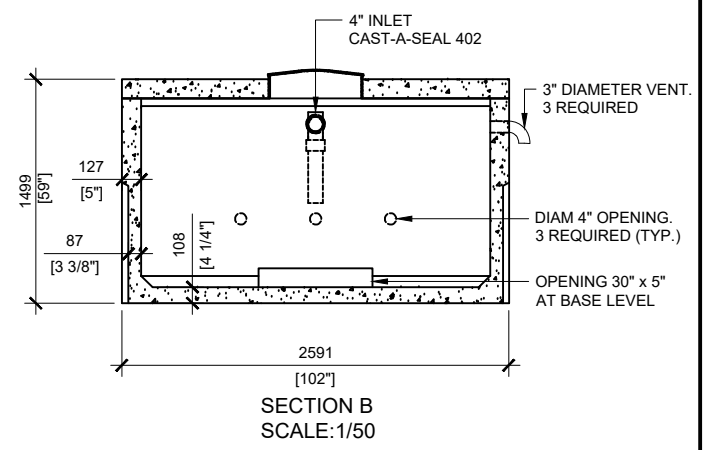
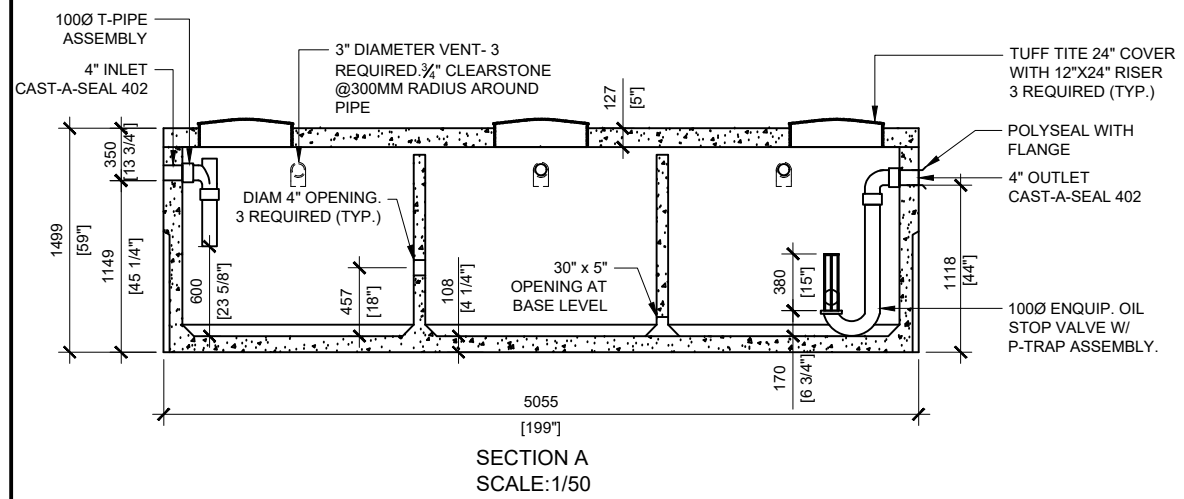


- GENERAL NOTES:**
1. UNITS ARE SEALED WITH BUTYL TAPE AT THE JOINTS
 2. DELIVERY IS MADE BY CRANE-EQUIPPED TRUCKS
 3. EXCAVATION MUST BE READY, SAFE AND ACCESSIBLE FOR UNLOADING FROM THE REAR OF THE TRUCK.
 4. MIN OVERHEAD CLEARANCE OF 18FT IS REQUIRED
 5. ALL UNITS MUST BE HANDLED WITH PROPER LIFTING EQUIPMENT (I.E. SPREADER BAR)
 6. MAXIMUM BURIAL DEPTH = 1 METRE IN FIRM SOIL AWAY FROM ANY VEHICULAR TRAFFIC
 7. STOP VALVE BALL MUST BE KEPT FREE OF LOCK OR SEAT POSITION DURING INSTALLATION.
 8. ONCE THE TANK IS INSTALLED, PRIME WITH WATER TO MAINTAIN A WATER LEVEL ABOVE STOP VALVE SEAT POSITION AT ALL TIMES.
 9. IF THE TANK IS PUMPED FROM TIME TO TIME, WATER MUST BE ADDED TO KEEP THE STOP VALVE BALL FLOATING.
 10. IF THE STOP VALVE SEATS ITSELF IN CLOSE POSITION, RELEASE BY PULLING THE ROPE ATTACHED TO THE BALL. THE ROPE CAN BE REACHED FROM THE MANHOLE AT OUTLET END.
 11. SPECIFIC OIL GRAVITY .88 TO .90 WHICH IS TOO LOW TO FLOAT THE BALL AND THEREFORE PREVENTS OIL FROM ESCAPING FROM THE OIL INTERCEPTOR.



MANUFACTURED:
BROOKLIN, ON
1-800-655-3430

CONCRETE: 35MPa / 5,000PSI
AIR ENTRAINMENT: 6-8%
REINFORCEMENT : STEEL TO CSA CAN
A23.1 / A23.3. G30.18 Fy=400MPa

WEIGHT:
17,895lbs / 8,120kg
CPA CERTIFIED
MEETS CSA-BB6-00

DRAWN BY:
S.RIMLAND

DATE:
JAN/2018

MODEL 250 OIL INTERCEPTOR

2,500 IMPERIAL GALLON / 11,365 LITRES