SILVERI ENGINEERING & TRADING

FUEL & OIL TRANSFER | AUTO LUBE | SINGLE POINT LUBRICATORS | FIRE SUPPRESSION | MACHINE SHOP EQUIPMENT

FAST FILL SYSTEMS

PRODUCT AND TECHNICAL CATALOGUE

2023

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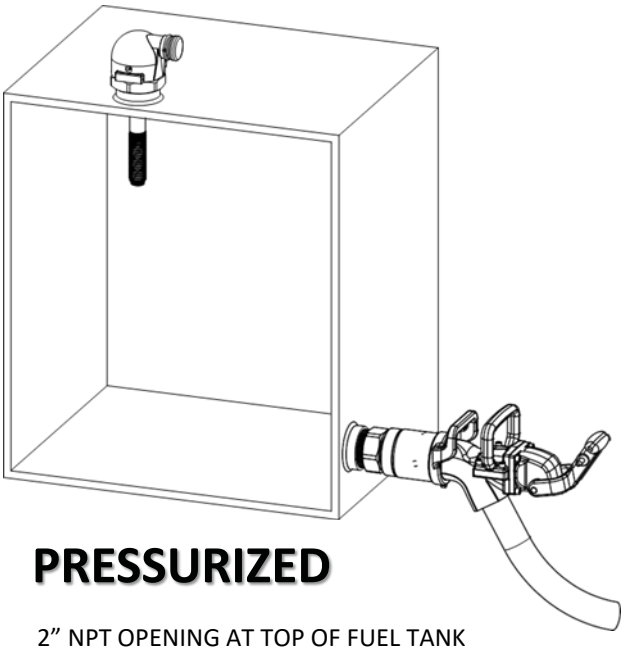
Silveri Engineering & Trading Pty Ltd commenced operations in May 2018 with the goal of effectively Servicing mining, quarrying and industrial sectors nationally and internationally.

We are an Australian based company providing import and export services for international customers in Indonesia, Vietnam, Philippines, Laos, Thailand, Papua New Guinea, New Zealand and service the Australian market extensively.

We have an established track record for excellent customer satisfaction.

We have not compromised on the quality of products and the services and believe in keeping customers supported by providing exceptional service.

DIESEL FUELING SYSTEMS

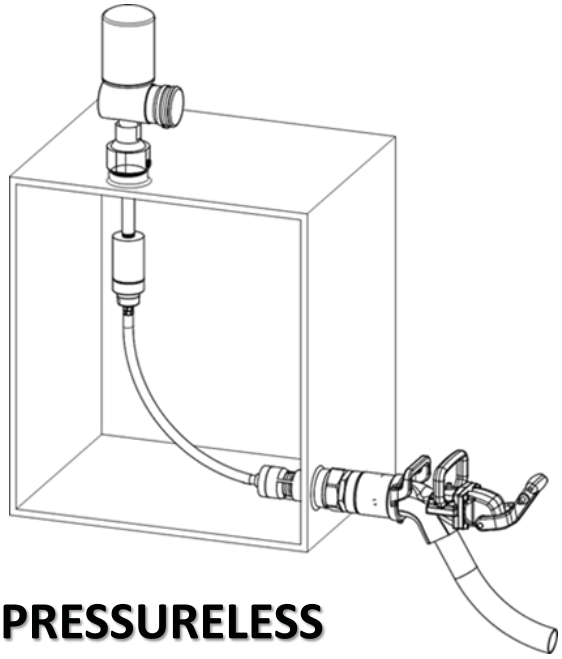


PRESSURIZED

2” NPT OPENING AT TOP OF FUEL TANK
2” NPT OPENING AT BOTTOM OF FUEL TANK
FUEL VENT (V150)
DIESEL FUEL RECEIVER (R150S)
DIESEL FUEL NOZZLE (N150AT)

HOW THE SYSTEM WORKS:

The standard fuelling system works on a sealed tank system. The fuel nozzle is connected to the fuel receiver located at the bottom of the fuel tank. The fuel nozzle handle is then turned to the “on” position and the pump begins pumping the diesel fuel into the fuel tank. Air will escape through the vent located at the top of the fuel tank as the tank continues to fill. When the diesel fuel reaches the desired level, the plastic balls in the vent ball cage will rise with the diesel fuel and seal on the O-ring so that air can no longer escape from the fuel tank. When this happens, pressure rapidly builds within the fuel tank. The fuel nozzle will sense this pressure and automatically shut-off; stopping the flow of fuel to the fuel tank. The fuel nozzles are calibrated to shut-off between 7-9 psi.



PRESSURELESS

2” NPT OPENING AT TOP OF FUEL TANK
2” NPT OPENING AT BOTTOM OF FUEL TANK
PLA150-M W/ FFV150-PL
(INCLUDES: PLA150-M SV, R150CVRC-J,
PLA150-M VLCE, FFV150-PL, AND PL-P-6)

HOW THE SYSTEM WORKS:

The pressureless fuelling system eliminates tank pressure. The fuel nozzle is connected to the fuel receiver located at the bottom of the fuel tank. The fuel nozzle handle is then turned to the “on” position and the pump begins pumping the diesel fuel into the fuel tank. Air will escape through the Vent Level Controller located at the top of the fuel tank as the tank continues to fill. When the diesel fuel reaches the desired level, the float in the Vent Level Controller will rise and seal on the internal O-ring so that fuel can no longer escape through the signal line. When this happens, back pressure rapidly builds within the Signal Line, closing the diaphragm in the Shut off Valve. The fuel nozzle will sense this pressure and automatically shut-off; stopping the flow of fuel to the fuel tank. The fuel nozzles are calibrated to shut-off between 7-9 psi.

N150AT ATLAS DIESEL NOZZLE

N150ATP REFUELING DIESEL NOZZLE WITH PLUG

The new compact refuelling nozzle is rated for flow rates up to 150 GPM (567 LPM). It has a durable stainless-steel nose on the actuating ring and can be fitted with an aluminium front-end for the lightest weight refuelling nozzle available or can be fitted with a stainless front-end for increased durability.

The N150AT uses twelve, stainless steel ball bearings to ensure a secure latching to the receiver.

Accesories: P150 Plug & Lanyard P150S Steel Plug & Lanyard

N150AT TECHNICAL INFORMATION

MAX OPERATING:	8.6 BAR, 125 PSI
PRESSURE MAX FLOW:	567 LPM, 150 GPM RATE
MIN FLOW RATE:	95 LPM, 25 GPM
FUEL INLET THREADS:	1-1/2” NPT
WEIGHT: ALUMINIUM	2.6 KG, 5.6 LBS, STAINLESS STEEL, 2.89 KG 6.38 LBS
LATCHING MECHANISM:	STAINLESS BALL BEARINGS

800 LITRE NOZZLE ALSO AVAILABLE N150AT800

S150, S512, S200, S215
STRAIGHT HOSE SWIVELS
Straight hose swivels with all aluminium construction

N150PB
PIT BOSS
DIESEL NOZZLE

N150PBP PIT BOSS REFUELING NOZZLE WITH PLUG

The Pitboss diesel fuel nozzle is a perfect fit for a more eco- nomic solution. The latching device of this nozzle is most forgiving model in muddy or severely dirty environments. Fewer internal components and a compact housing make this one of the lightest diesel nozzles available. With all metal construction, piston driven engagement, and a familiar non-slip powder-coat finish.

Accesories: P150 Plug & Lanyard P150S Steel Plug & Lanyard

N150PB TECHNICAL INFORMATION

MAX OPERATING:	5.17 BAR, 75 PSI
PRESSURE MAX FLOW:	567 LPM, 150 GPM RATE
MIN FLOW RATE:	95 LPM, 25 GPM
FUEL INLET THREADS:	1-1/2” NPT
WEIGHT: ALUMINIUM	2.9 KG,
LATCHING MECHANISM:	ELASTODOG

PIT BOSS OPTIONS

N150PBHD Pit Boss Heavy-Duty Refuelling Nozzle All-steel

N150PB-BR Pit Boss Refuelling Nozzle-Brine Resistant

N150PBU Pit Boss Under Ground Refuelling Nozzle-

S150, S512, S200, S215
STRAIGHT HOSE SWIVELS
Straight hose swivels with all aluminium construction

N150SL SURELOC DIESEL NOZZLE

N150SLP SURELOC DIESEL FUEL NOZZLE WITH PLUG

Proven reliable even in the harshest environments and is customizable to meet specific needs. Its durable, all metal construction and thick wall main housing makes it optimal for heavy duty operations. The latching mechanism consists of twelve stainless steel ball bearings for a secure latch. Available with either piston or diaphragm control shut-off and two flow rate and inlet options, it is our most versatile nozzle.

Accesories: P150 Plug & Lanyard P150S Steel Plug & Lanyard

N150PB TECHNICAL INFORMATION

MAX OPERATING:	5.17 BAR, 75 PSI
PRESSURE MAX FLOW:	567 LPM, 150 GPM RATE
MIN FLOW RATE:	95 LPM, 25 GPM
FUEL INLET THREADS:	1-1/2” NPT
WEIGHT: ALUMINIUM	3.6 KG,
LATCHING MECHANISM:	STAINLESS BALL BEARINGS

800 LITRE NOZZLE ALSO AVAILABLE N150SLP800

S150, S512, S200, S215
STRAIGHT HOSE SWIVELS
Straight hose swivels with all aluminium construction

N150C
CLASSIC
DIESEL NOZZLE

N150C CLASSIC DIESEL FUEL NOZZLE WITH PLUG

The Classic nozzle contains traditional components that have been in use for decades. This all-metal nozzle provides the operator with a familiar, proven piece of quality equipment that has a long history of being the standard nozzle of the heavy equipment industry.

Accesories: P150 Plug & Lanyard

N150C TECHNICAL INFORMATION

MAX OPERATING:	5.17 BAR, 75 PSI
PRESSURE MAX FLOW:	567 LPM, 150 GPM RATE
MIN FLOW RATE:	95 LPM, 25 GPM
FUEL INLET THREADS:	1-1/2” NPT
WEIGHT: ALUMINIUM	3.51 KG,
LATCHING MECHANISM:	METAL LATCHING DOGS

S150, S512, S200, S215
STRAIGHT HOSE SWIVELS
Straight hose swivels with all aluminium construction

N1000PSL SURELOC DIESEL NOZZLE

N1000PSLP SURELOC DIESEL FUEL NOZZLE WITH PLUG

nozzle is rated for flow rates up to 1000 LPM (265 GPM), includes 2” NPT threads for an easy retrofit for exiting traditional fuelling receivers and vents. Utilizing our robust Piston Sureloc design the N1000PSL uses a 12-ball stainless ball-bearing latching mechanism ensuring a secure latch to the receiver.

