By 1967, when we entered the off highway market, Wiggins connectors was already recognized throughout the aerospace industry as an innovator in fueling systems. With over 45 years of experience in high quality refueling systems, AdelWiggins Group has the connectors, nozzles, receivers and vents to make your fleet as efficient and safe as possible.

As a leader in the field of highly engineered aerospace components, we have leveraged our knowledge to successfully develop high quality parts to support the mining and construction industry. Leading the way with new products, in 1972 we introduced the ZZ9A nozzle, part of the fast, clean and efficient refueling which has become virtually an industry standard today. Following up on that success, we made a more reliable, lighter and faster fueling nozzle, the ZZ9A1. And now, we are introducing the new Wiggins nozzle, ZZ9A2 and the new JNX receiver with the JVX vent; the industry’s safest and most reliable refueling system.
Contact Us

Wiggins Service Systems
5000 Triggs Street, Los Angeles, CA 90022
www.fastfueling.com

Sales Administrator | Katrina Ureno, kureno@adelwiggins.com, 323.881.7601
Distribution Manager | Dave Martin, dmartin@adelwiggins.com, 323.881.7646
Business Unit Manager | Mario Pantuso, mpantuso@adelwiggins.com, 323.881.7637
Technical Support | Chris Quang, cquang@adelwiggins.com, 323.881.7667
The Wiggins JNX non pressurizing system allows for automatic diesel refueling at up to 211 gpm (800 lpm) with existing Wiggins nozzles and does not pressurize the fuel tank. Shutoff is automatic, fully self contained, and cannot be overridden. JNX offers top line quality, performance, and reliability at a competitive price.

Competitors’ Non Pressurizing Systems

Competitors’ non pressurizing systems use float valves and are FAIL OPEN systems. They will overfill and pressurize the fuel tank if fueling is carried out with a faulty float valve or bleed hose. (Competitors’ systems commonly make use of an internal bleed hose, which is vulnerable to fatigue due to fuel slosh.) In this situation, fuel continues to bleed through the faulty float valve or hose even when the fuel level has passed the required shutoff point, preventing pressure from equalizing across the shutoff piston. The pressure imbalance keeps the piston open, and fuel continues to flow into the tank unchecked. Consequently, the tank overfills and is pressurized in proportion to the flow rate – the higher the flow rate, the greater the spillage and pressure build up – creating a potentially severe safety and environmental hazard.

The Wiggins Patented ULTRA SAFE JNX System

The Wiggins JNX system represents a technological leap forward in non pressurizing automatic diesel refueling systems. The JNX system uses conventional pressure sensitive fuel nozzles such as the Wiggins ZZ9A1 and ZZ9A2 while providing users with unique FAIL SHUT and OVERFILL RESISTANT features not matched by the competition.

The Wiggins JNX shutoff valve is FAIL SHUT: the spring closed main valve can only be opened by a pressure signal from the jet level sensor – if for any reason the pressure signal is lost, the main valve will close, shutting off the flow of fuel into the tank. This ensures that overfilling the tank is not possible even if any part of the jet level sensor or signal hose were to fail.

The unique Wiggins jet level sensor does not have any moving parts to wear out and is thus extremely reliable. The Wiggins non pressurizing system uses only external signal hoses, making JNX easy to install and maintain. The JNX system is available in both direct and remote fill configurations.
When the pressure signal is cut off by the rising fuel level, the JNX valve closes, which also triggers the fuel nozzle to shut off, and fueling is stopped.

When the fuel level is higher than the jet level sensor, the jet is interrupted, cutting off the pressure signal to the JNX valve.

Fuel flows through the signal hoses and jet level sensor, creating a pressure signal to open the JNX valve and allow fuel into the tank.

During fueling, the jet level sensor is uninterrupted and allows fueling to continue.

