

# Product Catalogue 2022





## Warner Lewis Environmental Hydrant Pit Box

### WL 5917

The Warner Lewis model WL5917 is an environmentally friendly 18" hydrant pit box suitable for API/IP hydrant pit valves.

It is designed to ensure no leakage of fuel into the ground, whilst allowing horizontal and vertical movement.

The spheroidal graphite cast iron outer housing, is internally epoxy coated in white Amercoat 56C in accordance with MIL-C 4556D and externally coated in 'Intertar', intertuf coal tar epoxy black paint.

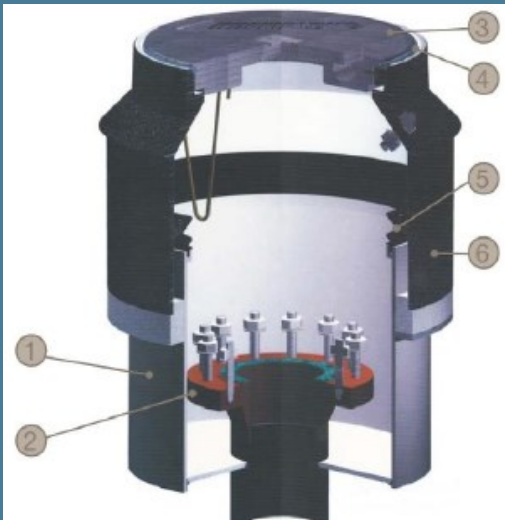
The inner housing is a welded steel construction with a welded in vertical riser pipe, coated internally in Copon epoxy paint. 6" ASME Class #300 riser flange, complete with studs, nuts and washers.

A sealing bellows between the outer and inner box allows movement between the boxes, +35mm in the horizontal and vertical plain. Internally epoxy coated in white Amercoat 56C in accordance with MIL-C 4556D and externally coated in 'Intertar', intertuf coal tar epoxy black paint. There is no metallic contact between the outer and inner box.

NDT examination is carried out on all welds, dye penetrant or x-ray where appropriate. 18" diameter pit lid of aluminium alloy designed to withstand aircraft tyre load. Non-slip surface. Nitrile Buna "N" cover seal. Underside of lid shaped to provide ground clearance to prevent damage to integral polyamide retaining cable. The cable is secured to the lid with a swivel joint to prevent twisting and kinking. Optional internal fixing for earth strap.

#### Product Features:

1. LOWER HOUSING  
Welded carbon steel design, with vertical pipe inlet and riser flange 6" ASME Class #300. The bottom plate is welded in with a slope for easy cleaning.
2. 6" ASME CLASS #300 RISER FLANGE  
Made of carbon steel, epoxy coated in accordance with MIL-C 4556E, with stud bolts, hex nuts and washer, made of yellow anodized carbon steel.
3. LIGHT WEIGHT ALUMINIUM COVER  
Light weight pit lid, made of aluminium—alloy qualified to EN124 F900 designed to withstand aircraft wheel loads, with retaining cable, secured with swivel fitting to prevent twisting and kinking.
4. COVER SEAL  
Fuel resistant pit lid seal.
5. HOUSING BELLOWS SEAL  
Allows movement between 20mm horizontal and 40mm vertical. The sealing is fixed in a groove in both the upper and the lower housing—there is no metallic contact between the upper and lower housing, therefore the lower housing can be included in a cathodic protection system.
6. UPPER HOUSING  
Made of spheroidal graphite cast iron, internally white epoxy coated in accordance with MIL-C 4556E, externally coated with black coal tar epoxy.





WL4231

## Warner Lewis Hydrant Low Point/High Point Assembly

### WL4231

The Warner Lewis model WL4231 hydrant high/low point assembly is designed for use for hydrant low point draining/sampling and high point venting. Normally fitted into an 18" hydrant pit box with a 6" ASME Class #300 RF riser flange. Two 1 1/2" fire safe ball valves are mounted to a specially adapted 6" ASME Class #300 RF Stainless Steel base flange. The assembly terminated in a 2" self sealing adaptor for connection to the draining/venting apparatus.

