

*Specifications for an M Series insulated and refrigerated catering hilift, with a traversing bridge, with a half width manual forward moving section, mounted on a DAF FA 55 220 chassis.*

**General Description**  
**Standards**

*Hilift equipment generally designed and manufactured to comply with  
IATA AHM 910/913/914/915/927  
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 12312 part 2*

*All dimensions are approximate.*

**Chassis Cab**

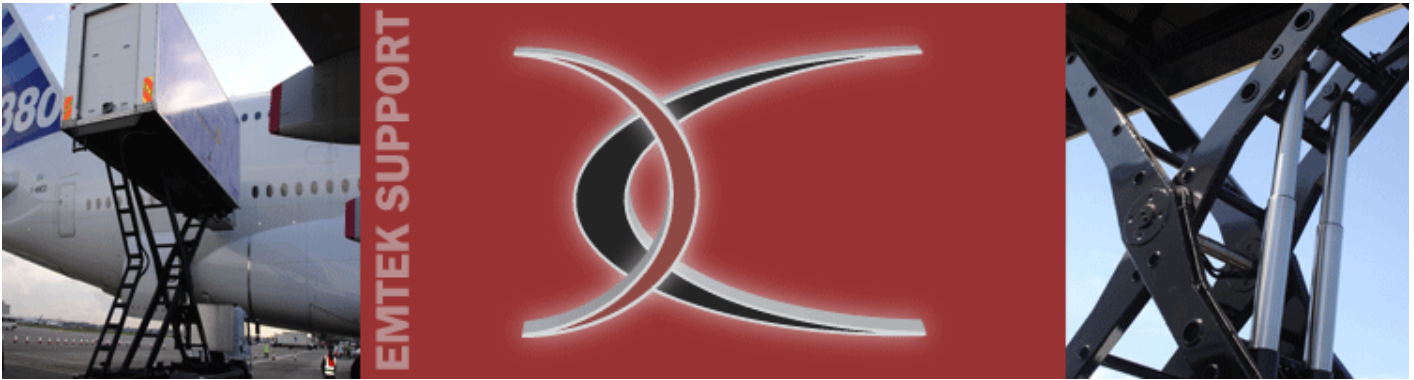
*DAF FA LF 55 220  
Right hand drive with manual transmission, complete with half cab crew conversion. (One single seat in crew section)*

**Operating Dimensions**

*Van body length 7100mm  
Height from ground level to body floor:  
- lowered position (unladen) 1500mm (approx.)  
- fully raised 5900mm  
Height from ground level to bridge floor (jacks down):  
- lowered position 1650mm  
- fully raised 5900mm  
Payload (evenly distributed) 4500kg (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 Rams**

*Twin telescopic lifting rams with hard chromed outer surfaces on the extending pistons and oil filled bores fitted with pilot operated check valves.*

### **Stabilising Jacks**

*Four hydraulic stabilising jacks with hard chromed pistons fitted vertically each fitted with pilot operated check valves.*

### **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**

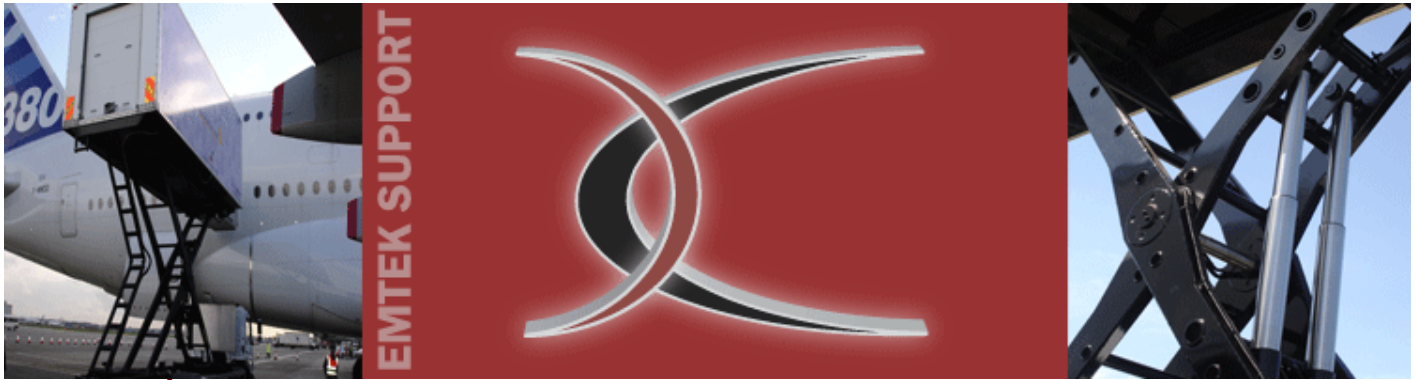
*Chassis-mounted manifold valve block including all necessary control valves, overload valve and emergency wheel valves, contained in a protective box with lid for easy access.*

