



# FLIGHTLINE SUPPORT LTD

## HIGH FLOW 3850 LPM – HIGH REACH HYDRANT DISPENSER



### BRIEF DESCRIPTION

- To refuel aircraft by the underwing (pressure) method through a long reel mounted hose and through two short deck hoses mounted on to an elevating fuelling deck.
- Intake hose wraps around the vehicle with overcentre lifters or hydraulic lifting rail
- Platform is either behind cab or mid mounted to reach airbus a380, hose reel is on rear
- Chassis options include man, mercedes, isuzu 7-8000kg

Typical Vehicle Dimensions: Length 7.6m, Height 2.65m, Width 3.1m (across trolley wheels)

Standards: JIG issue 12, EN 12312-5, EN 12312-8, NFPA 407 (where applicable)

### PERFORMANCE

3850 LPM via two 2 X 63mm deck hose assemblies, with 1000 LPM via 20m x 50mm hose reel

### MAIN FEATURES

- Carbon steel epoxy lined Filter Water Monitor API/EI 6th Edition or Filter Water
- Separator fitted DP shut down system (if monitor)
- 4" Bulk meter with rate of flow and either vr mechanical register or electronic EMR3 / masterload ii
- High stability platform with stainless steel constructed cage
- Carter or Meggitt intake coupling
- Carter or Meggitt underwing nozzles
- Elaflex hoses
- Pneumatic or electrical interlock system (non-plc) electric uses current limiting barriers
- DP shutdown system with Filter monitors
- Stainless steel platform cage, handrail, intake hose lifters and control panel
- Manual and automatic de-pressurisation valves

Main pipework constructed in Schedule 10 – 304 grade stainless steel, Small bore pipework in stainless steel with screwed compression fittings.

The piping system and all components upstream of the meter valves are designed for a working pressure of 10 bars and a hydrostatic test pressure of 16 bars. Pipework and components downstream of and including the meter valves are designed to accept a hydrostatic test of 20 bars.

One transversely mounted single volute hose reel with a 20m long x 50mm bore hose and Carter 64200 underwing hose end pressure control nozzle. Hydraulic powered rewind system. (Optional overwing nozzle)

Alfons Harr pressure compensating venturis fitted to all fuelling circuits and shall act on the secondary pressure control valve (intake coupling)

### FUEL SAMPLING

A 4 litre capacity closed circuit fuel sampler with Shell water detector, Drain / sample lines terminate in 3/4" self-closing ball valves fitted with Kamlock adaptors and drip caps, 100l dump tank with automatic emptying pump with high and high high level sensor

### ELEVATING FUELLING DECK

- Hydraulically powered heavy duty elevating fuelling deck and elevates to a height of 4.2m with 1m high guard rails and interlocked access gate
- Fuel transfer from the rigid pipework to the elevating deck hoses will be via a bifurcated Pantograph device that enables shorter deck hoses to be fitted and raises automatically with the fuelling deck.
- 2 off elaflex 5m long x 63mm bore deck hoses with Carter 64200 underwing hose end pressure control nozzles.
- Control valve for raising and lowering the fuelling deck is located on the deck rear guard rail, two emergency gravity deck lowering valves are also provided.
- An audible alarm is activated when the deck is being lowered.
- A swivelling worklamp is provided on the guard rails, Wing proximity (Wand) switches are fitted on the platform.
- Positioning camera (optional)

### CONTROL STATION

Located on the operational side of the vehicle, behind the drivers cab. Stainless steel constructed control panel containing all gauges, controls and instrumentation

### **BRAKE INTERLOCK SYSTEM, (ELECTRICAL OR PNEUMATIC OPTION)**

A failsafe brake interlock system which applies the vehicle parking brake if:-

- Platform nozzles unstowed
- Input coupling unstowed
- Platform not fully lowered
- Stabilizers deployed
- Reel nozzle unstowed
- Bonding reel clip not stowed
- Pantograph not fully lowered
- The PTO is interlocked by the chassis manufacturer to prevent driving while engaged.

Fitted with In-cab warning light tower and Optional in-cab interlock monitor

### **PNEUMATIC SYSTEM**

Air is supplied from the chassis air system via a pressure protection (safety) valve

### **HYDRAULIC SYSTEM**

A hydraulic pump is driven from the chassis gearbox mounted power take off and powers the hydraulic platform, stabilising cylinders, pantograph and the hose reel rewind system.

### **ELECTRICAL SYSTEM**

The chassis electrical system complies with the European ADR requirements for the Carriage of Class 3 (FL) Flammable Liquids including fitment of a battery isolating switch operable from the driver's seat. ATEX up-grade electrical system available on request.

### **FINISH**

Dark grey chassis and pumping equipment, Truck Cab and tanks RAL 9010 White.

Typical major components	Supplier
Filter water monitor / filter water separator	Facet / Velcon
Bulk meter	Avery / Isoil / lc / satam
Meter register	VR 7887 mechanical or emr3 or masterload ii
Reel hose flow control valve	Renus
Refuelling and intake hose	Elaflex
Hose reel	Flightline Support
Underwing couplings	Carter
Intake coupling	Carter / Meggitt
Air eliminator	Armstrong
Sho-flow indicator	Platon
Thermal relief	FSL
Sample valves	Apollo
Filter differential pressure gauge	Gammon
Pump vacuum / pressure gauges	Wika
VCFS	Aljac
VCFS fill valve (spring return)	Apollo
Recovery tank emptying pump	FSL
Venturi	Alfons Haar