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I - ALUMINIUM STEEL COMPOSITE REFRIGERATED TRUCKS



Specification:

1. GRP Sandwich Floor with Stainless Steel profiles for the base peripheral members.
2. The Base bottom skin is 1.6mm (min) thick GRP jointless sheets and top skin with Marine grade plywood.
3. The base structure is made out of Rolled Hollow sections for both transverse and longitudinal members.
4. All other container structurals are of MS press formed section, shot blasted and primer coated to protect from rust and corrosion.
5. The side panels are made out of interlocking type Aluminium extruded flat sections (Water proof interlocking design)
6. Container Roof with MS press formed sections, shot blasted & painted and additionally coated with 3mm FRP laminate.
7. All six sides of the container are insulated with **125mm** thick Polyurethane foam having thermal conductivity of 0.017 W/mK and density in the range of 40-42 Kg/m³.
8. Container interior is paneled with SS 304 sheets bonded to plywood and all joints adequately sealed with SS flat sections (riveted construction).
9. The floor interior with SS corrugated sheets TIG welded and laid in the form of a water proof tray.
10. GRP sandwich container type rear door having SS interior and GRP exterior finish. The doors will have bloxwich type door locking gears and composite door seals. The strip curtains are optional.
11. The Reefer truck is integrated with the chassis with the help of a subframe and cup & cleat locking arrangements.
12. The Reefer plants of any internationally reputed make (Thermo King / Carrier) can be fitted as per OEM requirements.

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II - GRP SANDWICH PANEL INSULATED BAKERY TRUCKS



Specification:

1. All six sides of the container is of sandwich panel construction and the superstructure is **fully rust and corrosion proof**
2. The Base bottom skin is 1.6mm (min) thick GRP jointless sheets and top skin with Marine grade composite plywood with top PU varnish coat.
3. The base structure is made out of Rolled Hollow sections for both transverse and longitudinal members.
4. The sidewalls, end wall, door panels and roof of the container are of sandwich panels with GRP jointless sheets (1.6mm thick minimum) for both inner and outer skin. All sandwich panels are insulated with **40mm (min)** thick polyurethane foam having thermal conductivity of 0.017W/mK and density in the range of 40-42kg/m³
5. All panel joineries are of welded construction at both inside and outside of the joints.
6. All external panel joints are adequately camouflaged with extruded Aluminium profile.
7. The container floor shall be PU varnish coated composite plywood. Other floor options are with SS, Aluminium or PVC finish.
8. The container will have 2 Nos ventilators, 2 Nos interior lights and 4 Nos exterior indicator lights.
9. The container rear door can be fully opened through 270° and kept locked in the open position.
10. Sandwich panel side door can be provided as an optional choice.
11. GRP sandwich panel container is integrated with the chassis with the help of a subframe and cup & cleat arrangements.
12. The container Roof joints are sealed with waterproof FRP laminates.

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III - PU INSULATED CONTAINER FISH TRUCKS



Specification:

1. GRP Sandwich Floor with Stainless Steel profiles for the base peripheral members.
2. The Base bottom skin is 1.6mm (min) thick GRP jointless sheets and top skin with Marine grade plywood.
3. The base structural is made out of Rolled Hollow sections for both transverse and longitudinal members.
4. All other container structurals are of MS press formed section, shot blasted and primer coated to protect from rust and corrosion.
5. The side panels are made out of interlocking type Aluminium extruded flat sections (Water proof interlocking design)
6. Container Roof with MS press formed sections, shot blasted & painted and additionally coated with 3mm FRP laminate.
7. All six sides of the container are insulated with **80mm** thick Polyurethane foam having thermal conductivity of 0.017 W/mK and density in the range of 40-42 Kg/m³.
8. Container interior paneled with SS 304 sheets bonded to plywood and all joints adequately sealed with SS flat sections (riveted construction).
9. The floor interior with SS corrugated sheets TIG welded and laid in the form of a water proof tray.
10. GRP sandwich Double leaf type rear door having SS interior and GRP exterior finish. The doors will have bloxwich type door locking gears and composite door seals.
11. The PU insulated container is integrated with the chassis with the help of a subframe and cup & cleat locking arrangements.
12. The PU insulated containers are designed for transporting fresh fish with crushed ice in Jumbo Plastic Crates of size 650x450x315mm.

