

TECHNICAL SPECIFICATION

TANK BODY made of stainless steel for the transport of potable water

TYPE: TA 50 VA/W

Volume: approx. 5 000 ltr incl. expansion

Superstructure

The “*Special L&F Low-Torsion 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 sub-frame 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.

Tank

Tank shape: Elliptical 5 000 ltr incl. expansion

Tank compartments: One (1)

Manufactured of high-grade stainless steel 1.4301 electrically welded throughout with accurately finished welding seams. Thickness for shell and heads min. 4 mm. Dished bulkheads on both sides and appropriate nos. of splash walls.

Level indicator for measure the water level at the rear of tank

Dome-pan

Overflow protection welded along the tank with drain-pipe and shutoff cock.

The dome pan is designed as an over-roll protection to protect the dome armatures.

Dome armatures per compartment

Basic equipment and installations for each tank-compartment:

One (1) dome cover NW 500

One (1) ventilation valve NW 80

Inner-lining for potable/drinking water

Special inner lining for the transport of drinking-water, according. to EU Resolution AP (96)5

Walkway

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

One (1) collapsible handrail made of aluminum, connected to foldable access ladder operated manually, fixed as safety barrier, according UVV regulation along the dome-pan.

Discharge fittings per compartment

At the lowest point of the tank, one (1) discharge pipe DN 50 leads to the right-hand side of the vehicle, ending with shut-off valve with 2" coupling and dust cap.

Pump

One (1) self-sucking pump made of stainless steel 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 cab.

Operation of pump manually on hydraulic manifold with pressure gauge.

Oil-cooler mounted with electric fan

Pump capacity: approx. 300 ltr./min at 3bar

Delivery options

- discharge by gravity via 2" Cam-lock coupling
- discharge with pump via 2" Cam-lock coupling
- self-filling with pump
- filling from top

Hose and hose-carrier

Two (2) lockable, galvanised and painted hose tubes, one (1) on each side of the tank with two (2) hoses

Hose type: NW 50 with 2" Cam-lock coupling

Hose length: approx. 3,00m each

Standard accessories

PVC mud-guards with rear mounted mud-flaps

One (1) lockable tool-box mounted on chassis

Yellow reflective strips on rear tank shape and along both sides of tank and cabin

Red/white signal marking at rear of chassis

Paintwork and finishing

All steel parts are sand-blasted and prime-coated

Tank body painted in one (1) RAL colour

Tank inside: WITHOUT treatment

All piping system is completely hot-deep galvanised and outside painted

Substructure, spare-wheel carriers etc painted in chassis colour

Acceptance test

Leakage testing of tank 0,35 bar

Functional test

Documentation

One (1) spare part list

One (1) operating manual

All instruction plaques, lists, manuals and signs in English/French

L&F reserve the right to modify or change specification at any time!