EMCO WHEATON
by Gardner Denver

LPG Loading & Unloading

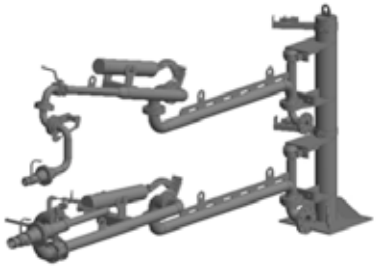
WORLD LEADERS

World leaders

In the design and fabrication of loading arms used in LPG loading & unloading applications.

Emco Wheaton offers many solutions for rail car, truck and transport loading and unloading of LPG and related fluids. In contrast to hoses, this transfer system provides safety from explosion, obstructions from operating area and condensate losses at site – all of which improve operator safety and profit margins. Common hazards associated with loading and unloading LPG such as operator cold burns, collapsing railcars / trucks and product loss are reduced to virtually zero. Our solutions are specifically designed for the different LPG loading / unloading applications of both trucks and railcars, to facilitate a quick and safe connection and comfortable smooth handling improve loading time.

Emco Wheaton LPG Bottom loading / unloading applications



BOTTOM LOADING STATION

Features

Application:	Bottom loading / unloading of railcars as well as trucks with side and rear connection.
Design:	Long reach for applications where connection cannot be accurately positioned.
Balancing System:	Spring Cylinder. (low maintenance, easy to adjust, smooth movement)
Vapour Recovery:	As separate loading arm which work simultaneously with the product arm.
Connections:	TODO Dry-Break Couplers, threaded Couplers, Flanges.
Accessories:	Breakaway coupler (collar release or shear pin - type), ball valve, purge line / drain line, different position indicators to allow process control.

A-FRAME BOTTOM LOADER

Features

Application:	Bottom Loading and unloading of trucks.
Design:	High pressure, long reach, stores in vertical position.
Balancing System:	Spring Cylinder. (low maintenance, easy to adjust, smooth movement)
Vapour Recovery:	Piggyback hose vapor available or use separate arm for stand alone recovery.
Connections:	TODO Dry-Break Couplers, threaded and flanged.
Accessories:	Breakaway coupler (shear pin - type).

BULLHORN LOADER W / VAPOR

Features

Application: Loading and unloading of railcars.

Design: Supported Boom, High pressure,
2 LPG connections and 1 vapor connection.
Vapor connection can be used to displace product for top unloading.

Balancing System: Spring Cylinder.
(low maintenance, easy to adjust, smooth movement)

Vapour Recovery: Piggyback hose runs along the arm so all connection points are reached with ease.
Separate vapor arm also available.

Connections: TODO Dry-Break Couplers, threaded.

Accessories: Breakaway coupler (shear pin - type)

TOP LOADING RAIL CAR

Features

Application: Loading and unloading of railcars.

Design: Supported boom, with stainless ball valve at the drop tube 2 LPG connections and 1 vapor connection.
Vapor connection can be used to displace product for top unloading.

Balancing System: Spring Cylinder.
(low maintenance, easy to adjust, smooth movement)

Vapour Recovery: As separate loading arm which work simultaneously with the product arm.

Connections: Special connecting couplings for Russian Rail Cars DN40, flanges.

Accessories: Ball valve, purge line / drain line, different position indicators to allow process control, overfill probe, pressure gauge.

DESIGN PARAMETERS

Temperature: -45° to 180°C (-49°F to 356°F)

Pressure: Arm and TODO Breakaway 40 Bar (580 PSI), Todo-Gas Coupling 25 Bar (362 PSI)

Piping: Minimum schedule 40 or higher.
Others on request.

CERTIFICATES & STANDARDS

- NFPA 58 rev 2017
- DEP97/23/EC
- 94/9/EC (ATEX)
- ASMA section V II / ANSI B31.3

Others on request

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