TEREX
Roadbuilding

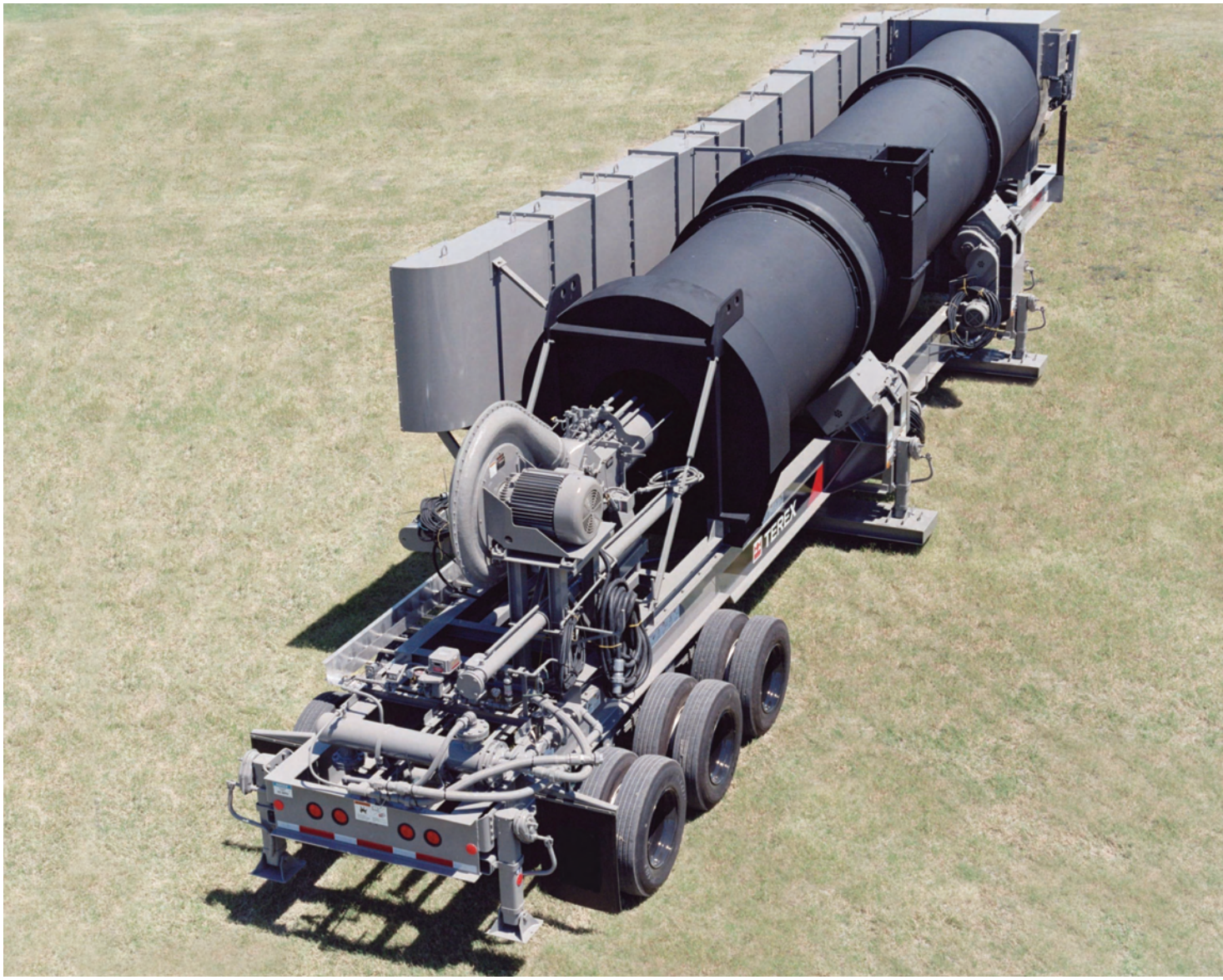
E225P

Super Portable Hot Mix Asphalt Plant

TEREX

Unitized Counterflow Drum Mixer | SPECIFICATIONS

ROADBUILDING

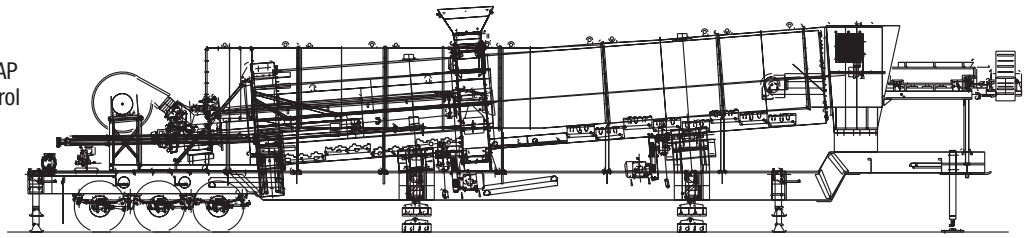


E225P

UNITIZED COUNTERFLOW DRUM MIXER

E225P | Unitized Counterflow Drum Mixer

- Designed and manufactured to be versatile, compact, light, and portable. Steady and reliable 225 ton-per-hour production. Counter-flow technology - and RAP capable. With Terex's advanced Impulse control system. Quick, one-day breakdown - with no cranes required.
- The 225P is a unique E series drum mixer incorporating the latest in counter flow technology to improve mix quality and lower costs per ton.
- The Magnum CF drum mixer moves virgin aggregate and RAP materials counter to the flow of exhaust gas inside the drum. Virgin aggregate is dried and heated by the exhaust gas in front of the burner flame. The aggregate then moves behind the flame into a mixing chamber that is isolated from the hot gas stream. It is here that the liquid asphalt, additives, fines and RAP are added to the mix.
- 6.5 ft (198 cm) diameter x 39.4 ft (1,200.9 cm) drum shell constructed of high strength low alloy steel plate
- Specially designed flight arrangement begins with material intake distribution flights which feed the aggregate drying flights. The unique design of the combustion flights keeps material out and away from the burner flame, allowing for complete combustion. High lift, side mix discharge with temperature monitoring thermocouple.
- Forged one-piece steel tires mounted to the drum shell.
- Recycling system for processing of crushed, reclaimed asphalt materials.
- Inlet chute assembly and outer collar assembly is mounted to the main frame.
- Window entry ports installed in the drum to direct the reclaimed material into the drum downstream from the burner.
- Main frame is all welded and constructed of wide flange structural beams with cross connections for trunnion support and rigidity.
- Trunnion drive powered by four 20 hp motors, each through a shaft-mounted reducer with torque arm, positive start sheaves and belts with belt guard.
