



FLOW TECH SYSTEMS, INC.



Providing Safe and Effective Fueling Solutions

with the **FLQMEG**

Non Pressure Fueling System

- Save thousands of dollars in fuel costs
 - Increase productivity
 - Improve Safety
- Reduce environmental impacts

Industry Standard Pressurized Fueling

Three components in this system

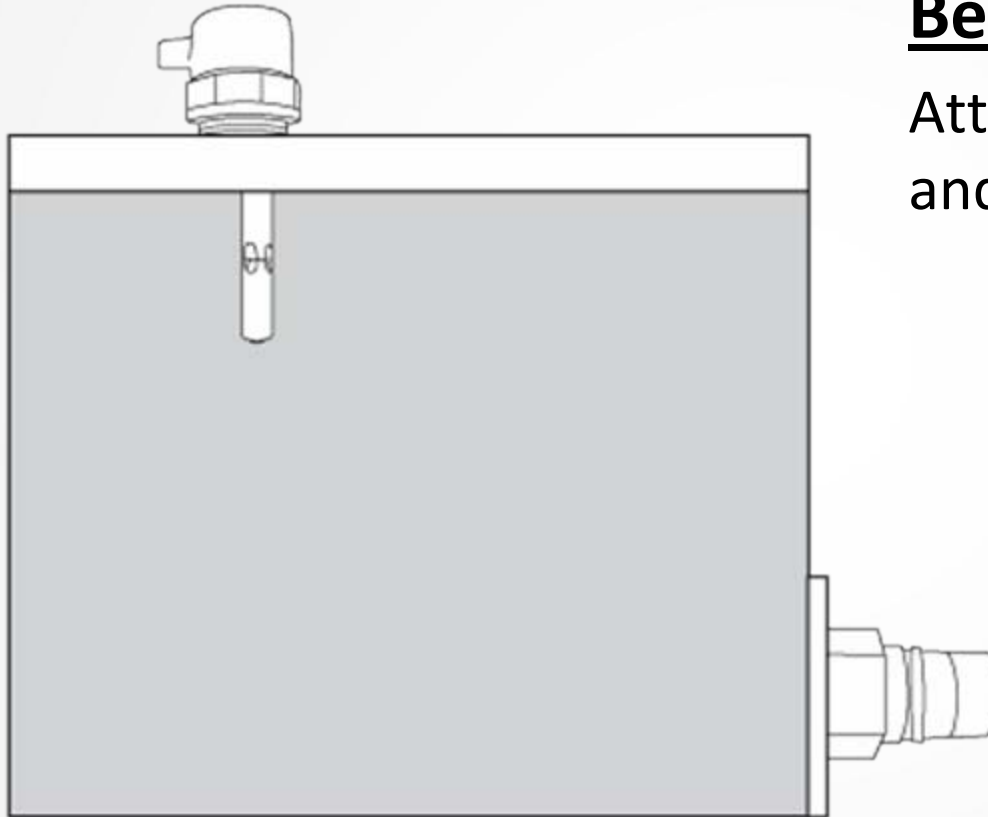
1. Fuel Nozzle
2. Fuel Receiver
3. Tank Vent



Disadvantages of pressurized fueling

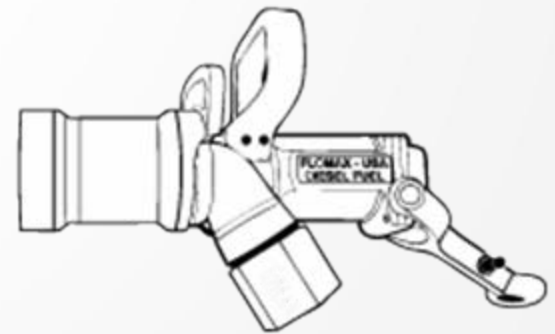
- Faster filling requirements increase pressure in the tank and can lead to tank bulging and splitting at the seams
- Possibility of overriding the system can lead to fuel spills and tank bulging
- Contaminated fuel can lead to receiver malfunction and compromises operator safety

