

# DieselPatrol™

## Diesel Refueling Trailer



“HELPING TO DEVELOP AND PROTECT THE LAND”

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## Disclaimer

All information, illustrations, and specifications contained in this manual are based on the latest product information available at the time of this publication's printing. TransTank International (TTi) reserves the right to alter and substitute specifications and methods at any time, in line with our commitment to continuous improvement.

No patent liability is assumed with respect to the use of information contained within this manual. While every precaution has been taken in the preparation of this manual, TTi assumes no responsibility for errors or omissions.

**Thank you for purchasing a DieselPatrol Refueling Trailer (DieselPatrol),  
which will provide many years of reliable service when operated and  
maintained in accordance with this manual.**

TTi manufacture a range of DieselPatrol units, from 800 through to 3,000 litre tanks, supplied with electric or petrol pump options. This manual describes the operation, driving stability and maintenance procedures applicable to all units, noting additional requirements to options where necessary.

All TTi DieselPatrol tanks are rotationally moulded from quality polyethylene, purpose designed and manufactured to high standards. The DieselPatrol is a trailer-mounted tank diesel fuel dispensing system designed to deliver and refuel your equipment in the field.

The DieselPatrol unit is supplied complete, tested and ready to go. TTi recommends that only diesel be used in the DieselPatrol unit. TTi warrants that the DieselPatrol has been designed and built for its intended purpose for transporting and dispensing diesel fuel.

The owner is responsible to ensure that the equipment is operated in accordance with this manual, with Australian WorkSafe requirements, applicable road rules and local council regulations. TTi is not liable for any loss, injury or death resulting from the failure to observe all safe working regulations as required by law.

Included with your DieselPatrol unit is the following documents:

- Operator's Handbook (this manual, which includes the Warranty Registration Card)
- Fluid electric pump or optional Honda Petrol engine and pump manufacturer's handbook
- Optional cartridge filter manual
- Optional Piusi hose reel manual
- Optional Turbine digital meter manual
- Tank Quality Check Form. This is your verification that the unit has been quality checked, and verifies the serial number affixed to the unit.

## Safety

This manual is intended for use by personnel experienced in the use of this and similar equipment. Read and understand this manual before attempting to operate or perform routine maintenance on this equipment. Your safety is of prime priority.



**A WARNING** highlights an essential operating or maintenance procedure, practice, condition or statement, which, if not strictly observed, could result in injury or death of personnel, or long-term health hazards.



**A CAUTION** highlights an essential operating or maintenance procedure, practice, condition or statement, which, if not observed, could result in damage or destruction of equipment.



**NOTE** highlights or clarifies an essential systems description, operating or maintenance procedure, condition or statement.

## General Safety Instructions

1. This unit is designed and manufactured solely for the purpose of carrying and pumping diesel fuel for refueling duties. Under no circumstances should it be used for any other purpose. It must never be used for transporting petrol or chemicals.
2. Only authorised and trained personnel are to operate this equipment. Operators must have read and fully understood this manual before operating the DieselPatrol unit.
3. Do not operate this equipment while under the influence of alcohol or any drugs that could impair your capabilities in any way.
4. Personal Protection Equipment (PPE) must be worn when refuelling or operating the pump on the DieselPatrol. Exposure to excessive noise over an extended period can cause impairment or loss of hearing.
5. Avoid diesel or unleaded petrol contact with skin and eyes, and avoid breathing vapours or mists. Refer to the relevant Safety Data Sheet (SDS).
6. Any spillage of fuel while refilling the pump engine's tank should be immediately cleaned up and the materials used in the clean-up disposed of safely and in accordance with relevant regulations applying to the safe use, storage and disposal of fuel.
7. Disconnect the battery, if fitted, before conducting any electrical maintenance work.
8. Ensure the capacity of the vehicle is suitable for the loaded mass of the DieselPatrol. Refer to the vehicle's operator manual for safe working loads and relevant safety instructions. Do not exceed the carrying and braking capacity as specified by the vehicle manufacturer. As a guide, one litre of diesel weighs approximately 0.85 kilograms (kg), therefore a full 800 litre DieselPatrol trailer unit will weigh in excess of 1,000kg.
9. Ensure the tow vehicle is equipped with a 7-pin plug, with the AUX pin wired for 12-volt power. This pin connects to the brake safety unit (for the braked trailer option).
10. The DieselPatrol must never be left unattended while being filled with diesel.
11. Do not operate the pump when there is no diesel in the tank.
12. Do not disconnect any hoses, nozzles or filters while the equipment is operating. Disconnecting any components while under pressure may result in uncontrolled diesel discharge which may be hazardous.
13. Care should be taken at all times, particularly when operating on rough or steep terrain. Drivers should be aware of fluid surge affecting the centre of gravity.
14. The DieselPatrol has safety labels affixed to various locations on the unit. These labels should be kept clean and legible, and replaced if damaged.
15. The tanks is a confined space. Ensure compliance with AS 2865: 2001 Safe Working in a Confined Space Guidelines and relevant state legislation.
16. Any unauthorised modifications to this equipment may affect its function and create a serious safety risk. Any unauthorised modifications will void any warranty on the unit.