- Drum rotates on pillow block mounted trunnions. Trunnion shaft extended to one side for mounting of drive. Pivot type trunnion assembly adjustment allows proper positioning of the drum without the use of trunnion flanges.
- Two thrust rollers bolted to the reinforced main frame cross members to check longitudinal travel of the drum.
- Exhaust housing [$^1/_4$ in (6.35 mm)] and outlet duct [$^3/_{16}$ in (4.76 mm)] steel plate construction.
- Complete portability includes triaxle assembly, tires, wheels, air brakes, lights, mud flaps, and 5th wheel towing kingpin.



STANDARD EQUIPMENT

Reversible Slinger Feeder

Aggregate is introduced "live" into the drum by a 18 in (45.7 cm) wide slinger conveyor driven by a 5 hp motor. Slinger protrusion into drum can be adjusted manually. Conveyor assembly includes belting with recessed splice;
Screw type belt take ups on tail pulley shaft; 20 degree toughing idlers; loading hopper and head pulley with recessed flange bearings for heat resistance. Slinger reverses for calibration of the virgin aggregate scale.

Fines Return Auger

Collected baghouse particles are returned to the mixing chamber with 10 in (225.5 cm) diameter screw conveyor powered by a 5 hp motor. Liquid asphalt pipe enters through the discharge housing.

Side Entry Recycle Inlet

Recycling System for processing of crushed reclaimed pavement material. Drum is wear protected in strategic areas. Inlet chute assembly and outer collar assembly are mounted to the main frame. Window entry ports installed in the shell, to direct reclaimed material into the drum at a point downstream of the burner.

Starjet "Hauck" Burner

Provides high efficiency combustion for maximum BTU availability for heat transfer. The high pressure turbo produces more induced primary air, thus creating maximum heat release with minimum secondary air requirement. A skid mounted pump is furnished for fuel oil supply.

Automatic Burner Control

Performs all operational functions and sequential checks before firing through automatic production cycles and subsequent shutdown with a minimum of operator intervention. A unique two stage control system allows automatic burner proportioning for the utmost accuracy. Both mix temperature and exhaust temperature are monitored and provide necessary input for proper positioning of the burner control motor.