- Powder coated non-slip finish for better grip.
- Sturdy build for greatly increased lifespan.
- Ball bearing latching for secure connection.
- Withstands extreme temperatures.

N1000PSL TECHNICAL INFORMATION

MAX OPERATING:	5.17 BAR, 75 PSI
PRESSURE MAX FLOW:	1000 LPM, 263 GPM RATE
MIN FLOW RATE:	95 LPM, 25 GPM
FUEL INLET THREADS:	1-1/2” NPT
WEIGHT: ALUMINIUM	3.6 KG,
LATCHING MECHANISM:	BALL BEARING

*Requires:

PLA1000-M VLCE 1000 LPM Vent/Level Control
PLA1000-M SV 1000 LPM Shut Off Valve
N1000CVRC-J 1000 LPM Receiver

S150, S512, S200, S215
STRAIGHT HOSE SWIVELS
Straight hose swivels with all aluminium construction

SWIVELS

S75	3/4" SWIVEL
S100	1" SWIVEL
S125	HOSE SWIVEL 1 1/4"
S150	HOSE SWIVEL 11/2" STYLE BALL BEARING
S150-BSPT	HOSE SWIVEL 11/2" BSPT
S150 (MC)	SWIVEL 11/2" X 1 1/2"
S150R	13/4" NOZZLE REBUILD SWIVEL "B" STYLE BALL BEARING
S150S	STEEL HOSE SWIVEL 11/2"
S1510	HOSE SWIVEL 11/2"
S200	HOSE SWIVEL 2" "B" STYLE BALL BEARING
S200 (MC)	HOSE SWIVEL 2"
S215	HOSE SWIVEL 2" NPT MALE AND 1.5" FEMALE “B" STYLE BALL BEARING
S215S	STEEL HOSE SWIVEL WITH 2" NPT MALE THREADS AND 1.5" FEMALE
S512	HOSE SWIVEL 11/2" MALE NPT X 2" FEMALE NPT

AWS34B	SINGLE PLANE .” BSP MALE/FEMALE
AWS34	SINGLE PLANE .” NPT MALE/FEMALE
AWS10B	SINGLE PLANE 1” BSP MALE/FEMALE
AWS34B	SINGLE PLANE 1” NPT MALE/FEMALE

R150CV
FUEL RECEIVER CHECKVALVE

R150CVC FUEL RECEIVER CHECKVALVE WITH CAP

The anodized aluminium check valve installs in the fuel tank to prevent fuel theft and allows the receiver to be replaced without draining the tank.

This patented Check Valve Receiver is a solution for any application. One-way check valve receiver for diesel fuel for use with pressurized shut-off configurations max flow rate 567 litres/min. Spray back is eliminated if the poppet gets stuck open from debris or poppet malfunction and fuel theft is minimized by making it harder to get the fuel out without the proper tools. With this Check Valve installed any receiver issues will be minimized to less than 6 fluid ounces of fuel loss.

* Optional aluminium cap R150CVCA
* Optional Black Plastic Cap R150CVC

Direct replacement for Wiggins ZN2CV.

R150CVSW

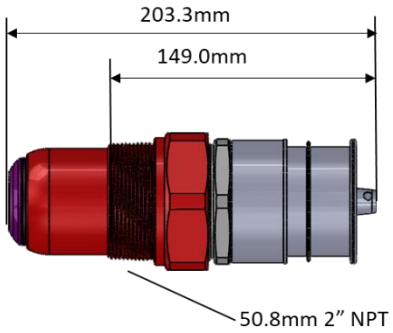
The R150CVSW is the check valve installation socket wrench.
It is required to install or remove Fast Fill System's R150CV.

R150CV-800

FUEL RECEIVER CHECKVALVE

The anodized aluminium check valve installs in the fuel tank to prevent fuel theft and allows the receiver to be replaced without draining the tank. This patented Check Valve Receiver is a solution for any application. One-way check valve receiver for diesel fuel for use with pressurized shut-off configurations max flow rate 800 litres/min. Spray back is eliminated if the poppet gets stuck open from debris or poppet malfunction and fuel theft is minimized by making it harder to get the fuel out without the proper tools. With this Check Valve installed any receiver issues will be minimized to less than 6 fluid ounces of fuel loss.

* Optional aluminium cap R150CVCA
* Optional Black Plastic Cap R150CVC



- Used with 567-800 Litre Diesel Nozzles
- Manufactured with Robust Materials
- Longer Seal Life
- Stronger Poppet Design
- Consistency of Flow Maintained
- Larger Flow Area
- Stronger Spring

R150CVSW

The R150CVSW is the check valve installation socket wrench.
It is required to install or remove Fast Fill System's R150CV.

R150S

FUEL RECEIVER

R150SC STANDARD DIESEL RECEIVER WITH CAP

Standard diesel fuel receiver is made from solid steel and is nickel-plated to ensure a long service life.

Designed to accommodate flow rates up to 800 LPM (211 GPM), Fast Fill Systems fuel receivers are completely compatible with all major manufacturers' diesel fuel nozzles. Available shutoff options: 7, 9, 11, and 12 PSI.

Direct replacement for:

Wiggins ZNC2A

Flomax FRS-C

Optional aluminium Cap C150A

R150A-A	FUEL RECEIVER (9 PSIG SHUT-OFF PRESSURE, BLACK POPPET) ALUMINUM
R150A-B	FUEL RECEIVER (11 PSIG SHUT-OFF PRESSURE, BLUE POPPET) ALUMINUM
R150A-D	FUEL RECEIVER (7 PSIG SHUT-OFF PRESSURE, RED POPPET) ALUMINUM
R150AC-A	FUEL RECEIVER WITH CAP – ALUM (9 PSIG SHUT OFF PRESS - BLACK POPPET)
R150AC-B	FUEL RECEIVER W/CAP (11 PSIG SHUT-OFF PRESSURE, BLUE POPPET - ALUM
R150AC-D	FUEL RECEIVER W/CAP (7 PSIG SHUT-OFF PRESSURE, RED POPPET - ALUM

VENTS FOR PRESSURISED DIESEL TANKS

V150A fuel vent with half coupling from Fast Fill Systems.
This vent is commonly used when retrofitting fast fuelling equipment on splash fill diesel tanks that have no existing vent port.

V150 The basic fuel vent available with a standard 5”, 7” (V150L7), and 12” (V150L12) stems.

V150SR used with the V150 where additional over-fill relief is needed. A safety relief valve protects the tank from over filling if a nozzle fails. Opens tank when pressure hits over 13 PSI.

V150H Designed for fuel rates exceeding 150 GPM, capable of reaching 300 GPM. Compatible with all vent configurations.

V150C Allows for easy hose attachment with a 1” FNPT swivel adapter on the opening of the vent cap.

V150B Commonly used where 2” NPT ports are not available. Drill and tapping is required. Bolt on 2” NPT flange included. Nitrile seal

V150W Whistles when tank reaches internal pressures of 5-7 PSI. This creates a clear signal to operator that nozzle should be shutting off

V150F fuel vent incorporates the filtered protection of our FFV150 filter vent assembly directly into a compact vent cap. It includes our dual check valve design to ensure only filtered air enters the tank, and to protect your filter element from fuel vapours and sloshing. thereby extending its life.

SB100 SERVICE BOX

Boxes can be configured to house any number or type of receivers. By consolidating the location of Couplers, speed and safety are increased. Units can be coloured to customer preference.

A150A, A150B, A150C SPLASH FILL ADAPTERS

Used to splash fill a tank with any fast fill or standard diesel fueling nozzle.

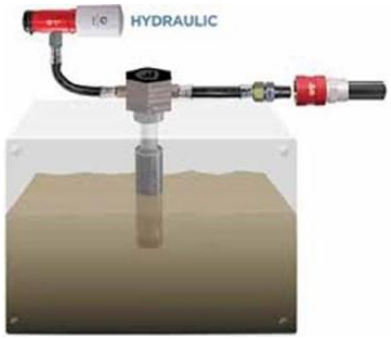
BREAKWAY COUPLERS

Hose safety breakaway coupler with female NPT threads.

AB1	1" BREAKAWAY COUPLER
AB14	1-1/4" BREAKAWAY COUPLER
AB15	1-1/2" BREAKTIME COUPLING
AB1BSP	1" BREAKAWAY COUPLER WITH BSP THREADS
AB2	2" BREAKAWAY COUPLER
AB3	3" BREAKAWAY COUPLER
AB34	3/4" BREAKAWAY COUPLER

PLA80-HVSC

PLA80-HVSC opens auto-shutoff fluid transfer to high viscosity oils and fluids. This all-in-one system fits standard 2” NPT inlets. Once the fuel level reaches 90-95% capacity, each tank will automatically shut-off eliminating under/over filling. Filtered venting and a dry break fill point decrease contamination. There are a broad range of applications due to its compact design and easy installations.



- Completely pressureless operation
- Low profile filter vent or remote mount
- Adjustable shut off level.
- Standard weight: 3.92 lbs | 1.78 kg
- Compatible with gear oil up to 680 cSt

Associated Hose and Fittings Supplied by customer.

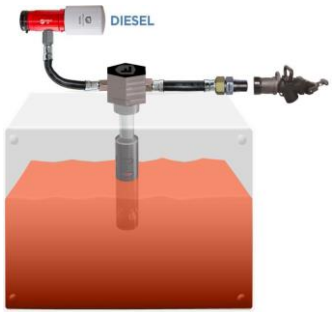
Max Flow Rate	**Min Flow Rate**
100 LPM 26.5 GPM	23.6 LPM 5 GPM
Max Oper Temp	**Min Oper Temp**
150 Deg F 65.6 Deg C	-30 Deg F -34.4 Deg C

FFV150-LP, LOW PROFILE- FILTER VENT

N150SB, BULK FILLING NOZZLE

PLA80-SVLC

The PLA80 brings Pressureless fuelling to applications where it was once unavailable. This all-in-one drop-in system fits standard 2” NPT inlets and enables individual tank fill and shutoff for single or multi tank configurations. Once the fuel level reaches 90-95% capacity, each tank will automatically shut off, eliminating under/over filling. The auto shut-off feature works with all standard fuel nozzles (up to 80 GPM). With filtered venting and a dry break fill point, contamination is dramatically decreased. Applications agriculture, small construction, oil extraction and mass transit equipment because of its compact design and ease of installation.

