



General Specification

Standards

Hilift equipment generally designed and manufactured to comply with

IATA AHM 910/913/915

BS EN 1915-1 : 2001

BS EN 1915-2 : 2001

EN 12312 part 2

Chassis Cab

Mercedes Iconic 26ton

Operating Dimensions

To suit an external body length of (7200mm)

Height from ground level to body floor (1750mm)

Payload (evenly distributed) approx (4000kg)

Overall vehicle height (excluding beacon) approx (3997mm)

Performance

The body will be lifted from the driving position to the maximum height within approximately 60 seconds.

To access the upper deck door of the A380 the top of the scissor assembly which includes the body and the operator's compartment will roll forward 4000mm.

The Lowering of the body from the maximum height will occur in approximately 90 seconds under both normal and emergency operation.

Lifting Mechanism

Hydraulically operated column lifting gear, giving a direct vertical and parallel lifting and lowering motion, for the front platform assembly only.

Hydraulic System

Electrically operated manifold assembly installed to underside of vehicle to operate the front lift assembly. Power is taken from the main vehicle batteries.

Electrical System

Circuit

The electrical system for operating the solenoid valves is self-contained in looms or conduit tubing.

Panels and external devices waterproof to IP55 at minimum.

Van Body

Construction

The body is constructed using a steel frame, the insulated panels are semi structural. Damage to these panels does not affect the overall body structure.

The roof will be of an insulated core with internal and external lining.

Refrigeration

Thermoking V700 direct drive refrigeration unit with the compressor driven from the truck engine, complete with 3 phase standby fitted to the centre of the chassis.

Platform

Construction

A fixed platform with pneumatic extendable tongue, pneumatic powered swivel will be part of the platform.

Fixed side guardrails with mesh inserts. Front edge of the handrails is fitted with non-marking bumpers.

Pneumatically controlled handrails, non slip floor and pneumatic side shift for alignment with the aircraft door.

Painting

Preparation

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. Bodywork and cappings to be left in original finish.

Emtek Support

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