How It Works

Jet Level Sensor/Vent (JVX shown)

Automatic Shut-off Valve (JNX-01-02 shown)

Refueling Nozzle (ZZ9A2 shown)

JNX System Pressure Drop vs. Flow Rate (ZZ9A2 nozzle connected to JNX-01-02)

*Note: actual pressure drop will vary based on fluid density and viscosity.
Automatic Shutoff Valves

**JNX-01-02**
- Standard automatic shutoff valve
- ZN2 style receiver interface to mate with ZZ9A1 or ZZ9A2 nozzle
- 2” NPT male thread for mounting to tank
- Works with JVX (short) or JVXL (long) jet level sensor/vent
- 211 gpm (800 lpm) maximum flow rate

<table>
<thead>
<tr>
<th>Specification</th>
<th>JNX-01-02</th>
<th>JNX-01-02-25</th>
<th>JNX-01-02C-25S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Flow Rate</td>
<td>25 gpm (95 lpm)</td>
<td>25 gpm (95 lpm)</td>
<td>25 gpm (95 lpm)</td>
</tr>
<tr>
<td>Max. Flow Rate</td>
<td>211 gpm (800 lpm)</td>
<td>211 gpm (800 lpm)</td>
<td>211 gpm (800 lpm)</td>
</tr>
<tr>
<td>Operating Pressure</td>
<td>75 psig (520 kPa)</td>
<td>75 psig (520 kPa)</td>
<td>75 psig (520 kPa)</td>
</tr>
<tr>
<td>Weight</td>
<td>3.33 lbs (1.51 kg)</td>
<td>3.94 lbs (1.79 kg)</td>
<td>3.94 lbs (1.79 kg)</td>
</tr>
</tbody>
</table>
JNX-01-61

- Remote automatic shutoff valve
- Code 61 inlet adapter
- 2” NPT male thread for mounting to tank
- Works with JVX (short) or JVXL (long) jet level sensor/vent
- 211 gpm (800 lpm) maximum flow rate

JNX-01-61-25S

- Remote automatic shutoff valve
- Code 61 inlet adapter
- 12–bolt mounting flange (as used on certain CAT® machines)
- Works with JVX (short) or JVXL (long) jet level sensor/vent
- 211 gpm (800 lpm) maximum flow rate
Automatic Shutoff Valves

**JNX-01-64**

- Standard automatic shutoff valve
- 2" JIC Adapter for fuel transfer hose
- 2" NPT male thread for mounting to tank
- Works with JVX (short) or JVXL (long) jet level sensor/vent
- 211 gpm (800 lpm) maximum flow rate

**JNX-01-64-25**

- Standard automatic shutoff valve
- 2" JIC Adapter for fuel transfer hose
- Bolt-on mounting flange
- Works with JVX (short) or JVXL (long) jet level sensor/vent
- 211 gpm (800 lpm) maximum flow rate

<table>
<thead>
<tr>
<th>Specification</th>
<th>JNX-01-64</th>
<th>JNX-01-64-25</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Flow Rate</td>
<td>25 gpm (95 lpm)</td>
<td>25 gpm (95 lpm)</td>
</tr>
<tr>
<td>Max. Flow Rate</td>
<td>211 gpm (800 lpm)</td>
<td>211 gpm (800 lpm)</td>
</tr>
<tr>
<td>Operating Pressure</td>
<td>75 psig (520 kPa)</td>
<td>75 psig (520 kPa)</td>
</tr>
<tr>
<td>Weight</td>
<td>3.74 lbs (1.70 kg)</td>
<td>4.35 lbs (1.97 kg)</td>
</tr>
</tbody>
</table>
JNX-01-86

- Automatic shutoff valve
- 2” NPT adapter for ZN2-type receiver
- 2” NPT male thread for mounting to tank
- Works with JVX (short) or JVXL (long) jet level sensor/vent
- 211 gpm (800 lpm) maximum flow rate

JNX-01-86-25

- Automatic shutoff valve
- 2” NPT adapter for ZN2-type receiver
- Bolt-on mounting flange
- Works with JVX (short) or JVXL (long) jet level sensor/vent
- 211 gpm (800 lpm) maximum flow rate
Integrated
Jet Level/Sensor/Vent

**JVX**

- Vent assembly with integrated jet level sensor,
- 3 psig relief valve, and spill protection
- Jet level sensor does not have moving parts: it is extremely reliable
- 2" NPT male thread for mounting to tank
- Short sensor length

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>75 psig (520 kPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight</td>
<td>1.72 lbs (0.78 kg)</td>
</tr>
</tbody>
</table>

