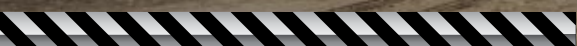




# PneuMACTic

*Tank Trailers*





# Pneumatic Tank Trailers



## MAC TRAILER MANUFACTURING featuring the PNEUMACTIC TANK

In the same tradition that earned MAC Trailer the reputation and respect as the nation's foremost manufacturer of specialty dump, flatbed and transfer trailers, the Company now brings to you the PNEUMACTIC TANK TRAILER.

The MAC New Products Team has engineered and developed a pneumatic with a host of features that establishes a new standard for the industry. After extensive field research, visits with European manufacturers, direct and constructive consultation from a host of industry leaders and "to its limit" testing; MAC Trailer has designed what soon will become known as the "PNEUMATIC OF CHOICE" amongst operators throughout North America.

Whether your dry bulk transporting involves cement or sand, plastic pellets, flour, sugar, feed or fly ash, MAC offers a size compatible to your haul and piping-discharge to meet your requirements.

The main objective of the TEAM was to design a user friendly trailer with a higher level of aerodynamics to improve fuel mileage and enhanced structural integrity, while at the same time focus on materials-components-construction to ensure reduced maintenance costs, to provide operational safety features, to offer maximum payload and to maintain a very aggressive tare weight.

Simply – **MISSION ACCOMPLISHED** – the all new MAC PNEUMACTIC TANK TRAILER.

Specialty trailer construction is our mission – **QUALITY & SERVICE IS MAC'S PRIORITY**

Bolt on Bottom Cones



Enclosed Struts and Conicals



Manholes - Toe Rails



Construction



*the "PNEUMACTIC"*  
8600 pound tare weight



Double Hand Rails Enclosed Man Ladder



Multi-Axle Trailers - Optional



Piping



Galvanized/Adjustable Coupler



## Advantage

- The PNEUMACTIC strut areas, front and rear of the trailer, have an enclosed design to enhance aerodynamics for increased fuel efficiencies and to provide greater overall structural integrity.
- The PNEUMACTIC 5th wheel coupler assembly is galvanized to prevent corrosion.
- The PNEUMACTIC coupler assembly is designed for multiple forward and reverse pin settings.
- The PNEUMACTIC conicals are enclosed to add strength and improved aerodynamics.
- The PNEUMACTIC piping is routed and tucked to enhance discharge, provide clean aesthetics and help prevent accidental injury to driver.
- The PNEUMACTIC is constructed with full aluminum frames, front and rear, that are designed with greater strength, provides a lighter tare weight and prevents against any electrolysis typically associated with steel frames.
- The PNEUMACTIC provides double hand rails for added safety to the operator and an optional folding hand rail that is ground activated at the rear for protection when walking the top is available.
- The PNEUMACTIC man ladder is fully enclosed for greater aerodynamics.
- The PNEUMACTIC utilizes the Hendrickson suspension with galvanized hangers and soft coat "paint" on axles as standard to virtually eliminate any area from electrolysis.
- The PNEUMACTIC is designed with a low center of gravity that provides greater stability.
- The PNEUMACTIC is standard with bright finish aluminum to complement corporate imaging.
- The PNEUMACTIC base trailer has a tare weight of 8600 pounds.



## Specifications

<b>MODELS</b>	1050 - 1350 - 1650 - 2200
<b>CONSTRUCTION</b>	Smooth aluminum exterior with internal bar-type bracing and internal hopper apex reinforcing plates
<b>FRAMING</b>	Aluminum - front and rear
<b>WORKING PRESSURE</b>	MAWP 15 PSIG
<b>MANHOLES</b>	Knappco - 20" full opening, cast aluminum cover with 6 CAM-type latches and white food grade gasket
<b>DISCHARGE VALVES</b>	5" Sure Seal Series 500, driver's side operation with 5"x4" aluminum cast tees
<b>BOTTOM AERATION</b>	Sure Flow with hopper saver wear plate
<b>AIR INLET</b>	3" aluminum adapter with dust cap located at front driver's side L'd upward
<b>GAUGES</b>	Illuminated 4" silicone oil filled gauges for tank and line pressure
<b>LADDER</b>	Aluminum with double hand rails, available front-rear
<b>CATWALK</b>	Anti-skid from rear ladder to front manhole with toe rails
<b>HOSE TUBES</b>	Aluminum 8" x 21' with rear cast doors
<b>LIGHTS</b>	Truck-Lite LED, center marker lights wired to turn signals
<b>LIGHT BOXES</b>	Aluminum - bolt on
<b>SUSPENSION</b>	Hendrickson Intraax with galvanized hangers
<b>AXLES</b>	Optional raised center - axles with soft coat "paint"
<b>BRAKES</b>	Q type, lining 16.5" x 7", S-cam brakes, 3030-type spring brake chambers. Sealco controls. Automatic slack adjusters: ABS Meritor-Wabco 4S/2M
<b>LANDING GEAR</b>	JOST MAGNUM A-400 no lube 5 year
<b>FIFTH WHEEL</b>	3/8" plate - adjustable every 2" - coupler assembly is galvanized
<b>FENDERS</b>	Rolled edge aluminum with bolt on supports





