Diesel Tank Truck Superstructures

T E C H N I C A L S P E C I F I C A T I O N

General information/ Options / Accessories

High Quality Product **MADE IN GERMANY**

100% Custom-made

Manufactured in Germany, according **ADR** regulations
(ADR = European Agreement concerning the International Carriage of Dangerous Goods by Road)

General information:

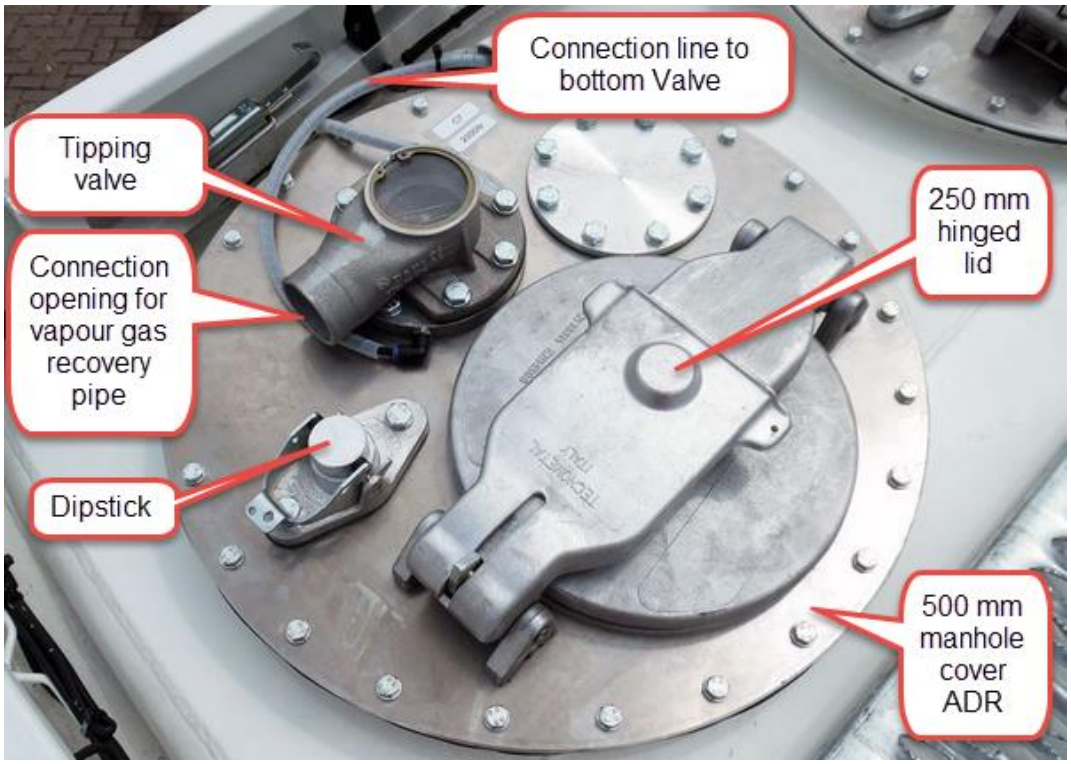
Our diesel-tank trucks and trailers are tough built for heavy duty transport jobs and well known for highest reliability in roughest conditions. We are using high-quality European steel for the chassis and superstructure and German and European truck components.

Our diesel-tank trucks and trailers are suitable for harsh climate conditions. They are robust, reliable, durable and easy to maintain.

Our diesel-tank trucks and semi-trailers are custom-built from the ground up without compromises. We tailor individually trucks to every transport requirement and particular tasks.

Top fittings per compartment (Standard)

Dome cover (manhole) with air controlled safety valve to avoid vacuum damage of the tank superstructure.

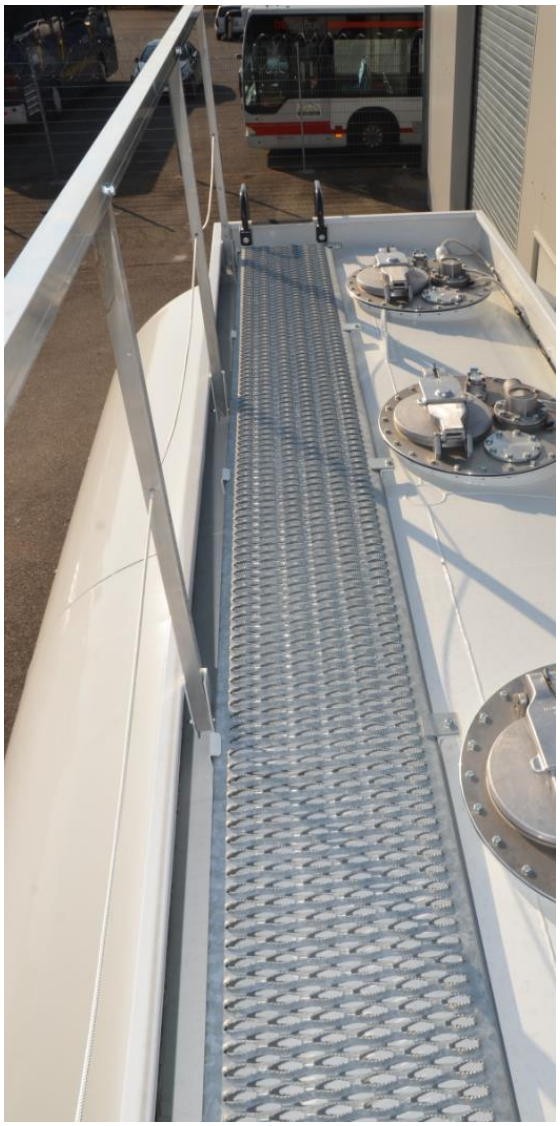


One (1) 500 mm dia. manhole cover (according ADR) with 250 mm dia. hinged lid, complete with one (1) dipstick, increments; 500 / 500 ltr.
Flame proofed safety vent valve and pneumatic operated tipping valve DN 65.