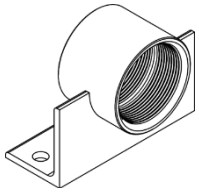


- Fills and vents through the same unit
- Completely pressureless operation
- Automatic independent tank shutoff
- Remote receiver mounting
- Remote or direct filter vent mounting
- 1-1/4” FNPT fuel inlet threads
- 1” FNPT vent port threads
- Standard weight: 3.92 lbs | 1.78 kg

Max Flow Rate	**Min Flow Rate**
302 LPM 80 GPM	151 LPM 4 GPM
Max Oper. Temp	**Min Oper. Temp**
150 Deg F 65.6 Deg C	-30 Deg F -34.4 Deg C

FFV150-LP FILTER VENT

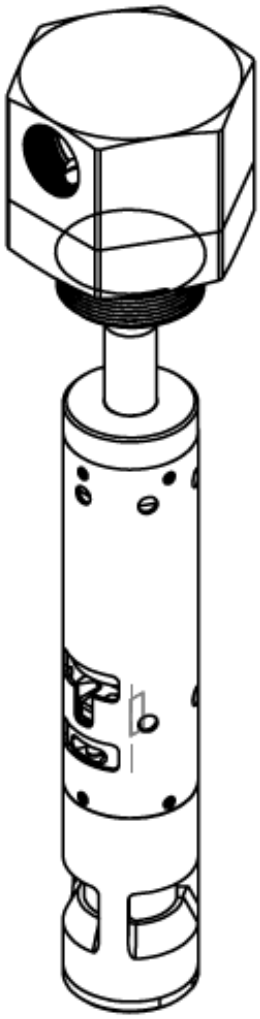
R150SC-J 12 PSI RECEIVER

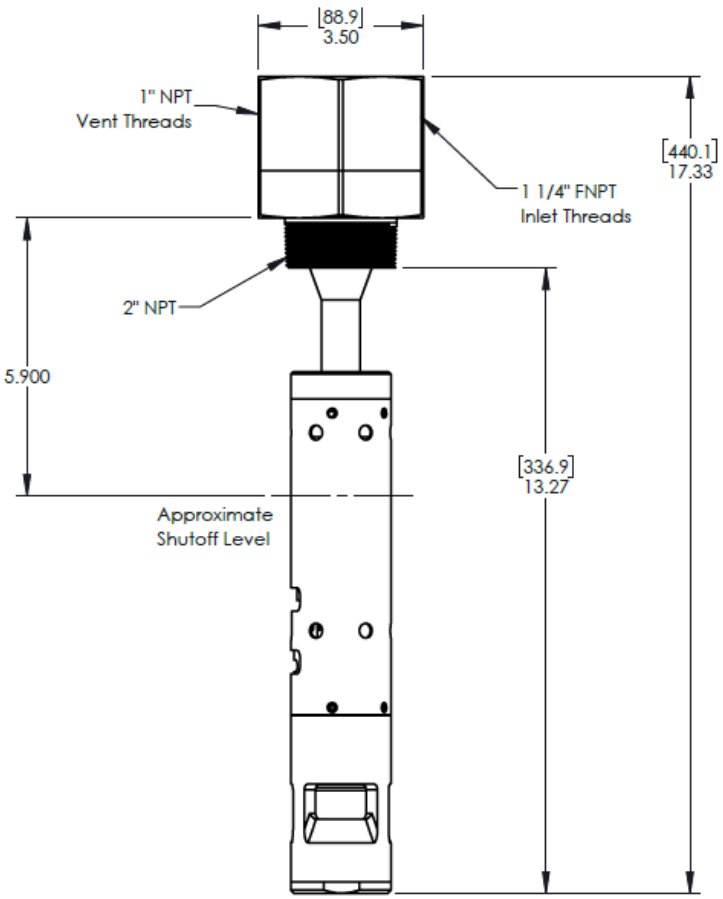


2” MOUNTING BRACKET

PLFC-1 125

LOW VOLUME PLA80 FOR CONTINUOUS FUEL LEVEL REGULATION



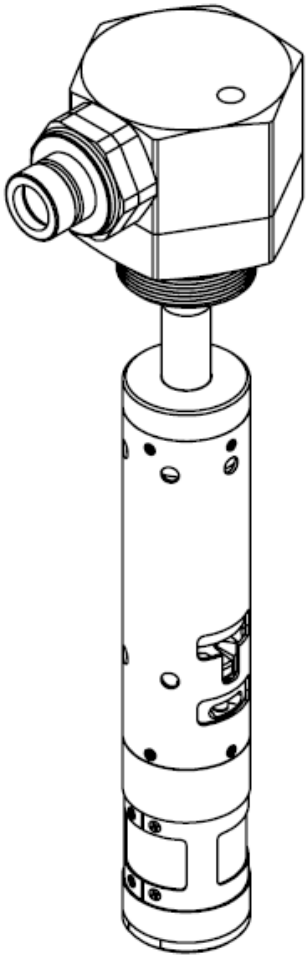


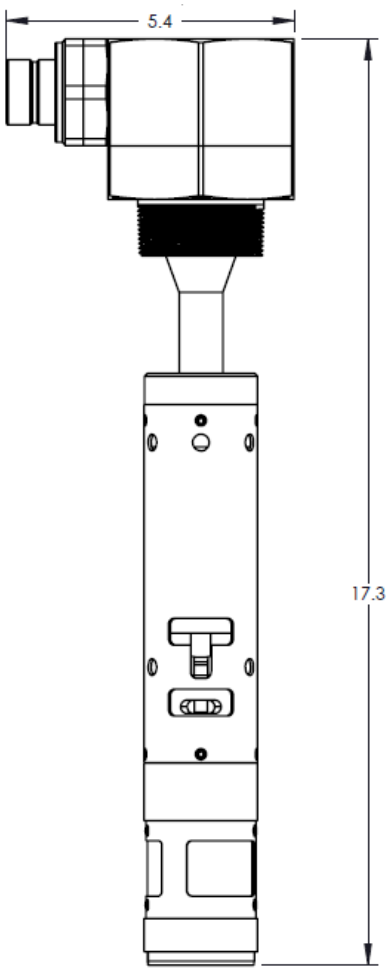
MAX PRESSURE: 60 PSI

MAX FLOW RATE: 30 GPM

PLFC-1

LOW VOLUME PLA80 FOR CONTINUOUS FUEL LEVEL REGULATION



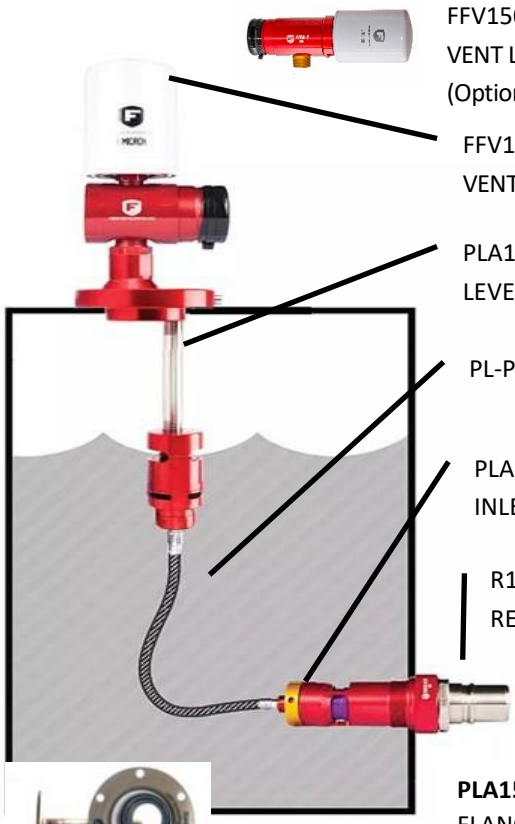


MAX PRESSURE: 60 PSI

MAX FLOW RATE: 30 GPM

PLA150—PRESSURELESS

Operates by a predetermined fuel level shut-off point. The system operates with zero pressure in the tank itself, giving accurate fuel levels and virtually eliminates costly fuel system failures. Its proven application in a wide-range of configurations for a diverse array of equipment such as internal or external signal lines, direct or remote-mount fuel receivers, and adjustable shut-off levels.



FFV150 –LP FILTER VENT LOW PROFILE (Optional)

FFV150 –PL FILTER VENT

PLA150-M VLCE VENT LEVEL CONTROL

PL-P-6 SIGNAL LINE

PLA150-M SV INLET SHUT-OFF

R150CVRC-J 2 PIECE RECEIVER WITH CAP

PLA150-M VF-CAT 6 BOLT VENT FLANGE ADAPTOR TO 2" NPT

PLA150-M RF -CAT 6 BOLT RECEIVER FLANGE ADAPTOR TO 2" NPT

FFF4C / FFF5C—WELD- ON / BOLT ON FLUSH MOUNT BELL HOUSING

FFF-6C-WOF—TANK FLANGE WELD, TO SUIT FFF5C 2" NPT

FV-P-8—2" HALF SOCKET

PLA150-M PTF—2" NPT
FLANGE FOR PLASTIC TANK

PLA150-M SVFE—6 BOLT FLANGE W/ PRESSURELESS SHUTOFF VALVE AS-SEMBLY W/ EXTERNAL SIGNAL LINE CONNEC-TIONS FOR 2 PC RE-CEIVER

PLA150-M SV61-E 6 BOLT FLANGE W/ PRESSURELESS SHUTOFF VALVE ASSY W/ CODE 61 FLANGE W/ EXTERNAL

PLA150-M SVEBH— BOLT-ON BELL HOUS-ING REPLACEMENT W/ SHUTOFF VALVE ASSY W/EXTERNAL SIGNAL LINE CONNECTION

PLA150-M RRR2— SHUTOFF VALVE MOUNTING "CAN" FOR EXTERNAL SIGNAL LINE INCLUDES 2 PC STEEL FUEL RECEIVER

AD150J— 2" CHECK VALVE ADAPTOR W/JIC CONNECTION

AD150— 2" CHECK VALVE ADAPTOR CONNECTION

PLA1000-M VLCE – HIGH VOLUME DIESEL

When combined with the N1000PSLP nozzle, the PLA1000-M SV, flow rates of up to 1000 LPM are achievable. With pressureless operation, this system provides your operators a clean & safe way to refuel high volume applications. With increased flow around the closed- cell encapsulated foam float, our system maintains reliability at higher flow rates. Other features include external and internal signal line ports and integrated roll over spill protection. The VLCE is precisely engineered to function on the largest tanks with only 4" of operating head space. (16" of clearance re- quired for installation.)

