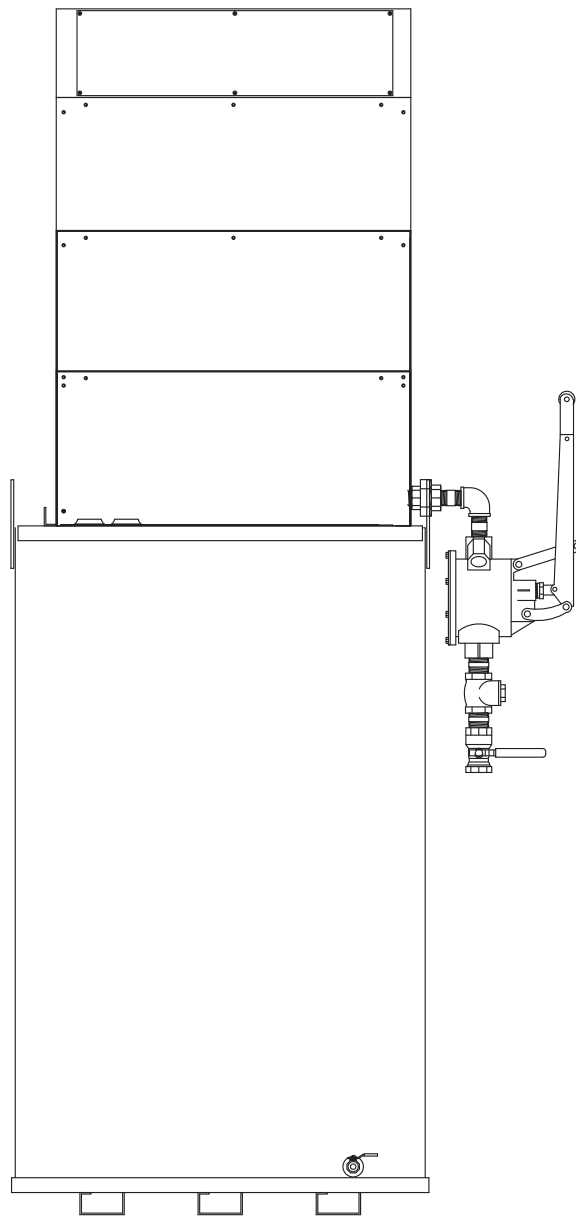


# SIMPLEX<sup>®</sup>

## SST & SRS DAY TANK MANUAL

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April 2016



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## **INSTALLATION**

Location of the Day Tank is of prime importance and should be done by trained personnel. It is one of the most critical factors involved in reliable and safe operation. The Day Tank must be positioned and installed according to the main fuel storage tank and engine location. In general locate the Day Tank as close to the engine as possible consistent with applicable local and national plumbing and electrical codes. Always position the Day Tank so that the highest fuel level in the tank is lower than the engine injectors. The Day Tank must be located not farther than 200' from the main fuel tank. The Day Tank must not be more than 18' higher than the lowest fuel level in the main fuel tank. Never locate the Day Tank in a confined space without consideration for accidental fuel spillage and use a rupture basin when necessary. Never locate the Day Tank near a surface or object which may be adversely affected by fuel oil. Never locate a Day Tank system above a residential living space.

**If you have any questions regarding Day Tank installation, call Simplex service at (800) 637-8603 (24 hrs.).**

**IMPORTANT NOTE!!** The system shall be for use with fuel oil as described by NFPA321, "Basic Classification of Flammable and Combustible Liquids." As defined by this standard, the fuel supply system shall be for use with "combustible liquids," those having a flash point at or above 100°F and further defined as Class II or Class III liquids. In no case shall a liquid having a flash point less than 100°F be used. In every case, the system shall not be used or applied at a temperature in excess of the flash point of the contents. Electrical equipment used in the system shall be in accordance with NFPA30, section 5-7, wherein it states "For areas where Class II or Class III liquids only are stored or handled at a temperature below their flash points, the electrical equipment may be installed in accordance with provisions of NFPA70, National Electrical Code, for ordinary locations..."

*See dimensional drawing for port sizes.*

All plumbing to and from the Day Tank should be black iron pipe or copper tubing. All plumbing connections at the tank should be made with pipe unions to facilitate installation and service. Special attention must be given to pump suction pipe connections to avoid possible air leaks and subsequent loss of pump prime. Never allow the Day Tank pump to run "dry" as immediate pump damage will occur. Before applying power to the pump/motor be sure all fuel connections have been made and tightened and all holes are plugged. Option 010 or 015, auxiliary hand pump, is recommended for installation on all Day Tanks with motor-pumps. The hand pump is used for initial priming of the fuel line from the main tank and as a back up to the motor-pump.

1. Remove the Day Tank top. Check all visible hardware for tightness. Attach the Vent Pipe. This is a NPT internal connection. The vent pipe allows equalization of internal Day Tank pressure. **DO NOT INSTALL A VALVE IN THE VENT LINE!** Venting provides pressure relief in case of overfill, rapid expansion, or gasification of contents in the event of fire. The Day Tank may become permanently distorted at pressures above 5PSI (10 and 25 gallon) and 3PSI (50–400 gallon)

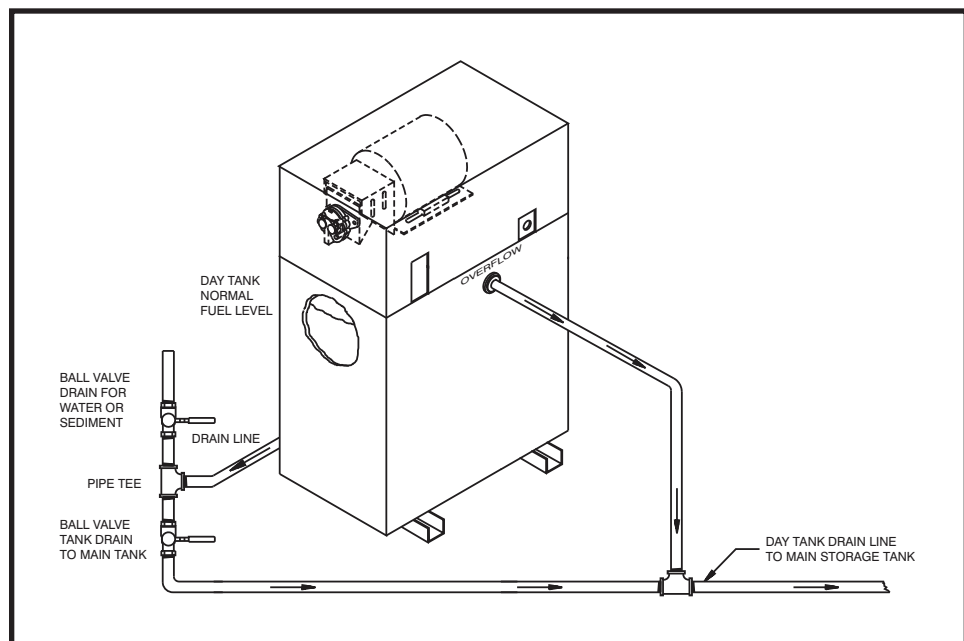
and may rupture at pressures above the maximum withstand pressure of 25PSI (10 and 25 gallon) and 15PSI (50–400 gallon). Day Tank operation without a vent pipe is strictly not recommended. The vent pipe should be at least 5 feet higher than any other pipe and should terminate outdoors. The vent pipe must be installed per local building codes and per NFPA 30 including but not limited to Section 19.5.3. There should be no low portions or sags in the vent pipe which can trap liquid. The end of the pipe should be fitted with a 180° weather protected vent cap to shed water and should be screened to keep out pests, leaves, etc.

