

## TECHNICAL DATA

Ideal tankers Farmline model	Tank cap. L	Tank size m/m	Vac. pump/ L/min	Press. bar	Mudguards Hose racks	Tank incuts with mud- guards	Total size LxWxH in mm	Weight approx. kg.	Wheel axle	Brake size	Intern. cross section	Stab. frame	Track width	Ideal Sep.	Cap. Sep.
															L/st
VT70 EA	7600	4040x1500	10000	0,8	X	X	5820x2900x3080	2635	90/10	400x80	0	0	2000	St	60
VT80 EA	8600	4040x1600	10000	0,8	X	X	5820x2911x3180	2830	90/10	400x80	1	1	2000	St	60
VT100 EA	10000	4040x1700	10000	0,8	X	X	5820x2950x3280	3120	150/10	410x180	1	1	2050	St	60
VT80 WK	8600	4040x1600	10000	0,8	-	St	5820x2840x3280	2830	90/10	400x80	1	1	2000	St	60
VT100 WK	10000	4040x1700	10000	0,8	-	St	5820x2840x3400	3120	150/10	410x180	1	1	2050	St	60
VT120 WK	12300	4040x1900	10000	0,8	-	St	5820x2840x3600	3330	150/10	410x180	1	1	2050	St	60
VT85 SP	8000	4040x1700	10000	0,8	-	St	5820x2840x3400	4600	150/10	410x180	1	1	2070	St	60
VT110 SP	10000	4040x1900	10000	0,8	-	St	5820x2840x3600	4900	150/10	410x180	1	1	2070	St	60
VT130 SP	13000	4040x2100	10000	0,8	-	St	5820x2840x3800	5300	150/10	410x180	1	1	2070	St	60
VT80 TA	8600	4040x1600	10000	0,8	St	-	5820x2840x3200	5470	100/120-10	400x80	1	1	2050	St	60
VT100 TA	10000	4040x1700	10000	0,8	St	-	5820x2840x3300	5620	100/120-10	400x180	1	1	2050	St	60
VT120 TA	12300	4040x1900	10000	0,8	St	-	5820x2840x3500	5960	150/150-10	410x180	1	1	2050	St	60

Ideal tankers Profiline model	Tank cap. L	Tank size m/m	Vac. pump L/min	Press. bar	Cent. pump L/min	Mud- guards Hose racks	Tank incuts with mud- guards	Total size LxWxH in mm	Weight approx. kg.	Wheel axle	Brake size	Intern. cross section	Stab. frame	Track width	Ideal Sep.	Cap. Sep.
															L/st	
VT80 WK	8600	4040x1600	10000	0,8	-	-	St	5820x2840x3280	2830	90/10	400x80	1	1	2000	St	60
VT100 WK	10000	4040x1700	10000	0,8	-	-	St	5820x2840x3400	3120	150/10	410x180	1	1	2050	St	60
VT120 WK	12300	4040x1900	10000	0,8	-	-	St	5820x2840x3600	3330	150/10	410x180	1	1	2050	St	60
VT85 SP	8000	4040x1700	10000	0,8	-	-	St	5820x2840x3400	4600	150/10	410x180	1	1	2070	St	60
VT110 SP	10000	4040x1900	10000	0,8	-	-	St	5820x2840x3600	4900	150/10	410x180	1	1	2070	St	60
VT130 SP	13000	4040x2100	10000	0,8	-	-	St	5820x2840x3800	5300	150/10	410x180	1	1	2070	St	60
VT80 TA	8600	4040x1600	10000	0,8	-	St	-	5820x2840x3200	5700	90/120-10	400x80	1	1	2050	St	60
VT100 TA	10000	4040x1700	10000	0,8	-	St	-	5820x2840x3300	5850	100/120-10	400x180	1	1	2050	St	60
VT120 TA	12300	4040x1900	10000	0,8	-	St	-	5820x2840x3500	6190	150/150-10	410x180	1	1	2050	St	60
CVT80 WK	8600	4040x1600	12000	3	6500	-	St	5820x2840x3280	2980	90/10	400x80	1	1	2000	St	60
CVT100 WK	10000	4040x1700	12000	3	6500	-	St	5820x2840x3400	3270	150/10	410x180	1	1	2050	St	60
CVT120 WK	12300	4040x1900	12000	3	6500	-	St	5820x2840x3600	3480	150/10	410x180	1	1	2050	St	60
CVT85 SP	8000	4040x1700	12000	3	6500	-	St	5820x2840x3400	4750	150/10	410x180	1	1	2070	St	60
CVT110 SP	10000	4040x1900	12000	3	6500	-	St	5820x2840x3600	5050	150/10	410x180	1	1	2070	St	60
CVT130 SP	13000	4040x2100	12000	3	6500	-	St	5820x2840x3800	5450	150/10	410x180	1	1	2070	St	60
CVT80 TA	8600	4010x1600	12000	3	6500	St	-	5820x2840x3200	5800	90/120-10	400x80	1	1	2050	St	60
CVT100 TA	10000	4040x1700	12000	3	6500	St	-	5820x2840x3300	5950	100/120-10	400x120	1	1	2050	St	60
CVT120 TA	12300	4040x1900	12000	3	6500	St	-	5820x2840x3500	6290	150/150-10	410x180	1	1	2050	St	60
PW120 WK	12300	4040x1900	8000	15	5000	St	St	5820x2930x3600	3750	150/10	410x180	1	1	2050	St (2x)	60
PWK130 SP	13000	4040x2100	8000	15	5000	St	St	5820x2840x3800	5500	150/10	410x180	1	1	2070	St (2x)	60

