)	10.81 (40.97)	10.70 (40.55)	10.60 (40.17)	10.40 (39.42)
SUPER XL-90	2.23 (36.5)	1800	16.70 (63.29)	16.50 (62.54)	16.30 (61.78)		
SUPER XL-114	3.35 (54.9)	1800	25.30 (95.89)	24.90 (94.37)	24.60 (93.23)	24.40 (92.48)	

## PUMP PERFORMANCE DATA 40 SSU • 200 SSU • 500SSU (SERIES 420)

MODEL	RPM	40SSU						200SSU											
		0 PSI		50 PSI		100 PSI		0 PSI		50 PSI		100 PSI		200 PSI		300 PSI		500 PSI	
		GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP
420	1200	1.9	¼	1.7	¼	1.5	⅓	1.9	⅛	1.9	⅛	1.7	¼	1.5	⅓	1.4	½	1.2	¾
	1800	2.9	¼	2.7	½	2.5	½	2.9	⅛	2.8	¼	2.7	⅓	2.5	½	2.3	¾	2.1	1½
422	1200	3.7	⅓	3.4	½	3.1	¾	3.7	⅛	3.4	¼	3.1	¼	2.8	½	3.0	1	2.8	1½
	1800	5.4	½	4.9	¾	4.8	1	5.5	¼	4.9	⅓	4.9	½	4.6	¾	4.3	1½	3.8	2
424	1200	9.0	¼	7.6	¾	6.0	1	9.0	⅓	8.6	½	8.2	1	7.7	2	7.1	3	-	-
	1800	11.5	⅓	11.1	1	10.7	1½	13.7	½	13.3	1	12.9	1½	10.9	3	10.2	5	-	-
426	1200	10.0	¾	8.2	1	6.3	1½	12.0	¾	11.0	1	10.5	1½	-	-	-	-	-	-
	1800	15.0	1	12.2	1½	9.5	3	18.0	1	17.0	1½	16.0	3	-	-	-	-	-	-
428	1200	20.9	¾	17.4	1½	14.0	3	24.5	¾	23.8	1½	23.0	3	-	-	-	-	-	-
	1800	31.2	1½	26.1	3	21.0	5	37.0	1½	36.0	3	35.0	5	-	-	-	-	-	-
429	1200	34.0	1½	29.0	3	22.0	5	41.0	1½	40.0	3	38.5	5	-	-	-	-	-	-
	1800	53.0	3	45.0	5	36.0	7½	61.7	3	61.0	5	60.0	7½	-	-	-	-	-	-

MODEL	RPM	500SSU											
		0 PSI		50 PSI		100 PSI		200 PSI		300 PSI		500 PSI	
		GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP
420	1200	1.8	⅛	1.8	⅛	1.7	¼	1.6	⅓	1.4	½	1.1	1
	1800	2.7	¼	2.7	¼	2.6	⅓	2.5	½	2.4	1	2.2	1½
422	1200	3.6	⅛	3.5	¼	3.3	⅓	2.8	½	2.7	¾	2.0	1½
	1800	5.3	¼	5.2	⅓	4.9	½	4.4	1	4.0	1½	3.0	2
424	1200	8.7	½	8.6	¾	8.5	1½	8.2	2	7.8	3	-	-
	1800	2.9	1	12.8	1½	12.7	2	12.5	3	12.0	5	-	-
426	1200	12.0	1	11.5	1½	11.0	2	-	-	-	-	-	-
	1800	18.1	1½	18.0	2	16.3	3	-	-	-	-	-	-
428	1200	24.5	1½	24.0	2	23.7	3	-	-	-	-	-	-
	1800	37.0	3	36.5	5	36.0	5	-	-	-	-	-	-
429	1200	41.0	2	40.0	5	39.5	5	-	-	-	-	-	-
	1800	61.7	5	61.0	5	60.0	7½	-	-	-	-	-	-