2",
50.8mm NPT

- Automatic shut-off without inducing pressure into the tank.
- Positive shut-off system senses the fluid
- level in the tank.
- Diesel-resistant closed-cell foam float for shut-off.
- 2" NPT easily fits most tank applications
- Max Operating Pressure 5.17 Bar, 75PSI

PLA1000-M SV

2", 50.8mm NPT

R1000-SC-J

DIRECT MOUNT
(R1000CVRC-J Remote

N1000PSL (see page 8 for technical information)

This high flow receiver can handle the most demanding high-volume applications. When paired with an N1000PSLP nozzle and our PLA1000-M VLCE. Made of extremely durable nickel-plated steel, this receiver will last in the harshest environments. The new enclosed spring design smooths fluid flow to prevent vibrations caused by high flow rates.

MATRIX NOZZLES & RECEIVERS – OIL & FLUID TRANSFER

Matrix 300 is a series of proprietary couplers designed to prevent cross-contamination of fluids. Matrix couplers work at a higher pressure and flow rate than standard couplers. Each of the 10 nozzles and receivers in the matrix line is colour- coded and designed to physically interlock with only its matching colour. Higher flow rates than industry standard couplers Max operating pressure of 1500 psi Helps eliminate cross-contamination of fluids Interlocks only with corresponding colour- coordinated connector. All receivers are capable of JIC fitting.

FLAT FACE MATRIX 200 SERIES

The Matrix Flat Face coupling line is the ultimate solution in no-hassle, contaminate-free filling. The “Flat Face” surface on the nozzle allows ease in wiping the dust and dirt from the front end of the nozzle, before coupling, to ensure contaminant-free fluid delivery. The “Flat Face” series includes 13 colour-coded nozzles and receivers designed to physically interlock with only their respective matching colour.

STANDARD COUPLERS CRANKCASE

Designed for transferring the primary fluids used on heavy equipment. Nozzle and receiver pairs only connect with their corresponding size and colour.

R100C
CRANKCASE RECEIVER & CAP

R100JC *
CRANCASE RECEIVER & CAP

R100RC #
"R SERIES" CRANKCASE RECEIVER & CAP

N100P
CRANKCASE NOZZLE & PLUG PIN LATCHING

N100UP
CRANKCASE NOZZLE WITH PLUG, BALL LATCH, 3/4"

N100RP #
"R SERIES" CRANKCASE NOZZLE WITH PLUG, BALL LATCH, 3/4"

STANDARD OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.305 SQ "	3/4" MNPT	3/4" MNPT
500 PSI	1500 PSI	7.74954 mm	19.05 mm	19.05 mm

R SERIES OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.364 SQ "	3/4" FNPT	OD 1-5/8" 12 TPI ID 1-5/16"
500 PSI	1500 PSI	9.2456 mm	19.05 mm	41mm OD, 34 mm ID

*JIC bases on these receivers have extended JIC threads that can be fitted into a bulkhead; a female JIC hose can then be attached on the other side of the bulkhead.
R Series used for remote bulkhead mounting for common fluids. The receiver's dual threads are designed to allow bulk-head mounting using the male thread and connection of a hose to a leak-free female ORB thread. Note: R series couplers DO NOT connect with Standard couplers.

STANDARD COUPLERS COOLANT

Designed for transferring the primary fluids used on heavy equipment. Nozzle and receiver pairs only connect with their corresponding size and colour.

R200C
COOLANT RECEIVER & CAP

R200JC *
COOLANT RECEIVER & CAP

R200RC #
"R SERIES" COOLANT RECEIVER & CAP

N200P
COOLANT NOZZLE & PLUG PIN LATCHING

N200UP
COOLANT NOZZLE WITH PLUG, BALL LATCH, 3/4"

N200RP #
"R SERIES" COOLANT NOZZLE WITH PLUG, BALL LATCH, 3/4

STANDARD

OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.112 SQ "	1/2" MNPT	1/2" MNPT
500 PSI	1500 PSI	2.8448 mm	12.7 mm	12.7 mm

R SERIES

OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.136 SQ "	1/2" FNPT	OD 1-3/16" 12 TPI ID 7/8" 14 TPI (-10 ORB)
500 PSI	1500 PSI	3.4544 mm	12.7 mm	30.16 mm OD, 22.25 mm ID

*JIC bases on these receivers have extended JIC threads that can be fitted into a bulkhead; a female JIC hose can then be attached on the other side of the bulkhead.# R Series used for remote bulkhead mounting for common fluids. The receiver's dual threads are designed to allow bulk-head mounting using the male thread and connection of a hose to the leak-free female ORB thread. Note: R series couplers DO NOT connect with Standard couplers.

STANDARD COUPLERS HYDRAULIC

Designed for transferring the primary fluids used on heavy equipment. Nozzle and receiver pairs only connect with their corresponding size and colour.

R300C
HYDRAULIC RECEIVER & CAP

R300JC *
HYDRAULIC RECEIVER & CAP

R300RC #
"R SERIES" HYDRAULIC RECEIVER & CAP

N300P
HYDRAULIC NOZZLE & PLUG PIN LATCHING

N300BP
HYDRAULIC NOZZLE WITH PLUG, BALL LATCH, 3/4"

N300RP #
"R SERIES" HYDRAULIC NOZZLE WITH PLUG, BALL LATCH, 3/4"

STANDARD

OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.2212 SQ “	3/4” MNPT	3/4” MNPT
500 PSI	1500 PSI	5.61848 mm [N300BP	19.05 mm	19.05 mm

R SERIES

OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.421 SQ “	1” FNPT	OD 1-7/8” 12 TPI ID 1-5/8” 12 TPI
500 PSI	1500 PSI	10.6934 mm	25.4 mm	47.625 mm OD, 41.275 mm ID

*JIC bases on these receivers have extended JIC threads that can be fitted into a bulkhead; a female JIC hose can then be attached on the other side of the bulkhead.

R Series used for remote bulkhead mounting for common fluids. The receiver’s dual threads are designed to allow bulk-head mounting using the male thread and connection of a hose to the leak-free female ORB thread. Note: R series couplers DO NOT connect with Standard couplers.

STANDARD COUPLERS TRANSMISSION

Designed for transferring the primary fluids used on heavy equipment. Nozzle and receiver pairs only connect with their corresponding size and colour.

R400C
TRANSMISSION RECEIVER & CAP

R400JC *
TRANSMISSION RECEIVER & CAP

R400RC #
"R SERIES" TRANSMISSION RECEIVER & CAP

N400P
TRANSMISSION NOZZLE & PLUG PIN LATCHING

N400RP #
"R SERIES" TRANSMISSIONNOZZLE WITH PLUG, BALL LATCH, 3/4"

STANDARD OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.1136 SQ “	1/2” MNPT	1/2” MNPT
500 PSI	1500 PSI	2.88544 mm	12.7 mm	12.7 mm

R SERIES OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.229 SQ “	3/4” FNPT	OD 1-5/16” 12 TPI ID 1-1/16”
500 PSI	1500 PSI	5.8166 mm	19.05 mm	33.33mm OD, 26.98mm ID

*JIC bases on these receivers have extended JIC threads that can be fitted into a bulkhead; a female JIC hose can then be attached on the other side of the bulkhead.
R Series used for remote bulkhead mounting for common fluids. The receiver’s dual threads are designed to allow bulk-head mounting using the male thread and connection of a hose to the leak-free female ORB thread. Note: R series couplers DO NOT connect with Standard couplers.

STANDARD COUPLERS - COLOURED RANGE (FLOMAX X OVER)

Designed for transferring the primary fluids used on heavy equipment. Nozzle and receiver pairs only connect with their corresponding size and colour.

N100UP, CRANKCASE NOZZLE WITH PLUG (UNIVERSAL) (RED), MATCHES FLOMAX ENBL-P

N102P, NOZZLE WITH PLUG, BALL LATCH, 3/4" MNPT (GOLD), MATCHES FLOMAX ENBL-P2

N103P, NOZZLE WITH PLUG, BALL LATCH, 3/4" MNPT (TEAL), MATCHES FLOMAX ENBL-P3

R100C, RECEIVER WITH CAP 3/4" MNPT (RED POPPET), MATCHES FLOMAX ERS-C

R102C, RECEIVER WITH CAP, 3/4" MNPT (GOLD POPPET), MATCHES FLOMAX ERS-C2

R103C, RECEIVER WITH CAP, 3/4" MNPT (TEAL POPPET), MATCHES FLOMAX ERS-C3

N104P, NOZZLE WITH PLUG, BALL LATCH, 3/4" MNPT (VIOLET), MATCHES FLOMAX ENBL-P4

N105P, NOZZLE WITH PLUG, BALL LATCH, 3/4" MNPT (BLUE), MATCHES FLOMAX ENBL-P5

N106P, NOZZLE WITH PLUG, BALL LATCH, 3/4" MNPT (COPPER), MATCHES FLOMAX ENBL-P6

R104C, RECEIVER WITH CAP, 3/4" MNPT (VIOLET POPPET), MATCHES FLOMAX ERS-C4

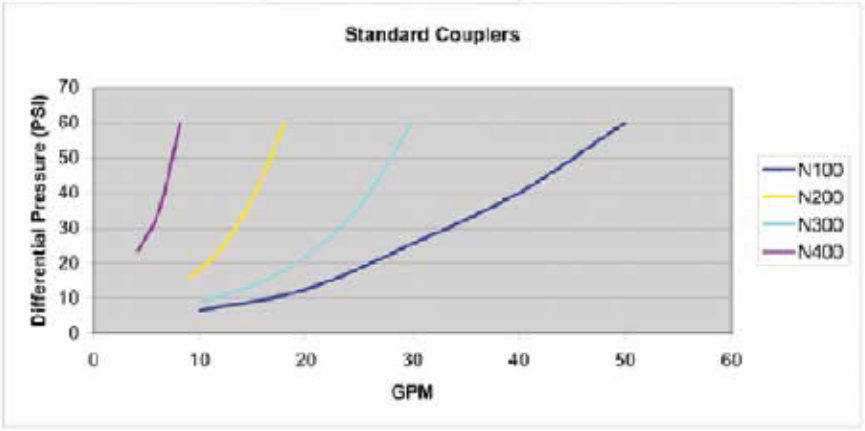
R105C, RECEIVER WITH CAP, 3/4" MNPT (BLUE POPPET), MATCHES FLOMAX ERS-C5

