



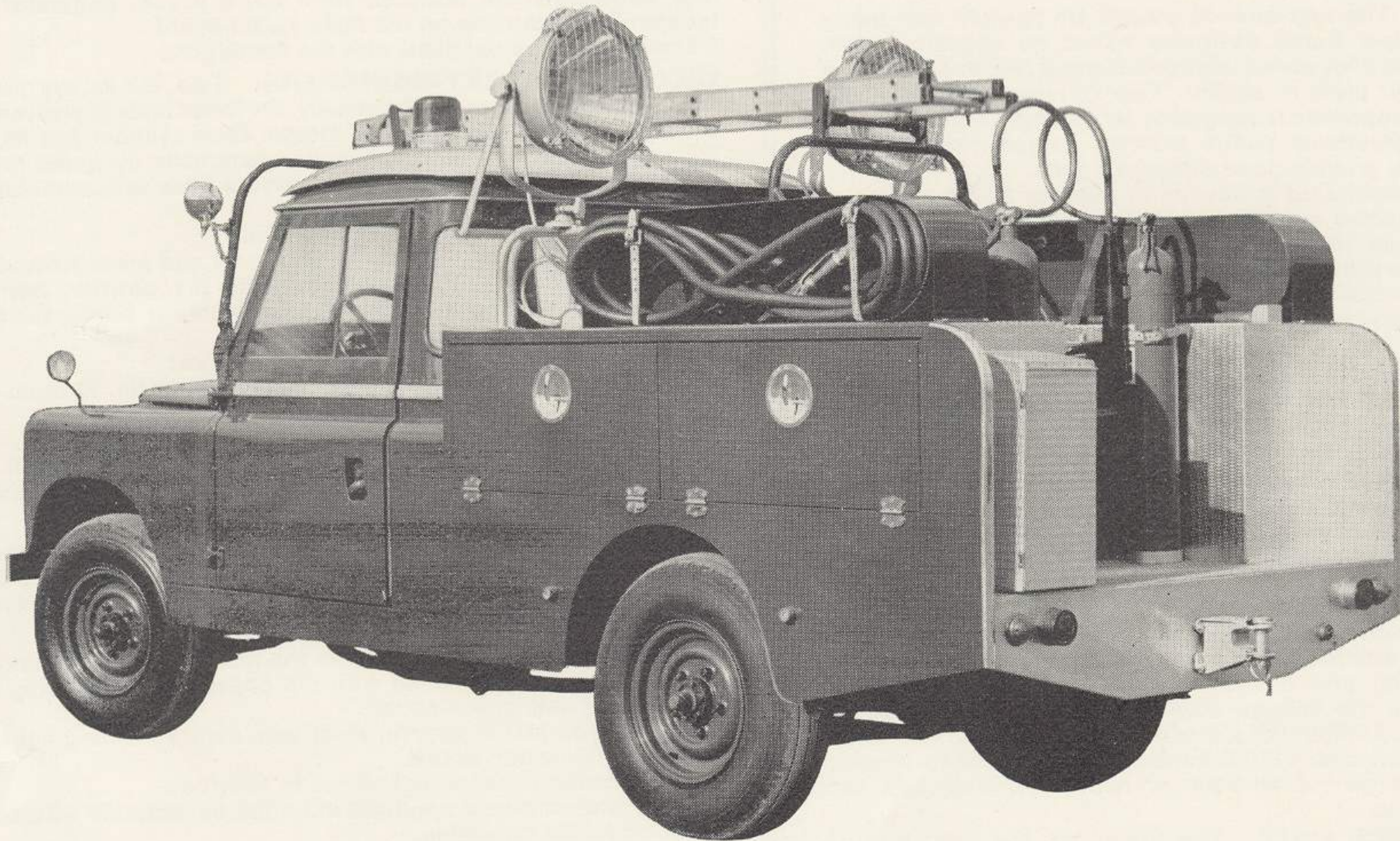
# FIREFLY

AIRFIELD RESCUE  
APPLIANCE

STD/RU/11/65



APPROVED BY THE ROVER COMPANY LIMITED



## GENERAL DESCRIPTION

This Land Rover Emergency Rescue vehicle has been developed for airfield use and offers a compact unit with built-in generator supplying a 12" high speed saw and two floodlights, 2 x 150 lb. dry powder units with lockers for a wide range of breaking-in equipment to customer's individual requirement and in its basic form offers:

A built-in 5 K.V.A. generator installation.

A 12" airfield rescue saw.

Two 500 watt floodlights.

Two 150 lb. dry powder units, each with 50ft high pressure hose and discharge nozzle.

Two lockers each side for loose equipment.

Stowage for 14ft light alloy extension ladder on tubular steel gallows.

Additional stowage space is available on the body decking for crowbars, shovels, etc.

# HCB-ANGUS LTD

HEAD OFFICE AND WORKS

## TOTTON · SOUTHAMPTON

Phone- TOTTON 3641 (3 lines)

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# SPECIFICATION

STD/RU/11/65

**CHASSIS.** The basis of this unit is the 109" LWB Land Rover chassis/cab, painted fire engine red to maker's standard specification but to include the following special accessories: Heavy duty towing pintle, extra driving mirror, spare wheel carrier on bonnet, rubber pads for clutch and brake pedals, extra windscreen wiper, flasher equipment, heavy duty rear springs with shock absorbers front and rear, dummy socket and flasher plug, trailer socket plug and lead, oil cooler, centre power take-off, water thermometer and oil pressure gauge. For export specification *only*, tropical roof and dry charged battery.