Ideal tankers Profiline XL model	Tank cap. L	Tank size m/m	Vac. pump L/min	Press. bar	Cent. pump L/min	Mud- guards Hose racks	Tank incuts with mudguards	Total size LxWxH in mm	Weight approx. kg.	Wheel axle	Brake size	Intern. cross section	Stab. frame	Track width	Ideal Sep.	Cap. Sep.
															L/st	
VT 140 TA	14500	5500x1800	10000	0,8	X	St	-	7500x2950x3700	7980	150/150-10	410x160	2	2	2050	St	60
VT 160 TA	16000	5500x1900	10000	0,8	X	St	-	7500x2950x3800	8500	150/150-10	410x160	2	2	2050	St	60
VT 200 TA	20500	5500x2100	10000	0,8	X	St	St	7500x2950x3980	9260	150/150-10	410x160	2	2	2050	St	60
CVT 140 TA	14500	5500x1800	12000	3	6500	St	-	7500x2950x3700	8080	150/150-10	410x160	2	2	2050	St	60
CVT 160 TA	16000	5500x1900	12000	3	6500	St	-	7500x2950x3800	8600	150/150-10	410x160	2	2	2050	St	60
CVT 200 TA	20500	5500x2100	12000	3	6500	St	St	7500x2950x3980	9360	150/150-10	410x160	2	2	2050	St	60

St = standard design, X = not available, - = not applicable, \* = depends on wheel size



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# IDEAL TANKERS



IDEAL, always the model you need

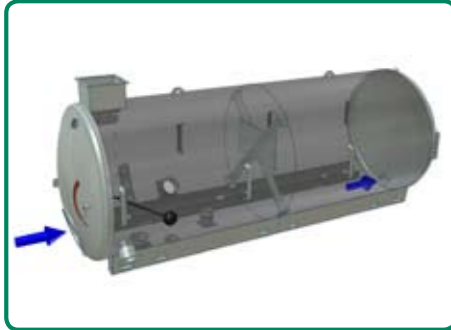
www.schoutenmachines.nl

Made in holland by



**CYLINDRICAL TANK**

All Ideal-tankers are heavy duty quality and depending on the capacity, equipped with internal cross section strengthening and bulkhead stabilization.