Dome cover (500 mm manhole, according ADR regulation) (Standard)

Collapsible hand-rail (Standard)

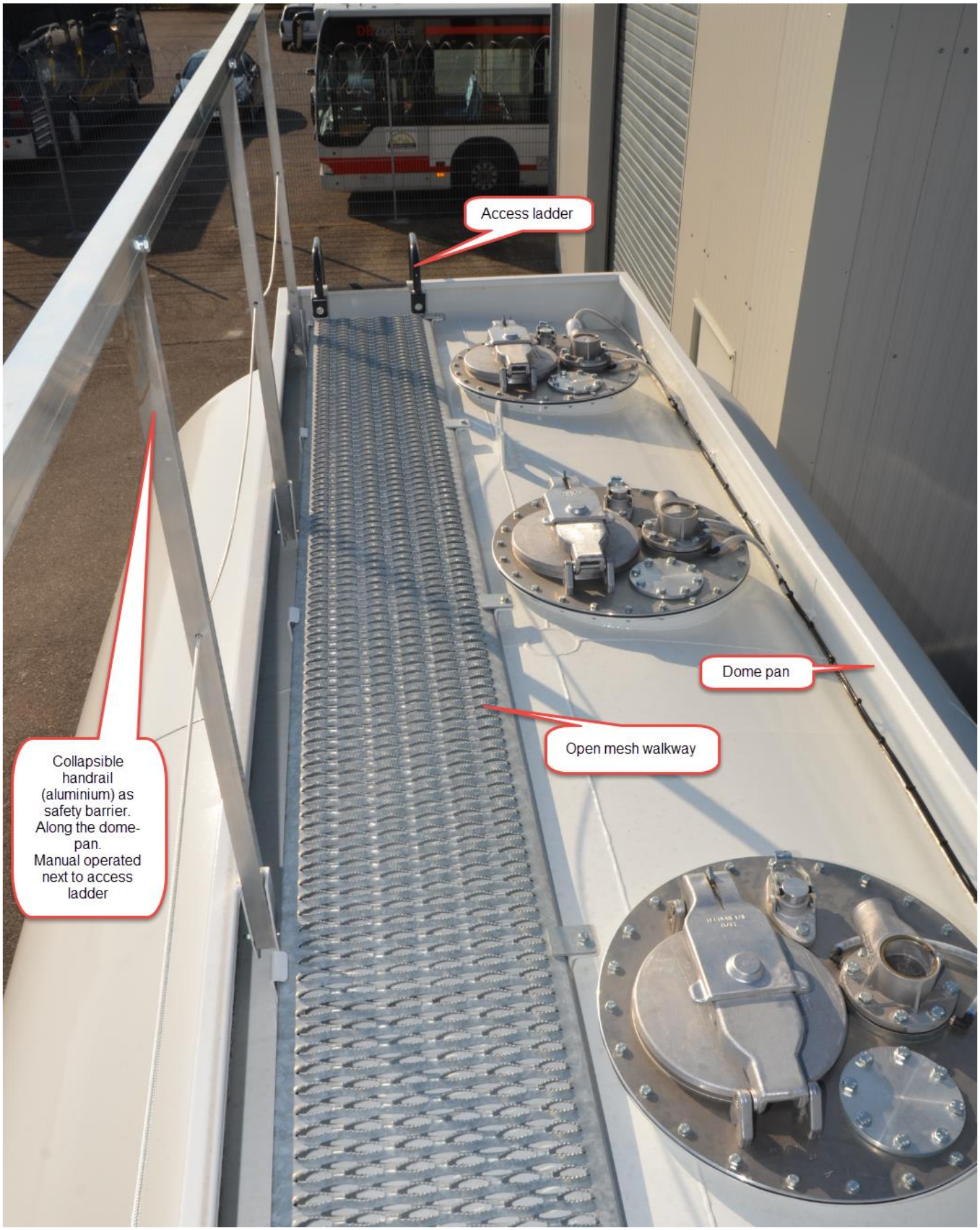
One collapsible handrail made of aluminum, operated manually, fixed as safety barrier, according UVV regulation along the dome-pan. Operation of handrail at down-side, next to access ladder.



← Open mesh walkway and collapsible hand-rail made of aluminum, operated manually, fixed as safety barrier.

← Collapsible handrail (right hand side) in hinged position

View on top of fuel tank superstructure (Standard)



Open mesh walkway on the **right-hand side** of the manhole cover and collapsible handrail (safety barrier!) along the dome-pan. (Collapsible handrail in hinged position, right side) (Standard)

Spare wheel carrier behind the drivers cabin (Standard)

Rear view of fuel tank superstructure (Standard)