The Low Point Drain Assembly is fitted with a pressure relief valve with manual bleed facility to allow release of any entrapped air.

The pressure relief valve can also be added to the High Point Vent Assembly if required.

## Warner Lewis Hydrant Isolation Valve

### WL5279

The 355GF Hydrant Isolation Valve has a 6-inch ASME Class #300 RF inlet flange and a 4-inch Class #150 outlet flange. There is a stone guard installed at the inlet of the isolation valve that protects the isolation valve and hydrant pit valve. The overall height of 6-inches easily replaces existing non-isolating adapter spools. For new installations, specify the WL5279 Hydrant Isolation Valve along with the Cla-Val 352GF Hydrant Pit Valve to achieve the standard 18-inch high assembly specification requirement.

The 5279 Hydrant Isolation Valve has a stainless steel ball valve and an epoxy coated ductile iron body. The ball valve is operated by a removal T-Bar tool from the top of the pit box. It closes the valve through a gear box which has an open/closed indication.

The 5279 Hydrant Isolation Valve is Fire Safe qualified to API 607.

Stainless Steel "Full-Bore" Valve

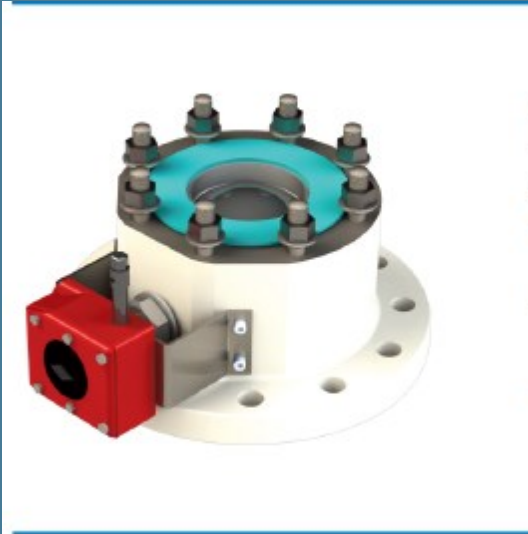
Epoxy Coated Ductile Iron Body

Inlet Stone Guard protects Hydrant Pit Valve

6-inch ASME Class #300 inlet x 4-inch Class #150 outlet

Allows for complete removal of pit valve while hydrant system is in operation

Qualified to API 607



WL5279



## Faudi Aviation Fuel Hydrant Pit Lid

### EN 124-1 & 3, Class F900

FAUDI Aviation has designed and manufactured the 18" Aviation Fuel Hydrant Pit Lid to EN 124 1&3 standard, class F900.

Test results have been certified by independent inspectors. The consistently high quality of the Aviation Fuel Hydrant Pit Lids is guaranteed by quality monitoring according to EN 124.

Technical Data:

Complies to EN 124-1 & 3, Class F900

Load class: 900kN (EN 124)

Diameter: 455 mm (18 inch)

Designed for retrofitting WL4865 Hydrant Pit Lid

Corrosion resistance: Anti-icing, salt, water, hydrocarbons

Standard Design:

Material: Aluminium alloy

Standard lid without engraving / Optional: Customizable engraving

Standard insert plate 'Jet A-1' / Optional: Blank insert plate

Total weight: < 18 kg

O-ring

Retaining rope





## Fuelco Tanks

### Aviation Self Bunded Fuel Tanks

Product Features:

Inner tanks come as either 304 stainless steel or epoxy lined carbon steel. All fittings and pipe-work 304 stainless steel.

Emergency venting

Sloping floor to sump

Water extraction pipework into sump Jiggle wire, dipstick and vent access from Pumpbay

Interstitial space dip and vent

High quality, aviation grade double wall steel tank above ground fuel storage tanks for both jet fuel and avgas.

