

# Combined Dispensers



# Combined Product Dispensers

## Why invest in two dispensers when one will do the job better?

PEC PULSE Combined Product dispensers support the real needs of the trucking industry. This is achieved by providing multiple Ultra Grades at each fuelling point, while allowing for the delivery of DEF at the same time! There is no need to move the truck. All fuelling needs and choices are met at the one fuelling point.

## What is the thinking behind a Combined Product Dispenser unit?

The reasons for selecting a PULSE 6 hose or a 3 hose (singled sided) combined product dispenser over conventional, separate Diesel and DEF dispenser units are:

- to provide more product choices per fuelling point, requiring less space on the forecourt
- to have one less dispensing unit to purchase/install/commission and maintain
- to have less underground hydraulic infrastructure to plan for, purchase, install and maintain
- to have less electrical infrastructure to plan for, purchase, install, maintain and worry about

## What are the benefits of a smaller dispenser footprint?

If lower infrastructure costs, risks and maintenance aren't enough, consider the advantages associated with getting more accomplished within a smaller dispensing area:

- reduces the potential polluted area catchment for drainage and water/oil/sludge collection
- allows for a smaller canopy roof to cover the potential pollution management zone
- reduces the need for additional lighting and signage

「 One dispenser  
doing the job  
of two 」

# CX6B



## 'H' STYLE DISPENSER, HIGH /ULTRA DIESEL & DIESEL EXHAUST FLUID (DEF) INTEGRATION

<b>FLOWS</b>	Ultra flow rate at 120+ lpm. Optional flowrate button defaults to High (70-80 lpm). Dependent on site infrastructure.  DEF Standard at nominal 30 lpm
<b>CONTROL</b>	4 hoses operating at the same time, with grade confirmation latches
<b>FILTERING</b>	Diesel: 10 or 30 microns ( $\mu\text{m}$ ). Use 30 micron filter for optimal flow rate.  DEF: 5 $\mu\text{m}$ filter canister or simple filtering strainer with equivalent 100 $\mu\text{m}$
<b>SIZE</b>	Length: 1180mm Depth: 540mm
<b>HEIGHT</b>	Full Spreader: 2620mm Reduced Narrow Spreader: 2430mm
<b>DISPLAYS</b>	Dedicated grade displays with choice of diesel product
<b>PRESET</b>	Preset available for diesel and DEF

# LX6B



## 'L' STYLE DISPENSER, HIGH /ULTRA DIESEL & DIESEL EXHAUST FLUID (DEF) INTEGRATION

<b>FLOWS</b>	Ultra flow rate at 120+ lpm. Optional flowrate button defaults to High (70-80 lpm). Dependent on site infrastructure.  DEF Standard at nominal 30 lpm
<b>CONTROL</b>	4 hoses operating at the same time, with grade confirmation latches
<b>FILTERING</b>	Diesel: 10 or 30 microns ( $\mu\text{m}$ ). Use 30 micron filter for optimal flow rate.  DEF: 5 $\mu\text{m}$ filter canister or simple filtering strainer with equivalent 100 $\mu\text{m}$ .
<b>SIZE</b>	Length: 1940mm Depth: 540mm
<b>HEIGHT</b>	2150mm for all 'L' models
<b>DISPLAYS</b>	Dedicated grade displays with choice of diesel product
<b>PRESET</b>	Preset available for diesel and DEF

# Integration Options

## Creating an Effective Retail Fuel Business Requires Creative Design Choices within Limited Spaces

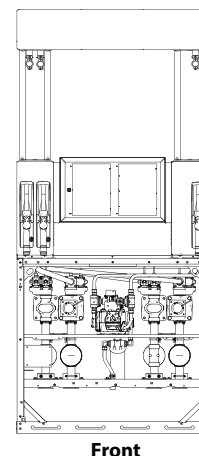
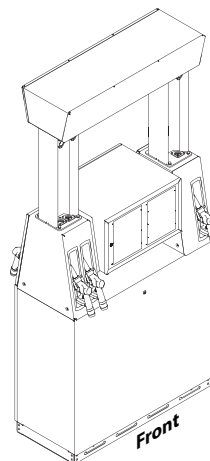
Making a retail fuel site look welcoming demands knowledge of traffic movement as well as experience with underground tank/piping and business priorities. Some sites, especially those with a variation in elevation, will have serious limitations on where hazardous tanks and tanker fill points can be located.

