

Chief Fluid Systems x Cla-Val:

Chief Fluid Systems is proud to be the only approved Australian distributor of Cla-Val refuelling products to the Military, Marine and Naval markets. Find out more about the products available through our long-standing partnership.



www.cla-val.com

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VIPER KIT

The Versatile Integrating Partner-Nation Equipment Refueling (VIPER) Kit is a refuel equipment adapter that allows hot refuel operations with any existing infrastructure with the goal of reducing the footprint in global engagements during Agile Combat Employment (ACE) operations providing highly mobile fuel support equipment to allow rapid sortie generation. The kit allows any filtered fuel source to offer hot refuel capability as there are two built in pressure control systems and an installed deadman remote. The VIPER kit allows seamless integration with NATO equipment to meet safety requirements for Hot Refuel Operations





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341GF/342GF

SEVERE DUTY AIRCRAFT UNDERWING REFUELING NOZZLE

The Cla-Val Model 341GF/342GF Severe Duty Nozzle is a refuelling nozzle for pressure fuel servicing of aircraft, and for bottom loading of tank trucks.

To ensure maximum safety during refuelling, the Cla-Val 341GF/342GF Nozzle has primary and secondary interlock systems. The primary interlock ensures that the nozzle cannot be opened when it is not connected to an aircraft adaptor. The secondary interlock protects the nozzle from hazards of interfacing with badly worn aircraft adaptors. Even when used with a badly worn adaptor, the nozzle is safer because it uses square register pins that provide positive alignment with the square slots in the adaptor. In addition, the nozzle cannot be removed from the adaptor until the operating lever is rotated to the fully-closed position.

To achieve maximum strength and durability, the Cla-Val 341GF/342GF Nozzle uses a stainless-steel bayonet ring cast within the aluminum collar of the nozzle. The crank shaft of the nozzle extends across the entire width of the interior flow path and is supported from end-to-end by a structural wall that splits the flow path. This wall supports the crank shaft while straightening the flow and keeping flow resistance as low as possible. To reduce aircraft refuelling times, the flow resistance through the Cla-Val 341GF/342GF Nozzle has the lowest head loss, which means it can fill an aircraft faster than any other nozzle.

341GF Nozzles are configured for military service and 342GF Nozzles are configured for commercial refueling service.





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353GF

PRESSURE CONTROL COUPLER

The Model 353GF Pressure Control Coupler is a hydrant coupler used in jet aircraft refuelling operations. It connects to a hydrant pit valve or hydrant pit adaptor to allow pressurized fuel to flow from an underground pipeline and into the receiving aircraft. It incorporates a Deadman operated, direct-acting pressure regulator that protects the receiving aircraft from excess pressure and from damage due to pressure surges.





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347GF

AIRCRAFT UNDERWING REFUELING VALVE

The Cla-Val 347GF Nozzle is designed per SAE AS5877 and is constructed entirely of aluminum and stainless steel, with fuel resistant Nitrile, Acetal and Polyurethane seals. All aluminum surfaces are anodized or coated to prevent corrosion. No copper, zinc, or alloys thereof are used in construction. The 347GF Nozzle connects to an aircraft “single point adaptor,” conforming to specification MS24484.

The Cla-Val 347GF Nozzle is designed to maximize safe refuelling operations. An internal interlock system, fully contained within the nozzle, prevents it from being opened when not connected to an aircraft adaptor. In addition, when connected to an aircraft adaptor, the 347GF Nozzle cannot be removed until the operating lever is first rotated to the fully closed position.





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343GF

HOSE END REGULATOR

The Cla-Val Model 343GF/348GF Hose End Pressure Control Valve (HEPCV) is a direct-acting pressure regulator. It is designed for use in aircraft refuelling to protect the receiving aircraft from excess pressure and damage due to pressure surges. It is bolted to a Cla-Val Model 341GF or 347GF Aircraft Refuelling Nozzle at the end of a delivery hose or a Pantograph used to refuel jet aircraft under pressure.





