



# CLA-VAL 353GF

## Pressure Control Coupler



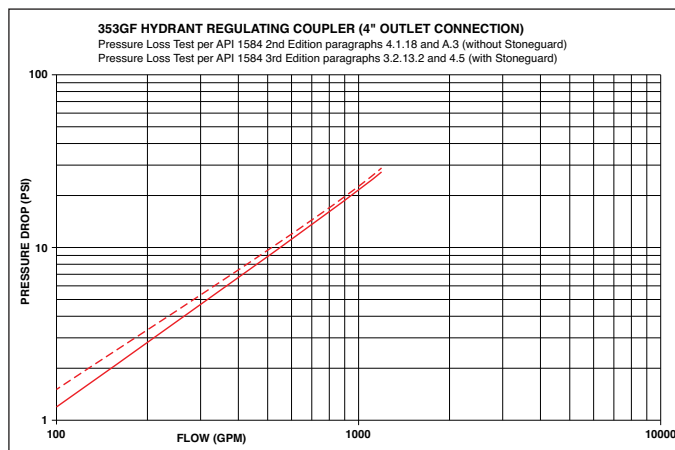
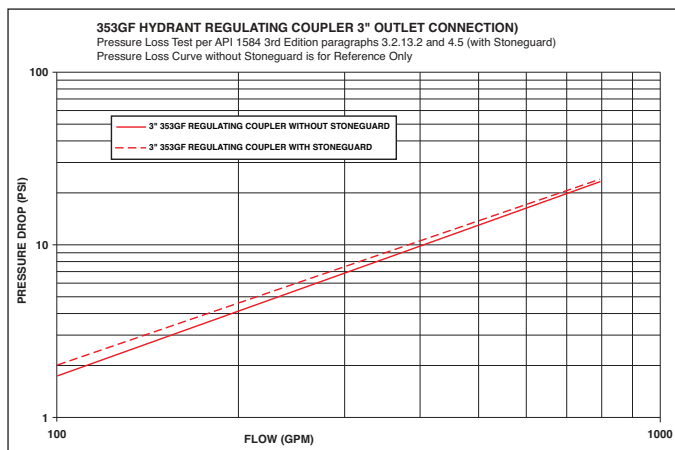
- Qualified to EI 1584 3rd Edition; Meets EI 1584 4th Edition
- Endorsed for use with CLADs
- Patented Breakaway Feature
- High Strength Aluminum and Stainless Steel Construction
- Stainless Steel 2-Piece Piston
- Utilizes Low Friction Seal Technology for Accurate Operation
- Accurate Nozzle Pressure Regulation
- Excellent Surge Pressure Control
- Pneumatic or Hydraulic Deadman Option
- Deadman and Fuel Sense Connections Conveniently Located
- Bleed Valve(s) included on the Pilot Block
- Lowest Available Pressure Drop When Fully Open
- Folding or Solid Operating Lever Available
- Flag Stick Holder
- Multiple Handle Configurations
- Mates with All Standard EI 1584 Hydrant Valves
- 5-10 Second Opening (not adjustable)
- Adjustable Closing Time
- < 5% Overshoot

The Model 353GF Pressure Control Coupler is a hydrant coupler used in jet aircraft refueling operations. It connects to a hydrant pit valve or hydrant pit adapter 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.

The Model 353GF Pressure Control Coupler has been designed and tested qualified to EI 1584 "Four Inch Hydrant System Components and Arrangements", 3rd Edition; this meets EI 1584 4th Edition according to the foreword published by EI in the latest edition of EI 1584. The coupler makes a very robust connection to any 4 inch API style hydrant pit valve or hydrant adapter. This connection greatly exceeds the side-pull requirements of the EI Bulletin 1584. Yet, because of the use of hardened stainless steel balls to make this connection, the coupler can easily turn when connected to remove stress on the intake hose connected to the outlet of the coupler.

Additionally, bleed valves are provided on the side of the pilot block so that entrapped air in the fuel sense hose and hydraulic deadman hose (if Option H is selected) can easily be purged. These bleed valves feature an outlet sized for a 1/8 inch diameter hose that can be slid onto the outlet of the bleed valve to direct the bled fuel into a catch container, thereby eliminating fuel spillage during the purging.

When pressure is applied to the deadman port on the top of the coupler, the pressure regulating valve opens to allow flow into the receiving aircraft. The opening time is controlled by a fixed, non-adjustable orifice, conforming to the requirements of EI 1584. Relieving the deadman pressure causes the Model 353GF Pressure Control Coupler to close.

