

Overfill Protection Valves for ASTs

Variable Flow, Hydraulic Damped



Meets Uniform Fire Code (August, 1994), Article 79 Flammable and Com-
 bustible Liquids: "shut off the flow into the tank at 90% capacity" and
 "means shall be provided to empty the fill hose into the tank after the
 automatic shut-off device is activated." Installation instructions provide
 plumbing details and optional parts to complete this style of installation,
 additional part OFP-1030 is required.

Meets NFPA code 30A requirements for completely stopping the flow of
 fuel into the tank at 98% fuel level.

CARB tested: Does not affect Stage 2 vapor recovery.

Flow Rates: Highest in Class

Flow rate: PSI flow requirements at valve 7psi minimum operating pressure;
 flow rates are as follows:

- OFP-2 - 10-140GPM @ 30psi
- OFP-3 - 10-400GPM (236GPM @ 10psi observed in field)

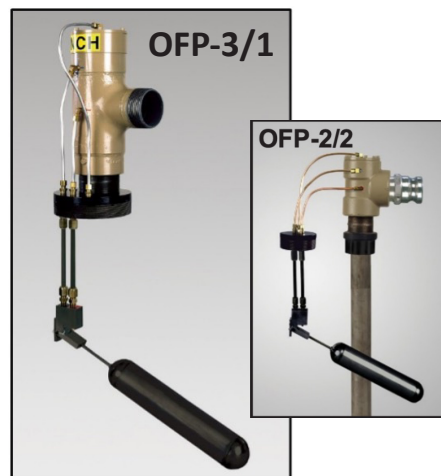
Flow rates into the tank are reflective of pump performance and piping
 restrictions.

All Fuels Compatible: Gasoline, 100% methanol, 100% ethanol, DEF, #1 or
 #2 diesel, kerosene, biodiesel, and aviation fuels.

Designed to be installed by a single technician.

VMI OFP valves all rest in the closed position. Should the valve fail, it will
 not open to allow fuel in, preventing an overfill situation from occurring.

The OFP-3 is available in configurations to provide the flow of a 3" valve
 WITHOUT needing a 6" bung.



Designed and Manufactured in U.S.A.

Any Fuel - Many Chemicals

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Configurations:

OFP-2\1: One 4" tank opening required. Shutdown Valve and Pilot Valve mount on a 4" x 2" male pipe thread bushing (provided). For use with 2" drop tube only.

OFP-2\2: Requires two tank openings; one opening may be 2" or 3" and the second opening should be 4" (two 4" openings are acceptable). 4" pipe thread bushing provided. Requires a minimum of one 2" and 4" opening. For use with 2" drop tube only.

OFP-3\1: One six-inch tank opening required, OFP Valve and Pilot Valve mount on 6" male pipe thread bushing (provided). For use with 3" drop tube only.

OFP-3\2: Required two tank bungs. Combinations of two -4" bungs or one -3" bung and one -4" bung. Consult factory for other combination or custom configurations. One 4" male NPT bushing provided to install Pilot Valve and to vent OFP Valve. For use with 3" drop tube only.

Product flow into the tank is shut down completely at any tank level desired. The shutdown level is set by suspending the float-actuated pilot valve to the desired level in the tank from the tank top.

Caution:

The delivery truck pump must be equipped with a functioning pressure relief valve. VMI recommends not exceeding 30psi delivery pressure. The hydraulic shock of an overfill shut-off may damage connecting hoses if excessive pressure is used.

Accessories:

OFP-FTK: No matter how well designed, overfill protection equipment fails at some point. Gone are the days of having to fill the tank above the shut-off level to test the overfill protection equipment. Our OFP-FTK cures that problem. This allows actuation of the float arm to test the overfill valve/pilot valve function prior to receiving a fuel drop.

OFP2-SSVS: Stainless-steel fittings and stainless-steel tubing for the OFP-2\1 and OFP-2\2 valve when used with Biodiesel concentrations above 5%, ethanol and methanol concentrations above 15% and for Aviation Fuels.

OFP3-SSVS: Stainless-steel fittings and stainless-steel tubing for the OFP-3\1 and OFP-3\2 valve when used with Biodiesel concentrations above 5%, ethanol and methanol concentrations above 15% and for Aviation Fuels.

SS-113: Additional stainless-steel tubing for use with OFP2-SSVS and OFP3-SSVS when installing an OFP-2\2 or OFP-3\2. Available by the foot.



Warranty Information:

Equipment is warranted to be free from defects in materials and workmanship for a period of eighteen (18) months from the date of installation (see Warranty Card for details).

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