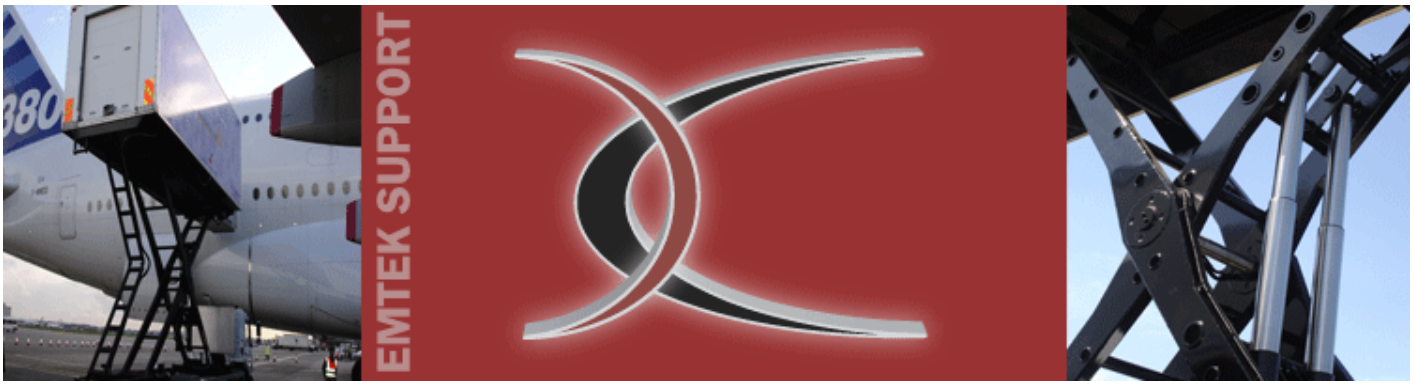


Specification for Emtek T Series catering hilift with insulated body and half width manual forward moving bridge, mounted on a DAF LF 45 130 chassis with Allison automatic S1000 gear box.

General Description

Standards

Hilift equipment generally designed and manufactured to comply with
IATA AHM 910/913/915
BS5323: 1980 Code of Practice for Scissor Lifts
EC Machinery Directive 98/37/EC
BS EN 1915-1 : 2001
BS EN 1915-2 : 2001
PR EN 12312 part 2

Chassis Cab

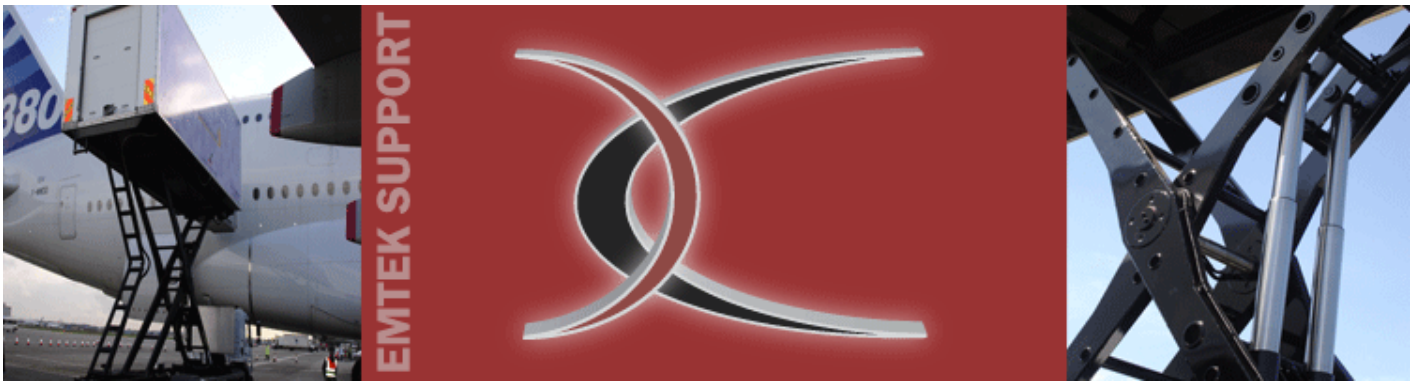
DAF LF 45 chassis plated to 7.5 ton GVW
Half cab Conversion

Operating Dimensions

To suit an external body length of
(4420mm)
Height from ground level to body floor
- lowered position approx (1380mm)
- fully raised 4300mm approx
Height from ground level to bridge floor
- lowered position approx (1350mm)
- fully raised 4300mm approx
Payload (evenly distributed) approx (1600kg)
Overall vehicle height (excluding beacon) approx (3640mm)

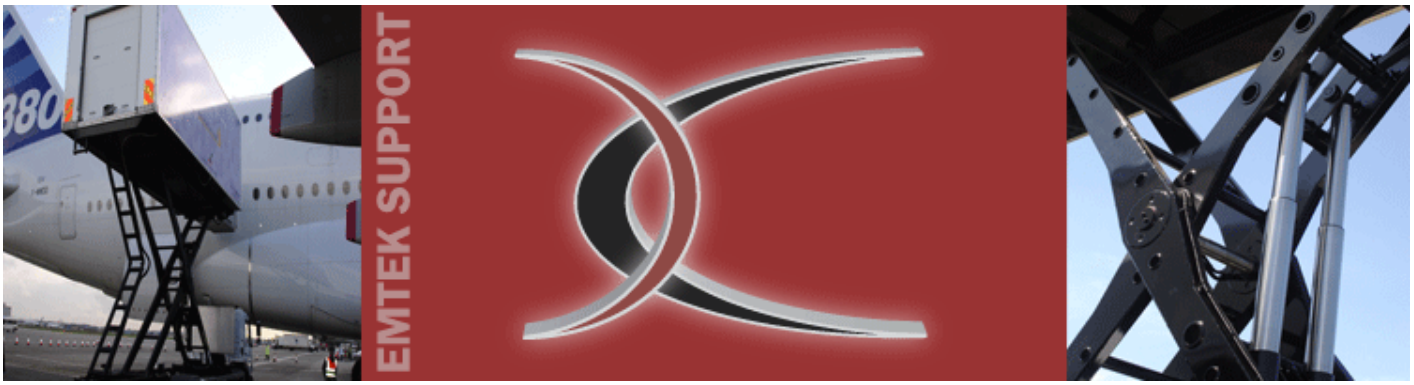
LIFTING MECHANISM

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 and EC Machinery Directive 98/37/EC.



Hydraulic Systems
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.
Stabilising Jack
Four hydraulic stabilising jacks with hard chromed pistons fitted vertically.
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, and oil level 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.

Electrical System
Circuit
The electrical system for operating the solenoid valves is self-contained in looms or conduit tubing. All wiring is identified by numbers. The central control system is a pre-programmed logic controller (PLC). Limit switches are proximity switches all with LED indicators.
All wires are colour and number coded. All control panels and external devices waterproof to IP55 at minimum.
Maintenance
A safety prop is 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 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 and the body floor comprises of a four element panel with a G.R.P grit covering.
area.

Exterior Fittings

Floodlight over front bulkhead with control switch in front of van body. (Only works when interior lamps are on). Roof mounted amber flashing beacon. Stepping points and grab handle to left side of rear aperture. Rear frame of vehicle body constructed to except a tail lift if required.

Refrigeration

Zanotti F2328 direct drive refrigeration unit with 3 phase standby.

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 is fixed at the same level as the body floor.
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.