

ISTRUZIONI DI MONTAGGIO PRODOTTI STANDARD

La mancata osservanza delle regole sottoelencate, può portare ad un errato montaggio e, di conseguenza, alla rottura del serbatoio o ad uno dei suoi particolari collegati.

NOTE GENERALI PER IL MONTAGGIO DEI SERBATOI

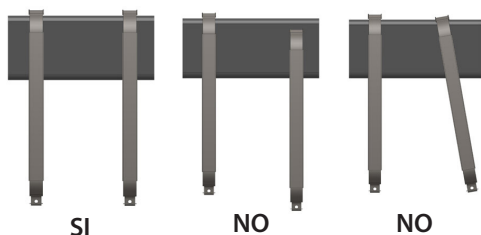
Al fine di garantire una corretta installazione ed evitare oltre ad una precoce rottura delle fasce elastiche anche altri possibili problemi funzionali, è assolutamente necessario che i supporti siano perfettamente allineati tra loro sia in senso verticale che longitudinale. Laddove il telaio del veicolo (o ogni altro eventuale piano di appoggio...) non lo consentisse, OMFB ha progettato una serie di kit di spessoramento che consentono di riportare il montaggio nelle condizioni ottimali. Per la scelta dei distanziali specifici per ogni veicolo, fare riferimento al nostro fascicolo 99740013520.



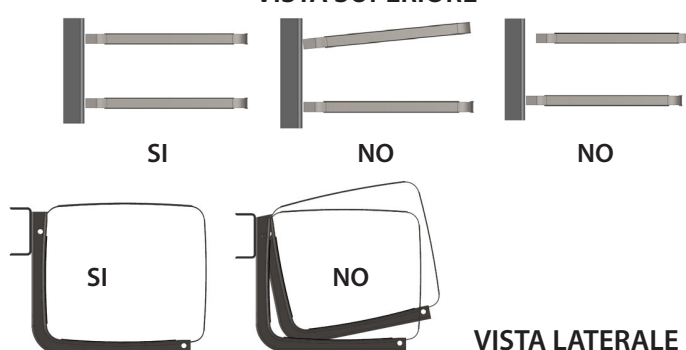
Serbatoi laterali

POSIZIONI DI MONTAGGIO

VISTA FRONTALE



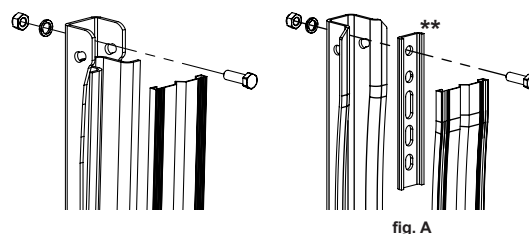
VISTA SUPERIORE



VISTA LATERALE

MONTAGGIO SUPPORTI POSTERIORI

Montare i supporti posteriori al telaio del veicolo, utilizzando, per ognuno, almeno 3 viti TE M14/M16 classe 10.9, fissate con rosette piane e dadi autobloccanti M14/M16 classe 10.9, con coppia di serraggio pari a 120/180 Nm. **Se necessario forare il telaio in corrispondenza di una delle altre posizioni predisposte. Questa operazione deve essere tassativamente autorizzata dal produttore del veicolo. OMFB non si assume alcuna responsabilità per danni al telaio dovuti a questa operazione.**



Se presente la piastra di rinforzo ** montarla come indicato in fig. A.

CONNESSIONI AL SERBATOIO

Il collegamento al serbatoio delle linee di aspirazione e ritorno, dovrà avvenire mediante tubazioni flessibili adeguate allo scopo. Le stesse dovranno essere adeguatamente sostenute a una distanza di circa 50 cm in modo da evitare un sovraccarico dei manicotti di collegamento saldati al serbatoio. OMFB ha previsto a tale scopo specifico kit cod. 13590100273.

La lunghezza dei tubi dovrà essere calcolata in modo da garantire un corretto flusso dell'olio all'interno ed evitare di apportare sollecitazioni aggiuntive al serbatoio.



13590100273
 Kit supporto tubi L=300 + staffa extra lunga

SI



NO



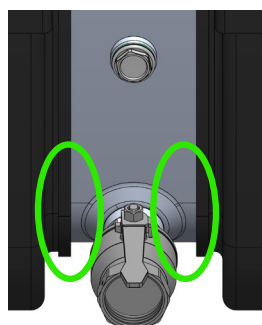
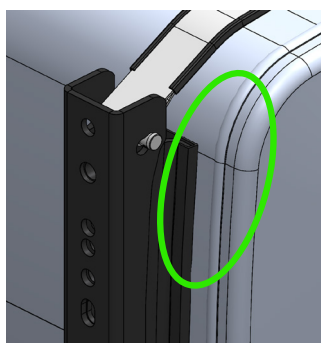
MONTAGGIO FASCE DI BLOCCAGGIO

- Posizionare il serbatoio sui supporti posteriori e le fasce in gomma sul serbatoio.
- Montare, nella parte superiore ed in quella inferiore, le fasce di acciaio con i relativi fissaggi.
- Verificare la stabilità del serbatoio montato.

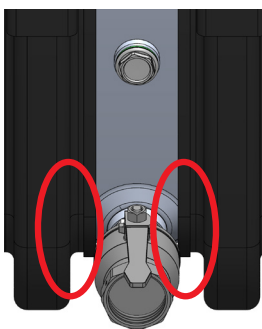
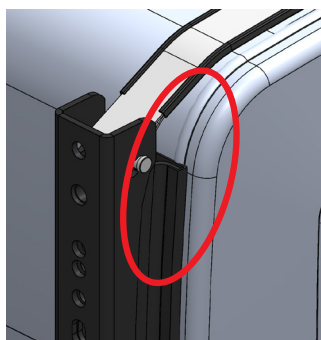
Coppie di serraggio:

- M12 - 30Nm

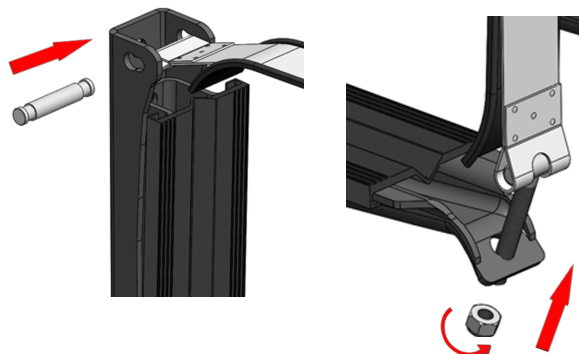
SI



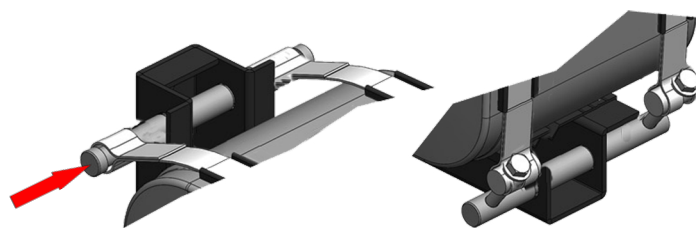
NO



STANDARD



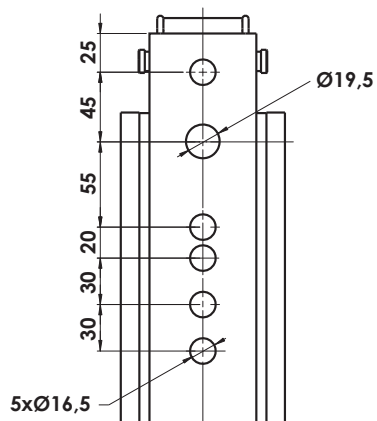
TIPO MONO



ATTENZIONE:

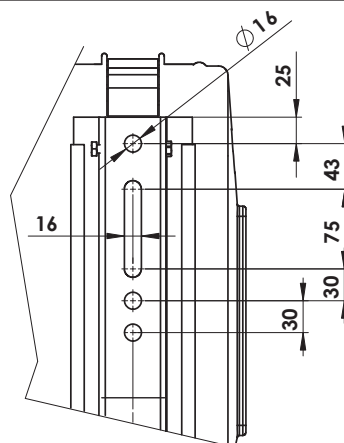
durante il montaggio dei supporti, delle fasce e delle relative guarnizioni, prestare particolare attenzione al fatto che le stesse non si **sovrappongano alle saldature né all'imbutitura di rinforzo del manicotto di aspirazione**. Ciò comporterebbe una non planarità tra il serbatoio e le staffe con un conseguente rischio di rotture.

FORATURE KIT DI MONTAGGIO



Serbatoi laterali

- tipo Jolly P
- tipo Jolly L
- tipo Jolly L LNG
- tipo Diamond
- tipo Q
- tipo Kombi Q
- tipo M'FLOOR
- tipo Asso
- tipo SLT
- tipo Scaletta
- tipo Kombi I
- tipo Jolly I



Serbatoi laterali:

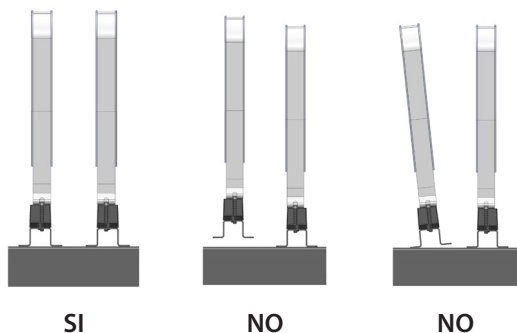
- tipo MONO

Serbatoi retrocabina

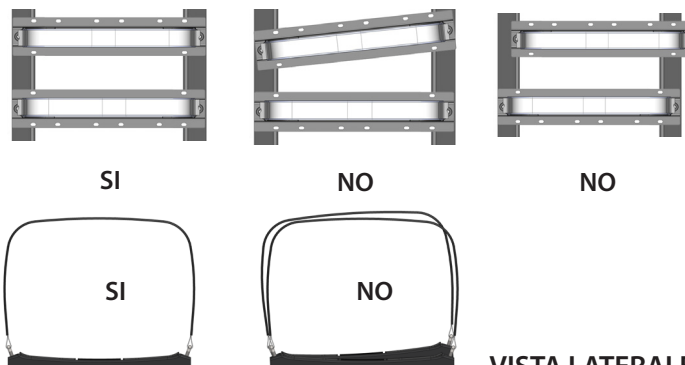
POSIZIONI DI MONTAGGIO



VISTA FRONTALE



VISTA SUPERIORE



VISTA LATERALE

MONTAGGIO FASCE DI BLOCCAGGIO

- Posizionare il serbatoio sui supporti e le fasce in gomma sul serbatoio.
- Montare le fasce di acciaio con i relativi fissaggi.
- Verificare la stabilità del serbatoio montato.

