

MET II 25,000 LITERS TANKER SPECIFICATION SHEET

DESCRIPTION:	Double walled aluminum petroleum tandem axel semi trailer. Secondary containment of 15% of tank volume at front and rear of tank.
DESIGN:	Oval , 66"x100" head size, meeting TC 406 specification. Working pressure 21 kpa. and tested to 35 kpa. For light petroleum products, densities of .735 to .845 Kg/L.
CAPACITY:	25,000 litres, plus 3% expansion.
COMPARTMENTS:	ONE, 25,000 LITRES.
SHELL THICKNESS:	Tank bottom; .236" thick aluminum 5454 H32 alloy, full length of tank. Tank sides and top .186" thick aluminum, 5454 H32 bright finish.
OUTER SKIN:	Outer bottom skin .236" thick aluminum 5454 H32 alloy. Outer side skin .186" 5454 H32 alloy bright finish.
BULKHEADS:	All bulkheads and baffles are .236" 5454 O alloy mill finish. Quantities of bulkheads and baffles as required by design. All baffles will have a 20" flared centre manway offset 8" to the left and to the right to prevent surge. Bottom mousehole drains, side and top vent holes.
STIFFENERS:	As required by design.
TANK FRAME:	Full length aluminum extrusion rail fully welded to tank bottom. Fully supported by bottom crossmembers and side bolsters.
OVERTURN POTECTION:	Full length aluminum rail meeting TC 406 rollover requirements, welded to top of tank shell
CATWALK:	Aluminum expanded metal mesh spot welded between overturn rails.
DRAINS:	Catwalk drains will be installed at front and rear of tunnel drain material will be PVC piping for front drain, rear drain will be the rear ladder.
MANHOLE COVERS:	Betts, 20" diameter cover with 10" latched fill opening, model PPVL-720 BXB lockable . Installed on top center line of tank, four required by design. One blank manhole needed for building requirements.
VENT:	One Carter mechanical vent mounted on a 3" sump directly over internal valve. Vent line will run along curbside overturn rail exiting through front catwalk dam turning down 90 degrees terminating at curbside frame rail. This line will have a 3" female kamlock with a 3" male plug, this plug will have holes drilled in it.
INTERNAL VALVE:	3" Carter internal valve with automatic shutdown when loading.
PIPELINES:	3 ½" OD aluminum piping from internal valve to both sides of belly cabinet. This pipeline will have a Betts lockable wet/dry valve installed in each side before kamlock.
BOTTOM LOADING:	When loading this tank it can be loaded from either side. When loading leave Carter Valve closed and hook up loading hose and open the Betts valve, start filling tank as you start filling piping there is a line coming off piping that takes fuel to a jet sensor. The fuel will cross the jet sensor and travel back to the top of the internal valve equalizing the pressure and allowing the valve to open. As the fuel rises in the tank it will disrupt the flow across the jet sensor and shut the internal valve to shut off flow into tank.
PUMP-OFF LINE:	Using the same line you load through is also for pumping the load off. To pump load off open the internal valve using the valve operator and open the Betts wet/dry valve and the fuel will flow into the pump.
SECONDARY	The secondary containment drain line will run from the back of the tank.

CONTAINMENT LINE: exiting driver side in front of the running gear. This valve will have an operator mounted by the drain line.

CABINET: The cabinet will be mounted under the tank this cabinet will house the load/unload valve and operator and fire extinguisher this cabinet will be lockable.

LADDER: Ladder will be drain type to drain tunnel it will terminate below frame level at rear of tank.

FENDERS: Rolled semi front design, stainless steel fenders, over tractor drive tires mounted flush to front of tank. Rear fenders will be half round design, stainless steel single over each set of tires. All fenders are mounted on pipe brackets running full width of frame or brackets welded to frame. Mud flaps will be installed at rear of semi fenders and front and rear of rear axel group. Fender joiners will be installed between rear fenders.

SUBFRAMES: Fabricated from high tensile steel, bolted to aluminum frame using 5/8" grade 8 bolts and lock nuts exposed for maintenance.

UPPER FIFTH PLATE: Steel 3/8" thick heavy duty, upper fifth wheel plate assembly, positioned 49" above ground level.

LANDING GEAR: Holland, two speed Mark V with sandshoe foot, driver side hand crank, supplied with two large pads for set up on soft ground. These pads are stored on the front of cabinet.

BUMPER: Unit will be equipped with a steel, low mount under ride bumper meeting **TC 406** requirements.
Also installed on bumper is a toe loop.

SUSPENSION: **Tandem 50"** spacing, Hendrickson Intraax Model **AAT250TA** air ride axel assemblies integral to the suspension beam, 25,000 lb. capacity, 77" track, 8' 6" nominal width, **Walther Dura-Lite** 10 stud, Unimount hub pilot design steel hubs, **Stemco Discover** oil seals, enclosed camshafts, 16 1/2" x 7" quick change brakes, HSX 2020 premium linings, and 30/30 brake chambers. **Haldex** automatic slack adjusters, dust shields, bearings with synthetic **SAE 50** weight oil.

BRAKE DRUMS: **Centrifuse** outboard mount drums, with single cone lock wheel nuts.

AIR BRAKE SYSTEM: **Meritor/Wabco** antilock brake system, Model 2S2M. Sealco spring brake valve is **reservoir priority**. Air reservoir drains to driver side of suspension frame. Quick release service glad hand and emergence glad hand at front of trailer. Air bag dump at driver side on frame rail.

WHEELS & TIRES: 10 stud steel wheels painted white, **22.5 x 8.25**, hub pilot wheels. **Michelin XZE 11R22.5 G** 14 ply tubeless radial tires.

LIGHTS & WIRING: Vapour-proof system to **CMVSS** using all sealed **LED** clearance and running lights including stop, tail, signal lamps, all in enclosed boxes. Wiring is one piece heavy duty 7 strand cab tire with plastic vapour-proof junction boxes at connection areas. Nose boxes with 7 way tractor/trailer receptacle, will be located with air glad hands, on front head offset to driver side. Air & electrical extrusion on driver side.

FIRE EXTINGUISHER: Supply and install two 20 lb. fire extinguishers in under belly cabinet.

WATER DRAIN: Water drain will be installed behind load/unload valve outside of water dam in under belly cabinet.

PLACARD AND REGISTRATION HOLDER: Four placard holders, open face style installed per code. Registration holders and dangerous goods holder installed on driver side front fender.

PAINTING: Running gear and subframe, landing gear and all attached steel items to be sand blasted, primed and painted with **ENDURA SILVER METALLIC**. Aluminum tank and structures left natural including stainless steel fenders.

MISCELLANEOUS: Conspicuity decaling, data plates, vehicle identification plate. Tank Certification of Compliance, VIPK decaling along with all paperwork. Safety railings will be installed on the outside of overturn rail.