# General Information

## Specifications

Tank	UV resistant polyethylene tank (800 to 3,000 litre capacity), complete with LiquidLocker™ Baffle Safety System
Trailers	DieselPatrol14™ – fully welded and galvanised heavy duty steel frame, single axle with 14" wheels
	DieselPatrol15™ – fully welded and galvanised heavy duty steel frame, single or dual axle with 15" Sunraysia wheels with 6-stud pattern
Standard Equipment	LiquidLocker™ Baffle Safety System
	Piusi 45L/min 12V electric pump (DieselPatrol14)
	Italian Fluid 60L/min 12V electric pump (DieselPatrol15)
	6m 19mm diesel hose with auto shut-off dispensing nozzle
	Large 455mm lid opening with incorporated lockable filler cap and inlet filter
Options	Electric brakes (with trailer-mounted battery box)
	EquipCo 80L/min 12V electric pump
	Honda engine with 210L/min pump
	Cartridge filter
	Sight level tube
	4-digit mechanical flow meter
	5-digit electronic flow meter
	10m 25mm Piusi retractable hose reel with auto shut-off dispensing nozzle

## Description

The TTI DieselPatrol is designed to carry and distribute diesel fuel using a self-contained pump and fuel dispensing system. The DieselPatrol has the following features, refer to Figure 1 and Figure 2.



Figure 1 – Component Identification – Electric Pump Diesel Patrol



Figure 2 – Component Identification – Petrol Pump Diesel Patrol

## Tank

All TTI tanks are constructed from UV resistant, virgin material polyethylene. Due to the rotational moulding process, there may be a small variance in the overall dimensions of the tank, therefore, calibration markings should be used as a guide only.

An earth cable is fitted to the lid of the tank and connected to the steel trailer. The lid of the tank incorporates an integral lockable filler cap with an inlet filter. Mounted to the top of the tank is a breather, to prevent damage to the tank structure when discharging diesel fuel.

## LiquidLocker Safety Baffle System

The LiquidLocker baffle system within the tank demonstrates measurable improvements in braking performance and dynamic stability and controllability. The system has been independently tested, with the report available upon request.

## Pump

The DieselPatrol is fitted with an Italian Fluid 12V electric pump as standard, delivering fuel at 60L/min. The pump has an integrated bypass valve, enabling the pump to run when the dispensing nozzle is not squeezed.

Optionally available is an EquipCo 12V 80L/min pump or a Honda GX50 petrol engine coupled to a 210L/min pump.

## Hose and Nozzle

The DieselPatrol is supplied with a 6m 19mm diameter high quality diesel grade hose with crimped fittings as standard. The hose is fitted with an auto shut-off dispensing nozzle.

## Hose Reel

Available as an option is a 10m 25mm diameter high quality diesel grade hose mounted on a retractable hose reel. The hose is fitted with an auto shut-off dispensing nozzle which locates in a securing bracket or stowed in the electric pump housing box.

## Tank Level Indicator

An optional level sight tube is fitted to the rear of the tank and provides an accurate level indication of diesel fuel within the tank.

## Cartridge Filter

An optional cartridge filter can be mounted on the tank's discharge line, prior to entering the pump.

## Battery

With optional electric brakes installed on the DieselPatrol trailer, a dedicated 12-volt battery for the brake unit is mounted at the front of the trailer, housed in a battery box.