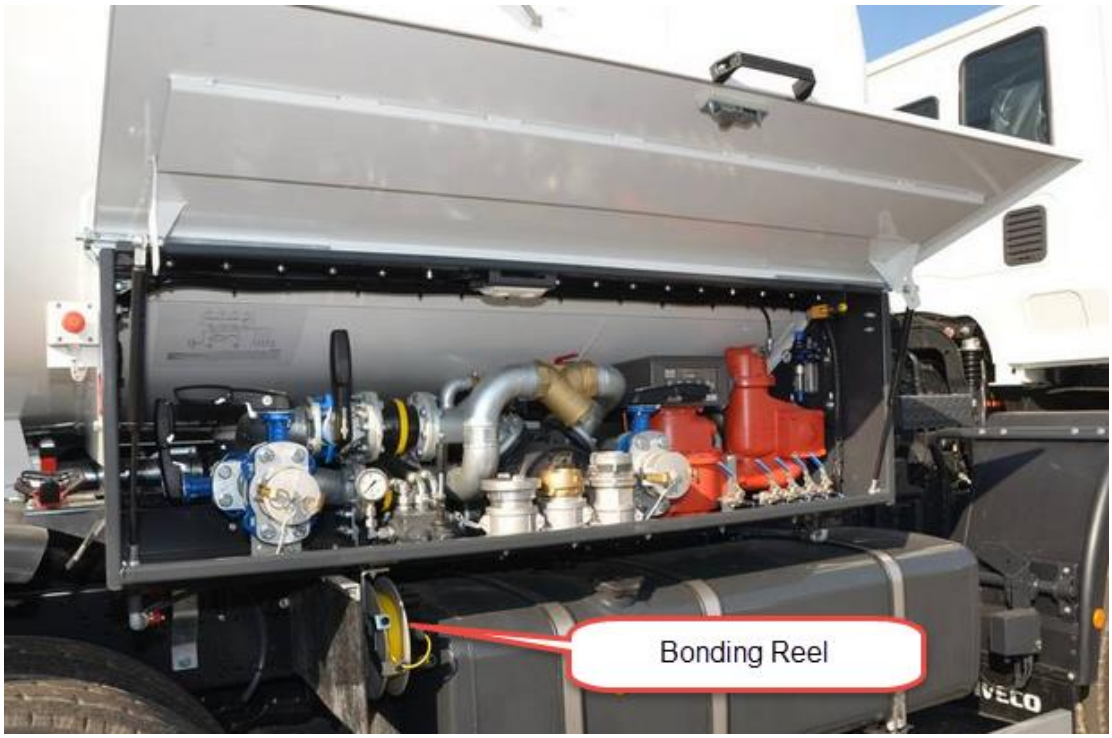
Tank shape: Elliptical (Standard)

Two hose-carrier (tubes), all mounted on one side of the tank with hoses. (Standard)

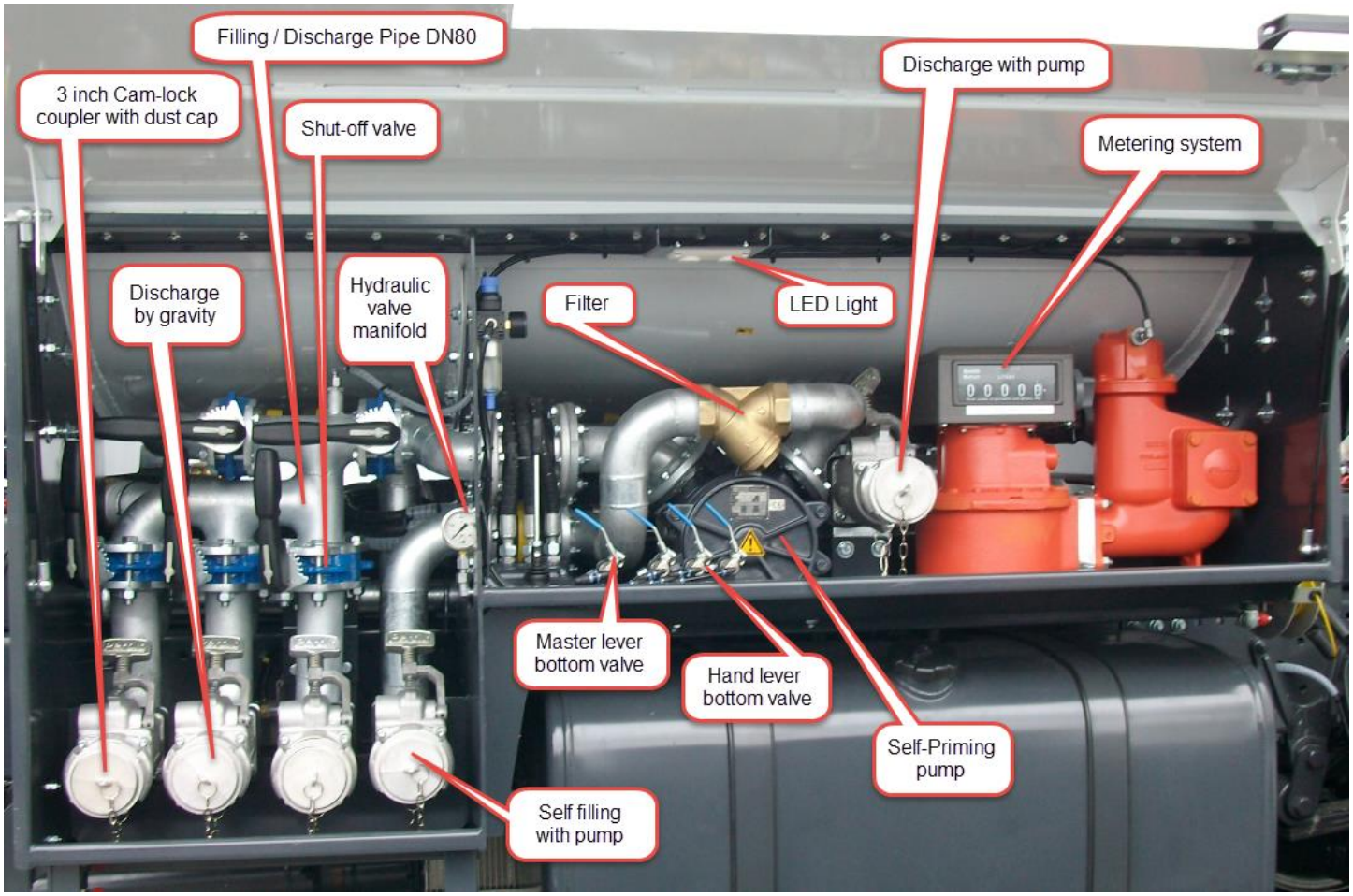
Armature cabinet (Standard)
On right hand side of the truck, kerbside mounted, with discharge outlets, pneumatic operations. Pump and metering system are options.