Pressurized Fueling Procedure



Begin Fueling

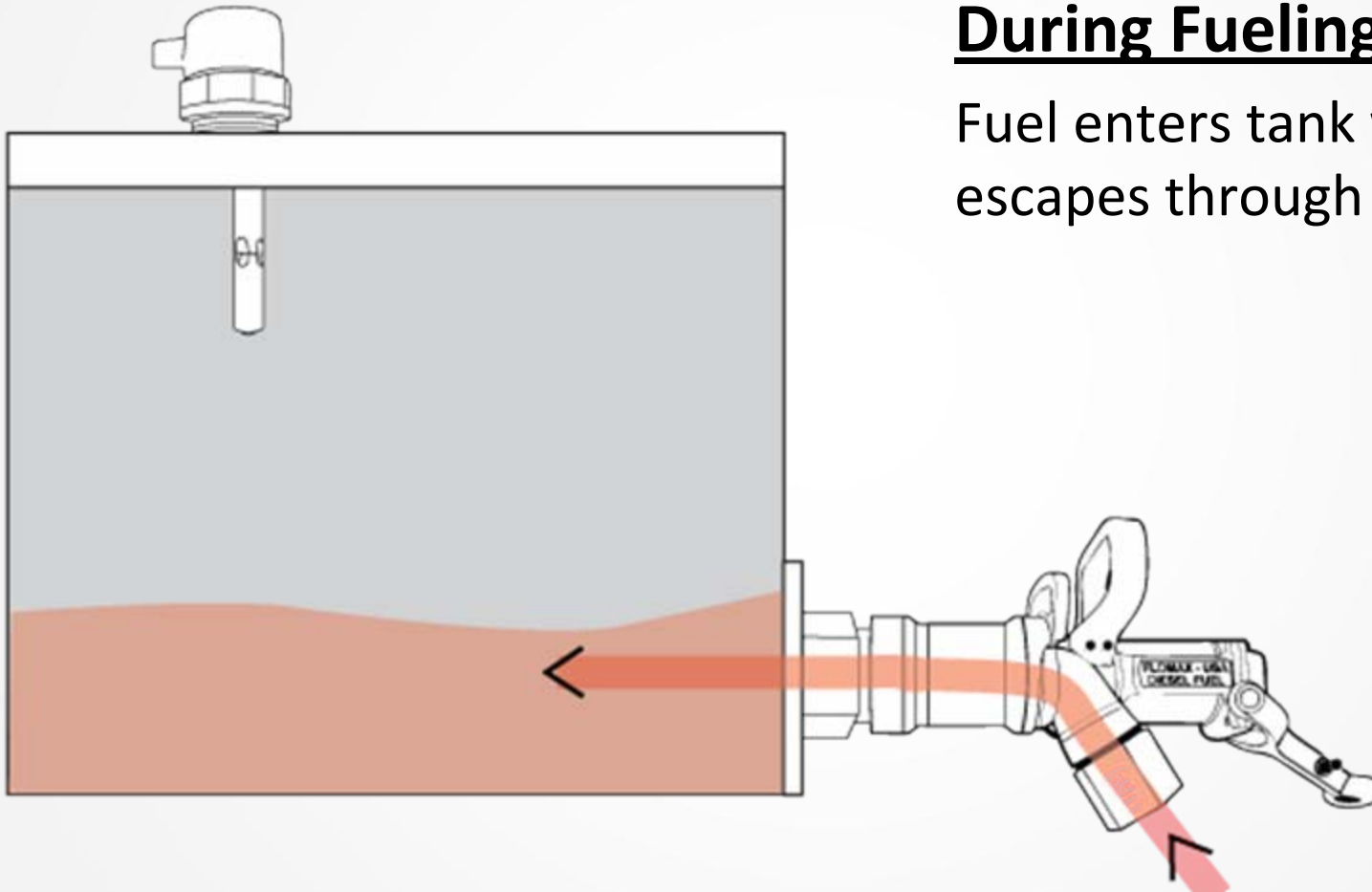
Attach nozzle to fuel receiver
and turn on nozzle.



