

## TG-0601 Ambulift

T.E.M. Gorris has created "Ambulift" to give service to passengers with difficulties.

Each "Ambulift" has a capacity for seven disabled passengers or two stretchers and a carer.

The driver's cab rises with the main body, providing greater safety for passengers and avoiding the need for another operator to give manoeuvre instructions to the driver from the outside.

Airlines and handling operators, in their race for competitiveness and maximum quality, need to include equipment such as the "Ambulift" in their services.

Ambulift is safe not only for passengers but also for other traffic in airports. It is manufactured with all safety guarantees and incorporates several automatic accident-prevention systems, ensuring that the transfer of passengers is safe and comfortable.

The model TG-0601 has been designed in compliance with standard EN 12 312 - 14.

### MOST NOTEWORTHY ADVANTAGES THAT TG-0601 OFFERS

- » Increased quality in the service to their disabled customers.
- » Time savings in the transport, loading and offloading of disabled passengers, resulting in improvements for all passengers.
- » Savings in staff costs because Ambulift is operated by a single employee.
- » Increased safety for disabled passengers with savings in costs relating to injuries or losses that may be caused to them.
- » Considerable improvement in the image of groups of disabled persons and of society as a whole.



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The driver can carry out all the operations, from loading to travel, raising the cab and the offloading of passengers into the aircraft.

With the automatic elevation platform, the disabled persons' wheelchairs and the stretchers of the sick can easily gain access to the Ambulift cabin.



Once the Ambulift has come to a halt, four jacks firmly secure the ambulance to the ground. Until the jacks have secured the Ambulift, the hydraulic system which raises the cabin will automatically remain inactive so as to avoid accidents.

### RAISING AND LOWERING THE AMBULIFT

The driving seat rises with the passengers, enabling the driver to be in charge of all the operations.

### ACCES PLATFORM

When the Ambulift is situated in line with the access door to the aircraft, the front platform is activated from the interior and perfectly adjusted, with a hydraulic system, to the aircraft's curved shape.



### OPTIONS

Air conditioning.

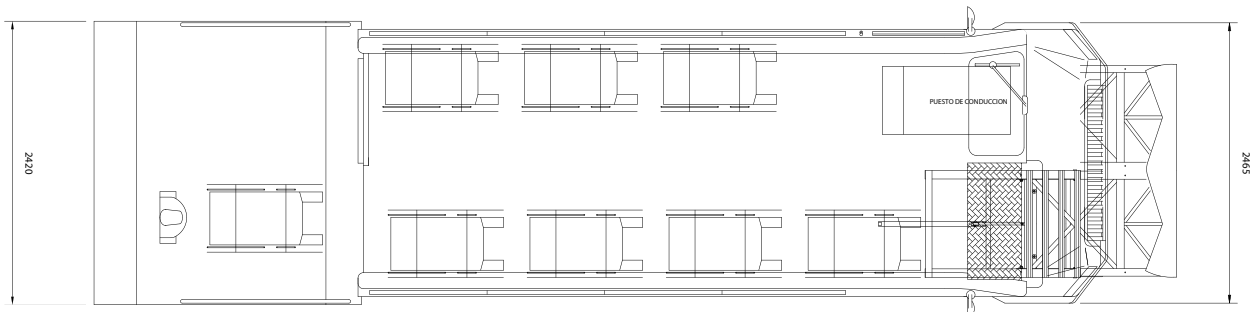
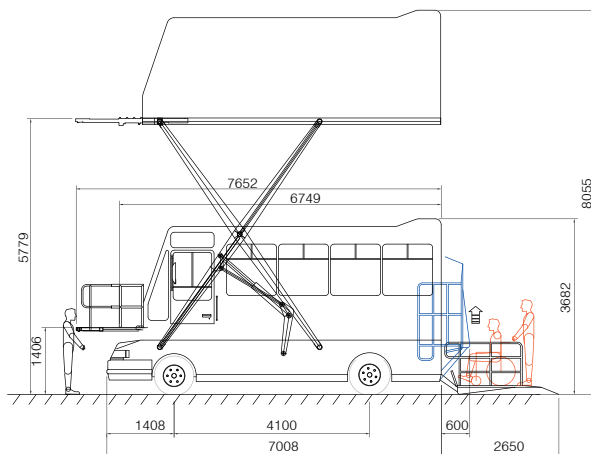
### SAFETY DEVICES

Engine start-up is not possible if the gear lever is not in the "N" neutral position.

The van's services do not act without the parking brake being applied or when the gear lever is not in the "N" position.

The van cannot be raised or lowered whilst the four stabilizer jacks are not acting and the doors are not completely closed.

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**SELF-FRAME** Iveco ML 150 E21

**COOLING** Water

**TRANSMISSION** Automatic.

**ENGINE** Tector F4AE0681d, 210 HP

**BATTERY** 2 x 12 V. x 110 Ah.

**SUSPENSION** Front and Rear:  
Parabolic springs with small spring incorporated, hydraulic buffers and stabilizer bar.

**BRAKE SYSTEM** Pneumatic circuit with self-ventilating discs.

**STEERING** Hydrostatic assisted

**HYDRAULIC SYSTEM** Main pump: hydraulic, maximum pressure 280 bar, in constant takeoff with recirculation module.  
Manual emergency pump.  
Main elevation cylinder: 160 mm diameter.  
Hydraulic jacks (4): 90 mm diameter.  
Actuation by electrovalves.  
Safety system in elevation circuit against false manoeuvres.

**DIMENSIONS** Length: 7725 mm.  
Width: 2465 mm.  
Height: 3830 mm. (Min.) 8330 mm. (Máx.).  
Wheel base: 4185 mm.

**WEIGHT** 12.380 Kg.

**TURNING RADIUS** 7140 mm between pavements.

**TRAVEL SPEED** In the airport: 30 kph.  
Outside the airport: 60 kph.

**MAX. LOAD WEIGHT** 2,240 kg.

**SEAT** Driver: With suspension and hydraulic buffering.

**SERVICE HEIGHT** Minimum 1,560 m.  
Máximo 6,060 m.

**BODYWORK** Coach type with capacity for 7 wheelchairs or 2 stretchers, 1 seat for carer.  
Driving door included in passenger cabin.  
Rear door for access from the ground with elevation by means of elevating platform.  
Front door with extending ramp for access to aircraft.

**RESISTANCE** The passenger cabin must not be raised in winds above 75 kph.

**REAR PLATFORM** The equipment is completed with a platform with railings for raising/lowering passengers, with a capacity of 1,500 kg and useful dimensions of 2.42 x 2.6 m, which can be vertically retracted.