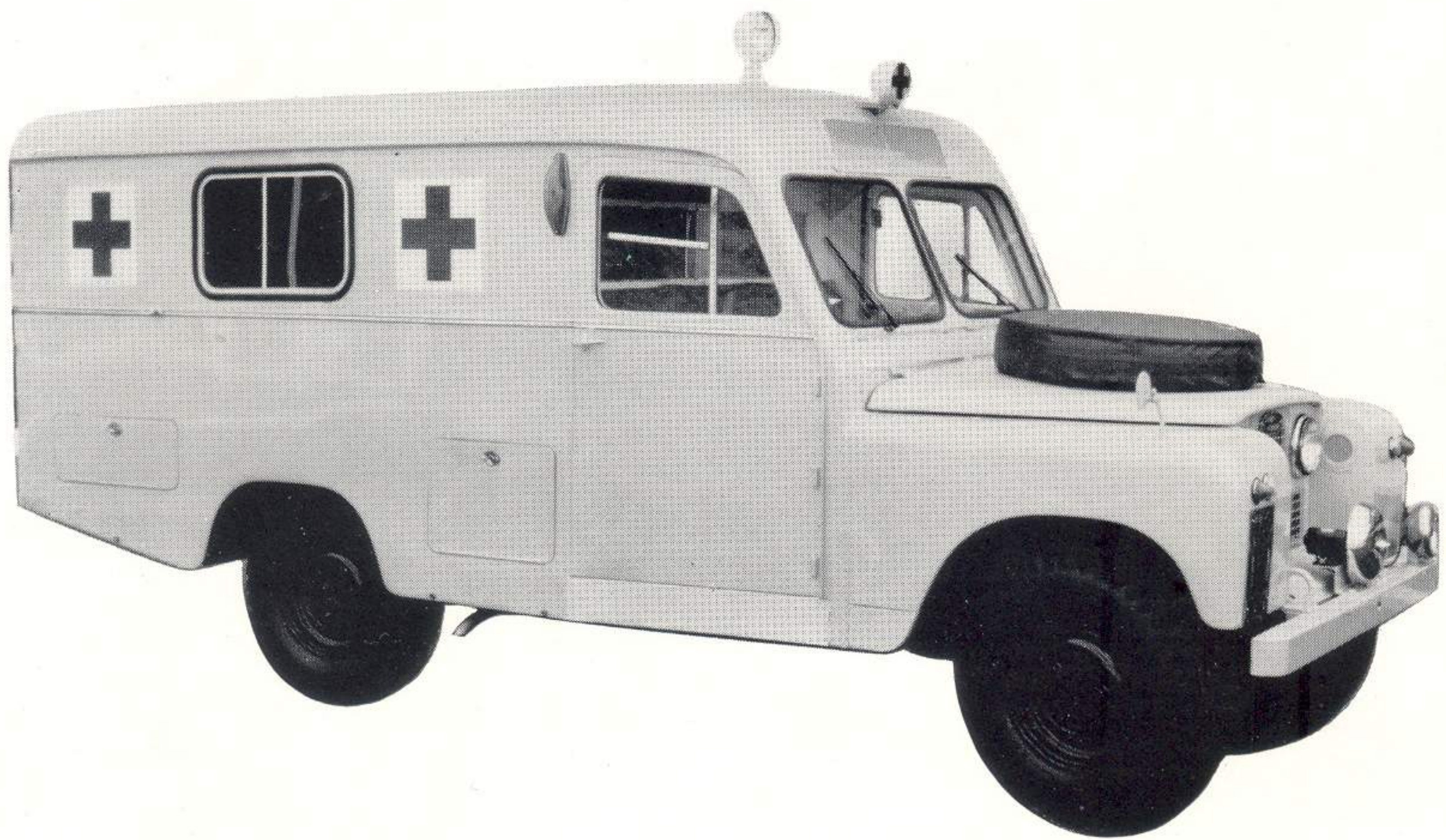


Lomas
AMBULANCES

LAND-
ROVER

APPROVED BY THE ROVER COMPANY LIMITED



IDEAL AMBULANCE FOR CIVIL AND AIR PORT USE, AND MILITARY AIR FORCE
ALL METAL CONSTRUCTION.