2. Attach the Overflow Pipe. This is a NPT internal connection. Simplex recommends the configuration shown in the illustration below. The overflow pipe runs from the Day Tank back to the main storage tank and allows for draining of the tank should it become overfilled. This pipe should be sized at least twice the diameter of the pump fill pipe (minimum 1" I.D. for 10 and 25 gallon; minimum 2" I.D. for 50-500 gallon). If the tank becomes overfilled and the overflow line is not connected or is obstructed the tank will distort and possibly rupture. In installations where the main fuel tank is above ground the overflow pipe should be connected to an Overflow Tank (Option #390 Recommended). **DO NOT INSTALL A VALVE IN THE OVERFLOW LINE!**

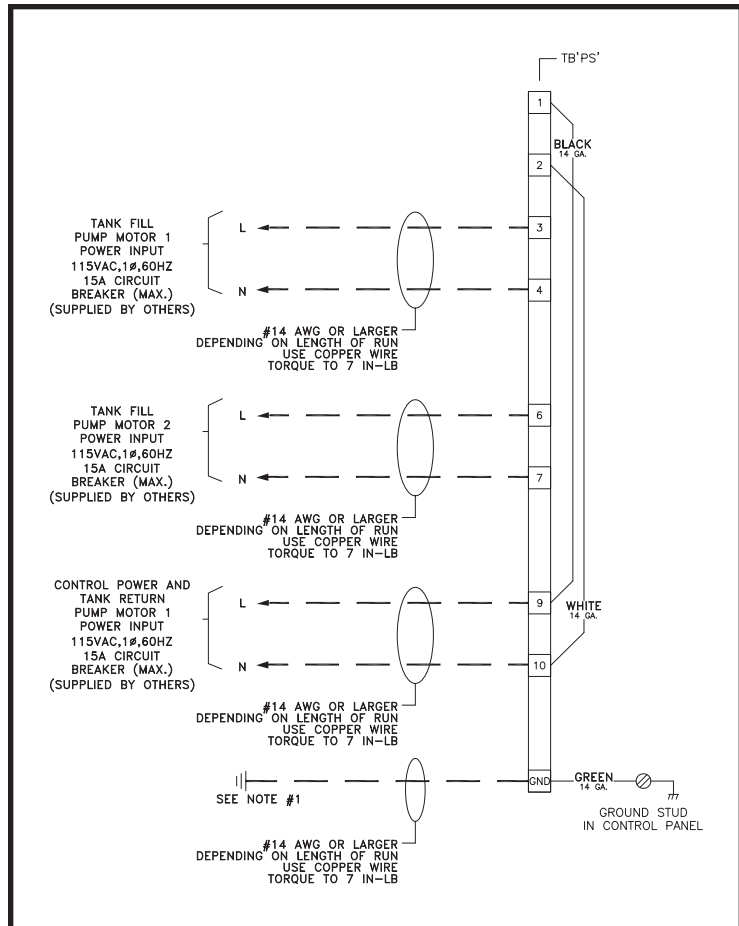
**! WARNING !**  
The overflow connection is a mandatory connection!

**! WARNING !**  
Always connect the Day Tank to an earth ground before operating the Day Tank. Electrical shock can cause personal injury or death!

3. Attach the Day Tank Intake Line (fill pipe) from the main fuel tank to the pump inlet. This is a NPT internal connection. Use black pipe with a union and size per the installation drawing in this manual. Optional fuel strainer (Option 060) with #60 mesh is recommended.
4. Attach the Engine Supply Line. This is a NPT external connection. Use black pipe with a union and size per the dimension drawing in this manual.



5. Attach the Engine Return Line. This is a NPT internal connection. Use black pipe with a union and size per the installation drawing in this manual.
6. **WARNING! Verify the Day Tank mode selector switch is in the "Off" position.** Supply a 115-1-60, 15A, circuit breaker protected circuit from a reliable power bus to the control power terminal board (TB"PS") at terminals 1 and 2. **GROUND THE DAY TANK!** Secure the conduit end to the left side of the cover at the holes provided. Replace the cover.
7. The pump has been pre-lubricated with heavy oil prior to shipment. Prime the system by using the hand pump (Option 010 or 015) to transfer fuel from the main tank to the Day Tank. If the Day Tank is not equipped with a hand pump, remove the tank inlet priming tee plug and fill the entire inlet line with fuel. Replace the tee plug. Energize the Day Tank pump/motor by placing the Day Tank mode selector switch in the automatic position. Ensure that fuel is exiting the pump by watching the clear pump outlet tubing. If not, repeat this procedure and prime the pump also at the pump priming tee. Make sure all unused Day Tank holes are plugged, all pipe connections are secure and no leaks are present. The Day Tank is now ready for unattended automatic operation. If the Day Tank has been stored for extended periods of time pre-lube the pump with oil at the pump priming tee.



Typical- See enclosed drawing for your equipment

**⚠ WARNING ⚠**

**Risk of electric shock! More than one Disconnect Switch may be required to de-energize the equipment before servicing.**

**⚠ WARNING ⚠**

**Verify the Main Disconnect Switch and pump Auto-Off-Run switches are in the Off position before performing installation procedure.**

## VENT OPENINGS

Each tank and each compartment of a compartment tank shall have provision for both normal and emergency venting. A vent opening shall be in addition to the filling and withdrawal openings. A vent opening that provides for both emer-

gency and normal venting shall have a capacity not less than that specified in the Venting Capacity Table below. The wetted area of a tank is calculated on the basis of 75 percent of the total exposed area.

