KM International Inc.
6561 Bernie Kohler Dr. North Branch, MI 48461
800-492-1757 | www.kminternational.com

KM 8000SXDX SPECIFICATION

Table of Contents

**Specifications are subject to change without notice*

SECTION		SPECIFICATION DETAIL	COMPLY	
			YES	NO
SECTION 1 *GENERAL*	*1.1*	This specification is to describe the asphalt hotbox reclaimer unit designed to manage up to four (2) tons (8,000 lbs.) of plant asphalt road mix.		
	1.2	The unit is designed as a skid mounted unit.		
	1.3	The unit offers the user the ability to maintain hot mix asphalt or cold patch material at workable temperatures for up to forty eight (48) hours continuously.		
	1.4	Unit also offers to the user the option to "reclaim" virgin hot mix asphalt from ambient storage temperature to usable hot mix form.		
	1.5	The unit offers the ability to safely maintain temperatures that accommodate standard "cold patching" materials (requires low temperature thermostat option).		
	1.6	The heating unit comes available as a thermostatically temperature controlled LPG fueled heating system.		
	1.7	Operator must be able to maintain load temperature between 50-350 degrees Fahrenheit.		
	1.8	Overall dimensions measure 88" x 72" x 56"		

SECTION 2 *DIESEL BURNER*	*2.1*	Asphalt storage compartment will be heated by a diesel fueled 12VDC KEM 101 Beckett burner.		
	2.2	Burner rating is not to exceed 105,000 BTU.		
	2.3	The diesel burner must be mounted to the hot box above the trailer frame within the chassis. Burners mounted even with or below the frame are unacceptable.		
	2.4	Burner must be easily removed for maintenance by removing four (4) nuts and a fuel line.		
	2.5	The burner is protected and enclosed by a cover keeping the unit and components out of weather and clear of road debris.		
	2.6	The diesel burner will be equipped with an automatic electronic ignition system.		
	2.7	The diesel burner will supply primary combustion air and fuel into the insulated (combustion) fire box during operation.		
	2.8	It will be equipped with 100% safety shut down if burner ignition fails.		
	2.9	In the event of a monitored abnormally high temperature in the combustion chamber the burner will automatically shut down for safety purposes and require the system to be recycled for a manual restart.		
	2.10	Combustion chamber must be an integral part of the burner system and easily removed above the trailer frame.		
	2.11	Combustion chamber is constructed of a one piece 1.5" ceramic refractory board.		
	2.12	The heating system will be supplied power by a twelve (12) volt gel deep cycle marine battery maintained through the towing vehicle charging system		
	2.13	A permanently mounted 110 volt/12volt battery charger is supplied for overnight charging.		
	2.14	The heating system fuel supply tank shall be a minimum of 27 gallon capacity.		
	2.15	The fuel tank will include a quick site fuel level indicator on top of the tank.		

SECTION		SPECIFICATION DETAIL	COMPLY	
			YES	NO
Section 3 *Diesel Control Panel*	*3.1*	The unit is to include a sealed weather resistant NEMA Type 4 control panel.		
	3.2	The NEMA Type 4 control panel dimensions measure 12” x 10” x 8”.		
	3.3	The control panel incorporates an Programmable Logic Controller (PLC).		
	3.4	The control panel monitors and controls heating temperatures from 50-350 degrees F.		
	3.5	The control panel allows for monitoring, tracking and logging of data.		
	3.6	The control panel incorporates an on-delay burner start up on a 0-168 hour adjustment.		
	3.7	The control panel incorporates an hour meter with a resettable run time and a Non-Resettable total runtime.		
	3.8	The control panel is to display real time asphalt load and combustion chamber temperatures.		
	3.9	The control panel will display real time voltage with accuracy of +/- 3%.		
	3.10	The diesel burner will be controlled digitally with the PLC and HMI systems.		
	3.11	Burner and controls shall be mounted on the front exterior wall of the storage bin.		

SECTION		SPECIFICATION DETAIL	COMPLY	
			YES	NO
SECTION 4 *ASPHALT STORAGE BIN*	*4.1*	The asphalt storage bin will hold a capacity of four (4) tons of material.		
	4.2	The storage bin measures 64” x 72” x 56” from base of bin to peak.		
	4.3	The design offers gravity feed of the material towards the shovel ports.		
	4.4	The asphalt bin is constructed of four 12-gauge welded steel walls.		
	4.5	The floor will be constructed of one solid piece of 12-gauge steel.		
	4.6	A third wall of reflective aluminum is attached and located between the storage bin and the outer shell.		
	4.7	2,300-degree Fahrenheit refractory ceramic insulation located between the reflective wall and bottom floor insulates the bottom of the unit.		
	4.8	High temperature fiber glass insulation not less than two inches (2”) in thickness insulates the exterior walls of the unit.		
	4.9	The outer shell will be fabricated of reinforced 16-gauge steel.		
	4.10	All seams will be a continuous weld.		
	4.11	Interior gussets and supports welded at strategic points provide additional fabricating rigidity.		
	4.12	The shovel deck platform is solid reinforced 11-gauge steel.		
	4.13	Asphalt chambers must not have any vents or heat tubes running from front to back. As these tubes contribute to asphalt damaging or bridging in the chamber. Vent openings in the asphalt chamber will quickly fill up with asphalt and limit the transfer of heat likewise these units are unacceptable.		
	4.14	Asphalt storage bin shall be constructed in a triangular polyhedron dual chamber manner to facilitate heat energy to the center of the load.		