MODEL F/M

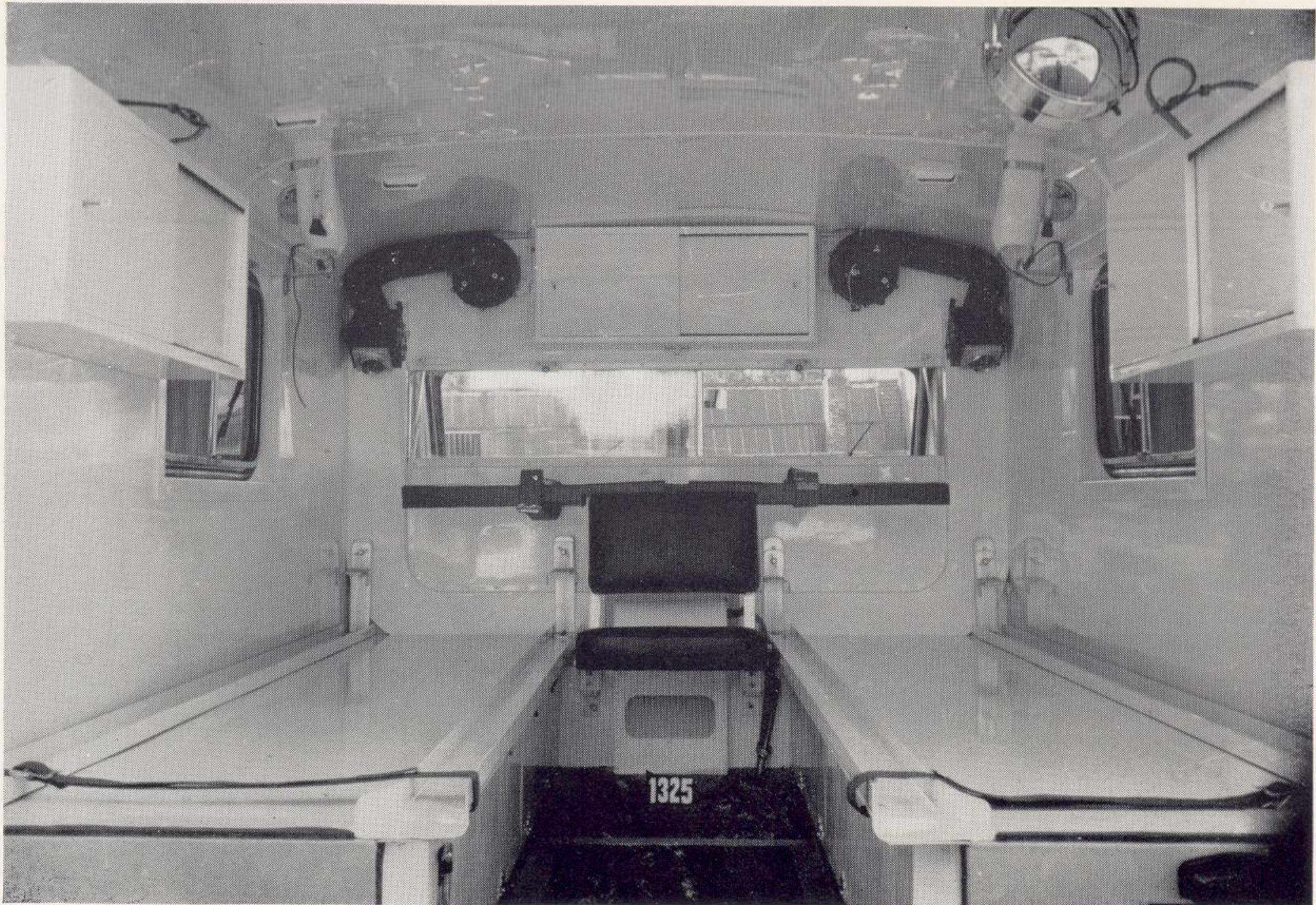
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ALSO AT CHELTENHAM