## Pump Power Supply

Power to the 12V electric pump is supplied by the tow vehicle via the Anderson plug mounted on the trailer's drawbar.

## Trailer

The trailer frame is an all steel, fully welded construction and hot dip galvanised for corrosion resistance. The frame has additional welded gussets for added strength and filled-in chequer plate mudguards to protect the tank. Single and dual 60mm solid axle units, depending on tank capacity, fitted with 6-stud 15-inch Sunraysia wheels.

The trailers are available as unbraked or braked (registerable), with hydraulic or electric brakes, depending on tank capacity. The electric braked version has its own dedicated 12-volt battery located at the front of the trailer, and incorporates a break-away safety system, refer to Figure 3.

## Ball Control Valve

The DieselPatrol has a ball control valve fitted on the discharge line from the tank, prior to entering the pump. This valve isolates the tank from the pump.

## Machine Limitations

The DieselPatrol unit is subject to operating limitations. It is the operators' responsibility to ensure that this equipment is being operated safely and within these limitations.

## Driving Stability

The DieselPatrol unit is heavy when filled with diesel. To maintain stability while operating this unit:

- Ensure the trailer tyres are inflated to their correct pressure at all times. Underinflated tyres can cause excessive lateral motion of the tyre, which may cause a rollover.
- Allow extra room for braking and turning when the tank is full.
- Ensure any side gradient (slope) is accounted for, especially when the DieselPatrol tank is full, as the unit will have a higher centre of gravity.

## Operating Instructions

### Before first use

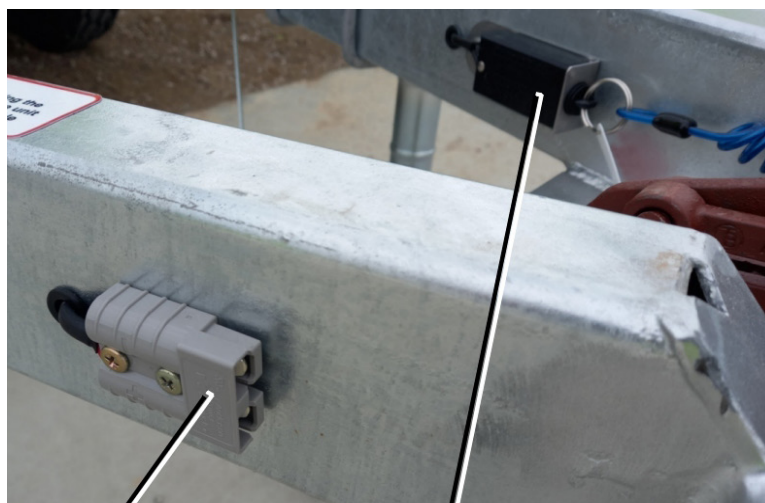
Your DieselPatrol Refueling Trailer is delivered fully assembled. Before use, it needs to be set up using the following instructions:

- Complete the warranty registration online at [www.tti.com.au/warranty-registration](http://www.tti.com.au/warranty-registration), or use the Warranty Registration Card at the back of this handbook.
- Store this handbook, along with the Tank Quality Check Form and pump unit's manual in the provided leather pouch, in a safe and easily accessible place for future reference.



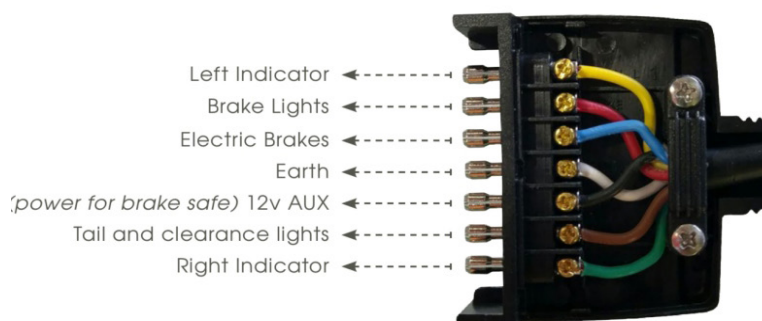
**WARNING! The operator must fully understand all aspects of this handbook. Do not operate the DieselPatrol if you are unfamiliar with its operation until you have read this handbook.**

