



Shipping and Packaging of Polyethylene Tanks

A WHITE PAPER FROM ASSMANN

Often people are not prepared for handling their newly purchased polyethylene storage tank. This information helps the purchaser know what to expect when their tank arrives. Assmann Corporation manufactures polyethylene storage tanks ranging in size from 20 - 12,000 gallons. Since the variation in size of our products is so great the question often arises regarding standard packaging on our shipments. In order to answer this question, we need to break down our tank sizes into the three methods of shipment we offer. The tank ranges shown below are approximate.

TANK SIZES:	UPS TYPE SHIPMENTS < OR = 40 US GALLONS	COMMON CARRIER SHIPMENTS 40 - 1,200 US GALLONS	FLATBED, DROP DECK OR DOUBLE DROP FREIGHT CARRIERS >1200 US GALLONS
Method of shipment:	These small tanks are often shipped using a contract carrier such as UPS freight or FedEx freight.	These mid-range tanks are often shipped using common carriers such as FedEx freight, Conway freight, Roadway freight, etc. These are box van carriers that pick-up freight at your dock, ship to a variety of terminals across the United States and then re-assign the freight to the final destination.	These are freight carriers that have dedicated or shared load freight that is too large to fit within a standard box truck.
Packaging:	Wrapped in cardboard and stretch wrapped to prevent damage in transit. The freight is not placed on shipping skids. The freight must be packaged, so that an individual can lift and place the freight by hand without the use of pallet jacks or any other type of lifting equipment	Placed onto shipping skids, wrapped with cardboard and either stretch wrapped or shrink wrapped for shipment. This freight normally requires either a pallet jack or forklift for loading and offloading.	Packaged with either stretch wrap or shrink wrap for shipment. The majority of this freight will be placed laying on its side for transportation. The use of forklift and or crane is required for both the loading and offloading of this freight.

Assmann always packages our products in the best possible method to prevent damage in transit. We strongly recommend that the receiver inspect our products upon delivery to their site prior to signing the bill of lading. Freight damage needs to be noted on the bill of lading or the freight needs to be refused at the purchaser's dock if damage is found. Any type of freight damage found that is not noted is nearly impossible to claim with any type of freight carrier!

BELOW ARE CAPTIONS FROM OUR INSTALLATION INSTRUCTIONS THAT OUTLINE RECEIVING YOUR POLYETHYLENE TANK.

Receiving Your Polyethylene Tanks

At the time of delivery, the purchaser shall be responsible for inspecting the tank and accessories for shipping damage before off-loading. If damage has occurred, it must be noted on the driver's shipping papers/bill of lading prior to signing for acceptance regardless of whether it is Assmann Corporation's truck or a contract carrier. Look inside the tank for fittings or accessories that may have been shipped loose. **Failure to document damage or incompleteness of the vessel becomes the responsibility of the purchaser.** Contact Assmann Corporation for information on which party is responsible for filing the claim for damaged equipment.

Off Loading Polyethylene Tanks

Assmann rotationally molded tanks are by far the toughest polyethylene tanks offered to the industrial market. However, the fittings and tanks are susceptible to damage if improperly handled. **Do not allow the tank to roll over installed fittings.** Whenever possible, use a crane or other suitable lifting devices to remove the tanks from the truck. Because the stability of the tanks can be affected by wind, the party responsible for off-loading the tank shall secure the tank to keep total control of the vessel while handling.

A full copy of our installation and use guidelines are available at our website or please contact us directly.



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