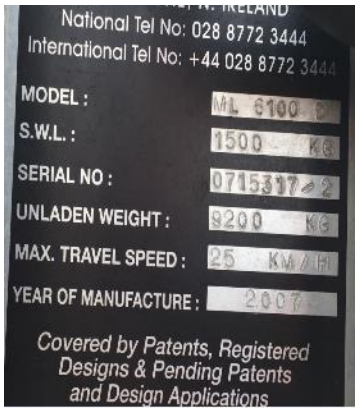
MAT	715317

ID	R291

[TIPO DE EQUIPO]

AMBULIFT

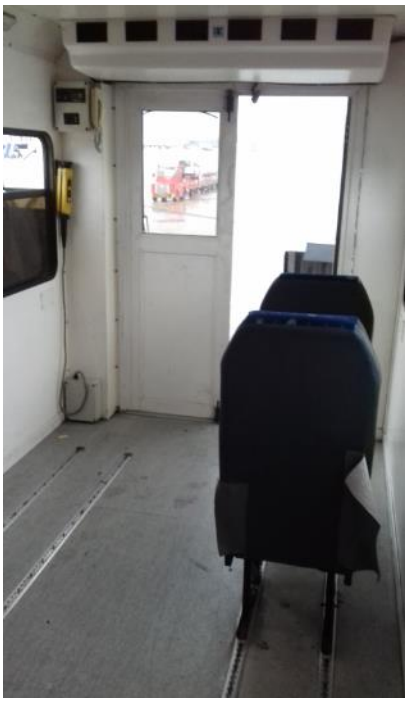
MARCA:	Mallaghan	Altura mínima	3300mm
MODELO:	ML 6100 D	Altura máxima:	
TIPO:	AUTOPORTANTE	Horas:	973
AÑO DE FABRICACIÓN:	2007	Nº DE CHASIS:	715317
MOTOR (marca):	Deutz	MODELO Motor:	BF4M2011
POTENCIA:		Nº MOTOR	



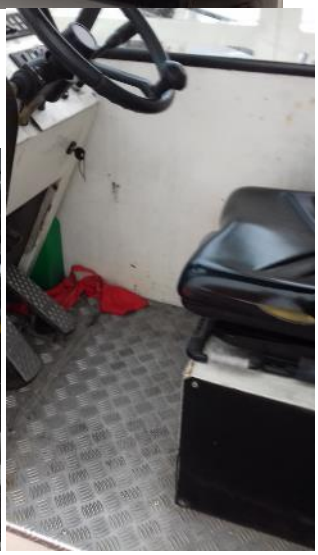
INFORMACIÓN GENERAL

Componentes / sistemas	Estado						Observaciones
Motor	Bien	x	Normal		Mal		
Chasis Camión	Bien	x	Normal		Mal		
Caja Pasajeros	Bien		Normal		Mal	X	El material de la estructura está muy deteriorado.
Plataforma Trasera	Bien	x	Normal		Mal		
Plataforma Delantera	Bien	x	Normal		Mal		
Sistema hidráulico.	Bien	x	Normal		Mal		
Cambio	Bien	x	Normal		Mal		
Transmisión.	Bien	x	Normal		Mal		
Suspensión.	Bien	x	Normal		Mal		

