



**ROSENFIRE**

YOUR NEXT EQUIPMENT



## MOTOR PUMP TANDEM NH

Medium-high pressure fire engine, one of a kind, specifically designed to solve the AIB-Interface intervention problems and ventilated roofs encountered by the fire brigade.

The motor pump consists of a petrol engine which simultaneously drives two pumps: a medium pressure and a high pressure.

**Patented System – Patent N°  
202019000001665**

### PERFORMANCES

Medium pres.output: 120 l/1' @ 14 bar

High pres. output: 30 lt/1' @ 110 bar

### ENGINE

Gasoline twin-cylinder with automatic acceleration system

### MEDIUM PRESSURE PUMP

Output 120 liters per minute

Operative pressure 12 bar

Maximum pressure 20 bar

Outlet 1x1" coupling STORZ 25

Foam admixing system adjustable at 0-0,5-1-3 up to 6%

### POMPA ALTA PRESSIONE

Output 30 liters per minute

Operative pressure 110 bar

Maximum pressure 160 bar

1 light alloy axial feed hose reel complete with 50 meters special hose R1 10x17

1 High pressure water and foam nozzle FIREBLOCK®

Foam admixing system adjustable at 0-0,5-1-3 up to 6%



The two mixing systems are distinct, this allows simultaneous dispensing and, either only at high or only at medium pressure of the foamed mixture ensuring maximum versatility, the use of the mixing system(s) allows not only the use of foaming agents but also of mixable products for various types of fire prevention, reclamation, disinfection, disinfestation treatments, etc.

### OPTIONALS

- Super mist nozzle for internal penetration of brambles
- Nebulizer nozzle for flue fires
- Piercing nozzle 100 lt@min M.P.
- Fog gun QST 75 o 100 liters per minute with class A surfactant
- Hydro ejector with filter
- Other solutions or accessories upon request





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### ROSENFIRE DRAIN SYSTEM

The experience and attention to after-sales applied to development and design has made it possible to identify and resolve one of the crucial problems caused by the use of diaphragm or piston pumps in fire-fighting modules. Due to their configuration, this type of pump always has a or more chambers filled with water, this solution allows for almost immediate priming but creates major problems in case of use or storage with temperatures below 0°C, in fact the most frequent breakage is that of one or more heads or bodies caused by frost, the use of systems or additives to avoid this situation is often insufficient or totally ineffective.

The answer is the DRAIN system which is able to empty the residual water in all the components of the module, thus preserving the parts at risk of breakage, effectively guaranteeing greater durability, reliability and consequent reduction in maintenance costs.

### AUTOMATIC ACCELERATION SYSTEM

This innovative system for the sector was introduced by our company during 2006, bringing significant advantages in the use of fire prevention modules.

The improvements made are the following:

- The engine is accelerated only when the operator delivers water from the nozzle while when the operator closes the water supply from the nozzle itself the engine automatically returns to minimum speed.
- Significant fuel saving given that, from studies done, approximately 70% of the time the fire-fighting module is used occurs with the engine accelerated to maximum while no water is supplied given that the operator, most of the time, is patrolling the area. environment where the intervention is necessary and certainly being a long distance from the fire-fighting module, he does not go back to idle the engine, otherwise a second operator is needed.
- Longer life of the engine and all transmission parts, again for the reasons mentioned previously.
- Operation in using the module is carried out by just 1 operator, therefore saving on personnel.
- Ecologically more respectful since the exhaust gases are significantly reduced given the use of the engine at maximum speeds due to the actual need for intervention with water.

