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CODE: D.O.T. 407

CAPACITY: 6500 Gallons (shell full)

SHAPE: Cleanbore, straight round.

COMPARTMENTS: One.

CONSTRUCTION: Stainless steel two-piece barrel with one circumferential weld, 10-gauge barrel material. Heads are butt welded, seamless, and 10 gauge before forming.

BAFFLES: None.

MATERIAL & FINISH: T316 stainless steel with .05 maximum carbon content. 2B finish. Interior finish critical.

HEAT PANEL: 125 PSI full length channel panel, T304 stainless steel with 3/4" stainless steel inlet at front curbside. 3/4" strainer and steam trap on outlet set up for intransit heat with 150 PSI brass relief valve. Inlet and outlet off front head curbside with stainless steel ball valve above steam trap. Stainless steel engraved markings with all components.

WELD FINISH: W-3 (100 grit) inside finish.

OPERATING PRESSURE: 25 P.S.I.

DESIGN TEMPERATURE: 250 degrees F. maximum

PRODUCTS: Various to 13# per gallon stamped on data plate.

RING AND LONGERONS: 10 gauge stainless steel channel sections fully welded to barrel. Stainless steel longerons.

FRAME: Stainless steel outriggers and crossmembers welded to a 7 gauge stainless steel frame.

UPPER FIFTH WHEEL: 5/16" heavy duty upper fifth wheel plate with A.A.R. style double hubbed kingpin, adjustable in 2 11 increments. Adjustment rails are stainless steel. Top of plate coated with Tectyl fine threaded bolts (Grade 8) with oval top lock nuts. Flat washers on top and bottom as large as possible.

FLASHING: DAM: Stainless steel construction located at approximately the center of trailer. Flat floor sloped to curbside with one (1) 2" black PVC drain hose.

OVERTURN PROTECTION: Stainless steel box type, per O.O.T. specifications, at spill dam and outboard of each cleanout.

MANHOLE & GASKET: One (1) 20" full opening Betts 8355-LC-W (type 316L) 6 hold down with white hypalon gasket located in spill dam. Hinged to front with stop at a minimum of 95 degree angle.

INSULATION: Fiberglass 611 compressed To 5" with jacket backups.

UNDERLAYMENT: .090 x 27.5 aluminum underlayment full length.



JACKETING: Belly wrapped 22-gauge bright finish with lapped seams, 18-gauge heads, lock seamed to jacket.

THERMOMETER: 0- 300 degrees F. remote sensing, bulb-type located on roadside approx 64" from ground to centerline of thermometer.

DOCUMENT HOLDER: Betts PS-1 on landing gear frame roadside.

CALIBRATION: Theoretical chart, in 1/4" increments based on innage on plastic laminated paper chart placed in document holder and stainless steel etched in black mounted above landing legs roadside.

SUPPORTS

LANDING GEAR: AUSTIN, "(Torque-Pak) TP-II with quick mesh gears, 2 speed steel, cushion shoes, with roadside crank and bolted cross brace and braces.

FRAME: 3/16" Stainless steel with welds buffed. No sandblasting.

UNDERCARRIAGE

SUSPENSION: Reyco, TRANSPRO, Model 88 Tandem, 3-leaf (11,000 lb. capacity) fabricated steel (u-bolt nuts down) 3-point mount with no-hop and freeplay reduction.

SUBFRAME: 3/16" stainless steel subframe .welded to stainless steel upper frame. Stainless steel pipes between spring hangers. Welds buffed no sandblasting. Painted inside per standard.

AXLES: Eaton EST230P, 5" round (23,000 # rating) wt h same inner and outer bearings. 71 1/2 11 track.

OIL SEALS: Stemco Oil - Grit guard.

BRAKES: Eaton ES, 16 1/2" x 711 s-cam.

ANTI-LOCK: MERITOR WABCO "Easy Stop" Model 4200 (4S/2M) Anti-lock Braking System.

CHAMBERS: Type 30/30/MGM TRT spring brake chambers #3431154 with cable drain on air tanks.

BRAKE DRUMS: WEBB 16 1/2" x 7 heavy duty, cast, outboard mount.

HUB TYPE: Conmet, 10 stud aluminum hub piloted short studs.

BRAKE LINING: ABBE - ABB-3030-197

SLACK ADJUSTER: Haldex Automatic with lube fittings.

VALVES: Sealco

GLADHANDS: B.W. #278523 and #278524.

BUMPER: Heavy duty stainless steel welded enclosed to D.O.T. specifications with stainless steel underride protection. Faced with 3M brand conspicuity tape.