Example: Armature cabinet of tank with 3 compartments

Technical details of armature cabinet

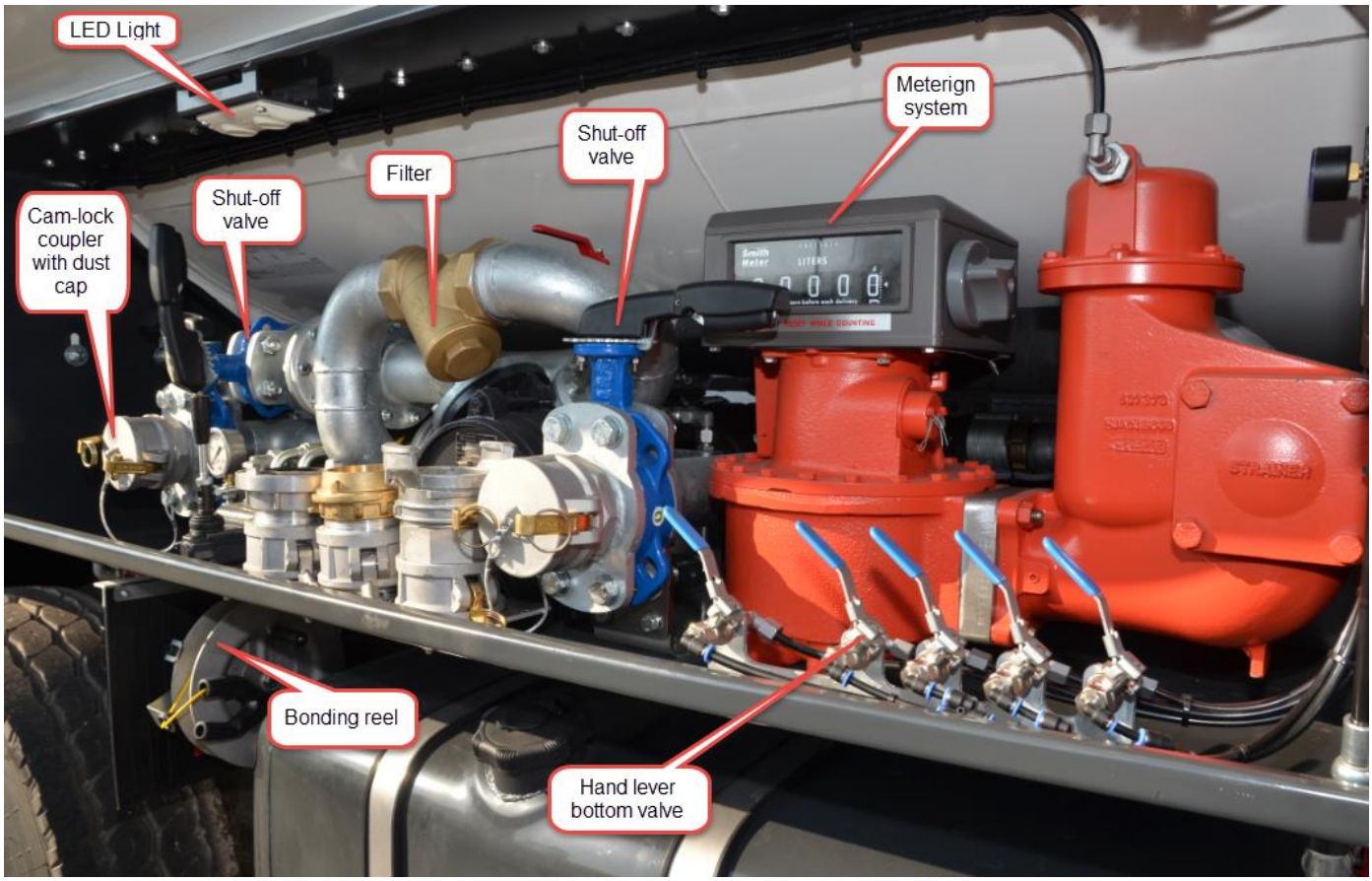


