

Contractor LCP Tanker

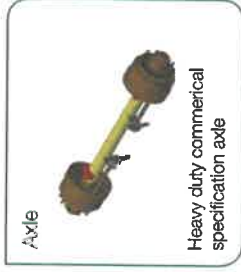
The MAJOR LCP Tanker is a robust vehicle designed and manufactured with the larger producer or contractor in mind. The MAJOR LCP Tanker is unique in design, in that the barrel is supported by a separate chassis.



The position of the axle relative to the machine length means that a perfect balance is achieved with 80% of the weight running on the tanker's axle and the remainder being carried on the tractor drawbar.



Tyre	28.1 R26	30.5 R32	800/60/R34
W (mm)	740	760	800
D (mm)	1780	1830	1824
2050 LCP	n/a	•	•
2200 LCP	•	n/a	n/a
2400 LCP	•	•	•
2600 LCP	n/a	•	•
3100 LCP	n/a	n/a	•



Heavy duty commercial specification axle

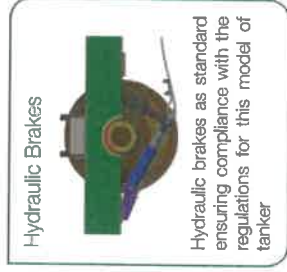


Fitted with safety breakaway cable for safer use on public highways.



Drawbar

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



Hydraulic Brakes

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



Finish

Contractor LCP tankers can be supplied with a painted or galvanised finish.



Internal baffle plates

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

The tanker is baffled to prevent 'wave' motions during transport. It is mounted on wide support wear plates to spread the weight reducing tension and stress. 6" filler points are placed on the sides and rear of the tank. These tankers are painted the traditional MAJOR green finish as standard. All MAJOR LCP and Alpine tankers are fitted with hydraulic brakes and side and rear lights as standard and comply fully with regulations for agricultural vehicles.

Models and Technical Data

Model	Tyre options	Capacity		OA Length (Fitch to coupling ball)	OA Width (Depends on tyre)	OA Height Hitch @ 450mm	Wheel Reeces		Weight (Kg)	
		Gallon	Litres						Empty	Full
2050LGP	28.1 R26	2,050	9,319	6.9m	2.6m	3.3m	YES	YES	3,882	13,201
	30.5 R32	2,050	9,319	6.9m	2.6m	3.3m	YES	YES	3,882	13,201
	800/60/R34	2,050	9,319	6.9m	2.6m	3.3m	YES	YES	3,882	13,201
	550/60/22.5	1,495	6,796	5.9m	2.5m	2.9m	No	No	2,400	9,196
2250LGP	28.1 R26	2,250	10,228	6.5m	2.6m	3.4m	YES	YES	3,920	13,630
	30.5 R32	2,250	10,228	6.5m	2.6m	3.4m	YES	YES	3,920	13,630
	800/60/R34	2,250	10,228	6.5m	2.6m	3.4m	YES	YES	3,920	13,630
	28.1 R26	2,400	10,910	6.9m	2.6m	3.4m	YES	YES	4,250	15,160
2400LGP	30.5 R32	2,400	10,910	6.9m	2.6m	3.4m	YES	YES	4,250	15,160
	800/60/R34	2,400	10,910	6.9m	2.6m	3.4m	YES	YES	4,250	15,160
	29.5/75 R25	2,600	11,819	7.0m	2.6m	3.4m	YES	YES	4,350	16,169
	30.5 R32	2,600	11,819	7.0m	2.6m	3.4m	YES	YES	4,350	16,169
2600LGP	800/60/R34	2,600	11,819	7.0m	2.7m	3.4m	YES	YES	4,350	16,169
	BKT 181 tyre	2,800	12,712	7.3m	2.6m	3.4m	YES	YES	4,550	16,369
	30.5 R32	3,100	14,092	8.1m	2.6m	3.5m	YES	YES	4,650	18,742
	800/60/R34	3,100	14,092	8.1m	2.7m	3.5m	YES	YES	4,650	18,742



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 galv tripod is supplied as standard.

Spreading/Emptying



Raingun

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



Water Spinner

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



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.



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

Additional Equipment



Double LED Lights

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



Full Length Sight Tubes

To allow the operator to easily identify how much liquid remains in the tank.



Mud Flaps

6mm heavy duty rubber mud flaps



Fully Opening Rear Door

These doors are mounted on hinges. They are locked by six threaded hooks.



Toolboxes

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



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
	MEC10MLF		
	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
	MEC10HLF-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



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)

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