Pressurized Fueling Procedure

During Fueling

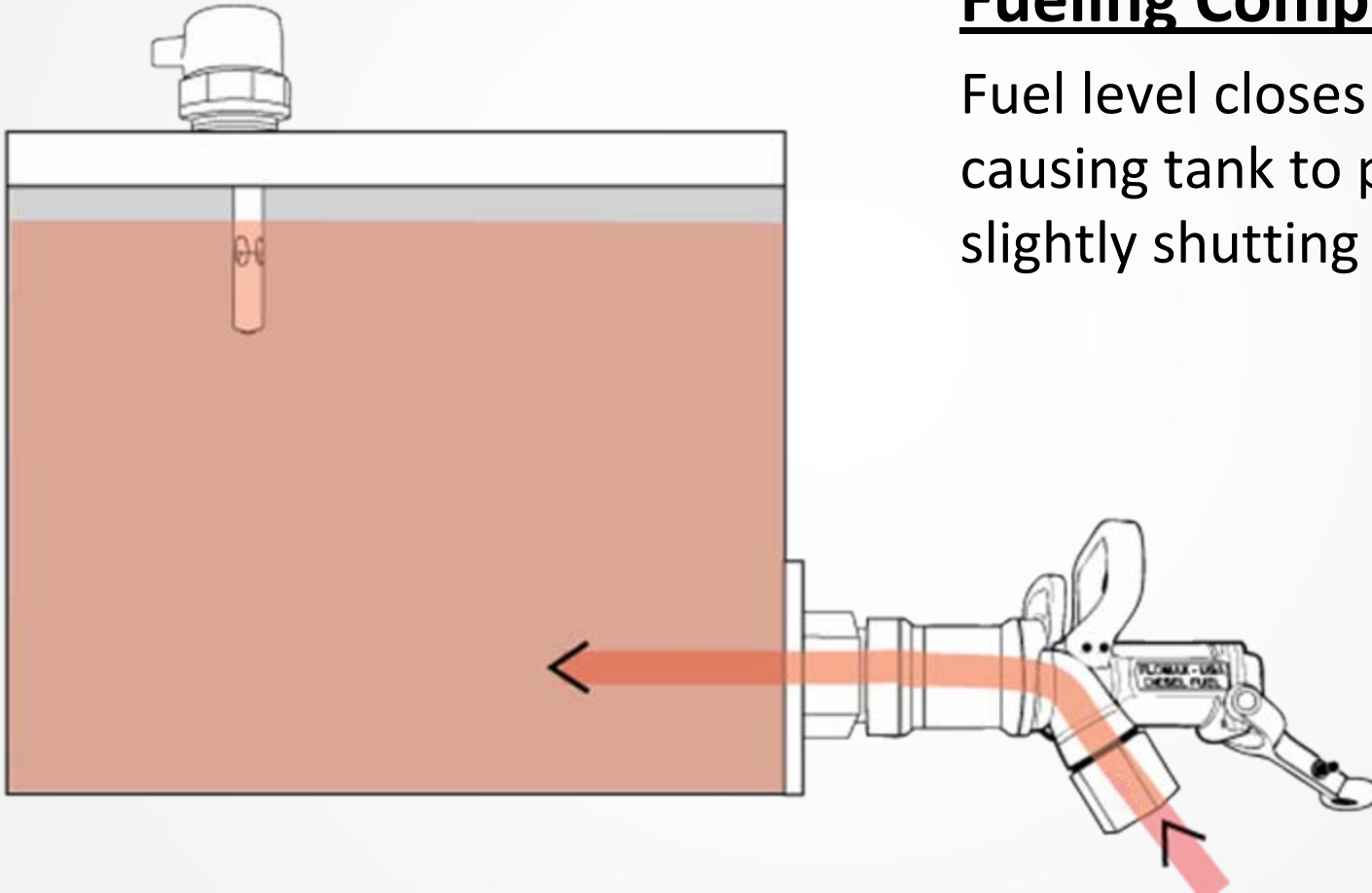
Fuel enters tank while air escapes through the vent.



Pressurized Fueling Procedure

Fueling Complete

Fuel level closes air passage causing tank to pressurize slightly shutting down nozzle.

