



Well grounded

DAYS OAKLANDS HAS JUST TAKEN DELIVERY OF A NEW **TIEMAN** STAINLESS STEEL CHEMICAL 25M B-DOUBLE COMBINATION THAT WILL BE USED TO CART BURNER FUEL THAT IS KEPT AT A TEMPERATURE OF APPROXIMATELY 100°C FROM WAGGA TO GEELONG. PURCHASED TO REPLACE AN OLDER TANKER, THE NEW B-DOUBLE HAS ADDED SAFETY FEATURES THAT ENABLE ALL PROCESSES TO BE OPERATED FROM GROUND LEVEL.



L-R: Peter Day and his father Pat Day.

Now in its third generation, family owned business Days Oaklands has a rich history that dates back almost 80 years. "The company was started by my grandfather who purchased his first truck back in 1928," says Manager, Peter Day. "The tanker work followed in 1965 when my father Pat Day bought the company's first two tankers. My father is still involved in the business, as is my brother Gavin Day who looks after the company's farming interests." Based in Oaklands, just north of Yarrowonga in southern New South Wales, Days Oaklands now operates 15 tankers and four semi tippers, carting a variety of products throughout the eastern states of Australia. Whilst most of the tanker fleet is made up of fuel tankers, the new B-double is a chemical specification, designed using the innovative Tieman 'New Generation' point mounted feature. The fleet of tankers is used to cart

anything from bio diesels and petrol, to methanol and ethanol; while the semi tippers are used for grain and fertiliser.

The new Tieman chemical combination will be used to cart a heavy burner fuel to a cement plant in Geelong which is used to operate their kilns. Peter explains, "The burner fuel is classified as dangerous goods because of the temperature it needs to be kept at. It is important that the tanker is able to maintain the correct temperature so that the product doesn't thicken. If the burner oil gets too cold, it becomes thick and guggy. Good heat retention of the product is important for us."

The new combination has a greater capacity than the previous B-double which was also built by Tieman. The lead tanker has a capacity of 18,000 litres whilst the rear tanker has a capacity of 34,000 litres.

To maintain the required temperature of the burner fuel, the stainless steel barrels are insulated with a 75mm, grade 450 Rockwool

blanket, with all coaming and chassis rail areas also insulated. To minimise heat transfer from the barrel to the cladding and optimise heat retention, cork insulation is also fitted around the outside of the rings which are continuously welded to the shell. Two Mercury thermometers on each of the tankers enable temperatures to be monitored via a gauge mounted to the front of each tanker. All thermometers are located in protective pockets.

A special feature of the tanker is that it can be bottom loaded and has vapour recovery. A fill tube and product displacement disc are fitted to the bottom of the tankers. "The tanker is set up so that you don't need to climb onto the top of the barrel, everything can be controlled safely from the ground," says Peter.

Maintenance access is provided via a 500mm bolted front manway with access via a removable casing panel. The open grid mesh walkway on each tanker provides access to

the manways and dip point. This is complete with pneumatically operated stainless steel handrails which are interlocked to the brakes. To reduce stress on the barrel and to reduce tare weight, the rear chassis rail has been eliminated through design with the rear tanker suspension sub-frame being point mounted onto the structural rings. This also allows for full wrap of the cladding around the suspension area giving maximum heat retention for the product. The combination is fitted with Intraax AA230 tri axle suspension with front lift axles.

"The quality of Tieman's tankers is very good," says Peter. "And I don't see why we wouldn't purchase a Tieman tanker again in the future."

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