

LNG TRANSPORT TRAILERS

PRESSURE TRANSFER UNIT



LNG Delivery System

Our ST-12700 and ST-16300 transports are vacuum-insulated, cryogenic semi-trailers designed specifically for transporting liquefied natural gas (LNG) over the road. LNG can vary in its composition, but is usually at least 93 percent methane. These units exceed the requirements of an MC-338 highway trailer.

The trailers consist of a horizontal vacuum-insulated tank composed of an 'inner' pressure vessel and a structural frame/vacuum vessel 'outer' jacket. The outer jacket is made from lightweight, thin-gauge carbon and stainless steel, and the inner vessel is a 70 psig, ASME Code-stamped pressure vessel made from SA240 T-304 stainless steel. Chart's ST-12700 trailers are a time-tested industry standard for LNG highway trailers in the U.S., and the ST-16300 trailer is built specifically to take on Canadian highways.

The control piping and instruments are located in a spacious, wrap-around style, rear piping cabinet. Maximum use is made of the available space at the end of the trailer to make the control piping easy to operate, access and maintain. Use of drop-down piping allows for waist-high connection of the fill connectors (fill/drain and vapor return). They have very large capacity pressure-building coils and coil piping that allow off-loading by pressure transfer at rates up to 300 GPM.

Scope of Supply

We are registered with the DOT and employ Design Certifying Engineers and Registered Inspectors. DOT requirements for transporting LNG by highway are found in Title 49 of the Code of Federal Regulations (49CFR): part 172.101, Table of Hazardous Materials and Special Provisions; part 173.318, Cryogenic Liquids in Cargo Tanks; and part 178.338, Insulated Cargo Tank (MC-338). The inner vessel is designed to meet or exceed the requirements for an ASME Code, Section VIII, Division 1 pressure vessel; the internal and external piping is in accordance with the requirements of ASME/ANSI B31.3 Piping Code; and Federal Motor Vehicle Safety Standards (FMVSS) are adhered to for all trailer automotive functions – running gear, lights, brakes, etc.



Innovation. Experience. Performance.

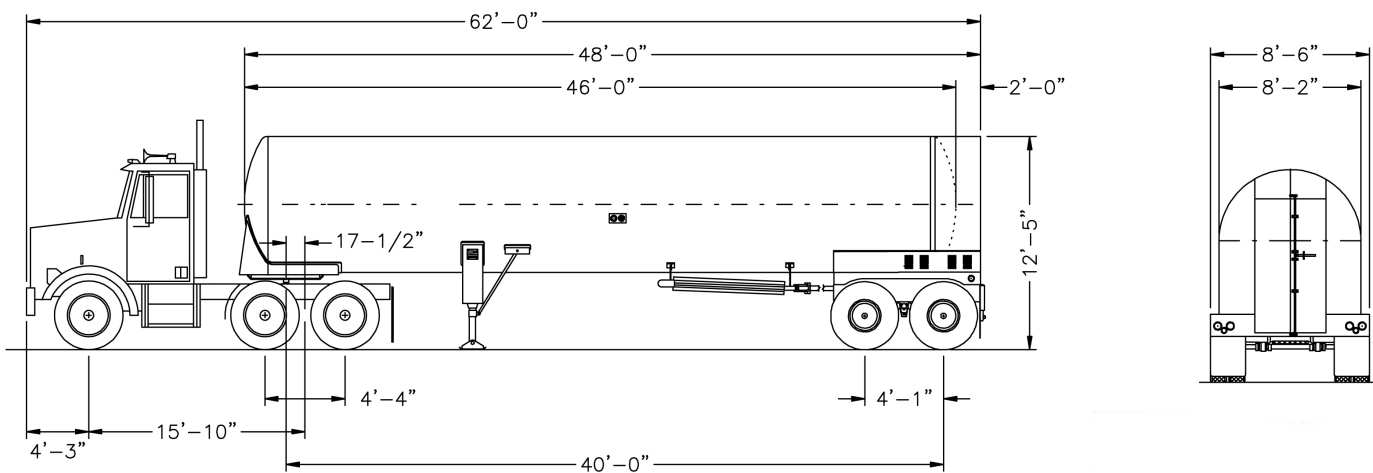
LNG TRANSPORT TRAILERS

PRESSURE TRANSFER UNIT

SPECIFICATIONS

Model	ST-12700	ST-16300
Gross Capacity	12,700 gal / 48075 ltrs	16,300 gal / 61,702 ltrs
LNG Capacity (at 70 psig / 4.826 barg)	39,276 lbs / 17,815 kg	50,400 lbs / 22,861 kg
Maximum Allowable Working Pressure	70 psig / 4.83 barg	70 psig / 4.83 barg
Length (overall)	48 ft / 14.6 m	53 ft / 16.2 m
Width (overall)	8 ft 6 in / 2.6 m	8 ft 6 in / 2.6 m
Height	12 ft 5 in / 3.74 m	12 ft 10 in / 3.91 m
Weight	25,200 lbs / 11,431 kg	33,000 lbs / 14,966 kg
Design Codes	ASME Section VIII Division 1	ASME Section VIII Division 1
Axle Configuration	Tandem	Tri

ST-12700



ST-16300

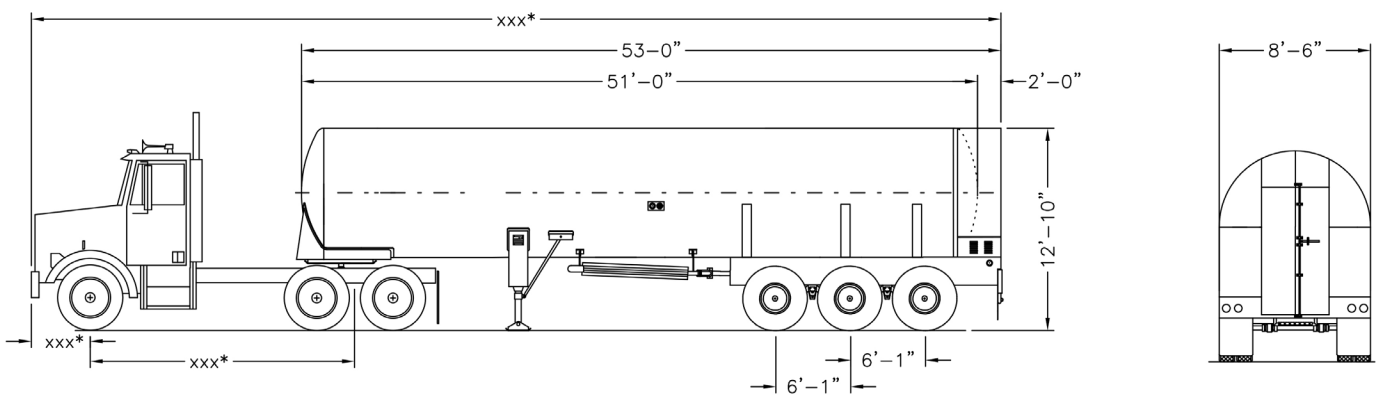


Chart Inc.
 U.S.: 1-800-838-0856
 Worldwide: 1-952-758-4484



©2013 Chart Inc.
 PN 14722928
 www.ChartLNG.com