



NWR

Fuel Truck Detail



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ABOUT

This document details the setup and configuration of the Fuel Truck that NWR utilized on past scopes of work. The fueling system was setup to run seamlessly from the vehicle fuse box connections for the auxiliary switches.



Truck Set Up & Configuration

The Fuel Truck Fueling set up consists of Tanks, Piping, Valves, Meters and Reels, supported onto the Flat Deck of the truck and connected to the trucks electrical system through the factory fuse box connections.

Bill of Material

- 1 – Clear Diesel Tank c/w pump
- 2 – Dyed Diesel Tanks c/w pump
- 1 – Gasoline Tank c/w pump
- 2 – Hose Reels
- 3 – Meters
- 2 – $\frac{3}{4}$ " Fuel Nozzles
- 3 – Ball Valves
- Wiring and Wired terminations
- 2 - C Channel Mounting and support brackets – Tank Securement
- 8 - Anchor Hold Downs for Tanks
- 2 – Fire Extinguishers

Truck Piping & Instrument Drawing

The following is the schematic P&ID for the truck piping, valves, meters and Nozzles.

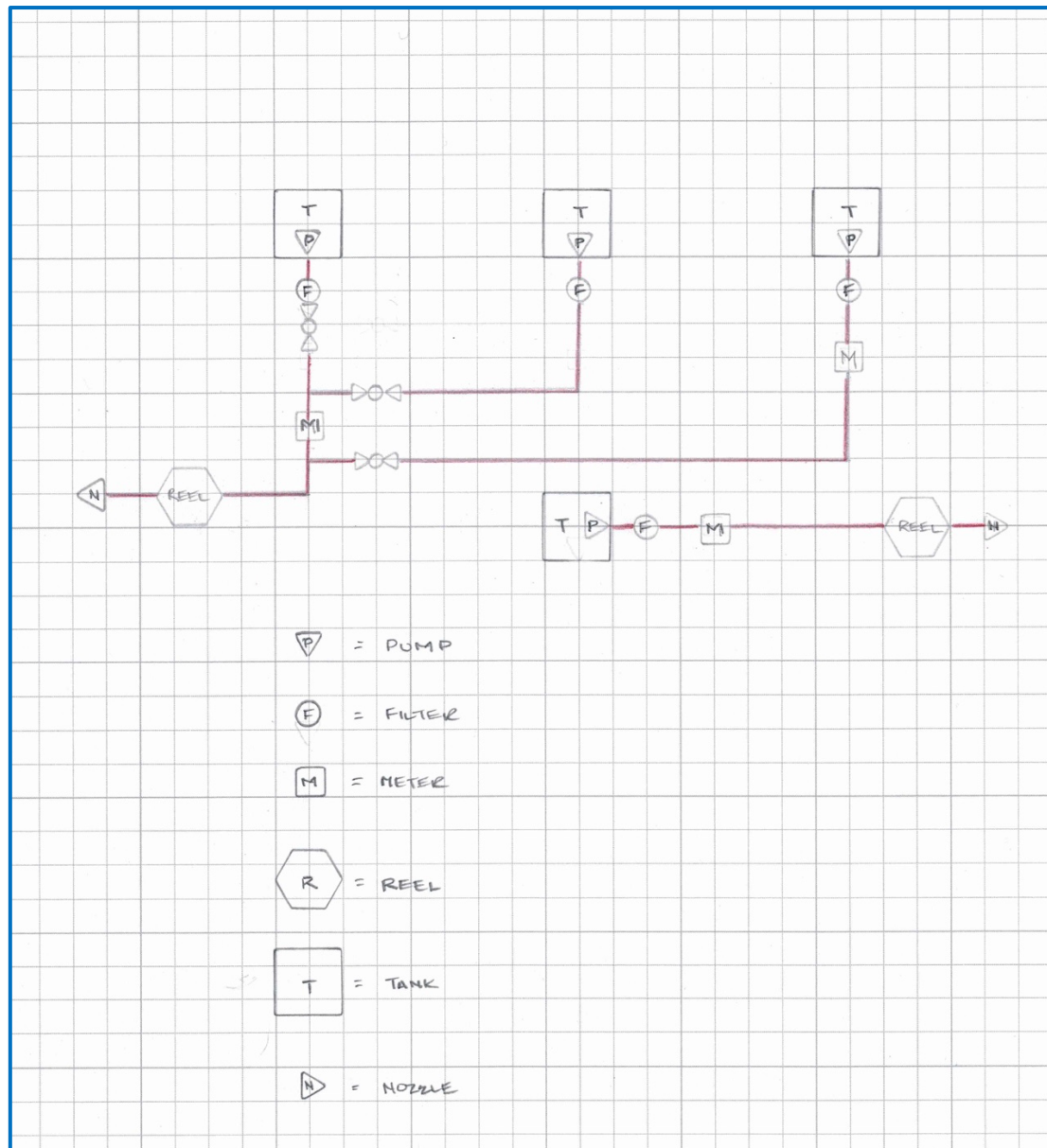


Image 1.0 - Piping & Instrumentation Drawing

Truck Structural Components

The truck deck is outfitted with Two cross sectional C -Channel Brackets that areas the main structural anchors for the three diesel tanks. These are bolted right to the flat deck through the steel side frame of the deck. The Anchor Rod hold downs for the tanks are connected to these C-Channels. The Stand-alone Gasoline tank is anchored direct to deck with Tank Anchor rods and bolt down anchor supports.



Image 1.0 - Image showing the 2 x C-Channel Anchor Steel



Image 2.0 - Image - Tanks Anchors Bolted to C-Channel & C-Channel Connection to Deck



Image 3.0 - Image showing Gasoline Tank anchors and base supports

Fuel Truck Electrical Connections