**JVXL**

- Vent assembly with integrated jet level sensor,
- 3 psig relief valve, and spill protection
- Jet level sensor does not have moving parts: it is extremely reliable
- 2" NPT male thread for mounting to tank
- Long sensor length

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>75 psig (520 kPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight</td>
<td>1.74 lbs (0.79 kg)</td>
</tr>
</tbody>
</table>
JVXF

- Vent assembly with integrated jet level sensor and 10 micron filter
- Short sensor length

Operating Pressure: 75 psig (520 kPa)
Weight: 2.27 lbs (1.03 kg)

JVXFL

- Vent assembly with integrated jet level sensor and 10 micron filter
- Long sensor length

Operating Pressure: 75 psig (520 kPa)
Weight: 2.29 lbs (1.04 kg)
non-pressurizing

Integrated Jet Level/Sensor/Vent

**JV23**
- Vent assembly with integrated jet level sensor and 3 micron filter
- Short sensor length

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>75 psig (520 kPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight</td>
<td>4.22 lbs (1.91 kg)</td>
</tr>
</tbody>
</table>

**JV23L**
- Vent assembly with integrated jet level sensor and 3 micron filter
- Long sensor length

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>75 psig (520 kPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight</td>
<td>4.23 lbs (1.92 kg)</td>
</tr>
</tbody>
</table>

**VR306X**
- Jet Sensor Assembly
- 1" NPT mounting thread

www.fastfueling.com
JNX Accessories

Wiggins offers a variety of adapters, flanges, and hose kits that allow JNX to be customized to suit even the most challenging installations. Below are just a few examples:

**JNC2A**
- Receiver for use with remote JNX: mates with ZZ9A1 or ZZ9A2 nozzle
- Extra-light spring to minimize risk of premature shutoff
- Comes with protective dust cap

**VR310-11**
- Weld-on flange for mounting JNX-01-02-25 or JNX-01-64-25

**JNX-75**
- 2’ NPT Extension for mounting JNX receiver inside ZNC3, ZNC3L, ZNC4 and ZNC4L

**CSPF-C007**
- Weld-on 2” NPT half coupling for mounting automatic shutoff valve or jet level sensor/vent
Ultra-High Flow Rate VR300 System

The VR300 – Fuel at 300 GPM

The VR300 system is also nonpressurized and has a flow capacity of up to 300 gallons per minute. Non-pressurized systems allow operators to use Wiggins high flow fueling systems on vehicles with lightweight or composite fuel tanks.

Easy to Install
- Can be mounted directly on fuel tank, or in remote location
- Several manufacturers have equipped their vehicles to accept the VR300 mounting

Fast
- Designed for vehicles with large fuel tanks
- Fuel at rates up to 300 GPM
- Spend less time fueling and more time working

Clean
- Interlock feature prevents spills from disconnecting nozzle during fueling
- Positive shut off – cannot be overfilled, shut – off cannot be overridden
- Unique cam-lock nozzle attachment assures a leak – proof seal between nozzle and receiver.

Safe
- Uses same jet sensor technology as JNX
- Nozzle includes full tank indicator display
- Proven reliability – hundreds of units in use world wide

Jet Sensor Assembly
Can be mounted on the top or the side of the tank.

VR301

VR325

VR321

VR306

Jet Sensor Assembly

<table>
<thead>
<tr>
<th>Specification</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated Flow</td>
<td>10 to 300 GPM</td>
</tr>
<tr>
<td>Operating Pressure</td>
<td>25 to 125 PSIG</td>
</tr>
<tr>
<td>Pressure Drop</td>
<td>7 PSID @ 200 GPM</td>
</tr>
<tr>
<td></td>
<td>18 PSID @ 300 GPM</td>
</tr>
<tr>
<td>Connect/Disconnect</td>
<td>30 Degrees</td>
</tr>
<tr>
<td>Rotation</td>
<td></td>
</tr>
<tr>
<td>Disconnect Spillage</td>
<td>3 cc, Max.</td>
</tr>
<tr>
<td>Housing Material</td>
<td>Aluminum</td>
</tr>
<tr>
<td>Weight</td>
<td>9 LBS</td>
</tr>
</tbody>
</table>
Refueling Nozzles