VENTING CAPACITY		
WETTED SURFACE, SQUARE FEET <sup>b,c</sup>	VENTING CAPACITY, CUBIC FEET PER HOUR <sup>d,e</sup>	MINIMUM OPENING, NOMINAL PIPE SIZE, INCHES <sup>f</sup>
20	21,100	2
30	31,600	2
40	42,100	3
50	52,700	3
60	63,200	3
70	73,700	4
80	84,200	4
90	94,800	4
100	105,000	4
120	126,000	5
140	147,000	5
160	168,000	5
180	190,000	5
200	211,000	6
250	239,000	6
300	265,000	6
350	288,000	8
400	312,000	8
500	354,000	8
600	392,000	8
700	428,000	8
800	462,000	8
900	493,000	8
1000	524,000	10
1200	557,000	10
1400	587,000	10
1600	614,000	10
1800	639,000	10
2000	662,000	10
2400	704,000	10
2800 and over	742,000	10

a At 14.7 psia and 60°F (101.4kPa and 16°C)

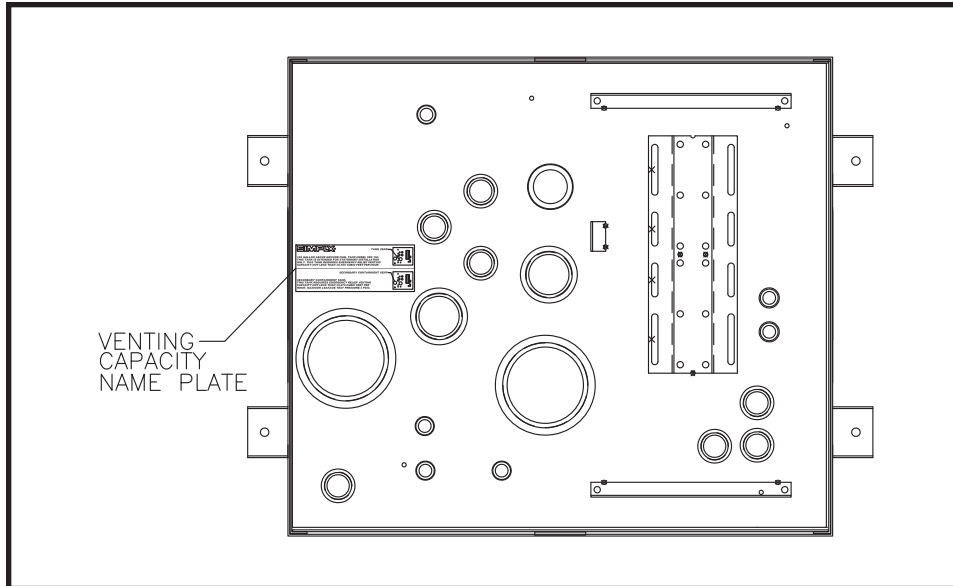
b Interpolate for intermediate values

c For SI units, m<sup>2</sup> = ft<sup>2</sup> / 0.09.

d These values taken from NFPA 30

e For SI units, m<sup>3</sup>/s = ft/hr X 0.03

f These pipe sizes apply only to open vent pipes of the specified diameter not more than 12 inches (0.3m) long and a pressure tank of not more than 2.5 psig (17.1kPa). If tank is to be equipped with venting device or flame arrestor, the vent opening is to accommodate the venting device or flame arrestor sized in accordance with column 2 of this table.



## **WARNING**

The emergency vent line capacity specified on the placard at the top of the tank must be considered in order to maintain the fire safety factors established by NFPA 30 and UL 142. If installation is intended to conform and benefit from the inherent safety advantages of NFPA 30 and UL 142 installation standards, observance of this value is mandatory. It may be necessary to increase the vent pipe if the run is excessively long.

## **WARNING**

Repairs or alterations of this day tank without written approval from Simplex may void the warranty and incur liability for anyone making such repairs or alterations. Alterations may result in severe personal injury or death due to electrical shock, fire or explosion.