## PUMP PERFORMANCE DATA 1000 SSU • 5000 SSU • 10000SSU (SERIES 420)

		1000SSU											
		0 PSI		50 PSI		100 PSI		200 PSI		300 PSI		500 PSI	
MODEL	RPM	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP
420	1200	1.9	1/8	1.9	1/8	1.8	1/4	1.7	1/3	1.6	1/2	1.4	3/4
	1800	2.8	1/4	2.7	1/4	2.7	1/4	2.6	1/2	2.5	3/4	2.2	1 1/2
422	1200	3.5	1/4	3.4	1/4	3.3	1/3	3.0	3/4	2.6	3/4	1.8	1 1/2
	1800	5.0	1/3	4.9	1/2	4.9	3/4	4.7	1	4.2	1 1/2	3.4	2
424	1200	8.8	3/4	8.7	1	8.5	1 1/2	8.2	2	7.8	3	-	-
	1800	13.0	1 1/2	12.7	2	12.5	2	10.2	3	9.9	5	-	-
426	1200	12.5	1 1/2	12.0	1 1/2	11.8	2	-	-	-	-	-	-
	1800	18.7	2	18.5	2	17.0	3	-	-	-	-	-	-
428	1200	24.9	2	24.5	3	24.0	5	-	-	-	-	-	-
	1800	37.4	5	37.2	5	36.5	5	-	-	-	-	-	-
429	1200	41.7	3	41.7	5	41.0	5	-	-	-	-	-	-
	1800	61.7	5	61.7	7 1/2	61.0	7 1/2	-	-	-	-	-	-

		5000SSU									10000SSU						
		0 PSI		50 PSI		100 PSI		200 PSI		300 PSI		0 PSI		50 PSI		100 PSI	
MODEL	RPM	PM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP	GPM	HP
420	1200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
422	1200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
424	1200	8.2	1	8.0	1 1/2	7.8	2	7.6	3	7.4	3	-	-	-	-	-	-
	1800	11.2	2	11.0	3	10.7	3	10.2	5	9.9	5	-	-	-	-	-	-
426	1200	12.5	2	12.4	2	11.6	3	-	-	-	-	-	-	-	-	-	-
	1800	18.7	3	18.5	3	17.5	5	-	-	-	-	-	-	-	-	-	-
428	1200	24.9	5	24.9	5	24.5	5	-	-	-	-	23.3	5	23.0	5	22.8	5
	1800	37.4	7 1/2	37.4	7 1/2	37.0	7 1/2	-	-	-	-	-	-	-	-	-	-
429	1200	41.7	5	41.0	5	40.0	7 1/2	-	-	-	-	-	-	-	-	-	-
	1800	61.7	7 1/2	61.7	7 1/2	61.0	10	-	-	-	-	-	-	-	-	-	-



**MOTORS FOR PUMP DRIVE *CONTINUOUS DUTY, 40°C, UL RECOGNIZED*****Single Phase Motors**

Split Phase Start, Drip Proof, Rigid Base, Class B  
Insulation, Moderate Starting Torque, Sleeve Bearing

HP	RPM	Voltage	NEMA Frame	Bearing	Thermal Prot.	Service Factor	Approx. F.L. Amps
1/3	1800	115	48	Sleeve	Auto	1.0	6.6
1/2	1800	115	56	Sleeve	None	1.0	9.2

Capacitor Start, Drip Proof, Rigid Base, Class B Insulation,  
High Starting Torque, Ball Bearing

HP	RPM	Voltage	NEMA Frame	Bearing	Thermal Prot.	Service Factor	Approx. F.L. Amps
1/3	1800	115/230	48	Sleeve	Auto	1.0	7.0/3.5
1/2	1800	115/230	56	Sleeve	Auto	1.0	9.2/4.6
3/4	1800	115/230	56	Sleeve	Auto	1.0	10.4/5.2

Capacitor Start, Drip Proof, Rigid Base, Class B Insulation,  
Moderate Starting Torque, Sleeve Bearing

HP	RPM	Voltage	NEMA Frame	Thermal Prot.	Service Factor	Approx. F.L. Amps
1	1800	115/208-230	56	Auto	1.15	13.4/6.8-6.7
1 1/2	1800	115/208-230	56H	Auto	1.15	18.0/9.3-9.0
2	1800	115/208-230	145T	None	1.15	21.0/11.3-10.5
3	1800	115/208-230	184T	None	1.15	33.0/16.5
5	1800	208-230	184T	None	1.15	23.0-21.0
7 1/2	1800	208-230	215T	None	1.15	35.2