R106C, RECEIVER WITH CAP, 3/4" MNPT (COPPER POPPET), MATCHES FLOMAX ERS-C6

STANDARD OPERATING PRESSURE	BURST PRESSURE	FLOW AREA	NOZZLE THREAD	RECEIVER THREAD
34.5 BAR	103.4 BAR	.2212 SQ " 5.61848 mm	3/4" MNPT	3/4" MNPT
500 PSI	1500 PSI	[N300BP	19.05 mm	19.05 mm

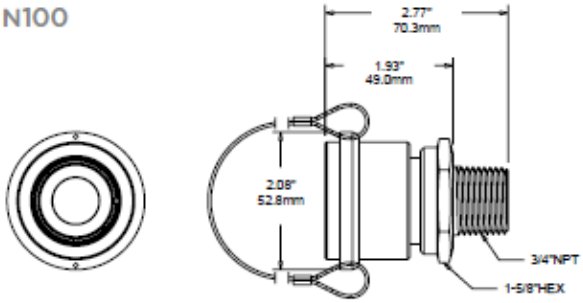
7.74954 mm]

Standard Couplers



Flow chart shown as a sample curve. Actual flow and pressures will vary depending on fluid used.

N100



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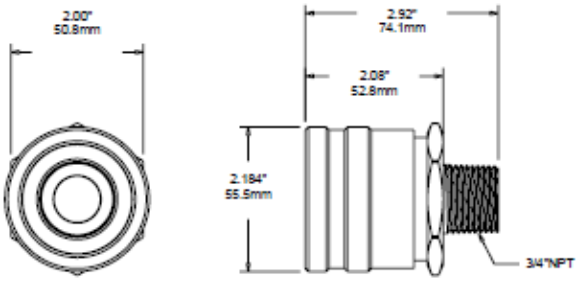

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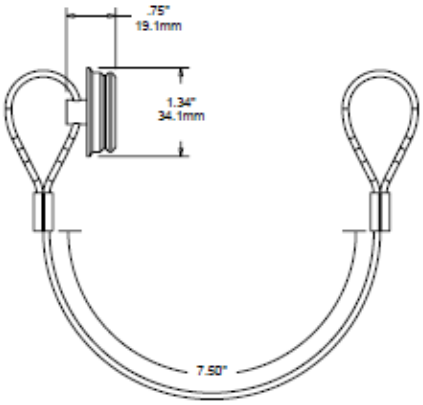

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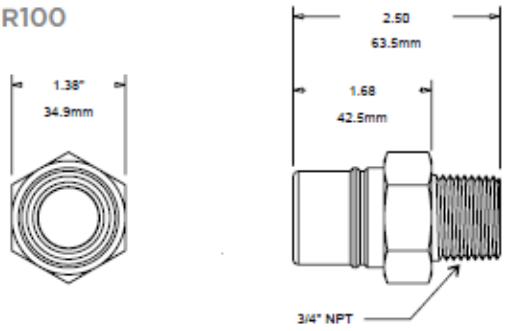

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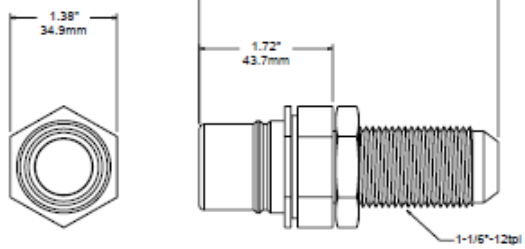

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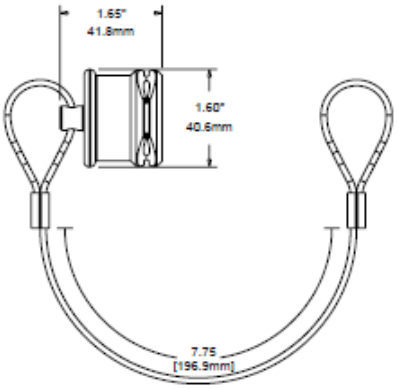

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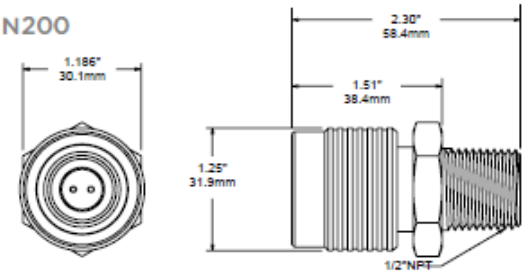

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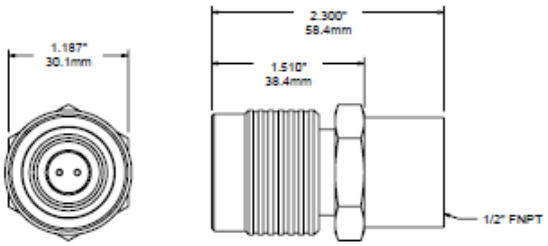

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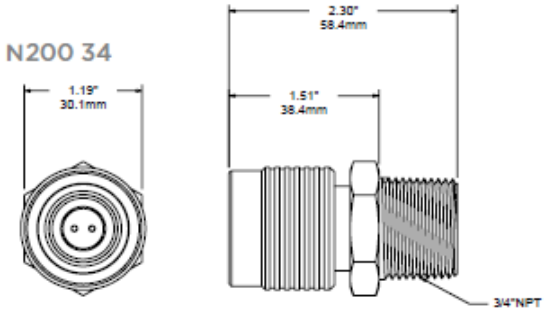

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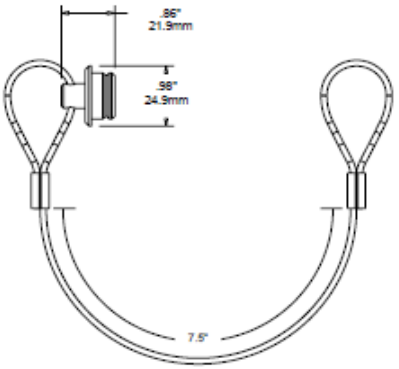

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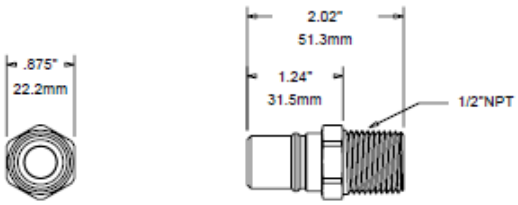

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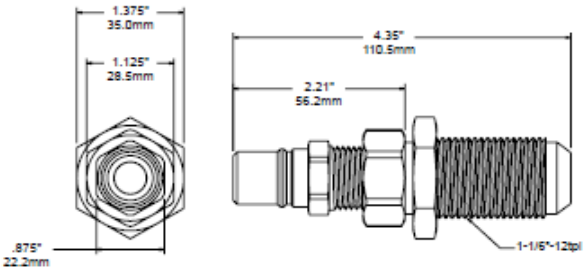

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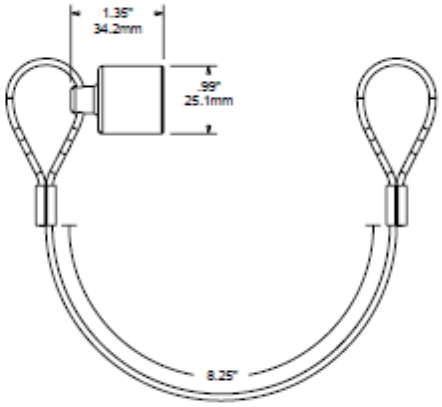
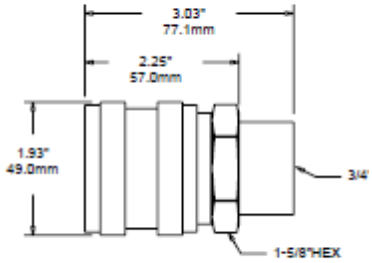


N300 (DOG)



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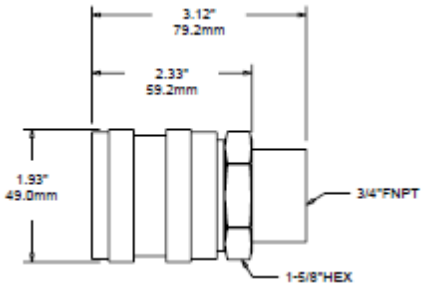

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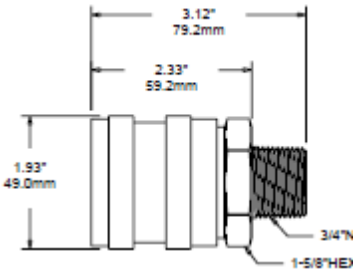

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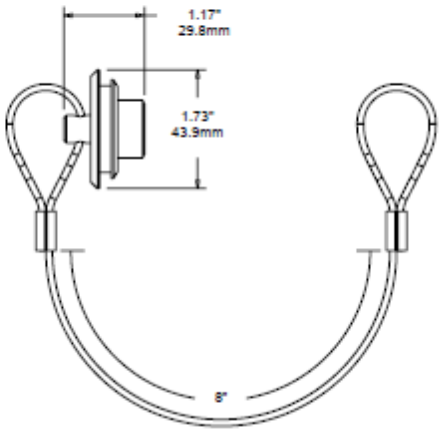