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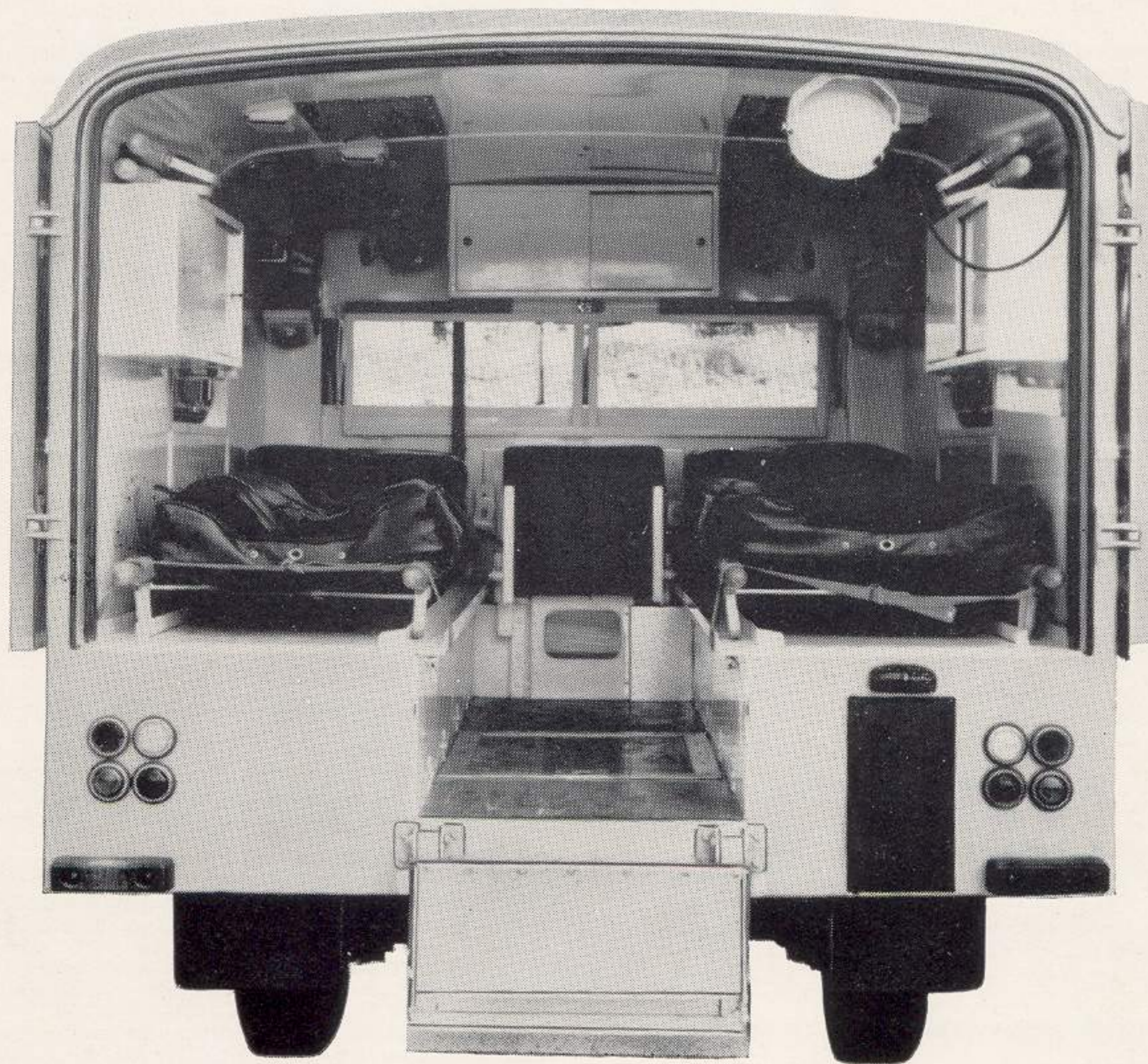


The illustration shows the ducted Ventilation and Heating System.

