

A2071 - Air Conditioning Unit

(Picture shows actual unit)



Chassis

Make : TLD
Model : ACU-802-H-CUP
Year : 2007
S/N : T13582
Hours : 511
Condition : Refurbished

Engine

Make : Cummins
Model : QSL
Type : Turbocharged inline 6 cylinder 4 cycle diesel with direct injection
Bore and Stroke : 114 mm X 145 mm (4.49 in. X 5.69 in.)
Swept volume : 8.9 liter total
Horsepower : 340 @ 2,200 rpm
Peak torque : 1095 lb.ft @ 1,500 rpm
Compression ratio : 17.8:1
Flywheel housing : SAE No. 2
Flywheel : 11.5 in. OC CLUTCH
Starter : 24V, 7.5 kw
Alternator : 24V, 70 amp
Fuel injection pump : In-line with centrifugal governor
Rotation : Counterclockwise facing the flywheel

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Dimensions

Length	: 569 cm (224 in.)
Width	: 246 cm (97 in.)
Height	: 256 cm (101 in.)
Weight	: 6350 kg (14,000 Lbs)

Specifications

Cooling Capacity	Nominal Tons Refrigeration	115
Air Flow - Single Outlet	lb/min (kg/min)	to 400 (to 182)
Air Flow - Dual Outlet	lb/min (kg/min)	to 700 (to 318)
Supplied Air Temperature (@ 100 °F & 50% RH)	°F (°C)	35-50 (2-10)
Compressor Manufacturer		Frick
Compressor Model		XJF-151L
Compressor Type		Rotary Screw
Capacity Control		Automatic, Pressure
Controlled		
Heating Capacity	Btu/hr (kW)	750,000 (220)
Heating Ambient	°F (°C)	Below Zero (Below Zero)
Heating Air Temperature	°F (°C)	100-135 (38-57)

Description

The ACU-802 Series Air Conditioning/Heating units provide maximum passenger comfort in all types of aircraft. Available in a wide variety of configurations, these units meet the requirements of all aircraft operators regardless of fleet size or local ambient conditions. Using R-134a refrigerant, the ACU-802 Series are environmentally "Safe" causing no damage to the atmospheric ozone. The units employ an air-to-air type refrigeration system, and for operators requiring heat, can be supplied with an optional reverse-cycle "heat pump" system. Provisions are made to utilize engine coolant heat to augment the reverse-cycle heat mode. The "change-over" from one mode to another is so simple that it can be performed by the operator on the ramp while the unit is in service. There are no dangers of combustion or its by-products near the aircraft.

DESIGN ADVANTAGES

The ACU-802 Series has distinct advantages over air conditioning units using reciprocating compressors.

- **Rotary screw compressor** with two mated helically grooved rotors. Rotary motion ensures reduced vibration and uniform continuous gas flow over a wide range of evaporating and condensing temperatures. Compressor is not sensitive to liquid slugging. Automatic capacity control for increased efficiency.
- **Direct drive system** which avoids the intermediate step of converting fuel power into electric power as is necessary with common "diesel electric" systems. This approach insures the lowest fuel consumption, minimal maintenance and highest reliability on the market.
- **No pump down cycle required**
- **Simplified operating controls**

Availability

To be negotiated. Located in Wormerveer, The Netherlands.