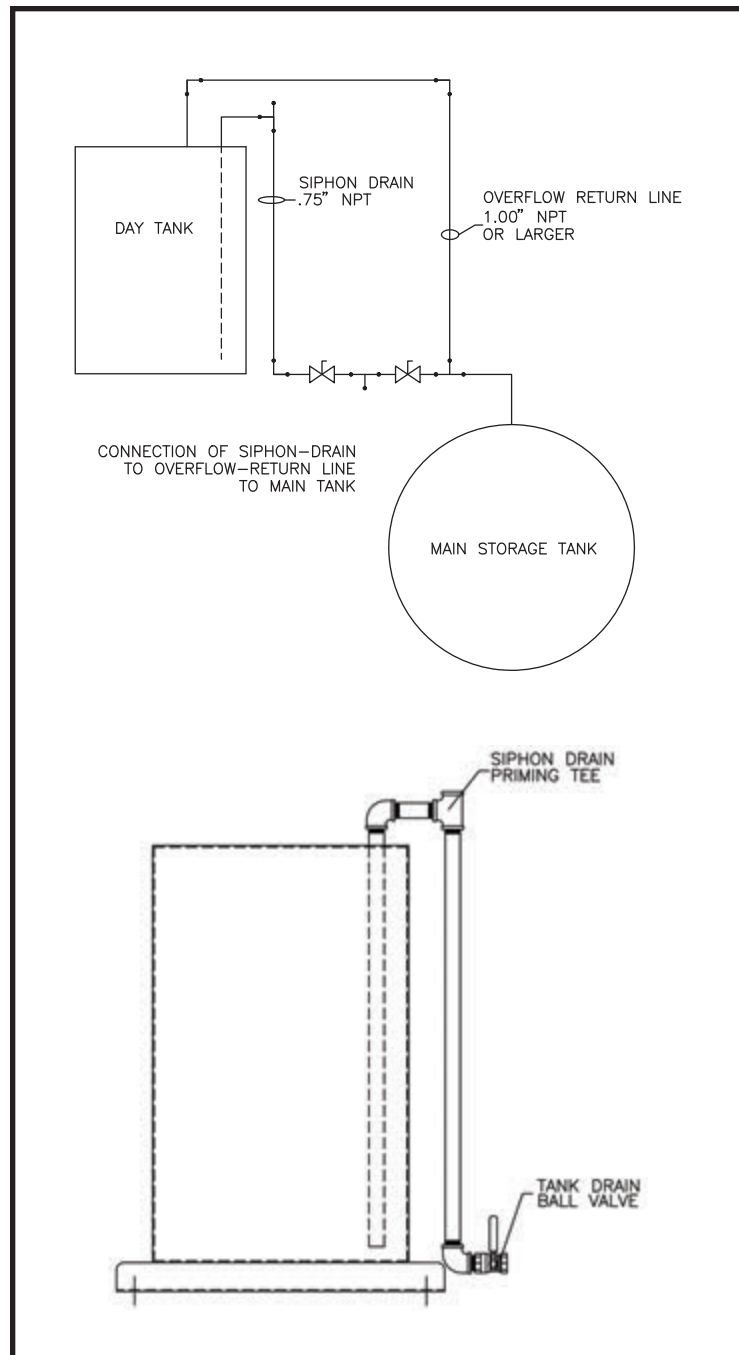
## SIPHON-DRAIN

The Siphon-Drain drop tube exits the top of the tank and drops to nearly the bottom of the tank. The siphon-drain is used for service draining of the tank and is the only means of draining the tank. See *dimensional drawing for the location of the siphon-drain fitting*.

At the time of initial filling and start-up of the tank, prime the siphon-drain as follows:

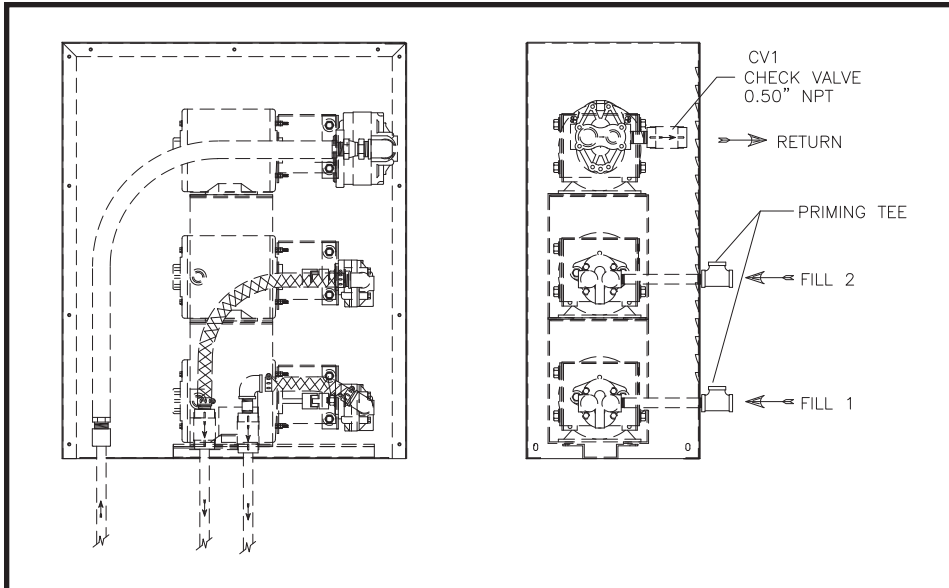
1. Fill the tank to its normal maximum full level.
2. Remove the plug in the siphon-drain priming tee.
3. Be sure the lower end of the siphon-drain tube is closed.
4. Using a funnel, manually fill the priming tube.
5. When the tube is full, plug the priming tee. **Be sure to use pipe thread sealant.**
6. Test the siphon-drain by opening the drain valve and drain into a bucket.
7. Repeat steps 1-6 if required to make prime.
8. Close drain valve.
9. The siphon-drain should hold prime and be available for tank draining at any time.

Once primed, the siphon-drain may be connected via a shut-off valve or solenoid valve to the overflow-return to the main tank provided that the main tank is below the level of the Day Tank and all flow is by gravity. Any run of pipe above the level of the drain termination may require priming. With the siphon-drain so connected to the Day Tank overflow-return line, manual or automatic draining of the Day Tank back to the main tank is possible.



A manual or electric pump may be connected to the siphon-drain at either the lower termination or at the priming tee plug.





## DAY TANK PUMP PRIMING PROCEDURE (REQUIRED)

The Day Tank pump is shipped from the factory pre-primed with SAE 30 oil. On initial start-up the pump must be manually pre-primed. **Do not prime the system by running the pump motor!** Normally it is not necessary to fill the supply line with fuel to prime the pump.

1. Remove the steel plug from the pump priming tee, insert a short piece of pipe in the pump priming tee and attach a reducing coupler or funnel.
2. Fill the line from the check valve to the pump with fuel oil or lube oil. Energize the pump/motor and observe fuel flowing through the clear flex hose. Allow the pipe to drain about halfway then hold your hand on the top of the pipe to temporarily seal the open tee. The oil drawn into the pump will act to seal the pump and allow a large vacuum to be generated. Repeat as required until line is primed. After pump is primed remove pipe/funnel and replace plug in pump priming tee.

### **WARNING**

**Attempting to pre-prime the Day Tank fuel delivery system by running the pump will cause serious damage to the pump!**

### **WARNING**

**This is an industrial product, not a consumer product. It must be specified, installed, operated, and maintained by individuals equipped with the appropriate training and skills**

### **WARNING**

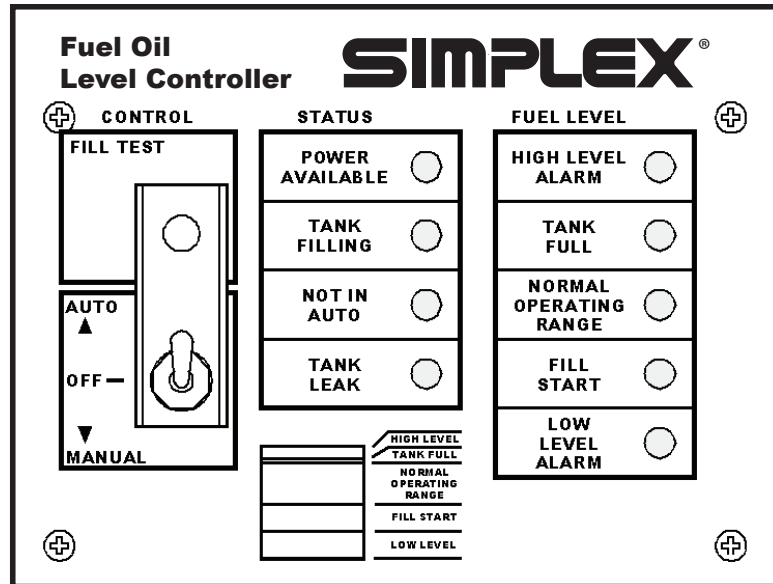
**Never operate or service a Day Tank that is not properly connected to an earthground. Electrical shock can cause personal injury or death!**

## DAY TANK OPERATION

The control nameplate consists of a durable, fuel oil resistant, lexan membrane which contains the Day Tank control pushbutton, switch and status indicators. The control panel contains a Fill Test pushbutton (hold to test L.E.D. lamps), a three position Day Tank Auto-Off-Manual switch, and the following L.E.D. lamps: Power Available, Tank Filling, Tank Leak, Not In Auto (blinking), High Level Alarm, Tank Full, Normal Operating Range, Fill Start, and Low Level Alarm. Day Tank operation is represented by the diagram in the lower center of the nameplate.

