



WILCO
MACHINE & FAB

(WBT-620A)
**620-cf Arctic Bulk
Transport Trailer**

for transporting
and unloading of
bulk materials.



Serving the
Oil & Gas Industry
for more than
25 years.

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Trailer Features:

- Designed to transport 620-cf of bulk materials, such as blended cement and hydraulic fracturing sand.
- Transportation from one location to another or to discharge directly to pumping units on locations.
- All equipment on the trailer is designed to meet -50° F specifications.
- Two ASME certified pressure vessels.
- Tier III C4.4 Caterpillar diesel engine driving a APOG Gardner Denver air compressor with auto-shut down.

(See back for complete details)

(WBT-620A)

620-cf Arctic Bulk Transport Trailer

for transporting and unloading of bulk materials.

The WBT-620 Arctic Service series is designed to transport 620-cf (17.546-m³) of bulk materials, such as blended cement and hydraulic fracturing sand. The WBT-620 Arctic Service trailer is also used to transport bulk materials from one location to another or to discharge directly to pumping units on locations. All equipment on the trailer is designed to meet -50 °F specifications.

The WBT-620 consists of two (2) 310-cf (8.78-m³) ASME certified and National Board registered pressure vessels. The vessels have a 36-psi (248-kPa) working pressure at -50° to 190° F (-46° to 88° C) temperature range. The trailer is equipped with two prime movers, a blower and a compressor. The blower package consists of a Caterpillar DS-40 generator set with an 80.5-hp (60.05 kW), Caterpillar Tier III C4.4 engine and a 3 phase-480 volt- 60 Hz generator. The Drum E490 blower is rated for 220 cfm (374 m³/hr) at 25 psig (172 kPa). The blower is powered by a 30-hp (13.62 kW) 1200 rpm electric motor. The independently mounted Compressor package consists of an 80.5-hp (60.05-kW) Tier III C4.4 Caterpillar engine and an APOG Gardner Denver Compressor with an auto-shut down system. The auto shut down detects high water temperatures, rpm overspeed and low oil pressure. The compressor unit produces 272-cfm (462.4-m³/hr) @ 1072-rpm. The blower and compressor units are housed in 6-in thick, insulated enclosures. The engines are equipped with coolant heaters to pre-heat the engines, fuel and batteries. The transport trailer frame consists of a 102-in wide frame (8-ft, 6-in) (2.59-m) with an air suspension rated at 50, 000-lb (22,700-kg), two (2) 25,000-lb (11,350-kg) axles, eight (8) 11R22.5 tires, and unimount wheels. The trailer is equipped with an anti-lock brake system (ABS).

The Trailer length is 469.5-in (39-ft 1.5-in) (11.62 m) with a maximum height of 152-in (12 ft 8-in) (3.86 m). The width of the trailer and its lower height gives the trailer a low center of gravity. The extra length between tanks is designed to meet the requirements of state and federal bridge formula laws. The assorted manifolds consist of 4-in (10.16-cm) schedule 40 fill and vent pipe and 5-in (12.7-cm) schedule 40 discharge pipe. Hammer unions and butterfly valves are used throughout the manifold assembly. The trailer is delivered with all hoses, brackets, mounts and assemblies (complete functional unit per the specifications and requirements).



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