

Fuel Tank Specifications - Minimum Requirements

SIZE: 1000 U.S. Gallons Nominal Capacity

MODEL ALT6D: Tank is a “Transport” design with a smooth dished out rear head. This type of tank allows for meters and reels to be mounted in side or rear cabinets.

CERTIFICATION: Tank is manufactured to U.S. Department of Transportation (DOT) DOT 406 specifications as defined by the Hazardous Materials Regulations in Title 49 CFR part 178.345-1 through 178.345-15, detailing the general requirements for design and construction of cargo tank motor vehicles, as well as part 178.346-1 through 178.346-5 for the specific requirements for DOT 406 tanks. A DOT Certificate of Compliance will be issued by Oilmens Truck tanks.

COMPARTMENTS: Single 1000 U.S. Gallons Nominal Capacity - Front to Rear.

DESIGNED FOR:	Chassis with 108" cab to axle dimensions. 6,000 lbs minimum rated front axle, and 14,700 lbs minimum rated rear axle, with appropriate tires, springs, wheels, brakes, frame, etc. to carry the loaded volume of product.
PRODUCT:	Diesel/Gasoline Fuel
MATERIALS:	Bright polished aluminum. Tank is constructed with a continuously welded 3/8" extruded angle sub-frame with a 1/4" pad, 1/4" extruded aluminum cross members and 1/4" outriggers with 1/4" pads at every head and baffle location. Also, a nose pad covering the seam between the front head and the bottom is included for extra strength. The tank bottom is 1/4" aluminum with a side shell of 3/16" (.188") aluminum. Our entire shell and heads are of bright polished finish.
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 chassis.
HEADS:	Tank is semi-oval in shape with deep dished heads and baffles for superior surge control. All heads and baffles are flanged for greater strength; head patterns of our own special selection result in low center of gravity. All heads and baffles are formed to precise dimensions resulting in a shell of extraordinary smoothness and strength.
BAFFLES:	If the compartment is large enough for baffles to be required under DOT 406 regulations, then these are included as standard equipment.
LONG. BAFFLES:	Longitudinal baffles included in each section of compartment 1.

OVERTURN RAILS:	The overturn protection to DOT 406 specifications is of 3/16" (.188") aluminum and is an integral part of tank so as to prevent any leaking from top. Both overturn rails are the closed inverted "U" type with the curbside rail being air tight and used for the vapor recovery line.
MARKER RODS/DISCS:	A heavy duty marker rod and aluminum 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 the vehicle operates.
LADDER:	Single aluminum heavy-duty ladder is provided at the rear, center of the tank, mounted straight from the bumper with non-skid steps and grab rails for safe access to top of unit. Ladder is bolt-on for ease of repair.
BUMPER:	A heavy-duty bumper per DOT 406 specifications protects rear of tank.
FENDERS:	Bolt-on aluminum trim Single axle fenders with set of DOT approved anti-spray mud flaps are provided.
SAFETY RAILS:	Double Electric Safety Rails mounted at tank flashing.
TOP WALKWAY:	Each tank is provided with wide walkway area between the overturn rails with expanded aluminum providing a non-skid surface for safe footing.
C/S CATWALK:	Aluminum 5" Catwalk provided on curb side entire length of tank.
REAR CABINET:	Single Non-Insulated 88 X 30 X 48 with lights aluminum swing open cabinet is provided on the rear of tank. Swing-out doors have positive close ping latches with locking "D" handle that is recessed. Doors have heavy duty stainless steel hinges and hold open springs.
TOP LOADING:	Tank is designed for loading product through the manholes in top of each compartment.

PIPING:	Piping includes 3" bolted sumps, 3" Mechanical emergency valves, and 2" aluminum pipelines under the tank.
EMERGENCY VALVE:	All emergency valves are cable-operated. Valve cable is steel aircraft type and is run in stainless steel tubing that incorporates grease nipples for proper lubrication for long lasting trouble free durability. Remote control fire trip handle is provided on front driver's side. Betts mechanical operator located: Rear with pumping system.
REAR PIPING:	2" Lines are run to the rear terminating at the suction side of the pump.
GASKETS:	Green Durlon 8500 Sump and Flange gaskets and Viton Victaulic coupling gaskets are provided for all piping connections.
DRAIN TUBES:	(1) Drain D/S Front, (2) Drains Rear flashing area of the tank to assure that no water accumulates on top of the tank.
WIRING/LIGHTING:	All wiring in tubing is vapor proof. Lighting complies with FMVSS 108 regulations and includes: (2) red stop and tail, (2) red clearance and directional, (2) clear back-up lights, (1) red 3-lamp cluster, (4) side marker lights and all necessary reflectors. All lights are Betts LED type.
SYSTEM IDENTIFICATION:	Pipe lines, switch panels and airline protection are color coordinated to facilitate system identification and troubleshooting.
MATERIALS AND CONSTRUCTION:	All materials and construction methods meet or exceed DOT 406 regulations. A Certificate of Compliance will be issued with tank.
TANK TESTING:	Perform V-K-I-P Testing and provide all necessary documents and labels.