The Day Tank control circuitry contains the following serviceable components: motor starting contactor, and control fuses. Control fuses are 2A, 250VAC, ABC type, and the standard motor starting contactor is a double pole, 24VDC coil, rated at 20A. The prime controller in the Day Tank is the printed circuit board. The Day Tank printed circuit board is powered by a fused internal 24VDC, 2A, power supply. The printed circuit board utilizes 24VDC components to analyze the fuel level data it receives from the four Day Tank fuel level sensors. The four fuel level sensors together with the sensor mounting plate comprise the fuel level sensor assembly. When 120VAC, single phase, 60Hz control power is supplied to the Day Tank control system the Power Available L.E.D. is illuminated. *See Parts Legend Drawing for specific components used.*

During automatic operation, the printed circuit board energizes and de-energizes control relays, the motor starter contactor, and the pump/motor to automatically refill the Day Tank as fuel is consumed by the prime mover.



**⚠ WARNING ⚠**

**Never use a Day Tank to transfer or store class I, flammable, or liquids with a flash point less than 100°F. Ignition of fuel can cause severe personal injury or death! Day Tanks are approved for use with combustible liquids (class II or class III liquids) with a flash point at or above 100°F provided they are stored below the flash point ambient temperature!**



Dry contacts for Low Fuel Level, High Fuel Level, Leak Alarm, and Not In Auto relays are wired to terminals 1-12 of terminal block TB'A' for customer use. The customer may utilize these contacts to annunciate low fuel level and high fuel level. Contacts are rated at the following specifications: 5A@30VDC, 5A@125VAC.

## AUTOMATIC OPERATION

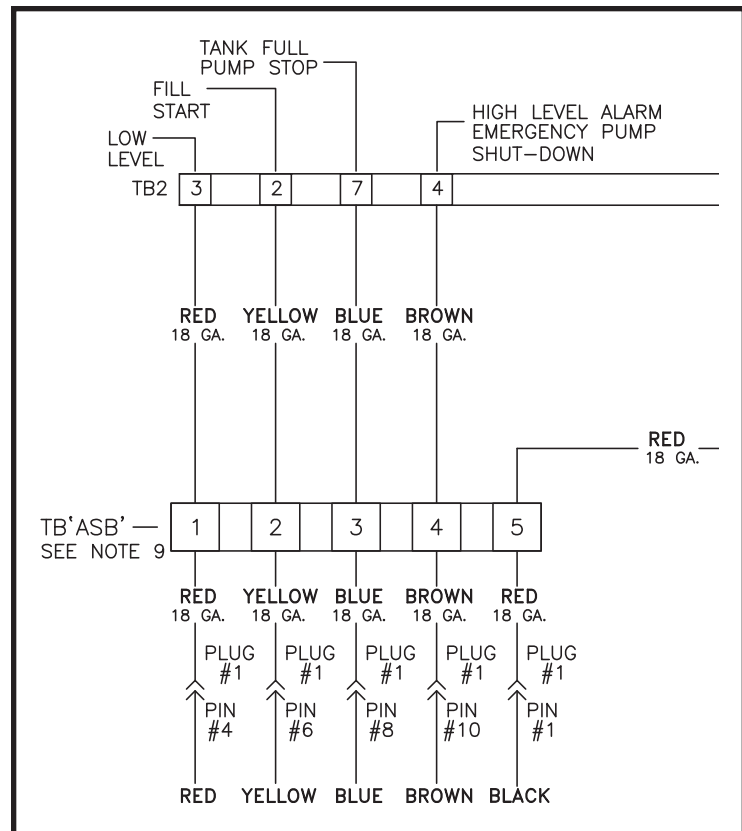
The Day Tank mode selector switch should be left in the automatic position for normal unattended operation. Regardless of operating mode, the Pump Running L.E.D. will be illuminated any time the pump/motor is energized. The standard Day Tank motor is thermally protected. *See Parts Legend Drawing for the pump/motor supplied with this work order.* As the prime mover consumes fuel the Day Tank pump and motor will cycle through the normal operating range as determined by the fuel level sensors. The control panel L.E.D. lamps will continuously visually announce fuel level in the Day Tank.

The Day Tank operator selects the Day Tank operating mode via the three position Day Tank mode selector toggle switch. The operator may choose Automatic, Manual, or Off. To alert the Day Tank operator, the red Not In Auto lamp flashes continuously when the Day Tank mode selector switch is not in the Auto position. This is the only flashing lamp on the control panel. Normally the mode selector switch is left in the automatic position. After initial Day Tank installation, priming, and fill, the controller printed circuit board will energize and de-energize the Day Tank pump/motor as determined by the opening and closing of the fuel level sensors (25%-FS1, 50%-FS2, 90%-FS3, 95%-FS4).

As the Day Tank continues to fill and the fuel level reaches 50% capacity the Normal Operating Range L.E.D. will be illuminated. The Day Tank pump/motor will de-energize when the fuel level reaches 90% (the Normal Operating Range L.E.D. is extinguished and the Normal Maximum L.E.D. is illuminated). During normal operation fuel is consumed by the prime mover and the Day Tank cycles between 50 and 90% capacity, energizing and de-energizing the motor/pump as necessary. If the pump/motor continues to run past the 90% capacity level, normally open fuel level sensor FS4 will close when 95% capacity is reached. At this point the High Level Alarm L.E.D. will be illuminated and the pump will de-energize. The fuel level sensors are shown below.


WARNING


**Day Tank operation is automatic and the day tank motor may start at any time! After a motor thermal overload reset the motor may restart at any time!**



## HIGH LEVEL FILL DISABLED

A High Level alarm causes the Day Tank to enter a new mode of operation dependent on the position of the mode selector switch.

