



18 WHEELS OF STAINLESS STEEL – BUYERS GUIDE

2016 WALKER FOOD GRADE TANKER

6,800 GALLONS · NON-CODE · BUILT FOR VISCOUS LOADS · 3A SANITARY SPEC



3 MANHOLES

TYPE 316 SS ACCESS

IN TRANSIT HEAT

FULL LENGTH + ADDITIONAL HEAT PANELS

1 OWNER

PRIME FLEET MAINTAINED

PURPOSE-BUILT FOR VISCOUS LOADS. ONE OWNER. DOCUMENTED.

The 2016 Walker is engineered specifically for liquid chocolate, peanut butter, palm oil & other thick, temperature-sensitive food-grade products. 3 Type 316 SS manholes. Heated discharge cabinet. Walker 60TTF plunger valve.

Enhanced heat. One owner. Prime Inc. documented from day one.

BUILT FOR THICK PRODUCTS

Standard food-grade tankers handle thin liquids well. The 2016 Walker goes further: the heated cabinet, plunger valve, 3 manholes & enhanced heat panels are all specifications that exist specifically because thick products require different engineering. This is not a general-purpose tanker pressed into service. It is purpose-built.

THE PRIME INC. STANDARD

Prime Inc. is a top ten tanker carrier in North America. When their trailers cycle off the fleet, every PM, every inspection, every service interval is documented. That complete history transfers to you at the time of sale. Most used tankers on the market cannot offer this.

EVERYTHING INCLUDED WITH EVERY 2016 WALKER FROM PEDIGREE

✓ Three 20" Type 316 SS Manholes	✓ Enhanced Full-Length In-Transit Heat
✓ Heated Interior Cabinet — Insulated Doors	✓ Walker 60TTF Plunger Valve
✓ T304 SS Shell — 10ga T304 SS Head	✓ 4" Pod Outlet — Insulated & Heat-Piped
✓ Built to 3A Sanitary Specifications	✓ Stainless Steel Hydraulic Lines & Brackets
✓ #4 Polish Finish — RA ≤32 (3A Spec)	✓ 3" Probe Thermometer — 0°F to 300°F
✓ 4" Urethane Insulation (-20°F to 225°F)	✓ 6,800 Gallon Capacity (+1% Outage)
✓ 72" Wide Walkway — Dual Handrails	✓ (3) Individual 34"x52" SS Spilldams
✓ Hendrickson Intraax AANT Air Ride	✓ Tiremaxx CP Auto Inflation — 85 PSI
✓ Wabco ABS	✓ Girard 15 PSIG P/V Vent with Air Kit
✓ Holland Binkley 51000 Heavy Landing Gear	✓ Full LED Lighting Package
✓ One Owner — Prime Inc. Fleet	✓ Full Lifetime Service Records Included
✓ Last 3 Prior Loads Available	✓ DOT Inspected — Ready to Work

QUICK SPECS

Classification	Non-Code — Atmospheric Pressure	3A Sanitary	Built to Spec — No Official Designation
Capacity	6,800 Gal (+1% Outage) — Single Compartment	Head / Shell	10ga T304 SS Head / T304 SS Shell — #4 Polish
Insulation	4" Urethane — -20°F to 225°F	Heat System	Enhanced Full-Length + Additional Panels
Manholes	(3) 20" Type 316 SS — 6 Hold-Downs Each	Cabinet	Heated Interior — Insulated Doors
Outlet Valve	60TTF Plunger Valve	Outlet	4" Pod — Insulated + Heat-Piped
Thermometer	3" Probe — 0°F to 300°F	Walkway	72" Wide — Dual Handrails
Spilldams	(3) Individual 34"x52" SS	Suspension	Hendrickson Intraax AANT Air Ride
Tire Inflation	Tiremaxx CP Auto — 85 PSI	ABS	Wabco
Landing Gear	Holland Binkley 51000 — 10"x10" Feet	Tires	50%+ Super Singles; New Duals +\$1,500
Ownership	One Owner — Prime Inc. Fleet	Service Records	Full Lifetime Record Included

A NOTE ON NON-CODE

"Non-code" means atmospheric pressure — not a quality limitation. The 2016 Walker cannot haul loads requiring DOT407 pressure certification but handles every other food-grade liquid load. For operators running chocolate, oils, dairy, syrups, and viscous products, non-code is the correct spec — and this trailer is better-equipped for those loads than any code unit.

WHAT CAN YOU HAUL?

Purpose-built for viscous, temperature-sensitive loads – but handles the full range of food-grade liquid hauls with ease.