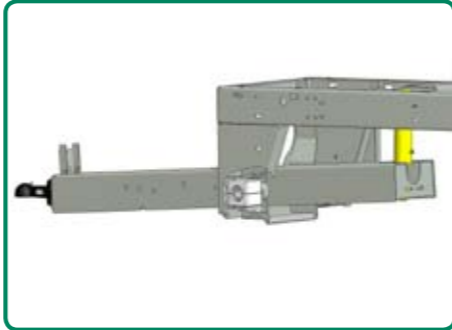
**IDEAL SUCTION/LOADING ARM**

The suction arm with built in Turbo Master increases the capacity and degree of filling considerably.



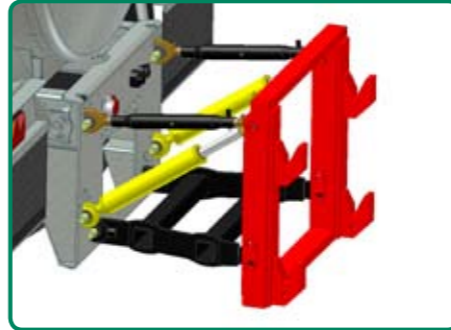
**DRAWBAR**

The drawbar is attached hinged to the Ideal tanker and therefore adjustable in height Also available with hydro-pneumatic suspension.



**LINKAGE**

All Ideal tankers are fitted with a 4-point lift system. A quick change system is possible.