Capacitor Start, Totally Enclosed, Fan-Cooled, Rigid  
Base, Class B Insulation, NEMA-L ( $\geq 1.0$  HP) High Starting  
Torque, Ball Bearing

HP	RPM	Voltage	NEMA Frame	Thermal Prot.	Service Factor	Approx. F.L. Amps
1/3	1800	115/208-230	56	Auto	1.15	6.6/3.1-3.3
1/2	1800	115/208-230	56	Auto	1.15	8.8/4.2-4.4
3/4	1800	115/208-230	56	Auto	1.15	11.0/5.4-5.5
1	1800	115/208-230	56	Auto	1.15	13.4/6.8-6.7
1 1/2	1800	115/208-230	56H	Auto	1.15	15.2/8.2-7.6
2	1800	115/208-230	145T	None	1.15	18.8/9.4
3	1800	115/208-230	184T	None	1.0	34.0/17.0
5	1800	208-230	213T	None	1.0	27.5-26.0
7 1/2	1800	208-230	215T	None	1.0	36.5-33.0

## MOTORS FOR PUMP DRIVE *CONTINUOUS DUTY, 40°C, UL RECOGNIZED*

### Three Phase Motors

Drip Proof, Rigid Base, Class B Insulation, NEMA B, High Starting Torque, Ball Bearing

HP	RPM	Voltage	NEMA Frame	Thermal Prot.	Service Factor	Approx. F.L. Amps
1/3	1800	208-230/460	56	Auto	1.35	1.5-1.6/0.8
1/2	1800	208-230/460	56	Auto	1.35	2.3-2.4/1.2
3/4	1800	208-230/460	56	Auto	1.25	2.9-3.0/1.5
1	1800	208-230/460	56	Auto	1.15	3.5-3.6/1.8
1 1/2	1800	208-230/460	145T	Auto	1.15	4.8-4.8/2.4
2	1800	208-230/460	145T	Auto	1.15	6.2-6.2/3.1
3	1800	208-230/460	145T	Auto	1.15	9.2-8.6/4.3
5	1800	230/460	184T	Auto	1.15	13.2/6.6
7 1/2	1800	230/460	213T	Auto	1.15	20.0/10.0
10	1800	230/460	215T	Auto	1.15	26.6/13.3

Totally Enclosed-Fan-Cooled, Rigid Base, Class B Insulation, Class F (182T -254T), NEMA B, High Starting Torque

HP	RPM	Voltage	NEMA Frame	Approx. F.L. Amps
1/3	1800	208-230/460	56	1.5-1.6/0.8
1/2	1800	208-230/460	56	2.3-2.4/1.2
3/4	1800	208-230/460	56	2.9-3.0/1.5
1	1800	208-230/460	56	3.5-3.6/1.8
1 1/2	1800	208-230/460	145T	4.8-4.8/2.4
2	1800	208-230/460	145T	6.0-5.8/2.9
3	1800	208-230/460	145T	8.6/4.3
5	1800	230/460	184T	14.0-13.2/6.6
7 1/2	1800	230/460	213T	21.0-20.0/10.0
10	1800	230/460	215T	28.0-27.0/13.5

### DC Motors - Ampere Ratings and Fuse Sizes

Motors HP	Ratings of DC Motors Full-Load Amperes		Amp. Cap. of Fuses for Recommended Values	
	120 Volts	240 Volts	120 Volts	240 Volts
1/8	1.4	.7	3	3
1/6	1.8	.9	3	3
1/4	2.9	1.5	5	3
1/3	3.6	1.8	5	3
1/2	5.2	2.6	7	3
3/4	7.4	3.7	10	5
1	9.4	4.7	15	7
1 1/2	13.2	6.6	20	10
2	17	8.5	25	12
3	25	12.2	30	15
5	40	20	50	25
7 1/2	58	29	80	40
10	76	38	100	50

