



The technology may not be earth-shattering but for water and toilet GSE suppliers, it has been a busy year

It's been a busy year for those supplying the unsung GSE of the ramp, the toilet and water truck. A round-up from Alwyn Brice.

**U**K-based AMSS says that over the period under review it has seen strong, continued interest in its water service units, as well as its toilet trucks. In fact, despite the (comparative) low levels of technology that surround this GSE segment, such products are amongst those receiving the highest number of RFQs by AMSS, although generally such equipment is only required in small quantities.

The company's Commercial Director remarks that AMSS has successfully won business for this GSE in both the UK and the Middle East.

"Order numbers for this equipment have been steadily increasing for the past five years," he adds. "Our most recent product development concerns a fully enclosed insulated body for extreme sub-zero degree conditions. We have also modified the entire design to allow all major fabricated components to be galvanised in order to improve corrosion resistance."

"Whilst we have standard tank sizes, we find customers are very specific about requirements and we regularly design and manufacture tank capacities to suit such individual customer requirements."

It's been a rather different story for one Turkish supplier, though. Denge reports that over the last 12 months, self-propelled water and toilet vehicles have really been

in the shade, since most of its customers have said that they prefer towable versions. Consequently, Denge has been reluctant to manufacture because of high labour costs on the unit, which it says are difficult to recoup.

The company has not progressed with electric water or lavatory units, although it has plans to establish these products in 2017.

#### When small is beautiful

Moving on to Germany, Andre Schon says that for Schrader, it has been the small vehicles with a useful capacity that have captured the user's attention.

"These vehicles provide the advantage of low access heights as well as good manoeuvrability and impart the feeling of steering a car as opposed to a truck."

"The construction options in the van segment are highly varied and actually make no difference to the truck chassis. The lower price we also consider to be a further positive effect."

Schrader has also kept abreast of engine legislation.

"With the topic of Euro 6 exhaust gas treatment and with the regeneration of the particulate filter, the user is confronted with increasingly complex tasks. In Schrader's opinion, several vehicle manufacturers have backed the wrong horse."

"In the case of a sooty particulate filter, it is best to await the regeneration process. Servicing an aircraft is not possible with that time span in mind: in practice, there is virtually no time for the regeneration process and so the result is a manual interruption, which typically results in a regular workshop visit."

"Whilst the regeneration of the particulate filter works in distribution transport, this unfortunately is not the case on airport aprons

and in internal traffic, where the maximum speed may be 30 kilometres per hour and therefore the operating temperature is too low."

"Schrader has grappled with this subject and can now offer solutions in the chassis area for which no regeneration is required."

Finally, new to the company's range is the self-cleaning suction filter, proof positive that there is always room for improvement in virtually any GSE sector.

"In times of increased danger from pathogens, the requirements for automated filter cleaning of toilet services vehicles have increased," admits Andre. "To this end, Schrader has developed the self-rinsing filter. Dependent on the conditions, the user can flush the filter with an external or on-board water supply. The process can also be programmed as a fully automated flush via the PLC controller; for example, a rinsing of the filter each time the sewage tank is emptied."

#### Milestone sales – and anniversaries

In the US, Bill Wilcox reports that Phoenix Metal Products has had a good year in terms of sales of both lavatory and potable water service trucks.

"We completed our five hundredth lavatory service truck since our introduction in 1997," he relates. "Phoenix has also added many optional safety features. Working with our customers, we have added back-up cameras, a collision avoidance system and a sonar system that senses the aircraft and automatically applies the brakes. In addition, Phoenix now offers an electric pumping system for both lavatory and potable water trucks; this means vehicles no longer require an engine-mounted pump and clutch and thus reduces purchase and maintenance costs. We continue to offer our electric-powered Isuzu chassis for both lavatory and water trucks."