



pk trucks holland

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Lindner & Fischer TANK BODY for the transport of fuel

TYPE: TA 230 SD

Volume: approx. 23 000 ltr incl. 3% expansion

Superstructure

The L&F body mounting system for tank bodies is recommendable due to their strongness, torsion-resistant design, in particular for "Off-Road" operation under rough cross-country conditions.

The elastic connection between the truck chassis and the subframe provides a torsion-absorbing function.

This arrangement absorbs any stresses passing from chassis to tank.

The sub-frame is mounted to the truck frame in a way to ensure equal load distribution.

Otherwise mounted according to truck supplier's "Assembling Instruction".

Tank support

The tank itself is supported in tank saddles which are bolted on the reinforced longitudinal frame members with heavy duty rubber mountings in front.

Tank

Tank shape:

Tank compartments:

Elliptical 23 000 ltr. incl. 3% expansion One (1)

Manufactured of thick high-grade steel -S235JRG2-, thickness 4 mm electrically welded throughout with accurately finished welding seams. Dished bulkheads on both sides and appropriate nos. of splash walls. The splash walls are mounted not less than 900 mm and not more than 1750 mm between each other according ADR.

Dome-pan

Overflow protection welded along the tank with drain pipe and shut-off cock. The dome pan is designed as an over-roll protection in order to protect the dome armatures.

Walkway

Open mesh walkway on the right-hand side of the man hole cover, with rear mounted access ladder.

One (1) collapsible handrail made of aluminum, operated manually, fixed as safety barrier, according UW regulation along the dome-pan.

Operation of handrail manual, next to access ladder.

Top fittings per compartment

One (1) 500 mm dia. man hole cover with 250 mm dia. hinged lid, complete with one (1) dipstick, increments; 500 / 500 ltr.

Flame proofed safety vent valve and pneumatic operated tipping valve DN 65.

Discharge fittings per compartment

At the lowest point of each compartment one (1) pneumatic bottom valve DN 80 with filling/discharge pipe DN 80, mechanical valve and 2" Cam-lock coupler with dust cap.

Pump

One (1) self-sucking pump, installed at the vehicle's chassis, hydraulically driven by PTO of truck engine and can be operated pneumatically from the driver's cabin. The suction pipe is equipped with a suction filter. Suction and delivery connections are provided with hose coupling and cap.

Oil-cooler mounted with electric fan.

Pump capacity: approx. 500 ltr./min at 1.5 bar.

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Metering system

On the right side of the vehicle in a cabinet the metering system 1" is mounted, consisting of:
Gas separator, meter rated for a flow of 20 - 150 Itr. I min, via hose reel 4-digit resettable register
8-digit non-resettable totalizer.

Hose-reel

One (1) hose reel hand operated with 13 mtr. hose DN 32 and automatic discharge nozzle

Armature box

One (1) on right hand side mounted, with discharge outlets, pneumatic operations, metering system, pump and hose-reel.

One (1) light is mounted inside armature box and switched on/off when cover is open/closed.

Delivery options

discharge by gravity, unmeasured

discharge with pump, measured via 2" coupling discharge with pump, measured via hose reel self-filling with pump

filling with external pump

filling from top

Standard accessories

Wheel chokes (provided by TRUCK supplier) mounted with brackets One (1) spare wheel carrier with winch mounted on chassis

PVC mudguards with rubber mud-flaps

One (1) fire extinguisher, 6 kg each

One (1) lockable tool box mounted on chassis

Acceptance test

Leakage testing of tank 0,35 bar Functional test

Paintwork and finishing

All steel parts are sand-blasted and prime-coated. Tank body painted in one RAL colour. Substructure, etc. hot-galvanised not painted.

Documentation

One (1) spare part list

One (1) operating manual

All instruction plaques, lists, manuals and signs in English

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