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CV Issue 16

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WABCO	WABCO	WABCO	WABCO

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- ECE R90 Approved

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Offers end 31st Oct 2018

CV SMART CHOICE news

Cleaning up on an astronomical scale!

A huge quantity of our Trucksafe traffic film remover is sold by the IFA each year. To give you an idea of just how much - even before dilution, the same volume of diesel would be enough to drive a Mercedes Actros the distance to the moon, nine times around it and back (and leave enough to drive from Manchester to Paris). Once diluted for use, the same volume of fuel would send a couple of trucks every week on such a journey!

So why is Trucksafe so popular? Simply, our range of four multipurpose traffic film removers are cost effective AND offer excellent cleaning:

- QRP25L - a high alkalinity TFR offering superior cleaning and grease cutting
- QYP25L - a great performer, free rinsing leaving a bright finish
- QPP25L - as QYP25L with added wax for a superior finish
- QGP25L - ideal for sign written cabs

Hugely economical in use, 25 litres of QRP25L makes between 2500 and 5000 litres of traffic film remover!

If your pressure washer only dilutes to 2%, simply pre-dilute to gain the correct strength (equal volumes of TFR and water for 1% strength, one volume of TFR to two of water for 0.5% strength). Trucksafe TFR saves storage space and delivers the cleaning power you need.

Call your local IFA Member to order and ask for SPECIAL OFFER pricing on bulk quantities!



* At 0.5% to 1.0% dilution

The heart of the water pump

When you buy a water pump, you are faced with a major problem. The most important element, the Dynamic Seal Pack, is small and concealed within the casing, so you have no way to judge the quality. Your only answer is to ensure that you purchase from a reliable manufacturer who delivers high quality products.

The Dynamic Seal Pack contains the bearing, which supports the load on the shaft allowing the pump to run at optimum efficiency. It houses the mechanical seal, which ensures coolant loss is kept to an absolute minimum.

Borg and Beck CV Water Pumps are manufactured in ISO / TS certified

factories and undergo extensive testing and quality control during their production to ensure optimum product performance.

The wide range covers UK applications such as Iveco, DAF, Volvo, Renault, Mercedes, Scania and MAN. High demand references include Iveco EuroCargo (BWP32685), Scania P/G/R/T Series (BWP32682), Mercedes Atego (BWP32687) and Renault Magnum BWP32689.

With its 100-year heritage, Borg & Beck (an established First Line brand) offers the quality at the heart of the water pump that you need.



For more information about the full range visit: www.borgandbeck.com.

To order, contact your local IFA Member.

Think that a solid disc goes against the general consensus of rotor development?

The design of brake rotors has been evolving since their introduction with the main objective being to reduce the level of heat crazing and cracking that occurs in use. The latest CV designs now separate the braking face from the mounting hub and this has been relatively successful (though potentially creating some other operational issues).

Older designs, though, still suffer from heat crazing and cracking. We first started to help customers with these issues back in 2008, when we upgraded the design of the Scania brake disc (OEM cross ref 1402272) with pillar style venting and increased the rotor cross section faces from 13 to 17mm thick. The disc proved to be so popular with customers that it became the preferred version in the market as its resistance to heat crazing and cracking exceeded all other versions available.

Next we responded to a customer in Scotland, logging with Scania trucks, who requested a solid disc to prevent clogging with dirt and debris, causing the rotor to overheat and crack. We made this solid disc available to the open market in 2013 and it was so popular that from it we developed a range of solid rotors which are direct replacements for the vented original.

Operational feedback shows that these solid rotors perform to similar levels as the vented version,

while not suffering the same degree of heat crazing or cracking, especially when operating under harsh conditions. We have received reports to suggest that they last three or four times longer.

To corroborate this feedback we commissioned direct comparison tests at an independent test facility in the UK. The ECE R90 certification test protocol procedure was applied. The results provided conclusive proof that the braking performance and temperature generation of a solid brake rotor have no negative operational consequences to either rotor or brake pads and meet the requirements to pass an ECE R90 test.



Close up of the vented disc front face after the ECE R90 comparison test

The solid rotor completed the thermal fatigue test program, 15 cycles, without any major cracking of the braking surfaces. This is an impressive result as this is the toughest possible test which most discs fail well before the 15th cycle. Furthermore, although central heat crazing was seen on the solid rotors, it was not severe. We simply do not

know how many more cycles the rotor could have completed as our dynamometer time ran out.