ZZ9A1

- Industry-standard diesel refueling nozzle
- 150 gpm (570 lpm) maximum flow rate
- Automatic shutoff; works with pressurizing and non-pressurizing systems
- 1.5" NPT female inlet thread
- Durable, dependable Elast-O-Dog latching
- Field-replaceable components

<table>
<thead>
<tr>
<th>Min. Flow Rate</th>
<th>25 gpm (95 lpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Flow Rate</td>
<td>150 gpm (570 lpm)</td>
</tr>
<tr>
<td>Operating Pressure</td>
<td>75 psig (520 kPa)</td>
</tr>
<tr>
<td>Weight</td>
<td>5.64 lbs (2.56 kg)</td>
</tr>
</tbody>
</table>

ZZ9A2

- High-flow rate diesel refueling nozzle
- 211 gpm (800 lpm) maximum flow rate
- Automatic shutoff; works with pressurizing and non-pressurizing systems
- 2" NPT female inlet thread
- Durable, dependable Elast-O-Dog latching
- Field-replaceable components

<table>
<thead>
<tr>
<th>Min. Flow Rate</th>
<th>25 gpm (95 lpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Flow Rate</td>
<td>211 gpm (800 lpm)</td>
</tr>
<tr>
<td>Operating Pressure</td>
<td>75 psig (520 kPa)</td>
</tr>
<tr>
<td>Weight</td>
<td>6.10 lbs (2.77 kg)</td>
</tr>
</tbody>
</table>
ZS5 Nozzle (Mates with ZN2A)

The ZS5 Bulk Transfer Nozzle is designed to mate with the ZN2 receiver. It can be used to drain a fuel tank for servicing, or to transfer fuel from one tank to another. The end fitting is the same 1.5-inch NPT female fitting as the ZZ9A1.
Fuel Systems

**KR91**
Actuating Assembly Replacement Kit

**KR92**
Latching Mechanism Replacement Kit

**KR93**
Housing Handle Replacement Kit

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**ZN2CV**
Fuel Receiver with Check Valve

**ZN2CV-100**
Rebuild Kit for ZN2CV

**ZN2CV-1**
Installation Kit for ZN2CV

**ZN2CVC**
Stainless Steel Fuel Receiver with Check Valve

**ZN2CVC-100**
Rebuild Kit ZN2CVC

---

**ZZ9A1 – Data Table**

<table>
<thead>
<tr>
<th>Flow Rate (gpm)</th>
<th>Pressure Drop</th>
<th>Operating Pressure</th>
<th>Weight (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>1.0 psi</td>
<td>125 psig max</td>
<td>5.75</td>
</tr>
<tr>
<td>60</td>
<td>4.0 psi</td>
<td>125 psig max</td>
<td>5.75</td>
</tr>
<tr>
<td>100</td>
<td>9.0 psi</td>
<td>125 psig max</td>
<td>5.75</td>
</tr>
<tr>
<td>125</td>
<td>14.0 psi</td>
<td>125 psig max</td>
<td>5.75</td>
</tr>
<tr>
<td>150</td>
<td>24.0 psi</td>
<td>125 psig max</td>
<td>5.75</td>
</tr>
</tbody>
</table>

---

323.881.7601 • Fax: 323.981.7301
Fuel Receivers

ZN2A

Pressurized flush mount bolt-on receiver with full coupling

Data Table

<table>
<thead>
<tr>
<th>Receiver</th>
<th>Application</th>
<th>Poppet Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZN2A</td>
<td>Standard for most applications and mountings</td>
<td>Clear</td>
</tr>
<tr>
<td>ZN2B</td>
<td>has a light spring to avoid premature shutoff when head pressure is higher than normal</td>
<td>Blue</td>
</tr>
<tr>
<td>ZN2D</td>
<td>has a heavy spring to avoid overfilling the tank when head pressure is lower than normal</td>
<td>Red</td>
</tr>
<tr>
<td>ZNC2A</td>
<td>Same as ZN2 with cap</td>
<td></td>
</tr>
</tbody>
</table>

