UNSUPPORTED BOOM BOTTOM G-LOADER

Designed to provide flexible long-range operation, the heavy-duty unsupported boom type bottom loader configuration is both reliable and easy to use. A minimum of five swivel planes of rotation offer complete flexibility in making tight connections for loading and unloading rail cars and tank trucks. The outboard swivel and arm adjust for any changes in elevation or tilting that may result as the vehicle is loaded or unloaded.

The unsupported boom type loader is extremely versatile and many variations are possible. It can be equipped with dry disconnect coupler, union, quick coupling, or other customer specified end fitting to make connections on the side, at the rear, or underneath the vehicle.

Dimensions (standard)*

Primary arm	1800mm
Secondary arm	1700mm
End assembly	350mm

Design Pressure/Temperature**

Design Temperature	-20 to +100°C
Design Pressure	10 Bar
MAWP	5 Bar

Flow Rate M³/Hr***

Recommended Maximum	2"	dn50	60 m³/h
	3"	dn80	90 m³/h
	4"	dn100	135 m³/h

Features and Benefits

- **Easy** to operate/manoeuvre
- **Eliminates** cumbersome hose
- **Low Profile** with long reach, ideal for railcar unloading
- **Accommodates** changes in elevation
- **Safe storage** to provide for safe clearance of vehicles
- **Easy to connect** under the vehicle
- **Very flexible** to compensate for vehicle misplacement
- **Scissor-back storage** means no wasted space
- **Design standard** API RP1004, EN13480

Configurations
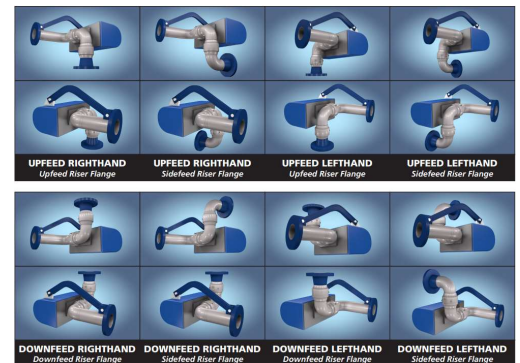
Additional accessories

Include but are not limited to: position detection; parking lock, check valve; sight glass; break away coupler; rack hose cover and many more, please consult factory for information and availability. Overfill prevention & ground verification controllers are required when bottom loading: ask for OPW-Civacon rack electronics!

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*   Other dimensions on request
**   Maximum pressure to operate API couplers and depending on materials
*** The most effective method of reducing the accumulation of static charges in piping systems is through proper pipe sizing to keep liquid velocities low. A recommended maximum velocity in piping system is 4,5 m/sec. Based on this we give the recommended flow rate.

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