- Read and thoroughly understand this handbook, paying particular attention to all safety requirements, before using the DieselPatrol for the first time.
- Check that all fittings, valves, hoses and electrical leads are secure following transit, and are not damaged in any way.
- Inspect the tank for any damage or abrasions.
- Connect the DieselPatrol to the tow vehicle, ensuring the tow hitch engages correctly and locks in place. Connect the safety chains using rated D-shackles.
- Connect the 7-pin trailer plug to the tow vehicle, ensuring it locks firmly. Ensure the AUX pin is supplied with 12-volt power from the tow vehicle, as this is essential for the electric brake safety unit, refer to Figure 3. Check lights and indicators operate correctly.
- If fitted, connect the DieselPatrol's Anderson plug socket to the tow vehicle for power supply to the electric pump, refer to Figure 3.



Anderson Plug Socket

Brake Safety Unit



7-Pin Plug Wiring Requirements

Figure 3 – Anderson Plug, Brake Safety Unit and 7-Pin Plug



**CAUTION! The engine must be inspected and prepared in accordance with the manufacturer. Failure to fulfil this requirement may void the engine's warranty.**

- If fitted with the optional petrol driven pump, prepare the pump engine in accordance with the Honda manual supplied with your DieselPatrol unit.
- Fill the DieselPatrol's tank with diesel, refer to the Filling the Tank procedure below.

## Filling the Tank

The DieselPatrol tank is filled as follows:



**CAUTION! The DieselPatrol unit is designed for diesel fuel use only. It must not be used for chemicals or petrol.**

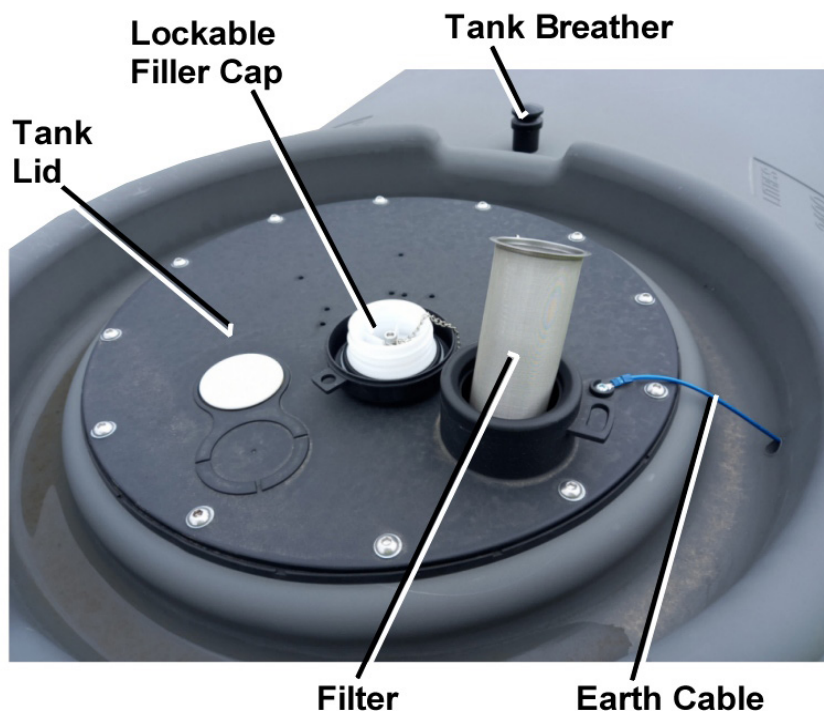
- Position the DieselPatrol near the diesel fuel supply point.
- Unscrew the filler cap from the tank's top opening, refer to Figure 4.
- Inspect the inlet filter for any sign of contaminants. If dirty, lift the filter out and clean it before reinserting it.

- Insert the diesel supply nozzle and commence filling the DieselPatrol tank.



**CAUTION! To prevent overflow, do not leave the filling operation unattended.**

- An optional sight level tube is fitted to the rear of the tank, providing a visual indicator of the level of diesel in the tank. If a sight level tube is not fitted, observe the diesel level directly in the tank. When the tank is filled, close the diesel's supply nozzle and remove.
- Replace the DieselPatrol's filler cap.



