



Specifications for an A Series with M Series Scissor insulated passenger transfer hillift, including a traversing bridge, with a full width hydraulic extending platform, mounted on a IVECO 140E18 with a Euro 5 engine.

Standards:

*Hilift equipment generally designed and manufactured to comply with
IATA AHM 910/913/914/915/921
BS5323: 1980 code of practice for scissor lifts
EC Machinery directive 98/37/EC
BS EN 1915-1:2001
BS EN 1915-2:2001
EN 12314-14*

All dimensions are approximate.

General Description:

Chassis Cab

Half cab conversion by Emtek Support Limited
IVECO 140E18, right hand/ left hand drive with manual or Allison automatic gearshift transmission.

Operating Dimensions

Van body length 7100mm

Height from ground level to body floor:

- lowered position (unladen) 1430mm (approx.)
- fully raised 5900mm

Height from ground level to bridge floor (jacks down):

- lowered position 1350mm (approx)
- fully raised 5900mm

Payload (evenly distributed) 1500kg (approx.)

Lifting Mechanism

Hydraulically operated scissor lifting gear giving a direct vertical and parallel lifting and lowering motion. Constructed to comply with British standard BS5323 1980 code of practice for scissor lifts.

Hydraulic System

Main Lifting Ram

Two multi-stage single acting rams act directly between the scissor beams to provide the lift. With hard chromed outer surfaces on the extending pistons and oil filled bores. Each ram is fitted with a pilot operated check valve.



Stabilising Jack

Four hydraulic stabilising jacks with hard chromed pistons fitted at rear of vehicle. Each ram is fitted with a pilot operated check valve.

PTO/Pump Unit

Close-coupled pump driven by power take off mounted direct to vehicle gearbox. A warning light in the driver's cab indicates when PTO is in mesh.

Main Control Valves

Chassis-mounted, manifold valve block including all necessary control valves, overload valve and emergency wheel valves, contained in a protective box with lid for easy access.

Hydraulic Oil Tank

Oil tank includes filler cap, drain plug, air cleaner, oil level indicator and strainer. A stopcock shut-off valve mounted to the low-pressure suction pipe allows the hydraulic oil to be shut off in case it is necessary to remove the PTO/pump for maintenance.

Filter

High-pressure micro filter with disposable element, average cut-off 25 microns. Fitted immediately after the hydraulic pump, so ensuring that all delivery pressure oil passes through the filter.

Electrical System

Circuit

The electrical system for operating the solenoid valves is self-contained in looms or conduit tubing. Numbers identifies all wiring. The central control system is a pre-programmed logic controller (PLC) mounted in an enclosure on the chassis. Limit switches are proximity switches all with LED indicators.

Maintenance

Safety props are provided to hold the scissor mechanism safely in a partially raised position during maintenance.



Van Body:

Construction

The body front and rear frames are constructed from aluminium steel sections integrated within, covered by the bulkhead panels, both for protection against corrosion, and improved appearance. Corners finished in raised alloy cappings. The sides are of one-piece four element bonded panels comprising GRP skinned panels to either side of a Styrofoam core overall thickness approximately 57mm. The roof is made up of a three-element panel with 50mm insulation, the body floor comprises of a four-element panel with 75mm insulation with an Altro 2.5mm covering.

Apertures

Part width front aperture with sliding door gives access to the bridge area and a part width rear aperture fitted with full width shutter door gives access into the vehicle from the tail-lift. UK N/S side door with step access via side guards. Electrical solenoid to lock the door once the van body is raised.

Fittings

The floor is fitted with flush fit longitudinal tracking for the positioning of wheelchairs, stretchers or seating to either side of the passenger area, secured by adjustable clamps. Handrails to sidewalls as required.

A qty of four 3ft fluorescent Interior lights (up to bus specification) with timer switched at rear and front of van body and a flood lamp to illuminate platform area.

Qty of 2 Double Passenger seats with lap belts.

Qty of one single attendant seat with lap belts.

Qty of one electric roof vent.

Storage cabinet.

Fire extinguisher.

Eberspacher heater

Tailift

Full width electro-hydraulic rear tail-lift 1000kg with fixed rear leading edge separate batteries and blocking diode. Manually folding safety rails are installed on the platform with a removable rear bars for ease of access for the disabled passengers.

Front Loading Platform

Construction

An electro hydraulic, full width forward moving loading bridge is installed to the front of the van body. Swivel nose section fitted to front leading edge of extending section. The main platform is fitted with fixed handrails of minimum 1000mm high constructed from box section alloy extrusions. These contain sliding sections, which may be manually extended and locked at intervals to form side rails to the extended platform. All leading edges of the platform and handrails are fitted with rubber buffers for aircraft protection.



Painting

Where dissimilar metal parts are in contact, a suitable protective paint is used. All structures are suitably prepared and primed prior to finish painting.

Finish

Chassis and scissor mechanism painted to match using oil and petrol resistant paint. Cab repainted as necessary. Van body exterior left in original high gloss GRP finish.

Emtek Support Limited

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