

Specification for Emtek P Series catering hilift with insulated body and half width manual forward moving bridge, mounted on an ISUZU NPR 5.0T chassis. Half cab conversion by Emtek Support Limited.

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

ISUZU NPR 5.0T chassis plated to 5.0 ton GVW
Half cab Conversion

Operating Dimensions

To suit an external body length of (4000mm)
Height from ground level to body floor (1000mm)
Height from ground level to bridge floor
- lowered position approx (1150mm)
- Fully raised position approx (2500mm)
Payload (evenly distributed) approx (1200kg)
Overall vehicle height (excluding beacon) approx (3640mm)

Lifting Mechanism

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

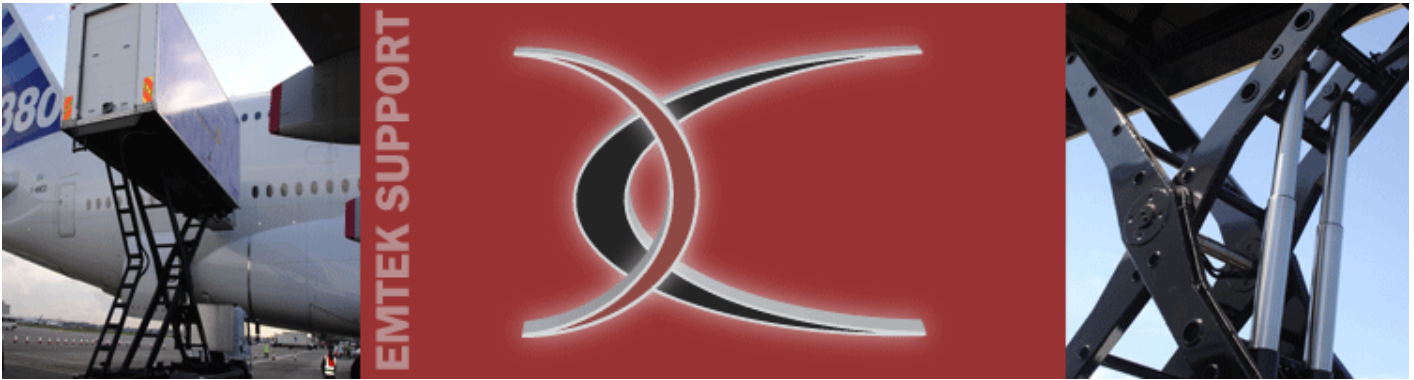
Hydraulic System

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 front and rear frames are constructed from aluminium steel sections integrated within and 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.

The roof is made up of a three element panel with insulation, and the body floor comprises of a four element panel with insulation with G.R.P grit covering.

REFRIGERATION UNIT

Thermoking V300 direct drive refrigeration unit with the compressor driven from the truck engine, complete with 3 phase standby fitted to the front bulkhead of the vehicle.

Front Loading Platform

Construction

A half-width manual forward moving loading bridge is installed to the front of the van body, constructed on alloy frames covered with aluminium floor sheets with non slip pads. The whole assembly moves in columns mounted to the van body.

A bridge transfer plate is to be supplied stored inside the van body.

To either side of the platform are fixed handrails with extendable sections.

All leading edges on the platform and handrails are fitted with rubber buffers for aircraft protection. Aluminium step to front bumper for access to bridge.

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.

Cab exterior and platform treated with etch primer and two coats of paint.

Bodywork and cappings to be left in original finish