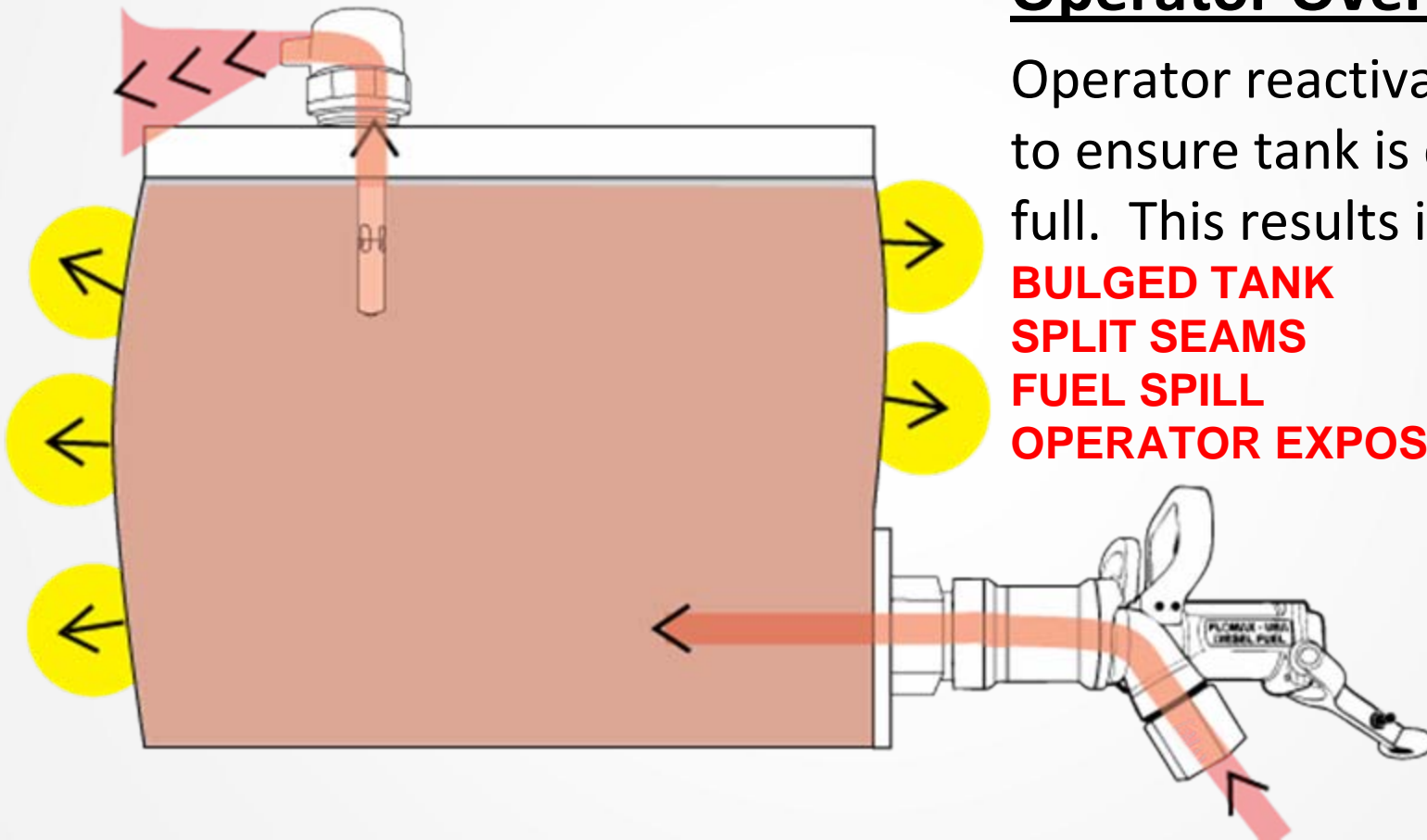


Pressurized Fueling Procedure

Operator Override

Operator reactivates nozzle to ensure tank is completely full. This results in:

- BULGED TANK**
- SPLIT SEAMS**
- FUEL SPILL**
- OPERATOR EXPOSURE**





The **FLOMEG** Solution

To address these issues
FloMeg created a system that will:

- Eliminate pressurizing the fuel tank
- Increase safety of fueling personnel
- Reduce environmental impacts

Components of the **FLQMEG** System

The fundamental components of the non-pressure fueling system are:

Float, Valve and Pilot line

These components are used in conjunction with a fuel nozzle and receiver.



FLOMEG Float Operation

- The float replaces the vent on top of the tank
- Fuel level is controlled by float shutoff point
- System pressure occurs between the float and the valve, not in the tank.



FLOMEG Float Options

- Adjustable maximum fuel level
- The Splash Guard float (left) eliminates fuel from splashing out of breather or filter
- Both floats are compatible with tank filters or breather assemblies



FLQMEG Valve

- The Valve is installed behind the standard fuel receiver.
- Valve design allows for direct flow into the tank, minimizing foaming.