Close up of the solid disc front face after the ECE R90 comparison test

If you are having specific operational issues, where brake rotors are being subjected to high operating temperatures, resulting in accelerated/premature heat crazing and cracking, we believe the best solution is to fit a solid version along with a quality brake pad such as our Stage 2 IB703 material.

If you would like to see more of the technical details covered in this article, ask your local IFA Member for your copies of the reports "Solid vs Vented Brake Rotor Comparison Test: 28/09/17" and the accompanying Technical Bulletin "Heat Crazing & Cracking of CV Brake Discs".

You can order our solid discs and quality brake pads from your local IFA Member.

WINNARD

CV Smart Choice Issue 16 Terms & Conditions: Offers end 31st October 2018. All offers subject to availability and change without notice. Certain featured products may not be stocked by all IFA Members. Call your local IFA Member with any stock or pricing queries. These offers cannot be used in conjunction with any other offer except at the discretion of your local IFA Member. All prices shown are exclusive of VAT. Pictures used are for illustrative purposes only and products are not shown at actual size or to scale. All product/marketing claims are the responsibility of the company on behalf of whom they are made and are not the liability of the IFA or its agents. E & OE.

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Beware 'budget' coolants!

So-called 'budget' coolants are often fully diluted, so you need more product to achieve the same freeze point protection.

If you buy on price, you may end up buying a considerable amount of added water. While the price may look attractive, compared like-for-like on performance it may be more expensive per litre.

Full concentrate = less storage + better performance + more economical in use

AD Antifreeze Dilution

AD Antifreeze must be diluted - the normal dilution rate is 1:1, which offers good freezing & corrosion protection (see table below).

The minimum recommended concentration to maintain corrosion protection is 33% by volume (freezing protection to -18°C, which may be insufficient for UK winters* & certainly for Eastern Europe).

Diluted with clean water, AD antifreeze can offer freezing protection to as low as -70°C where extreme winters are usual. *Source: Met Office

Diluting AD Antifreeze

Antifreeze : Water (% Volume)	Freezing Protection
70 : 30	- 70°C!
60 : 40	- 53°C
50 : 50 (normal dilution)	- 37°C
33 : 66	- 18°C

*Blue BS6580 offers freezing protection to -65°C

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Front Disc	OEM Nos.
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MNE1112 with integral bearing	9432210312, 9434210312, 9434210412, etc
MNE1120	960 421 0312, 960 421 0412, 960 4210312, etc
Rear Disc	OEM Nos.
MNE1065 vented (MNE1065S solid)	1137415, 1149978, 30138351, A0004232412, A6954230512, A9424210312, A9424210912, etc

NB: OE part nos. shown for reference, only

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WP1561, WP1561S	0034201520, 0064205320, A006.420.152.0, A0064201520 etc

Call your local IFA Member for more references & to order

WINNARD

focus on 24-volt battery packs

Maximising battery service life while minimising battery related breakdowns is a high priority issue to reduce costs. The expense of vehicle recovery and delivery rescheduling are multiplied by damage to an operator's reputation.

The fundamentals are simple - large engines have high power requirements for starting, hence most heavy vehicles use a 24-volt electrical system. This is provided by two 12-volt batteries joined in series (the "pack") offering their combined voltage, but the Ah rating of only one of the batteries. The complexity is in how the pack is managed to maximise life and minimise start failures.

Specifying: The burden of additional consumers

The performance and service life of a battery pack is adversely affected by the power requirements of additional electrical consumers on the vehicle. Popular additional consumers such as a parking heater (7 amps), interior lighting (5 amps) and entertainment systems (4 amps) as well as luxury extras such as a fridge (2 amps) create a burden on the pack because they can be used together for long stretches while the vehicle is parked and the engine is off.

These four items in just 10 hours will consume 180Ah from a battery pack. A 225Ah battery only uses approx. 50% of its energy before its lifetime is reduced, so these driver comforts can drain a battery pack to the extent that engine starting is threatened.

Batteries must have adequate specification to support additional consumers (and their pattern of usage). Drivers can manage power draw-down when the engine is off, to prevent deep battery discharge and an

engine non-start. Beware direct connection of a non-OE 12-volt consumer to a single battery in the pack as it can lead to charge imbalance problems.

Battery replacement

Both batteries in a 24-volt series circuit must be replaced at the same time. The replacements must match: the same technology, Ah capacity, CEC spec and voltage. This eliminates the problems associated with cycling batteries connected in series.

When only one battery is replaced, each battery will have a different capacity. During charging this results in the overcharging of one, while the other remains undercharged. Off charge, the used battery will drain electrical energy from the new one (due to a voltage drop between the two) reducing total power.