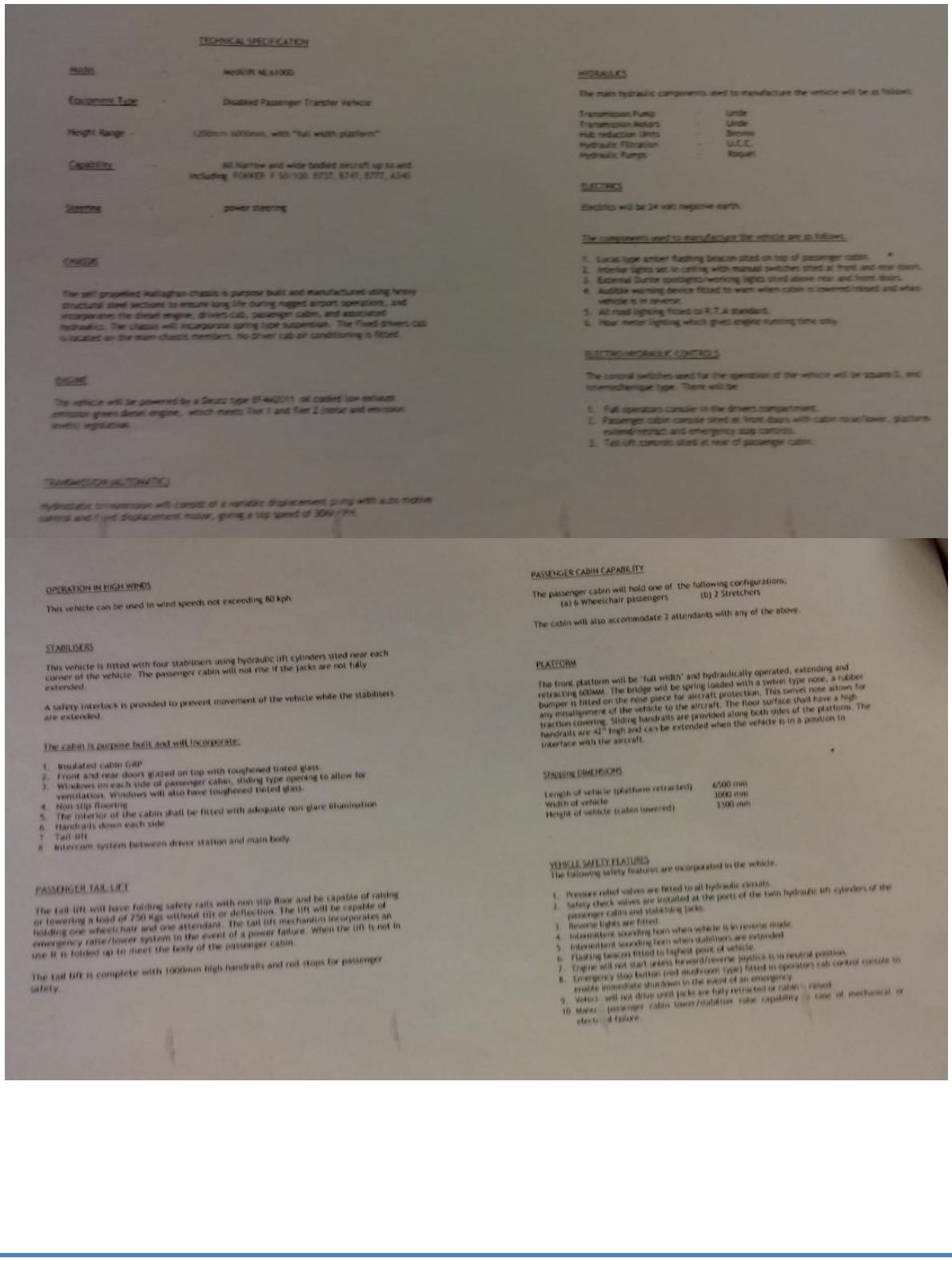
Documentación	Estado				Observaciones
Ficha técnica	Si	X	No		
Certificado de características técnicas	Si	X	No		
Manuales	Si		No	X	




Aena
R-291
sin barreras



Anexo I: Ficha técnica



TECHNICAL SPECIFICATION

Make - Aerolift ML6100D

Equipment Type - Disabled Passenger Transfer Vehicle

Height Range - 1200mm to 6000mm, with "full width platform"

Capability - All Narrow and wide bodied aircraft up to and including FOKKER F 50/100, B727, B747, B777, A340

Steering - power steering

CHASSIS

The self propelled Hallaghan chassis is purpose built and manufactured using heavy structural steel sections to ensure long life during rugged airport operations, and incorporates the diesel engine, drivers cab, passenger cabin, and associated hydraulics. The chassis will incorporate spring type suspension. The fixed drivers cab is located on the main chassis members. No driver cab air conditioning is fitted.

ENGINE

The vehicle will be powered by a Deutz type BF4M2011 oil cooled low exhaust emission green diesel engine, which meets Tier 1 and Tier 2 motor and emission levels legislation.

TRANSMISSION (AUTOMATIC)

Hydrostatic transmission will consist of a variable displacement pump with auto motive control and fixed displacement motor, giving a top speed of 30Km/Hr.

HYDRAULICS

The main hydraulic components used to manufacture the vehicle will be as follows:

Transmission Pump - Linde
Transmission Motors - Linde
Hub reduction Units - Bonfiglioli
Hydraulic Filtration - U.C.C.
Hydraulic Pumps - Bosch Rexroth

ELECTRICS

Electrics will be 24 volt negative earth.

The components used to manufacture the vehicle are as follows:

1. Lucas type amber flashing beacon sited on top of passenger cabin.
2. Interior lights set in ceiling with manual switches sited at front and rear doors.
3. External Durite spotlights/working lights sited above rear and front doors.
4. Audible warning device fitted to warn when cabin is lowered/raised and when vehicle is in reverse.
5. All road lighting fitted to R.T.A standard.
6. Hour meter lighting which gives engine running time only.

ELECTRO/HYDRAULIC CONTROLS

The control switches used for the operation of the vehicle will be square D, and telemechanique type. There will be:

1. Full operators console in the drivers compartment.
2. Passenger cabin console sited at front doors with cabin raise/lower, platform extend/retract and emergency stop controls.
3. Tail-lift controls sited at rear of passenger cabin.