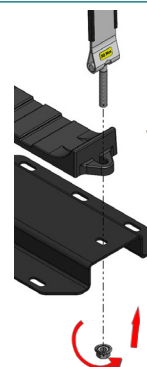
Coppie di serraggio:

- M12 - 30Nm

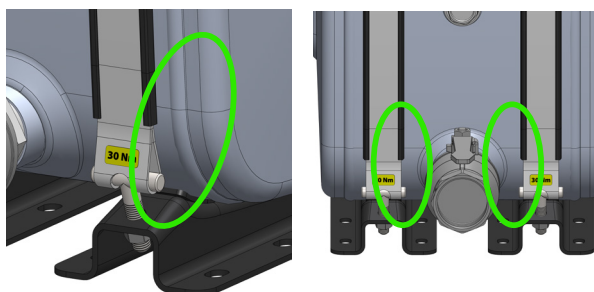
STANDARD



SERIE BS



SI ✓



NO ✗

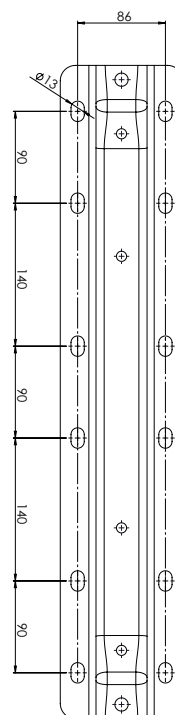


ATTENZIONE:

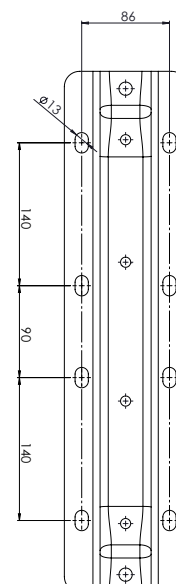
durante il montaggio dei supporti, delle fasce e delle relative guarnizioni, prestare particolare attenzione al fatto che le stesse non si **sovrappongano alle saldature né all'imbutitura di rinforzo del manicotto di aspirazione**. Ciò comporterebbe una non planarità tra il serbatoio e le staffe con un conseguente rischio di rotture.

FORATURE KIT DI MONTAGGIO

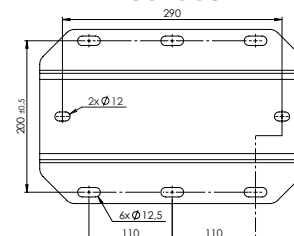
Serie BP / BL / BR / BI



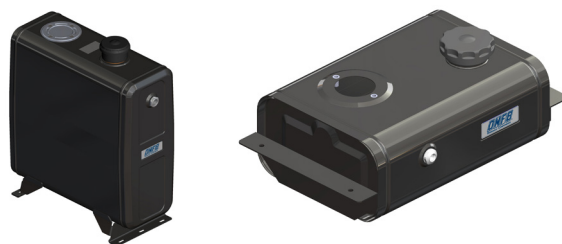
Serie BC



Serie BS



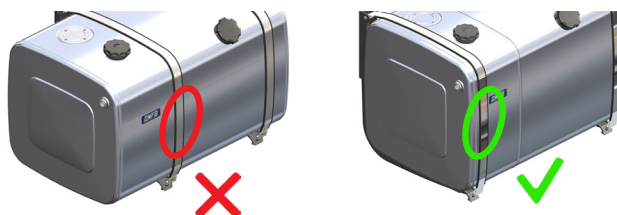
Nel caso di montaggio di serbatoi che hanno le staffe saldate, assicurarsi che i serbatoi stessi siano posizionati orizzontali e con le staffe parallele tra di loro. **È fortemente raccomandata l'adozione di anti-vibranti idonei a smorzare le sollecitazioni trasmesse dal telaio al serbatoio durante l'impiego sul campo.**



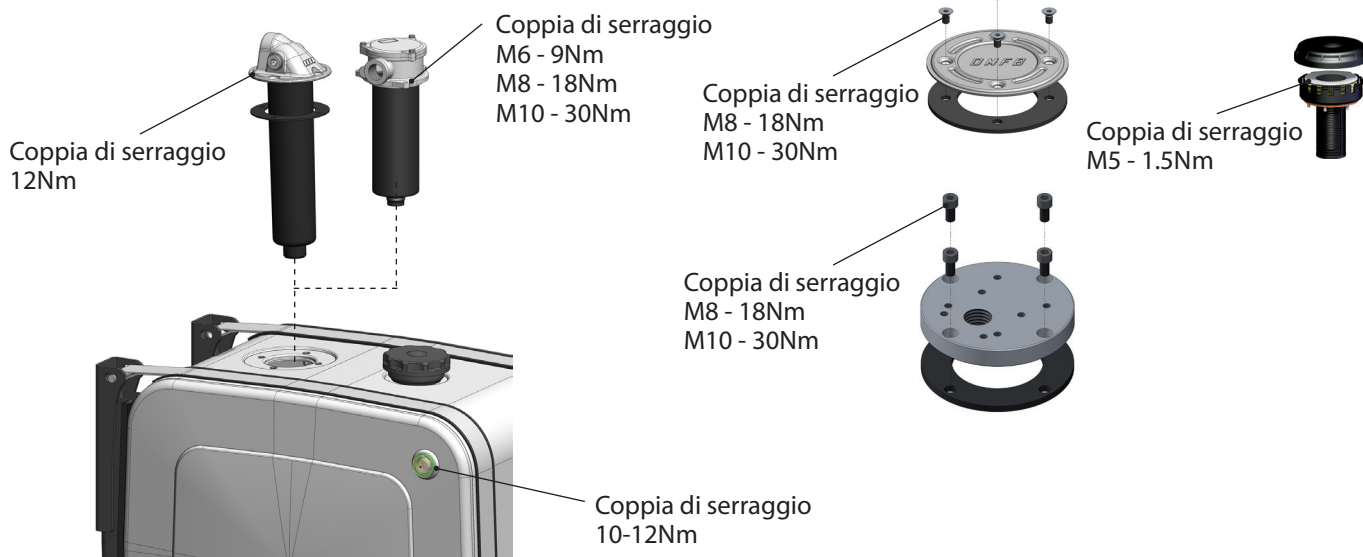
Serbatoi olio/gasolio

ATTENZIONE:

durante il montaggio dei supporti, delle fasce e delle relative guarnizioni, prestare particolare attenzione al fatto che le stesse non si **sovrappongano alle saldature** che suddividono le due sezioni.



COPPIA DI SERRAGGIO



NORME DI SICUREZZA

- Rispettare assolutamente l'uso prescritto per ogni tipo di serbatoio (es. un serbatoio olio non può essere usato per contenere gasolio).
- I serbatoi a catalogo sono progettati e costruiti per un normale uso su trattori stradali. OMFB non si assume nessuna responsabilità per un uso improprio degli stessi.
- I serbatoi a catalogo sono costruiti per lavorare ad una pressione massima di esercizio di 0,1 bar. Eventuali depressioni e/o sovra-pressioni, devono essere compensate con dispositivi idonei come valvole di sfogo.
- Non esporre mai né il serbatoio né alcun suo componente a contatto diretto con fonti di calore.
- Non modificare in alcun modo le caratteristiche meccaniche né del serbatoio né delle staffe di fissaggio.
- Non utilizzare additivi chimici aggressivi che possano intaccare l'integrità del serbatoio.

MANUTENZIONE E CONTROLLI

Eseguire periodicamente le operazioni elencate sotto:

- Controllare ed eventualmente serrare nuovamente le viti di fissaggio delle fasce al serbatoio e del serbatoio al telaio (dopo i primi 2000 km circa).
- Controllare lo sfogo sul tappo del serbatoio. Se ostruito pulirlo o sostituirlo.
- Controllare ed eventualmente sostituire il filtro interno serbatoio.



OMFB declina ogni responsabilità in caso di non osservanza delle prescrizioni qui riportate e di utilizzo di accessori diversi da quelli contenuti o prescritti.

Per l'ordine degli accessori e della raccorderia riferirsi ai relativi cataloghi

MOUNTING INSTRUCTIONS FOR STANDARD PRODUCTS

Failure to comply with the rules listed below can lead to incorrect assembly and, consequently, to the damage of the tank or one of its connected parts.

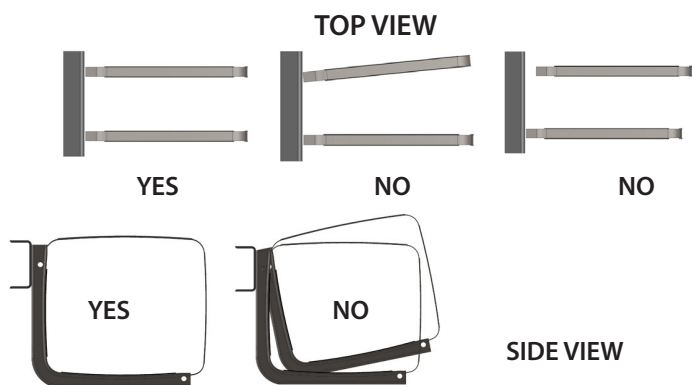
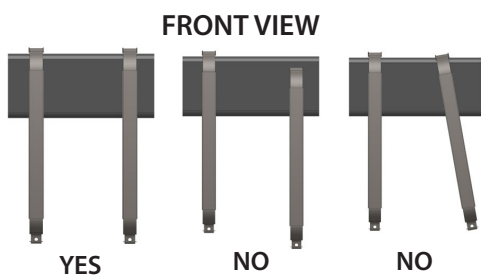


MOUNTING CARE FOR OIL TANKS

In order to ensure a correct installation and avoid an early breakage of the elastic straps and also other possible functional problems, it is absolutely necessary that the supports are perfectly aligned with each other both vertically and longitudinally. Where the chassis of the vehicle (or any other possible support surface...) did not allow this, OMFB has designed a series of shim kits that allow the fitting to return to optimal conditions. For the choice of spacers specific to each vehicle, refer to our file 99740013520.

Side tanks

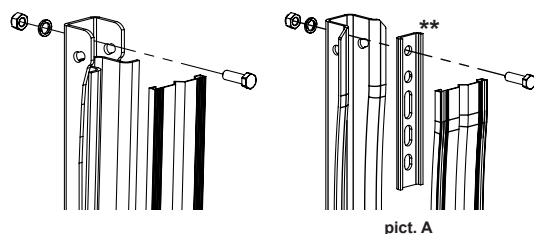
MOUNTING POSITIONS



MOUNTING OF REAR SUPPORTS

Mount the rear supports to the vehicle frame, using at least 3 TE M14/M16 class 10.9 screws for each one, fixed with flat washers and M14/M16 class 10.9 self-locking nuts, with coupling torque equal to 120/180 Nm. **If necessary to drill an additional hole according to one of the optional positions available on the bracket itself. This operation has to be mandatorily approved by the truck's manufacturer. OMFB decline any responsibilities for damage to the chassis arising from this operation.**

In case the reinforcement plate ** is present, it must be installed as indicated in the picture A.



CONNECTIONS TO THE TANK

The suction and return lines must be connected to the tank by means of flexible pipes suitable for this purpose. They shall be adequately supported at a distance of about 50 cm in order to avoid overloading of the connection sleeves welded on the tank. OMFB has provided for this purpose specific kit ref. 13590100273. The length of the pipes must be calculated in order to guarantee a correct flow of the oil inside and to avoid to add further stresses to the tank.



13590100273
L=300 Bracket pipe kit plus extra longer bracket

YES 



NO 



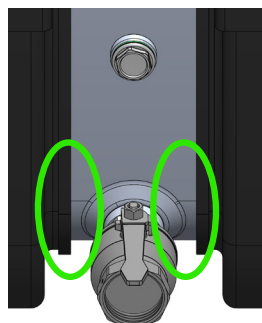
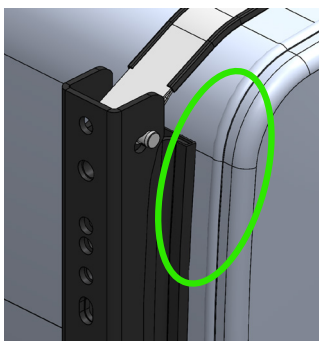
INSTALLATION OF FIXATION BRACKETS

- Position the tank on rear supports and the rubber straps on the tank.
- Block metal straps on upper and lower side of the support with the fixing.
- Check the stability of the installed oil tank.