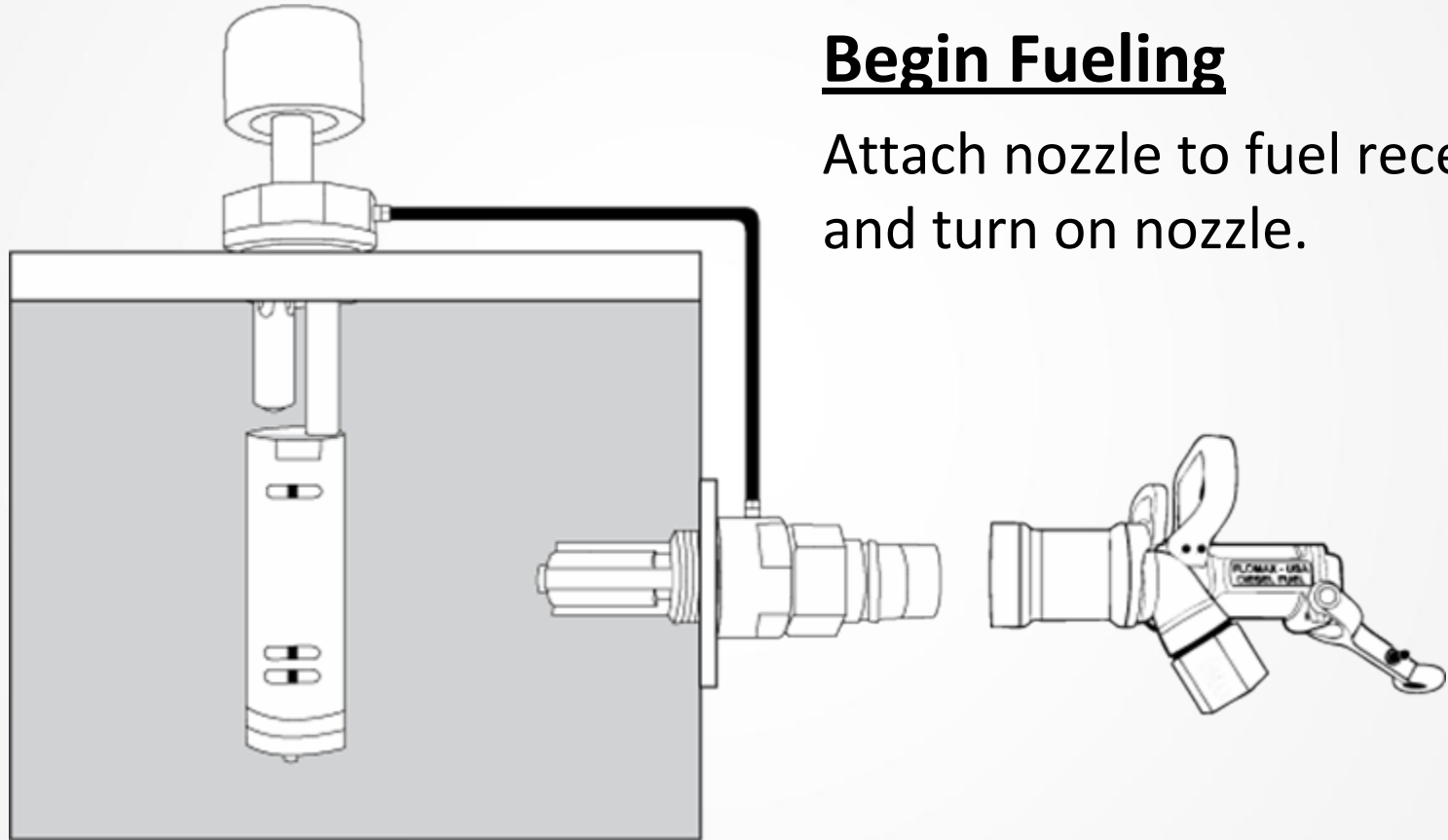


FLOMEG Pilot Line

- The pilot line is the communication link between the float and valve.
- External mounting simplifies both installation and troubleshooting.



