

ScuL Sense™

Scully Five-Wire Optic Overfill Prevention Sensors

Model SP-FU "ScuL-Sense" Series / Installation Instructions

APPLICATION

The Scully SP-FU Five-Wire Optic Overfill Prevention Sensor(s) employs optic technology to detect the presence of liquid in a tank or vehicle compartment. It is intended to be used either:

- As part of the Scully IntelliCheck® II Overfill & Retained Product Monitoring System or the Scully Load Anywhere® Monitoring System.
- As a stand-alone overfill prevention sensor in conjunction with the appropriate Scully overfill prevention control monitor mounted at the loading rack or fill stand.

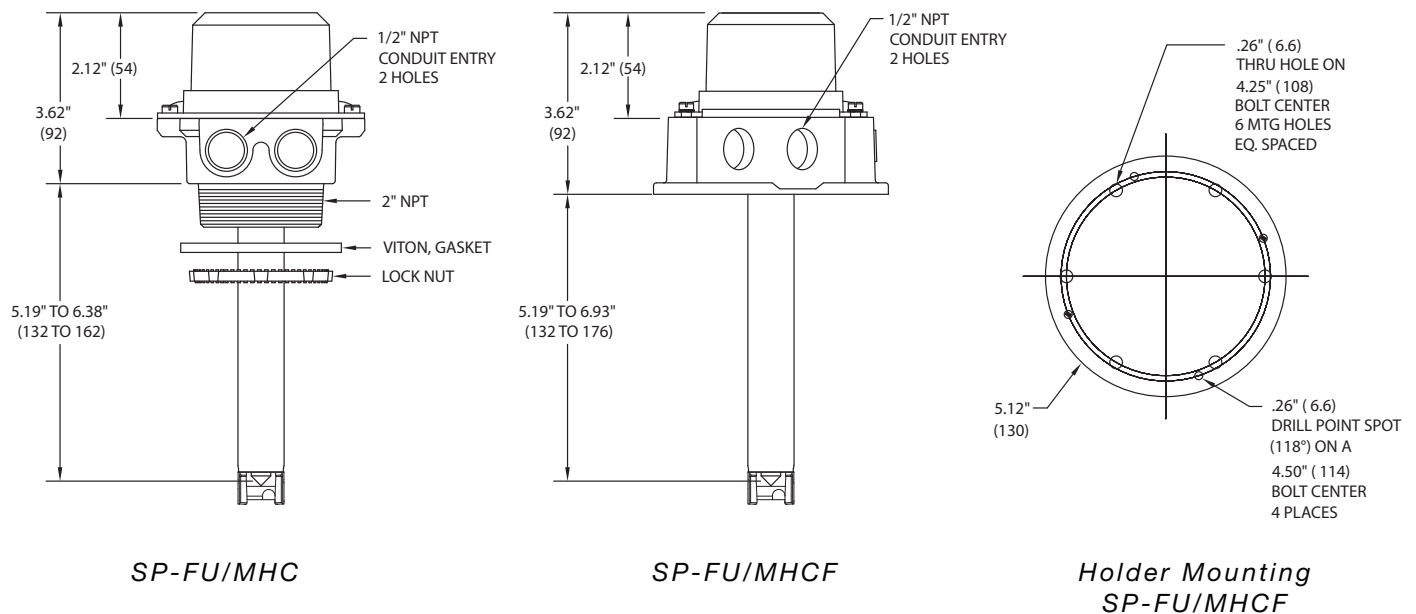
When properly installed in a tank trailer compartment, at a point just above the compartment's normal fill capacity (marker), the SP-FU will sense an impending overfill condition and signal for immediate shutdown of product flow.

The SP-FU is available in two different holders for tank mounting. The holder(s) provide space for wiring connections inside the holder. Model SP-FU/MHC is a five-wire optic sensor with a 2" NPT threaded holder. Model SP-FU/MHCF is the sensor with a flanged style holder.

SENSOR OUTLINE DRAWING

Standard sensor shaft length of 7-inches with standard 2 1/8-inch high holder cover provides for sensing level adjustability as shown. Longer shaft lengths and a 1 3/8 inch high holder cover are also available to accommodate most tank trailer mounting configurations (consult factory for details).