ZNC3L

Pressurized flush mount bolt-on receiver with full coupling

ZNC4L

Pressurized flush mount weld-on receiver with full coupling

www.fastfueling.com
Fuel Tank Vents

ZV10

ZV11

ZV13

ZV23

Data Table

<table>
<thead>
<tr>
<th>Vent Model</th>
<th>Mounting Style</th>
<th>Length</th>
<th>Pressure Relief</th>
<th>Rebuild Kit Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZV10</td>
<td>Pipe Thread</td>
<td>9.375&quot;</td>
<td>10.2 - 12.9 psi</td>
<td>K30285</td>
</tr>
<tr>
<td>ZV10A</td>
<td>Welded Half-Coupling</td>
<td>9.375&quot;</td>
<td>10.2 - 12.9 psi</td>
<td>K30285</td>
</tr>
<tr>
<td>ZV10B</td>
<td>Flange/Gasket</td>
<td>9.375&quot;</td>
<td>10.2 - 12.9 psi</td>
<td>K30285</td>
</tr>
<tr>
<td>ZV10C</td>
<td>Same as ZV10 w/Threaded Outlet</td>
<td>9.500&quot;</td>
<td>10.2 - 12.9 psi</td>
<td>K30285</td>
</tr>
<tr>
<td>ZV10F</td>
<td>Same as ZV10 w/Long Stem</td>
<td>12.50&quot;</td>
<td>10.2 - 12.9 psi</td>
<td>K30285</td>
</tr>
<tr>
<td>ZV11</td>
<td>Gas Cap Mount</td>
<td>9.312&quot;</td>
<td>10.2 - 12.9 psi</td>
<td>K30285</td>
</tr>
<tr>
<td>ZV11A</td>
<td>Gas Cap Mount w/Long Stem</td>
<td>12.50&quot;</td>
<td>10.2 - 12.9 psi</td>
<td>K30285</td>
</tr>
<tr>
<td>ZV13</td>
<td>Vented Pipe Thread</td>
<td>12.00&quot;</td>
<td>10.4 - 11.3 psi</td>
<td>N/A</td>
</tr>
<tr>
<td>ZV13F</td>
<td>Long Stem</td>
<td>14.70&quot;</td>
<td>10.4 - 11.3 psi</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Service Couplings

ON2 / C3B12P
Crankcase Receiver and Cap

To order receiver with cap, specify 0NC2A

C3B12P

OS2
Crankcase Nozzle and Plug

To order nozzle with plug (0P12), specify 0SP2
Mates with ON2 and ONC2A Receivers

C-1807 / P-1844
Transmission Nozzle and Plug

P-1804 / P-1880
Transmission Receiver and Cap

To order receiver with cap, specify 0NC2A

www.fastfueling.com
**6005A12 / 6008-12**

*Hydraulic Receiver and Cap*

6005A12

6008-12

**EC285A8 / 1208-8**

*Coolant Receiver and Cap*

EC285A8

1208-8

**6000B12 / 6009-12**

*Hydraulic Nozzle and Plug*

6000B12

Mates with 6005A12 Receiver

6009-12

**EC280B8 / 1209-8**

*Coolant Nozzle and Plug*

EC280B8

Mates with EC285A8 Receiver

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323.881.7601 • Fax: 323.981.7301
Service Couplings

R11
Coolant Nozzle

<table>
<thead>
<tr>
<th>NOZZLE</th>
<th>Application</th>
<th>Part #</th>
<th>Cap</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>T</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant</td>
<td>R11</td>
<td>R1107</td>
<td>2.70&quot;</td>
<td>2.53&quot; Approx</td>
<td>1.92&quot; Approx</td>
<td>1.500&quot; Hex</td>
<td>.50&quot; NPT Int. Thread</td>
<td></td>
</tr>
<tr>
<td>Trans</td>
<td>R13</td>
<td>R1307</td>
<td>3.100&quot;</td>
<td>2.85&quot; Approx</td>
<td>2.20&quot; Approx</td>
<td>1.750&quot; Hex</td>
<td>.75&quot; NPT Int. Thread</td>
<td></td>
</tr>
<tr>
<td>Oil</td>
<td>R15</td>
<td>R1507</td>
<td>3.300&quot;</td>
<td>3.04&quot; Approx</td>
<td>2.25&quot; Approx</td>
<td>2.00&quot; Hex</td>
<td>.75&quot; NPT Int. Thread</td>
<td></td>
</tr>
<tr>
<td>Hydraulic</td>
<td>R17</td>
<td>R1707</td>
<td>3.700&quot;</td>
<td>3.42&quot; Approx</td>
<td>2.75&quot; Approx</td>
<td>2.250&quot; Hex</td>
<td>1.00&quot; NPT Int. Thread</td>
<td></td>
</tr>
</tbody>
</table>