*Figure 4 – Tank Filling Operation*

## Operation – electric pump

The DieselPatrol fitted with the standard electric pump is started as follows, refer to Figure 5:

- Park the DieselPatrol and tow vehicle near the equipment to be refueled.
- Open the ball valve on the tank's discharge line.
- Remove the DieselPatrol's hose and nozzle from its stowed position, then insert the nozzle into the equipment's fuel tank.



**NOTE! The tow vehicle's ignition may need to be turned ON to supply power to the DieselPatrol's electric pump via the Anderson plug.**

- At the rear of the pump, press the control switch to ON. The pump will start operating, with the diesel bypassing back into the DieselPatrol's tank.



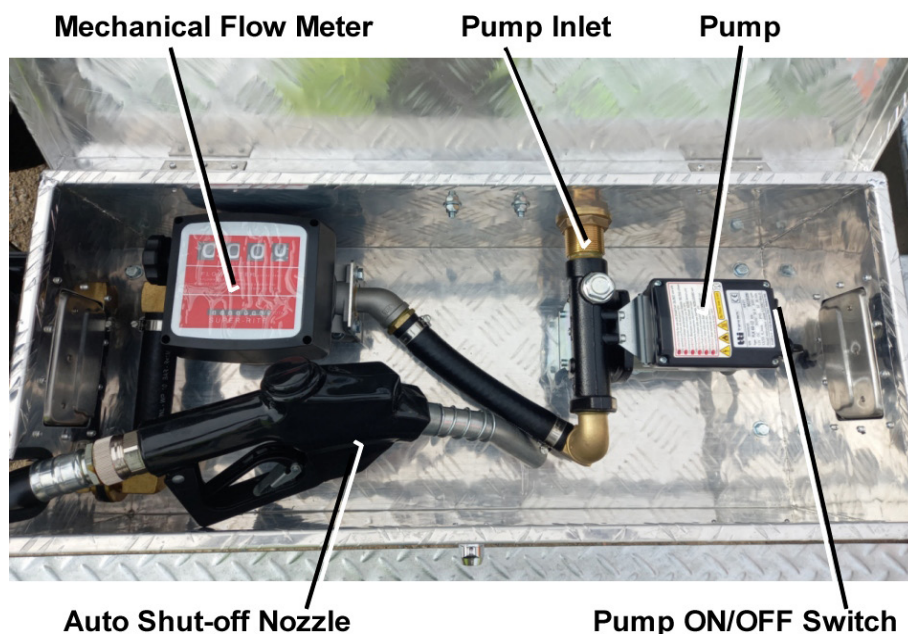
**CAUTION! Do not allow the pump to run in bypass mode for more than two (2) minutes.**

- At the dispensing nozzle, squeeze the supply trigger. The nozzle will shut off automatically when the equipment's tank is full.



**CAUTION! The pump has a maximum duty cycle of 30 minutes of continuous operation. After 30 minutes, turn the pump to OFF for at least 30 minutes before next use.**

- After completing the filling operation or 30 minutes of continuous use (whichever comes first), press the pump's control switch to OFF.
- Return the hose and nozzle to its stowed position, retracting the hose onto the optional hose reel if fitted.



*Figure 5 – Transfer Operation – Electric Pump*

## Operation – petrol engine powered pump

The DieselPatrol's petrol pump engine is started as follows:

- Park the DieselPatrol and tow vehicle near the equipment to be refueled.
- Open the ball valve on the tank's discharge line.
- Remove the DieselPatrol's hose and nozzle from its stowed position, then insert the nozzle into the equipment's fuel tank.
- Turn the fuel lever to ON, refer to Figure 6.
- If the engine is cold, turn the choke lever to ON.



**CAUTION! Ensure the engine's throttle is set to idle if the engine is cold. Do not adjust the throttle to maximum speed until the engine has warmed up.**

- Set the throttle lever to idle for cold starting. If restarting a warm engine, the throttle can be left at normal engine operating speed.
- Turn the power switch to ON. Pull the recoil starter handle until the engine starts, then back off the choke lever to OFF.



**NOTE! Until the hose nozzle is opened, water will circulate through the pump and bypass back into the tank.**

- Set the throttle lever to idle for cold starting. If restarting a warm engine, the throttle can be left at normal engine operating speed.
- Turn the power switch to ON. Pull the recoil starter handle until the engine starts, then back off the choke lever to OFF.
- Once the engine is warmed up, adjust the throttle to increase the engine speed to normal operating revs. With the engine running, the pump will operate with the diesel bypassing back into the DieselPatrol's tank.
- When the engine needs to be stopped, turn the power switch to the OFF position.

