



## **Model: L48** **Self-Contained Snow Blower**

1. Configuration:
  - a. Two-Stage Blower Design
  - b. Snow Capacity: 4500 TPH
  - c. Casting Distance 150'
  - d. Operating conditions -45° to 110°
  - e. Pads/absorber used in all necessary areas to reduce premature wear
  - f. Splittable frame, Bolted & Welded construction
  - g. Constructed from steel, rated for maximum usage
  - h. Quick coupler to match loader
  
2. Dimensions:
  - a. Height: 96"
  - b. Height (w/spot chute): 140"
  - c. Length: 138"
  - d. Working height: 60"
  - e. Dry weight: 20,000 lbs.
  - f. Cutting Width: 128" or 140"
  
3. Power Train:
  - a. Engine:
    - i. Diesel engine Turbo Charged
    - ii. Cummins X12 513 HP or CAT C13 577 HP
    - iii. Emissions Level: Stage V
    - iv. 12 or 24 VDC Electrical System
    - v. Heavy Duty Alternator
    - vi. Two stage dry type air cleaner with pre-cleaner
    - vii. Air restriction gauge with clogging indicator mounted on pipe
    - viii. Electronic controlled injection system
    - ix. Low oil and high temp engine shutdown system
    - x. Block Heater, 120V
    - xi. Oil Pan Heater, 120V
    - xii. In-line heated fuel water separator w/ replaceable elements
    - xiii. Primary and secondary fuel filters
    - xiv. Spin-on oil filter

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- xiv. Oil level gauge
  - xv. Fuel, Lube, Hydraulic and Fuel/Water separator serviceable with remote drains
  - xvi. Cold Weather Starting Aids

b. Cooling System

- i. Heavy duty cooling system
- ii. Sucker or Blower Fan
- iii. Coolant level sensor
- iv. Visual coolant level visible from ground
- v. Rated -45F to 110F
- vi. Radiator mounted with vibration isolators
- vii. Drain cock installed at the lowest point of the cooling system
- viii. Safe access for coolant fill

c. Fuel System

- i. 150 -200 gallon fuel tank depending on engine
- ii. Enough fuel to operate at rated capacity for 8 hours @ 90% of rated engine output
- iii. Vented fuel cap with safety valve
- iv. Fuel level gauge programmed in cab monitor
- v. Fuel drain cock with 3/8" plug
- vi. Includes spin-on heated fuel/water separator filter
- vii. Fuel fill: 3 or 4 inch fill openings

d. Transmission

- i. HD Side Drive or Hydrostatic Drive. NO Belts or Chains
- ii. Transmission Heavy Duty Cooling System
- iii. Rated for maximum torque output from the engine
- iv. Hydrostatic Transmissions equipped with reliefs and NO Shear Pins
- v. Mechanical System protected with shear pins
- vi. Mechanical system equipped with heavy-duty oversized gearboxes with custom reduces to match the unique snow removal needs of individual customers

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#### 4. Electrical System

- a. 12 or 24 VDC
- b. Wireless with handheld rechargeable remote
- c. 7" LCD Screen in-cab with all necessary gauges and emergency backup blower controls
- d. 25' backup hardwire cable included
- e. Ignition button
- f. Functions for:
  - i. Volute L/R
  - ii. Chute telescope Up/Down (Optional)
  - iii. Chute rotate L/R (Optional)
  - iv. Chute cap Up/Down (Optional)
  - v. Chute fold Up/Down (Optional)
  - vi. Steering Vane In/Out (Optional)
- g. Wiring color-coded
- h. Wiring sealed and all connectors waterproof
- i. Illuminated tachometer w/hour meter
- j. Illuminated voltmeter, engine coolant temp, oil pressure gauge and fuel level
- k. Stop engine and check engine-warning lights
- l. Diagnostics page with auto reset when the code is resolved
- m. Visual alarms for over-heat, low oil, high coolant temp, low fuel and low coolant engine shutdown
- n. Master emergency shut down button on rear side machine
- o. Master electrical disconnect switch
- p. Two maintenance free batteries 1000 CCA with on-board charging system
- q. Remote Jump Start Terminals

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## 5. Hydraulic System

- a. Hydraulic pump sized to operate all functions
- b. 13 GPM @ 2100 RPM pump for auxiliary functions
- c. Heavy-duty mobile electro-hydraulic valves with insulated wiring connections
- d. Valving with handles for manual activation in case of fault
- e. Open loop system, no need for dump valve
- f. Hoses are SAE JIC fittings, adapted from stock O-ring fittings on valving and filters
- g. All fittings crimp on style
- h. Hydraulic tank heater
- i. 10-micron filter on return side
- j. Oil tank equipped with breather and sight glass
- k. Oil tank capacity: enough to supply all hydraulic functions appropriately

## 6. Engine Compartment

- a. Tilting compartment for ample access to engine compartment components
- b. Rear panel for quick access to electrical
- c. No roof openings for piping, water-tight

## 7. Snow Blower Head

- a. Plow
  - i. Extension wings with reinforced gusseting
  - ii. Rear rib gussets
  - iii. Fully-open volute ingestion
  - iv. Fully-welded and reinforced frog
- b. Blades
  - i. Scraper blade of high-abrasion T1, reversible, two-piece, 1/2x8", full width (can be customized to accept CAT blades)
  - ii. Two front skid shoes, adjustable
  - iii. Two skid shoes mounted behind the engine compartment
  - iv. Two skid shoes mounted on outside of blower head on cutter extensions
  - v. All skid shoes replaceable
  - vi. 1/2" 5/8" and 3/4" Available side plates of high-abrasion steel with cutter extensions and heavy-duty reinforcement
- c. Spot Chute (Optional)
  - i. Style 1: Telescoping truck loading chute
    1. Fold over for unclogging and transport (optional)
  - ii. Style 2: Capper Chute
  - iii. Up to 270-degree of total rotation

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- iv. Top flap adjustable
  - v. Panels for cleanouts
  - d. Impeller
    - i. Diameter: 48"
    - ii. Depth 20"
    - iii. 5 Blades of high-abrasion steel and individually replaceable
    - iv. Fully-welded fan blade gusset into center hub
    - v. Impeller casing: 3/8"
    - vi. Flat cast right with 145-degrees total rotation to the left
  - di. Ribbons
    - i. Diameter 44"
    - ii. Ribbons serrated
    - iii. Flights individually replaceable
    - iv. Flights of 1/2" T1 steel
    - v. Reels 3/4" Steel
    - vi. Flights and reels gusseted for strength
    - vii. Rubber deflector bolted to top of blower frame
8. Paint
- dii. All surfaces sandblasted
  - diii. Two coats of two-part epoxy primer
  - div. Two topcoats of polyurethane paint (Customer preference of Yellow, Orange or Green)

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