



ARCTIC BREEZE

TRUCK AC™

BY HAMMOND AIR CONDITIONING LTD.



NO IDLE 12VDC TRUCK A/C SYSTEMS

- Environmentally friendly with no engine power required
- Save thousands annually with efficient idling practices
- Lower power consumption and maintenance

Arctic Breeze 12-volt system draws 45 amp/hour while cooling at 8500 BTU/hour.

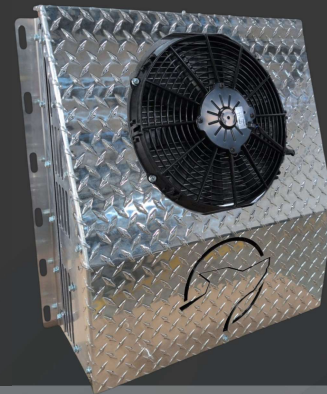
Based on a duty cycle rate of 50-60%, unit consumes only 350 watts/hour on average and requires little to no annual maintenance.

**HA-12VDC-ECO
NOW AVAILABLE!**



EVAPORATOR UNIT

The evaporator can be mounted on a self, or in a storage compartment. It incorporates a high powered, efficient blower to provide more air.



BACKWALL UNIT

The condenser/compressor box is made of 1/8" aluminum and can be mounted directly behind the cab. It features a removable cover for easy access to all components. The condenser utilizes a 12" power fan to better dissipate the heat.

TECHNICAL SPECIFICATIONS

Refrigerant	R-134a
Power	12 volt
Power Usage (max)	600 watts/h
Power Usage (avg)	350 watts/h
Cooling Output	8500 BTU/h
Weight	100 lbs
Minimum Alternator	180 amp
Airflow	442 CFM
Backwall Space Required	25W x 27H x 8.5D
Evaporator Space Required	19.5W x 6H x 10.5D

Each system comes with a low voltage cut out switch to prevent draining of the starting batteries

The Arctic Breeze Eco-System comes with a 1-year warranty.

REQUIRED COMPONENTS

- **Proper Batteries:** Group 31 AGM batteries have proven to be the most successful after years of testing. The AGM excels as a regular starting battery, and many customers are now choosing it for their starting and load needs. Arctic Breeze highly recommends replacing the existing 4 batteries with AGM and adding 2 more for maximum performance.
- **Alternator:** For maximum performance of the Arctic Breeze unit, a 240 amp alternator with remote sense (40SI) is recommended. This option provides faster battery recovery time, stability, and maximum life out of the batteries.
- **Electrical Cable:** When the alternator is upgraded, the electrical cable running from the alternator to the starter needs to be upgraded as well, from the standard 2-gauge to a 2/O cable.



◀ SCAN TO ESTIMATE YOUR SAVINGS!



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