



Major Slurry Tankers

Design Process

Each MAJOR tanker is custom manufactured using the highest quality components. Your MAJOR dealer will arrange a site visit to define your requirements. A customised slurry tanker is manufactured, on the basis of standardised components, for your specific operational specifications. MAJOR tankers are designed fully in 3D on CAD to ensure the client is completely satisfied before the tanker goes into production.

The Design Process



Discuss your slurry handling requirements with your Major dealer.



Decide on your tanker specifications and pump capacity.



Tanker designed and drawn by the MAJOR tanker design team.



Tanker is manufactured using the using the highest quality components.



For many years farmers have understood and appreciated the value of liquid slurry as a natural fertilizer. Major Equipment has specialised in the correct handling and distribution of slurry since 1976.



Our tanker design team has a wealth of knowledge with thousands of custom designed slurry handling systems in operation for customers in a variety of geographical locations from Ireland to New Zealand.



Regular collaboration with world class component suppliers ensures the continued development of expertise and knowledge within Major Equipment. This guarantees customers can access the latest technologies and best practice within the industry.



Tandem Tanker

Contractor/Industrial Specification

This is the specialist tandem slurry tanker range from Major Equipment. All MAJOR tankers are constructed from 6mm steel for maximum strength. These tankers sit upon high specification commercial axles.

They are supplied with steering axles as standard, for minimal grounds compaction and easy maneuvering.

The MAJOR tandem axle tanker is baffled to prevent 'wave' motions during transport ensuring safer and smoother towing.

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Being new to the slurry game we were fairly green; the options were bewildering. While there are plenty of manufacturers to choose from, it was Major Equipment that sat down with us and really talked us through the selection process.

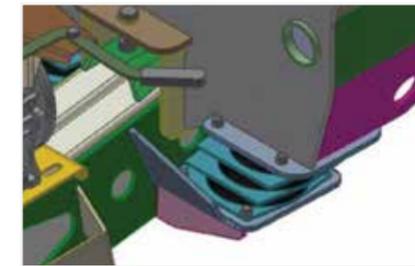
Grant Lumsden, Manager, Barfoot Farm Ltd

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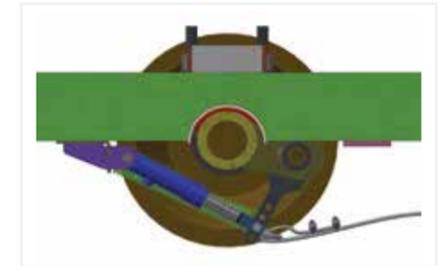
Model	Capacity		OA Length (Hitch to coupling ball)	OA Width (Depends on tyre)	OA Height Hitch @ 450mm	Wheel Recess	Weight (Kg)	
	Gallon	Litres					Empty	Full
2000TDM	2,000	9,092	7.0m	2.4m	3.2m	Yes	4,350	13,997
2500TDM	2,500	11,365	7.1m	2.4m	3.4m	Yes	4,450	15,746
3000TDM	3,000	13,638	7.7m	2.7m	3.4m	Yes	4,700	18,358
3500TDM	3,500	15,900	8.7m	2.7m	3.4m	Yes	5,020	21,277
4000TDM	4,000	18,185	9.4m	2.7m	3.4m	Yes	5,600	24,113



Heavy duty bogey axle, ideal for rough terrain



Drawbar is fitted with rubber buffers to give a smoother and safer journey



Hydraulic brakes as standard ensuring compliance with the regulations for this model of tanker



Internal baffle plates improve operator driver safety by preventing wave motions during transport.



The joints on the tank are welded to ensure a high-quality and visually perfect weld seam.



Fitted with safety breakaway cable for safer use on public highways.



Fully galvanised finish



Tyre	560/60/22.5 BKT	600/55R26.5 BKT	650/55R26.5 BKT	710/50R26.5 BKT	750/45R26.5 BKT
W (mm)	1244	1333	1389	1383	1349
D (mm)	3767	4077	4216	4246	4147

Tanker Options/Accessories

We offer a full custom design and build programme for specialist contractor slurry tankers. Below is a small sample of the optional components that we offer. Please speak to your authorised MAJOR dealer for more specific advice.

