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STOCK 6407

TANK SPECIFICATIONS

- SIZE:** 4400 Gallons plus normal overage.
- MODEL:** AL5
- CERTIFICATION:** Tank is manufactured to DOT 406 specifications under ASME (American Society of Mechanical Engineers) U Stamp #27421 and Department of Transportation Registration #CT-0165. A DOT 406 Certificate of Compliance will be issued by Oilmen's Truck Tanks.
- MATERIAL:** Bright polished aluminum.
- PRODUCT:** Petroleum Products. (As is always the case, it is the responsibility of the operator to load tank so as to comply with Federal and State Highway weight limits.)
(NOTE: There are many new products coming to market such as Ultra Low Sulfur Diesel, Ethanol Blends and Bio Diesel. It is not known at this time what effect these new blends will have on traditional materials used in petroleum delivery units.)
- COMPARTMENTS:** (4) 700-1000-2000-700 Gallons
- DESIGNED FOR:** Freightliner cab and chassis with 157" cab to axle dimensions and 16,000# minimum rated front axle and 40,000# minimum rated rear axle. (Note: Tires, springs, axle and frame must meet these minimums.)
- MATERIALS:** Tank is constructed with extra heavy duty extruded .500" aluminum L subframe. A maintenance-free neoprene strip cushions and insulates the tank from the truck chassis.
- Bottom of tank has a minimum thickness of .250" and is computer designed which gives tank rapid and complete drainage. Side shell and top plate are of .190" aluminum with all longitudinal welds on the tank being made with automatic equipment for consistency and superior quality.

All corner welds have a MIG weld inside the tank and a TIG weld outside the tank resulting in more metal and strength in the weld than in the parent metal itself.

MOUNTING SYSTEM: Tank is anchored to the truck chassis by a series of specially designed two-piece tie down assemblies. The two halves of the tie down are locked together in such a way that both side to side and front to back movement are prevented, while securing the tank to the chassis.

A maintenance-free neoprene strip cushions and insulates the tank from the truck chassis.

HEADS: Tank shape, which approximates a rectangle, is very modern and is built with the most advanced technology available.

Head design, which is the only patented head design in North America, has a continuous curvature which allows for welding on both sides of the front and rear heads, and baffles. All heads and baffles are formed to precise dimensions resulting in a shell of extraordinary smoothness and strength. Head patterns of our own special selection result in the lowest vertical center of gravity of any tank made. Front and rear heads as well as internal heads are .190" and include, as standard equipment, tapered transverse stiffeners. On tandem units front and rear heads are .250".

BULKHEADS: Double bulkheads with vented drain space between compartments allow for the safe transportation of mixed product loads.

BAFFLES: Baffles which are included in any compartment large enough to require them under D.O.T. 406 regulations are .160" and have offset openings to reduce the "bore" effect inherent with in-line openings during vehicle turning, accelerating, and braking.

As an extra safety feature, any internal baffle has (4) corner drain holes for positive drainage in emergency situations. This feature may save thousands of dollars in a roll over situation.

MODEL AL5:	Tank is a modified "Bikini" style with full rear head behind a large rear equipment canopy, which can accommodate one or two inverted hose reels. This canopy opens both to the curb and driver's side with rollers/guides on both sides for ease of delivery.
HOSE TRAYS:	Aluminum hose trays are provided on both sides.
MANHOLES:	Premium grade Betts 16" round, lift out type with 10" quick opening lockable fills and D.O.T. 406 approved venting. Manholes offset 4" to the curbside for wide walkway down the roadside of the tank.
TOP WALKWAY:	Each tank is provided with wide walkway area between the overturn rails with expanded aluminum providing a non-skid surface over this entire area for safe footing.
OVERTURN PROTECTION:	The overturn protection to D.O.T. 406 specifications are heavy-duty .187" aluminum extrusions which are actually enclosed box girders for extra strength and protection. These rails are also ideally suited for use as a vapor recovery line.
HOSE REEL ACCESS FOR INVERTED REELS:	Tank top over the hose reel area has a removable cover for ease of servicing of various equipment components.
MARKER RODS AND DISCS:	A heavy duty marker rod and brass disc, approved by all states, is provided in each compartment. For maximum protection, the markers should be set and sealed by a State Weights and Measures Official of the state where vehicle operates. Most states provide this service at no charge.
DRAIN TUBES:	(2) Removable drain tubes are provided from the flashing area at the rear of the tank and (2) at the front of the tank, to assure that no water accumulates on top of the tank. These drains tubes are external to the tank shell to prevent tank from leaks caused by road shock or freezing of water trapped in internal rigid type tubes.
BUMPER:	A rugged formed channel type bumper per D.O.T. 406 specifications protects rear of tank. Bumper is bolted on for ease of repair.
FENDERS:	Bolt-on aluminum trim tandem axle fenders are provided.

