

QUALITY PRODUCTS

COOPER FLUID SYSTEMS OFFERS AN EXTENSIVE RANGE OF QUALITY PRODUCTS AND SYSTEMS FOR HYDRAULIC, LUBRICATION AND FLUID HANDLING APPLICATIONS

VR300 High Capacity Non-Pressurised Refuelling System

Designed for use on vehicles which do not have fuel tanks capable of holding pressure, the VR300 allows operators to use the Wiggins Fast Fuel system on all diesel powered equipment including vehicles, pumps, lights and generators.

Benefits Include:

- **Faster fuelling rates**
 - Higher productivity
 - Fuel at rates of more than 1135L per minute
- **No tank pressurisation**
 - Eliminates stressing and cracking of tanks associated with pressurised systems
 - Does not require tank pressure for fast fuel automatic shut-off
 - Allows for use of the Wiggins Fast Fuel Nozzle on vehicles with thin wall or plastic fuel tanks
- **Optional vapour return**
 - Environmentally safe
- **Prevents fuel spills and tank overflow**
 - No fuel loss from tank if remote-fill hose should fail
 - Safety interlocks & fail-closed design
 - Provides more positive full tank shut-off
- **May be used in conjunction with the new JN125 wiggins fuelling system (400L per minute)**
 - Does not require modification to tank in replacement of standard Wiggins installation
 - Can be mounted directly on fuel tank or in remote location
- **Proactive EPA design**
 - Robust and rugged
 - Designed and tested in the most extreme mining applications
- **VR312 adaptor allows refuelling with ZZ9A1 nozzle while preserving auto shut-off and no over-filling**

Nozzle Features:

- Concentric flow paths option
- Bayonet Mount - push and turn 30°
- Safety Interlocks:
 - VR301 cannot be "opened" unless connected to the receiver.
 - VR301 cannot be "disconnected" unless flow handle is closed
- Lightweight - 4.3Kg dry
- Indicator Button Option- pops up when flow stops (useful for troubleshooting). *Not fitted to all units*
- Electrical Bonding - Grounds static charge

Receiver/Jet Features:

- Rugged protective cover *Option "D"*
 - Prevents dirt entry into tank
 - Increases life of nozzle and receiver
- Flush valving minimises dirt ingress
- Direct tank or remote mounted receivers
- Retro fittable onto existing tanks
- Same level jet sensor for VR300 and JN125



VR300 High Capacity Non-Pressurised Fast Fuel Nozzle

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AUSTRALIA'S HYDRAULIC AND LUBRICATION SPECIALISTS

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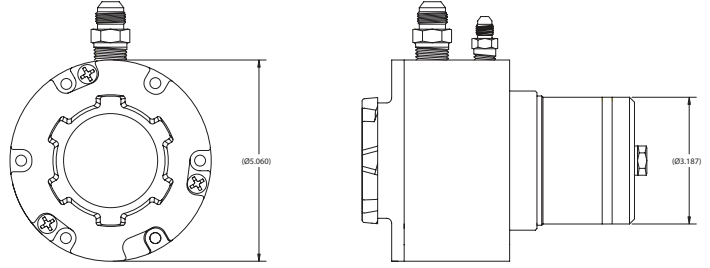
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SPECIFICATIONS

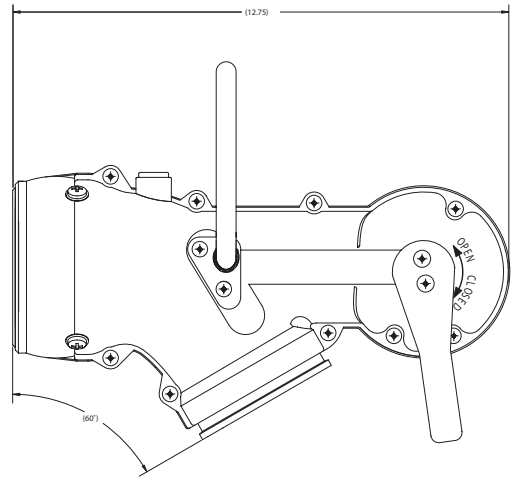
VR300 High Capacity Fast Fuel Receiver

Mounts directly on fuel tank or in remote location.



JV125L Fast Fuel Jet Vent

Mounts in place of standard ZV# vent.
Or use the VR306 stand alone sensor with the ZV10NFB vent.



