



A medium fire fighting truck with a midship pump which can be used for a various types of fires. The truck is equipped with a fire pump, water and foam tanks, a water monitor, hose reels and cabinets on the sides. The truck is suitable for working in ports, residential industrial areas, airports, gas and power stations. The truck can be mounted on Volvo, Mercedes, International and Kamaz chassis.

- Power up to 350 HP Diesel.
- Extra cooling for the radiator from the fire fighting pump.
- Chassis capacity up to 14 tons.
- 4X2 or 4X4 single or double cab.
- Water tank up to 5 m³ made of galvanized steel or stainless steel (optional).
- Upper manhole for filling and inspection.
- Water wave inhibitors to break the inertia forces on applying the brakes or severe turning.
- Water tank cover can be fully opened.
- A water level indicator with an over flow outlet.
- Foam tank up to 2500 liters With a refill hole.
- A level indicator with an over flow outlet.
- Lowest possible dimensions for the vehicle.
- Sound and light alarm and a siren.
- a lot of other additional items for first aid, fire fighting and rescue equipment.
- Midship pumps with different capacities according to customers' requirements.
- American Hale pump up to 5000 lit\min at 10 bar.
- The pump is suitable for all types of fresh and salt water.
- Priming unit from 24 feet in 30 seconds.
- 2X2.5" outlets.
- Inlet with required type and diameter on each side.
- Pump protection from speed pressure and heat (optional).
- 2 hose reels 30 m. ¾" for primary insertion.
- Foam around the pump RTP from 1% to 10%.
- Water and foam monitor discharge up to 2000 l/min. , distance up to 60 m.
- Cabinets with sliding doors on the vehicle sides.
- Lighting around the vehicle, the pump and the control panel.

The Pump: a product of Hale-Godiva that specialized in fire fighting pumps 90 years ago. The pump has a discharge capacity up to 5000 lit\min at 10 bar. The impeller is manufactured from phosphor bronze, the shaft from stainless steel. The pump has outlets for the hoses, the water monitor and the reels; outlet for water tank feed, foam inlet intake. The two inlet openings have diameters of 4" and 2.5" (optional).

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 5 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 (optional). 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: stainless steel tank of capacity up to 2500 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: 2 hoses of diameter ¾" or 1". Length of the hose is 30 meters (or upon demand), located on the sides of the pump. The reels are complete with the variable nozzle (perpendicular, foggy, spray, foam).

Cabinets: identical galvanized steel cabinets on the sides of the vehicle, equipped with sliding doors, 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 10 bar, foam discharge rate up to 800 lit\min at 5 to 7 bar. The water monitor can move horizontally 360°, vertically from -40° to +90°, the discharge rate can be controlled via a speed regulator located in the cabin either manually or electrically (optional).

Operation and 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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