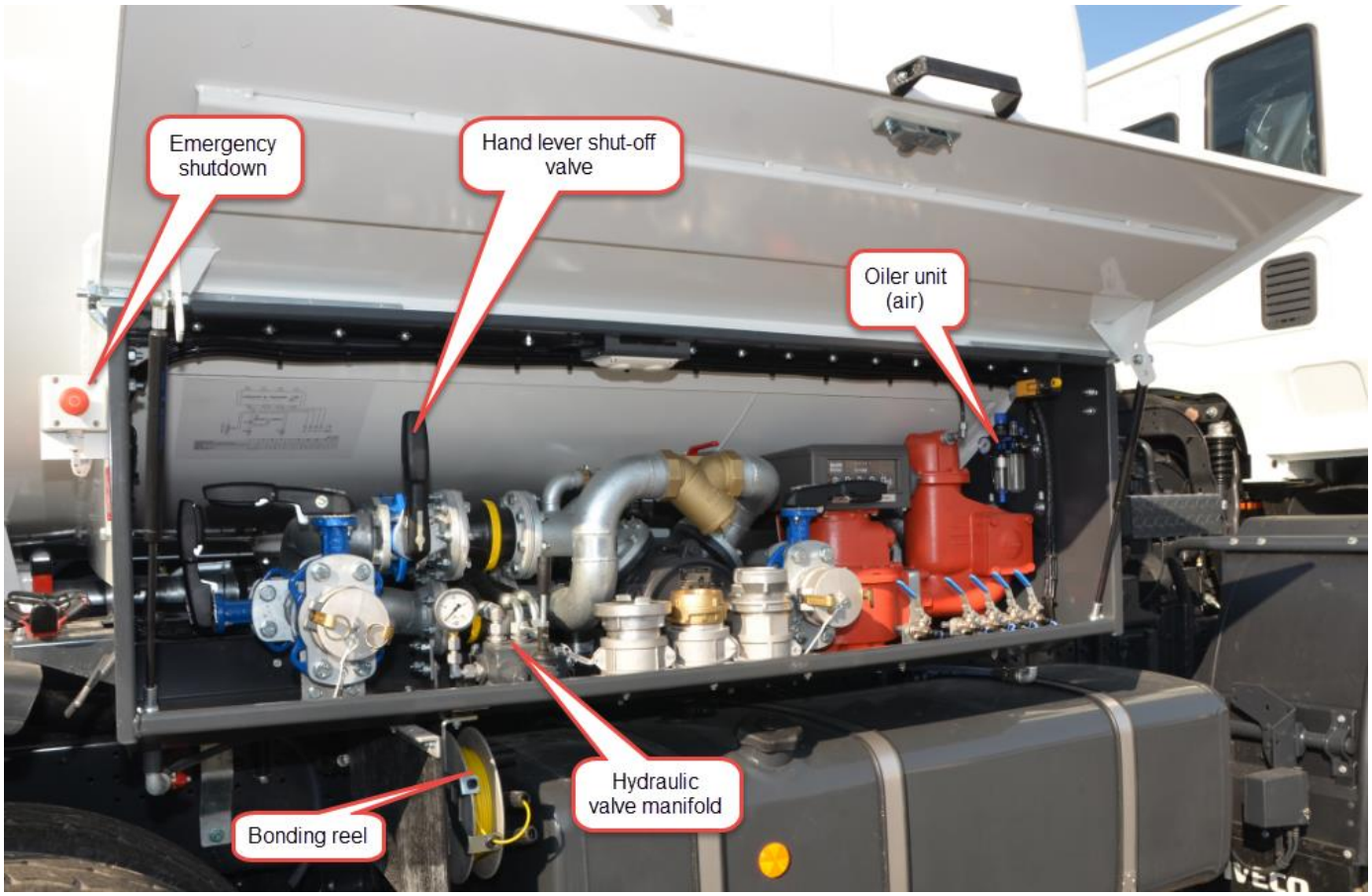
Example: Tank with 1 compartment



Example: Tank with 3 compartments

Technical details of armature cabinet