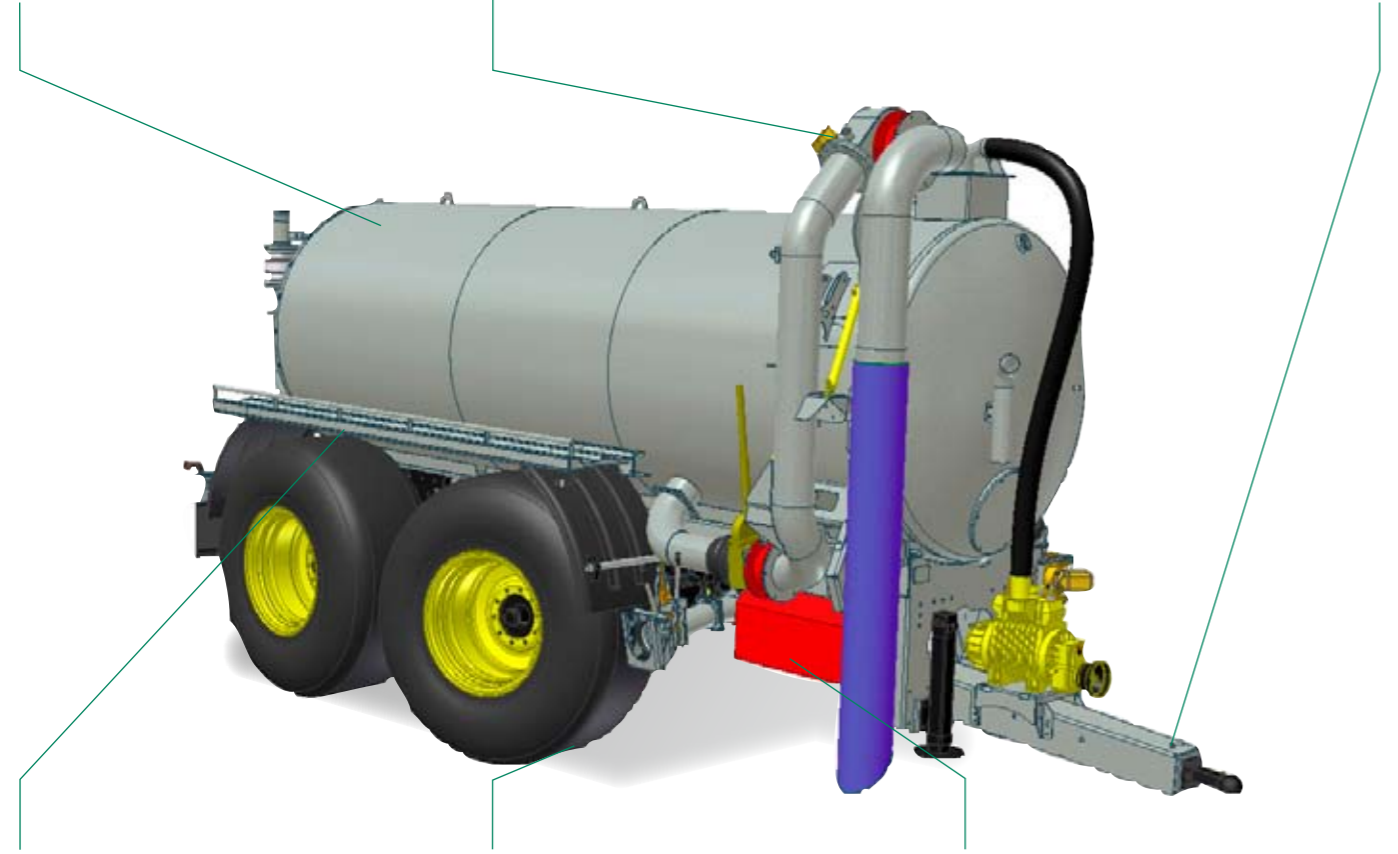
**FLOWMETER**

To distribute the slurry as accurately as possible, the Ideal tanker can be equipped with a flowmeter or a computerized controller.



**IDEAL SEPARATOR**

The Ideal tankers' moisture trap system is really unique and results in a very high separation. With each tank emptying the separator is cleaned and the contents are mixed.



**FENDERS / HOSE CARRIERS**

With the fenders you are safe in transport and get to work clean. Enough space to take along the suction hoses and besides this the Ideal tanker looks finished.



**UNDERCARRIAGE XL**

Multiple undercarriages are available for choice, independent of the tank capacity, for example a hydro-pneumatic tandem suspension undercarriage.



**HYDRAULICS**

Depending on the model extensive or simple electric-hydraulic control systems are available. With or without Load-sensing.



**CHASSIS**

Ideal tankers are assembled with a very strong chassis to which all vital parts are attached with bolts.



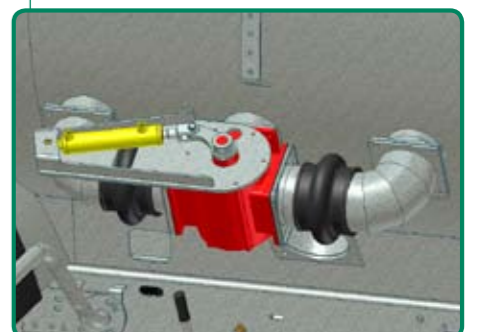
**UNDERCARRIAGE**

The Soil-Protection undercarriage frame is the best alternative possible to keep the ground pressure as low as possible.



**DOSAGE CVT**

The Ideal tankers equipped with a CVT pump have a continuously adjustable outflow control by a linear dosage valve.



# IDEAL-TANKERS DELIVERABLE IN **MANY SIZES AND DIFFERENT DESIGNS**



Ideal single axle tankers with big wheels/tires and available with tank incuts requiring low pulling power and causing barely any rut-forming.

IDEAL FARMLINE EA in VT 70, 80 and 100

IDEAL FARMLINE OR PROFILINE WK in VT 80, 100 and 120

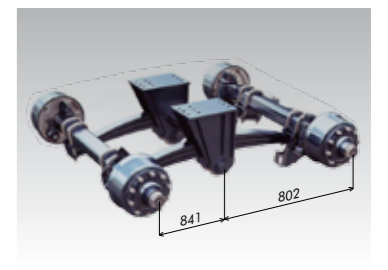


Under certain circumstances tandem axle tankers are the only solution. The BPW eccentric boggie-tandem unit then offers the right solution. Front or rear axle steering, parabolic suspension and unforced or forced steering possible.

