Specification

MODEL			HD72 4X2	HD120 4X2		HD170 4X2	HD260 6X4			HD310 8X4
										
Chassis	Cab type	Widgh	Wide	-		-	-			-
		Length	Long	-		-	-			-
	Wheel Base(mm)		Short	Short		Short	Short			Short
			2,750	3,795		4,395	5,650 (4,350+1,300)			7,040 (5,740+1,300)
	Overall (mm)	Length	5,200	6,765	6,765	7,820	9,650	9,650	9,950	11,300
		Width	2,000	2,195	2,195	2,495	2,495	2,495	2,495	2,495
		Height	2,195	2,505	2,700	3,050	3,180	3,230	3,260	3,100
	Wheel Tread (mm)	Front	1,650	1,795		2,040	2,040			2,040
		Rear	1,495	1,660		1,850	1,850			1,850
	Overhang (mm)	Front	1,075	1,245		1,495	1,495			1,495
		Rear	1,375	1,725		1,930	2,505			2,505
	Engine	Model	D4DC(EURO1) D4DB(EURO2) D4DB-d(EURO2)	D6BR(GENERAL) D6BR(EURO1) D6DA19(EURO2)		D6AC(GENERAL) D6AV(EURO1) D6AB-D(EURO2)	D6AC(EURO1/EURO2) D6CB3H(EURO3)			D6AC(EURO1) D6CA(EURO2) D6CA3H(EURO2)
		Power(ps/rpm)	120/3,200 130/2,900 120/2,900	185/2,900 167/2,900 196/2,500		235/2,200 220/2,200 290/2,000	340/2,200 340/2,000 380/1,900			340/2,200 340/2,000 380/1,900
		Torque(kg.m/rpm)	30/2,000 38/1,600 30/2,000	51/1,400 46/1,400 58/1,700		78/1,400 75/1,400 110/1,200	140/1,400 148/1,200 160/1,200			140/1,400 148/1,200 160/1,500
Body	Capacity		4.5kℓ (2kℓ, 2.5kℓ)	6kℓ (2kℓ*3)	8kℓ (2kℓ*2, 4kℓ*1)	12kℓ (4kℓ*3)	16kℓ (4kℓ*4)	18kℓ (4kℓ*4+2kℓ*1)	20kℓ (4kℓ*5)	22kℓ (4kℓ*5+2kℓ*1)
	Dimension (mm)	Length	2,860	3,800	4,000	4,500	6,000	6,100	6,500	8,300
		Width	1,930	1,930	2,030	2,350	2,350	2,400	2,400	2,350
		Height	1,090	1,090	1,300	1,520	1,520	1,650	1,700	1,520
	Tank	Compartment	2	3	3	3	4	4	5	6
		Material	Steel							
		Thickness	3.2mm~4mm							
		Epoxy Coating	Standard	Standard	Standard	Optional	Optional	Optional	Optional	Optional
	Manhole	Diameter(")	16"							
	Driving method of Pump		T/M PTO							
	Pump	Type	Gear pump							
		Capacity	300ℓ/min	600ℓ/min	600ℓ/min	1000ℓ/min	1000ℓ/min	1000ℓ/min	1000ℓ/min	1000ℓ/min
	Pipe	Diameter	2"	2"	2.5"	3"	3"	3"	3"	3"
	Hose	Diameter	2"	2"	2"	3"	3"	3"	3"	3"
		Length	2.5m X 2EA	3m X 2EA	3m X 2EA	3m X 2EA	3m X 2EA	3m X 2EA	3m X 2EA	3m X 2EA
	Fire Extinguisher		4.5kg X 2EA							
	Option		Flow Meter (Preset Type 2",3")							
			Stainless Steel(3~4mm), Aluminum(5mm)							

※The specific requirements can be customized on consumer's demands
※Hyundai Motor Company reserves the right to make change in specification, equipment and design or to discontinue models or options without notice at any time.
※Images in this catalog may differ from the actual vehicles sold.

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GEN. LHD 1010 ENG

Your Dependable Solution for Safe and Efficient Fuel Transport

FUEL TANK LORRY

HD72 / HD120 / HD170 / HD260 / HD310

HYUNDAI

HYUNDAI Feul Tank Lorry

Hyundai Fuel Tank Lorries, with their ruggedly built tanks, are unequaled in safety and efficiency for transporting light or heavy crude oil products to fuel reservoirs, tank yards, or other destinations. The tanks, built to Hyundai's highest quality standards, are constructed of high tensile material for both strength and durability. As a standard feature, the HD72 and HD120 models have the inside of their tanks coated with epoxy resin for longer service life. High quality and top-notch performance is explain the reason why Hyundai Fuel Tank Lorries are in great demand around the world, especially in the Asia-Pacific, Middle Eastern and Eastern European markets.