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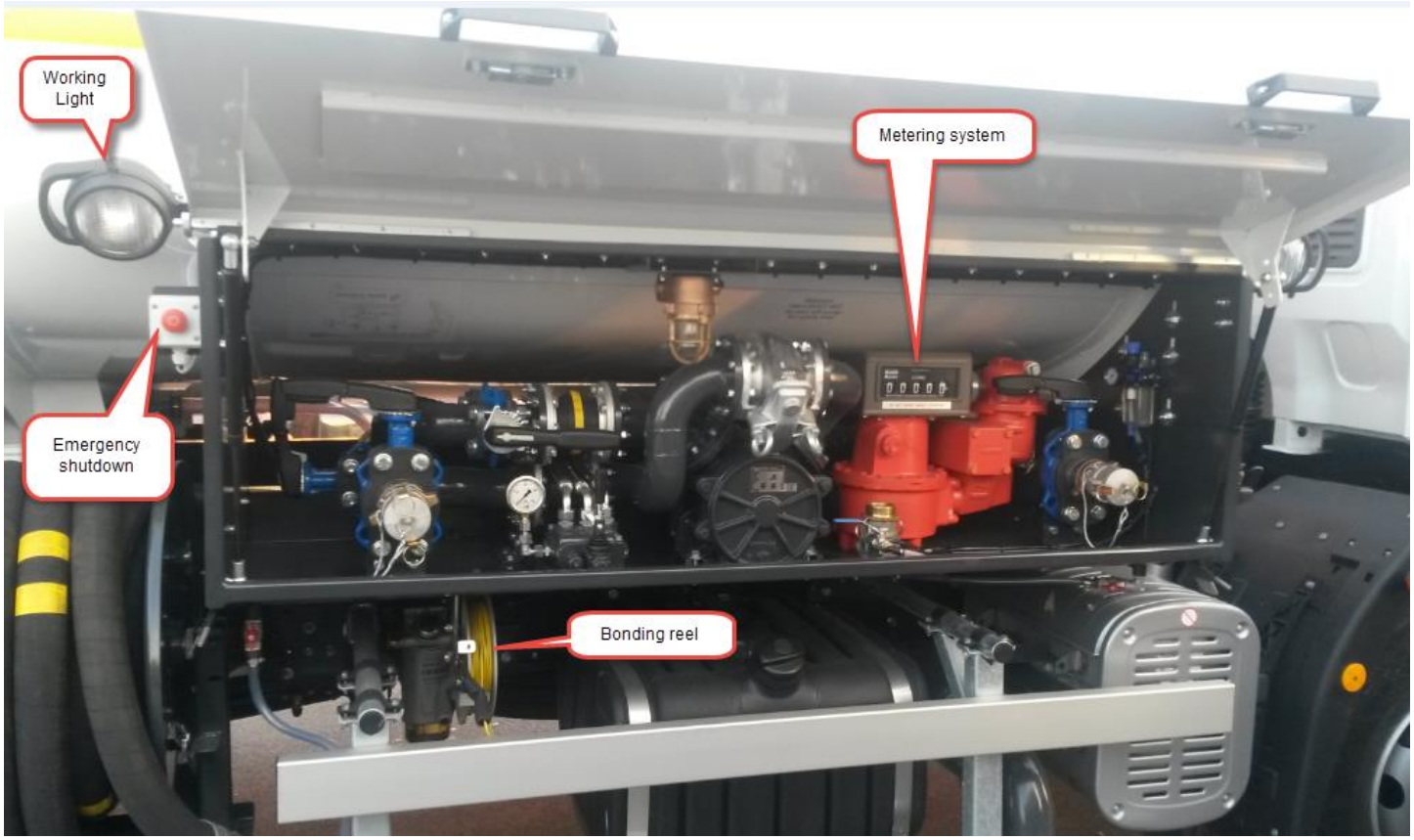
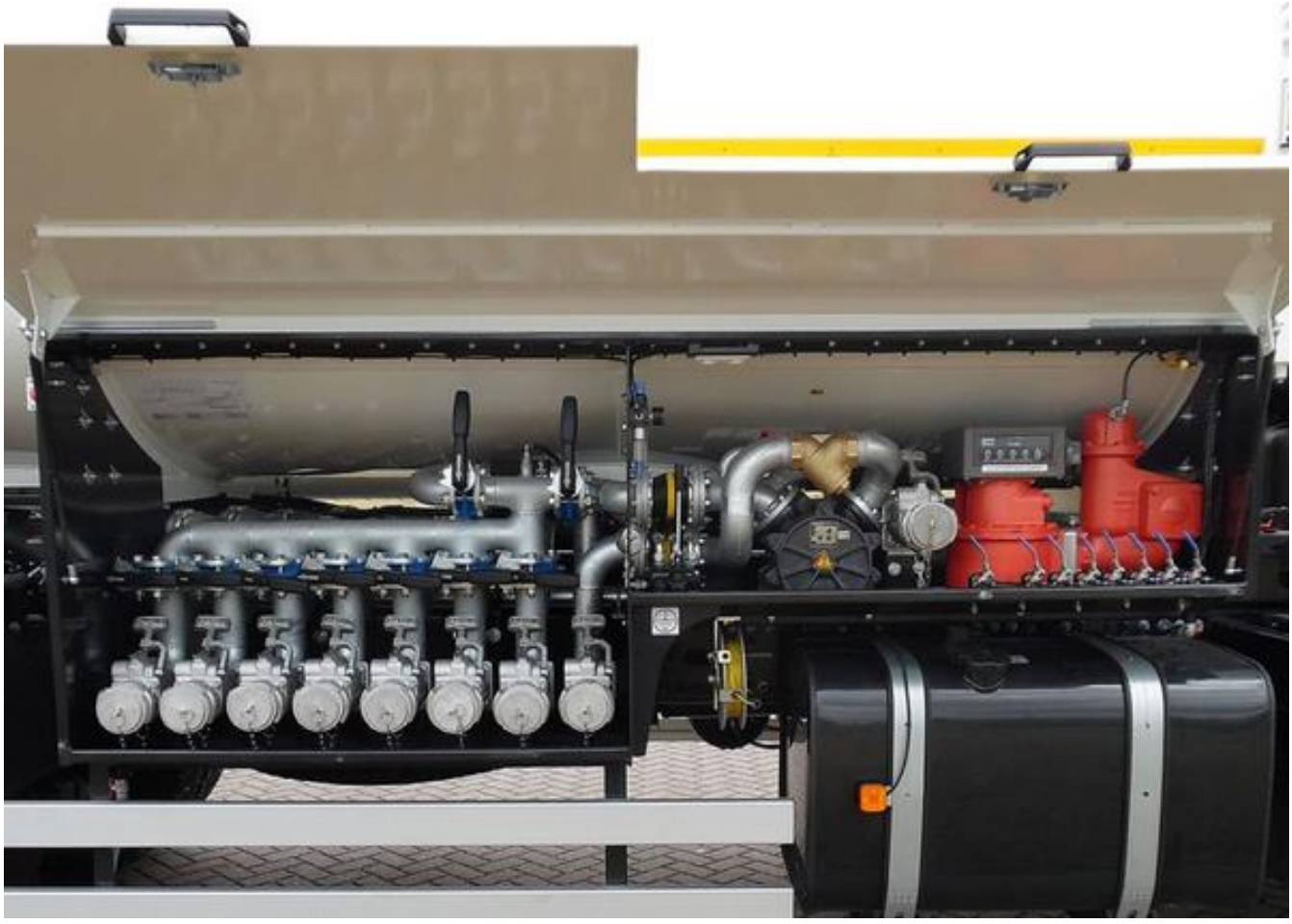
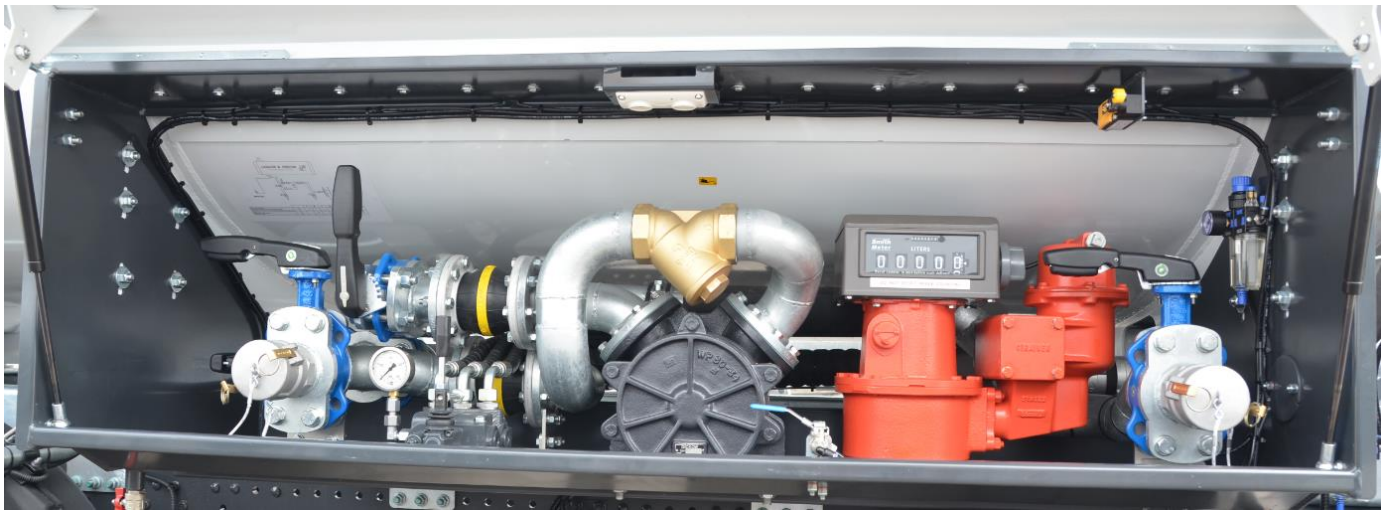