SECTION 5 *FILLING DOORS*	*5.1*	Two manual peaked top doors for the lid. Each door is constructed of sixteen (16) gauge steel insulated with not less than three inched (3") of high temperature insulation to offer optimum efficiency.		
	5.2	The two doors measure 32"x72"and are 3.25" thick.		
	5.3	Two cantilevered handles allow easy, one man lid opening and closing.		
	5.4	The handles will be fabricated of square tubing and allow the user to open and close the lid from a ground standing position.		
	5.5	The handles all for the user to operate close to the unit and out of danger of road traffic.		
	5.6	A replaceable gas spring will be affixed to each door to reduce opening force as well as hold the door in the open position for filling.		
	5.7	When open the doors open a minimum of 98" from peak to peak.		
	5.8	The maximum opening force required will be no more than 15 lbs.		
	5.9	Additional grab handles are located on the opposite sides of the lid.		
	5.10	When in the open position, the lids creates a funnel designed large enough to easily maneuver the unit under standard asphalt stations (batch or silo type plants) for filling and open to protect the unit.		
	5.11	Asphalt loading lids must be a continuous type hinge. Pillow block bearings hinges are not acceptable due to their failure rate.		
	5.12	The handle linkage shall be bolted to the box side and not require re-positioning the handle to operate or the use of body weight to counteract the weight of the door when opening or closing.		
	5.13	When opening the doors the operator shall be positioned immediately and safely alongside the unit and in-line with the structural fenders, standing either in front of or behind them depending on which door is being actuated. Throughout the opening and closing of the doors the operator shall not be required to step away from the unit to operate the door handles.		
	5.14	When the doors are opened, the door design shall serve to protect the burner, controls, and other related components and exhaust stack located in the front storage area from falling material during the loading process.		
	5.15	The design of the loading doors must open from front to back protecting the trailer and enabling easy loading with frontend loaders from the side of units. No exception to this critical safety consideration shall be permitted.		

SECTION 6 *SHOVELING PORTS*	*6.1*	Two (2) shoveling ports are located at the rear of the unit to provide for unloading material. Enabling multiple operators to perform simultaneously.		
	6.2	The shovel ports must be large enough to accommodate standard use asphalt shovels.		
	6.3	The doors will be fabricated of welded sixteen (16) gauge steel with a 1" minimum high temperature insulation enclosed inside the doors.		
	6.4	The doors travel in a sliding track which is equipped with a safety latch feature to keep shovel doors open during use.		
	6.5	Each shovel port is to be a minimum of 16" high by 20" wide.		

SECTION 7 *PAINT*	*7.1*	All pieces exposed shall be properly coated.		
	7.2	All raw materials used in the manufacturing process will be new and unused and properly coated with an industrial equipment primer and industrial equipment paint coating.		
	7.3	KM International chrome yellow will be the primary coating color.		

SECTION 8 *WARRANTY*	*8.1*	The manufacturer will, for a period of twelve (12) months from the invoice date, repair or replace any serviceable or consumable parts determined by a KM International representative to be defective.		
	8.2	All components, with the exception of the previously listed twelve (12) month warrantied parts, will be covered under this warranty for a period of twenty-four (24) months.		
	8.3	This warranty applies only when the claim is approved and repaired by a KM International representative.		
	8.4	This warranty applies only when the equipment is used for its intended purpose and properly maintained.		

Options List

SECTION		SPECIFICATION DETAIL	COMPLY	
			YES	NO
Option 1 *STROBE LIGHT*	*1.1*	Saftey Beacon Strobe Light is a Soundoff Signal 3000 series amber strobe.		
	1.2	Proper wiring and brackets will be provided.		

Option 2 *DIRECTIONAL ARROW BOARD*	*2.1*	Directional Arrow Board is a Trafficmaster LED Amber Directional Arrow Board with Controller.		
	2.2	The light bar includes two (2) warning patterns and six (6) arrow patterns.		
	2.3	Controller enclosure is mounted to the front exterior wall of the asphalt hopper.		

Option 3 *LED WORK LIGHTS*	*1.1*	Two (2) LED Worklights are mounted to the top of the asphalt hopper towards the rear.		