Maintenance checks on 24-volt batteries

To maximise life, check the voltage of each individual battery and recharge as required. The most effective way is to leave the batteries to stabilise for a minimum of four hours after a charge cycle, then check the voltage of each battery. This will expose the biggest difference in voltage, if there is one.

To equalise a voltage difference once detected, either:

i) fully charge the pack with a 24-volt charger, then bring up the lowest battery with a 12-volt charger (there's no need to disconnect the series connections if the lowest voltage battery can be accessed)

or:

ii) Charge each separate battery with a 12-volt charger

Check the individual battery voltages after charging and stabilisation. Next time the batteries are charged and their voltages are checked, they should be closer in voltage at the end of the charge cycle.

We asked Yuasa for their tips on prolonging CV battery life:

Maximise service life & reliable battery performance while reducing the likelihood of vehicle breakdown, by checking & maintaining regularly:

- Check & recharge batteries at least every three weeks, more often when the opportunity arises (overnight stops, weekend breaks, vehicle inspections, repairs, etc)
- Use an external charger with minimum 10% output of the Ah capacity of the batteries, intelligent charging control & temperature compensation (an alternator will only top charge up to 90% if the external temperature is over 25°C, due to the min. charge voltage regulation of 28.8 volts).
- Alternator top charging increases fuel consumption by approx 1.5% - external charging saves money!
- Keep battery connections clean
- Closely monitor the battery condition indicator (if present) for status & current usage - some systems may issue a driver alert if low charge is detected
- Every consumer, from a fridge to charging a phone, discharges the battery - switch them off when not required, particularly during long stops (modern commercial vehicles have a parking mode which does this, but it needs to be switched on)
- A temperature drop from +20°C to -18°C reduces battery capacity by approx 50%, so at low temperatures, pay special attention to battery condition & use only essential power consumers when the engine is off

Our warm thanks to Yuasa for their help with this article, particularly Ian Newham for the content; Peter Whitaker & James Douglas for their generous assistance

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Thermoking						Carrier Transicold					
OE	GATES	OE	GATES	OE	GATES	OE	GATES	OE	GATES	OE	GATES
780236	CB0001	781949	CB0004	781951	CB0003	3E12194H03	CB0003	506028802	CB0032	5060288161	CB0028
780668	CB0015	781286	CB0004	1E11111464	CB0025	9124C42H54	CB0010	506028803	CB0021	506028846	CB0023
780679	CB0008	781271	CB0011	1E132438409	CB0002	9124C42H56	CB0026	506028809	CB0017	506028846	CB0027
780890	CB0013	781272	CB0002	2045855130	CB0001	9124C42H59	CB0014	506028810	CB0001	506028802	CB0022
780936	CB0007	781273	CB0009	2925806499	CB0016	9124C42H76	CB0015	506028811	CB0034	506028804	CB0018
780978	CB0010	781340	CB0001	2925806489	CB0008	9170C56H02	CB0013	506028813	CB0026	506028806	CB0019
780983	CB0005	781507	CB0003	2C39205H63	CB0004	9170C56H16	CB0012	506028815	CB0020	506028817	CB0024
781011	CB0014	781624	CB0005	2C39205H64	CB0011			506028816	CB0031	506028824	CB0029
781026	CB0012	781945	CB0002	2C39205H65	CB0002			506028824	CB0003	5060288160	CB0025
781089	CB0015	781950	CB0011	2C39205H66	CB0009			506028833	CB0030		

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- Power for cranking requirements & cyclic capability of smaller CV applications
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Cargo SHD (Super Heavy Duty)

- Greater power for cranking requirements & cyclic capability of larger CV applications
- Supports electrical equipment in higher spec CV (e.g. sleeper cabs with TVs, satellites, microwaves, nightlights, fridges, etc)

Up to 30% more cranking power than Cargo HD

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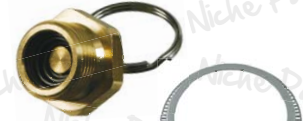
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Water Drain Valve
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OE No: 000 432 21 07
to fit: Mercedes Actros MP4 21275



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to fit: Mercedes Actros MP4 42728



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(24763)
OE No: 940 350 10 35
to fit: Mercedes Actros MP4 46157