Features

Great Choice of Tank Capacity and Construction Material

Hyundai Fuel Tank Lorries offer a wide range of choices in tank capacity, ranging from 4.5kℓ for the HD72 to 22kℓ for the HD310.
The tank can be custom-ordered to be manufactured in steel, stainless steel or aluminum.

High-Speed Loading and Discharge

Hyundai Fuel Tank Lorries are driven by powerful gear pumps, Hyundai Fuel Tank Lorries boast high-speed loading and discharge rates, ranging from 300ℓ/min to 1000ℓ/min

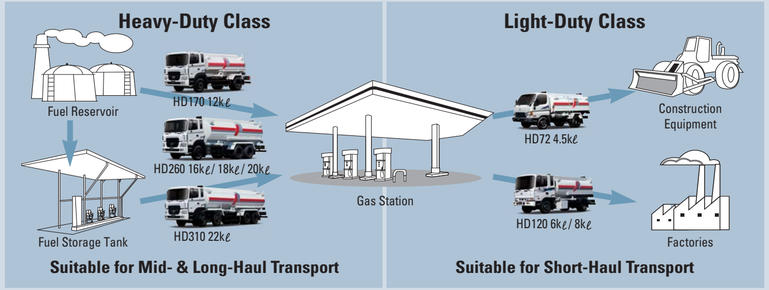
- HD72 : 300ℓ/min, HD120 / HD170 : 600ℓ/min
- HD260 / HD310 : 1000ℓ/min

Top Loading System Adopted as a Standard Feature

All Hyundai Tank Lorry models offer top loading as a standard feature. The system enables loading arms at fuel reservoir and tank yards to be connected to the manholes on top of the tank for speedy, efficient fuel loading.

In Focus : How to Choose Tanks

Depending on Tank Material



Depending on Tank Material

	Steel	Aluminum	Stainless Steel (SUS)
Tank Capacity	Available for All Tank Sizes (4.5kℓ ~ 20kℓ)	Available for Tanks above 8kℓ	←
Principal Uses	Light Crude Oil (Gasoline, Diesel Oil, Kerosine)	Petrochemical Liquids (Benzene, Toluene, etc.)	Petrochemical Liquids (Sulfuric Acid, Hydrochloric Acid, etc.)
Major Features	Heavier than other materials but highly price-competitive(Used as the standard material for HMC tanks)	Susceptible to salt corrosion but 30 percent lighter than steel, enabling a larger-size tank to be mounted on the same-class chassis	Highly resistant to corrosion (including salt corrosion) but relatively pricy

Primary Components

Manhole & Top Fence
The manholes are used for top loading. The top fence keeps the tank clean and safe by preventing oil or waste water from trickling down the sides of the tank from the manholes.

Bottom Valve
The bottom valve, located inside the tank at the bottom of each compartment, delivers high throughput for fueling and defueling.

Indicator & Baffle plate
The level indicator indicates the amount of oil in each compartment of the tank. The baffle plates keep fluid from sloshing from side to side inside the tank.

Suction Hose
A pair of suction hoses are provided, which measure 2 to 3 inches in the inner hose diameter and 2.5 to 3 meters in length, depending on the model.

Fire Extinguisher
A pair of 4.5 kg fire extinguishers are provided for emergency response to fires.

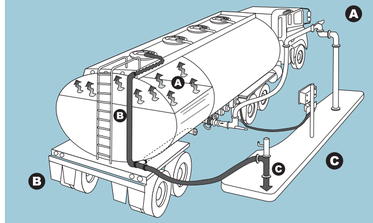
Gear Pump
Activated by setting the four-way valve to the proper mode and powered by the transmission PTO, the pump does a quick job of fueling or defueling by propelling oil between two gears.

Flow Meter(Option)
The optional flow meter allows the operator to preset the amount of oil for fueling.

❶ Two-Way Valve
The two-way valves, located on either side of the tank, allow oil to be loaded or discharged from either side.

❷ Four-Way Valve
The four-way valve allows the operator to choose from 4 modes of fueling or defueling -suction, discharge, stop and gravity.

In Focus : Bottom Loading System



- **A** Fueling into the tank creates oil vapors,increasing air pressure inside the tank
- **B** The oil vapors escape from the tank through the pipe
- **C** The retrieved vapors are sent into the external tank for safe disposition

- ▶ Loading oil into a tank can be done in two ways-from the top or from the bottom.
- ▶ A bottom loading system pumps oil into the tank through a valve located at the bottom of the tank. This configuration allows the system to recapture the volatile organic compounds produced in the process of oil loading or unloading, preventing them from being released into the air.
- ▶ A bottom loading system is safer for workers because they don't need to climb to the top of the tank as is the case with a top loading system. The recapturing of volatile organic compounds makes the system more environmental-friendly and reduces the risk of a gas leak induced explosion.