



425 N. 400 West Bldg. 4-A
NSL, UT. 84054

HB09380 (in stock)

10 Ton ANFO Truck with Peterbilt Chassis

- BODY:** The basic body is approximately 12' long X 7' 10" wide X 6' 10" high fabricated from type 304 stainless steel. The prill interior is divided into three equal size compartments, and has a sliding 2' X 3' topside hatch.
- CATWALK:** A 1 1/2 ft. wide heavy duty catwalk extending the full length of the body on the right side is fabricated from non skid expanded metal and is raised 1" to 3" above the bin top for drainage. An access ladder extends from the rear bumper to the catwalk; rungs will be of sure grip anti-skid serrated plate. One step of the ladder will extend below the rear bumper.
- AUGERS:** The prill bin discharge auger will be 6" O.D. flighting on a 2" schedule 40 s/s pipe with (aluminum bushings and 1 3/8" stainless end shafts). **Front** vertical auger is 9" O.D. x 1/8" helix flighting on a 2" schedule 40 pipe. The overhead auger is 6" x 18' long of similar fabrication. Auger tubes, end shafts are type 304 stainless steel.
- BEARINGS:** Auger bearings are mounted outboard on 2" offset blocks. The auger shafts protruding through the end plates are sealed by special designed AAMCOR 2 part aluminum packing gland type seals. This seal prohibits product from leaking out of the auger tube protecting the external bearing and hydraulic motor from corrosion.
- CONTROLS:** The control station is electric over hydraulic controls in the cab. The electric controls in the cab operate solenoid piloted hydraulic control valves, which are manually if electric power is lost. The controls will operate the lift and swing of auger behind the cab (front overhead auger), run AN/FO, or turn on the vertical and overhead auger only for clean out.
- HYDRAULICS:** The auger drive system is completely hydraulic using Char Lynn motors on the bin, vertical and boom augers. A PTO driven gear 12-12 pump provides the hydraulic power. A 60 gallon hydraulic reservoir, pressure relief valve and filters are included in the system. All valves, filters, and steel-braided hose are rated at 2500 psi while the standard operating pressure is 800-1000 psi.
- FUEL OIL SYSTEM:** The 230 gallon fuel oil tank will mount at the rear. The tank is fabricated from 10 gauge carbon steel. The system includes a positive



*425 N. 400 West Bldg. 4-A
NSL, UT. 84054*

displacement gear pump, totalizer meter, relief valve, pressure gauge, two injection nozzles, return line and hydraulic motor drive, with variable flow divider.

FASTENERS: All external fasteners, nuts, bolts, and lockwashers are 304 stainless steel. Heavy duty steel plates are used to fasten the body to the truck frame at the rear axles. Two separate spring mounts will be located towards the front of the body. A 1" wood cushion is installed between the body and truck frame.

MISCELLANEOUS: We have included a PTO on this Peterbilt chassis transmission since AAMCOR installed the body. We installed all equipment on the new 2009 Peterbilt chassis and included 10 gauge rear fenders, mud flaps, heavy duty rear bumper, body lights with all wiring through S/S conduit. The unit is given two coats of white acrylic enamel.

OPTIONS INCLUDED ON ANFO BODY

- A) Two air vibrators installed under the prill body. The vibrator will be equipped with a ball valve control. Air will be supplied by the brake system and isolated from the reservoir tank with a ball valve.
- B) To include a topside hydraulic guardrail 42" high with center divider along the catwalk.
- C) To include an air shift power take off in place of the cable pull normally supplied.
- D) To include (2) Red Lion counters mounted in a plastic box. This system will be connected to the bottom auger. The counter system can be programmed to read shaft revolutions, kgs. Lbs. delivered or RPM.
- E) To include stainless steel fenders.
- F) To include a S/S fuel oil tank.
- G) **Hydraulic Valves:** The prill bin interior has three compartments. Inside each compartment at the V bottom protecting the auger, we will install a stainless steel slide gate valve



*425 N. 400 West Bldg. 4-A
NSL, UT. 84054*

hydraulically controlled. The gate itself is the only interior moving part. The open close control will be located at the left rear fender.

- H) Cold Weather Package #1: To include a 220 V plug in heater in the hydraulic tank and fuel tank. The two heaters will be wired together to a common plug to keep the fluid warm at night when the unit is stationary.
- I) Cold Weather Package #2: To include engine hot water recirculating coils in the bottom of the fuel oil tank. The hoses connecting the coils as well as the fuel oil suction and pressure lines to the injections for the AN/FO System will be insulated with foam pipe wraps.
- J) Cold Weather Package #3: To insulate and skin with aluminum, the hydraulic oil tank and fuel oil tank.

Chassis: Peterbilt 2009
Model: 367
Engine: ISX 475 HP
Transmission: Fuller RTO16908LL
Front Axle: Dana 20,000#
Rear Axle: Dana 46,000#

Total equipment price \$228,900.00

All prices quoted are F.O.B. Factory. Terms are 50% at time of order to secure the unit, 50% at pick-up or ship date. Attached standard terms and conditions apply.

I look forward to any questions.

Respectfully,

Harley W. Bradbury
President
AAMCOR



*425 N. 400 West Bldg. 4-A
NSL, UT. 84054*

