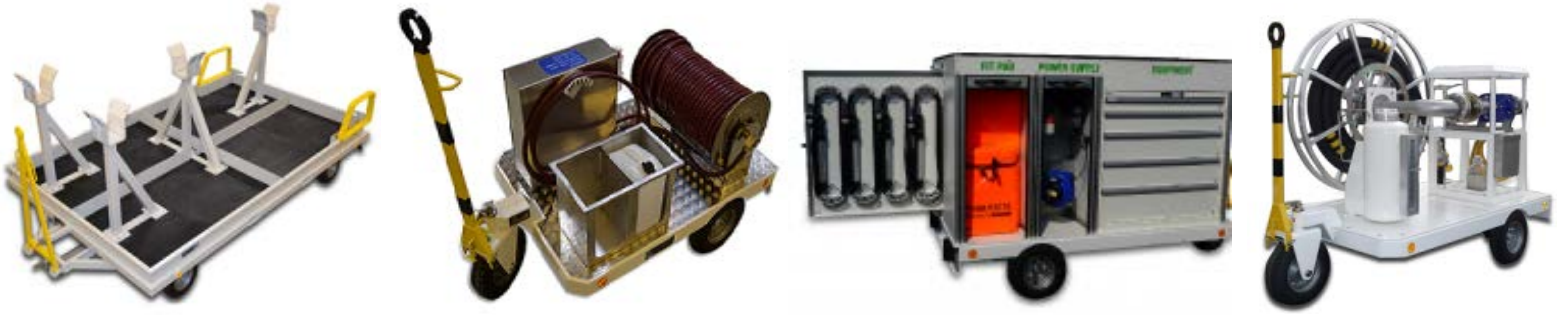
GERMAN GULF
Aviation Services

Aircraft Service Carts







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Wheel Service Trailer -RSW-B777/MD11

The wheel service trailer is used exclusively for maintenance work on the aircraft and may be used both on the aircraft apron and in hangars. The wheel service trailer is used for maintenance of wheels and landing gears of aircraft with nitrogen. The service trailer has load platforms for one wheel with securing brackets, floor space for two axle jacks, floor space for one wheel and brake changer and four tool boxes. The wheel service trailer has two receiving positions for nitrogen bottles (50 l bottle volume (200 bar)) with the associated nitrogen fittings for the filling of wheels and landing gears. The service trailer is moved as a trailer with a suitable towing vehicle and is fixed by actuating the parking brake.



- Chassis steel square profiles
- Rear axle drive
- Steering head forward with drawbar and eyelet Ø35 mm DIN 8454
- Parking brake acting on front, by raising the drawbar
- Tire 4 -ply Wheel size4.00-8 Super elastic
- Nitrogen filling system for landing gears max. 150 bar
- Nitrogen filling system for A/C Tires max. 25 bar
- Floor space for one wheel
- Two positions for nitrogen bottles
- Two boxes for axle jacks
- One box for a wheel and brake changer
- Four tool boxes
- Surface treatment: chassis galvanized
- Dead weight: 1005 kg
- Payload: 995kg
- Maximum speed: 30km/h
- Compliance: TRBS2111-4, 2006/42 EC, EN 1915-1, EN 12312-18

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Wheel Service Trailer (1 Wheel)- WSC-N1/1

The wheel service trailer is used exclusively for maintenance work on aircraft and can be used both on the aircraft apron and in hangars. The wheel service trailer has a load platform for one wheel, an accommodating trough for an axle jack and a receiving device for one change cradle at the rear. The wheel service trailer has one receiving position for a bottle (50 l bottle volume, 200 bar) and the nitrogen valves for filling tires and suspension. The change of the bottle can be done by one person because of the construction of the receiving device. The wheel service trailer can be towed with a suitable towing vehicle with a towbar and fixed with the parking brake.