Designed, constructed and compliant to AS1940, AS1692, AS1657, JIG 2

Filtration to API/EI Spec for commercial & military standards. in-feed and dispensing systems available

All tanks include primary and interstitial emergency vents and independent high level alarm and desiccant breathers and pressure vacuum valves on tank vents.



#### Aviation Series - LTAV - Stainless Steel

Tank Model	Pump-bay	Size	Length mm	Width mm	Height mm	Safe Fill Level Litre	Gross Capacity	Weight kg
LTAV - SS10	Yes	10'HC	2,991	2,438	2,896	10,700		5,100
LTAV - SS18	No	10'HC	2,991	2,438	2,896	15,600		5,000
LTAV - SS28	Yes	20'HC	6,058	2,438	2,896	25,400		7,100
LTAV - SS34	No	20'HC	6,058	2,438	2,896	30,800		6,800
LTAV - SS62	Yes	40'HC	12,192	2,438	2,896	59,350		12,000
LTAV - SS68	No	40'HC	12,192	2,438	2,896	64,600		11,600

#### Aviation Series - LTAV - Epoxy Coated

Tank Model	Pump-bay	Size	Length mm	Width mm	Height mm	Safe Fill Level Litre	Gross Capacity	Weight kg
LTAV - EC10	Yes	10'HC	2,991	2,438	2,896	10,700		5,100
LTAV - EC18	No	10'HC	2,991	2,438	2,896	15,600		5,000
LTAV - EC28	Yes	20'HC	6,058	2,438	2,896	25,400		7,100
LTAV - EC34	No	20'HC	6,058	2,438	2,896	30,800		6,800
LTAV - EC62	Yes	40'HC	12,192	2,438	2,896	59,350		12,000
LTAV - EC68	No	40'HC	12,192	2,438	2,896	64,600		11,600



## Fuelco Tanks cont.

### Kubes

Large opening within the manway area for pump location, hose and nozzle storage.

Locakable hatch.

Easily stacked and transportable.

Multiple forklift pockets ensure ease of access, maneuverability, as well as lifting eyes to each corner.

Tank Model	Capacity Litres	Length mm	Width mm	Height mm	Weight kg
LTKU 1000	SFL 1,330	1,889	1,130	1,278	788
LTKU 2500	SFL 2,732	2,295	1,696	1,275	1,250
LTKU 4500	SFL 4,733	2,800	2,296	1,278	1,678
LTKU 6000	SFL 6,184	3,598	2,297	1,276	2,036
LTKU 10000	SFL 11,466	6,058	2,438	1,295	4,515

### Klassic

Fluid level dipsticks for tank and interstitial space.

Vent stack with screened rainproof outlet.

Suction foot valve, overfill protection & electronic overfill alarm.

Access manway

Designed to eliminate stress points for improved quality and longevity.

Corner container lock castings for ease of transport

Ladder is standard.

Pump bay model standard with:

Bunded pump bay with lockable weatherproof doors

Galvanised access ladder and platform; with ladder fitted to either side of the platform (ex-factory)

Galvanised kick plate and middle rail provided for additional safety of users

Tank Model	Safe fill (95%) Litres	Length mm	Width mm	Height mm	Weight kg
LTKL 12	11,115	2,991	2,438	2,896	5,100
LTKL 20**	17,000	2,991	2,438	2,896	5,000
LTKL 30	28,750	6,058	2,438	2,896	8,300
LTKL 38**	34,200	6,058	2,438	2,896	8,400
LTKL 68	64,600	12,192	2,438	2,896	14,600
LTKL 75**	70,550	12,192	2,438	2,896	14,500
LTKL 80	77,425	14,630	2,438	2,896	17,500
LTKL 100**	94,500	14,630	2,438	3,200	18,600
LTKL 110**	109,000	14,630	2,438	3,635	20,500
LTKL 12-P	11.115	2,991	2,438	2,896	4,300





## Fuelco Tanks cont.

### Kommander

Fluid level dipsticks for tank and interstitial space.