VISCOUS & TEMPERATURE-SENSITIVE LOADS	STANDARD FOOD-GRADE LIQUID LOADS
<ul style="list-style-type: none">✓ Liquid chocolate & cocoa liquor✓ Cocoa butter✓ Peanut butter & nut butters (liquid)✓ Palm oil & coconut oil (solidify at ambient)✓ Lard, tallow & animal fats✓ Liquid shortening✓ Caramel & thick confectionery✓ Thick fruit purees✓ Heavy molasses✓ Honey (heated)✓ Liquid eggs (heated)✓ Thick syrups & HFCS✓ Edible fats for food manufacturing	<ul style="list-style-type: none">✓ Fruit & vegetable juices✓ Dairy – milk, cream, whey✓ Edible oils (above solidification temp)✓ HFCS & liquid sweeteners✓ Molasses (thinner grades)✓ Wine & cider✓ Vinegar & acidic food liquids✓ Liquid sugars & syrups✓ Non-alcoholic beverage concentrates✓ Food-grade glycerin✓ Liquid yeast cultures✓ Corn syrup✓ Soy sauce & food seasonings

THESE ARE THE TRAILERS YOUR OPERATION NEEDS – HERE'S WHY

01

HEATED DISCHARGE CABINET

The defining feature of the 2016. In cold weather, thick product can solidify in the discharge cabinet – a standard tanker may require a lengthy hot-water pre-flush before discharge can begin. The 2016's heated, insulated cabinet significantly reduces this risk by maintaining elevated temperature at the discharge point. This means shorter or eliminated pre-flush time in cold conditions, and more reliable product flow on temperature-sensitive loads.

02

THREE TYPE 316 SS MANHOLES

Three 20-inch manholes vs. one on standard tankers. Type 316 stainless – molybdenum alloy, better corrosion resistance than T304, especially against chloride-based CIP cleaning chemicals. Three access points means faster loading, better cleaning, faster turnaround between hauls. One manhole works for thin liquids. Three manholes is how you professionally operate with thick, sticky products.

03

WALKER 60TTF PLUNGER VALVE

Standard tanker butterfly valves clog on thick product at shutoff – liquid chocolate, peanut butter, and heavy fats create a seal that won't close cleanly. The Walker 60TTF's plunger valve physically cuts through at shutoff, delivering a clean close every time. Buyers who have run thick product in a standard tanker know exactly what problem this solves.

04**ENHANCED IN-TRANSIT HEAT SYSTEM**

Standard full-length heat plus additional heat panels with quick-disconnect fittings. More heat transfer surface area means better hold on products with high solidification temperatures — palm oil, cocoa butter, animal fats. The extra panels are not cosmetic: they are the engineering difference between a trailer that handles thick heated loads and one that struggles with them.

05**STAINLESS STEEL HYDRAULIC LINES**

SS hydraulic lines and brackets where standard equipment uses rubber. Rubber lines deteriorate — they crack, weep, and on a food-grade trailer a hydraulic leak near the discharge system is a contamination event, not just a maintenance problem. Stainless lines do not age the same way. Buyers inspecting the trailer notice it immediately.

06**3" PROBE THERMOMETER ON THE TRAILER**

Driver reads actual product temperature before pulling up to the receiver. For temperature-sensitive loads — liquid chocolate, cocoa butter, palm oil — arriving at the wrong temperature means a rejected load. The probe thermometer eliminates that guesswork before the driver ever opens the hatch.

07**BUILT TO 3A SANITARY SPECIFICATIONS**

#4 polish interior finish (RA \leq 32), W5 weld quality, Type 316 SS manholes at all access points. The construction standard dairy processors and food manufacturers require. These trailers do not carry the official 3A designation, but the specification is in the metal.

08**PRIME INC. SINGLE-OWNER PROVENANCE**

Ran in one fleet under standardized maintenance protocols their entire service life. No auction history, no unknown operators. Full lifetime service records and last 3 prior loads come with every trailer — something the used tanker market almost never offers, and something viscous-load shippers increasingly require before accepting a trailer into their loading network.

09**HENDRICKSON INTRAAX AIR RIDE**

Air bags absorb road shock — critical for temperature-sensitive, viscous loads that can separate or be damaged by hard suspension impacts in transit. 23,000 lb beam rating. The expected standard for food-grade liquid transport. Buyers who run regulated food shippers verify it before purchase.

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WE KNOW WHAT YOU'VE HEARD. HERE'S THE REAL DEAL.

Real questions from buyers shopping food-grade tankers for viscous loads. Straight answers.

Q: "What is this trailer best at — what is it built for?"

A: The 2016 Walker is purpose built for viscous, temperature sensitive food-grade liquid loads: liquid chocolate, peanut butter, palm oil, coconut oil, animal fats, cocoa butter, thick syrups, & similar products. 3 manholes, heated discharge cabinet, Walker 60TTF plunger valve & enhanced heat panels are all specifications that exist specifically to handle thick products that standard tankers struggle with.

Q: "What is non-code and does it limit what I can haul?"

A: Non-code means atmospheric pressure: the trailer operates at ambient pressure rather than being certified for 15 PSIG. For the vast majority of food-grade liquid hauls, this is completely irrelevant. The loads this trailer is built for: chocolate, oils, fats, syrups, dairy, juices do not require pressure certification. Non-code is not a quality limitation; it's a spec that reflects what this trailer is optimized for. The only loads you cannot haul are those legally requiring DOT407 pressure certification, such as food-grade ethanol.

