

STANDARD OPTIONS

HEAD MATERIAL:

0.3125 Stainless Steel

SHELL MATERIAL:

0.3125 Stainless Steel

TANK DIAMETER:

72" OD

OPERATING TEMPERATURE:

-20 to 200 degrees F

HYDROSTATIC TEST PRESSURE:

40.0 PSIG

PRESSURE RELIEF:

4" SS Girard pressure vent, 25 PSIG setting mounted top of tank.

PRIMARY SHUT-OFF:

4" internal shut-off with 6" SS float ball and cage assembly with neoprene rubber seat top front of tank.

BAFFLE:

One anti-surge mounted on reinforcing pad.

RINGS:

Circumferential reinforcement rings with tank support feet.

OVERTURN PROTECTION:

Front, center, and rear 4" pipe construction overturns with reinforcement pads and gussets

LIQUID LEVEL INDICATOR:

Stainless Steel construction rotary float gauge with 6" float ball assembly located on rear door.

REAR DOOR:

Hydraulic full opening rear door assembly with 6 heavy duty door bolts, neoprene rubber rear door gasket, double acting hydraulic cylinder and safety brace.

SUCTION VALVE:

4" Betts air operated valve with 4" sand pipe / deflector plate assembly, and aluminum Kamlok fittings mounted on rear head.

DISCHARGE VALVE:

6" ANSI Betts air operated valve with Betts actuator and aluminum Kamlok fittings mounted on rear head.

ISOLATION VALVE:

4" air operated butterfly valve between primary and secondary shut-off with PTO interconnect.

VACUUM PUMP SPECIFICATIONS:

Moro PM200 liquid cooled vacuum / pressure pump, 678 CFM free air rating, 27" Hg maximum vacuum. Includes hydraulic oil cooler.

MUFFLER:

4" muffler / oil trap assembly with drain valve, 12" swing out bottom clean out and 4" exhaust adapter.

PIPING:

Single 4" diameter no disconnect piping to allow tank to dump with vacuum system connected with vacuum pump flush port and wire reinforced rubber hose.

DRIVE:

Hydraulically driven from air shift PTO mounted on transmission with hydraulic pump and motor.

PRESSURE UNLOADING SYSTEM:

None

HYDRAULIC RESERVOIR:

Mounted on hydraulic dump sub-frame with suction strainer, diffuser, fill cap, hydraulic oil filters and sight glass.

HYDRAULIC DUMP SYSTEM:

Full length hydraulic dump sub-frame with 20 ton, 3 stage single acting dump cylinder, rear dump pivot assembly and safety brace.

HYDRAULIC CONTROLS:

3-spool valve body for control of hydraulic dump, rear door and vacuum pump.

GAUGES:

Glycerin filled vacuum/pressure gauge and hydraulic pressure gauge.

SIDE TRAYS:

Full-length side boxes for hose storage / fender assembly with anti-sail mud-flaps and rear tire skirt.

TRIM:

Ladder assembly, four numbered placards, 50' static line and steel toolbox assembly.

LIGHTING:

DOT LED Moisture proof lighting

(3) in a row clearance markers

Clearance Lamps

Reflectors

Upper license plate mount and assembly

(1) Rear Amber Strobe Beacon

(2) Rear Facing rectangular halogen flood lights

DUAL HOSE HOOKS:

Dual rear mounted hose hooks

BUMPER:

DOT rear bumper for protection of external valves with platform/step assembly and rear dirt shield.

PAINTING:

Sections of tank and the entire tank and body of the vacuum system shall be sandblasted and primed with two (2) coats of primer and painted with two (2) coats of single stage Axalta paint.

Unpainted sections of the tank will be a #2 finish stainless steel appearance or better.

INSTALLATION:

Complete system installed on a 2016 Peterbilt 348 Chassis, Paccar PX-9 350 HP Engine, and Eaton Fuller FRO-11210C 10-Speed Manual Transmission

CUSCO DOT INDUSTRIAL VAC