- Chassis with rear axle and forward steering head
- 3-ply-Tyre, Wheel size 4.00-8 Superelastic
- Parking brake at front, applied by raising the drawbar– eyelet35mm DIN8454.
- Wheel box L=1450mm x B=840mm with loading ramp
- Accommodating trough 290mm width, adjustable for lifter(e.g. Hydro RC7703/RC9002)
- Receiving devices for one nitrogen bottle 50 l-200bar Tool box L=1100mmx W=300mm x H=200mm with cover plate
- Receiving device for a wheel change cradle at the rear
- Box for nitrogen valves with cover
- Nitrogen removal fitting for low pressure 0-20bar, with 6m filling hose and tire inflator
- Nitrogen removal fitting for high pressure 0-150 bar, with 6m filling hose
- Compliance: TRBS2111-4,2006/42 EC,EN 1915-1,EN 12312-18



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Wheel Service Trailer (2 Wheels)- WSC-2

The wheel service trailer should only be used for maintenance work on aircraft and can be used both on the airport apron and in hangars. The wheel service trailer has load platforms for two wheels, floor space for an axle jack, floor space for a wheel and brake changer, and a nitrogen unit for filling the tyres and filing the landing gears. The wheel service trailer has two receiving positions for the bottles (50 l bottle volume (300 bars)) with the associated nitrogen fittings. The wheel service trailer can be towed with a suitable towing vehicle with the towbar and fixed with the parking brake.



- The wheel service trailer has load platforms for two wheels, floor space for an axle jack, floor space for a wheel and brake changer, and a nitrogen unit for filling the tyres and filling the landing gears
- The trailer has two receiving positions for the bottles (50l bottle volume (300bars) with the associated nitrogen fittings.
- The wheel service trailercan be towed with a suitable towing vehicle with the tow bar and fixed with the parking brake
- Dead weight:1050kg
- Gross weight: 2300kg
- Payload:1250kg
- Maximum speed:25 km/h
- Compliance : TRBS2111-4,2006/42/EC,EN 1915-1,EN 1915-2,EN 12312-18

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Wheel Transport Trailer (5 Wheels)- WTC-5

The wheel transport trailer is designed for the transport of wheels. The wheel transport trailer can receive 5 wheels. It consists of a chassis with a fixed railing, a fixed divider and three freely positionable dividers and a tow bar with parking brake. There are two loading ramps. The loading ramps can be dropped down individually. The wheel transport trailer can be moved with a suitable towing vehicle or pulled by hand to the place of use. The wheel transport trailer is fixed at the place of use with the parking brake.

- Loading surface: Length: 3.700 mm x Width: 1.500 mm
- The wheel transport trailer is able to receive 5 wheels.
- The trailer has a fixed railing on the chassis and two independent loading ramps.
- The wheel transport trailer can be towed by suitable towing vehicle or can be pulled by hand with the tow bar and fixed with the
- parking brake.
- Dead weight: 850kg
- Gross weight: 2850kg
- Payload: 2000kg
- Maximum speed:25 km/h
- Compliance : TRBS2111-4,2006/42/EC,EN 1915-1,EN 1915-2,EN 12312-18



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Oxygen Service Trailer (2/4 bottle)- OSC2- OSC4

The oxygen service trailer is designed for topping up the oxygen container of an aircraft with high-altitude breathing oxygen. The service trailer consists of a chassis with a tow bar and parking brake, four receiving positions for the bottles (50 l bottle volume) and the lockable box with the associated oxygen fittings. The service trailer moved as a trailer with a suitable towing vehicle or is moved by hand to the place of use. At the place of use the service trailer is fixed by actuating the parking brake.





- Chassis steel square profiles
- Rear axle drive Steering head forward with drawbar and eyelet Ø35 mm DIN 8454
- Parking brake acting on front, by raising the drawbar
- Tire 3-ply Wheel size 4.00-8 Superelastic
- Receiving and mounting devices for two oxygen bottles
- Fitting housing with access door
- Filling unit consisting of: Bottles connection lines, pressure regulator input 300 bar –max. output. 150 bar, stainless steel pipes, 2 pieces buffer, filter, pressure gauge, valves and filling hose 6 m long with airplane adapter
- Fire extinguisher
- Earthing cable
- Color: RAL color according to specifications
- 2 Bottles
    - Dead weight:340 kg
    - Gross weight: 490 kg
    - Payload: 150 kg
- 4 Bottles
    - Dead weight:400 kg
    - Gross weight: 700 kg
    - Payload: 300 kg
- Maximum speed:25 km/h
- Compliance: TRBS2111-4,TRBS2111-4,2006/42/EG,EN 1915-1,EN 12312-18

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Service Trailer- TPA 3.5x2.2

The service trailer consists of a chassis with mounts for receiving of hoisting slings of type Trent 500/700 for internal operation. The contact points on the mounts have a plastic surface and the floor of the trailer is designed with a rubber surface. The chassis is equipped with a turntable steering and a towing hook. The service trailer can be drawn with a suitable towing vehicle. Below the loading area receiving pockets for fork lift trucks are installed.