Specifications:

Fuel Delivery Rate	38 to 1135 LPM
Operating Pressure.....	25 to 125 psig
Pressure Drop.....	7 psid @ 200 GPM
.....	18 psid @ 300 GPM
Connect/Disconnect Rotation	30°
Material.....	Aluminium
Disconnect Spillage.....	3 cc, Max.
Weight	4.3kg dry



VR325D installed with 793C

Tank Hardware Required:

- Recessed Container for Direct Mount
- Tank Flange / 3/4" NPT tapping for Jet Mount
- Protection for Jet, (& Vapour) Line Plumbing
- Optional Full Flow Relief Valve - 3" NPT
- Vapour Exit at the Top of the Tank.
- Refer to your CFS Rep. for Options

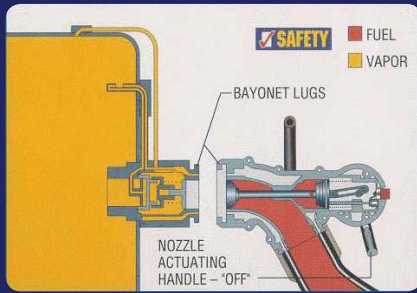
Additional Hardware for Remote Installation:

- Tank Flange for remote VR321 receiver
- Bracket Support for remote VR316D
- 2.5" ID Hose, Hose Fittings & Clamps
- Adaptors to connect remote 2.5" Hose to VR321 & VR316D Units.



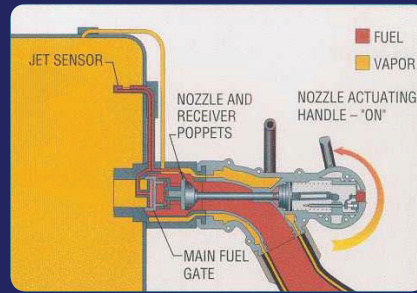
HOW IT WORKS...

1



Nozzle & receiver mate using bayonet lugs. A 30° turn locks the two mating components. Nozzle actuating handle will not move unless nozzle has been attached & locked onto receiver.

2



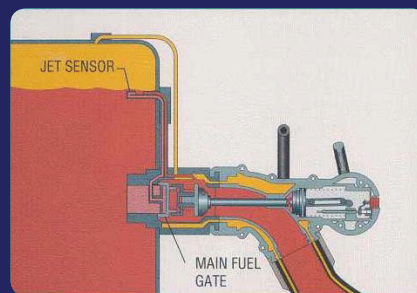
- a Nozzle actuating handle is rotated upward to 'ON' position which opens nozzle & receiver poppets;
- b Fuel flows through nozzle & builds pressure within receiver;
- c Pressurised fuel flowing through jet sensor opens main fuel gate.

3



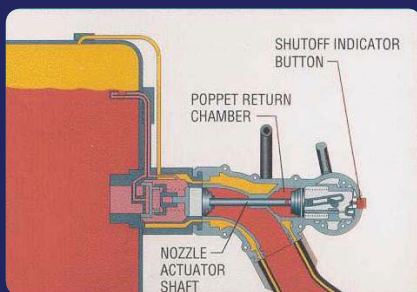
Fuel fills tank at a rate up to 1135Lpm

4



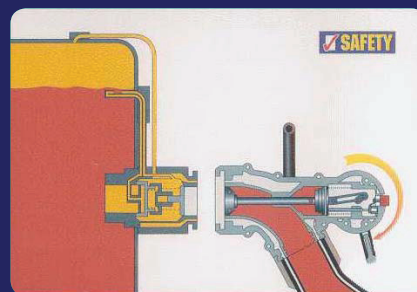
When fuel level reaches jet sensor, pressure maintaining the open position of main fuel gate is eliminated. A return spring closes main gate & fuel ceases to flow into tank.

5



- a With main fuel gate closed, pressure within receiver & nozzle builds;
- b Pressurised fuel is forced through hollow nozzle actuator shaft into poppet return chamber;
- c Pressure in poppet return chamber pulls nozzle sealing poppet back to closed position, & red indicator button extends out the back of nozzle.

6



Extended indicator button signals that nozzle actuating handle may be rotated to 'OFF' position. Only when actuator is in the 'OFF' position will nozzle rotate off receiver.