IDEAL FARMLINE TA in VT 80, 100 and 120

IDEAL PROFILINE TA in VT 80, 100 and 120

IDEAL PROFILINE TA in CVT 80, 100 and 120



The Soil-Protection undercarriage frame is unparalleled in terms of ride comfort and ground pressure. Due to the large surface contact of the 3 wheels with hydro-pneumatic controls a ground pressure is achievable from 0.75kg/cm<sup>2</sup>.

IDEAL FARMLINE SP SOIL-PROTECTION in VT 85, 100 and 130

IDEAL PROFILINE SP SOIL-PROTECTION in VT 85, 100 and 130

IDEAL PROFILINE SP SOIL-PROTECTION in CVT 85, 100 and 130



Ideal XL tankers for long distance journeys are also suitable as discharge tankers. Due to the individual independent wheel carriage with hydro-pneumatic suspension the Ideal-XL has achieved a not previously attained level of stability and ride comfort.

IDEAL XL PROFILINE in VTS 140, 160 and 200

IDEAL XL PROFILINE in CVT 140, 160 and 200

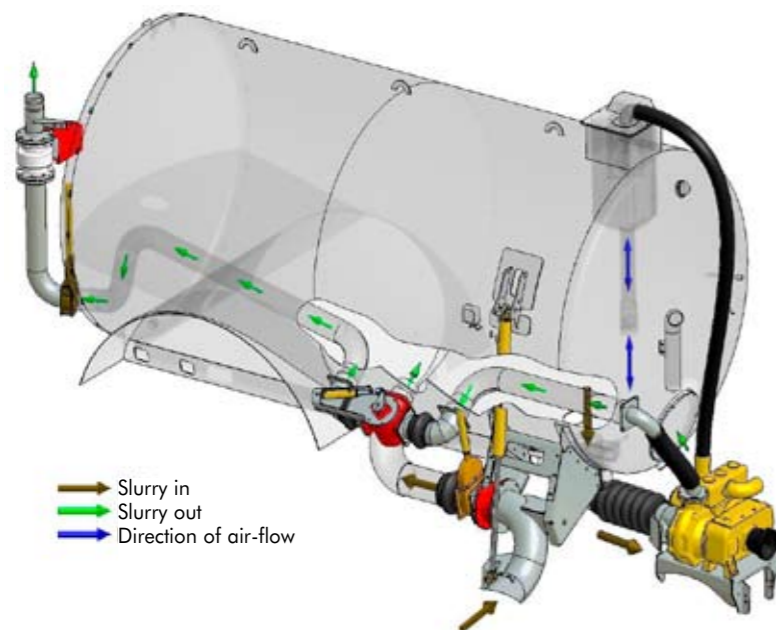


# IDEAL TANKERS WITH CVT-DESIGN FOR THE PROFESSIONAL USER



Is the emphasis in manure distribution on high capacity, high accuracy, low maintenance, and easy operation? The Ideal tanker with CVT performance is the only correct solution.

## SIMPLICITY RADIATES FROM THE OPERATION PRINCIPLE



### To fill tank

- A. The vacuum pump starts the filling process.
- B. The Turbo Master accelerates the filling process.
- C. The Turbo Master increases the filling of the tank.
- D. The Ideal separator gives an acoustic signal when the tank is full.

### To empty tank

- E. The centrifugal pump pumps the slurry from the tank.
- F. The dosage valve regulates the desired quantity.
- G. The flow meter measures the quantity going into the injector.
- H. The Slurry Master computer readjusts the dosage valve to the desired quantity.
- I. The excess slurry goes through the bypass back into the tank.

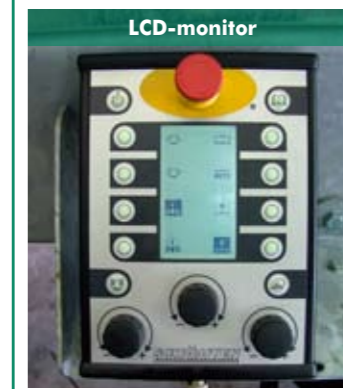
### Ideal Farmline

The Ideal Farmline design is equipped with a 4-point hitch with sequence control, automatic cut-off, and reversal of the distributor. There are 2 DW valves necessary. Ground contour following is optional.