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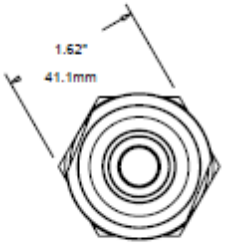

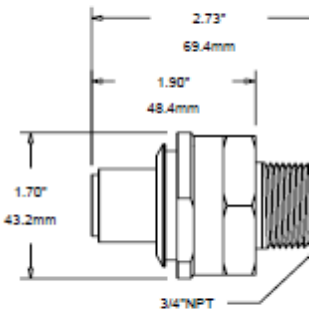

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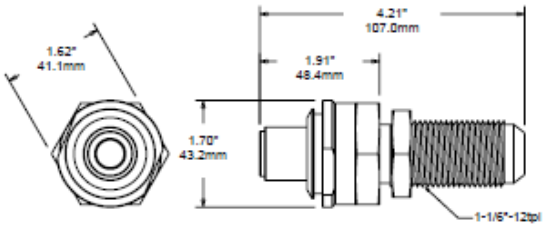

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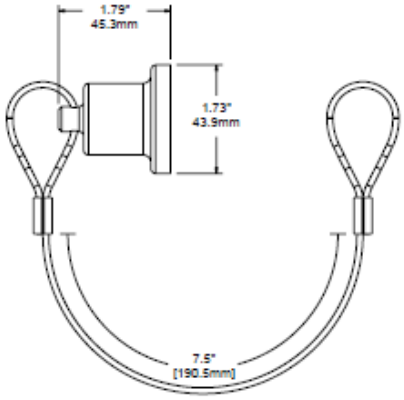

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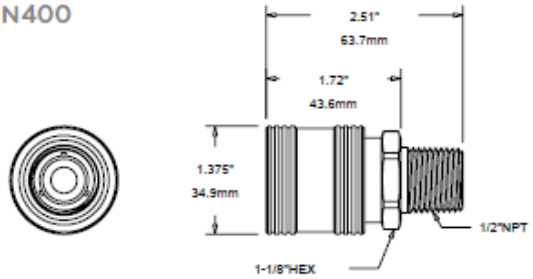

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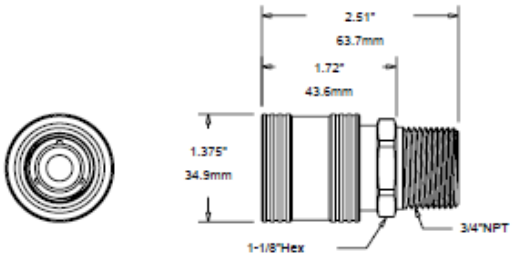

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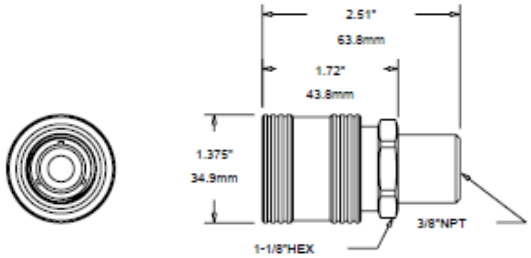

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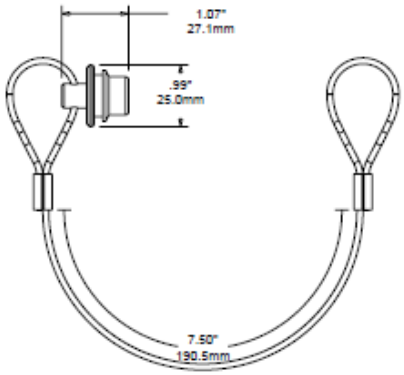

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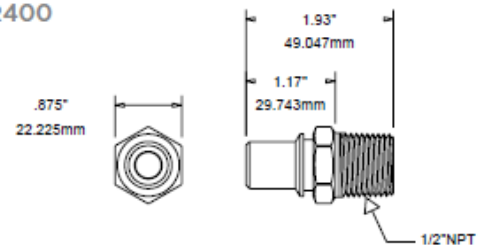

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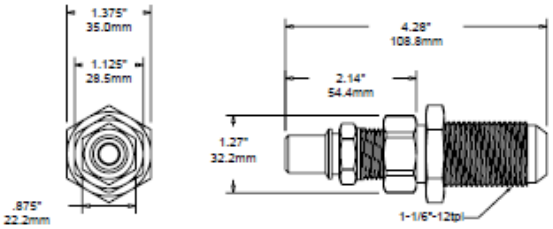

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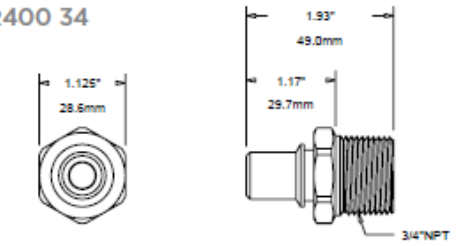

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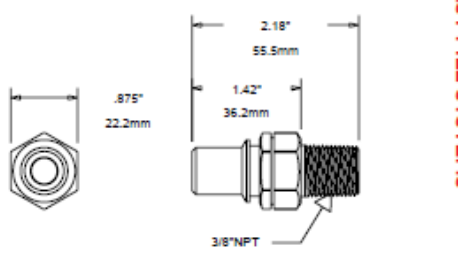

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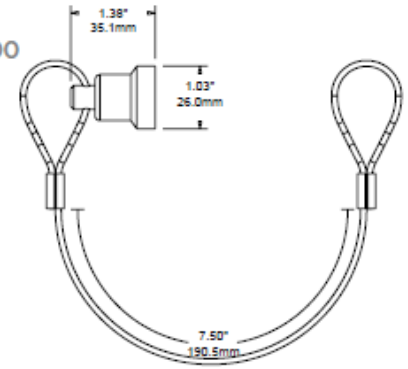
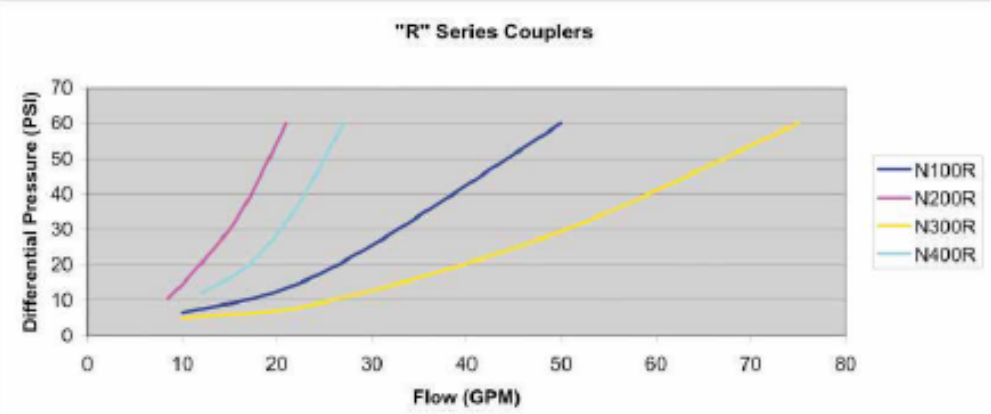
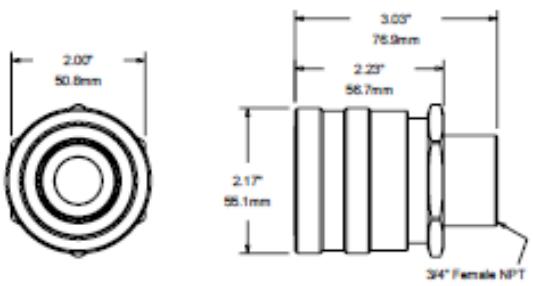




Flow chart shown as a sample curve. Actual flow and pressures will vary depending on fluid used. Chart data for Viscor 1487 Calibration Fluid at 72° F

N100R



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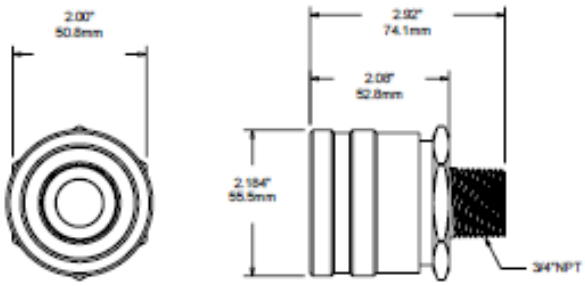
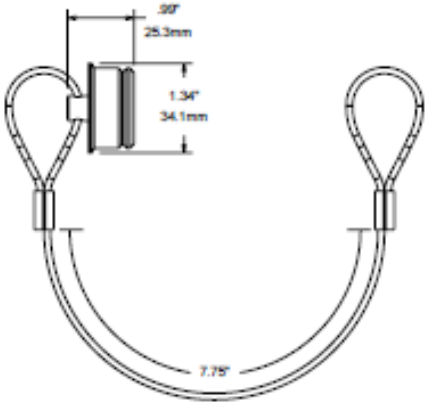


P100R



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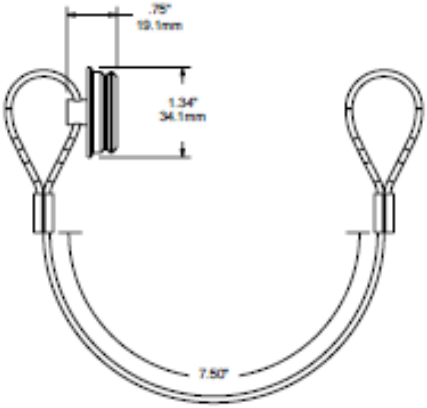
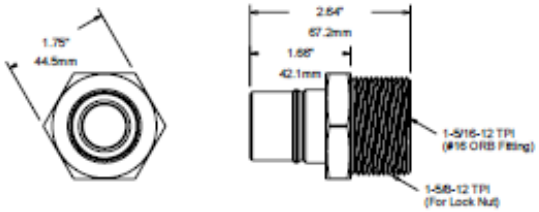


R100R



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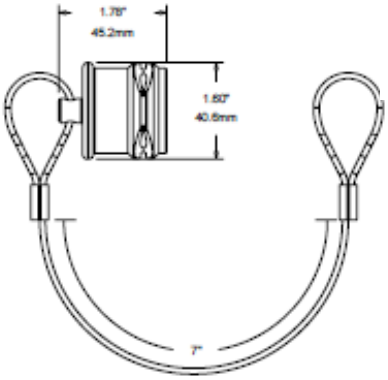