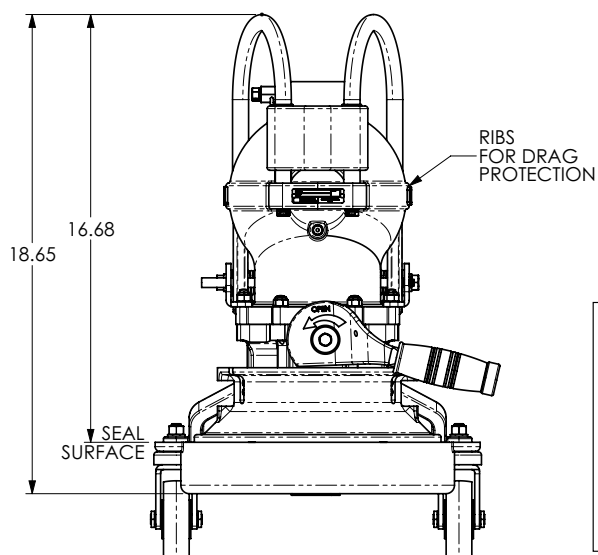




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## Pressure Control Coupler

### Dimensions (inches)



#### MODEL NUMBER SCHEME:

353GF-

L = COLLAR LIFT

F = FLAG STICK HOLDER

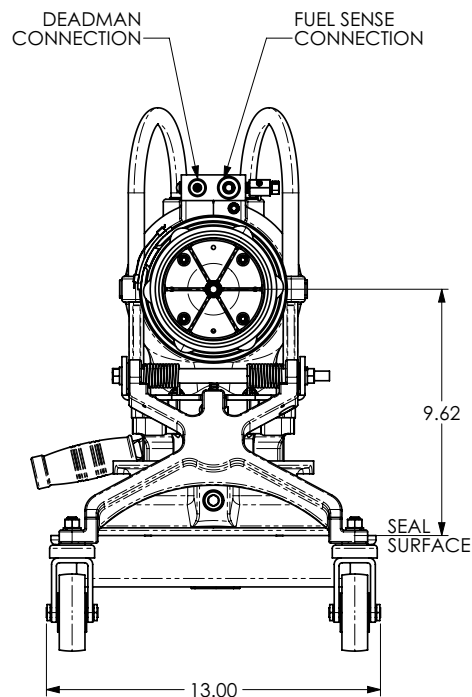
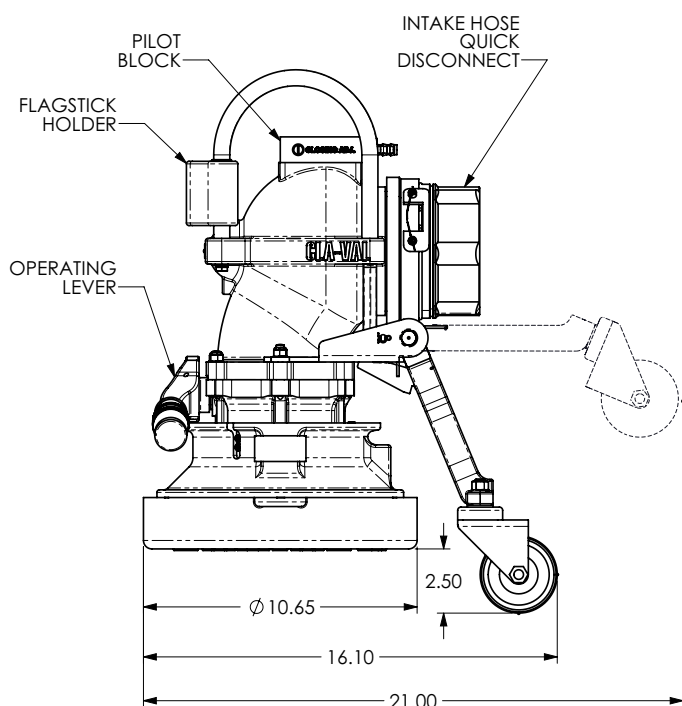
C = CARRIAGE ASSEMBLY

A = AIR DEADMAN

OR

H = HYDRAULIC DEADMAN

2B=2.5 INCH BSPP OUTLET THREAD  
2N=2.5 INCH NPT OUTLET THREAD  
3B=3 INCH BSPP OUTLET THREAD  
3N=3 INCH NPT OUTLET THREAD  
4B=4 INCH BSPP OUTLET THREAD  
4N=4 INCH NPT OUTLET THREAD



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