All Dimensions in Inches (Millimeters in Parenthesis)



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61632 Rev C

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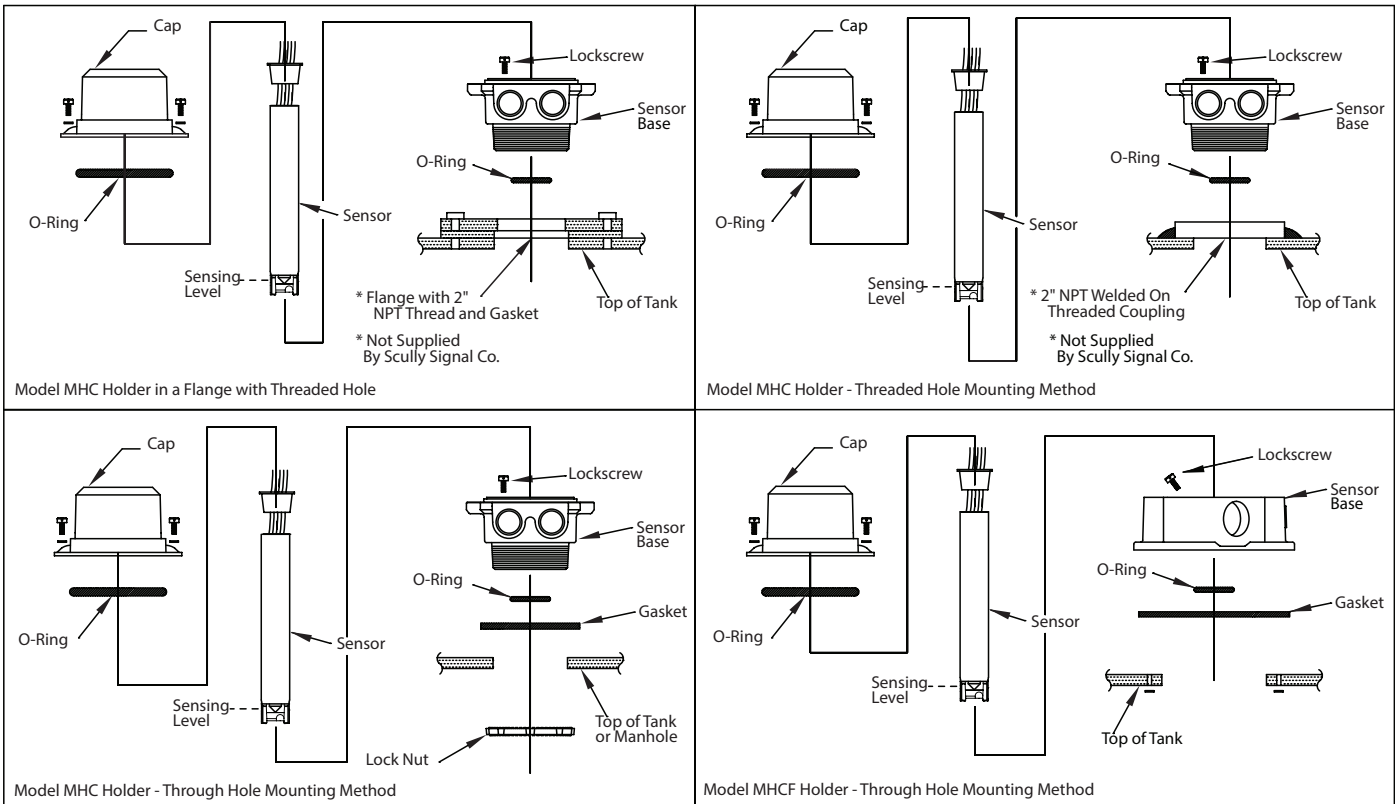
TECHNICAL SPECIFICATIONS

Operating Temp. Range: -40°F to +140°F (-40°C to +60°C)
Petroleum Product Range: Gasoline blends and light fuel oils
Exposed Materials: Aluminum, zinc, borosilicate (Pyrex®) glass, epoxy, conductive nylon and Viton® seals
Level Repeatability: ±1/16" (±1 mm)
Electrical Leads: 18" (45cm) long, 22 AWG (0.33 mm²)
Cable Entry: Two holes, 1/2" NPT threads
Detection Level and Size: The detection level is adjustable, refer to sensor outline drawing on preceding page, shown for 7" shaft length
Approvals: The sensor is intrinsically safe for mounting in Class I, Division 1, Groups C & D Hazardous location in accordance with Scully Control Unit approval ratings.