R12
Coolant Receiver

<table>
<thead>
<tr>
<th>RECEIVER</th>
<th>Application</th>
<th>Part #</th>
<th>Cap</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>T1</th>
<th>T2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant</td>
<td>R12</td>
<td>R1205</td>
<td>2.23&quot; Max</td>
<td>1.17&quot; Approx</td>
<td>1.410&quot; Max</td>
<td>1.250&quot; Hex</td>
<td>1.187&quot;-12UN-2A Thread</td>
<td>.875&quot;-14UNF-2B Int. Thread with SAE J1926/1-10 Boss Seal Surface</td>
<td></td>
</tr>
<tr>
<td>Trans</td>
<td>R14</td>
<td>R1405</td>
<td>2.49&quot; Max</td>
<td>1.39&quot; Approx</td>
<td>1.610&quot; Max</td>
<td>1.437&quot; Hex</td>
<td>1.312&quot;-12UN-2A Thread</td>
<td>1.062&quot;-12UN-2B Int. Thread with SAE J1926/1-12 Boss Seal Surface</td>
<td></td>
</tr>
<tr>
<td>Oil</td>
<td>R16</td>
<td>R1605</td>
<td>250&quot; Max</td>
<td>1.50&quot; Approx</td>
<td>1.990&quot; Max</td>
<td>1.750&quot; Hex</td>
<td>1.625&quot;-12UN-2A Thread</td>
<td>1.312&quot;-12UN-2B Int. Thread with SAE J1926/1-16 Boss Seal Surface</td>
<td></td>
</tr>
<tr>
<td>Hydraulic</td>
<td>R18</td>
<td>R1805</td>
<td>2.89&quot; Max</td>
<td>1.70 Approx</td>
<td>2.300&quot; Max</td>
<td>2.000&quot; Hex</td>
<td>1.875&quot;-12UN-2A Thread</td>
<td>1.625&quot;-12UN-2B Int. Thread with SAE J1926/1-20 Boss Seal Surface</td>
<td></td>
</tr>
</tbody>
</table>
**Tier 4 Emission Solutions**

**Heated DEF Fast Filling System**

(Patent Pending)

Wiggins developed the first fast fuel system. Forty-seven years later, we’re still the world’s largest supplier of fast fueling equipment.

<table>
<thead>
<tr>
<th>Features:</th>
<th>Benefits:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automatic shutoff system</td>
<td>Unattended filling, eliminates overfilling</td>
</tr>
<tr>
<td>Receiver has integrated 24V heater</td>
<td>Receiver is protected from freezing</td>
</tr>
<tr>
<td>Valve has integrated 24V heater</td>
<td>Valve is protected from freezing</td>
</tr>
<tr>
<td>Capable of 30 gpm flow rate</td>
<td>High flow rate improves efficiency</td>
</tr>
<tr>
<td>Nozzle and receiver are dry-break</td>
<td>Minimizes contamination and spillage</td>
</tr>
<tr>
<td>Vent has dual check valves</td>
<td>Minimizes evaporation, crystallization, and contamination</td>
</tr>
<tr>
<td>Made from 304/316 stainless steel</td>
<td>Material is compatible with DEF</td>
</tr>
<tr>
<td>Remote mounted option eliminates</td>
<td>Eliminate potential slip and fall hazard when climbing on</td>
</tr>
<tr>
<td>need to climb onto equipment to fill</td>
<td>equipment to access fill point</td>
</tr>
</tbody>
</table>

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**RECEIVER**

**AUTOMATIC SHUTOFF VALVE**

**NOZZLE**

**VENT**

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Wiggins Service Systems has been the leader in fast fueling systems since 1967. Wiggins product is made with aerospace grade materials and combines superior performance with unmatched quality and reliability. To learn more about Wiggins fast fueling systems, contact your authorized Wiggins distributor or visit www.fastfueling.com.