**BODYWORK.** The rear body is a separate jig-built unit using an all welded steel frame structure bolted to chassis frame. Panelling is in light alloy sheet, with decking and rear end panelling light alloy chequer plate or similar. Two lockers each side, with doors framed and panelled in light alloy for strength and lightness, and fitted with chromium plated external hinges and recessed door handle units, provide good stowage space.

The electrical switchboard is housed in a locker at the rear. Robust tubular frames are fitted to carry the ladder gallows and fixed tripod stands for 17" floodlights. The high pressure dry powder hoses are stowed in open sided lockers, one either side, on top of the rear body. Quick release straps are used to secure the ladder, high pressure hose and dry powder cylinders.

**ELECTRICAL.** The standard vehicle electrical system and battery is provided. All lockers have internal lights with a panel light in the switchboard locker and if required, a Bray engine heater with plug and socket is provided.

**EMERGENCY EQUIPMENT GENERATOR.** A 5 K.V.A. Generator is mounted centrally to the rear of the driver's cab on a sturdy cross member driven from the power take-off flange of the transfer box. The voltage is 110 volts single phase 50 cycles A.C. The generator is compound wound and screen protected, centre tapped at 55 volts to earth, fully shrouded and completely safe for operation in wet weather conditions. It is encased in a drip-proof casing provided with ventilating ports and is generally constructed and mounted to exclude moisture. The machine is self-exciting and self-regulating and the special armature windings automatically maintain the voltage output constant to within  $2\frac{1}{2}\%$  at unity power factor without the aid of a separate automatic voltage regulator. The generator output capacity is sufficient to operate one electric fuselage cutting saw (or two if required) and two 500 watt floodlights.

**SPEED CONTROL UNIT.** The speed of the generator is automatically controlled by a governor driven from the power take-off. This varies the throttle opening to compensate for fluctuating loads on the generator supply.

**MAIN SWITCHBOARD.** The generator output is controlled through a switchboard, mounted in a locker at the rear. It contains the main switch, independent switches with easily removable cartridge type fuses, ammeter, and a hooded electric light with independent switch for night operation.

**FUSELAGE CUTTING SAW.** One fuselage electrically operated cutting saw is supplied, of approved design, enclosed in a robust aluminium casing fitted with a removable 12" diameter saw blade protected on the underside by a retractable metal hood, and operated with a trigger switch at the saw handle. The saw is connected to the main switchboard by 100ft of heavy duty rubber covered flexible cable mounted on a cable reel with slip-ring contacts which enable the saw to be operated at any distance up to 100ft from the vehicle. The cable reel is fitted with a removable

cranked handle for rewinding the cable on the reel. The saw is supplied with two 12" diameter saw blades, a spare armature and field, blade removal spanner, blade locking pin, spare brushes and servicing sheet.

**FLOODLIGHTS.** Two 17" 500 watt Francis floodlights with mirror reflectors, are mounted behind the cab as shown on anti-vibration mountings. The floodlights may be operated in situ on swivel mountings or may be removed for remote operation through 50ft of extension cable and metal tripods which are provided. The floodlights are powered from the 5 K.V.A. generator with independent switches on the main switchboard. 3 spare bulbs are supplied with the floodlights.

**DRY POWDER EXTINGUISHERS.** Two 150 lb. dry powder extinguishers are mounted vertically, the lower ends in sleeves, and the tops held by quick release straps. Each cylinder has its own Nitrogen expellant cylinder attached externally by quick release brackets and 50ft of  $\frac{3}{4}$ " bore high pressure hose with multi-control discharge nozzle.

- |          |                            |
|----------|----------------------------|
| 1. Off   | 3. Jet                     |
| 2. Spray | 4. Spray and jet combined. |

Each extinguisher is fully charged with dry powder, having a screwed brass filling cap which incorporates a safety valve and device to prevent overfilling.

Performance for each extinguisher as follows:

- |                    |                          |
|--------------------|--------------------------|
| Spray — range 25ft | duration 1 min. 10 secs. |
| Jet — range 45ft   | duration 1 min.          |

Spray/jet combined — range 25/40ft duration 45 secs.

The discharge hose is stowed in coiled fashion in open type containers on top of each side locker assembly and is attached to the extinguishers complete with discharge nozzles.

**FINISH.** Workmanship and materials are to a high standard. Full paint finish or stucco alloy non-scratch rear body and painted cab to customer's requirements. (Signwriting applied at extra charge to specific requirements).

**ACCESSORIES.** In addition to the standard road lighting and driving equipment supplied with the chassis, the following form part of the basic specification:

- Chromium plated electric siren with centre flashing light with control switch in cab.
- Red flashing beacon light fitted to cab roof.
- 1 chromium plated spotlight mounted on nearside windscreen pillar on swivel mounting.
- 1 quart C.T.C. extinguisher (carried on bracket on front mud-guard).

**OPTIONAL EXTRAS.** The Land Rover front mounted bollard type of Capstan winch, can be supplied, mounted immediately behind the front bumper designed to give 2,500 lbs. maximum pull. The winch is powered from the chassis engine at an engine speed of 600 r.p.m. the rope speed is approximately 13ft per minute. Ample stowage accommodation is provided on the vehicle for a wide range of first aid rescue equipment, a suggested list can be offered at current prices or quoted against individual requirements on request.

## APPROX. SHIPPING SPECIFICATION

Weight and dimensions overall:  
 Weight 2 tons 3 cwt. (2183 kilograms)  
 Length 15ft. (4 metres 58 cms.)  
 Width 5ft 4ins. (1 metre 63 cms.)  
 Height 6ft. (with ladder removed) (1 metre 83 cms.)

*"The Rover Company Limited is not responsible for the manufacture of approved equipment and/or bodywork, although they have closely examined the 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. Any further information should be obtained from the manufacturer who reserves the right to alter this specification without prior notice.