Vent stack with screened rainproof outlet.

Suction foot valve, overfill protection and electronic overfill alarm.

Corner container lock castings for ease of transport.

Access manway.

Designed to eliminate stress points for improved quality and longevity.

Tank Model	Capacity litres	Length mm	Width mm	Height mm	Weight kg
LTKO 12	10,700	2,991	2,438	2,896	4,045
LTKO 20**	17,100	2,991	2,438	2,896	3,760
LTKO 30	28,750	6,058	2,438	2,896	6,472
LTKL 38**	3500	6,058	2,438	2,896	6,133
LTKL 68	65,750	12,192	2,438	2,896	9,800
LTKL 75**	71,500	12,192	2,438	2,896	9,455

### Kombat– Fire Rated Tanks

Dual compartment tank can be used for multiple products eg. diesel, gasoline etc

Inner and outer steel tank with a unique lightweight thermal insulation material that exceeds the 2-hour fire test.

Tank constructed with thermal insulation material on all sides that fully surrounds the product.

Both the inner and outer steel tanks are built to UL standards

Insulating material is 75% lighter than concrete, reducing shipping, installation and relocation costs

Steel outer wall provides low cost maintenance and protection from weathering

4 hrs: SwRi

2 hrs: UL2085



Tank Model	Description	Gross Fill litres	Safe Fill litres	Length mm	Width mm	Height mm
LTKUB1	Cube	1,050	998	2,095	1,040	1,530
LTKUB2	Cube	2,170	2,000	2,200	1,674	1,530
LTKBU3	Cube	3,250	3,087	2,200	1,753	1,530
LTKBU5	Cube	5,250	4,987	2,723	2,200	1,530
LTKUB10	Cube	10,700	10,000	5,223	2,200	1,530
LTKOB10	10ft Single Pumpbay	8,500	8,075	2,991	2,438	2,896
LTKOB15	10 ft No Pumpbay	14,292	13,500	6,058	2,438	2,896
LTKOB27	20ft Single Pumpbay	25,467	24,100	12,192	2,438	2,896
LTKO32	20ft No Pumpbay	31,230	29,600	6,058	2,438	2,896
LTKOB55	40ft Single, Extra Long Pumpbay	55,000	52,250	12,192	2,438	2,896
LTKOB60	40ft Single Pumpbay	59,297	56,330	12,192	2,438	2,896
LTKOB65	40ft No Pumpbay	65,100	61,800	12,192	2,438	2,896



## Fuelco Tanks cont.

### ADBLUE (DEF) - COMBO TANKS

Self bunded dual compartment design

Fill and dispense points in the main lock- able pump bay

Bunded pump bay with lockable weather- proof doors

Galvanised access ladder and platform

Container lock castings for ease of transport

Access manways

Warranty – 5 years structural, 1 year on valves; conditions apply

Diesel tank standard with:

Fluid level dipsticks for tank and interstitial space

Vent pipe for diesel tank and interstitial space

Suction foot valve, overfill protection and electronic overfill alarm

DEF tank standard with:

Chemical resistant vented tank Insulated tank and dispensing line for temperature control

Stainless steel pipework

Fluid level dipsticks for tank and interstitial space weath

Tank Model	Diesel Safe Fill Litres	AdBlue®, DEF Safe Fill, Litres	Length mm	Width mm	Height mm	Vent Pipe	Fluid Level Dipstick
LTBL 26	21,500	4,300	6,058	2,438	2,896	Standard	Standard
LTBL 60	55,600	7,000	12,192	2,438	2,896	Standard	Standard
LTBL 104	95,628	10,000	14,630	2,438	3,635	Standard	Standard





