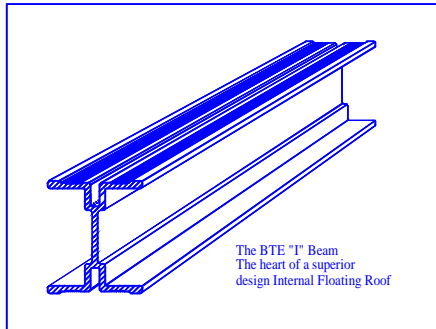




BTE
Heavy Duty Aluminium
Internal Floating Roof



IFR Features:

- High section modulus main I-beam and sheeting clamp channel
- Large diameter, high strength support legs at the rim and centre deck
- All centre deck legs are connected to the IFR frame, not to pontoon ends. This eliminates the possibility of pontoon end cracking due to IFR flexing in service.
- Unique easy to assemble, aluminium alloy interlocking system.
- All stainless steel fasteners.
- Hybrid IFRs with all-stainless-steel wetted parts available.
- **BTE** IFRs are designed to meet or exceed the requirements of API 650 Appendix H

Rim Seals:

BTE can provide a variety of rim seals to fit our IFR. These are;

BTE IFR Shoe seal

BTE PE (polyethylene) wiper seal

Waffle type Urethane single Wiper Seal and/or Secondary Wiper seals

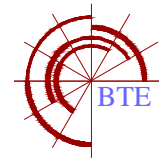
The IFR Shoe seal can seal a full range of tank products including Gasoline, Benzene MTBE, ETBE, TAME, Toluene, Xylene, Paraxylene, MEK, Sulfolane, Reduced Crude etc.

Baillie Tank Equipment
 Sydney, Australia
 tel: +61 2 9327 5481
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Baillie Tank Equipment
 Seoul, Korea
 tel: +82 31 949 6854
 fax: +82 31 949 6866

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12.12.03



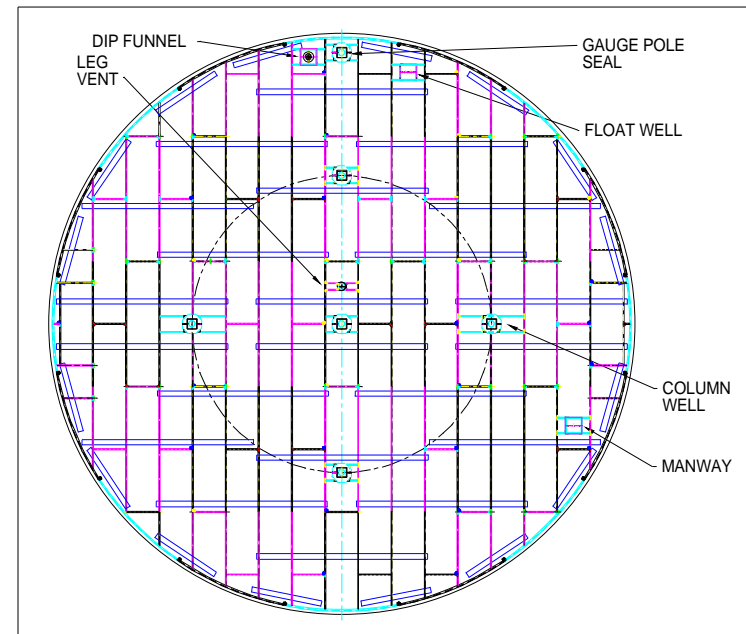
BTE
Heavy Duty Aluminium
Internal Floating Roof



The **BTE** Heavy Duty Aluminium Internal Floating Roof (IFR) is the result of 15 years practical tank experience by **BTE** engineers in the installation, maintenance and design of IFRs.

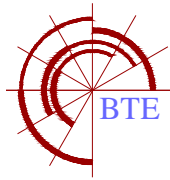
Our aim is to provide an IFR to the oil industry that is extremely durable and overcomes the many design problems that exist in other well-known brand IFRs.

These days when the concern is "Whole of Life Cost", we believe the quality engineered **BTE** Heavy Duty IFR offers tank owners the best possible value for money



All major IFRs components are designed to pass through a 24" diameter manway, and are pre-cut for easy on-site assembly. IFRs are usually shipped in 20ft or 40ft containers.





The BTE Heavy Duty IFR has many durable features, designed to provide indefinite maintenance free operation of the main structural elements.

The BTE Heavy Duty IFR is ideally suited to service in earthquake prone regions or in those tanks subject to sloshing and/or turbulence due to high fill rates or mixers.



Test IFR at our factory. Note that the pontoons are not connected to the landing legs. The potential for pontoon end cracking is eliminated



Landing leg sleeves are keyed into the I-Beam frame



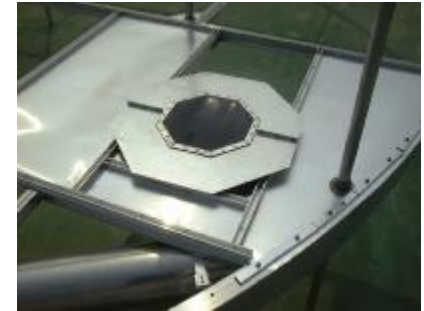
Butt joints (above) are made by the Straight Connector which keys into the main I-Beam, beams are pre-drilled for easy assembly



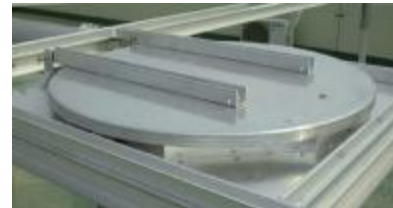
The Corner Connector (right) keys into the main I-Beam



I-Beam to Rim bolted connection is strong and provides a clean surface for the sheeting and its clamping



Column seal assembly (above) and standard 600mm deck Manway (left). 310mm deep extruded rim (below) is strong enough for the BTE IFR shoe seal to be connected to it without additional bracing



The BTE I-Beam (approx. full size) and sheeting clamp channel (left) represents a higher section modulus and is much stronger than other IFR main beams. This makes for a more durable product.



Pontoons are not connected to the landing legs. Pontoons are connected to the main frame and are unaffected by IFR flexing