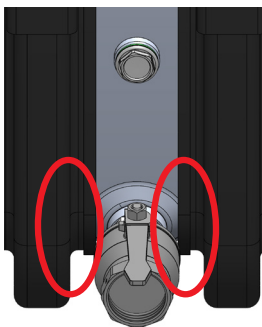
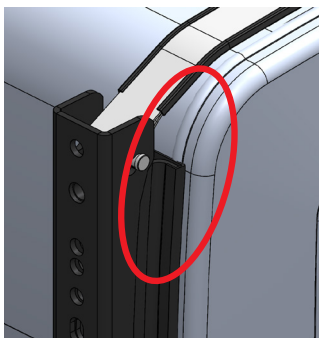
Tightening torque:

- M12 - 30Nm

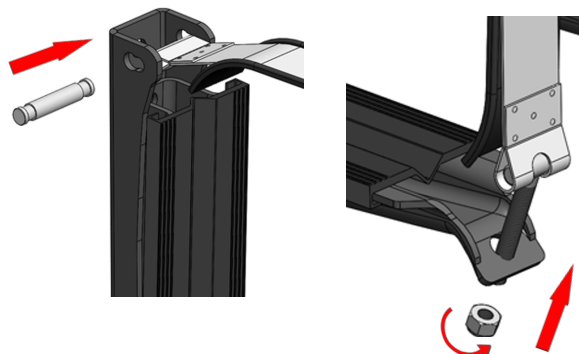
YES



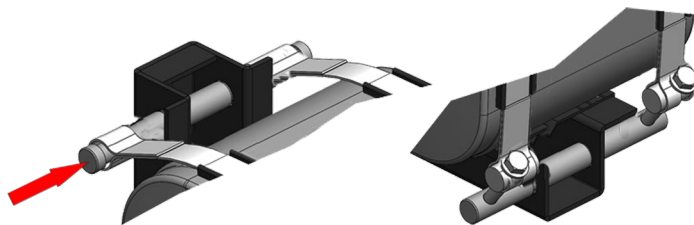
NO



STANDARD



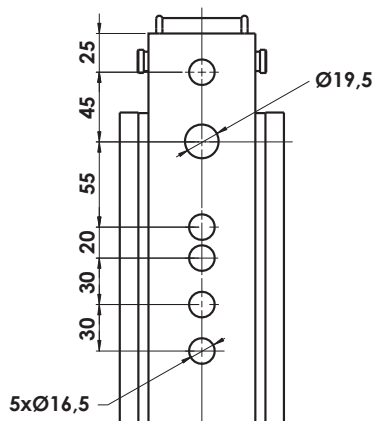
MONO TYPE



WARNING:

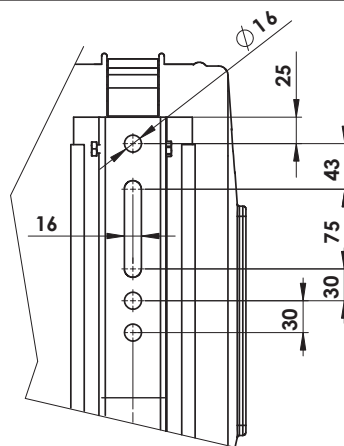
during the assembly of the supports, straps and their gaskets, pay particular attention to the fact that they do not overlap with **the welds or the reinforcement embossed around the suction sleeve**. This would involve a non flatness between the tank and the brackets with a consequent risk of breakage.

MOUNTING KIT HOLES PATTERN



Side tanks:

- type Jolly P
- type Jolly L
- type Jolly L LNG
- type Diamond
- type Q
- type Kombi Q
- type M'FLOOR
- type Asso
- type SLT
- type Scaletta
- type Kombi I
- type Jolly I



Side tanks:

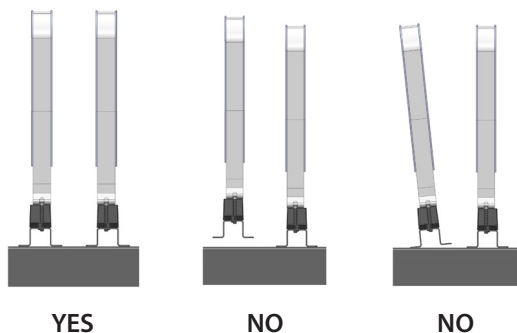
- type MONO

Rear cabin tanks

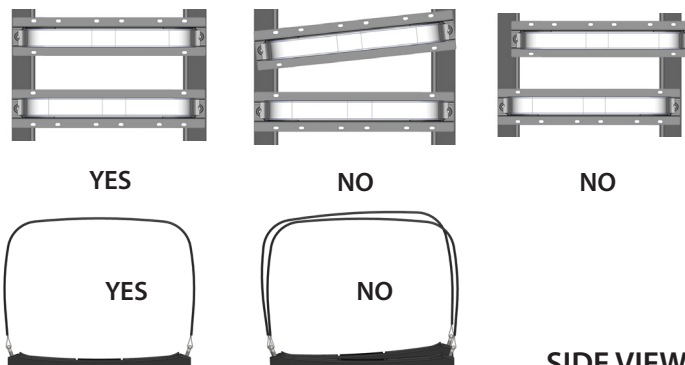
MOUNTING POSITIONS



FRONT VIEW



TOP VIEW



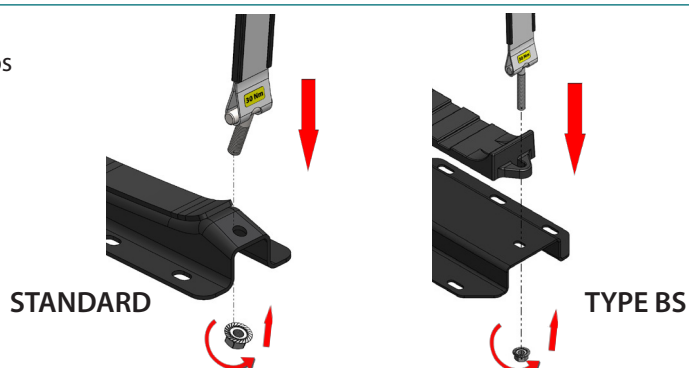
SIDE VIEW

INSTALLATION OF FIXATION BRACKETS

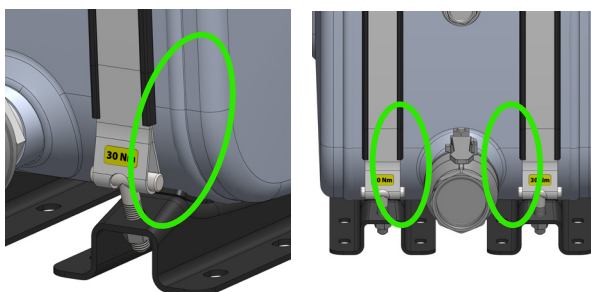
- Position the tank on rear supports and the rubber straps on the tank.
- Block metal straps with the fixing.
- Check the stability of the installed oil tank.

Tightening torque:

- M12 - 30Nm



YES ✓

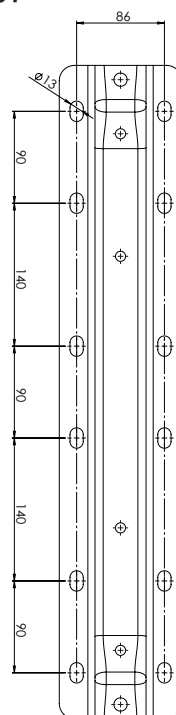


NO ✗

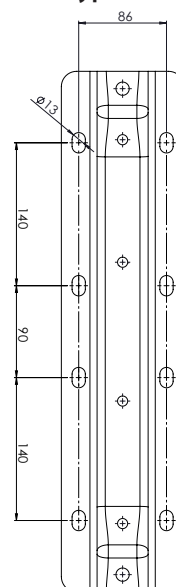


MOUNTING KIT HOLES PATTERN

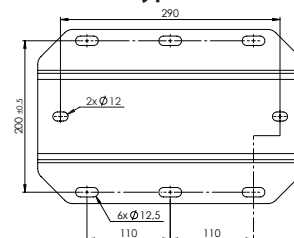
Type BP / BL / BR / BI



Type BC



Type BS

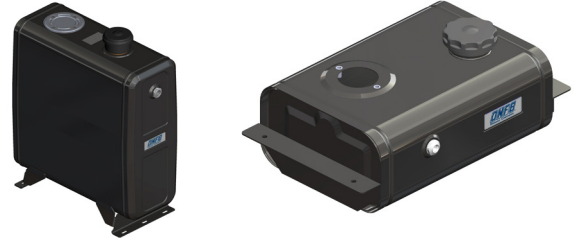


WARNING:

during the assembly of the supports, straps and their gaskets, pay particular attention to the fact that they do not overlap with **the welds or the reinforcement embossed around the suction sleeve**. This would involve a non flatness between the tank and the brackets with a consequent risk of breakage.

In case of mounting of tanks with welded brackets, make sure that tanks are placed horizontally having the brackets parallel to each other.

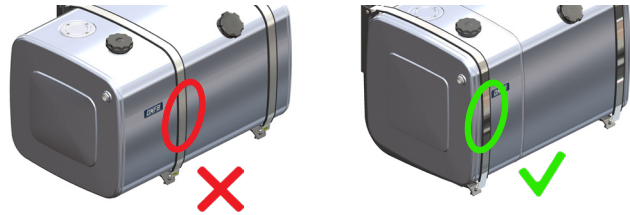
It's highly recommended the fitting of vibration dampers suitable to limit the stresses transmitted from the frame to the tank during field use.



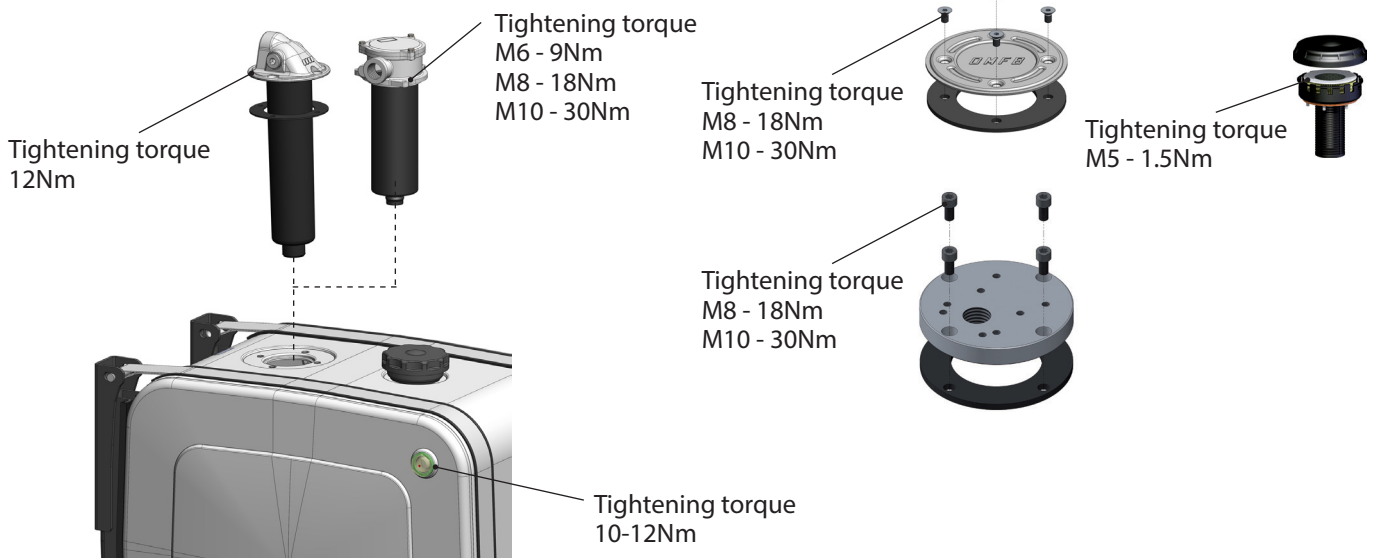
Oil/fuel tanks

WARNING:

during the assembly of the supports, straps and their gaskets, pay particular attention to the fact that they do not overlap with **the welds that divide the two sections**.



