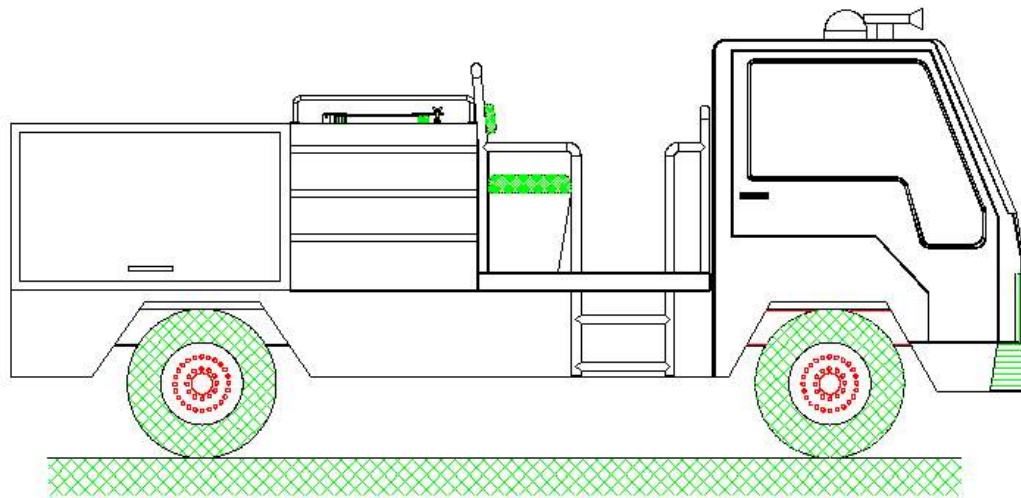


Medium Fire Fighting Tank Truck with a Portable Pump Type Iveco/Scania/MAN/ Kamaz



The medium fire fighting tank truck can carry 3-10 tons of water. The truck is equipped with a portable fire-fighting pump, with a 1650lit/min. discharge rate, which can be used on its own. This vehicle is considered the best investment for areas with a water shortage

- Powerful engine up to 200 HP
- Chassis Payload of 19 tons
- 4X2 chassis with least possible length
- Double cab at extra cost
- A crew of 4 can sit at the sides of the pump
- 3-10 m³ Galvanized steel water tank (optional stainless steel)
- Upper manhole for filling and inspection
- Baffles to break the inertia
- Tank cover can be completely removed for cleaning (optional)
- Water level indicator with an overflow outlet
- 1000 lit stainless steel foam tank with an opening for filling (optional)
- Portable fire fighting pump with 1650 lit/min discharge rate at 7 bar
- Upper monitor for foam and water (optional)
- 2 discharge outlets
- Hinged door cabinets on the sides
- 30 m hose reel at extra costs
- 1 inlet
- Priming unit
- 1%-10% RTP (optional)
- The pump can be used for all types of water
- Light around the pump, the vehicle and the control unit
- Sound and light alarm system

The Pump: a product of Hale-Godiva. The pump has a discharge capacity up to 1650 lit\min at 7 bar. The impeller is manufactured from phosphor bronze, the shaft from stainless steel. The pump has 2 discharge outlets and a 4" intake.

The priming unit: a product of Hale company. Works on the vehicle's electricity. Capable of priming water from a depth of 24' in 30 sec. The unit is easy to assemble and maintain.

Water tank: made out of galvanized steel up to 1.5-3 m³ with Water wave inhibitors to break the inertia forces on applying the brakes or severe turning. Internal and external reinforcement webs. The top of the tank can be completely removed for cleaning and annual maintenance works. A 50 cm manhole for filling and regular inspection. Inlet for filling the tank from the pump, overflow outlet, ventilation outlet, lower outlet for feeding the pump from the tank, drainage outlet, level indicator for the water level inside the tank, sieve on the inlet line to the pump to prevent dirt from reaching the pump. Manufactured according to international standards.

Foam tank (optional at extra cost): stainless steel tank capacity of 1000 liters of concentrated foam with wave inhibitors and reinforcement webs, level indicator to show the fluid level inside the tank. Inlets and outlets for filling and drainage. Foam mixing system around the pump, RTP to insure proper mixing of the foam inside the pump, then it is pumped out through all the outlets. Mixing ratio from 1% to 10%.

Reels: 1 hose reel of diameter 3/4". Length of the hose is 20 meters (or upon demand), located on the sides of the pump. The hoses can be equipped with the variable nozzle (perpendicular, foggy, spray, foam) at extra cost.

Cabinets: made out of galvanized steel, similar on the sides of the vehicle, with aluminum sliding doors equipped with shelves, space to store and fasten needed equipment, also lights at opening the doors (optional).

Water monitor: water monitor for water and foam, water discharge rate of 1650 lit\min at 8 bar, foam discharge rate up to 8000 lit\min at 5 to 7 bar. The water monitor can move horizontally 360o, vertically from -40o to +90o, the discharge rate can be controlled via a speed regulator located in the cabin either manually or electrically (optional).

Control panel: equipped with all the suction and drainage pressure gauges, working hour meter, engine speed regulator, as well as the required readings for operating and a handle for the priming unit.

Sound and light alarm: 2 red flashers and a revolving siren, a full loud speaker with the horn and microphone.

Lights: lights located in the corners and front of the vehicle, pump and control panel.

Extra cooling system: extra cooling for the radiator using pressured water from the fire pump without mixing, this guarantees longer working hours for the engine without an increase in temperature especially in hot climates and close to flames.

Compatibility between the speed of the engine and that of the pump, this way full utilization of the pump can be achieved at the economical revolution speed of the engine, this guarantees the maximum length of working time without causing engine fatigue.

Attachments dual treatments: made from galvanized steel, which is coated and painted from the outside to ensure no effect due to the water exposure.

Modifications and upgrades: these are done according to the circumstances and the customer requirements according to the international standard specifications.

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