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IV - ALL STEEL DRY CARGO CONTAINER TRUCKS



Specification:

1. All steel Dry Cargo containers are the most economical solution for transportation of general purpose commodities.
2. The containers are fabricated out of press formed MS steel sections for both structural and paneling.
3. The container after assembly will be shot blasted and primer coated for rust and corrosion protection.
4. The container floor shall composite plywood with PU varnish finish.
5. The container will have a pair of fully open type doors at the rear and a side door can be provided as an optional choice.
6. Each door panel is provided with EPDM door seal ('J' cum 'C' type) and the doors will be water tight in closed condition.
7. The containers are integrated with the chassis with the help of subframe and fasteners.
8. The container roof weld joints are coated with 3mm FRP lining for rust and corrosion protection.
9. There shall be 2 Nos lights for the interior, 2 Nos ventilators and 4 Nos indicator lights.
10. Dry Cargo containers with Flat side panels using interlocking type Aluminium extruded sections is also available as an optional choice.

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V - STAINLESS STEEL ROAD MILK TANKERS



Specification:

1. Stainless Steel Road Milk Tankers are of double wall construction with **100mm** PU Insulation between the inner tank and the outer tank.
2. The inner tank will have high degree of polish finish for Milk storage and transportation.
3. The tank will be elliptical in shape with single or multi compartment construction.
4. Each compartment will have independent manhole assembly, complete with manhole lid, Pressure vacuum relief valve, air vent and CIP cleaning arrangement. The manhole shall be additionally covered with a stainless steel dust cover.
5. The milk discharge from the tank will be at the bottom through a discharge cup, pipe line and butterfly valves. Valve box will be located at the rear platform.
6. The tank will be having ladder, catwalk, side protection rail, and tank side protection channels.
7. The tank rear shall be provided with a Skirting and a platform arrangement.
8. PU insulated tank is capable of transporting chilled milk at 3°C to 4°C and the average temperature drop of milk in a fully filled tank in a day will be less than 2°C.
9. The insulated tank will be integrated with the chassis with a trapezoidal frame and will have adequate slope towards the rear for complete drainage of milk.
10. CIP cleaning arrangement will be provided for regular water cleaning and maintenance of the tank.
11. Road Milk tanker can be supplied with capacity in the range of 4000L to 15000L based on the chassis selected.

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VI - STAINLESS STEEL WATER BOWSERS & WATER TANKERS



Specification:

1. Stainless steel Water Bowsers / Water tankers are used for storage and transportation of potable water.
2. Water bowsers are PU insulated tanker, in which water can be stored at normal temperature for long periods, when the ambient temperature is as extreme as -30°C or $+58^{\circ}\text{C}$.
3. The average change of water temperature in 24hrs will be less than 2°C , when the temperature gradient is as high as 50°C .
4. The inner tank and outer tank will be of stainless steel construction and the insulation will be with **100mm PU** foam. The constructions of the double tank will be in such a manner that there will not be any metallic contact between the inner and outer tank.
5. The water Bowser / tank can be of single or multi compartment type. Each compartment will have independent manhole arrangement with safety devices.
6. As an option, water bowsers / tanks can be provided with pump arrangements with drive either from the PTO of the vehicle or by an independent auto start slave engine.
7. SS water bowser / tank will have rear ladder, cat walk arrangement, side protection rails and tank side protection channels.
8. The tank can be made either in the elliptical shape or double 'D' type profile.
9. SS water tank are available in capacity size for 4000L to 15000L based on the type of chassis selected

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VII - STAINLESS STEEL DIESEL DISPENSING TANKERS



Specification:

1. Stainless Steel Diesel Dispensing vehicles will be used for localized dispensing of Diesel (other fuels also) at remote locations.
2. Apart from Defence sector, these trucks find application in Mines, Construction sites and any other industrial activities at remote locations.
3. The tank will be elliptical or double 'D' type with single compartment or multi compartment.
4. Each compartment will be provided with safety devices like manhole unit, Pressure vacuum relief valve, air vent, fuel fill pipe, dips stick and string operated master control valve at the bottom.
5. All pipe lines, pipe fittings and valves shall be of stainless steel material.
6. The Diesel dispensing arrangement can be arranged at single side or both sides of the vehicle. (Twin dispensing arrangements)
7. The dispensing arrangement will consist of rear PTO driven positive displacement pump (preferably Blackmer pump), strainer cum air eliminator, PD flow meter, self rewinding hose reel unit, auto shutoff nozzle and pressure gauges at the suction and delivery of the pump.
8. The average diesel dispensing capacity of the vehicle will be in the range of 80-120 L/min.
9. Flame proof lights, Fire extinguisher, Canopy arrangement for the dispensing unit are the other features of the vehicle.
10. Available in tank capacity ranging from 4000L to 18000L based on the chassis selected.

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VIII - MULTI-TEMP REFRIGERATED TRUCKS



Specification:

1. This is a special purpose vehicle designed for Defence application, where various types of food products are to be transported independently at different temperatures.
2. Multi-temp Refrigerated trucks are normally built of AL-Stallion platform and the container will have three independent refrigerated storage space and a non-refrigerated Ante-room.
3. The refrigerated container will be of sandwich panel construction with SS sheets for the interior skin and Aluminium /GRP skin for the exterior.
4. The average PU insulation of side walls, end walls and roof shall be **125mm** and the insulation material will have thermal conductivity of 0.017W/mK and density of 40-42Kg/m³.
5. The main door and the internal panel door shall be of sandwich panel construction with stainless steel door and EPDM composite door seals.
6. The container floor shall be of SS chequered sheet profiled and laid in the form of a water proof tray.
7. The main door is provided on the side wall of the container with single leaf construction with concealed door locking mechanism.
8. A retractable stainless steel ladder is provided at the main entry door bottom, which can be stowed under the chassis.
9. The Reefer plant provided is Carrier make Supra 750 MT with a host unit and three evaporator units. There shall be separate control unit in the chassis cabin and the container Ante-room.
10. For transportation of carcasses, specially designed SS frame and hooks shall be provided.

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IX - MOBILE FIELD SERVICE WORKSHOP TRUCKS



Specification:

1. Mobile field service workshop trucks will be a handy solution for providing field services at remote project sites like Mines, Construction sites, Defence activities etc.
2. The Mobile field service workshop will be made in a standard 20ft container with insulation at roof and sides. The container will be normally divided in to two cubicles to house the Genset and Workshop area.
3. The roof mounted retractable mono-rail crane will have capacity to lift max. 1 ton of load from outside at a distance of 1m from the rear.
4. The Genset room houses acoustically shielded Genset and its related electrical panels. The normal Genset capacity will be 25 KVA.
5. In the standard workshop area, the following equipments will be installed
 - i. Air compressor with 5HP motor and 200 Liters capacity air receiver.
 - ii. Air operated Grease pump with grease storage drum (200Kg capacity) with dispensing arrangement
 - iii. Air operated Oil pump with oil storage drum (200L) with dispensing arrangements.
 - iv. Self winding hose reel assembly (10m Length) for Grease, Oil and Air line.
 - v. Portable welding machine 10KVA, 3 phase unit.
 - vi. Bench grinder and drilling machine
 - vii. Wall mounted tyre inflator.
 - viii. Battery charger
 - ix. Oxy-acetylene gas cutting and welding unit
 - x. Standard hand tools and pneumatic tools
 - xi. Any other optional requirements of the customer
6. Mobile field service workshop trucks can be supplied either as per our standard design or as per specific customer requirements.
7. The workshop will have adequate lights (both AC & DC), windows, ventilators, fan etc.
8. Fire extinguisher DCP 10Kg shall be provided for safety requirements.

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