TIGHTENING TORQUE



SAFETY RULES

- Absolutely respect the prescribed use for each type of tank (e.g. an oil tank cannot be used to contain diesel fuel).
- The standard oil tanks are designed and built for normal use on trucks. OMFB is not liable for improper use of the same.
- The standard oil tanks are designed to work with a max working pressure of 0.1 bar. Any depression and / or overpressure must be compensated with suitable devices such as relief valves.
- Never expose the tank or any of its components to direct contact with heat sources.
- Do not modify in any way the mechanical characteristics of the tank or of the fixing brackets.
- Do not use aggressive chemical additives that can affect the integrity of the tank.

MAINTENANCE AND CHECKS

Periodically perform the operations listed below:

- Check and if necessary retighten all the screws fixing the straps to the tank and the tank to the frame (approximately 2000 km).
- Check the breather cap on the tank. If clogged, clean or replace it.
- Check and if necessary replace the internal tank filter.



OMFB decline all type of responsibility in case the installation does not comply with the given instructions and the used accessories are not original or different than the shown ones.

For ordering accessories and fittings do refer to the relative catalogues.

INSTRUCCIONES DE MONTAJE PARA PRODUCTOS ESTÁNDAR

El incumplimiento de las normas enumeradas a continuación puede dar lugar a un montaje incorrecto y en consecuencia, al daño del tanque o una de sus partes conectadas.

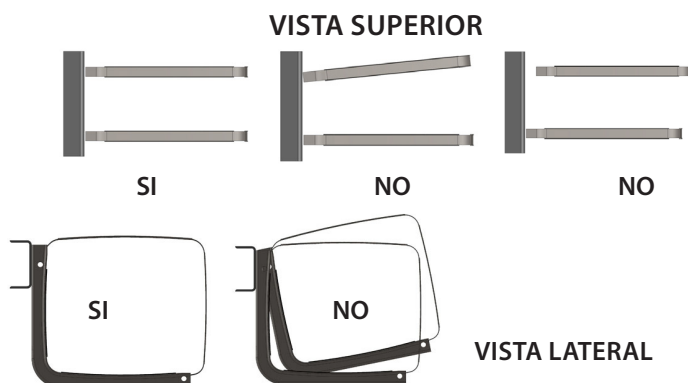
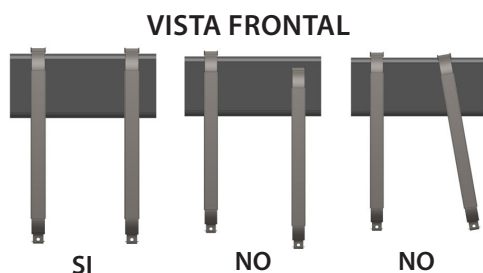


CUIDADO DE MONTAJE PARA DEPÓSITOS DE ACEITE

Para garantizar una correcta instalación y evitar la rotura prematura de las cinchas y también otros posibles problemas funcionales, es absolutamente necesario que los soportes estén perfectamente alineados entre sí tanto vertical como longitudinalmente. Cuando el chasis del vehículo (o cualquier otra superficie de apoyo posible...) no lo permita, OMFB ha diseñado una serie de kits de adaptadores que permiten que el montaje quede en condiciones óptimas. Para la elección de espaciadores específicos para cada vehículo, consulte nuestro archivo 99740013520.

Depósitos laterales

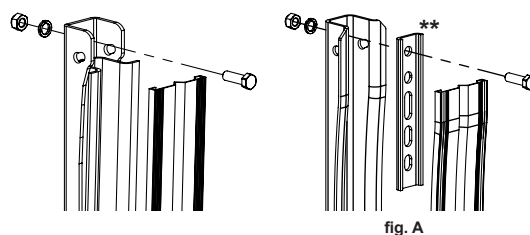
POSICIONES DE MONTAJE



MONTAJE DE SOPORTES TRASEROS

Montar los soportes traseros en el bastidor del vehículo, utilizando al menos 3 tornillos TE M14/M16 clase 10.9 para cada uno, fijados con arandelas planas y tuercas autobloqueantes M14/M16 clase 10.9, con un par de acoplamiento igual a 120/180 Nm. **Si es necesario para perforar un agujero adicional de acuerdo con una de las posiciones opcionales disponibles en el propio soporte. Esta operación tiene que ser obligatoriamente aprobada por el fabricante del camión. OMFB declina cualquier responsabilidad por daños al chasis derivados de esta operación.**

En caso de que la placa de refuerzo ** esté presente, debe instalarse como se indica en la figura. A.



CONEXIONES AL DEPÓSITO

Los conductos de aspiración y de retorno deberán conectarse al depósito por medio de tubos flexibles adecuados para este fin. Estarán adecuadamente apoyados a una distancia de unos 50 cm para evitar la sobrecarga de los manguitos de conexión soldados en el depósito. OMFB ha proporcionado para este propósito kit específico ref. 13590100273. La longitud de los tubos debe calcularse para garantizar un flujo correcto del aceite en el interior y evitar añadir más tensiones al tanque.



13590100273

L=300 Kit de tubo de soporte más soporte extra largo

SI ✓



NO ✗



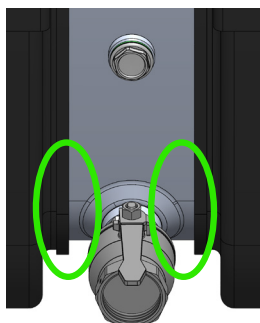
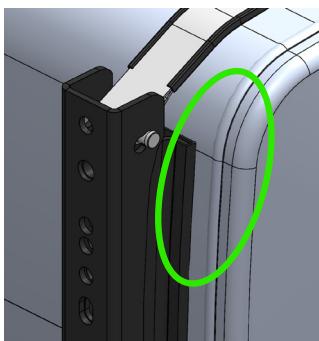
INSTALACIÓN DE SOPORTES DE FIJACIÓN

- Coloque el depósito en los soportes traseros y las correas de goma en el depósito.
- Bloquear correas metálicas en la parte superior e inferior del soporte con la fijación.
- Comprobar la estabilidad del depósito de aceite instalado.

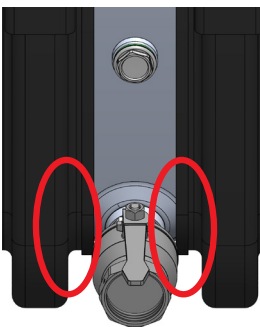
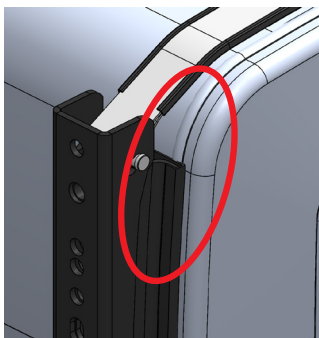
Par de apriete:

- M12 - 30Nm

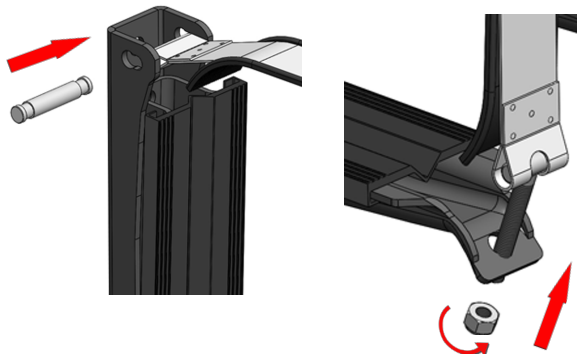
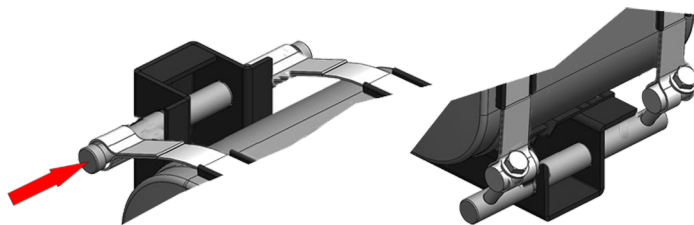
SI



NO



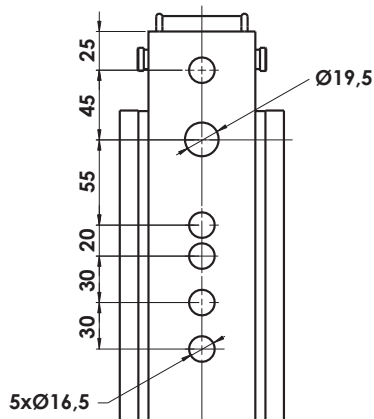
ESTÁNDAR

**TIPO MONO**

ADVERTENCIA:

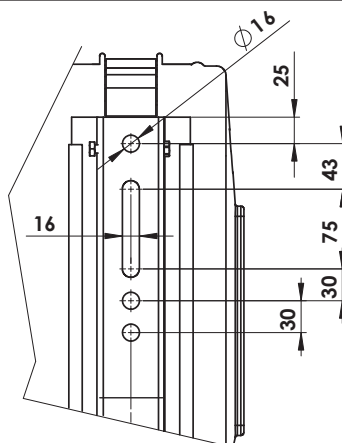
durante el montaje de los soportes, correas y sus juntas, prestar especial atención al hecho de que no se superponen **con las soldaduras o el refuerzo en relieve alrededor de la manga de succión**. Esto implicaría una no planitud entre el tanque y los soportes con el consiguiente riesgo de rotura.

PATRÓN DE ORIFICIOS DEL KIT DE MONTAJE



Tanques laterales:

- **tipo Jolly P**
- **tipo Jolly L**
- **tipo Jolly L LNG**
- **tipo Diamond**
- **tipo Q**
- **tipo Kombi Q**
- **tipo M'FLOOR**
- **tipo Asso**
- **tipo SLT**
- **tipo Scaletta**
- **tipo Kombi I**
- **tipo Jolly I**



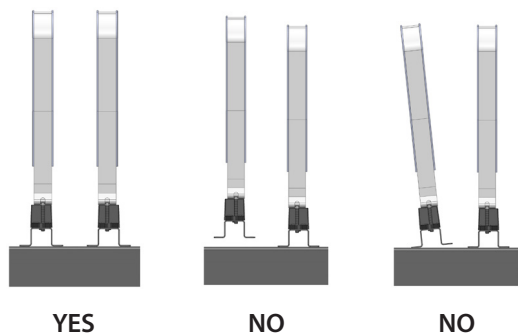
Tanques laterales:

- tipo MONO

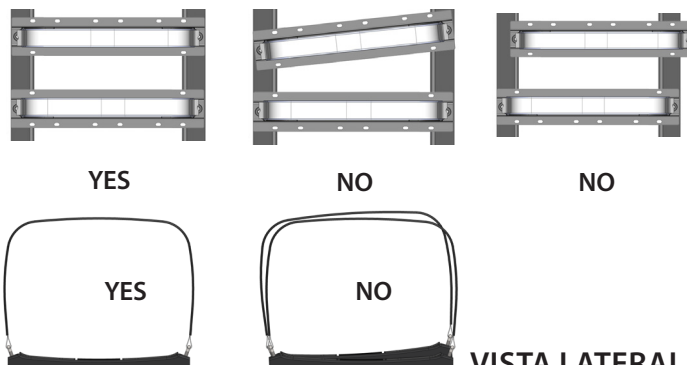
Tanques de la cabina trasera

POSICIONES DE MONTAJE

VISTA FRONTAL



VISTA SUPERIOR



VISTA LATERAL

INSTALACIÓN DE SOPORTES DE FIJACIÓN

- Coloque el depósito en los soportes traseros y las correas de goma en el depósito.
- Bloquear las correas metálicas con la fijación.
- Comprobar la estabilidad del depósito de aceite instalado.