- Contact points of the mounts for hoisting sling with plastic protection
- Load area/-floor allocated and designed in form of four trays for storage of fittings
- Floor with rubber surface
- Fold deflector hoop with safety marking(rear right and left side)
- Turntable steering
- Parking brake by raising the towbar on front wheels acting
- Towbar with drawbar eye(DIN74054)40 mm
- receiving pockets for fork lift below load area
- Design according to requirements
- Dead weight:850 kg
- Payload: 1.500 kg
- Length (towbar above):3.800 mm
- Height: 1.600 mm
- Height above ground: 530 mm
- Storage height: 900 mm
- Load area–Length: 3.500 mm
- Load area–Width: 2.200 mm
- Speed limit (without hoisting sling): 30km/h
- Speed limit (with hoisting sling): 6 km/h
- Compliance:2006/42/EG,EN 1915-1,EN 12312-18



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Water Disinfection cart- WDC

The water disinfection cart is used to produce a disinfection mixture and fill the POTABLE WATER SYSTEM in aircraft with the disinfection mixture. The service cart is moved to the site of use as a trailer with a suitable towing vehicle or by hand. At the site of use the service trailer is secured with a parking brake.



- Dosage unit:
  - water-powered dosage pump DOSATRON adjustable 0,03 -,0,3 %
  - Operation water pressure 0,3-6 bar
  - max. water flow 3.000 l/h
  - Pressure reducer, filter and system separator
- Double canister shot
- Hose reel with 80 m hose 19 x 4(water supply)
- 5 m hose 19 x 4 with airplane connection coupling
- Eye wash unit
- Mounted on a Multi-Purpose-Cart
- standard chassis
- Weight:260 kg
- Length (tow bar up):1.960 mm
- Height over all:1.600 mm
- Height over all(tow barup):1.100 mm
- Width: 1.100 mm
- Towing speed max.:25 km/h
- Compliance: 2006/42/EC,EN 1915-1

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Tank Inspection Cart

Service trailer for the repair and maintenance of aircraft tanks.

- For maintenance repair work on aircraft and fuel tanks where different tools and equipment are required.
- Equipment includes; tank mats, filler caps, flashlights, flashlights, headlamps, respirators and safety lines.
- The equipment is housed in the tank inspection cart in specially designed two-color insert trays.
- Designed to quickly locate the items, the color coding ensure that during maintenance is nothing is left in the aircraft tank.
- All storage compartments are lockable and therefore secured against unauthorized removal.
- Individual components mounted on a sprung unit chassis, makes this a mobile cart.
- Aluminum struts mounted on a10 mm thick steel plate construction, ensures a stable structure.
- Lockable aluminum armored shutters and Lista Tool Cabinet with 5 fully extendable drawers with individual locking, provides
- Security for storage and transport.
- Dead weight:797kg
- Overall length:2800 mm
- Overall width:1200 mm
- Overall height:1670 mm
- Compliance: TRBS 2153, TRBS 2152, EN 1127- ATEX94/9/CE, 2006/42/EG



Accessories:

- Inspection lamp with plug 24V
- Lista equipment cabinet
- Equipment cabinet foam insert
- Protection glasses 2 EA
- Electric torches 4 EA
- Headlamps 2 EA
- Half mask x-plore 2 EA
- Full face mask x-plore 2 EA
- Filter for x-plore 2 EA
- Filter for x-plore 2 EA
- Belt with warning whistle 2 EA
- Dräger breathing air system
- Breathing air hose 2 x 10 m
- Breathing air hose 2 x 15 m
- Breathing apparatus 2 EA
- Compressed air hose 10 m
- Fuel tank pad 4 EA
- Control box
- Document compartment
- Earthing cable
- Cable winder
- Work Top

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Injection pump for additives- Injector Pump

Service trailer for the addition of additives during the aircraft fueling process.