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344GF

DRY-BREAK QUICK DISCONNECT

The Cla-Val Model 344GF is a Dry-Break Quick Disconnect that allows safe, easy nozzle removal from the delivery hose or pantograph. Constructed of hard-anodized aluminum and stainless steel, the Cla-Val 344GF provides an easy way to inspect or perform maintenance on a refueling nozzle or strainer.





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349GF

GROUND FUELING STRAINER BALL

The Cla-Val Model 349GF Strainer Ball Valve bolts to the inlet of any Cla-Val Nozzle (and some nozzles from other manufacturers) and allows for quick and easy strainer checks.





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352GF

HYDRANT PIT VALVE

The Model 352GF Hydrant Pit Valve is a Deadman operated on-off valve designed for use in aircraft refuelling. 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.





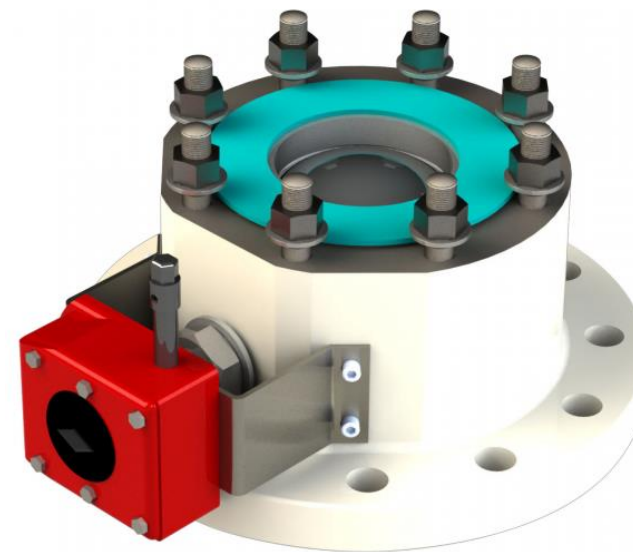
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355GF

HYDRANT ISOLATION VALVE

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.





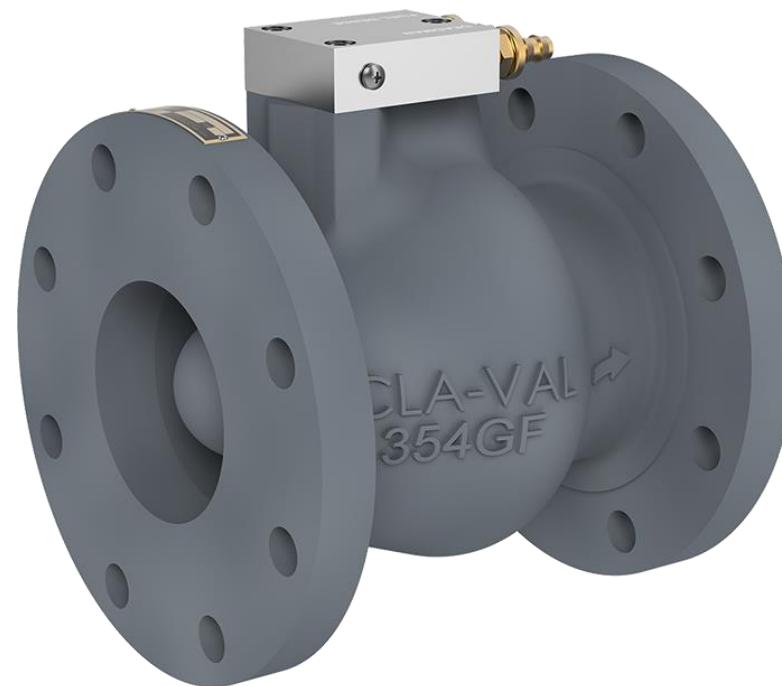
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354GF

IN-LINE PRESSURE CONTROL VALVE ↗

The Cla-Val Model 354GF Valve is used to control fuel pressure delivered into an aircraft through an underwing refuelling nozzle. The 354GF is intended for use on various forms of aircraft refuelling vehicles.