The placement of canopies and dispensers is also critical due to the consideration that must be given to the management of hazardous zones, customer safety and the fit/usage around canopy columns.

With Combined Product Dispensers, the available options for unit size, multiple fuel products and simultaneous deliveries, all work to reduce space requirements, time at the dispenser and, at the same time, support the increased movement of vehicles.

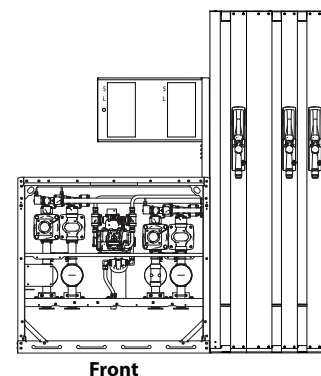
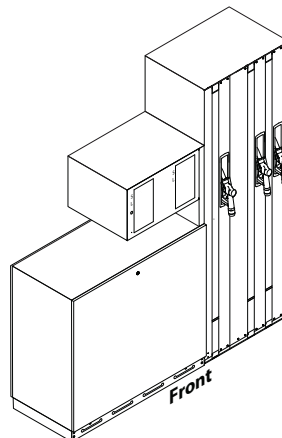
### CX6B (LH)

- (C) C Style
- (X) 1180mm wide
- (6) 6 Hose
- (B) Ultra Disp with DEF



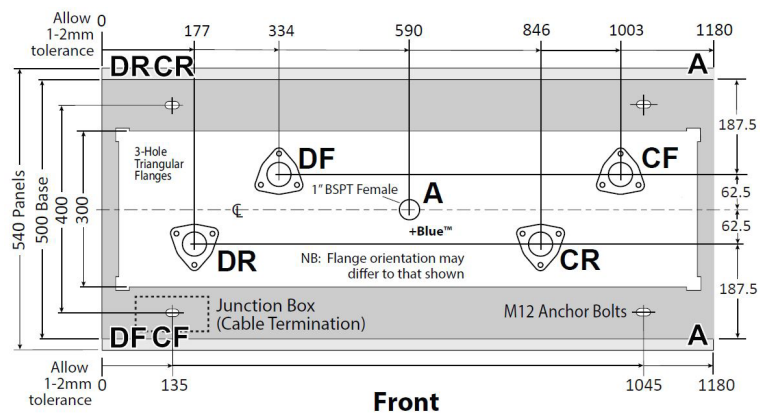
### LX6B

- (L) L Style
- (X) 1940mm wide
- (6) 6 Hose
- (B) Ultra Disp with DEF

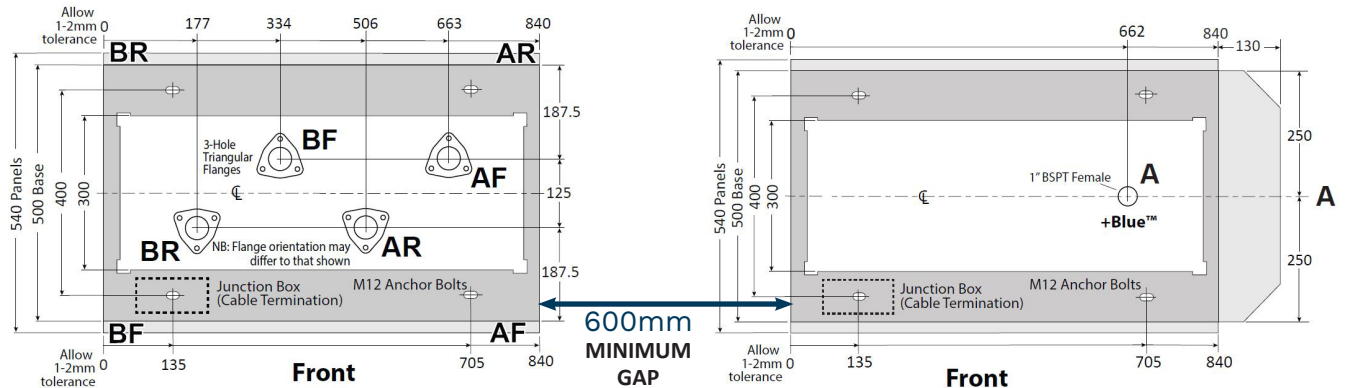


# Footprints

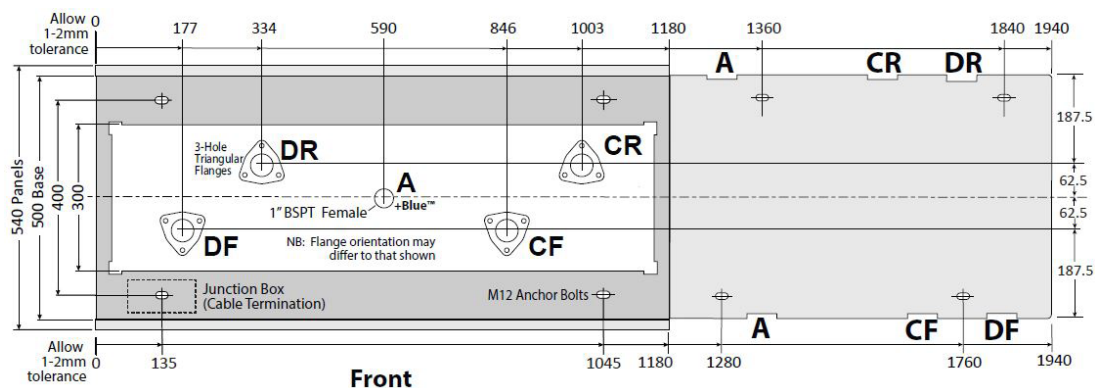
## CX6B - 1180mm



## CS4S + QS1F - 2410mm



## LX6B - 1940mm



# Flow Rates for Diesel

## SELECTABLE FLOW RATE WITH 1" NOZZLE & HOSE

The Ultra option is designed for 120+ lpm flow rates for heavy vehicles but can be fitted with a flow button to make it suitable for smaller trucks & vans at a lower flow rate.

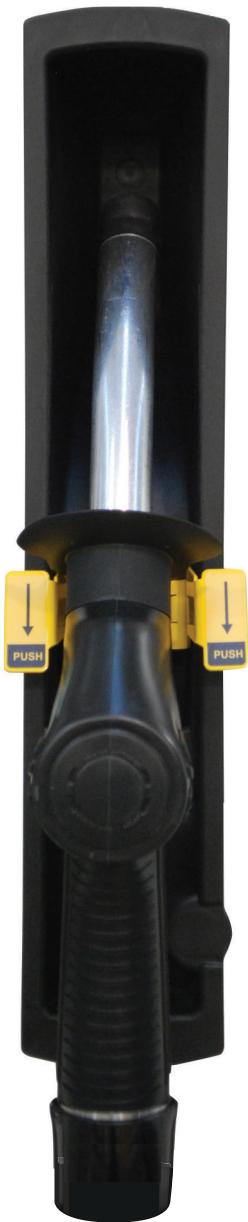