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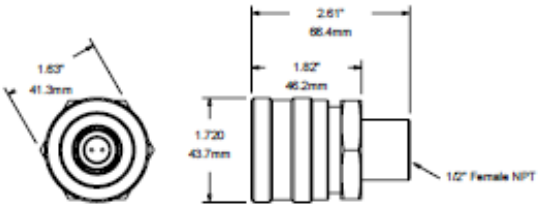
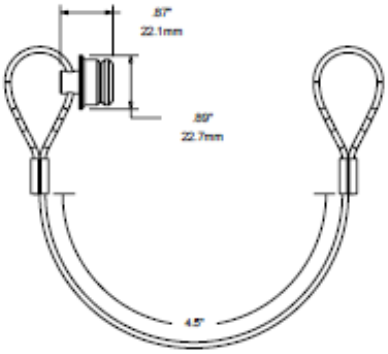
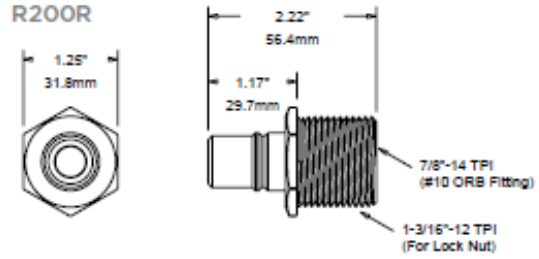


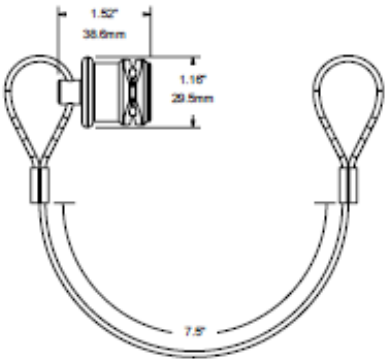
P200R



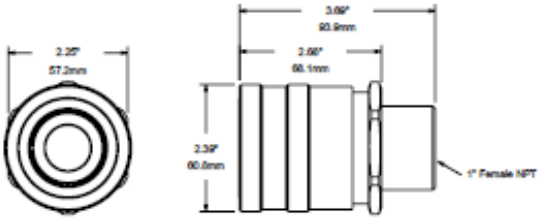
R200R



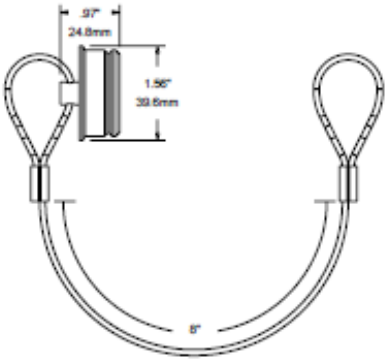
C200R



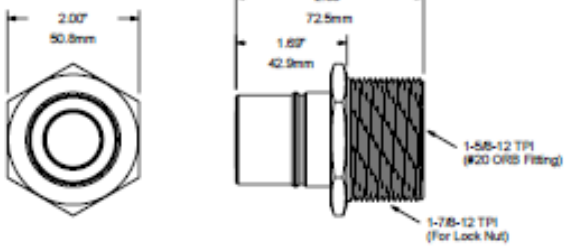
N300R



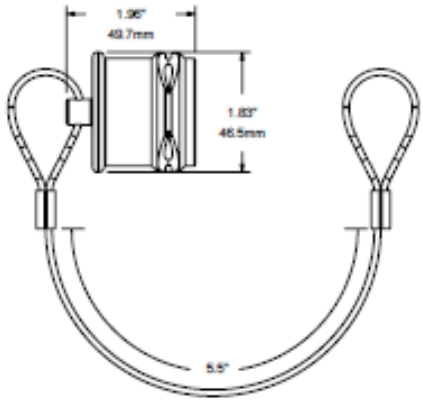
P300R



R300R



C300R



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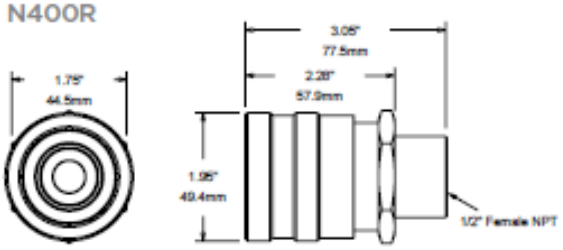
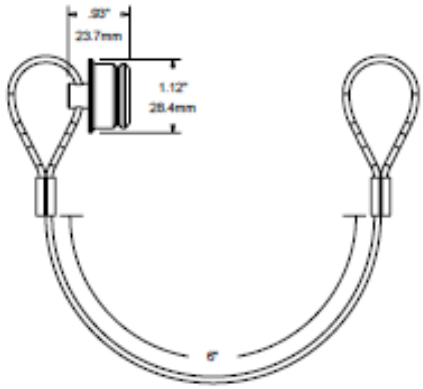
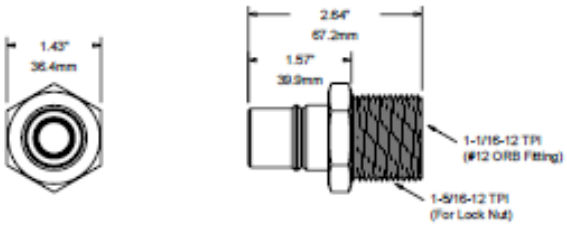


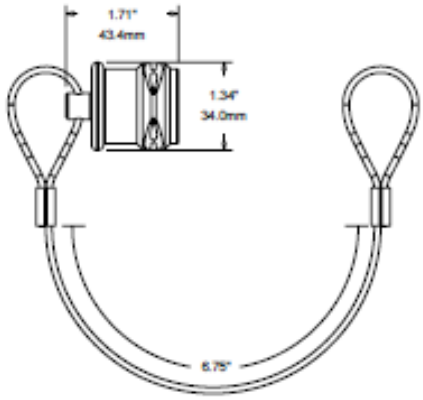
P400R

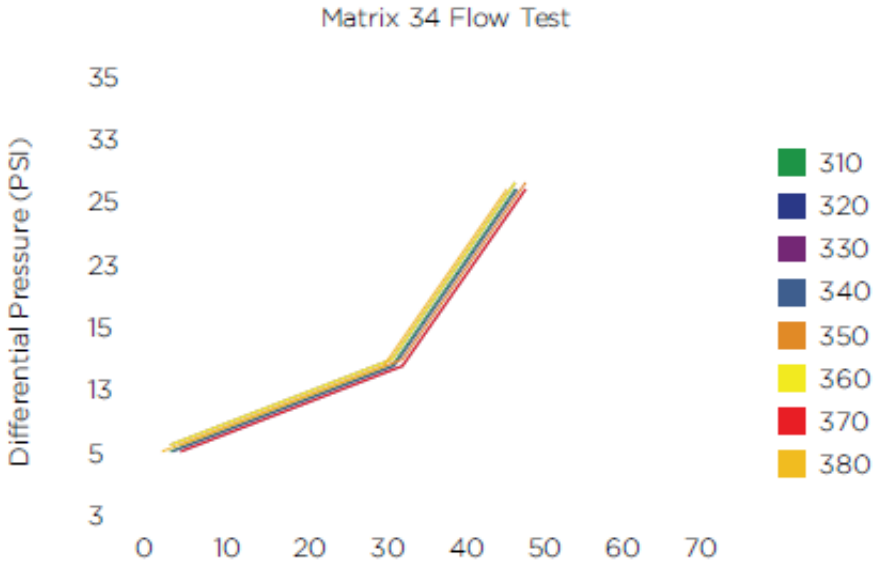


R400R



C400R





Fluid used for test: Mineral or White Spirits
SG @ 68F: 0.79
Viscosity @ 68F: 0.74 cp
Temp of fluid during test: 71.1 F

Differential Pressure (PSI)

FLOW (GPM)	*310*	*320*	*330*	*340*	*350*	*360*	*370*	*380*
6.5	4	4	3	3	3	3	3	3
20	7	7	6.5	6.5	6.5	7	7	7
30	12	12	10.5	10.5	11.5	11.5	11	11
45	24	24	23	23	23	23	23	23

**Specifications true across the whole series of Matrix couplers

Operating Pressures	1500 PSI
Burst Pressures	4500 PSI
Operating Temperatures	-10°F to 350°F
Construction	Annodized Aluminum & Nickle Plated Steel

A slimmed down version of our Matrix series of dry-break nozzle. The Matrix 200 nozzles are a direct cross-over from the Matrix 34 and mate with the corresponding color-coded Matrix 34 receiver. They offer the same cross contamination protection in a slimmed down, lighter version.

Operating Pressure
- All Couplers: 1500 PSI

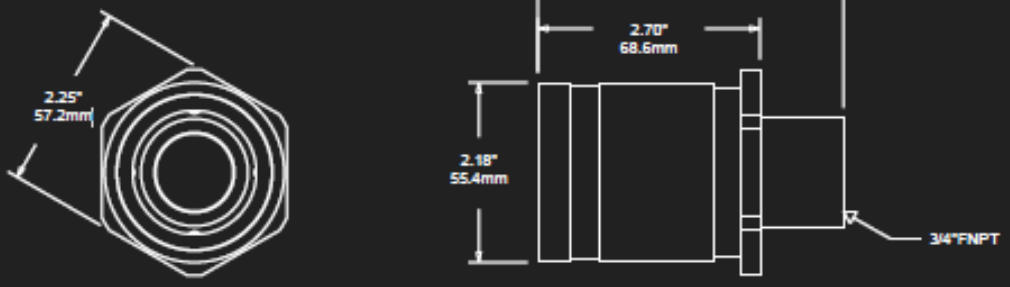
Burst Pressure
- All Couplers: 4500 PSI

Operating Temperature
- All Couplers: -35˚ F to 250˚ F

Flow Area
- All Couplers: Approx. .4400 SQ IN

Thread Size
- All Nozzles: 3/4" Female NPT (Standard)

R310 - R380



The ET290 is a universal evacuation solution for the matrix dry-break coupler line. It has been designed to accommodate all Matrix receivers and has an integrated internal check valve to allow fluid evacuation only.