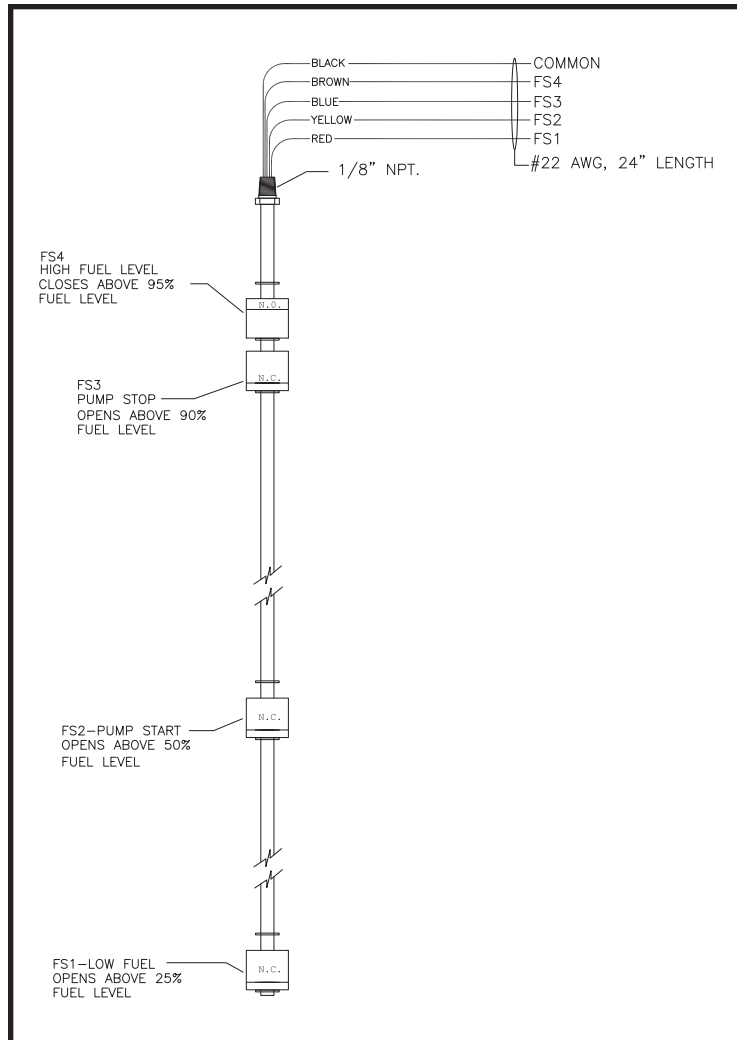
Regardless of the operation mode, High Level indicates that fuel level has reached or exceeded 95% capacity. The pump/motor is de-energized and will remain locked-out until the Day Tank fuel level is decreased to 90% capacity or less. The High Level L.E.D. will remain illuminated until reset by the operator regardless of Day Tank fuel level.

If a High Level Alarm condition occurs and the Day Tank fuel level is reduced to normal levels the High Level L.E.D. will remain illuminated until it is reset by the operator. The operator must place the Day Tank mode selector switch in the Off position and then return it to the Manual or Automatic position to reset the High Level failure.

When High Level is initiated while in Automatic Mode the Day Tank will continue to operate normally and cycle from 50 to 90% but the High Level L.E.D. will remain illuminated until it is reset.

When the High Level mode is initiated while in Manual Mode the Day Tank pump/motor will cycle between the 90% and 95% levels as determined by fuel level sensors FS3 and FS4. After the condition is corrected and the control circuitry is returned to Auto the pump/motor will resume normal operation and cycle between 50% and 90%.

Fuel level sensors FS1-FS3 (Low Fuel Level Alarm, Fill Start, and Tank Full, respectively) have normally closed contacts. FS4 (High Level Alarm) is the only fuel level sensor with normally open contacts.



## FILL TEST PUSHBUTTON

The Fill Test pushbutton is a momentary type. It may be used to provide a quick verification of overall pump/motor/fuel level sensor operation when the system is in the Auto mode. When the mode selector switch is placed in the Off position, the Fill Test pushbutton is disabled. When the mode selector switch is in the Automatic position, the Fill Test pushbutton is enabled.

The operator may energize the pump/motor with the Test Fill pushbutton to test and cycle the Day Tank through the specified capacity range. When the pump is operated by continuously holding the Fill Test pushbutton the pump/motor will continue to run past the normal stop level until 95% capacity is reached, at which point the pump/motor is de-energized and locked out by fuel level sensor FS4. The High Level L.E.D. will be illuminated and the High Level alarm relay will be energized. Contact rated 5A @ 30 VDC, 5A @ 125VAC maximum.

### **LOW LEVEL ALARM**

During normal operation, the pump/motor is energized and the Fill Start L.E.D. is illuminated when the Day Tank fuel level reaches 50% capacity. If the pump/motor does not energize a low fuel level alarm will be initiated when Day Tank fuel capacity reaches the 25% level. The low fuel alarm relay LFR energizes, the Low Level Alarm L.E.D. is illuminated, and LFR dry contacts close. The Day Tank user may utilize these contacts to sound an alarm horn or provide an input to a remote annunciator. Contacts are 5A @ 30VDC, 5A @ 125VAC maximum.

### **MANUAL OPERATION**

For manual (continuous run) operation, the Day Tank operator must place the Day Tank mode selector toggle switch in the Manual position. Manual operation allows the Day Tank operator to energize and run continuously the pump/motor independent of fuel level sensors FS1-FS3. During manual operation the control panel L.E.D. lamps will continue to annunciate fuel level to the Day Tank operator. The Day Tank will continue

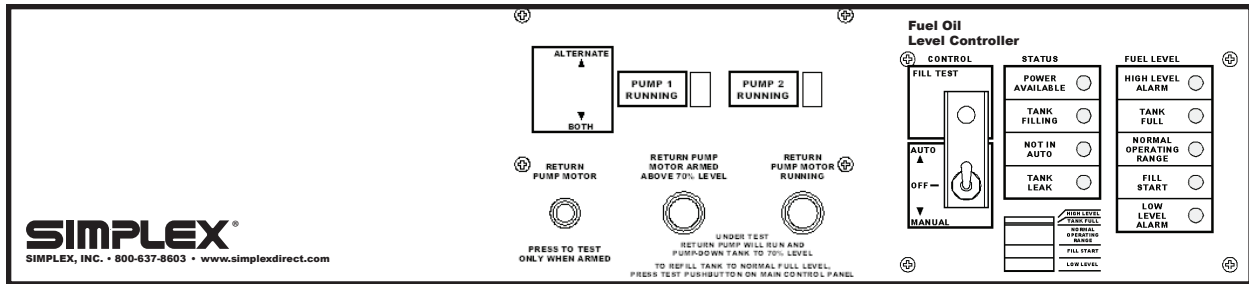
to fill until 95% capacity is reached at which time the High Level mode will be initiated. The Day Tank pump/motor will be de-energized and locked out until Day Tank fuel level is reduced to 90% capacity and fuel level sensor FS3 changes state. Until the alarm condition is corrected and the control circuitry is reset to Auto the Day Tank pump/motor will continue to cycle between the 90% and 95% levels. Upon return to Auto, the control circuitry is reset and the pump/motor will resume normal operation and cycle between 50% and 90%.

