



Tank Installation Instructions

Tanks are to be installed in accordance with good engineering practices. Since each installation is different these instructions are intended as a guideline only and are not considered as a definitive set of instructions.

Tank installation shall follow the guidelines of CGA B149.5 and NFPA58 and any associated jurisdictional requirements.

Undermount tanks should be coated with an undercoat mastic after installation.

Care should be exercised during installation to ensure the tank, fittings, brackets and finish are not damaged in any way.

Chassis mounted tanks should be mounted such that the centre of gravity of the tank is not below the bottom of the frame the bracket is attached to.

Tank installation should only be preformed by personnel qualified to do so by the jurisdiction having authority.

Brass valves used in propane tanks are susceptible to stress corrosion cracking if they are exposed to ammonia in any form. Ensure that both the interior and exterior of the valve is protected from ammonia exposure.

*** MANIFOLD BED MOUNT TANKS**

These tanks are not designed to withstand twisting or torsional motion. They are to be mounted on a rigid solid bed, such as the bed of a pick-up or flat bed. In these cases they are isolated from the twisting motion of the vehicle frame. If a manifold bed mount tank is intended to be mounted such that it will experience frame motion, addition engineering is required to ensure the tanks integrity. Either the customer shall ensure the tank is not subjected to the twisting motion or advise Slegers Engineering Inc. of the range and values of the external loads.

'O' RING AND 'J' BRACKETS

Mount above brackets symmetrical on the shell, close to the heads to minimize overhanging loads. Maximum overhang should not exceed 1/4 of the total length at each end.

** Cautionary Note**

Purging of Propane Tanks with Electrical Devices in the Tanks

If you are either introducing air into a tank that had previously had fuel in or you are introducing fuel into a tank that had previously had air in the tank you run a risk of creating an explosive air fuel mixture

at some point during the procedure. It is for this reason that any potential source of ignition must be removed from the tank. In addition to the procedures in NFPA58 or CSA B149.5 some additional items to consider are listed below:

- Ground the tank
- Remove the battery leads
- Disconnect the tank electrically
- If possible use an inert gas such as argon or nitrogen
- If using propane fill and vent slowly to minimize the chance of building up static charge

HANDLING OF PROPANE TANKS IN SKIDS

Propane tanks are usually round and as such, can roll if not handled in a proper and safe manner. When shipped, the tanks are normally banded to a skid to help with handling and transportation. The tanks are packaged in a balanced manner to help properly distribute the loads. Problems can occur when the banding is cut and removed. As tanks are removed or shifted the balance of the load can be affected. Care should be taken to ensure the tanks can not roll when the banding is removed or some of the tanks are removed. The following is a list of points to consider when un-skidding propane tanks:

- The skid should be level
- The skid should be protected so that tanks can not be struck and caused to roll
- When a tank is removed from one side of the skid the other tanks on the same layer should be supported or moved to ensure the balance in the skid remains
- The tanks should be handled with a crane or other suitable lifting mechanism
- The tanks should either be lifted using the nuts provided or using lifting straps rated of the load
- When un-banding a skid of tanks care should be taken to ensure other people in the area are aware of the activity and the possibility of tanks rolling
- As each layer of tanks is banded to the layer below an entire layer should be removed at one time to ensure loose tanks are not left that can roll off the top of the skid.