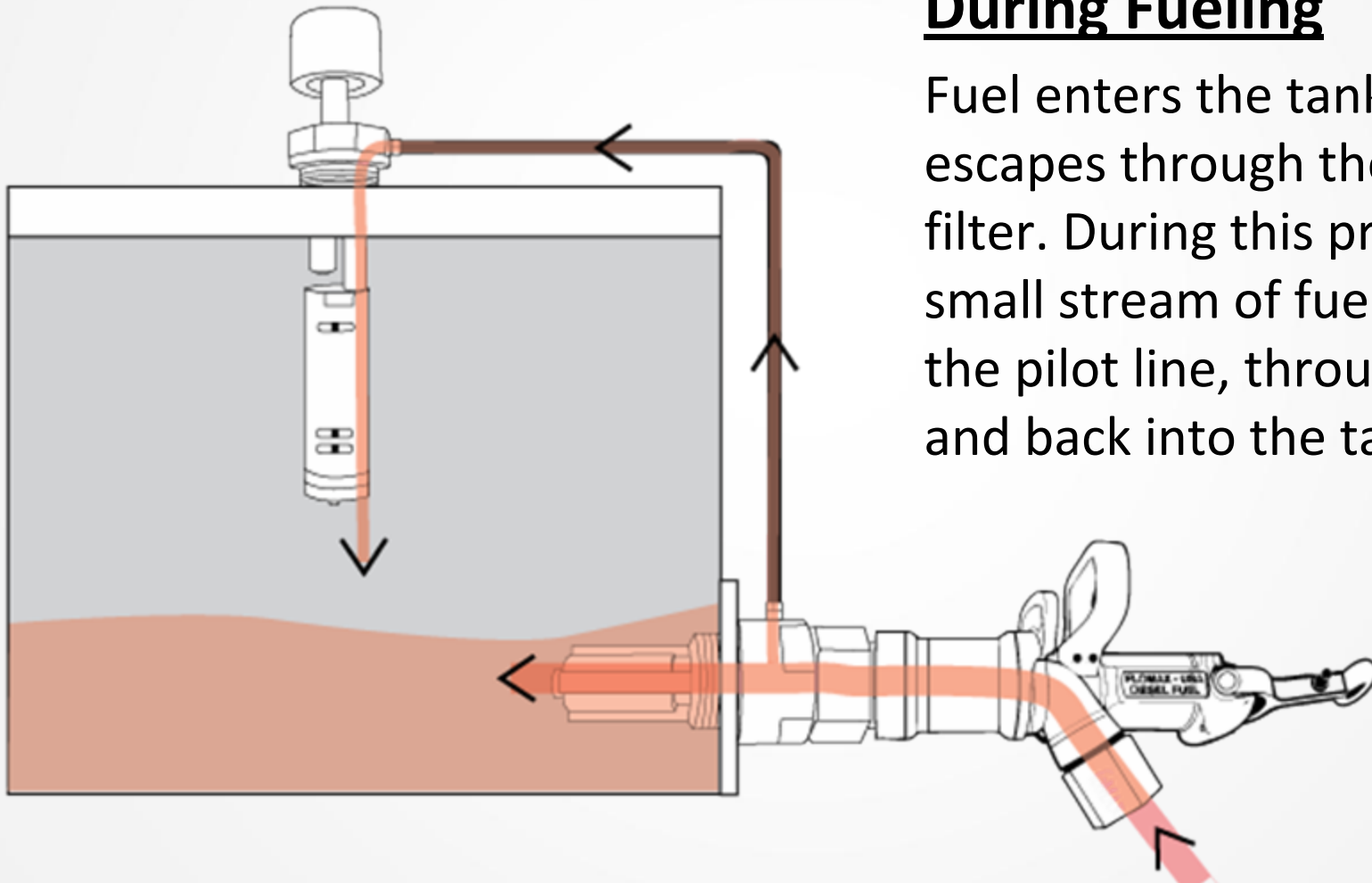
How Fueling Works with **FLOMEG**



Begin Fueling

Attach nozzle to fuel receiver and turn on nozzle.