AIR SYSTEM: To D.O.T. specifications. Single tank system with cable drains.

WHEELS: 8.25 x 24.5 10 hole, hub piloted steel disc, wheels. Painted Matlack cream. Dupont #N6100.

TIRES: 11R-24.5 Bridgestone R-194 radials.

TIRE CARRIER: None.

FENDERS: Front and Rear - Aluminum contour fenders with stainless steel mounting hardware.

LIGHTS: 12-volt, Truck Lite, vapor proof D.O.T lights and reflectors. Combination center marker/turn signals. Front clearance light on angle brackets with reflector mounted on fender. Rear and side clearance lights to be visible from tractor. Reflectors fastened with stainless steel screws. Rear lights (stop, tail, turn, rear side clearance) in 3-holes stainless steel light boxes bolt on with drains. All lights red.

WIRING: Truck Lite harness exposed. Wiring and air lines attached to jacket on roadside with stainless steel welding studs and plastic clips. Junction box located on rear head. Wiring to run straight down front head and then along roadside on frame above top of front fender. Rear top cluster light wiring to follow contour of head.

REAR LIGHTS: 3-Hole stainless steel bolt on

WALKWAY: 19" wide aluminum grip strut down center to cleanouts. 12" wide on all four sides of dam. Stainless steel hardware. Stainless steel bolt on tank top and aluminum bolt on for fastening walkway brackets to jacket.

LADDER: Stainless steel tubular, with safety grip steps mounted on roadside. Double rail safety style, bolted on and interchangeable. Install "Watch Step" decal to jacket at eye level behind ladder.

HOSE CARRIERS:	Two (2) 10" x21' aluminum hose tubes with reinforcing pads each end. Internal stops. One mounted each side with slope to front to ensure drainage. Cast aluminum doors each end bolted from inside out. Four stainless steel braces each with stainless steel U bolts. Minimum 500 lb strength requirement for each tube.
<u>VALVING & PIPING</u> EMERGENCY VALVE:	Betts CH45613-SST 4" x 3" 90 degree external hydraulic valve, mounted on 411 stainless steel mounting pad with gasket Betts pump hydraulic pump located at rear on roadside running gear frame rail with remote fusible and frangible plug located roadside front, mounted on jacket.
PIPING:	3" stainless steel spool piece between emergency valve and outlet valve.
SECONDARY VALVE:	Betts QR713-SST 3" QRB Hydrolet valve attached to spool piece, ending in NPT threads.
ADAPTER AND CAP:	3" stainless steel adapter & dust cap.
CLEANOUTS:	Two 3" threaded nozzles with solid caps located approximately 6' from each head. One (1) 3" in center of manhole cover with solid cap and 3/4" stainless steel ball valve with stainless steel coupler with blank end facing curbside. One (1) 3" on centerline of spill dam for future vapor recovery with solid cap.
VENTING:	D.O.T. 4" Girard threaded 407 vent (GE-DOT407T) 25 PSI with Teflon encapsulated a-ring. Offset curbside in spill dam to rear of manhole. 411 Girard threaded MVB (GE-407-MVB-TV) with Tef-sil seat complete with 3/4" air inlet with 3/4" brass coupler and end with 0-60 PSI dry gauge (ASHCROF) #63-1008-S-02-L-2 mounted directly to MVB visible from roadside ladder. Mounted at rear of manhole offset roadside.
PRESSURIZING LINE:	None.
SEAL PROVISIONS:	Government seals on all openings.
PLACARDS:	Four (4) slide in style holders riveted to jacket. Sides mounted over landing gear subframe approximately 6011 from ground. Front and rear mounted low roadside.
CONSPICUITY TAPE:	Continuous 211 wide 3M brand per N.H.T.S.A. requirements and on rear bumper.

PAINT: Steel parts painted Dupont N6943 HN green with wheels cream 2-4 dry mill thickness. Stainless steel and aluminum parts natural and no paint on air lines. Wheels cream dupont #N6100.

DOCUMENT HOLDER: Plastic pipe style located. roadside at landing leg subframe mounted at an angle with drain hole. Chain and cap provided.

STATIC BALLS: Three (3) with one at curbside landing legs, one at top by spill dam and one near outlet.

FASTNERS: All nuts, bolts, screws to be stainless steel with exception being 5th wheel plate, suspension and landing gear.

D.O.T SPEC PLATE: Tack weld to landing gear frame to include minimum thickness and 13# maximum product weight.

DISCLAIMER

Specifications are for the equipment at the time it was produced and may not accurately reflect its current condition. Photographs are the representative of the subject equipment but may not be identical. Equipment availability, prices and specifications are subject to change without notice.