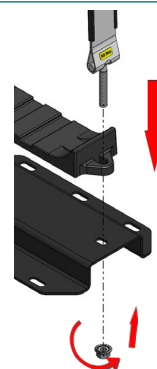
Par de apriete:

- M12 - 30Nm

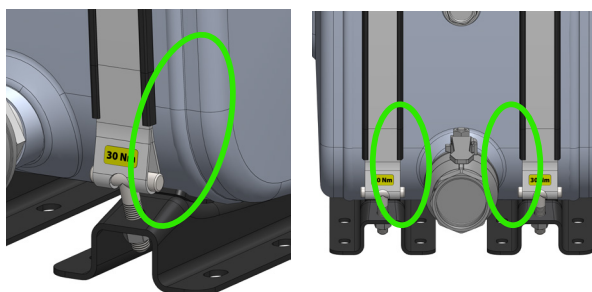
ESTÁNDAR



TIPO BS



YES ✓

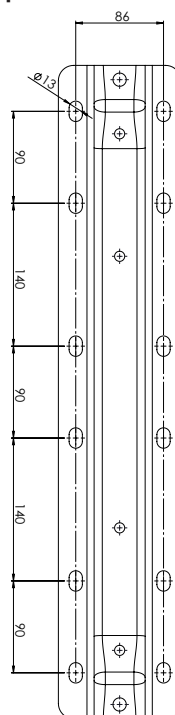


NO ✗

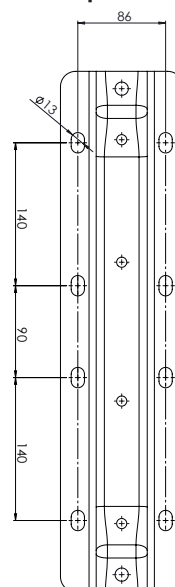


PATRÓN DE ORIFICIOS DEL KIT DE MONTAJE

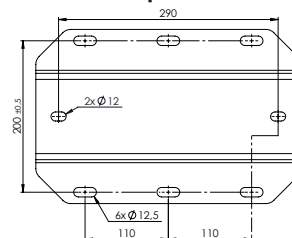
Tipo BP / BL / BR / BI



Tipo BC



Tipo BS

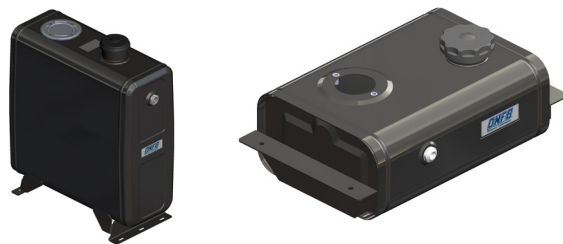


ADVERTENCIA:

durante el montaje de los soportes, correas y sus juntas, prestar especial atención al hecho de que no se superponen **con las soldaduras o el refuerzo en relieve alrededor de la manga de succión**. Esto implicaría una no planitud entre el tanque y los soportes con el consiguiente riesgo de rotura.

En caso de montaje de tanques con soportes soldados, asegúrese de que los tanques se colocan horizontalmente teniendo los soportes paralelos entre sí.

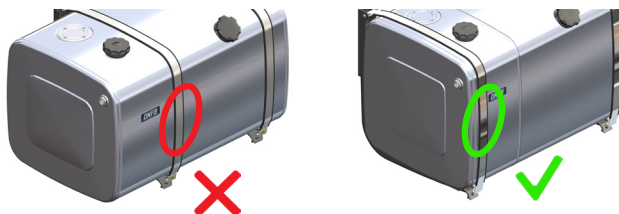
Es muy recomendable el montaje de amortiguadores de vibración adecuados para limitar las tensiones transmitidas desde el marco al depósito durante el uso en campo.



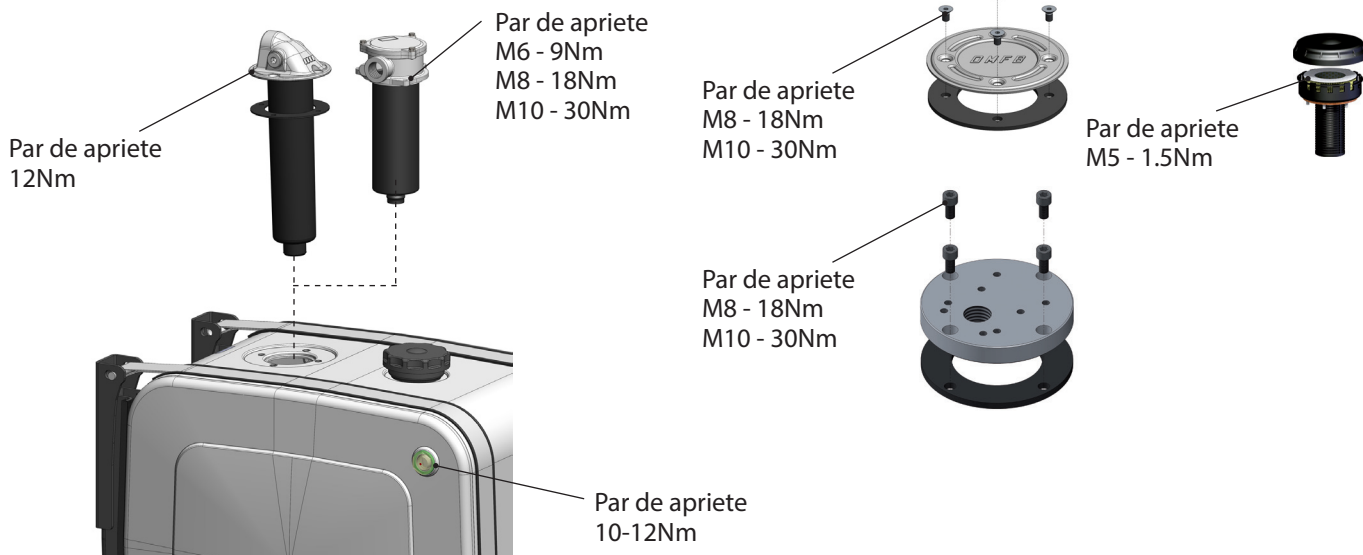
Depósitos de aceite/combustible

ADVERTENCIA:

durante el montaje de los soportes, correas y sus juntas, prestar especial atención al hecho de que no se superponen **las soldaduras que dividen las dos secciones**.



PAR DE APRIETE



NORMAS DE SEGURIDAD

- Respetar estrictamente el uso prescrito para cada tipo de depósito (p. ej., un depósito de aceite no puede utilizarse para contener combustible diésel).
- Los depósitos de aceite estándar están diseñados y contruidos para su uso normal en camiones. OMFB no se responsabiliza por el uso inadecuado de los mismos.
- Los depósitos de aceite estándar están diseñados para trabajar con una presión de trabajo máxima de 0,1 bar. Cualquier depresión y / o sobrepresión debe compensarse con dispositivos adecuados, como válvulas de alivio.
- Nunca exponga el depósito o cualquiera de sus componentes al contacto directo con fuentes de calor.
- No modificar en modo alguno las características mecánicas del depósito o de los soportes de fijación.
- No utilice aditivos químicos agresivos que puedan afectar la integridad del tanque.

MANTENIMIENTO Y CONTROLES

Realice periódicamente las operaciones enumeradas a continuación:

- Comprobar y, en caso necesario, volver a apretar todos los tornillos que fijan las correas al depósito y al depósito al bastidor (aproximadamente 2000 km).
- Revise el tapón de respiración del tanque. Si está obstruido, límpielo o reemplácelo.
- Comprobar y, en caso necesario, sustituir el filtro del depósito interno.



OMFB declina todo tipo de responsabilidad en caso de que la instalación no cumpla con las instrucciones dadas y los accesorios utilizados no sean originales o diferentes a los mostrados.

Para solicitar accesorios y accesorios consulte los catálogos correspondientes.

INSTRUCTIONS DE MONTAGE POUR LES PRODUITS STANDARDS

Le non-respect des règles énumérées ci-dessous peut conduire à un montage incorrect et, par conséquent, à l'endommagement du réservoir ou de l'une de ses parties connectées.

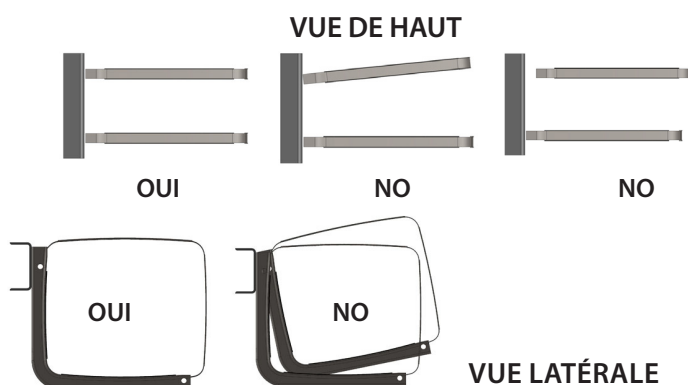
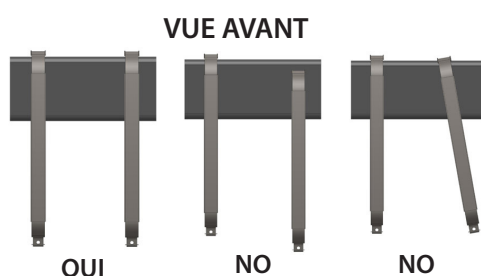


INSTRUCTIONS DE MONTAGE POUR LES RÉSERVOIRS D'HUILE

Afin de garantir une installation correcte et d'éviter une rupture précoce des sangles élastiques ainsi que d'autres problèmes fonctionnels éventuels, il est absolument nécessaire que les supports soient parfaitement alignés l'un par rapport à l'autre, tant verticalement que longitudinalement. Lorsque le châssis du véhicule (ou toute autre surface d'appui possible...) ne le permettait pas, OMFB a conçu une série de kits de cales qui permettent de retrouver les conditions optimales de montage. Pour le choix des cales spécifiques à chaque véhicule, se référer à notre dossier 99740013520.

Réservoirs latéraux

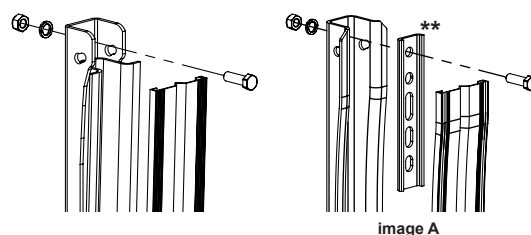
POSITIONS DE MONTAGE



MONTAGE DES SUPPORTS ARRIÈRES

Monter les supports arrières sur le châssis du véhicule, en utilisant au moins 3 vis TE M14/M16 classe 10.9 pour chacun d'eux, fixées avec des rondelles plates et des écrous autobloquants M14/M16 classe 10.9, avec un couple de couplage égal à 120/180 Nm. **Si nécessaire, percer un trou supplémentaire selon l'une des positions optionnelles disponibles sur le support lui-même. Cette opération doit être obligatoirement approuvée par le constructeur du camion. OMFB décline toute responsabilité en cas de dommages au châssis résultant de cette opération.**

Si la plaque de renfort ** est présente, elle doit être installée comme indiqué sur l'image A.