- During flight, aircraft moisture is generated in the tank due to the differences in temperature and different levels of condensation. This can result in the fuel tanks and fuel lines to control fungal decay and contamination.
- Using this injection pump additive can be introduced to the kerosene during refueling of the aircraft tanks.
- Depending on the severity of the fungal infection, metering rates are required.
- Via a Hand lift pump, the metered rate can be ranged10% to 100% at an adjustable volume flow rate of 6-65 m^3 / h.
- The supplied Kathon content can be monitored on a scale on Kathon container.
- The unit has a hose reel with 8 meters of refueling hose with a diameter of2.5 ".
- All components are mounted on a sprung chassis unit with a 10 mm thick base plate.
- Dead Weight:420kg
- Overall length:2400 mm
- Overall width:1070 mm
- Overall height:1380mm
- Compliance : TRBS 2153, TRBS 2152, EN 1127-1, ATEX 94/9/CE, 2006/42/EG

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PCA- Service Cart 1E1A- PCA-1E1A

The service cart PCA**-1E1A** is equipped with one input and one output. The PCA Service cart is a connection device between the stationary air conditioning hose of a passenger boarding bridge and the variable connector of the parked aircraft. An insulated spiral coiled hose attached to the PCA service cart connects with the station. It is well dimensioned, so that all angles of inclination of the passenger bridge are supported at any time. The PCA hose never touches the ground. Additionally, a 20 meter connecting hose is installed to reach the adapting points of all aircraft types. This hose is well insulated to avoid cooling and thermal losses. The PCA service cart is attached to the service stair of the boarding bridge, so the positioning of the equipment automatically follows the movement of the bridge. No manual intervention is necessary.

- The PCA is a connection device between the stationary air conditioning hose of a passenger boarding bridge and the variable connector of the parked aircraft
- An insulted spiral coiled hose attached to the PCA service cart connects with the station
- It is well dimensioned, so that all angles of inclination of the passenger bridge are supported at any one time
- The PCA service cart is attached to the service-stair of the boarding bridge, so the positioning of the equipment automatically follows the movement of the boarding bridge
- Dead weight: 520kg
- Length: 3800 mm
- Width: 1400mm
- Height: 940 mm
- Compliance: 2006/42/EC, EN 1915-1



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PCA- Service Cart 1E2A- PCA-1E2A

The service cart PCA**-1E2A** is equipped with one input and two outputs. The PCA Service cart is a connection device between the stationary air conditioning hose of a passenger boarding bridge and the variable connector of the parked aircraft. An insulated spiral coiled hose attached to the PCA service cart connects with the station. It is well dimensioned, so that all angles of inclination of the passenger bridge are supported at any time. The PCA hose never touches the ground. Additionally a 20 meter connecting hose is installed to reach the adapting points of all aircraft types. This hose is well insulated to avoid cooling and thermal losses. The PCA service cart is attached to the service stair of the boarding bridge, so the positioning of the equipment automatically follows the movement of the bridge. No manual intervention is necessary.



- The PCA is a connection device between the stationary air conditioning hose of a passenger boarding bridge and the variable connector of the parked aircraft
- An insulted spiral coiled hose attached to the PCA service cart connects with the station
- It is well dimensioned, so that all angles of inclination of the passenger bridge are supported at any one time
- The PCA service cart is attached to the service
- stair of the boarding bridge, so the positioning of the equipment automatically follows the movement of the boarding bridge
- Dead weight: 640kg
- Length: 3800 mm
- Width : 1873 mm
- Height : 940 mm
- Compliance: 2006/42/EC , EN 1915-1

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Multi Purpose Cart - MPC-01NG

The MPC-01NG trailer is designed for use as a multifunction cart. These carts are fully customizable on required storage and transportation system.

- Sheet steel edge profiles chassis with rear axle and front steering axle
- Tire equipment 3 fold, 4.00x8 superelastic
- Parking brake acting upon front wheel, by lifting in upright position, Towing eye 35 mm DIN 8454(further sizes on customer request available)
- Standard frame size: Length: 1500 mm x Width: 1070 mm (further dimensions on customer request and application modification according
- specification available)
- Option: rear axle with shock absorbers mounted
- Transport Trailer for assemblies up to 1000 kg compliment with
- Compliance: 2006/42/EC, EN 1915-1



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Oil Absorption Tray Cart- OATC

The service cart is used exclusively for maintenance work on aircraft, both on the airport apron and in the hangars. The service cart is designed for the transport of oil absorbents. The service cart consists of a chassis with a tow bar and parking brake, as well as two containers (each 380 l) with a cover and an open box without a cover. The service cart is moved as a trailer with a suitable towing vehicle or by hand to the site of use. At the site of use the service cart is secured with a parking brake.



