
TECHNICAL SPECIFICATION

Lindner & Fischer TANK BODY for the transport of potable water

TYPE: TA 100 SW

Volume: approx. 10 000 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 10 000 ltr incl. expansion

Tank compartments: One (1)

Manufactured of high-grade steel –S235JRG2-, 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

Inner-lining

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

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.

Dome armatures per compartment

Basic equipment and installations for each tank-compartment:

One (1) dome cover NW 500

One (1) ventilation valve NW 80

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 80 leads to the right-hand side of the vehicle, ending with shut-off valve with 3" coupling and dust cap.

One (1) additional discharge line, 1" with shut-off valve for manual discharge water.

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 cab.

Operation of spray-bar and pump via operation panel inside cabin.

Hydraulic manifold with pressure gauge.

Oil-cooler mounted with electric fan

Pump capacity: approx. 800 ltr./min at 3bar

Attention: Hydraulic system is without PTO and therefore without hydraulic pump.

Suction and pressure hose delivered loosen without connection to PTO!

Spraybar rear

Rear mounted spray bar with two (2) special fan-nozzles (frog-type) pressure working for operation with pump. Each spray-nozzle can get closed separate, manually with a dust cover.

Adjustable spraying width with pump from approx. 10 to 12 mtr.

Spraying nozzle can be turned around by 360°

Spray-bar operated electro-pneumatically. Operation out of driver's cab.

Left and right side of spray-bar at the bottom, 1/2" discharge shut-off valve to discharge water from the spray-bar

Spray-nozzles in special design to spray vertical to the side as fog water and get modified to spray horizontally in standard execution to the rear.

Delivery options

- discharge by gravity via 3" Cam-lock coupling
- discharge with pump via 3" Cam-lock coupling
- discharge with pump via rear spray-nozzles
- 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 80 with 3" Cam-lock coupling

Hose length: approx. 3,00m each

Chassis modification

Conversion from a tractor head to a rigid chassis
Extension of rear over-hang to suit 10000ltr water-tank

Standard accessories

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: epoxy inner-lining
Substructure, spare-wheel carriers, NOT painted, but hot deep galvanised

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