## Pipe Friction- Fuel Oil 2

Pressure Drop in PSI per 100 feet of Pipe and Tube

NOMINAL SIZES - INSIDE DIAMETERS								
Pipe Size, In.	2.0 GPM	7.0 GPM	10.0 GPM	17.0 GPM	23.0 GPM	30. GPM	40.0 GPM	50.0 GPM
.50	2.337	24.65	56.10	148.75	233.75	408.00		
.75		3.61	7.31	21.25	39.53	64.6	93.5	182.75
1.00	.306	2.00	4.16	11.70	19.55	31.87	54.40	80.75
1.25	.10	.51	1.00	2.55	5.10	8.50	14.88	22.10
1.5		.23	.425	1.10	2.04	3.27	5.70	8.33
2.00			.13	.34	.60	.96	3.10	2.38
2.50			.10	1.62	.30	.51	.94	1.275
3.00					.10	1.74	3.06	4.93

NOTE: Pipe sizes shown apply to standard weight schedule 40 pipe.  
Tube is standard copper tubing

## FLAMMABLE LIQUIDS FLASH POINTS

Excerpts from NFPA 325, "Fire Hazards properties of Flammable Liquids..."

	Flash Points °F(°C)
Diesel Fuel Oil No. 1-D	100 Min. (38) or Legal
Diesel Fuel Oil No. 2-D	125 Min. (52) or Legal
Diesel Fuel Oil No. 4-D	130 Min. (54) or Legal
Fuel Oil No. 1 (Kerosene) (Range Oil) (Coal Oil)	100-162 (43-72)
Fuel Oil No.2	126-204 (52-96)
Fuel Oil No. 4	142-240 (61-116)
Fuel Oil No. 5 Light Fuel Oil No. 5 Heavy	156-336 (69-169) 160-250 (71-121)
Fuel Oil No. 6	150-270 (66-132)
Jet Fuels Jet A and A-1	110-150 (43-66)
Jet Fuels Jet B	-10 to +30 (-23 to -1)
Jet Fuels JP-4	-10 to +30 (-23 to -1)
Jet Fuels JP-5	95-145 (35-63)

## Specific Gravity and Viscosity of Oils

Oils	*Specify Gravity At 60°F	Viscosities In SSU at Various Temperatures							
		30°F	60°F	80°F	100°F	130°F	170°F	210°F	250°F
<b>Auto Lubricating S.A.E.-</b>									
10 Max.	.880 to .935	4,400	1,090	430	240	120	66		
20 Max.	.880 to .935	6,900	1,650	750	400	185	90	57	
30 Max.	.880 to .935	13,000	2,700	1,200	580	255	120	66	49
40	.880 to .935	25,000	4,850	2,000	950	380	150	80	55
50	.880 to .935	58,000	10,000	3,700	1,600	600	220	105	67
60	.880 to .935	100,000	15,000	5,300	2,300	800	285	128	76
70	.880 to .935		22,000	7,500	3,100	1,050	342	150	86
10W	.880 to .935								
20W	.880 to .935								
<b>Fuel Oil-</b>									
Diesel No. 2D	.82 to .95	138	70	53.6	45.5	39			
Diesel No. 3D	.82 to .95	390	145	92	65	48	39		
Diesel No. 4D	.82 to .95	4,400	700	280	140	70	44.2		
Diesel No. 5D	.82 to .95	16,500	3,500	1,500	750	320	136	76.5	54
No. 1	.82 to .95				35				
No. 2	.82 to .95	104	56	45.5	40				
No. 3	.82 to .95	126	68	53	45	39			
No. 5A	.82 to .95	1,480	420	215	125	72	48		
No. 5B	.82 to .95	850	600	490	400	315	235	178	141
No. 6	.82 to .95		72,000	21,500	7,800	2,150	590	225	110
Navy Spec.	.989 Max.	3,300	1,100	600	360	190	100	66	50.2
Navy II	1.0 Max.		24,000	8,600	3,500	1,150	370	160	89
<b>Turbine-</b>									
Heavy	.91 Avg.	4,800	1,280	625	350	170	86	57	
Light	.91 Avg.	770	330	208	138	87	58.8		