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340GF

SINGLE POINT ADAPTOR

The Cla-Val Model 340GF Single Point Pressure Fuel Servicing Adaptor is a connection adaptor for the delivery of pressurized fuel to military refuelling tank trucks and fuelling support vehicles only. The design and construction of the Cla-Val 340GF Adaptor conform to MIL-A-25896 and MS24484-5.

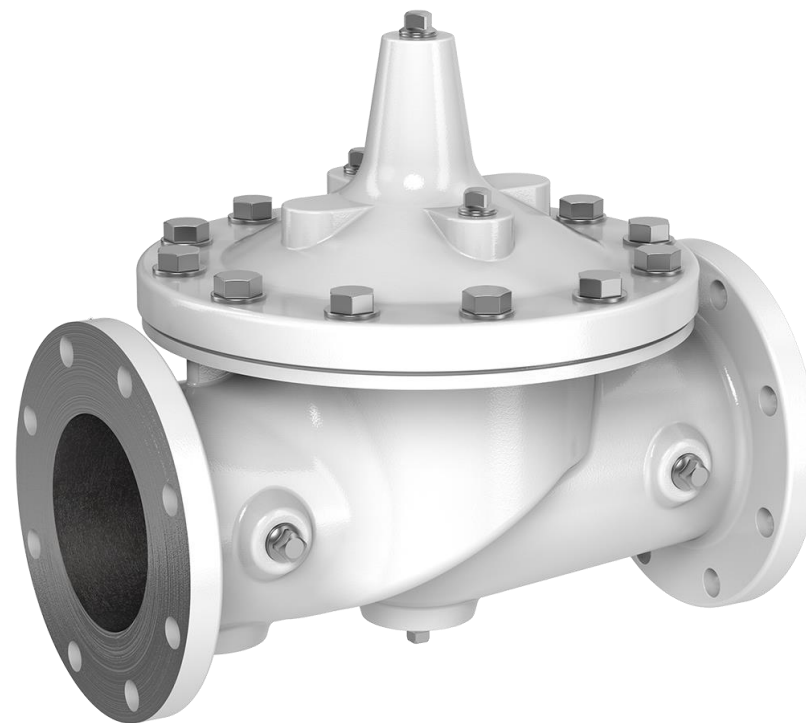




100-34

HYTROL VALVE

The Cla-Val Model 100-34 Hytrol Valve is used as the basic unit in almost all Cla-Val automatic control valves for petroleum applications. The 100-34 is a hydraulically-operated, diaphragm actuated, globe or angle pattern valve. It is available in various materials and a full range of sizes. It consists of three major components: body, diaphragm assembly and cover. The diaphragm assembly is the only moving part. The rugged simplicity of design and packless construction assure a long life of the dependable, trouble-free operation. Should the diaphragm become damaged the valve will close tight, providing a “fail-safe” operation.





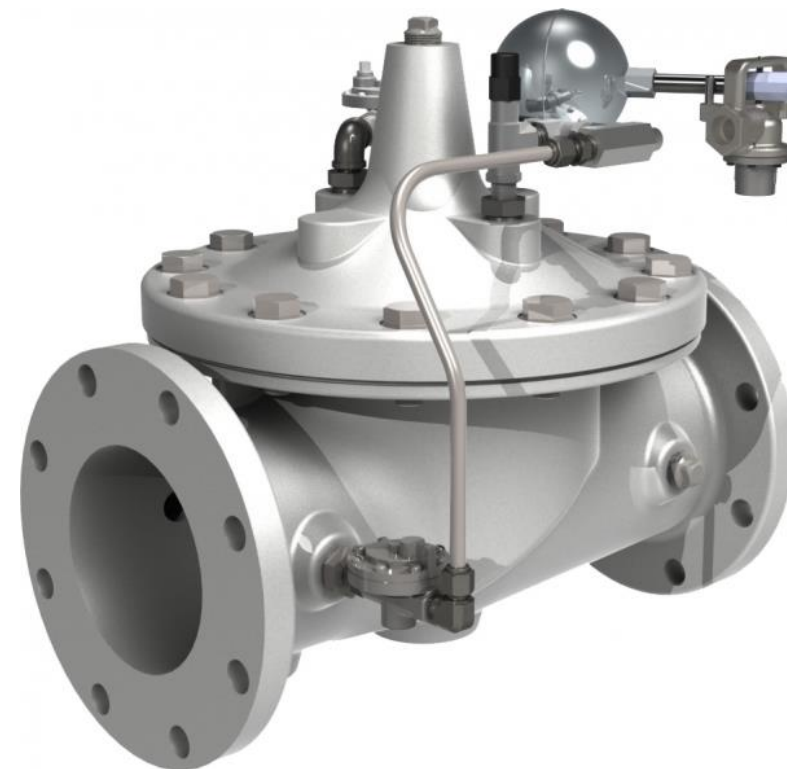
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129-26