### **Hydraulic Oil Tank**

*Oil tank includes filler cap, magnetic drain plug, air cleaner, visual oil level and temperature indicator, and strainer. A stop-cock 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. With visual blockage indicator. Low pressure suction element at return in tank, 125 micron.*



### **Circuit**

*The electrical system for operating the solenoid valves is compatible with 24V chassis system, and is self-contained in looms or conduit tubing. All operations are controlled through a programmed logic controller (PLC) with self-diagnostic capability: active circuits are indicated by LCD displays for each input and output terminal. The PLC is contained within a protective box mounted on the chassis.*

*All proximity switches fitted with LED indicators. All wires colour and number coded. All control panels and external devices waterproof to IP55 at minimum.*

### **Van Body**

#### **Construction**

*The body is constructed with aluminium front and rear frames. The sides and roof are of one-piece, GRP skinned plywood sandwich panels with Styrofoam insulation, and with metal reinforcement at fixing points.*

*The body floor is of similar construction to the side and roof panels but with integral frame and bearers. The underside is protected by a GRP skin. The upper surface is heavy duty ply overlaid with non-slip grit impregnated GRP resin floor.*

*Drain holes in both sides of the floor are fully lined and allow draining of water when cleaning interior.*

#### **Refrigeration**

*Thermoking V400 split refrigeration system with under slung condenser unit and evaporator mounted under van body roof. Powered by vehicle main engine.*

### **Front Loading Platform**

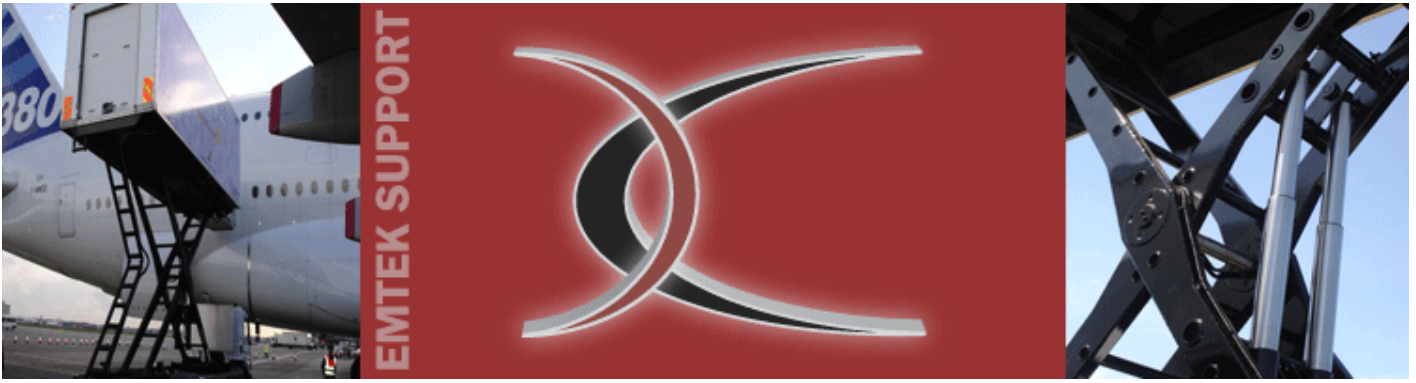
#### **Construction**

*A electro hydraulic traversing, half width manual forward moving loading bridge is installed to the front of the van body, constructed on alloy frames and covered aluminium floor sheets and non slip pads. The whole assembly is fixed at the same level as the body floor.*

*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.*

*A bridge transfer plate is supplied and stored inside the van body.*

*All leading edges of the platform and handrails are fitted with rubber buffers for aircraft protection.*



**Capacities** (evenly distributed) 300kg fixed section and 200kg forward moving section.

**Tail-lift**

Full width tail-lift with alloy 1050mm tail-board complete with 3 way hinged leading edge. Powered by independent battery pack, split charged from the vehicle's alternator.

**Painting**

**Preparation**

Where dissimilar metal parts are in contact a suitable protective paint is used. All painted parts are suitably prepared and primed beforehand.

**Finish**

Chassis frame, scissor mechanism and components, all finished in oil and fuel resistant chassis black paint.

Chassis cab, bodywork and cappings painted in two pack finish, along with side guards and platform handrails.

Additional colours, decals and sign writing at extra cost.

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