- Standrad chassis MPC
- Rear axle drive Steering head forward with drawbar and eyelet Ø35 mm DIN 8454
- Parking brake acting on front, by raising the drawbar
- Tire 3-ply Wheel size 4.00-8 Superelastic
- Two containers for the oil absorption (each 380 l)
- One open box without a cover
- Dead weight: 310 kg
- Payload: 690kg
- Maximum speed: 25 km/h
- Compliance : TRBS2111-4,2006/42/EC,EN 1915-1,EN 1915-2,EN 12312-18

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Water Collection Cart-WCC-900

The water collection cart is used exclusively for inspection and maintenance work on aircraft. The water collection cart may be used both on the aircraft apron and in hangars. The water collection cart is designed to collect water. The service trailer consists of bogie with tow bar and parking brake, together with the water collection (900 l). The cart is equipped with baffle plates. The train opening is provided at the bottom of the collection cart. The service trailer is moved as a trailer with a suitable towing vehicle or by hand to the place of use. The service trailer is secured in the place of use with a parking brake.

- The cart is designed to collect water
- May be used both on aircraft apron and in hangars
- The cart consists of a bogie with tow bar and parking brake, together with the water collection cart (900l).
- Cart is equipped with baffle plates
- The drain opening is provided at the bottom of the collection cart.
- Dead weight: 280kg
- Gross weight:1280kg
- Payload: 1000kg
- Maximum speed: 25 km/h
- Compliance: TRBS2111-4,2006/42/EC,EN 1915-1 , EN 12312-11



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Nitrogen Service Trailer-(2 Bottle/4 Bottle) NSC2- NSC4

The nitrogen service trailer is used exclusively for inspection and maintenance work on aircraft. The nitrogen service trailer may be used both on the aircraft apron and in hangars. The nitrogen service trailer is used for filling the wheels and the landing gears of aircrafts with nitrogen. The service trailer consists of a chassis with tow bar and parking brake, two receiving positions for the bottle (50 l bottle volume) and the lockable box with the associated nitrogen fittings. The service trailer is moved as a trailer with a suitable towing vehicle or is pulled by hand to the place of use. The service trailer is fixed at the place of use by actuating the parking brake.





- Running axle at the rear
- Steering wheel in front, with towbar
- Parking brake acting upon front wheel, by lifting of towbar in upright position
- Tire equipment: 3 fold, 4.00
- 8 superelastic
- Mounting device for 2 nitrogen bottles 50l-300bar
- Cover on top of instrument panel
- Discharge unit for the tire inflation, consisting of:
  - Pressure reducer 0-20 bar
  - 6 m hose
  - Tire inflation gauge
  - Stacker device for hose
- Discharge unit for filling of shock strut, consisting of:
  - Pressure reducer 0-150 bar
  - 6 m hose
  - Stacker device for hose
- Max. Input pressure:300bar
- 2 Bottle:
  - Max. Output pressure:150bar+20 bar
  - Weight: 340kg
  - Payload:150kg
- 4 Bottle:
  - Dead weight:400kg
  - Gross weight: 700kg
  - Payload:300kg
- Maximum speed:25 km/h
- Compliance: EN 1915-1, EN 1915-2, EN 12312-18, 2006/42/EC, TRBS2111-4

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Kerosene Suction Cart-VCD300

Service trailer for the extraction of kersosene residues in aircraft tanks.

- The air suction is used for the extraction of fuel residues and is approved for use in the zone.1
- Using compressed air nozzle a vacuum is created in the device by means of which via a suction hose, the liquid is sucked into the container.
- The device turns off automatically when the maximum level is reached.
- The emptying of the device using of compressed air via a corresponding switch on the device or on the MANTEC dry clutch
- The kerosene sucker is available in various container sizes.



- Weight : 382 KG
- Length : 2100 mm
- Width : 1000 mm
- Height : 1600 mm
- Container Size : 300 ltr
- Hose length : 24 m
- Compressed air : 5-8 bar
- Compliance: TRBS 2153, TRBS 2152, EN 1127-194/4/EG,EN 13463-1EN13463-5