MECHANICAL INSTALLATION

The sensor is designed to withstand vibrations in road transport. However, the sensor should not be subjected to any mechanical impact as it may damage the sensor.



MOUNTING LOCATION

The sensor assembly should be mounted in the top of a tank trailer compartment close to the longitudinal centerline of the tank. In many cases, it is most practical and convenient to mount the sensor holder in the manlid assembly of the compartment. Many manlid manufacturer's provide a threaded or through-hole opening for an overfill prevention sensor in the manlid assembly. In choosing a mounting location other than in the manlid assembly, consider locating the holder in an area where the sensor can be conveniently reached from the access opening in the manlid assembly. This will greatly simplify any future maintenance to the sensor.



MOUNTING INTO THREADED OPENING

Sensors with Model MHC holder may be mounted (threaded) directly into a 2-inch NPT threaded opening (bushing). This is the preferred mounting method as it provides the most secure installation, requiring the least amount of periodic maintenance. When installing the sensor holder in this manner, the gasket and conduit nut is not used. Before installation, always apply a liberal amount of Anti-Seize/Thread Lubricant to the threads of the holder. This will assure a vapor tight joint which will be able to be easily disassembled, if required, in the future. Scully recommends FEL-PRO® C5A® Copper Based Anti-Seize/Thread Lubricant or equivalent.

MOUNTING INTO THROUGH-HOLE ENTRY

Scully does not recommend this mounting method. If this method is chosen, the Model MHC sensor holder may be mounted directly through a 2 3/8-inch diameter opening (hole) using the nut and gasket supplied. The gasket is positioned on the sensor holder threads outside the opening, and the conduit nut secures the sensor holder to the tank from inside the opening. This mounting method requires the conduit nut be tightened securely against the inside of the tank opening to compress the gasket sufficiently to effect a vapor tight seal. In addition, like all threaded connections subject to vibration, this mounting method requires that the conduit nut be periodically checked for proper and continued tightness. We recommend at least a yearly check.

FLANGED HOLDER MOUNTING

Sensors with MHCF style holders (shown in Sensor Outline Drawing) have a 6-bolt pattern conforming to the 2 1/2-inch TTMA flange pattern for mounting directly onto a man lid or tank shell. Install the gasket supplied between the holder and the tank. The sensor holder is secured to the tank using (6) six 1/4" hex head bolts, nuts and lock-washers. If there is a mating flange welded on the tank, use appropriate bolts to thread into the mating flange. Tighten the bolts securely to compress the gasket sufficiently and effect a vapor tight seal.

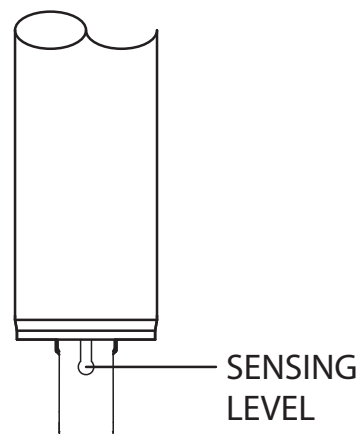
CAUTION: Do not install the sensor in aggressive substances that may attack the exposed materials on the sensor.

SENSING LEVEL - HEIGHT ADJUSTMENT

The SP-FU sensing level is marked on the sensor with an arrow on the prism protector. Adjust the sensing level by loosening the extension shaft locking screw located inside the sensor holder.