- CABINET:** (1) Aluminum cabinet, 72" long on the driver side is bolt on type for ease of repair should it become damaged. Cabinets have recessed slam lock hardware and non-binding hinges with double doors.
- PIPING:** Piping includes 3" bolted sumps, over-sized 3" air emergency valves and 3" pipe lines. This larger capacity results in much faster discharge rates. Pipelines on this model are a full 40% thicker than those found on most competitive tanks.
- Lines are run to the curb side terminating in 4" bottom loading adapters.
- STATIC CABLES:** Static cables from manhole collar to bottom of tank are supplied in each compartment.
- EMERGENCY VALVE:** All emergency valves are air operated. Air operated fire trip is provided on front driver's side.
- LADDERS:** Heavy-duty aluminum ladder extending up center of rear head from bumper to flashing area. Ladder is constructed with non-skid steps and guard rails for safe access to tank top. Ladder is bolt on for ease of repair.
- WIRING/LIGHTING:** All wiring in tubing is vapor proof. Lighting complies with ICC/D.O.T. regulations and include: (2) 5" stop and tail, (2) 5" clearance and directional, (2) back-up lights and (1) 3-lamp cluster. There are four side riding lights and all necessary reflectors are included. All lights are Betts LED type with snap seal lenses. (1) Meter light is included.
- PAINTING:** Painting of bumper or other steel parts including sanding, applying an additional epoxy prime coat, and spraying with (2) finish coats. Paint job to be (1) color with Oilmen's Truck Tanks to furnish PPG paint, a premium grade acrylic urethane paint.
- MATERIALS AND CONSTRUCTION:** All materials and construction methods meet or exceed Department of Transportation 406 regulations. A Certificate of Compliance will be issued with tank.
- LETTERING/DECALING:** Custom hand lettering or decaling is available as an option. Tank, all labor to mount, and make electrical connections is included.

PUMPING EQUIPMENT

(2) Sets of equipment to include:

PUMP:	(2)	Blackmer TXD2 ½ A with relief valve.
STRAINER:	(2)	2" Flanged type.
PUMP BRACKET:	(1)	Heavy duty saddle type.
METER:	(2)	2" Liquid Controls with air eliminator, strainer and LCR600 electronic register.
BACK PRESSURE VALVE:	(2)	2"
AUTO STOP:	(2)	2" Electronic Security Valves
TICKET PRINTER:	(2)	Electronic printer cab-mounted slip type.
SPRAY CONTAINER:	(2)	Two gallon capacity for air eliminator with air vent and drain valve.
HOSE REEL BYPASS:	(1)	2" Legal product directional valve located between meter and reel with 2" adapter and cap.
METER MOUNT PLATE:	(2)	1/4" Aluminum for extra strength.
HOSE REEL:	(2)	1 ½" Hannay electric rewind with vapor proof motor and solenoid switch.
BATTERY CABLE:	(2)	Industrial grade for electric hose reel.
CIRCUIT BREAKER:	(1)	70 Amp breaker with 9 amp fuse for protection of reel switch and motor.
FUEL HOSE:	(2)	100' x 1-3/8" Goodyear Redwing with Scovill fittings.
NOZZLE:	(2)	1 ½" Aluminum automatic with check valve and hose swivel.
JUMPER HOSE:	(2)	Special highly flexible 2" Goodyear.
JUMPER HOSE SUPPORT:	(1)	Two-bar support rack for jumper hoses is provided.

