

TECHNICAL SPECIFICATION

Lindner & Fischer TANK BODY for the transport and distribution of fuel

TYPE: TA 200 SD

Volume: approx. 20 000 ltr +3% 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.

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: Elliptical 20 000 ltr. + 3% expansion

Tank compartments: 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 shutoff 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 manhole cover, with rear mounted access ladder.

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

Operation of handrail manual, next to access ladder.

Top fittings

One (1) according DIN EN 13094 certified dome-covers (ADR chapter 6.8.2.6), DN500, with opening more than 100 degrees, including 265 mm dia. hinged lid, incl. one (1) dipstick, increments 1 000 ltr. Flame proofed safety vent valves (90mbar/-10mbar) and pneumatic operated tipping valve DN 65.

The dome pan is water-proofed welded to tank with drain pipe and shutoff cock to the rear.

Discharge fittings

At the lowest point of the tank, one (1) pneumatic bottom valve DN 100.

A filling/discharge pipe DN80, mechanical valve and 2 ½" Cam-lock coupling coupler with sight-glass and dust-cap leads in to armature box. One (1) filling/discharge pipe connected to fuel-pump

Fuel-pump

One (1) self-sucking pump, installed inside rear cabinet, 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. Oil-tank with integrated oil-cooler, return-line filter, by-pass valve, level indicator and thermo-switch mounted with electric fan. Hydraulic manifold with pressure-gauge mounted inside rear armature box for operation of pump

Pump capacity: approx. 500 ltr./min

Metering system

On the rear side of the vehicle in a cabinet the metering system 2" is mounted, consisting of:

Gas separator, meter rated for a flow of 40 - 400 ltr. / min

4-digit resettable register

8-digit non-resettable totalizer.

Two (2) hose-reels

One (1) hose reel, spring loaded, with 10m hose DN50 and special fast-fill nozzle type Wiggins ZZ9A1 mounted inside rear armature box

Hose-guiding roller made of stainless steel are mounted as well as bracket for fuel-nozzle with shut-off valve for fuel-nozzle

One (1) hose reel spring loaded with 20m hose DN32 and automatic fuel-nozzle mounted inside rear armature box.

Hose-guiding roller made of stainless steel are mounted as well as bracket for fuel-nozzle with shut-off valve for fuel-nozzle

Armature box

One (1) rear mounted, with discharge outlets, pneumatic operations, pumps and two (2) hose-reels

Two (2) LED lights are mounted inside armature box and operated by master switch.

Two (2) discharge valves mounted on lowest position of armature box to drain-off fuel-spillage.

A pneumatic air regulator and lubricator is mounted inside with all necessary valves, adjustments and filling port.

Two (2) part rear opening supported by gas springs

Delivery options

- discharge by gravity, via 2 ½" Cam-lock coupling
- discharge with pump, measured via 2 ½" Cam-lock coupling
- discharge with pump, measured via 2 x hose-reels
- self-filling with pump
- filling with external pump
- filling from top

Hose and hose-carrier

Two (2) lockable, galvanised and painted hose tubes, both mounted on one (1) side with two (2) hoses

Hose type: NW 65 with 2 ½" Cam-lock coupling

Hose length: approx. 5,00m each

Bonding reel

Manual rewind reel with 15m of 2mm steel-cable and grounding clip

Standard accessories

Wheel chokes (provided by TRUCK supplier) mounted with brackets

PVC mudguards with rubber mud-flaps

Two (2) fire extinguishers, 6 kg each

One (1) lockable tool box mounted on chassis

Two (2) earthing points

One (1) ADR signal plate in front and rear

Three (3) warning boards according GGVSE/ADR

Special accessories

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 RAL colour.

Substructure, etc, painted in chassis colour

Acceptance test

Leakage testing of tank 0,35 bar, according ADR

Functional test, according ADR

Material certificate according ADR

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!