### Ideal Profile

The Ideal Profile design is equipped with an electric-hydraulically controlled valve block LS version. This includes an LCD monitor. When equipped with flow controls the SL7000 computer is delivered with it.



All Ideal tankers are equipped with the exclusive Ideal separator, and the oil trap, silencer and air filter with top suction (cyclone filtering is optional).

Do you want your tank filled as quickly and effectively as possible? Then the Turbo Master cyclone is the best solution. Also a 8" suction hose connection.



### Ideal suction arm

The Ideal suction arm makes your tanker complete and is available in a 8" or 10" version. In a special version the arm can also be placed over a container edge and has double bearings. It can be equipped with the Turbo Master 108 with the maximum possible capacity.



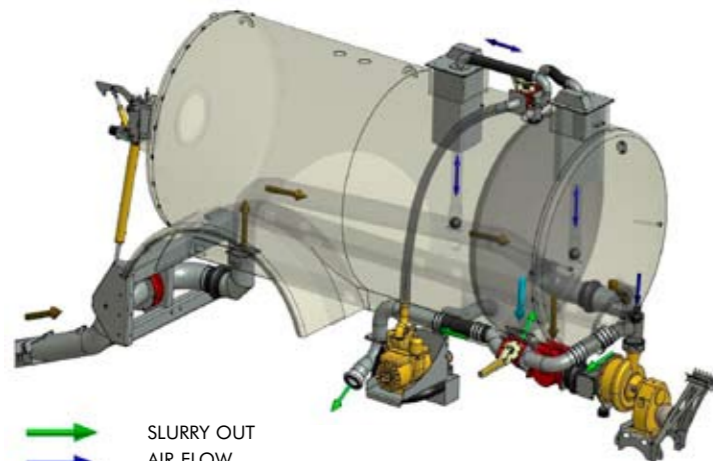
# IDEAL PW 120 PUMPWAGONS

REPUTATION THANKS TO THE UNCOMPROMISED DRAG HOSE TECHNOLOGY.



The Ideal PW 120 provides all one needs in the slurry drag hose technology. The dual compartment tank has a buffer function with enough room for slurry handling and plenty of room for mixing and rinsing water. The whole design of the tanker is based on ease of use and capacity. That means a very large and undisturbed passage of the fluid flow and drainage. The PW 120 will do so via an LCD screen which controls the LS valve sections. Thus, the imaginative capacity to pump well over 300m<sup>3</sup>/h at 15-17 bar pressure is achievable.

## IMPRESSION OF THE PW 120



-  SLURRY OUT
-  AIR-FLOW
-  SLURRY IN
-  WATER OUT

### Tank filling:

- A. The vacuum pump starts up the filling process.
- B. The Turbo Master takes over the process.
- C. The centrifugal pump forces the fluid to the hose.
- D. The three way valve makes the choice of slurry or water.
- E. The butterfly valves control the water supply.
- F. The ball return valve secures the tank.

### When making a turn:

- G. The pump valve switches the flow of manure.

### To clean with water and compressed air:

- H. The three way valve switches to water.
- I. The ball return valve leads the compressed air to the hose.
- J. The butterfly valves allow the water hose to be emptied.
- K. The butterfly valves are also used as drainage valves.



The PW 120 has a high pressure centrifugal pump which has a ceramic mechanical seal. Besides this the pump has a cutting knife for cutting straw and feed remains. An oil cooler is optional.



The Ideal PW 8" suction arm makes work easier. The arm is mounted on the rear right side so that the suction location can always be reached. Difficult dragging of heavy hoses is history.



Orderly grouped butterfly valves make choosing the place and amounts of water and air supply necessary. A flow meter with display enables an accurate determination of the amount of water used.