COUPLER:	(2)	2" OPW Female Dry Break Coupler
POWER TAKE OFF:	(2)	High speed, double gear clutch shift with air controls in rear and safety light located in cab.
BRAKE LOCK:	(2)	Automatic PTO release type.
DRIVE SHAFT:	(2)	High torque drive line with spline slip joint and (3) grease fittings.
FIRE EXT.:	(1)	10# with bracket included.
PLACARDS:	(4)	Flip Type Included
PLACARD HOLDERS:	(3)	Included
TRIANGLE KIT:	(1)	Included
NOZZLE HOLDER:	(2)	Included
DUMMY ADAPTERS:	(2)	Included
MUD FLAPS:	(1)	Set D.O.T. approved anti-spray.
PARTS LIST:	(1)	Detailed parts list of each major component of pumping system including serial numbers and model numbers of pumps, meters, and reels.

All equipment, labor to mount, check out system and calibrate meter included.

BOTTOM LOADING, VAPOR RECOVERY AND BRAKE LOCK SYSTEM

BOTTOM LOADING ADAPTER:	(4)	4" EBW Openable Loader with Handle
GRAVITY DROP ADAPTER:	(4)	4" X 3" with Keeper Chain
DUST CAP:	(4)	3" with Restraining Cable
INTERLOCK VALVE:	(4)	Air operated valve mounted on each bottom loading adapter.
DEFLECTORS:	(4)	OEC type which controls splash above sumps.

MANHOLE COVERS:	(4)	Betts 16" with 10" offset fills, vent and probe openings.
STATIC WIRES:	(4)	Stainless steel braided cable from cover to splash deflector.
POSITIVE VENTING:	(4)	OPW/Civacon 3-1/2" Air vent with aluminum hood.
VAPOR RECOVERY LINE:	(1)	Air tight line full length of tank.
RECOVERY ADAPTER:	(1)	4" Vapor recovery adapter with built in poppet check valve.
DUST CAP:	(1)	4" Vapor Recovery Dust Cap
BRAKE INTERLOCK VALVE:	(1)	Air valve with limit switch (required for vapor recovery).
CONTROL VALVE:	(1)	Schrader Air Valve
SECONDARY VENTS:	(1)	4" Betts Inbreathing
	(1)	4" Betts Outbreathing
GROUNDING STUDS:	(1)	Set of (2) Brass
SCULLY SYSTEM:	(1)	Intelli-Check System - Contains Scully Super Optic Probes, Scully On-Board Control Monitor for the versatility of loading at terminals equipped with optic, thermistor or fleet control units.
SOCKET:	(1)	Scully SJ-6S for Thermistor
SOCKET:	(1)	Scully SJ-6W for Optic
GROUNDING BOLT:	(1)	Scully Static for Groundhog System
MISCELLANEOUS:	(1)	Set elbows, air lines, fittings, support brackets and ties.

All material, labor to install system, test for vapor tightness and check out equipment. Included will be a Wet Test Certification and a 60 Gallon Certification.

TRUCK SPECIFICATIONS

CHASSIS MANUFACTURER:	2010 Freightliner M2-106 (<i>07 emissions</i>)
CA:	156" CA
FRONT AXLE RATING:	16,000#
REAR AXLE RATING:	40,000#
GROSS WEIGHT RATING:	56,000#
REAR SUSPENSION:	40,000# Air
ENGINE:	Cummins ISC
HORSEPOWER, TORQUE:	330 HP, 1000 Ft. Lbs. @ 1400 RPM
TRANSMISSION:	Fuller 10-Speed 4.63 RAR
STEERING:	Power
FRAME:	Reinforced
FRONT TIRES:	315/80R22.5 20 ply
REAR TIRES:	11R22.5 14 ply
WHEELS:	Polished Aluminum
BRAKES:	Air
COMPRESSOR:	18.7 CFM
ALTERNATOR:	160 Amps
BATTERIES:	(2) 2200 CCA
SEATS:	Air Ride Driver, Fixed Passenger
FUEL TANK:	50-Gallon Polished Aluminum
EXHAUST:	Vertical
AIR CONDITIONING:	Yes
MIRRORS:	Heated West Coast with Spots
RADIO:	AM/FM/CD with WB
COLOR:	White
ADDITIONAL EQUIPMENT:	Compression Brake Cruise Control Chrome Bumper & Grill Fuel/Water Separator Air Dryer Air Horn Front Tow Hooks Block Heater Wood Grain Wing Dash