CONNEXIONS AU RÉSERVOIR

Les conduites d'aspiration et de retour doivent être raccordées au réservoir au moyen de tuyaux flexibles adaptés à cet effet. Ils doivent être soutenus de manière adéquate à une distance d'environ 50 cm afin d'éviter toute surcharge des manchons de raccordement soudés sur le réservoir. OMFB a fourni à cet effet un kit spécifique réf. 13590100273. La longueur des tuyaux doit être calculée afin de garantir un écoulement correct de l'huile à l'intérieur et d'éviter d'ajouter des contraintes supplémentaires au réservoir.



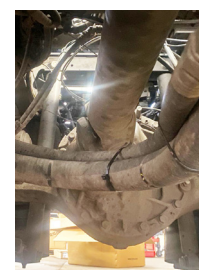
13590100273

L= 300 Kit de tuyaux de support plus un support supplémentaire plus long

YES ✓



NO ✗



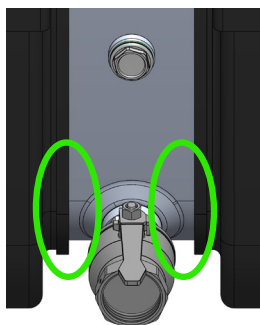
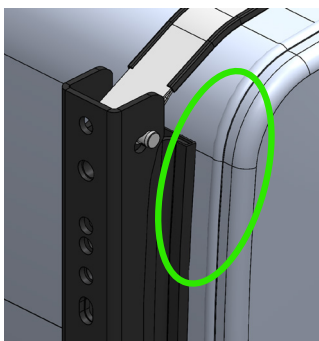
INSTALLATION DES SUPPORTS DE FIXATION

- Positionner le réservoir sur les supports arrières et les sangles en caoutchouc sur le réservoir.
- Bloquer les sangles métalliques sur les côtés supérieur et inférieur du support à l'aide des fixations.
- Vérifier la stabilité du réservoir à huile installé.

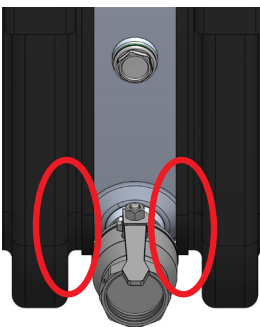
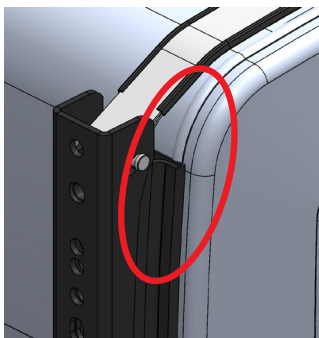
Couple de serrage:

- M12 - 30Nm

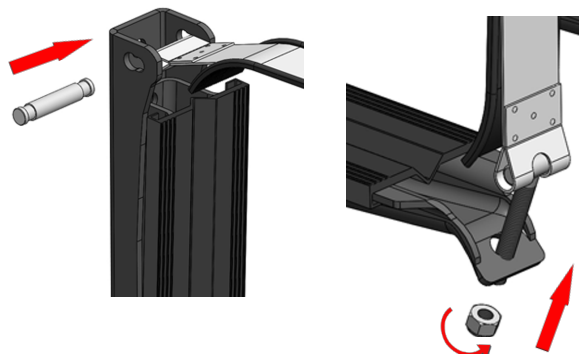
oui



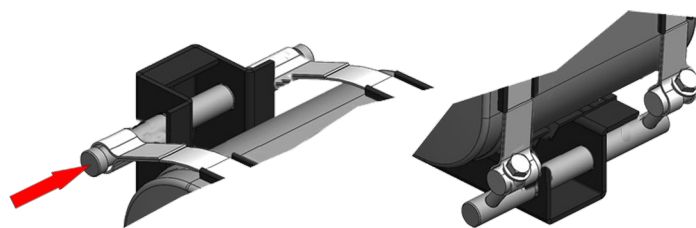
NO



STANDARD



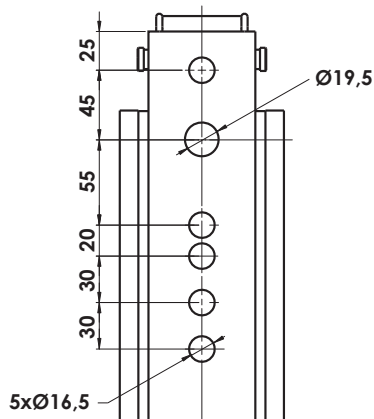
TYPE MONO



AVERTISSEMENT :

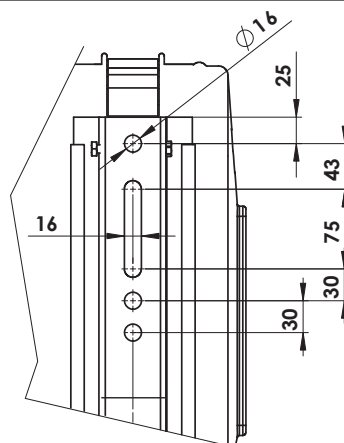
lors de l'assemblage des supports, des sangles et de leurs joints, veillez particulièrement à ce qu'ils ne se superposent pas aux soudures ou au renfort embossé autour du manchon d'aspiration. Ceci entraînerait une non-platitude entre le réservoir et les supports avec un risque de rupture conséquent.

KIT DE MONTAGE TROUS DE FIXATION



Réservoirs latéraux:

- type Jolly P
- type Jolly L
- type Jolly L LNG
- type Diamond
- type Q
- type Kombi Q
- type M'FLOOR
- type Asso
- type SLT
- type Scaletta
- type Kombi I
- type Jolly I



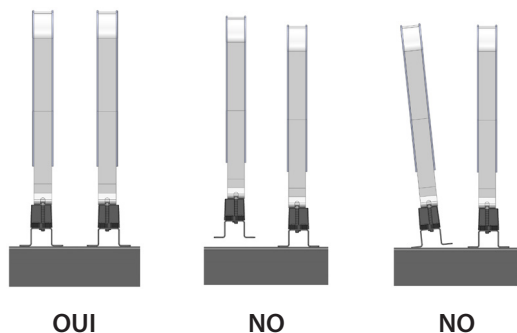
Réservoirs latéraux:

- type MONO

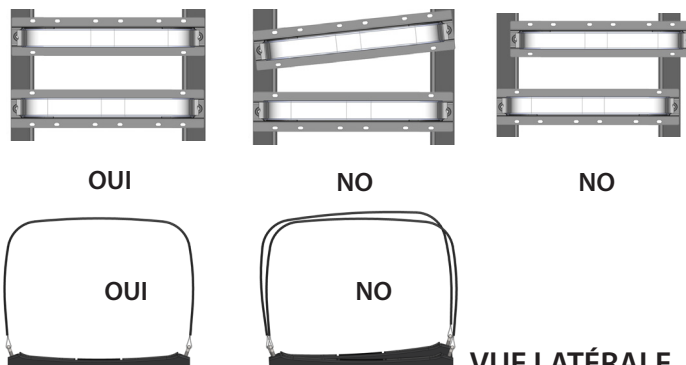
Réservoirs de cabine arrière

POSITIONS DE MONTAGE

VUE AVANT



VUE DU HAUT



VUE LATÉRALE

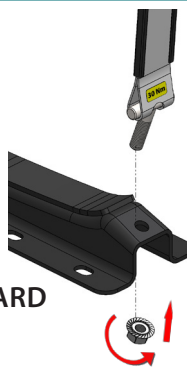
INSTALLATION DES SUPPORTS DE FIXATION

- Positionner le réservoir sur les supports arrière et les sangles en caoutchouc sur le réservoir.
- Bloquer les sangles métalliques avec la fixation.
- Vérifier la stabilité du réservoir installé.

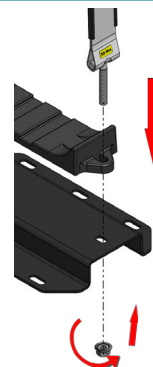
Couple de serrage:

- M12 - 30Nm

STANDARD

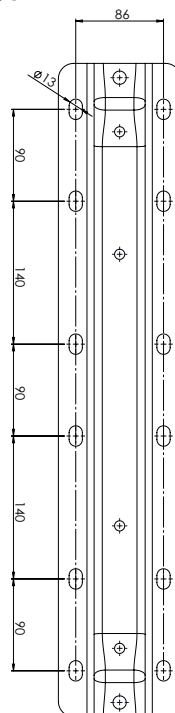


TYPE BS

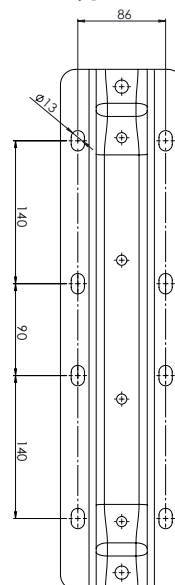


SCHEMA DES TROUS DU KIT DE MONTAGE

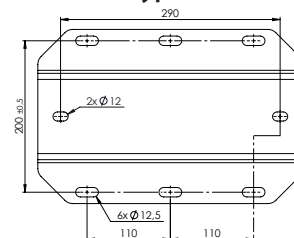
Type BP / BL / BR / BI



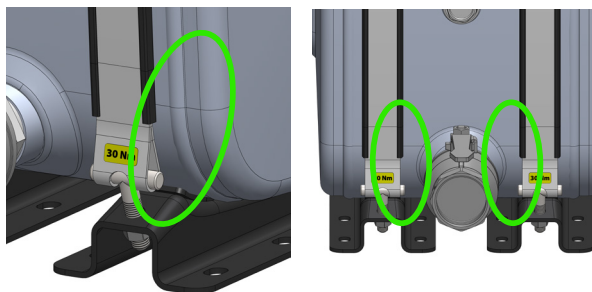
Type BC



Type BS



OUI ✓



NO ✗

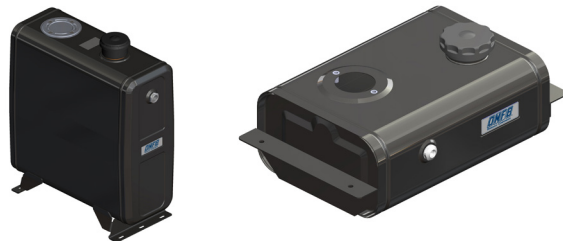


AVERTISSEMENT:

lors du montage des supports, des sangles et de leurs joints, faire particulièrement attention à ce qu'ils ne se superposent pas aux soudures ou au renfort embossé autour du manchon d'aspiration. Cela entraînerait une non-platitude entre le réservoir et les supports avec un risque de rupture conséquent.

En cas de montage de réservoirs avec des supports soudés, s'assurer que les réservoirs sont placés horizontalement et que les supports sont parallèles les uns aux autres.

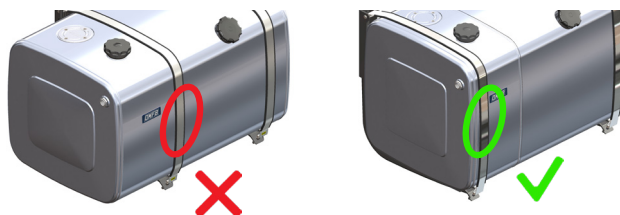
Il est fortement recommandé d'installer des amortisseurs de vibrations appropriés pour limiter les contraintes transmises par le châssis au réservoir lors de l'utilisation sur le terrain.



