

Refined Fuel General Tank Maintenance

Paint

Frequent and regular washing will lengthen the life of your vehicle's painted finish.

Washing

Wash your vehicle often with warm or cold water to remove dirt and preserve the original luster of the paint. Never was the vehicle in direct rays of the sun nor when sheet metal is hot to touch, as this may cause streaks on the finish. Do not use hot water, strong soaps or detergents or wipe off dirt when the surface is dry as this will scratch the paint. Check with factory on recommendations for the proper soap to use. DO NOT use an automatic car wash.

Waxing and Polishing

Avoid waxing and polishing of new vehicles. With the paint materials that we use, it can be harmful to the life of the paint to use any kind of polish on a new unit. Polished and combination cleaner and polish waxes all contain abrasives which cut through the skin of the enamel film, thus exposing the pigment to ultraviolet attack which accelerates chalking and dulling of the paint. After 90 days, or if the vehicle paint has chalked or dulled from age or weather conditions, a good polish, wax, or preservative could be used.

When polishing an aluminum tank, please follow these procedures:

- 1.) Wash the tank completely with a non-detergent soap to remove all residue
- 2.) Allow to dry completely before starting polishing
- 3.) Use a small amount of polish with a high-speed buffer to polish tank to a luster
- 4.) Use a small amount of polish with an Orbital (vibratory) buffer to remove impurities and further polish.
- 5.) Apply a small amount of household flour to Orbital (vibratory) buffer to remove impurities and further polish

Note: When polishing, make sure the grain of the material is followed at all times for best results

Lubrication and Equipment Maintenance

It's extremely important to have the unit properly lubricated at regular intervals. Many areas of maintenance on the tank equipment are covered in their respective manuals. Normal use of the tank truck causes metal-to-metal movement at certain points in the cab and body. Noise, wear and improper operation at these points will result when a protective film of lubricant is not provided.

For exposed surfaces, such as door, lock bolts, striker plates, etc please apply a thin film of engine oil.

Body Mounts

Check and tighten tank tie-down system once every 30 days. Torque rating to be 100 ft. lbs. excluding spring mounted front tie-downs, a 1/8" space to be left between spring coils at all times.



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Failure to perform this may cause many problems with the vessel, which may or may not be covered under the manufacturer's warranty.

Flashing and Flashing Drains

The full length flashing on truck tanks is separate of the tank shell. The flashing drains must be kept clean and free from ice, snow, sticks, leaves, or other obstructions, which trap water or fuel.

Meter Strainers

The meter strainers must be cleaned at least once a week for the first month. Check monthly thereafter and clean as needed.

Manholes

With the manholes, please check to make sure that the fill cap vents are operative at all times. A vent failure could damage the tank shell.

Double Bulkheads

When deep dished and flanged double bulkheads are furnished, the air space between the heads is provided with a vent hole at the top and a drain opening at the bottom. The top and bottom holes must be kept open at all times.

Wiring and Conduit

Observe these items each time the unit is lubricated to see if they are in good condition, and secured.

Hose Rollers

Ball bearings are used and lubrication is required on hose roller bearings.

Hose Reel Motor

Check the solenoid mounting and hose reel motor mounting bolts periodically.

Air Eliminator Tanks

At the option of the customer, some tanks have a spit tank, which should be drained at regular intervals.

Universal Joints

Lube sparingly under low pressure with extra purpose chassis grease. Excessive pressure and lubrication will damage cork seals.

Emergency Valve Cables

Emergency valve cables are open type and no lubrication is needed; however, when they are steel or copper tubing, lubrication is needed.

Hose Reel Swing Bearing

Lubricate through fittings until old lube, dirt, and water are expelled. Use water resistant extra purpose chassis grease.



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Hose Reel Swing Joint

Lubricate with 30W engine oil.

PTO Control

Lubricate linkage clevis pins, pivot pins, and sliding surfaces with 30W engine oil.

Barrel Carrier Door Hinge

Lubricate linkage clevis pins, pivot pins, and sliding surfaces with 30W engine oil.

Hose Door Hinge

Lubricate linkage clevis pins, pivot pins, and sliding surfaces with 30W engine oil.

All Doors, Locks, Linkage and Hold Open Devices

Lubricate linkage clevis pins, pivot pins, and sliding surfaces with 30W engine oil.

Hose Reel Chain

Lubricate with 30W engine oil or WD30 except under dusty or dirty conditions use graphite.

Door Lock Cylinders

Twice each year or every 20,000 miles, inject 3 or 4 drops of lock oil through keyhole.



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