### **REMOTE OPERATION**

*See Electrical Drawing.* These Day Tanks are shipped with a jumper installed on terminals TB'2' 8 and TB'3' 1 on the printed circuit board. Removing this jumper disables the pump/motor when in Auto mode. The Day Tank user has the option of installing a switch, remote disconnect, or overload relay to enable or disable the Day Tank pump/motor when in Auto mode. For example, a fuel sensor located in the Day Tank secondary containment (SST Options 190 and 191, SRS Standard) could be wired across these contacts to disable the pump/motor in the event of a Day Tank leak.

### **LAMP TEST**

The momentary Fill Test pushbutton is also used to test L.E.D. lamps on the control board. To use this feature, press and hold the the Fill Test pushbutton to illuminate the L.E.D. lamps. If desired, the lamps may be tested without filling the tank further by placing the mode switch in the "Off" position before pressing the Fill Test pushbutton.



## AUTOMATIC DUPLEX PUMP CONTROLLER, OPTION 345

Duplex pump options are used to increase the reliability of a day tank system through the addition of a second, back-up pump and level control. In a duplex system, one pump is designated the “lead” pump and the other is the “lag” pump. The lead pump automatically refills the day tank over the tank’s normal operating range of 50% to full. Normally, once the tank has been initially filled, the fuel level should never drop below 50%. Less than 50% is indicative of either a failure of the lead pump or consumption in excess of pump capacity. The lag pump and its separate level controller, acting as a backup senses a drop in fuel level below 50% and starts the lag pump, which then continues to run, along with the lead pump, until the tank is full.

Multi-function duplex pump controller system providing selectable operating modes, including:

- Automatic lead pump alternating with automatic lag pump back-up
- Automatic twin pump operation (both pumps run simultaneously) automatic level control back-up
- Manual operation

Basic System includes the following:

- All controller features
- Duplex switch

- Mode Selector switch
- Pump running indicators for each pump
- Two pumps, each with check valves

Operation: With the Duplex switch in the Alternate position, Pump 1 will start at 50% and shut off at the 90% level. For utilization of both Pump 1 and Pump 2 simultaneously, switch to Both position. In this position Pump 1 and Pump 2 will start at the 50% level and shut off at the 90% level.

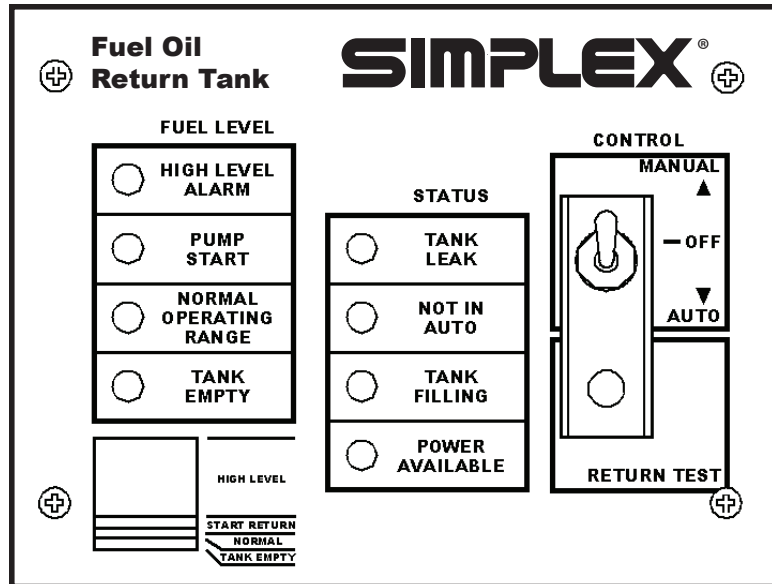
When the Mode Selector switch is in the Manual position all floats, except the high fuel level float, are overridden, and either position (Alternate or Both) may be selected. The pumps will continue to run until Switch #1 is returned to the Off or Auto position or if a high fuel condition occurs.

For standard duplex operation, the Duplex switch should be in the Alternate position and Mode Selector switch should be in the Auto position. Pump #1 will then start at 50% level and stop at the 90% level. The next time fuel drops back to the 50% level Pump #2 will start and then stop at the 90% level. Continuing operation alternates between Pump #1 and Pump #2.

When the fuel drops to the 25% level, both pumps will run simultaneously until the fuel level returns to the 90% fuel level.

## OVERFLOW-RETURN TANK, OPTION 383

**Operation:** The control switch should normally be in the Auto position and the Power Available L.E.D. should be illuminated. The level controller is set to pump the tank to virtually empty. Therefore, normally the tank is empty and the Tank Empty L.E.D. is illuminated. If the adjacent Day Tank should overflow and overflow, oil will flow from the overflow line of the Day Tank to the inlet port of the overflow-return tank. Above empty level, float switch FS3 will close. At 20% level in the overflow-return tank, float switch FS2 will close, activating the overflow-return pump which is installed on the tank. The Pump Start L.E.D. will illuminate and the tank will be pumped-down to empty. At empty level, float switch FS3 will open and stop the pump. If the level in the overflow-return tank should continue to rise above the pump start level, float switch FS1 will close at the 30% level activating the “high fuel level” alarm indicator and remote signal contacts.



**⚠ WARNING ⚠**  
Day Tank operation is automatic and the day tank motor may start at any time! After a motor thermal overload reset the motor may restart at any time!