OPERATION IN HIGH WINDS

This vehicle can be used in wind speeds not exceeding 80 kph.

STABILISERS

This vehicle is fitted with four stabilisers using hydraulic lift cylinders sited near each corner of the vehicle. The passenger cabin will not rise if the jacks are not fully extended.

A safety interlock is provided to prevent movement of the vehicle while the stabilisers are extended.

The cabin is purpose built and will incorporate:

1. Insulated cabin GRP
2. Front and rear doors glazed on top with toughened tinted glass.
3. Windows on each side of passenger cabin, sliding type opening to allow for ventilation. Windows will also have toughened tinted glass.
4. Non-slip flooring
5. The interior of the cabin shall be fitted with adequate non-glare illumination
6. Handrails down each side
7. Tail-lift
8. Intercom system between driver station and main body.

PASSENGER TAIL-LIFT

The tail-lift will have folding safety rails with non-slip floor and be capable of raising or lowering a load of 750 Kgs without tilt or deflection. The lift will be capable of holding one wheelchair and one attendant. The tail lift mechanism incorporates an emergency raise/lower system in the event of a power failure. When the lift is not in use it is folded up to meet the body of the passenger cabin.

The tail lift is complete with 1000mm high handrails and roll stops for passenger safety.

PASSENGER CABIN CAPABILITY

The passenger cabin will hold one of the following configurations;
(a) 6 Wheelchair passengers (b) 2 Stretchers

The cabin will also accommodate 2 attendants with any of the above.

PLATFORM

The front platform will be 'full width' and hydraulically operated, extending and retracting 600MM. The bridge will be spring loaded with a swivel type nose, a rubber bumper is fitted on the nose piece for aircraft protection. This swivel nose allows for any misalignment of the vehicle to the aircraft. The floor surface shall have a high traction covering. Sliding handrails are provided along both sides of the platform. The handrails are 42" high and can be extended when the vehicle is in a position to interface with the aircraft.

Shipping DIMENSIONS

Length of vehicle (platform retracted) 6500 mm
Width of vehicle 1000 mm
Height of vehicle (cabin lowered) 3300 mm

VEHICLE SAFETY FEATURES

The following safety features are incorporated in the vehicle.

1. Pressure relief valves are fitted to all hydraulic circuits.
2. Safety check valves are installed at the ports of the twin hydraulic lift cylinders of the passenger cabin and stabilising jacks.
3. Reverse lights are fitted.
4. Intermittent sounding horn when vehicle is in reverse mode.
5. Intermittent sounding horn when stabilisers are extended.
6. Flashing beacon fitted to highest point of vehicle.
7. Engine will not start unless forward/reverse joystick is in neutral position.
8. Emergency stop button (red mushroom type) fitted in operators cab control console to enable immediate shutdown in the event of an emergency.
9. Vehicle will not drive until jacks are fully retracted or cabin is raised.
10. Manual passenger cabin lower/stabilizer raise capability in case of mechanical or electrical failure.

MALLAGHAN

DESIGNERS & MANUFACTURERS OF
AIRCRAFT GROUND SUPPORT EQUIPMENT

DECLARATION OF CONFORMITY

We,
Mallaghan Engineering Limited
69 Coalisland Rd
Dungannon
Co. Tyrone BT71 6LA

Declare that the product Mallaghan Ambulift
ML 6100 D
Serial Number 0715317
Year of Construction 2007

has been manufactured in conformity with the following standards and specifications:

BS EN 1915-1:2001+A1:2009
BS EN 1915-2:2001+A1:2009
BS EN 1915-3:2001+A1:2009
BS EN 1915-4:2001+A1:2009
BS EN 12312-14:2002+A1:2009
BS EN 60204-1:2006+A1:2009
BS EN ISO 13850:2008
BS EN 292-1:1991
BS EN 292-2:1991

and complies with the requirements of:

- Directive 2006/42/EC of the European parliament and of the council on Machinery and amending Directive 95/16/EC
- 97/23/EC Pressure Equipment Directive - Implemented in the United Kingdom by the Pressure Equipment Regulations 1999
- 89/336/EEC Electromagnetic Compatibility Directive as implemented in the United Kingdom by the Electromagnetic Compatibility Regulations 2005

Certificate Number: **CE - 251 - ME - 0715317 - 2007 - GBR**

Place of Issue:
69 Coalisland Road
Dungannon
Co. Tyrone
N. Ireland
BT71 6LA
Date of issue: 27th July 2010

Signature *(person authorised to sign on behalf of the responsible person)*

Name: Ronan Mallaghan
Position: **Managing Director**

Signature *(person responsible for final product documentation)*

Name: Chris Coffey
Position: **General Manager**

MALLAGHAN ENGINEERING LTD, 69 COALISLAND ROAD, DUNGANNON, CO. TYRONE, N. IRELAND, BT71 6LA

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