For starting up the pump process a hydraulically driven 8.000 L compressor is mounted. The Ideal separators in the top of the tank protect the compressor. The three way valve determines the compartment choice.



The Ideal PW 8" suction arm is equipped with the Turbo Master 10.8 under the last joint. The Turbo Master can be immersed in the fluids due to the mechanical seals. The capacity is then tremendous.



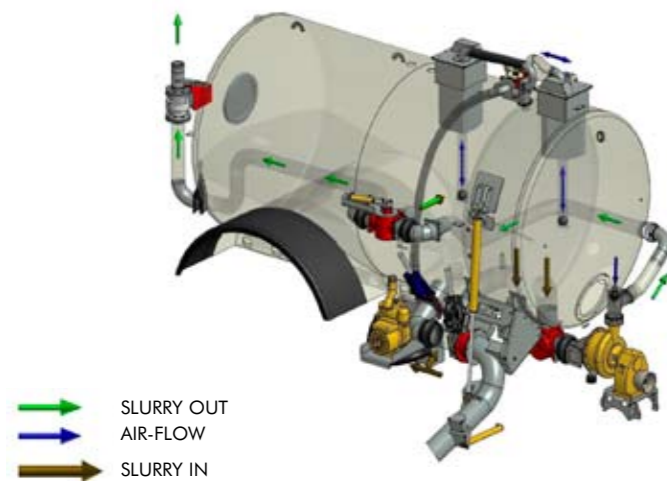
The PW 120 can be equipped with a radio controlled valve. That way you can turn off the injector in the headland, and keep the hose under pressure, make a turn, and continue with injecting. That is delivering clean work with just one man at the controls.

# IDEAL PWK 130SP FOR A HIGH MACHINE USAGE AND A BROAD EMPLOYABILITY



The Ideal PWK 130SP combines the Ideal tanker CVT 130SP with Ideal pumpwagon PW 120. This uncompromising dual purpose tanker can be used as the feeding pumpwagon in the drag hose system and spreading it directly with a mounted injector. Undercarriage and the chassis are equivalent to all SP Profiline tankers. The hydraulic system is adapted with an uncompromising 120L/min. section for the Turbo Master. The centrifugal pump has sufficient capacity to spread slurry with an injector in a high pace. Both compartments can be combined for maximum slurry tank capacity.

## IMPRESSION OF THE PWK 130SP



### Tank filling

- A. The compartment valve makes the tank whole.
- B. The vacuum pump starts up the filling process.
- C. The Turbo Master accelerates the filling process.
- D. The Turbo Master increases the filling of the tank.
- E. The Ideal separator gives an acoustic signal when the tank is full.

### Tank emptying

- F. The centrifugal pump pumps the slurry out of the tank.
- G. The dosage valve regulates the desired quantity.
- H. The flow meter measures the amount that goes to the injector.
- I. The Slurry Master computer regulates the dosage valve to the desired quantity.
- J. The excess slurry goes through the bypass and returns to the tank.



With two simple actions the PWK 130 can be changed from a regular tanker into a pump wagon. Simply a matter of changing the butterfly valve A and coupling the Storz-coupling from B to C.



When opening the industrial valve the PWK 130 acts as a communicating vessel. In this way both compartments are connected to act as a regular tanker.



The dosage control with the PWK 130SP is equivalent to that of the CVT tanker. A continuously variable electric/hydraulic regulation by means of a linear dosage valve.



The lift from the Profiline edition is the same for the PWK 130SP as with the whole Ideal Profiline series. The same holds true for the flow sensor that measures the quantity.



As with the PW 120, the PWK 130SP also has the water and air supply located professionally. On demand the Turbo Master 10.8 including the cyclone separator can be mounted when you need to work with a manually operated suction hose.



The Ideal suction arm model 10.8 with Turbo Master 10.5 is also available for the PWK 130SP. For the wider application the suction arm is equipped with a 10" quick coupler, that fits on for example a AN docking station.