Fuel Transfer Skid—Aviation

## Fuelco Pump Skid Fuel Transfer Skid—Aviation

Aviation Fuel Transfer Skid with a rated capacity of 500 l/min

Atex and UL Certified Market leading Fuel Pump

Yanmar Diesel Engines fitted with Spark Arrestors and Engine Fire-wall TCS700-25 Trade Certified Flow Meter

6th Edition Parker Velcon Fuel Filter Water Separator with Gammon DP Indicator and Millipore sampling points

Capable of down-loading, uploading and circulating Diesel fuel at 500 l/min without the need of disconnection or reconnection of site hoses

Optional capability of into aircraft refueling

All built onto a heavy duty skid frame with crane lifting points and integrated drip tray

## Fuelco Aviation Trailer

### Self Bunded Fuel Trailers

Product Features:

Capacity of 1000 or 2000 lt.

Chassis designed for on-road or off-road use.

Supplied with or without a Pump-Kit.

Inline Strainer to protect the pump.

Schedule 40 Carbon Steel Pipe-work and heavy duty marine grade coating.

Pressure Gauges to indicate system function.

80nb Cam-lock connections (Option-al 50nb Cam-lock or Dry Break)

Correctly balanced and baffled

Built for safety and ease of access



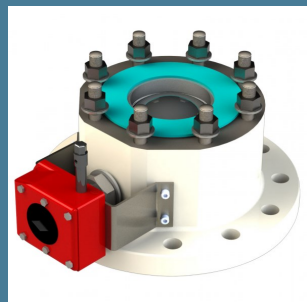
Self Bunded Aviation Fuel Trailer



98-06 & 698-06  
Hydraulic Water Saving Control Valve



352GF



355GF Hydrant Isolation Valve



40-01 & 640-01  
Rate of Flow Control Valve

## Cla Val Pressure Control

### Hydraulic Pressure Control Valves

Pressure Reducing Valves

Pressure Relief Valves

Pressure Management Valves

### Electronic Pressure Control Valves

131-01 & 631-01 Electronic Control Valves

131-22 & 631-22 Electronic Interface Control Valve

131-66 & 631-66 Electronic Control Valve with Controller

131-73 & 631-73 Electronic Interface Valve-Industrial Service

390-07 & 3690-07 Electronic Pressure Reducing Valve with Manual Bypass

## Cla Val Hydrant Pit Valve

### 352GF

The Model 352GF Hydrant Pit Valve is a Deadman operated on-off valve designed for use in aircraft refueling. It typically bolts to the terminus of an underground fuel delivery piping system and qualifies as the final shut-off device for such systems per NFPA 30.

## Cla Val Under Valve Isolation

The Cla-Val Model 355GF Hydrant Isolation Valve is designed to fit underneath a hydrant pit valve. Once closed, the entire Hydrant Pit Valve can be removed for maintenance or replacement while the rest of the hydrant system remains pressurized and operational.

## Cla Val Flow Control

### Hydraulic Flow Control Valves

40-01 & 640-01 Rate of Flow Control Valve

49-01 & 649-01 Rate of Flow and Pressure Reducing Valve

40-25 & 640-25 Rate of Flow and Pressure Sustaining Valve

43-01 & 643-01 Rate of Flow Controller and Solenoid Shut-Off Valve

X52E Orifice Plate Assembly

### Electronic Flow Control Valves

131-01 & 631-01 Electronic Control Valves

131-22 & 631-22 Electronic Interface Control Valve

131-66 & 631-66 Electronic Control Valve with Controller

131-73 & 631-73 Electronic Interface Valve-Industrial Service

133-01 & 633-01 Metering Valve

133-AV Multi-Function Electronic Interface Valve

133-AW Multi-Function Electronic Interface Valve

136-01 & 636-01 Solenoid Control Valve



## Control and Automation

Intelligent automation systems to protect plant and equipment and reduce the workload of the operator

Site specific requirements are embedded in a standardised control environment

Emergency Fuel Shut-Off system (EFSO)

Inventory Management

A redundant, fail safe PLC and SCADA control system including hardware and fuel facility specific software

Intuitive pump control to increase the lifetime of pumps and reduce energy cost



## Pipeline Leak Detection Systems

It is mandatory for all new fuel hydrant systems to have a Leak Detection System

EI 1540

New installations shall include automated hydrant integrity testing systems. Specific details should be sourced from recognised vendors of aviation fuel hydrant integrity testing systems.