Automatic Asphalt Proportioning

Is provided by a 2 in (5 cm) Viking pump A/C variable frequency drive, strainer, and secondary pump with pick up to meter asphalt cement supply to the drum mixer. Calibration valve, sample valve, and positive flow switch are included.

Weights and Specifications

Tow-Away Unit Dimensions
Length .....66 ft $7^1/_{16}$ in (20.30 m)
Kingpin To
Center Axles .....55 ft $10^1/_4$ in (17.02 m)
Width .....11 ft 8 in (3.55 m)
Height .....14 ft $3^1/_8$ in (4.35 m)

Tow-Away Unit Weight
Total .....80,600 lb (36,560 kg)
King Pin .....34,700 lb (15,740 kg)
Axles .....45,900 lb (20,820 kg)

Features

Drum 6 ft 6 in (198 cm) diameter
x 39 ft $4^3/_4$ in (12.01 m) length
$^5/_{16}$ in (7.93 mm) thick steel sheet
5 hp slinger conveyor

Burner
Hauck Starjet SJ-360
75,600,000 btu/hr
36 oz/in^2 75 hp blower

Portability
Hutch 9700 tri-axle suspension
5 in (127 mm) diameter axles,
94 in (2.38 m) track
11R22.5 tires

Important Note
All electrical specifications used herein refer to U.S. Standards of voltage and frequency. Any electrical equipment that is factory installed will be compatible with power availability requirements of any customer's country.

TEREX Roadbuilding

TEREX

E225P Drum Chassis

TEREX Roadbuilding

E225 DRUM MIXER DESIGN SPECIFICATIONS						
	Part Description	**Part #**	**Quanity**	**Material / Vendor**	**Size**	**Notes**
DRUM						
	BURNER, SJ-360	304-500360-010				
	BLOWER, TBA-36-75					
	AUGER				10"	5 HP
	DRUM SHELL			T1A	6'-6" O.D. x 5/16"T	
	LINERS					NONE
	SPIRAL FLIGHTS			A36	1/4" X 2'-0" LONG	20 1/4" SPACING
	DRYING FLIGHT, CMI SAWTOOTH			A36	1/4" X 1'-11" LONG	13 1/2" SPACING, 1/3 RETARD;CMI ANGLE CLIPS, 5/8" BOLTS
	MIXING FLIGHT, CMI CASTLE			T1A	1/4" X 3'-2" LONG	20 1/4" SPACING, 1/2 RETARD; CMI ANGLE CLIPS, 5/8" BOLTS
	COMBUSTION FLIGHT, C/R			T1A	1/4" X 2'-8 5/8" LONG	C/R CLIPS, 3/4" BOLTS
	RAP CHUTE, C/R			A36	1/4"	C/R CLIPS, 3/4" BOLTS
	RAP BLADE, C/R			AR235	1/4"	
	RAP WIPER, C/R			AR235	1/4"	
	DISCHARGE PADDLES, C/R			AR400	3/8"	W/ RECT. TUBING
	DISCHARGE BREECH				20" INSIDE	
	RAP INLET				16" INSIDE	
	RAP BREECH				22" INSIDE x 8'-2" I.D.	
	TIRE	308-014185-610	2		7 1/2"W x 3 7/8"T x 87" O.D.	
	TRUNNION		4		18" O.D. x 10" W	
	MOTOR, 20HP TEFC 1800 RPM	316-000350-020	4			
	REDUCER, TXT 725	308-017164-200	4			
MAINFRAME						
	AXLE, W/ AIR CHAMBERS	302-002320-000	1	DEXTER	94"	
	AXLE, W/O AIR CHAMBERS	302-002320-005	2	DEXTER	94"	
	SUSPENSION, TRI AXLE	302-002530-000	1	HUTCH	H-9700	
	TIRE & WHEEL ASSEMBLY	302-004280-020	12		11R22.5	
BAGHOUSE						
	RA2-18 (40,825 ACFM)					225 TPH x 160 CFM = 36,000 CFM
	BAGS		504			
	EXHAUST FAN, BCS-22 402 W/ 125HP					
	DUCT				1'-9" x 5'-0"	
FEEDBOX						
	SLINGER				18" W x 20 DEGREE IDLERS	TWO POSITION, 5HP, 255 TPH