The EPK390 has been designed to fit all fluid evacuation ports on Komatsu equipment with the exception of the WA800 and WA900 transmission ports.

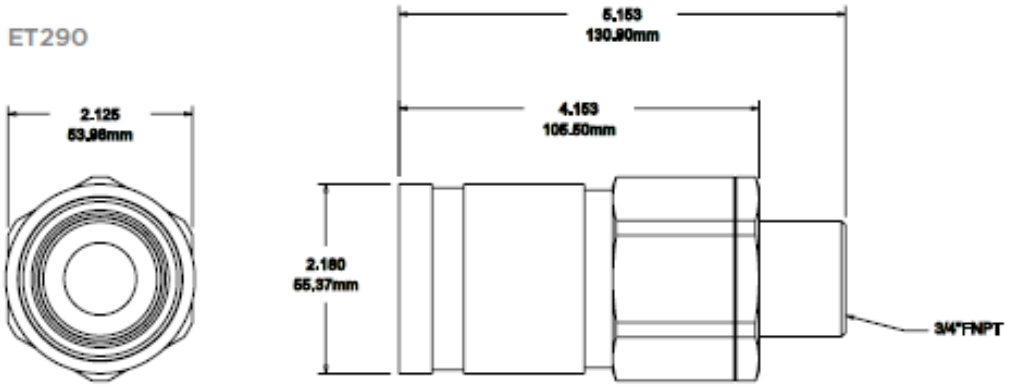
Operating Pressure
- All Couplers: 1500 PSI

Burst Pressure
- All Couplers: 4500 PSI

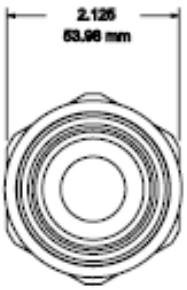
Flow Area
- All Couplers: Approx. .4400 SQ IN

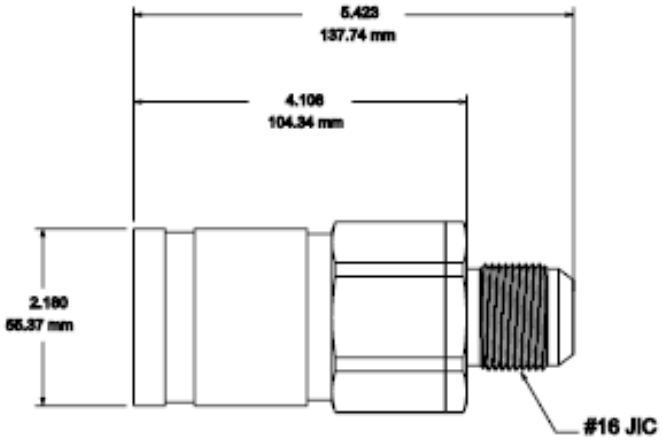
Thread Size
- ET290: 3/4" Female NPT
- ET290J: 16 JIC
- EPK390: M24 1.5mm Pitch

ET290

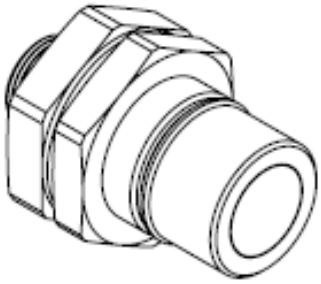


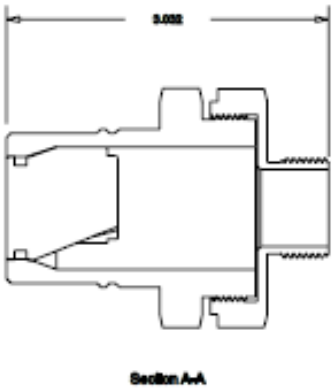
ET290J

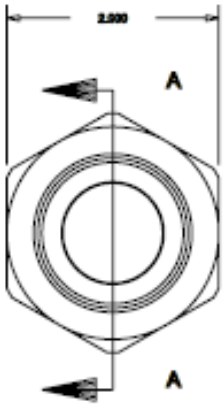




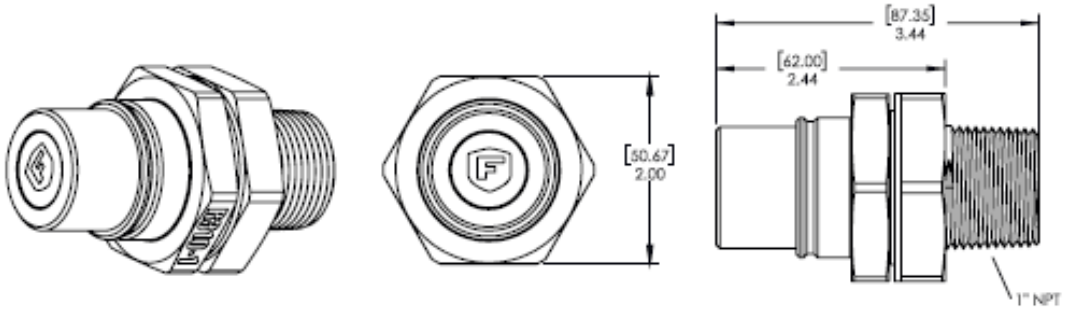
EPK390



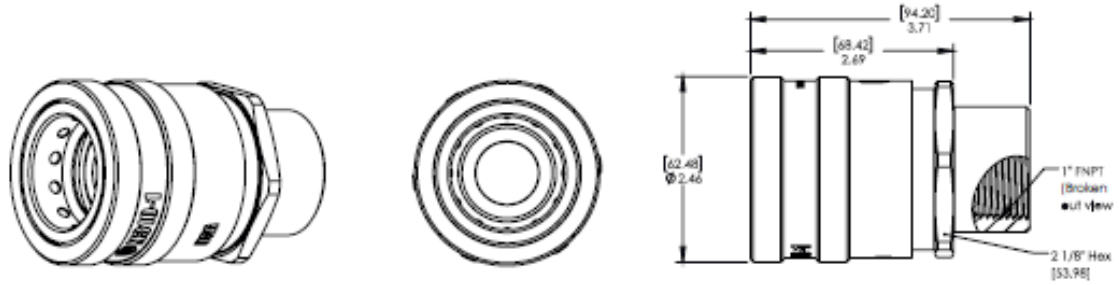




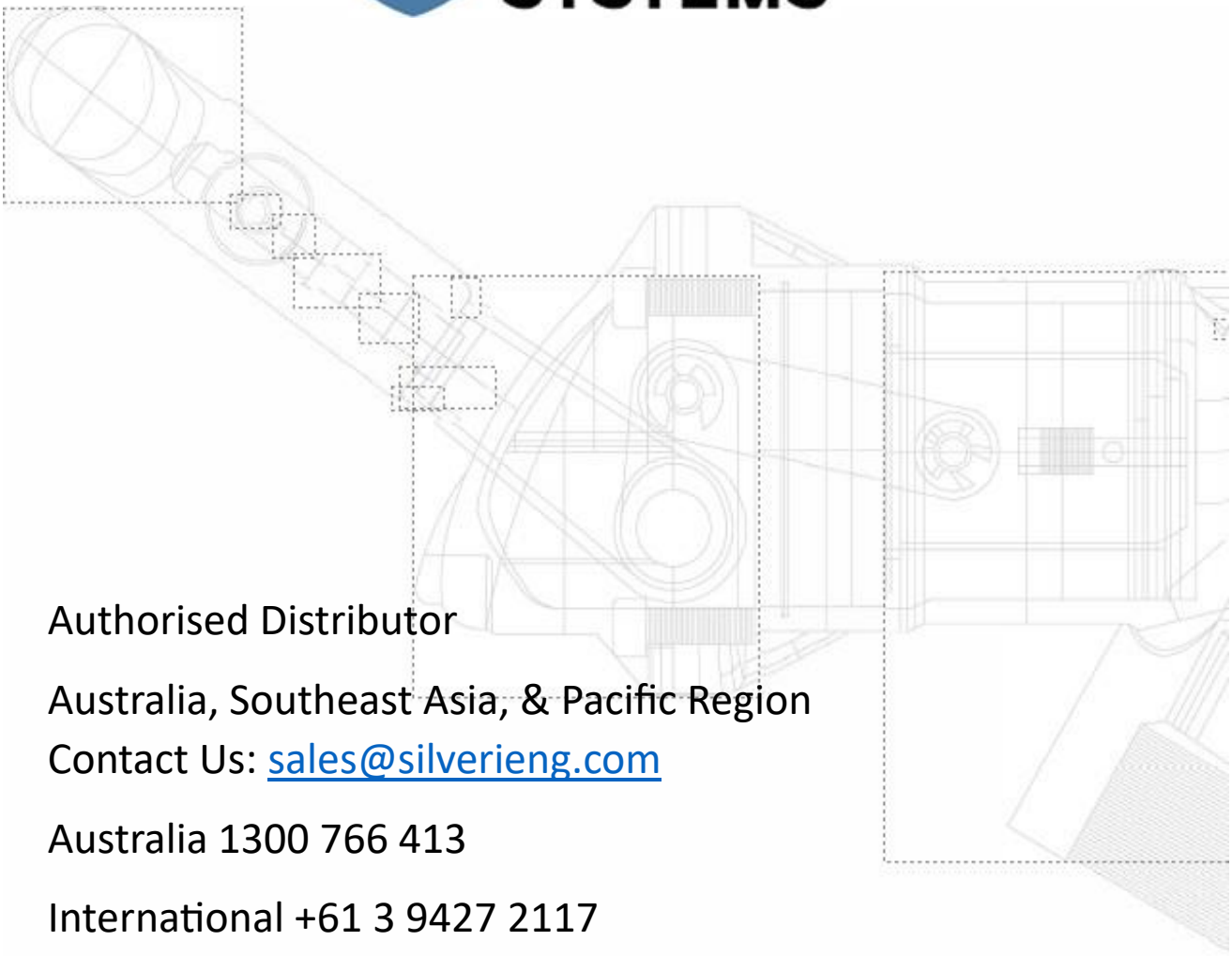
Matrix Receiver (R310-1)



Matrix Receiver (R310-1)



FAST FILL SYSTEMS



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