The electrical for the fuel truck is wiring run in corrugated protective sheathing to keep everything neat and protected. The wiring is run from each pump to a common sheath conduit in front of the diesel tanks along the front c-channel and down under the cab up to the fuse box under the hood. The wiring for the gasoline pump is run in its own sheathing up until it joins with the diesel pumps wiring before entering the truck.



Image 4.0 - Image showing the electrical wiring (Sheathing)



Operational Procedure

Valve and Switch Operation

The Fuel Truck is very easy to operate within this configuration. Remember the two types of Diesel Fuel share the same reel and nozzle. Operation of each type depends on the valve sequence. Gasoline system is completely independent and there is zero chance of cross contamination.

NWR MAINTENANCE & CONSTRUCTION

FUEL TRUCK OPERATING PROCEDURE

This UNIT is equipped with 3 Diesel Tanks (2 Dyed - 1 Clear)
and One (Clear) Gasoline Tank

Tank 1 / Pump 1 - Dyed Diesel
Tank 2 / Pump 2 - Dyed Diesel
Tank 3 / Pump 3 - Clear Diesel
Tank 4 / Pump 4 - Clear Gasoline



To Activate Tank 1 / Pump 1
DYED DIESEL
Switch on Tank 1 (Aux 3)



To Activate Tank 2 / Pump 2
DYED DIESEL
Switch on Tank 2 (Aux 4)



To Activate Tank 3 / Pump 3
CLEAR DIESEL
Switch on Tank 3 (Aux 5)



To Activate Tank 4 / Pump 4
CLEAR GASOLINE
Switch on Tank 4 (Aux 6)



THERE ARE NO VALVES TO ISOLATE GASOLINE PUMP (4) OR REEL.
SIMPLY TURN ON PUMP 4 AND IT'S READY TO DELIVER FUEL.



Image 5.0 – Fuel Truck Operating Procedure

Fuel Truck Support - Daily

NWR M&C helps fuel remote vehicles and equipment with the fuel truck. It is a Ford F550 equipped with 4 tanks and the ability to fuel diesel and gasoline units. The truck is run by a two-man crew that assist in fueling all equipment safely with the necessary safeguards and spill prevention procedures in mind. The Fuel Truck saves a large amount of money through lost productivity and fuel control.



Image 6.0 NWR Fuel Truck in Operation