

TRECAN MODEL 135-PD PORTABLE SNOWMELTER

DATA SHEET

Rated Capacity:	135 tons/hr @ 30°F (-1.1°C)	{Equivalent to 334–675 yards ³ /hr (258-516 m ³ /hr) {average snow density of 30-15 lbs/ft ³ (480-240 kg/m ³)}
Combined Burner Output:	24,000,000 BTU/hr (25,300,000 kJ/Hr)	
Fuel:	No. 1 Fuel Oil, Stove Oil, Winter Diesel	
Fuel Capacity:	1500 USG (5678 L)	
Fuel Flow (to burner):	171 US GPH (647 L/hr)	
Diesel Engine:	200 HP (149 kW)	
Water Capacity:	3351 USG (12,686 L)	
Water Out Flow:	540 USGPM (2044 L/min) @ 38°F (3°C)	
Weights (standard model):	Empty:	32,000 lbs (14,515 kg)
	With Fuel & Water:	71,000 lbs (32,205kg)
Fifth-wheel Loading:	Empty:	xxxx lbs (xxxx kg)
	With Fuel:	xxxx lbs (xxxx kg)
Max. Towing Speed:	Empty:	60 MPH (97 km/h)
	With Fuel:	10 MPH (16 km/h)
	With Water:	2 MPH (3 km/h)
Dimensions:	Length (standard):	44'11" (13.69 m)
	Width:	8'6" (2.59 m)
	Height (maximum):	12'11" (3.94 m)

General Description:

The melting tank is loaded from the left side of the trailer. The carbon steel melting tank is typically 16' (4.88 m) long with a clear opening of 16' (4.88 m) for loading snow. Two clean out doors are located on each side of the melting tank for removal of sediment, debris and water when melting is complete. An optional debris removal aid reduces the time to clean the melting tank. During operation, the melt water exits the tank through overflow drains located at the left side of the tank.

The 135-PD utilizes two submerged combustion burners mounted on the right side of the melting tank to provide heat and turbulence to the melting process. In the standard model, the melting tank must be filled with water before operation of the burners. In the 135-PD (M Series), the burners and melting tank are designed and built to allow a snow start capability (useful in locations where water is difficult to obtain).

The fuel tank is located in front of the melting tank and stores fuel for both the diesel engine and burners.

Most of the equipment necessary for self-contained operation is within a walk-in engine room enclosure located at the back end of the trailer. The engine room improves overall efficiency by capturing and directing residual heat into the melting process, with added benefits of overall noise reduction and equipment security.

Main components in the engine room include a liquid cooled turbo diesel engine which drives a hydraulic pump and burner fuel pump, with electrical power generated by the heavy duty alternator. The closed loop hydraulic system drives the blower (fan) which in turn supplies combustion air to the burners. A panel containing the safety and control system provides fully automatic operation by computer control and a graphical operator interface terminal. Remote data communications provide remote trouble shooting and software upgrade capability, and with an annual subscription will allow the customer to view historical and current operating data via a Trecan web server / database application.

Also included are all necessary internal and external lighting and indication for safe operation. The towing arrangement uses a king pin connection to a truck fifth-wheel. Running gear includes dual-axle air ride suspension and air brakes. Landing gear is manual operation.

Other options include: plug-in immersion heaters, battery charger, jet fuel rated components, stainless steel melting tank, dual side loading melting tank, custom paint colors, and engine room acoustic insulation.

Specifications subject to change without notice (May 11, 2007)

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