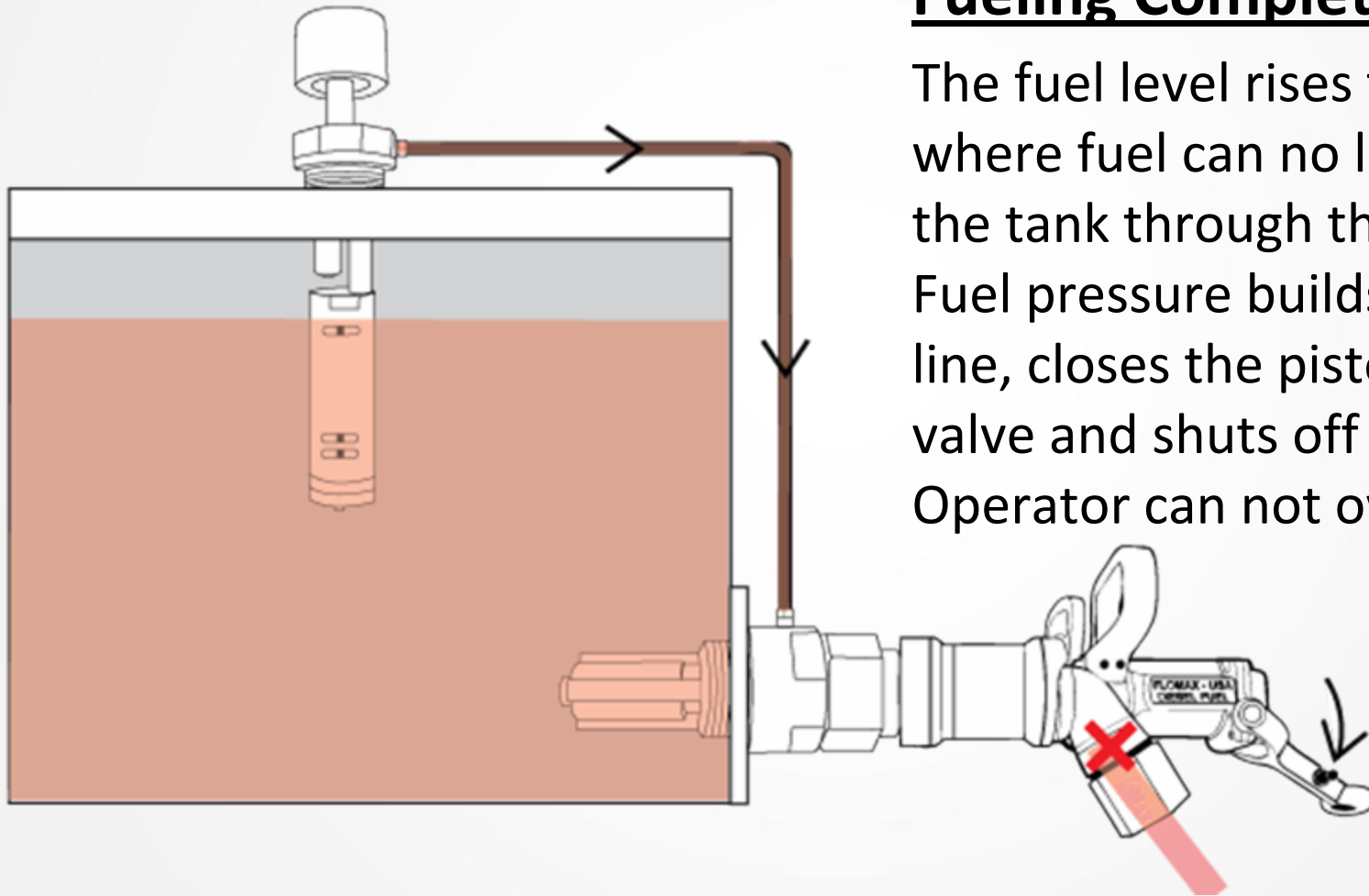
How Fueling Works with **FLOMEG**



During Fueling

Fuel enters the tank while air escapes through the tank filter. During this process a small stream of fuel travels up the pilot line, through the float and back into the tank.

How Fueling Works with **FLQMEG**



Fueling Complete

The fuel level rises to the point where fuel can no longer enter the tank through the pilot line. Fuel pressure builds in the pilot line, closes the piston in the valve and shuts off the nozzle. Operator can not override valve!

The **FLOMEG** system can be adapted for use on any piece of equipment in the world



Installation with **FLORMEG** Service Kit



Everything you need for easy installation and maintenance



FLOW TECH SYSTEMS, INC.



Official distributor and certified installer of the:

FLQMEG

Non Pressure Fueling System