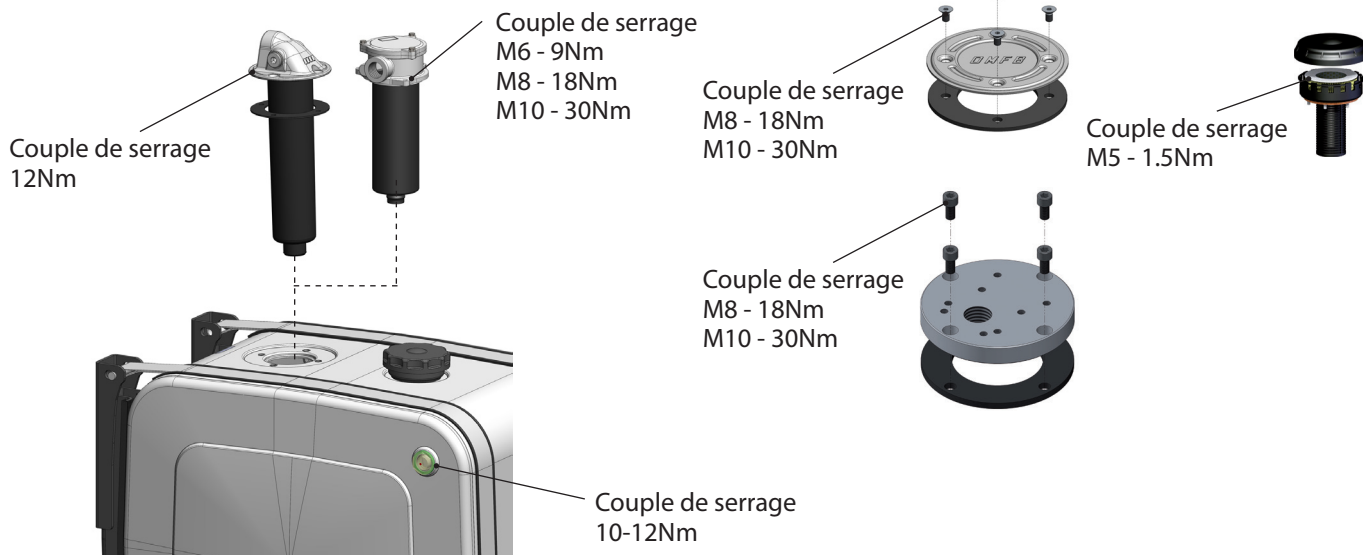
Réservoirs de carburant/huile

AVERTISSEMENT:

lors du montage des supports, des sangles et de leurs joints, faire particulièrement attention à ce qu'ils ne se superposent **les soudures qui séparent les deux sections.**



COUPLE DE SERRAGE



RÈGLES DE SÉCURITÉ

- Respectez scrupuleusement l'utilisation prescrite pour chaque type de réservoir (par exemple, un réservoir d'huile ne peut pas être utilisé pour contenir du carburant diesel).
- Les réservoirs d'huile standard sont conçus et construits pour une utilisation normale sur les camions. OMFB n'est pas responsable d'une utilisation inappropriée de ces réservoirs.
- Les réservoirs d'huile standard sont conçus pour fonctionner avec une pression de service maximale de 0,1 bar. Toute dépression et/ou surpression doit être compensée par des dispositifs appropriés tels que des soupapes de sûreté.
- Ne jamais exposer le réservoir ou l'un de ses composants à un contact direct avec des sources de chaleur
- Ne pas modifier de quelque manière que ce soit les caractéristiques mécaniques du réservoir ou des supports de fixation.
- Ne pas utiliser d'additifs chimiques agressifs pouvant affecter l'intégrité du réservoir.

ENTRETIEN ET CONTRÔLES

Effectuer périodiquement les opérations énumérées ci-dessous:

- Vérifier et éventuellement resserrer toutes les vis de fixation des sangles au réservoir et du réservoir au cadre (environ 2000 km).
- Vérifier le bouchon du reniflard sur le réservoir. S'il est bouché, le nettoyer ou le remplacer.
- Contrôler et, le cas échéant, remplacer le filtre interne du réservoir.



OMFB décline toute responsabilité si l'installation n'est pas conforme aux instructions données et si les accessoires utilisés ne sont pas d'origine ou différents de ceux indiqués.

Pour la commande d'accessoires et de raccords, se référer aux catalogues correspondants.

MONTAGEANLEITUNG STANDARDPRODUKTE

Die Nichtbeachtung der unten aufgeführten Vorschriften kann zu einer fehlerhaften Montage führen und in der Folge zur Beschädigung des Tanks oder eines seiner angeschlossenen Teile.

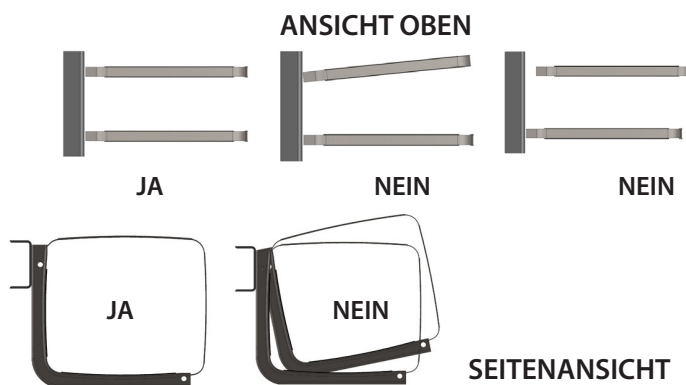
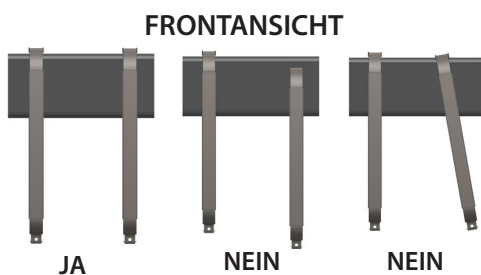


ALLGEMEINE HINWEISE ZUR MONTAGE DER TANKS

Um einen Defekt der Spannbänder und/oder andere Funktionsprobleme zu vermeiden, ist es unbedingt erforderlich, dass die Tankstützen sowohl in der Höhe als auch parallel zueinander und mit der Auflagefläche in einer Ebene ausgerichtet montiert sind. Wenn bei der Montage Ungenauigkeiten auftreten, die die vorherigen Angaben beeinträchtigen, hat der Hersteller eine Reihe von Stahlbeilagen, mit denen die Montage wieder in einen optimalen erfolgen kann. Die Auswahl der Stahlbeilagen entnehmen sie bitte unserem Gesamtkatalog.

Seitentanks

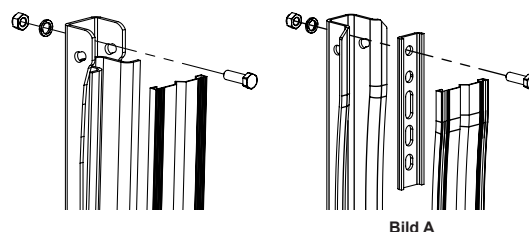
MONTAGEPOSITIONEN



MONTAGE HINTERE STÜTZEN

Montieren sie die hinteren Stützen am Fahrgestell mit jeweils mindestens 3 Schrauben TE M14/M16 Klasse 10.9, befestigt mit flachen Unterlegscheiben und selbstsichernden Muttern M14/M16 Klasse 10.9, mit einem Anzugsdrehmoment von 120/180 Nm. Bohren sie bei Bedarf an einer der anderen vorgesehenen Stellen Löcher in den Rahmen. Beachten sie hierzu die Aufbauherstellervorgaben des jeweiligen Fahrzeugherstellers. Der Hersteller übernimmt keine Haftung für Schäden am Fahrgestell, die durch diesen Vorgang entstehen.

Falls die Verstärkungsplatte ** vorhanden ist, muss sie wie in Bild A angegeben eingebaut werden.



ANSCHLÜSSE AN DEN TANK

Die Saug- und Rücklaufleitungen müssen mit dem Tank über dafür geeignete flexible Rohre verbunden werden. Sie müssen in einem Abstand von etwa 50 cm ausreichend abgestützt sein, um eine Überlastung der am Tank angeschweißten Verbindungshülsen zu vermeiden. OMFB hat für diesen Zweck spezifische Kit-Ref. 13590100273. Die Länge der Rohre muss berechnet werden, um einen korrekten Durchfluss des Öls im Inneren zu gewährleisten und weitere Spannungen im Tank zu vermeiden.



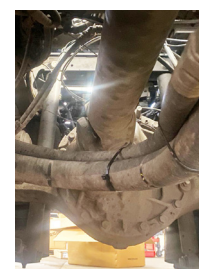
13590100273

L=300 Befestigungsrohrsatz plus extra längere Halterung

JA ✓



NEIN ✗

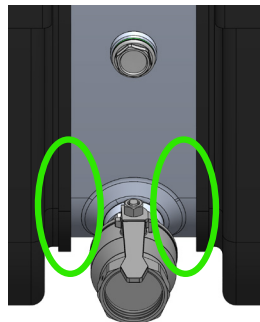
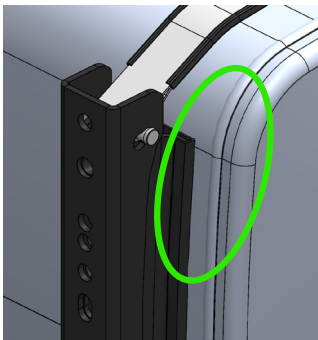


MONTAGE DER SPANNBÄNDER

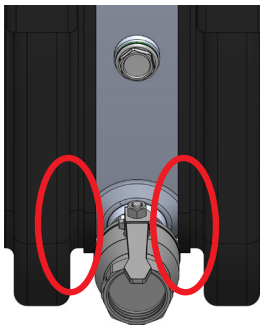
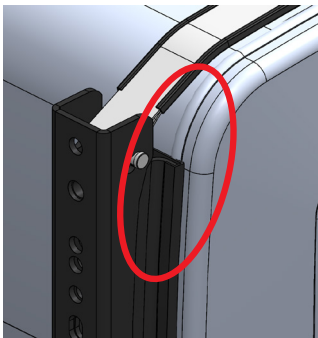
- Setzen Sie den Tank auf die hinteren Stützen und die Gummiunterlagen auf den Tank.
- Montieren Sie die Stahlbänder am Ober- und Unterteil mit den entsprechenden Befestigungen.
- Prüfen Sie die Stabilität des montierten Tanks.

Anzugsmomente:

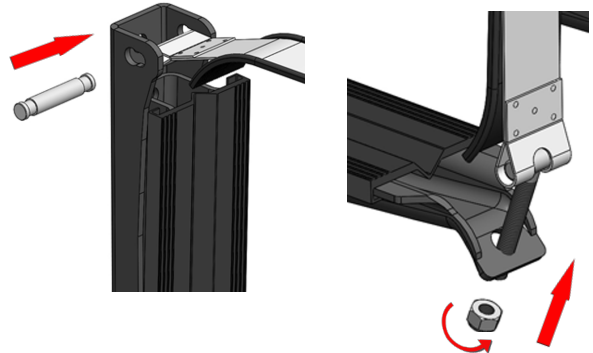
- M12 - 30Nm

JA

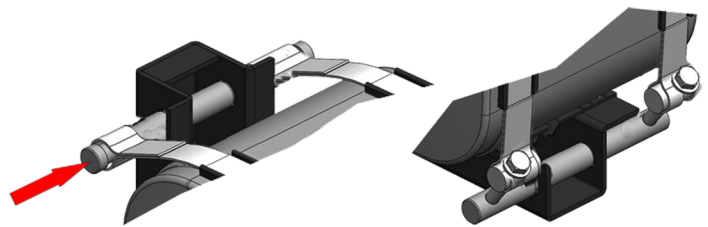
NO



STANDARD



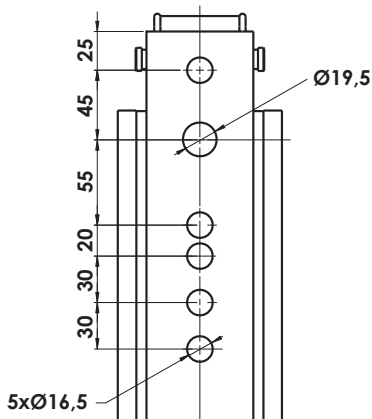
TYP MONO



ACHTUNG:

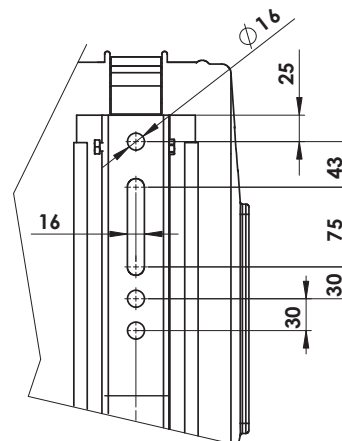
Bei der Montage der Stützen, Bänder und zugehörigen Gummiauflagen, darauf achten, dass diese **nicht den Bereich der Tankschweißnähte überlappen**. Die Flucht zwischen Spannbandierung Tank ist nicht mehr gegeben und es besteht die Gefahr eines Bruchs im Bereich der Schweißnaht.