HIGH-LEVEL SHUT-OFF VALVE

The Cla-Val Model 129-26 High-Level Shut-Off Valve is a hydraulically-operated, diaphragm actuated, globe or angle pattern valve. It is available in various materials and a full range of sizes. It consists of three major components: body, diaphragm assembly and cover. The diaphragm assembly is the only moving part. The rugged simplicity of design and packless construction assure a long life dependable, trouble-free operation. Should the diaphragm become damaged the valve will close tight, providing “fail safe” operation. The 129-26 Hytrol Valve is used in many types of piping system requiring control, flow regulation, rate of flow control, or check valve operation.





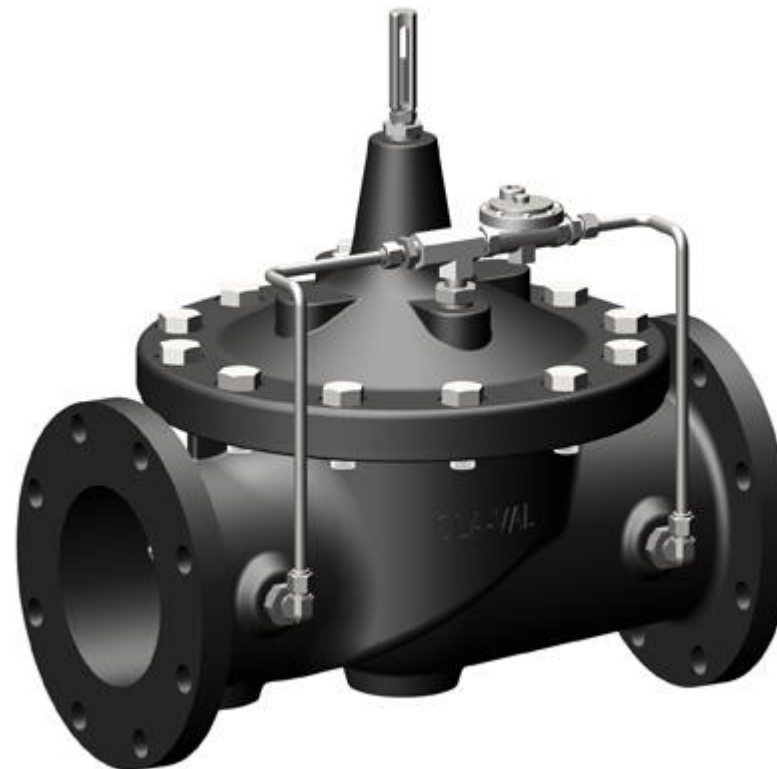
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413-01

HIGH LIQUID LEVEL SHUT-OFF VALVE

Cla-Val Series 413-01 Valve is used to control above ground and underground storage tanks. This valve is available in a variety of configurations, sizes and materials.





