



SUPER-STRUCTURES FOR AIRCRAFT PROVIDING

Currently we present these fork-lift super-structures for aircraft providing in three model series varying in super-structure tonnage and vertical swing extent of loading platform.

The super-structure under base is a steel hot zined scissor mechanism which carries a distributing frame of proper case isothermal super-structure and a helping frame of front loading platform. Vehicle stabilization is ensured by four massive hydraulic legs. Every stabilization leg is proofed with delivery desk and protected with self-aligning lock against unprompted release in case of hydraulic system breakdown. By safety virtue both fuel straight-line fluid motors of the scissor mechanism are proofed with detached hydraulic locks.

Extending part of loading platform is actuated by straight linear fluid motors of low working speed that together with a flexible rubber stop in its front part makes possible precise loading platform extrusion to the side of loaded aircraft. On both sides of loading platform there are guard-rails preventing downfall of operating personnel and loaded containers. In upper part of case super-structure over working platform there are two vigorous headlights lighting the whole platform with aircraft discharge opening. In inner part of the structure there is tubing valve working lighting and emergency bulb lighting. For cargo safety fixation standard string ribands for fastening straps are used.

Control over all superstructure working items and its lighting is possible from two independent switchboards, one situated in the driver's cab, other in the front part of case superstructure nearby the working platform. A component part of both switchboards is a security "STOP" button for emergency fetch-up of all superstructure working functions. The upper switchboard makes possible remote halt and start of a vehicle motor. Activities of all functions are signalized by means of pilot lights on both boards. In the same way transport (zero) position of all working items and security signal of stabilization legs extrusion are signalized. All control signs are first handed over to superstructure control computer, which evaluates instruction practicability from security point of view and only afterwards sends instruction to action items of superstructure, eventually to vehicle control unit.

For reasons of presumed vehicle vitality of 15-20 years and achieving the highest capacity of the structure possible for the working height in the lifting part of superstructure polymeric materials eventually aluminum alloy are used to the highest possible degree.

As one of many supplements a cooling unit can be supplied, in this case cooling evaporator is placed in the superstructure lifting case and essential unit is fixed to the vehicle frame. Other supplements can be fixed, for instance, side doors to the superstructure or a tail hydraulic loading platform.

Basic Technical Parameters:

SEBRA	
Superstructure tonnage	1 500 kg
Minimum loading height	2 310 mm
Maximum loading height	2 400 mm
Standard loading gear	Renault mascot

HROCH	
Superstructure tonnage	4 000 kg
Minimum loading height	2 650 mm
Maximum loading height	5 900 mm
Standard loading gear	Mercedes-Benz Atego 1218

ZIRAFKA	
Superstructure tonnage	3 500 kg
Minimum loading height	1 250 mm
Maximum loading height	5 900 mm
Standard loading gear	Mercedes-Benz Atego 1218 LNR

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Společnost je zapsána v obchodním
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