

RME hand applicator HL950EO MILD HYBRID



Game changer for the sake of the environment!

- ✓ Works quietly when others are sleeping
- ✓ Electrically charged from regular wall sockets or solar panels
- ✓ Handles a full day of work on electricity, without having to start the truck to charge
- ✓ Reduces diesel consumption and lowers emissions
- ✓ Improves the working environment
- ✓ Partial electric heating of the thermoplastic

How does RME's mild hydride work in 3 different scenarios?

Scenario 1: The truck is in the depot and is charging from the fixed power grid and solar cells.

Batteries:

The truck's specially built battery pack charges at night from the fixed power grid or during the day via the solar cells.

The function for battery monitoring is available via mobile phone or display on the truck.

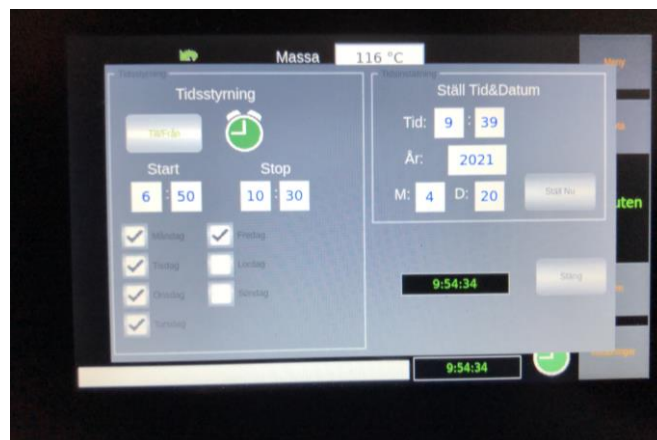
The charger mounted on the truck by RME is programmed so that the truck will reach full capacity after one night's charge.

Charging from discharged batteries reaches 80% capacity in the extra batteries in few hours. After the extra batteries are fully charged, the truck's starter batteries start charging.

Heating and agitation:

Here you can program the Canbus system in phase 1 so that the electrical cartridge 2kW first starts and heats up to a certain pre-programmed temperature and then the diesel burner starts in phase 2. If you wish, you can choose to only run on the fixed power grid and uphold the temperature of the mass or heat up to a maximum of 70-80 degrees C depending on the size of the preheater and the thermoplastic volume.

The Canbus display in the cabin contains the timer-controlled "maintenance heating" where you program the start / finishing time when the heating is to start, how warm the thermoplastic shall become and whether agitation should start automatically (min 180 degrees C) at a low speed (this function works even without being connected to the fixed power grid).



Scenario 2: The truck is running (driving or idling)

Batteries:

The truck's battery pack charges from the truck's generator and via the function for battery surveillance ensures that the truck's starter batteries are charged before the extra batteries. If the battery level drops too low, the starter batteries are disconnected to prevent a discharge.



Scenario 3: The truck isn't running - out on a painting job

When you arrive at the location where you want to paint, you simply turn off the truck (when there is no connection to the fixed power grid).

During tests (09:00 am to 11:00 pm), the truck has only worked with electric drive.

Batteries:

Voltage is taken from the specially built battery pack during operation of the preheater.

The solar panels on the roof help to charge the batteries up to 1.8 kW, depending on how much the sun shines.

The preheater has electric operation which means:

- Agitator with electric motor 2.2kW with bevel gear
- Low speed approx. 15 rpm, high speed max 28 rpm.
- Frequency converters control the agitation in the Canbus systems for high / low speed, direction selectors, automatic interval programs for agitation and temperature as well as settings for timer for night heating.
Control panel (display) for this is placed in the cabin.
- Inverter / charger supplies the system with 230V.
- 1-phase / 230V input for power supply from the fixed power grid.
- The truck's generator is used for charging.
- Voltage is obtained through the truck starter batteries as well as from the specially built battery pack.
- Battery monitoring relay controls the charging and priority between the truck's own starter batteries and the battery pack.
- Display on the back of the preheater that shows real-time system conditions such as charging, consumption and remaining battery time.





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MILD HYBRID

GENERAL

Specially built Truck with a Hybrid tech 950L Thermoplastic melt package.
VRLA Gel maintenance battery pack (10kWh)
Up to 2,5-ton CO2 reduction yearly.
The Pre-heater is oil jacked and has a powerful stirring gearbox to handle block and sack material.
The Large filling hatch is mounted low and ergonomically located at the rear, and it is equipped with a safety switch to stop the agitation when the lid is opened.
Heating is done with a diesel burner, and when connected to the grid a 2kW electric element can be used (Maintenance heating)
Rear oils jacked electrically actuated outlet.
Touch display controlling the temperature and RME-MIX program for the material.
Touch display for simple overview of the battery system.
Inverter Multi Plus-II provides the system with 3000kVA and has a built in 70 A charger.

The equipment is CE marked. Sign stand and warning lighting included

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TECHNICAL SPEC

Chassie:	e.g. Volvo FL HP 280 Euro 6
Length:	ca 8 m
Width:	2,45 m
Height:	ca 3,6 m
Total weight:	21.000 kg
Total Tara weight:	18.000 kg
Pre-Heater Volume:	950 L
Heating:	Riello Biofuel Oil Burner
Pre-Heater heating:	Hot Oil
Temp regulator:	Electronic, Oil and material
Agitator motor:	Bevel Gear Box
Outlet boiler:	Electric Actuator
Motor on gear box:	2,2 kW
Heating element:	2 kW
Start battery:	Volvo 225 Ah
Maintenance battery:	4x Victron VRLA GEL 220Ah
Display Machine operation:	IFM 5" Touch
Display Battery Management:	Victron 5" Touch
Inverter:	Victron MultiPlus-II 3000kVA, 2,4 kW
Solar Panel:	5x360W Monocrystalline