Filling



Autofiller: 6" or 8" hydraulic coupler. It is ideal for slurry pits that are difficult to access. It reduces your filling time by half. A galvanised tripod is supplied as standard.



Top Fill: The hydraulically controlled top fill is used to fill the tank from the top. This option allows for high flow rates and fills the tank to its optimal level.

Spreading/Emptying



Raingun: Centre mounted or rear mounted in conjunction with a garda pump fitted with stone trap as standard.



Road Blaster Unit: This unit is fitted beneath the tanker for high-pressure road washing. The angle of the nozzles can be adjusted for tough conditions



Washdown Hose Assembly: Consists of a 2" gate valve and 2" quick hose connector



Water Spinner: This unit is for dust suppression on roads, building sites and waste disposal plants

Additional Equipment



Double LED Lights: Double LED lights and LED side markers can be fitted for increased operator safety



Fully Opening Rear Door: These doors are mounted on hinges. They are locked by six threaded hooks.



Full Length Sight Tubes: To allow the operator to easily identify how much liquid remains in the tank.



Toolboxes: Two sizes available:
1230 (L) x 370 (W) x 370 (D)
760 (L) x 320 (W) x 250 (D)



Mud Flaps: 6mm heavy duty rubber mud flaps



Rear Linkages: Linkages can be added to your tanker to allow slurry injector units to be fitted at a later stage.

Pumps

Type	Code	Description	Suitable for
PTO	MEC900MLF	Standard PTO driven vacuum pump	Traditional spreading, trailing shoe
	MEC110MLF		
	MEC135MLF		
GARDA	GARDA9000	Combination vacuum pump/ centrifugal pump, with change over	Traditional spreading, rain gun, trailing shoe, umbilical systems, jetting, blaster bar for road cleaning
	GARDA11000		
	GARDA13500		
HYDRAULIC	MEC900HLF-S	Standard hydraulically driven vacuum pump	Traditional spreading, trailing shoe
	MEC110HLF-S		
	MEC135HLF-S		
BAUER	SX1000	Centrifugal Pump	Rain gun, trailing shoe, umbilical systems
ELBA	ELBA 6500TR	Centrifugal Pump	Rain gun, trailing shoe, umbilical systems
DODA	DODA A27CWBG	Centrifugal Pump	Rain gun, trailing shoe, umbilical systems

Principle

The vacuum system creates an atmospheric pressure difference in order to fill or empty the tanker. By creating a vacuum (depression) in the tank, slurry can be sucked. When spreading, the principle is reverse: the tank is pressurized by the pump, which allows it to expel the slurry.

What pump capacity to choose from

An appropriate capacity is used to create the vacuum before starting to fill the tank or to pressurize it during the spreading phase. The pump then “merely” has to keep this vacuum or pressure.

Choosing too large a pump means wasting tractor power, with a risk of unnecessary wear and tear. The effective vacuum rate is always the same, whatever the chosen type of pump may be.

Once the capacity of the pump is selected, it is possible to choose given type of greasing and cooling system.

Cooling

Next to the air flow through the pump, most vacuum pumps are also fitted with vanes acting as a conduction cooling system. However, for a more efficient cooling, it is possible to choose the “Ballast Port” system, which is a low-cost solution. This system is used to cool the pump by injecting fresh air in its housing and to constantly work at 60% vacuum. It is mounted on the PNR 155.

Vanes

Most pump systems supplied on Major tankers have vanes. The air flow is directed by a deflecting valve in order to spread or suck slurry. All normal vacuum pumps create the same “vacuum”; only the air flow capacity of the pump matters. The range of vacuum pumps with vanes supplied by Major are 9000,11000 and 13,500 l/min.



PTO Pump



Garda Pump



Hydraulic Pump



Bauer



Elba Pump



Doda Pump (with arm for umbilical systems)