If the DieselPatrol is not going to be used within the next few hours, shut the system down by turning the fuel tap to OFF.

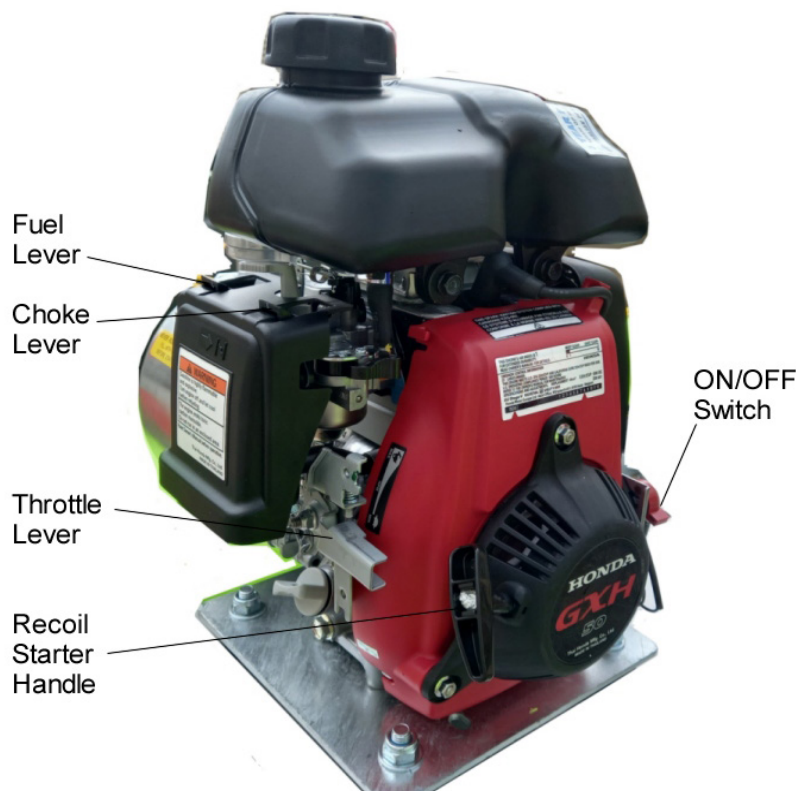


Figure 6 – Petrol Engine Start-up Procedure

## Risk Assessment

Task	Hazard	Risk	Control Measure/Mitigation
Partially fill the tank with diesel, start the pump & test the unit	Manual handling; slips, trips or falls; petrol; diesel fumes; fingers jammed	Medium	Concentrate on task; follow safe manual handling techniques: <ul style="list-style-type: none"> <li>• Don't lift on your own if &gt; 20kg, bend knees &amp; keep back straight; Keep fingers clear;</li> <li>• Keep unit at least 8m away from overhead powerlines;</li> <li>• Fire extinguisher nearby;</li> <li>• Follow warning stickers on tanks; Wear PPE for petrol &amp; diesel fumes-mask &amp; gloves.</li> </ul>
Check weather conditions, select appropriate PPE for refueling operations	Manual handling; slips, trips or falls; petrol; diesel fumes	Low	<ul style="list-style-type: none"> <li>• Wear PPE for petrol &amp; diesel fumes</li> <li>• Follow safe manual handling techniques: don't lift on your own if &gt;20kg, bend knees &amp; keep back straight.</li> </ul>
Fill diesel tank	As above; diesel fume drift, diesel spillage, emission of vapours or flammability; weather; untrained visitors; tank used for non-diesel products	High	As above; <ul style="list-style-type: none"> <li>• Wear hearing protection if noise &gt; 85 dBa;</li> <li>• Follow the manufacturer's safe operation instruction for the vehicle and 12 volt transfer from vehicle to unit;</li> <li>• Don't overload – diesel weighs 0.85kg for every 1 litre;</li> <li>• Secure unit to vehicle;</li> <li>• Check earth straps;</li> <li>• Hoses tidy.</li> </ul>
Clean up, maintenance & storage	As above	Low	As above; <ul style="list-style-type: none"> <li>• Wear PPE for clean up;</li> <li>• follow state legislation &amp; AS 2865: 2001 Safe Working in a Confined Space GUIDELINES;</li> <li>• Store unit in a dry, well ventilated area.</li> </ul>

## Maintenance

Your DieselPatrol Refueling Trailer requires minimal maintenance but regular cleaning and checks will ensure safe and reliable service over its lifetime. Periodic checks and inspections will identify any potential issues, enabling timely rectification and minimising downtime.

