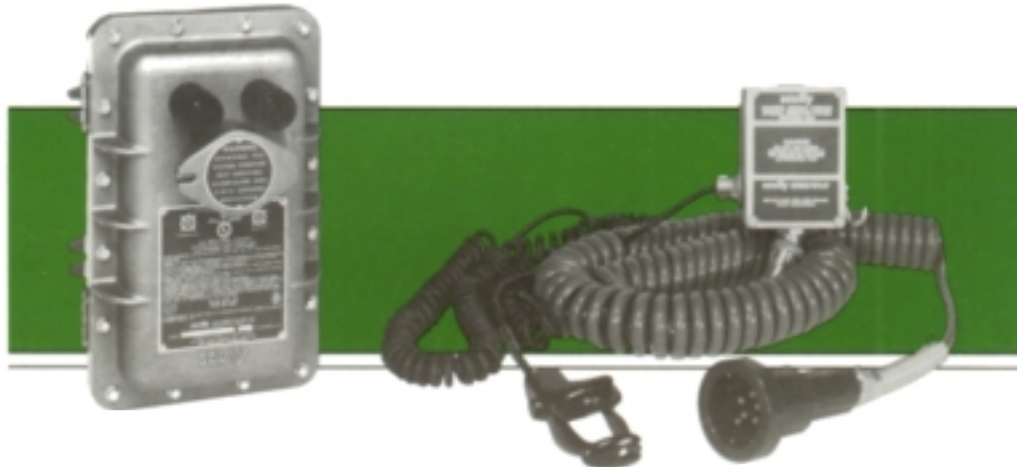


## Multiple Compartment Overfill Prevention Control Monitor

For Airport Loading Racks or Military Fill Stands

Model ST-35-ELK/D and Model SC-6W/D Junction Box with Plug and Cable

Featuring Dynacheck® Automatic & Continuous Self-Checking



The Scully Multiple Compartment Overfill Prevention Control Monitor (ST-35-ELK/D) is designed to prevent spills when loading airport refuelers and tank trucks. It is used in conjunction with a deadman switch and SC-6W/D junction box with plug and cable to connect to a Scully five wire optic probe. The system offers all these advantages:

- Maximum safety with Scully's Dynacheck® automatic and continuous self-checking.
- Will not permit loading under any fault or wet sensor conditions.
- Utilizes fogless optic sensing technology.
- Automatically signals for shut off of product flow within a half second of detecting a potential overfill condition.
- Protects single or multiple compartment refuelers.
- Swift and solid connection to refuelers with junction box, coiled cable and quick connect plug.
- Includes the required deadman switch.

### Description

The ST-35-ELK/D is a multiple compartment overfill prevention control monitor for refuelers and tank trucks with one to six compartments. It is mounted at the airport loading rack. The ST-35-ELK/D is contained in an explosion-proof (E), weather-proof housing which has a red non-permit and a green permit indicator lamp (L). It has a lockable bypass switch (K) and circuitry provisions for a deadman switch (D).

Attached to the monitor is a junction box to isolate the system wiring and connect the deadman switch. It has an attached plug and 30' coiled cable to connect to the vehicle mounted receptacle, or socket. The socket is wired to the refueler probe(s). Please consult Scully for alternate plug and socket styles to prevent mixing AV gas and jet fuels in dedicated refuelers.

### Safety Features

The control monitor incorporates Scully's exclusive Dynacheck® circuitry. To ensure that the system will always detect an overfill condition, the monitor uses pulsed signals which continuously simulate a "wet" condition to check the entire system operation, controller, wiring, connectors and sensors, for faults 30 times per second. If a probe comes in contact with liquid, or an unlikely system fault occurs, the pulsed signals cease and the control monitor automatically signals for immediate shut down.

*Setting New Standards In Safety*