With the optional flow rate button fitted, the default flow rate is High Flow ( 70-80 lpm).

When the button is pressed, after lifting a hose, the flow rate moves to Ultra Flow (120+ lpm).

The actual flow is dependent on the site's fuelling infrastructure and capacity.



# INCREASED DIESEL FLOW WITH THE SIMPLE PRESS OF A BUTTON

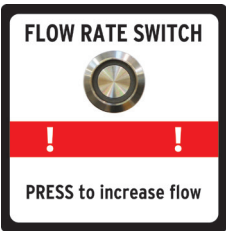


## Faster Flow Diesel

A simple button press can increase the diesel flow rate. Press it again, to drop back to the default flow rate.

The potential flow rate on a site is determined by:

- the fuel supply infrastructure on the site
- the hydraulics
- filter selection (30 µm for optional flow), and
- the hose and nozzle combination



## Nominal Scale of the Increased Fuel Flow:

Where Standard/High hydraulics are used:		
- Standard 3/4" hose, 3/4" nozzle	Default flow rate	38 lpm
- Standard 3/4" hose, 3/4" nozzle	Press button >>	50+ lpm
- Standard 3/4" hose, 1" nozzle	Press button >>	65+ lpm
- 1" hose, 1" nozzle	Press button >>	75+ lpm
Where High/Ultra hydraulics are used:		
- 1" hose / 1" nozzle	Default flow rate	80 lpm
- 1" hose / 1" nozzle	Press switch >>	120+ lpm
- 1" hose / 1" nozzle (no button)	Default flow rate	120+ lpm

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