After loosening the lock screw, slide the sensor shaft up or down using a twisting motion. Sensor Outline Drawing shows the adjustment range for a standard sensor shaft length of 7". Longer shaft lengths and a 1 3/8-inch high cap are also available. Consult Scully for part numbers. Care must be taken that the cap does not exceed height specifications for the construction of the tank.

The sensor shaft length may be shortened if necessary. See instructions following.



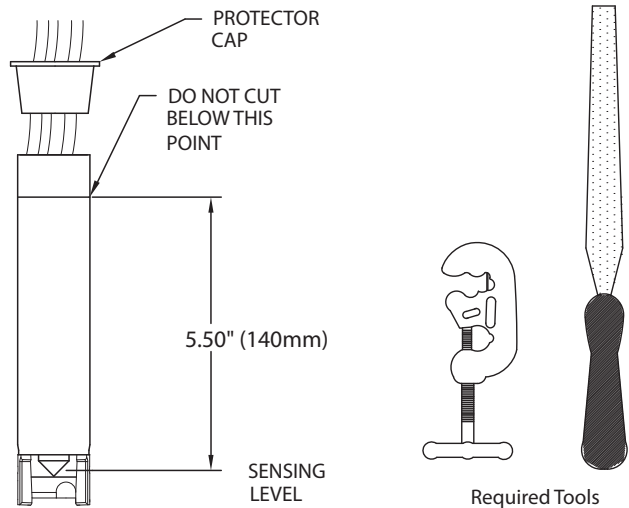
CAUTION: The liquid level sensing point for an overfill prevention sensor is generally set at a point 1/4" to 1/2" above the compartment's normal fill capacity (marker). When setting this level, it is important to take into account the ullage remaining in the compartment and the emergency shutdown times at the terminals where the vehicle will be loading. If insufficient ullage remains above the overfill prevention sensor's sensing level to contain the excess product which will flow into the compartment, a spill CAN OCCUR before the flow completely stops.

SHORTENING THE SENSOR SHAFT

The sensor shaft may be shortened to a minimum of 5 1/2" (140mm) when measured as shown. A three (3) wheel tubing (pipe) cutter is required.

Grasp the sensor shaft in a padded vise. **Do not use an unpadded vise.** Crushing the shaft will damage the sensor and void the warranty. Using the pipe cutter, trim the shaft length by carefully cutting away the excess upper part of the shaft.

File the top edge of the shaft both inside and outside. Filing the edge will prevent damage to the sensor holder O-ring. Insert the wire protective cap into the top of the sensor shaft to prevent damage to the sensor wires.



SENSOR REPLACEMENT

It should be noted that a sensor can not be repaired. A damaged or faulty sensor (shaft) must be replaced with an equivalent Scully sensor and may be mounted into the existing holder. The O-ring inside the holder may incur damage when removing the faulty sensor. The Scully replacement sensor assembly is supplied with a replacement O-ring for the holder. After removing the faulty sensor from the holder, remove the old O-ring from the O-ring groove located in the bore of the holder using an O-ring pick or other suitable tool. Be careful not to damage the O-ring groove. Apply lubricant, either petroleum jelly or white grease, to the O-ring before installation. Install the new sensor into the holder per the installation instructions.

ELECTRICAL INSTALLATION

All connections between the sensor leads and vehicle (truck) wiring are to be made inside the sensor holder. Use appropriate cable glands for strain relief and watertight installation. If conduit is used, its connections to the holder must be watertight and free from sharp edges. Unused holes must be plugged with blanking plugs. The sensor features five wires: Red (Power), Black (Ground), Yellow (Pulse In), Green (Diagnostic) and Orange (Pulse Out). The connections should be made using crimp connectors or other permanent means. It is suggested that electrically non-conductive grease is applied to the connections to further prevent corrosion problems. Leave sufficient wiring length as service loop in each holder for future maintenance. **DO NOT REMOVE (OR CUT OFF) THE LABEL THAT IS ATTACHED TO ONE OF THE SENSOR WIRES.**

Scully recommends the use of our special cable for wiring on a vehicle. If using conduit, 22 AWG (0.33 mm²) or larger wires should be employed. The SP-FU Sensor should be wired in accordance with the appropriate Scully Wiring Diagram.

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