LOCHBILD MONTAGESATZ



Seitentanks:

- type Jolly P
- type Jolly L
- type Jolly L LNG
- type Diamond
- type Q
- type Kombi Q
- type M'FLOOR
- type Asso
- type SLT
- type Scaletta
- type Kombi I
- type Jolly I



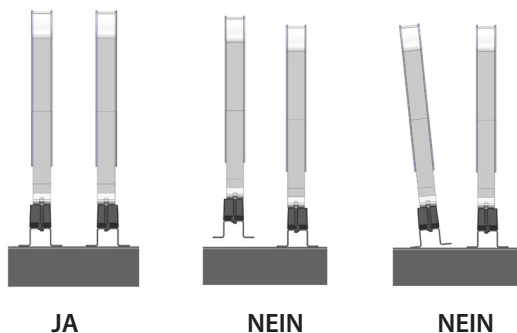
Seitentanks:

- type MONO

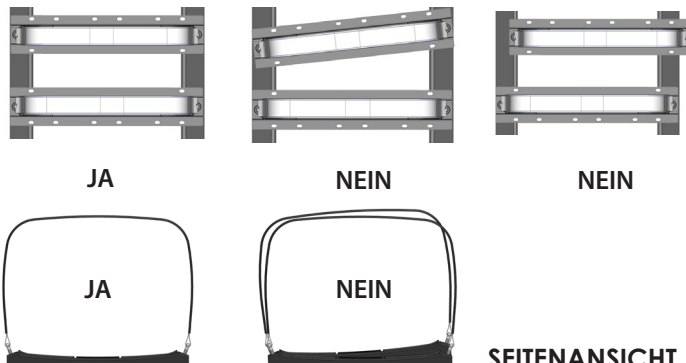
Tanks hinter der Kabine

MONTAGEPOSITIONEN

FRONTANSICHT



ANSICHT OBEN



SEITENANSICHT

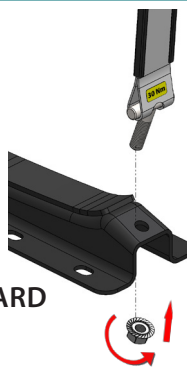
MONTAGE DER SPANNBÄNDER

- Setzen Sie den Tank auf die hinteren Stützen und die Gummiunterlagen auf den Tank.
- Montieren Sie die Stahlbänder mit ihren Befestigungen.
- Prüfen Sie die Stabilität des montierten Tanks.

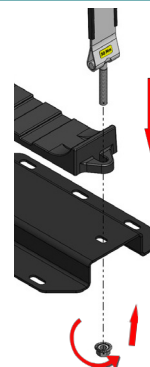
Anzugsmomente:

- M12 - 30Nm

STANDARD

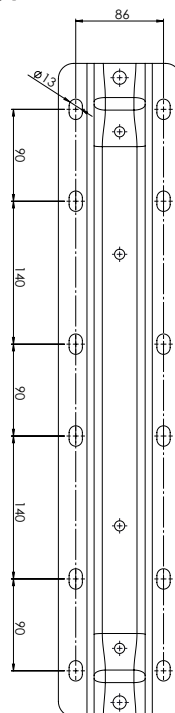


TYPE BS

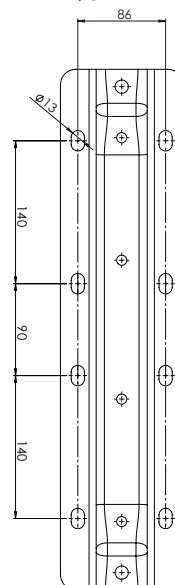


LOCHBILD MONTAGESATZ

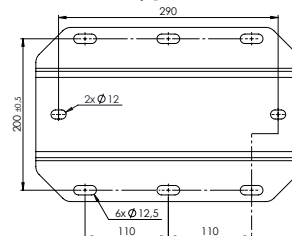
Type BP / BL / BR / BI



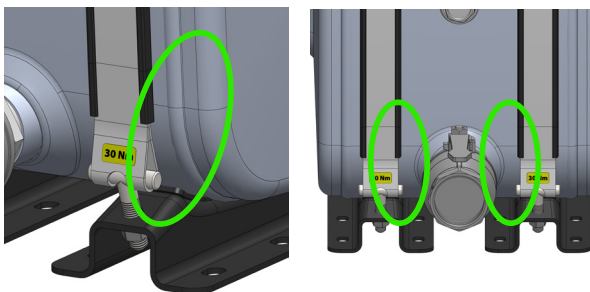
Type BC



Type BS



JA ✓



NO ✗

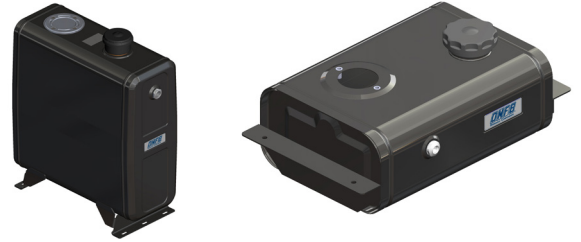


ACHTUNG:

Bei der Montage der Stützen, Bänder und deren Dichtungen, achten sie besonders darauf, dass diese nicht über die Schweißnähte gelangen. Dies würde zu einer mangelnden Ebenheit zwischen dem Tank und den Bügeln und dem Risiko eines Bruchs führen.

Achten Sie bei der Montage von Tanks mit angeschweißten Bügeln darauf, dass die Tanks waagrecht stehen und vollflächige Auflage gewährleistet ist.

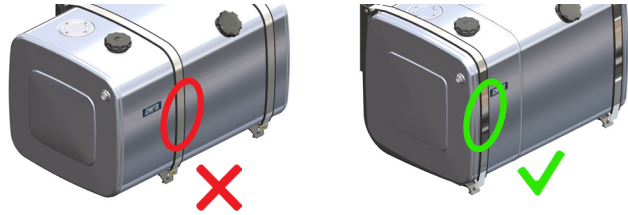
Es wird dringend empfohlen, Schwingungsdämpfer zu installieren, die geeignet sind, die Belastungen zu begrenzen, die während des Feldeinsatzes vom Rahmen auf den Tank übertragen werden.



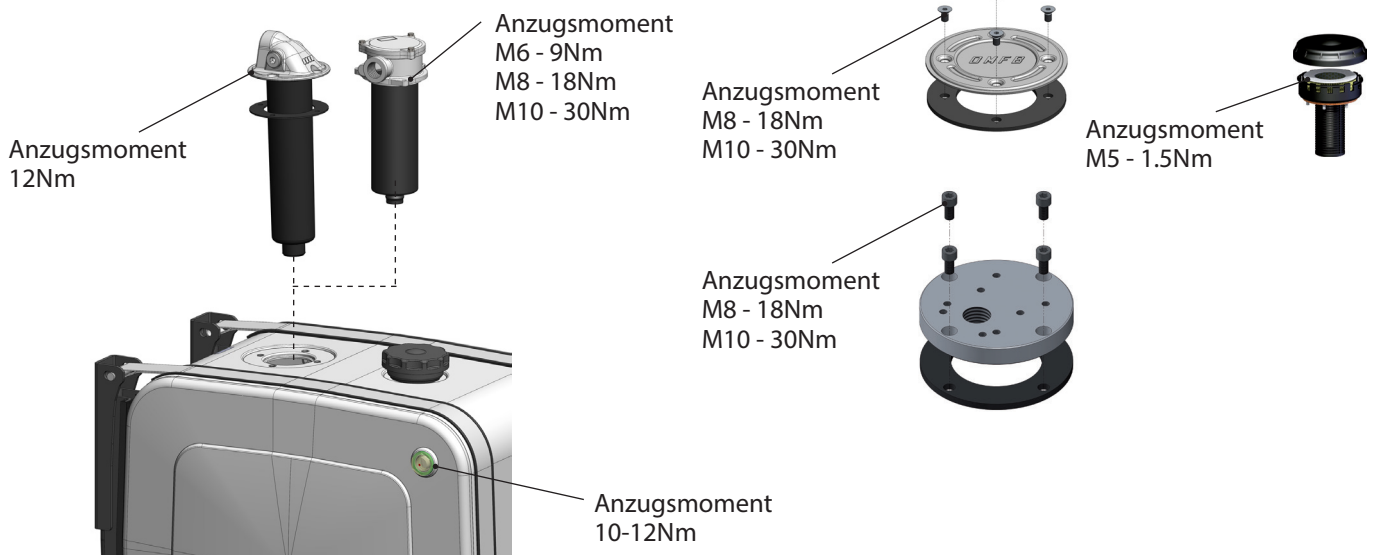
Kraftstofftanks/Öl

AVERTISSEMENT:

Bei der Montage der Stützen, Bänder und deren Dichtungen, achten sie besonders darauf, dass diese nicht über die Schweißnähte gelangen.



ANZUGSMOMENT



SICHERHEITSNORMEN

- Beachten Sie unbedingt die vorgeschriebene Verwendung für die jeweilige Tankart (z. B. darf ein Öltank nicht zur Aufnahme von Dieselmotorkraftstoff verwendet werden).
- Die Tanks im Katalog sind für den normalen Einsatz an Straßenzugmaschinen konzipiert und gebaut. Wir übernehmen keine Haftung bei nicht bestimmungsgemäßer Verwendung.
- Die Tanks im Katalog sind für einen maximalen Betriebsdruck von 0,1 bar ausgelegt. Eventuelle Druckabfälle und/oder Überdrücke müssen durch geeignete Einrichtungen wie z. B. Entlüftungsventile-/filter ausgeglichen werden.
- Setzen Sie den Tank oder eine seiner Komponenten niemals dem direkten Kontakt mit Wärmequellen aus.
- Verändern Sie in keiner Weise die mechanischen Eigenschaften des Tanks oder der Befestigungsbügel.
- Verwenden Sie keine aggressiven chemischen Zusätze, die die Integrität des Tanks beeinträchtigen können.
- Zur Pflege keine abrasiven und säurehaltigen Reinigungsmittel verwenden.

WARTUNG UND KONTROLLEN

Führen Sie die unten aufgeführten Arbeiten regelmäßig durch:

- Überprüfen Sie die Befestigungsschrauben der Bänder am Tank und des Tanks am Rahmen und ziehen Sie sie ggf. nach. Zuerst nach den ersten ca. 2000 km nach Montage, danach regelmäßig im Rahmen der Inspektion entsprechend Fahrzeugherstellervorgabe.



OMFB Der Hersteller lehnt jede Verantwortung im Falle der Nichteinhaltung der hier enthaltenen Vorschriften und der Verwendung von anderem als dem enthaltenen oder vorgeschriebenen Zubehör ab.

Die Bestellung von Zubehör und Anschlusselementen entnehmen Sie bitte den entsprechenden Katalogen.