Several automated hydrant integrity testing system methodologies are available, including:

- pressure step method;
- volumetric dual pressure systems;
- pressure decay with temperature compensation, and
- indicator tape

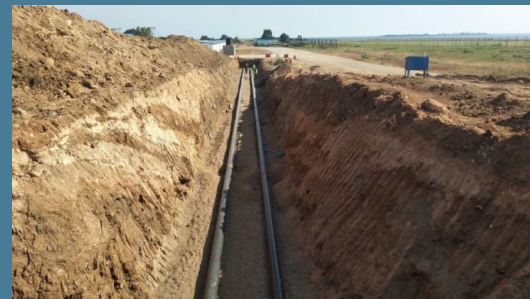
Pressure Step method is the most reliable and cost effective of the approved systems

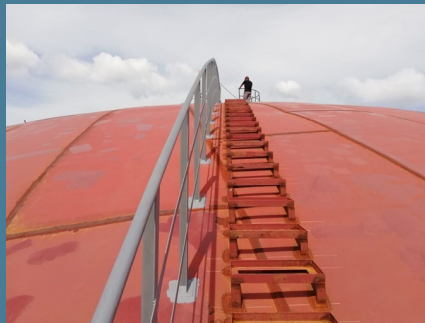
All systems backed up with global support from experienced Aviation Industry Professionals

Maintenance contracts available for system support and yearly calibration

Stand alone system with own hardware

The most accurate and up to date system available





## Engineering

HCP has a team of highly experienced engineers and management staff with extensive knowledge of airport fuel projects and wide-ranging experience completing many similar projects around the world. No project is too small or too large for HCP to provide you with the knowledge and direction required to maintain the highest levels of operational integrity.

## Project management

Project management is crucial to ensure the project progresses from the design phase to the operational stage – ON TIME AND ON BUDGET. Our PM team is fully dedicated to delivering this mantra and becomes your personal project controller providing detailed reports and analysis throughout the life of the project.

## Feasibility studies

All engineering phases are catered for from initial feasibility studies, assisting clients to develop a concept and evaluate the technical and commercial viability of the project, through to complete detailed engineering design on fuel storage facilities and fuel hydrant systems. Key to HCP creating value is working closely with all stakeholders ensuring the facilities are fit for purpose to meet existing and future requirements.

## TSA agreements

Our technical service agreements (TSAs) are tailored to meet the needs of our clients. A TSA specifies the contract's duration, scope, and deliverables. Any time during the agreed-upon period, clients may request consultancy services. As a result, we are able to provide our clients with complete access to the compiled knowledge of our experts whenever they need it.

Different services are available depending on the requirements. Additional attendance options can be added to the required services. TSA covers all contingencies for the entire venture.

To ensure continuous alignment, regular meetings are planned during the contract period. Complex development projects benefit from flexible attendance with Technical Service Agreements.

## Training

-Training for all levels of personnel engaged in the sourcing and all aspects of handling fuels to ensure safe, efficient and consistent operations, including training for inspection.

-On-site training associated with our operating standards and procedures as well as introduction to the safety management systems associated with JIG.

-Off-site training where key personnel have been able to visit major international airport operations and supply chain infrastructure.

-Webinar Training

## JIG compliance and inspections

Independent JIG & EI/JIG 1530 Inspections and 'gap analysis', technical review & inspection of all types of aviation fuel handling facilities and operations to assess and develop compliance with National e.g. CAA, and International e.g. JIG and IATA, military and civil operating standards.



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