Locker accommodation at Bulkhead, Sides and centre under floor Locker for Neil Robertson Stretcher and Large Fire Extinguisher access from Exterior. See Door behind Drivers' Seat.

Lockers under Stretcher Platform, access from Gangway and exterior door at rear each side.

Accommodation for Blood Plasma Bottles and Shelves above head of each patient for Resuscitation Set.



The Ambulance is equipped with Two 150/60 Stretchers and Two Neil Robertson Stretchers. It also carries Two spare I.S.O. Stretchers.

Four Lockable Cabinets are provided for storage of Surgical Instruments, Dangerous Drugs and all necessary equipment for essential emergency medical use prior to or at the time of transportation.

The Ambulance has a very good angle of departure, making it ideal for off the Road Conditions.

Ventilation and Heating is Special and is extremely efficient under all Climatic Conditions.

SPECIFICATION

Lomas Light Ambulance Body (Service Version) in all metal construction, suitable for mounting to 109 in. wheelbase Land-Rover Chassis

RIGHT OF WAY

Lamp with Geneva Cross.

SEARCHLIGHT

A unit fitted to roof operated from inside driver's compartment, which will beam through 360 degrees.

FRAMING

In light alloy sections of angle channel and Top Hat, and bolted together with aero tight nuts, sections treated with anti-corrosion or similar material before panelling.

PANELLING

In Aluminium all joints overlapped and panels riveted to framework, interior panels of light gauge Aluminium. All overlaps to have generous sealer.

ANTI-GALVANIC TREATMENT

Joints between dissimilar metals treated with di-electric paint.

LIGHTING

One metal framed window in each side of alloy construction approximately 28 in. long by 17 in. deep, glazed in Triplex glass, half of this made to slide, the aperture to be fitted with stainless steel gauze. The whole window unit to be secured to panelling with Claytonrite Rubber. Sundym Glass at extra cost.

WINDSCREEN

Two piece Triplex Laminated or Toughened screen, twin windscreen wipers fitted at bottom. Glass glazed in Claytonrite Rubber.

DRIVER'S COMPARTMENT

Full length doors at each side; hung on special hinges and fitted with locks, rubber bumpers, dovetails, etc. Bucket seat provided on passenger side, spring cushions with overlay of Latex, covered with Vynide. All windows in safety glass.

SPARE WHEEL

Housed on bonnet, an extra fitting supplied if desired enabling wheel to be locked; a P.V.C. cover provided for covering spare wheel.

VENTILATION AND HEATING

Ventilation is by Ducting from Front Canopy directed to the right and left side of the Bulkhead. Special Detachable Nylon Filters are fitted enabling the duct to be readily inspected and cleared of insects and dust.

Blowers deliver the Ventilation at each side of the Bulkhead via Punka Louvres.

The Air Flow can be deflected as required to a Heater fitted at a lower central point of Bulkhead. Two Special Large Air Extractors fitted to the Roof to match this Special intake of Air.

INSULATION

Fibre glass insulation fitted between outer and inner roof and outer side panels.

REAR DOORS

Double doors fitted at rear, these covering aperture from Stretcher Platform to roof. Top and bottom bolts fitted to Nearside door and a budget lock to Offside.

REAR STEP

A bottom hinged tailboard covers the gangway from floor to Stretcher Platform height. Attached to this is a step of non-slip Alloy Tread Plate. The tailboard secured when closed by a double action lock, operated by a centre handle.

FLOOR

Covered with alloy sheet heavy gauge, the whole covered with Green rubber.

PARTITION

Constructed of alloy sections as used in general framework, a full width communication window approximately 10-inch deep, glazed in clear safety glass.

MOULDING

Fitted at waist, of polished aluminium. A "J" type gutter mould fitted to roof with necessary drain holes.

INTERIOR DIMENSIONS:—

Length	..	..	..	..	..	7 ft. 8 in. (2337 m.m.)
Width	..	..	..	..	..	5 ft. 7 in. (1702 m.m.)
Height	..	..	..	..	..	4 ft. 6 in. (1372 m.m.) at centre

Rear door aperture, 4 ft. 4 in.