### Periodic Checks



**CAUTION! In dusty, dirty or smoky environments, cleaning, inspection and servicing of the unit on a regular basis is essential. The cleaning, inspection and servicing must be undertaken more frequently in harsh conditions to avoid damage or destruction of equipment.**

The following checks and cleaning operations should be undertaken on a regular basis. The frequency of these activities will depend on the nature of the operating environment and the operational hours of the DieselPatrol unit. Refer to the maintenance schedule tables below for details of maintenance intervals.

For the optional petrol engine driven pump, refer to the supplied pump manual, drain and replace the engine oil in accordance with the manufacturer's recommendations. For the optional cartridge filter, refer to the manufacturer's manual.

- Clean the unit and inspect it for any signs of damage or wear. Replace any safety labels if they are damaged or illegible.
- Check all hoses, fasteners and fittings are firmly secured, tighten if necessary.
- Unwind the hose from the optionally fitted hose reel fully to check that hose is in good order. Pressurise the line and check operation of the dispensing nozzle, including auto shut-off function. Rewind the hose onto the reel, ensuring it retracts all the way.
- For the optional petrol engine driven pump, check the engine's oil level weekly. Top up as required.
- Check for any signs of fuel or oil leaks. If detected, investigate and rectify immediately.
- Check the condition of the optional electrical brake's 12 volt battery, replace it or charge it as necessary.
- If the DieselPatrol is to be stored for an extended period, ensure the tank and all pipelines are empty and are not pressurised. Store the unit in a clean, dry and well-ventilated area.

### Maintenance Schedule

The following tasks are to be conducted in accordance with each of the schedules. All scheduled tasks are to be undertaken concurrently. For example, at the three month maintenance interval, all tasks listed are to be undertaken, in addition to the daily, weekly and monthly tasks.



**NOTE! Maintenance is important. Keep a record of all maintenance tasks conducted on the DieselPatrol unit.**

TTi recommends photocopying these schedules in order to keep a detailed log of all maintenance tasks. A copy of these schedules will be required to support any warranty claim.

## Daily tasks

The following tasks are to be undertaken daily, or prior to each use, of the DieselPatrol unit.

#	Task	Notes
1	Inspect the DieselPatrol for any signs of damage or wear	Clean, repair or replace
2	Check plug connections and test lights/indicators	Test function of lights and trailer brakes
3	Check fuel (petrol engine pump option)	Top up as required
4	Inspect engine's air filter and housing for dust	Clean, replace as necessary
5	Press button on brake safety unit (Figure 3) to test charge	Charge brake battery

## Weekly tasks

The following tasks are to be undertaken each week or 10 operating hours, whichever occurs first.

#	Task	Date	Signed
1	All Daily tasks		
2	Remove and clean the optional engine's air filter		
3	Check engine oil level, top up as required		

## Monthly tasks

The following tasks are to be undertaken each month or 20 operating hours, whichever occurs first.

#	Task	Date	Signed
1	All Daily and Weekly tasks		
2	Check tyre pressures are 36psi (248kPa or 2.48 Bar)		
3	Visually inspect tyres for wear or damage		
4	Check wheel nut tension		
5	Visually inspect suspension components		
6	Check for damaged electrical brake cables		
7	Check hose and optional hose reel by unwinding fully		
8	* Change pump engine oil (and filter, if fitted) (first change, thereafter every six months or 100 operating hours)		

### Three Monthly tasks

The following tasks are to be undertaken every three months or 50 operating hours, whichever occurs first.

#	Task	Date	Signed
1	All Daily, Weekly and Monthly tasks		
2	* Re-tension axle U-bolts (first time, thereafter every six months or 100 operating hours)		
3	Inspect, clean and grease suspension lubrication points		
4	Inspect the optional engine's air filter, replace if clogged or damaged		
5	Check all hoses, fasteners, nozzles and fittings		

### Six Monthly tasks

The following tasks are to be undertaken every six months or 100 operating hours, whichever occurs first.