Q: "What makes the heated cabinet such a big deal?"

A: In cold weather, thick product can solidify in the discharge cabinet & lines. Without a heated cabinet, the driver may need to flush with hot water before discharge, adding time & labor cost to every cold weather load. The 2016's heated cabinet significantly reduces this risk by keeping the discharge area at elevated temperature. Pre-flush time is reduced or eliminated in most conditions. It's not a guarantee against all freezing scenarios, but it is the correct engineering approach for operators running viscous loads in cold climates.

Q: "How does the plunger valve work and why does it matter?"

A: A standard butterfly valve rotates closed across the product flow. With thin liquids that is fine. With thick product, chocolate, peanut butter, heavy fats, the valve captures material & does not close cleanly. The Walker 60TTF's plunger valve cuts through the product on shutoff, sealing cleanly every time. Buyers who have run thick product in a standard tanker know the clogged-valve problem firsthand. This solves it.

Q: "Are these trailers 3A Sanitary certified?"

A: They are built to 3A Sanitary specifications: #4 polish interior finish (RA \leq 32), W5 weld quality, & Type 316 SS at all three manholes, but they do not carry the official 3A designation. The construction meets the standard; the official paperwork does not exist on these units. "Built to 3A spec" is the accurate & honest description.

Q: "Can I get the prior haul history on these trailers?"

A: Yes. We can pull the last 3 prior loads on every trailer. These ran in one fleet, so the history is documented & traceable. For food-grade shippers, particularly in chocolate, dairy, & kosher-sensitive categories, prior load documentation is often required before a trailer is accepted at the facility. Every Pedigree Walker can provide it.

Q: "What tire options are available?"

A: 50% tread or better on super singles is standard. New virgin dual tires are available as a \$1,500 upcharge, installed before delivery. Your choice before you take possession.

THE PRIME INC. DIFFERENCE

Prime Inc. is a top ten tanker carrier in North America — and also the #1 refrigerated carrier and #16 flatbed carrier. They maintain equipment the way most operators only wish they could. When Prime's trailers cycle off the fleet, they come to Pedigree.

ONE OWNER. DOCUMENTED.

Every maintenance item completed on time — documented by certified technicians from day one. Every PM, every inspection, every service interval recorded.

That documentation matters. Most used tankers on the market cannot offer it. Every Pedigree Walker can.



You receive the complete Prime Inc. service record at the time of purchase — every scheduled maintenance documented from the day the trailer was new.

COMPONENT QUICK REFERENCE

Every major component — what it is, the spec, and why it matters.

COMPONENT	SPEC	WHY IT MATTERS
T304 SS Shell / 10ga Head	#4 Polish — RA ≤32	Heavier head spec. Hygienic surface standard — bacteria cannot survive in the texture.
Type 316 SS Manholes	(3) 20" — 6 Hold-Downs Each	Molybdenum alloy — better CIP chemical resistance than T304. Three access points for thick products.
4" Urethane Insulation	-20°F to 225°F	Holds product temperature from loading to delivery.
Enhanced In-Transit Heat	Full-Length + Additional Panels	More heat surface area for high-solidification-temp products like palm oil and cocoa butter.
Heated Cabinet	Insulated Doors + Heat Loop	Significantly reduces product solidification risk at discharge. Reduces or eliminates pre-flush time in cold weather.
Walker 60TTF Plunger Valve	Walker 60TTF	Cuts through thick product at shutoff. Clean close every time on chocolate, PB, heavy fats.
4" Pod Outlet	Insulated + Heat-Piped	Heat runs all the way to the outlet — product stays liquid at the discharge point.

Probe Thermometer	3" — 0°F to 300°F	Driver confirms product is at temp before delivery. Prevents rejected loads.
72" Wide Walkway	Dual Handrails	Safe working platform for three manhole loading operations.
Stainless Hydraulic Lines	SS Lines & Brackets	No deterioration, no contamination risk. Visible quality indicator to experienced buyers.
Hendrickson Air Ride	Intraax AANT — 23K lb	Absorbs road shock. Protects viscous loads and trailer structure in transit.
Tiremaxx CP	85 PSI Auto-Inflation	Maintains rated pressure while driving. Less downtime, better fuel economy.

READY TO HAUL?

<h1>01</h1> <p>TALK TO A TRAILER EXPERT Call or text 417-607-6111. We'll pull specs, prior loads, and availability on any unit.</p>	<h1>02</h1> <p>GET PRE-QUALIFIED 10-minute pre-qualification. No commitment. No credit hit. Over 30 lenders.</p>	<h1>03</h1> <p>TAKE DELIVERY DOT inspected. Service records in hand. Ready to earn from day one.</p>
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Prices and availability subject to change. Last 3 prior loads available on request. Tires: 50%+ super singles standard; new virgin duals available +\$1,500. Sales statistics as of March 19, 2026.