Example: Tank superstructure with 7 compartments

Different type of armature cabinets

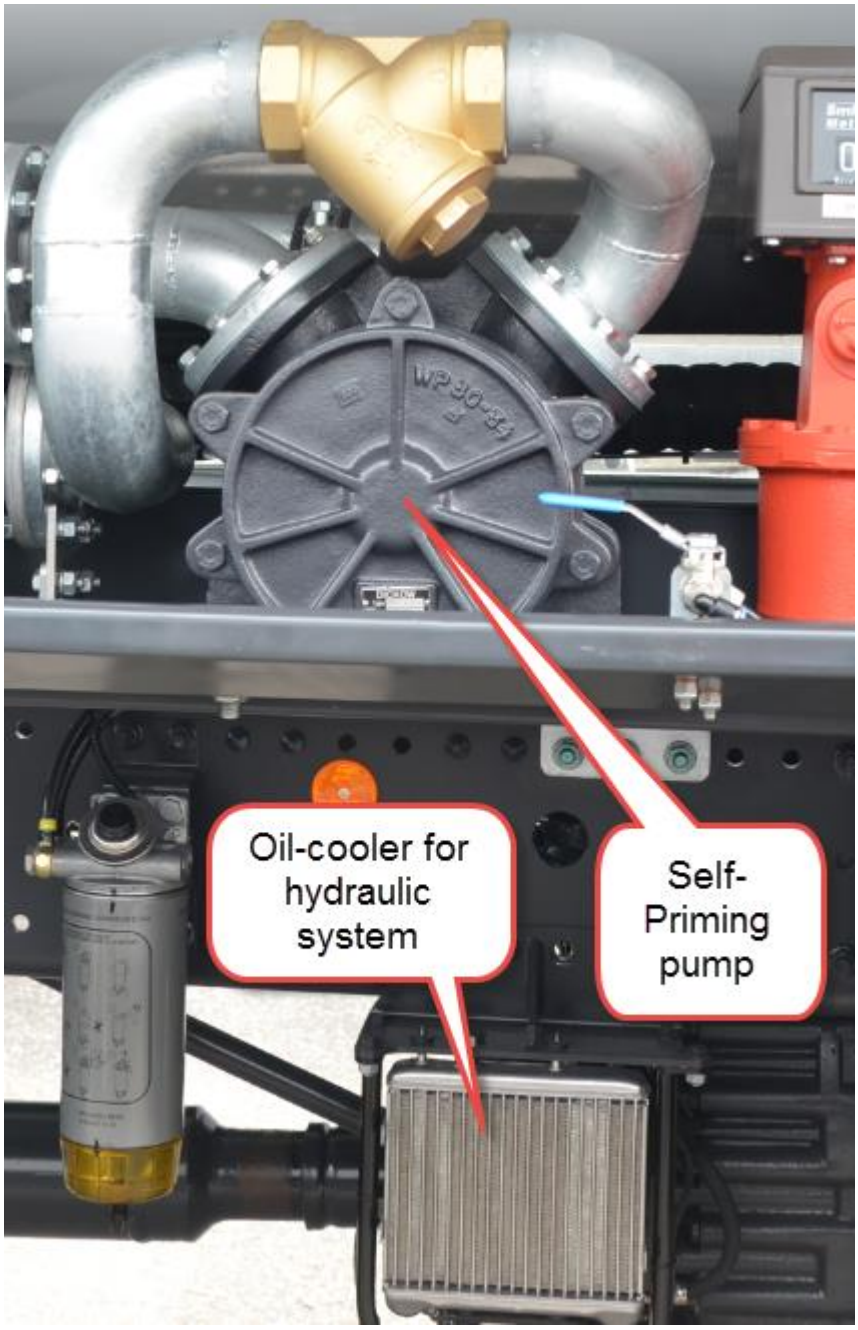
LED Light in armature cabinet is (Standard)



Very simple armature cabinet for tank superstructure with one compartment

OPTIONS

Pump (Option)
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 inside armature box for operation of pump
Pump capacity: approx. 500 ltr./min



Pumps with higher capacity are available!

Hose reel (Option)

Spring loaded hose reel, 20 m, DN38 with fueling nozzle**.** Mounted at the rear end of the truck

The hose reel can also be installed behind the driver's cabin or below the armature cabinet.