Gangway with two Stretchers—18 in. approx.

LOCKERS

A Locker 27" x 20" x 8" in centre of floor, with internal division due to Chassis cross member. Locker fitted with a flush lid having a recessed ring type lock.

A Bulkhead Locker, 30" x 12" x 6".

A Locker to the rear of each side window fitted to take dextraven transfusion bottles.

A locker under each Stretcher Platform, having access via external doors and internal doors on gangway side of Stretcher Platform. Special draught sealing is provided on all doors.

A full transverse tunnel Locker at the Rear of the Partition having access from both sides of Ambulance, designed to take two Neil Robertson Stretchers and a Special Fire Extinguisher.

ELECTRICAL

Two-Way Radio. Provide and fit Housing for User's Set in Bulkhead Partition.

Provide Aerial, Base and Lead-in and low tension wire to set.

A Lucas special fuse box supplied and fitted to take auxiliary circuits.

Interior light with dual control front and rear.

Francis interior rear floodlight.

A special roof searchlight.

Notek fog lamp.

Two electric wipers.

Screen washer.

Reversing lamp with illuminated switch.

Winkers, side blisters and rear mushroom lamps wired and fitted.

Revolving Roof Flasher Lamp, specially suppressed.

FINISH

All sections to be primed and painted before panelling, exterior panels to be primed and receive 3-coats of filling, rubber down between coats and four coats of colour, paint to be I.C.I. 300 line or similar. Colour to choice.

Interior panels to be primed and finished in four coats of White 300 line.

The whole of chassis and underpart of body and skirt to be treated with Underseal.

MARKINGS

To Customer's choice, but provision is made to Paint Geneva Crosses as follows:—

One Large one on Roof.

Two on each side panel.

One on each Rear Door.

Any further lettering as may be required.

SPECIAL ACCESSORIES

Rubber pedal pads.

Two Exterior Mirrors.

Blood bottle holder with four places in Roof and one for stowage.

A folding shelf at head of stretcher each side to take Minuteman resuscitator.

Towing Hooks are provided two at the front and one at the rear.

INTERIOR EQUIPMENT

A Stretcher Platform provided at each side. Channel dimensions to take B.S.S.896, M.K.11 or I.S.O. Stretcher; two B.S.S.896 Stretchers provided.

Stretchers are secured by adjustable fittings at front end and straps at rear to secure both handles.

Stretcher Channels are specially splayed out to facilitate easy loading.

Two Lomas Stretcher Beds and Pillows are provided with Straps for securing same readily to Stretcher.

Two sets of Wide Webbing Body Straps are provided (i.e. Four Straps, two per set), to give added security for Patients under 'Off the road Conditions'.

Housing for two additional B.S.S.896 Stretchers is provided in Interior Canopy Panel each side to facilitate operational requirements at incident. No Stretchers are provided or arrangements for use of same in Ambulance.

ATTENDANT'S SEAT. A Locker is provided centrally on Partition and this is provided with Cushion and Back-Rest.

SHIPPING DIMENSIONS:—

Length	..	..	..	..	..	16' 0" (4877 m.m.)
Width	..	..	..	..	..	5' 10" (1778 m.m.)
Height	..	..	..	..	..	7' 6" (2286 m.m.)

Weight 2 tons, 3 cwts., 0 qts. (2185 Kgs.)

The Rover Company Limited is not responsible for the manufacture of approved equipment and/or bodywork, although they have closely examined specification and design.

Matters concerning Sales (including shipping, delivery, etc.), service or Warranty claims are the responsibility of the manufacturer (whose name and address is given on this leaflet) or his agent.

In cases of difficulty concerning approved equipment, the Special Projects Section of the Land-Rover Engineering Department is available to offer advice.

Land-Rover Extras Required — NIL

THIS CONVERSION IS SUPPLIED COMPLETE AND DETAILED INFORMATION ON THE SPECIFICATION SHOULD BE OBTAINED FROM THE MANUFACTURER.