### **OVERFLOW-RETURN PUMP AND CONTROLLER ADDED TO DAY TANK, OPTION 390**

Normally the Day Tank operates automatically to control the fuel level between the 50% and normal full level, which is set at the position of the overflow or vent fitting on the tank. An overflow can occur if the control switch is left in the Manual position, if there is a leak in a control valve permitting gravity or siphon flow of oil into the tank, or if there is a control failure. In the event of an overflow, float switch FS4 will close, activating the High Level Alarm L.E.D. lamp on the control panel. In addition, the fill pump will be disabled. The tank should not fill above this point, which is approximately 1.0" above the normal full level but 1.0-2.0" below the top of the tank. With the addition of option 390, the overflow-return pump will be activated by the overflow alarm circuit and will operate as described below.

Above 70% level, float switch closes and arms the overflow-return controller, illuminating the "overflow return armed" indicator and enabling the overflow pump test push-button. Upon activation of the overflow alarm by float switch FS4, as described above, the overflow pump contactor will be energized and the overflow pump will run. The contactor is latched-in via 70% level float switch and the tank will be pumped down to the 70% level. This is intermediate in the normal operating range of 50% to full and the tank should remain at this level; the refill pump will not start until the tank reaches the 50% level. As the overflow pump is running, the "pump running" L.E.D. will be illuminated.

To test the overflow-return pump, press the Test pushbutton. This pushbutton is armed only above the 70% level, when the L.E.D. is illuminated. The overflow pump will pump-down the tank to the 70% level. If desired, the tank can be refilled to normal full by pressing the test pushbutton on the control panel.



## **MAINTENANCE**

The Simplex Day Tank has been designed to require minimum maintenance. All components have been chosen for a long, reliable life. The Day Tank is constantly lubricated by the diesel fuel it transfers. Inspect this tank at least once every year for damage, leakage, or rust on both inside and outside the tank. Promptly repair or replace any significantly damaged or deteriorated Day Tank. Two basic intervals of maintenance are required: each year and after the first 3 years.

### **EACH YEAR**

1. Water and sediment should be drained from the tank each year. If normal engine/generator testing does not consume one tank full of fuel each year the tank should be drained and refilled with fresh fuel.
2. Remove the inspection port from the Day Tank. The port is shown in the illustration below. Examine the interior of the Day Tank. Using an inspection lamp examine all internal Day Tank components. With tank drained test sending unit operation. Install a new inspection port gasket and replace the inspection port cover.
3. Press the Test Fill pushbutton and observe pump and motor performance.
4. Inspect pump/motor alignment and wear. Inspect the pump for leaks.

### **WARNING**

**Repairs or alterations of this day tank without written approval from Simplex may void the warranty and incur liability for anyone making such repairs or alterations. Alterations may result in severe personal injury or death due to electrical shock, fire or explosion.**

**If you have any questions regarding Day Tank maintenance, call Simplex service at (800) 637-8603 (24 hrs.).**

5. Re-tighten hose clamps at pump/hose connections. Re-tighten the pump bracket, motor bracket, and pump/motor coupler hardware.
6. Inspect all plumbing connections for leaks. Test all options and fuel level alarms for proper operation.
7. Re-tighten all electrical connections.

### **AFTER THE FIRST 3 YEARS**

After three years of normal use re-oil the Day Tank motor with 10 drops of 5W30 or 10W oil. Do not over oil the motor.

## **TROUBLESHOOTING**

### **NO FUEL DELIVERED**

1. Pump not primed.
2. Lift is too high.
3. Rotation direction incorrect.
4. Check valve installed backwards.

### **INSUFFICIENT FUEL DELIVERED**

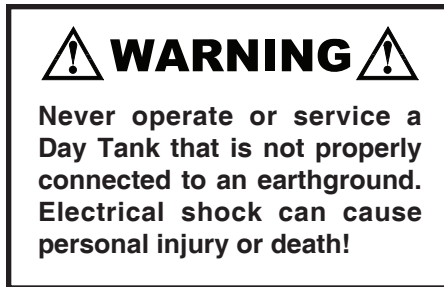
1. Air leak at inlet.
2. Defective solenoid valve or check valve.
3. Lift too high.
4. Pump worn.
5. Inoperative foot valve.
6. Piping improperly installed.
7. Fuel strainer plugged.

### **RAPID PUMP WEAR**

1. Dirt or grit in fuel.
2. Pipe strain on pump causing bind.
3. Worn pump/motor coupler.
4. Pump has been run dry or with insufficient fuel.

### **PUMP DELIVERS FOR SHORT PERIOD AND QUILTS**

1. Leak at inlet.
2. End of inlet not deep enough.
3. Air or gas in fuel.
4. Supply exhausted.
5. Vaporization of fuel at inlet.
6. Air or gas in inlet line.
7. Sand or abrasives in fuel.



### **PUMP REQUIRES TOO MUCH POWER**

1. Air in plumbing lines.
2. Liquid heavy or too viscous.
3. Bent pump shaft, binding rotating element.
4. Misalignment of pump/motor coupler.

### **NOISY OPERATION**

1. Insufficient fuel supply.
2. Air leaks in the inlet pipe.
3. Air or gas at the inlet connection.
4. Pump and motor out of alignment.
5. Worn out spider coupling.
6. Pump coupler out of balance.

### **PUMP REQUIRES FREQUENT RE-PRIMING**

1. Inoperative foot valve.
2. Inoperative check valve.
3. Inoperative solenoid valve.
4. Pump cavitation.
5. Plumbing air leaks.
6. Lift too high.
7. Pump seals leaking.

**MOTOR DOES NOT TURN OR  
TURNS INTERMITTENTLY**

1. Control power not available.
2. Motor thermal overload condition.
3. Pump failed and seized.
4. Motor failure.

**PUMP LEAKS FUEL**

1. Loose pump plumbing fittings.
2. Worn pump shaft seal.
3. Pump pressure relief valve failure.
4. Fuel leak elsewhere running towards pump area.
5. Excessive head from overhead storage tank.
6. Worn pump O-rings.

**DRAWINGS AND  
PARTS LIST**

The drawings included in this manual are the most accurate source of part numbers for your Fuel Supply System. When ordering replacement parts always consult the Parts Legend. When contacting the Simplex Service Department always have your serial number and drawing number ready for reference. The Job Number and the Drawing Numbers are located on each drawing legend.

## **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)

		40SSU						200SSU											
		0 PSI		50 PSI		100 PSI		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	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	-	-	-	-	-	-

		500SSU											
		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	1.8	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 (>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

HP	Ratings of DC Motors Full-Load Amperes		Amp. Cap. of Fuses for Motors 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		