

Installation: Mechanical & Plumbing guide: Day Tank Systems



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Mechanical installation

This guide covers the mechanical installation of a standard Tramont day tank system. Installation should be performed by a qualified mechanical installer or plumber experienced in black iron piping, valves and connections. This guide primarily covers "standard" tanks; that is, tanks without optional accessories or equipment. Certain optional devices may require special consideration during installation. For TRE-Series tanks also see "Electrical installation guide: TRE-Series Day Tanks." For TRS-Series tanks also see "System 2000PLUS" specification sheet.

!WARNING!

THIS TANK IS DESIGNED AND CONSTRUCTED TO HOLD DIESEL FUEL ONLY.

Tank placement

Upon receipt of the Tramont day tank, inspect for obvious signs of shipment damage. If damage is visible (dents, water logging, etc.), notify the freight company and file a claim for damages with them. This step must take place on the receiving end of the shipment; Tramont cannot do this for the purchaser or end user. Unpack the unit and inspect closely. The Tramont day tank can withstand normal stresses of shipping. However, rough handling, such as dropping the unit, may result in scratches, dents and damage to tank components and weld seams. Again, if you detect any signs of damage notify the freight company immediately.

Place the tank as close to the gen-set as practical. It should be fully accessible from all sides. The front of the unit must be visible and accessible. Position the tank so that fittings and vents can be easily connected and checked. Make sure that there is room to access the basin/tank drain. Generally a minimum of 6" - 8" from any wall is required for

piping installation. Allowing adequate space for piping will make future repair and maintenance much easier.

Slots are located on the base of the tank if you choose to bolt it to the floor. Complete all piping *before* bolting the tank to any surface. This will make it much easier to correct any misalignment of piping. **The day tank is not designed to absorb the force exerted by improperly aligned pipe. "Forcing" pipes to line up with the fittings may damage the tank.**

Plumbing connections

Day tanks typically are installed with three 90° elbows in the fuel line between the day tank and the point where the line is firmly fixed to a wall or floor. This will facilitate minor adjustments when leading the piping to the tank. Pipe unions should be installed as needed to allow for future breakdown or maintenance of pipes. All threaded connections shall be covered with Teflon™ tape, thread sealant or comparable material. DO NOT use any sealant that is not compatible with #2 diesel oil. All threaded connections must be tightened leak-tight.

IMPORTANT: Gen-set installations generally are not set up so that high pressure can form in piping lines, and **the Tramont day tank is not a pressure vessel.** However, all connections still should be tightened so that the piping can withstand considerable pressure if necessary. Use only clean, new pipe connections. Rust, dirt, tars and other contaminants can prevent proper operation of tank components such as pumps, and may result in damage or destruction of these components.

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Engine supply

The engine supply fitting (1" NPT) is located on the left-hand side at the bottom rear of tanks without a basin.

On tanks with a basin the supply fitting is located on the top rear of the tank, and a dip tube extends to the bottom of the tank. Follow the gen-set supplier's requirements for pipe size; flex hose and connections to the engine.

Fuel return

On tanks without a basin there are two 1" NPT fuel return fittings on the back of the tank. One is located at the lower right-hand side of the tank; the other is located near the top of the tank. On tanks with a basin there is a single fuel return fitting on the back of the tank near the top. The fuel return fittings are for excess hot fuel returned from the engine. If your tank does not include a basin Tramont recommends using the bottom fuel return fitting. Seal the unused fuel return fitting with a 1" NPT black iron pipe plug. Another option is to pipe the fuel return line directly to the main tank, thereby eliminating a possible fuel temperature increase in the day tank.

Overflow

The 1" NPT overflow fitting is located at the upper rear of the tank. It prevents overflowing of the day tank by routing excess fuel directly back to a main tank.