Protection box for spring loaded hose reel, 20 m hose, DN38 with fueling nozzles **(Option)**

The lockable **protection box** in open position **(Option)**

Bonding reel (Option)

Metering system (Option)

Consisting of:

- Gas separator, meter rated for a flow of 35 -375 ltr. / min.
- 4-digit resettable register
- 8-digit non-resettable totalizer

Information about our special “Diesel Fuel Cleaning” System:

FUEL POLISHING

The supplied Polishing system is incl.:

- Load-sensing hydraulic pump
- Hydraulic valve manifold (Steuerblock)
- Pick connections
- Delivery connections

The difference between **Fuel Polishing** and **Fuel Filtration**

We get a lot of calls from companies and individuals that have had an engine fail because the filters are full of sediment or the tip blew off an injector because the engine took a shot of water. “*Dead in the water*.” “*Refrigeration unit failed*.” “*Had to get a tow*.” “*Unscheduled downtime is killing us”*. “Maintenance costs are through the roof”.

These are all things that I’ve heard before we get to “We can help make sure that never happens again.”

“*You gonna filter the fuel?*” Well, no. **Actually we’re going to polish it!** And now is time to explain to you what that is – and what the difference between polishing and filtration is.

Filtration is generally defined as the process of separating suspended particles from a fluid by flowing both through a porous material in which the fluid can pass while the suspended particles are retained.

Ok, so how do you remove a fluid from a fluid (like WATER from DIESEL)? Well, some filter media (the stuff the filter is actually made from) will absorb water – like paper, for instance. Not always, though, so keep an eye on what kind of filters you buy! Water blocking filters are more expensive than particulate only filters, but to Diesel Fuel Doctor’s eyes almost always worth it.

So, to recap, fuel filters basically remove anything from a fuel that won’t fit through a certain size hole (the micron size rating of the filter). And, the water absorbing tendency of the filter media may or may not grab water in the fuel.

Fuel Polishing is defined as the removal of water, sediment, non-combustible particulate matter and microbial contamination below levels stated in ASTM D975 (Standard Specification for Diesel Fuel Oils) while suspending combustible particulate matter to maintain ASTM standards for BTU value, lubricity, and cetane.

Fuel polishing uses centrifuges, coalesces, and – yes – filters to remove non-combustible particulate matter (sand, dust, cigarette wrappers, lady bugs, and – our personal record – a dead rat) from fuel. In short, everything that wasn't really supposed to be there in the first place.

Because water is heavier than fuel, the centrifuges and coalescers do a good job of removing that, too. We then use water blocking filters to pick up the last little bit of suspended – or "entrained" – water available.

The primary difference between fuel polishing and fuel filtration is that fuel polishing acknowledges that fuel itself can degrade and cause solids. Fuel filters will simply pull the solids out because they plug up filters whereas fuel polishers break down the combustible solids so that the fuel stays within the industry specifications.

"Well, why is that such a big deal?" you might ask… (Go ahead!)

Because, the solids that fuel – particularly diesel, kerosene, home heating oil, and some of the JP (jet propulsion) fuel, creates are exactly the aspects of fuel that add lubricity and BTU value to it. If you cycle the fuel through filters time after time after time after time to remove all of those solids, you'll eventually knock the fuel out of spec! It simply won't have the power or lubricity that your diesel engine will require!

Keep that in mind especially if you have a newer diesel engine. If your powerplant says "Tier" anything (1,2,3,4), then it is going to be VERY finicky about the fuel it consumes. If there is some sort of failure – catastrophic or not – and the manufacturer discovers that the fuel is out of spec, then there is a strong possibility that the warranty may not be available, either!

We have LOTS of different ways to make sure your fuel meets spec and that your tanks stay clean. Fuel polishing as a service, dedicated equipment to bulk tanks, and in-line equipment for mobile equipment are all here if you need it!

Please contact us with any questions or comments you have!

Additional information about FUEL POLISHING in WIKIPEDIA: https://en.wikipedia.org/wiki/Fuel_polishing

Some examples of different kind of our fuel tank trucks

12.000 ltr. Diesel tank superstructure on Mercedes-Benz 3340 (6x4) truck.

Second hose reel behind the drivers cabin.

16.000 ltr. Diesel tank superstructure on Mercedes-Benz 3340 (6x6) truck

MAN TRUCK, Model: TGS 33.360 BB-WW (6X4) with diesel tank superstructure of **20.000 ltr.**

Please do not hesitate to contact us for further information and your special requirements.

All tank superstructures are custom-made in Germany.

60 000 ltr. Diesel Fuel Tank Semi-Trailer with BPW axles

60 000 ltr. Diesel Fuel Tank Semi-Trailer with BPW axles

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Dom pan on top of 60 000 ltr. Diesel Fuel Tank Semi-Trailer with open mesh walkway on the left-hand side of the manhole cover with collapsible handrail (safety barrier) along the dome-pan.
Collapsible handrail in hinged position.

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Please contact us if you are searching an experienced and reliable manufacturer for commercial trucks and trailers. Our production sites are in Germany and we are specialized in providing top quality heavy duty vehicles for the markets outside of Europe.

German quality craftsmanship and progressive technology combined with our desire to build in our products as less as possible electronic components ensure constant reliability and maintainability for many years.

Our clients appreciate our endeavours to understand their business objectives and specific requirements and to propose adequate technical solutions.

Five (5) reasons for sourcing heavy duty commercial trucks from our production in Germany:

1. We analyze your requirements and suggest appropriate solutions, taking into account your technical and financial needs.

2. We offer you fair prices for high quality commercial trucks as well as custom-built solutions that have been built in our production sites in Germany.

3. Production of commercial trucks and trailers for off-road application in the rough areas of this globe has been our domain of expertise for more than 15 years and we are delighted to share our expertise with you.

4. We offer commissioning for the vehicles and training for your staff at your site.

5. We provide fast, friendly and competent after-sales service during the warranty periods. And of course, you can rely on our full support even after the guarantee period. We provide genuine spare parts for trucks, trailers and construction vehicles as well as technical equipment. We also provide extensive repair and troubleshooting services worldwide.

Our current customers operate in oilfields, in mines and on construction sites. They run sugar and cement factories, pump stations, agricultural plantations and similar facilities.

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