#	Task	Date	Signed
1	All Daily, Weekly, Monthly and 3-Monthly tasks		
2	Change optional engine oil (and filter, if fitted)		
3	Inspect optional engine's spark plug		
4	Check tension on axle U-bolts and suspension components		
5	Lubricate grease nipples on suspension shackles and trailer hitch		
6	Check optional cartridge filter. Replace if flow is less than 12L/min.		

### Twelve Monthly tasks

The following tasks are to be undertaken every twelve months or 200 operating hours, whichever occurs first.

#	Task	Date	Signed
1	All Daily, Weekly, Monthly, 3-Monthly & 6-Monthly tasks		
2	Check the battery condition (if fitted)		
3	Replace the optional engine's air filter		
4	Drain and flush the optional engine's fuel tank		
5	Replace the optional engine's spark plug		
6	Check for damaged electrical brake cables		
7	Inspect brake shoe/pad wear and adjustment (if fitted)		

## Two-Yearly tasks

The following tasks are to be undertaken every 24 months or 500 operating hours, whichever occurs first.

#	Task	Date	Signed
1	All Daily, Weekly, Monthly, 3-Monthly, 6-Monthly and 12-Monthly tasks		
2	Disassembly, clean and repack wheel bearings		

## Trouble Shooting

If a fault develops with the DieselCaptain, the following trouble shooting table provides guidance to identify and rectify the problem.

Problem	Possible cause	Remedy
Pump will not feed diesel	Ball valve closed on tank discharge line	Open ball valve
Engine will not crank (optional petrol engine)	Melted fusible link/circuit breaker	Replace fusible link/breaker
	Loose Connections	Clean and tighten connections
	Faulty Ignition Switch	Check switch operation, replace as needed
	Faulty magnetic, relay, neutral start or clutch switches	Check and replace as needed
	Mechanical problem in engine	Check engine
	Problem in theft deterrent system	Check service manual for system tests

# Warranty

## Warranty Policy

TTI will, at its option, repair or replace without charge any part covered by this warranty which is found to be defective in material and/or workmanship within one (1) year after date of sale to the original retail purchaser. If the product is used for rental purposes, this warranty is limited to ninety (90) days.

Upon request, the customer will make the defective part available for inspection and/or return the defective part to TTI, transportation charges prepaid. All parts and components are covered by this warranty except the following, which are warranted separately by their respective manufacturers:

- engines
- gearboxes
- pumps
- regulators.

TTi does not assume any warranty obligation, liability or modification for these items, which are covered exclusively by the stated warranty of the respective manufacturers.

## What this Warranty Does Not Cover?

This warranty does not cover:

- defects caused by depreciation or damage caused by incorrect mounting, normal wear, accidents, improper maintenance, improper use or abuse of the product, alterations or failure to follow the instructions and warnings provided.
- Any charges for making service calls, clean up time and transport charges.
- The use of non-genuine parts on equipment supplied by TTI. This will automatically negate any warranty.

## How to Obtain Service Under this Warranty?

Warranty service can be arranged by contacting your dealer, or by contacting TTI directly on 1800 816 277.

Proof of warranty registration and date of purchase may be required to verify warranty coverage. Any defective parts returned to TTI must be accompanied by a Return Goods Note. This form can be obtained by contacting Product Support on 1800 816 277 or emailing [ProductSupport@tti.com.au](mailto:ProductSupport@tti.com.au).

## Warranty Limitations

Warranty limitations are as follows:

- There is no other express warranty. Any warranty that may be implied from this purchase including merchantability and fitness for purpose is hereby limited to the duration of this warranty and to the extent permitted by law. Any and all implied warranties are excluded.
- TTI will not be liable for any incidental, consequential or special damages and/or expenses in connection with the purchase or use of this equipment, to the extent permitted by law.
- Only the warranty expressed in this limited warranty shall apply and no dealer, distributor or individual is authorised to amend, modify, or extend this warranty in any way. Accordingly, additional statements, whether oral or written, do not constitute warranties by TTI, and should not be relied upon.



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