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43-37

RATE OF FLOW & SOLENOID SHUT-OFF VALVE ↗

The Cla-Val Model 43-37 Combination Rate of Flow and Shut-Off Valve is a hydraulically-operated, diaphragm actuated, globe or angle pattern valve. It is available in various materials and a full range of sizes. It consists of three major components: body, diaphragm assembly and cover. The diaphragm assembly is the only moving part. The rugged simplicity of design and packless construction assure a long life dependable, trouble-free operation. Should the diaphragm become damaged the valve will close tight, providing “fail safe” operation. The 43-37 Hytrol Valve is used in many types of piping system requiring control, flow regulation, rate of flow control or check valve operation.





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40-32

NON-SURGE CHECK VALVE

The Cla-Val Model 40-32 Non-Surge Check Valve is a hydraulically-operated, diaphragm actuated, globe or angle pattern valve. It is available in various materials and a full range of sizes.





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40-36

RATE OF FLOW CONTROL & SHUT-OFF VALVE

The Cla-Val Model 40-36 Rate of Flow Control and Fuel Shut-Off Valve is a hydraulically-operated, diaphragm actuated, globe or angle pattern valve, available in various materials and full range of sizes. It consists of three major components: body, diaphragm assembly and cover. The diaphragm assembly is the only moving part. The rugged simplicity of design and packless construction assure a long life dependable, trouble-free operation. Should the diaphragm become damaged the valve will close tight, providing "fail safe" operation.

The 40-36 Rate of Flow Control and Fuel Shut-Off Valve is used in many types of piping systems requiring control, flow regulation, rate of flow control or check valve operation.





50-48 & 650-48

BACK PRESSURE & CHECK VALVE

The Cla-Val Model 50-48 Back Pressure and Check Valve is a hydraulically-operated, diaphragm actuated, globe or angle pattern valve. It is available in various materials and full range of sizes. It consists of three major components: body, diaphragm assembly and cover. The diaphragm assembly is the only moving part. The rugged simplicity of design and packless construction assure a long life dependable, trouble-free operation. Should the diaphragm become damaged, the valve will fully open.

The 50-48 Back Pressure and Check Valve is used in many types of piping systems requiring back pressure and relief operations.





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CFF21

FLANGED FLOAT CONTROL

The Cla-Val Model CFF21 Flanged Float Control is a float operated pilot control installed in the water accumulation sump of a fuel filter/separator. It is designed to automatically actuate a water drain valve (Model 100AF) and to sense a rapid accumulation of water in the sump in excess of the capacity of the drain valve. If the water level cannot be reduced by the drain valve, the float control signals the fuel discharge valve to close until the water has been drained.





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E-CFF18T-H2

FLANGED FLOAT CONTROL WITH TESTER ↗

The Cla-Val Model CFF18T-H2 Fuel-Water Separator Control automatically operates the fuel discharge valve and the water drain valve of fuel-water filter separators. It is mounted to a flange on the side of the separator vessel in the sump. The float responds to changes in level of the interface surface of the water and fuel inside the sump area. The pilot valve is a precision-lapped rotary disc, plate type valve.

The CFF18T-H2 Control is used with aviation gasoline, jet fuels, motor fuels, diesel, solvents and other petroleum products. This control has a variable pressure rating depending on lever arm length and is suitable for handling liquids with a specific gravity of 0.90 or less.





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CFC2T

FLOAT CONTROL

CFC2 Float Control is a float-actuated, multi-port pilot control which provides non-modulating, two-position, on-off operation. It is used primarily to operate remotely located Cla-Val Valves requiring three-way or four-way pilot valve operation. Designed for use in closed tanks, this control operates on a minimum level change of approximately one inch. Maximum level change of five and one-half inches is needed for full capacity.





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131-CP

ELECTRONIC INTERFACE METER CONTROL VALVE

The 131-CP Electronic Interface Meter Control Valve is a two-stage digital control valve for loading petroleum products. Installed in conjunction with a flow meter, the valve receives electronic signals from a PLC to open or close.

The valve is equipped with two direct-acting two-way solenoid control that change position when the coils are energized or de-energized. When the solenoid controls are energized, the main valve opens to the desired intermediate position. When the solenoid controls are de-energized, the main valve closes. The valve is also equipped with a manual bypass feature.

