

## TECHNICAL SPECIFICATION

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

TYPE: TA 100 SD

Volume:    approx. 11 000 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 11 000 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, right hand side.

Operation of handrail manual, next to access ladder.

### **Top fittings per compartment**

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 and front.

### **Discharge fittings per compartment**

At the lowest point of each compartment one (1) pneumatic bottom valve DN 100.

For both compartments together, one (1) filling/discharge pipe DN80, mechanical valve and 2 ½" Cam-lock coupling coupler with dust-cap leads in to armature box.

One (1) filling/discharge for all compartments together, connected to fuel-pump

### **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 drivers' cabin. The suction pipe is equipped with a suction filter. Suction and delivery connections are provided with hose coupling and cab.

Oil-cooler mounted with electric fan.

Hydraulic manifold with pressure gauge inside armature box for operation of pump

Pump capacity: approx. 300 ltr./min

### **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 -120 ltr. / min

4-digit resettable register

8-digit non-resettable totalizer.

### **Hose-reel**

One (1) hose reel spring loaded with 20m hose DN 25 and automatic discharge nozzle, mounted behind cabin. 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) on right hand side mounted, with discharge outlets and pneumatic operations, pump and metering system

One (1) LED light is 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.

### **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 hose-reel
- 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. 3,00m 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

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

One (1) earthing point welded on tank body

Two (2) 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

Functional test

Material certificate

### **Documentation**

One (1) spare part list

One (1) operating manual

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