AdBlue® Filter
(45595)
OE No: 000 142 02 89
to fit: Mercedes Actros MP4 6228



Wheel Nut
(07663)
OE No: 000 401 06 72
to fit: Mercedes Actros MP4 123676



Cabin Filter
(44746)
OE No: 960 830 01 18
to fit: Mercedes Actros MP4 12160



Coolant Tank Cap
(39155)
OE No: 000 501 64 15
to fit: Mercedes Actros MP4 90083



Door Switch
(36744)
OE No: 201 820 21 10
to fit: Mercedes Actros MP4 31966



Shaft Seal
(05354)
OE No: 013 997 94 47
to fit: Mercedes Actros MP4 63614



Pedal Pad
(07534)
OE No: 201 292 00 82
to fit: Mercedes Actros MP4 72504



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(M41 x 2mm) K102196

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K119735, K119842



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Product	Part No.
SWF Wiper Blades without/integrated washer jets	132703/5
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Blower	698576
Receiver Dryer	815974
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Rear Lamp Lens (MIR5704)
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Blower (VAL698576)
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Interior Blower Resistor (9ML 351 332-401)
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Alternator (86131)
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Prestolite electric



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£108.14



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Concentric Slave Cylinder (LUK510027510)
LUK



Filtration



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Mercedes-Benz

MODEL	ENGINE	AIR	OIL / LUBE	FUEL	POWER-STEERING	TRANS-MISSION	CABIN	OTHER
ACTROS I	OM 457 & 501 & 502	P784457	P550493	P550762	P550309	P954605	P784473	P951413 (AD)
		P785542	P550286	P551026 (FWS)				P781466 (AD)
		P780834	P550453					P952185 (AD)
		P781349						P954537
ACTROS I MP2-MP3	OM 47 series	P784457	P550286	P550762	P550309	P954605	P784473	P951413
		P785542	P550453	P551062				P952185 (AD)
		P778485	P551005	P955607 (FWS)				P781466 (AD)
		P955466						P954537
ACTROS II MP4	OM 936 & 47 series	P953745	P551005	P955983	P550309	P954605	P954827	P951413 (AD)
		P953746 (LL)		P551026 (FWS)				P952185 (AD)

AD: Air dryer | FWS: Fuel water separator | LL: Long Life version

Order from your local IFA Member.

KEEP MOVING.



Disc Brake Caliper Guide Pin Enhancement



The Driver & Vehicle Standards Agency (DVSA) require that all HGV & PSV chassis are cleaned to a high standard before testing. Power washing directly on to a Disc Brake Caliper should be avoided, but will inevitably happen, resulting in the ingress of water & alkaline detergents into the Guide Pin Bore. Fleet Parts have developed the following product enhancements to combat this situation and prolong the life of the caliper.

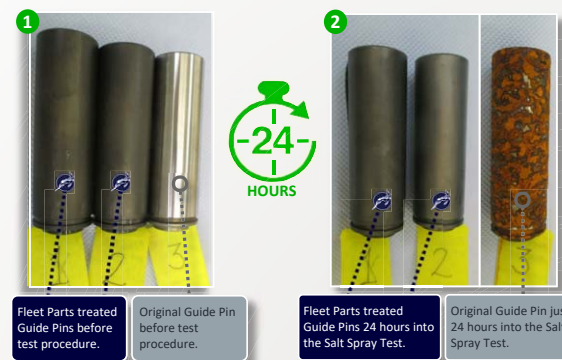
"Bringing the customer added value"

To prolong Guide Pin life, they are treated with a process that greatly enhances their corrosion resistance properties, which imparts other beneficial properties such as wear resistance, yield strength and bearing characteristics.

Figure 2 shows treated Guide Pins (black appearance) and an Original Guide Pin, only 24 HOURS into a Salt Spray Test in accordance with ASTM.B117-11.

The protection rating of the process used is up to 600 hours.

Contact your local IFA Member for more information on the Fleet Parts Enhanced Guide Pin Disc Brake Caliper Range



This enhancement is particularly effective where guide pins are exposed to the atmosphere like the Knorr Bremse type calipers or calipers susceptible to water ingress through power washing such as the Wabco PAN17 Calipers.

Follow FleetParts Ltd on [LinkedIn](#) for Product News, Technical Information and much more

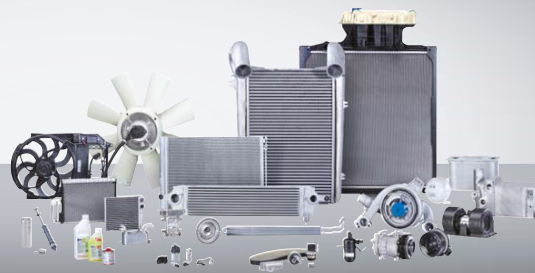
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 Runner up IFA CV Supplier of the year 2017



THE EXPERT'S CHOICE



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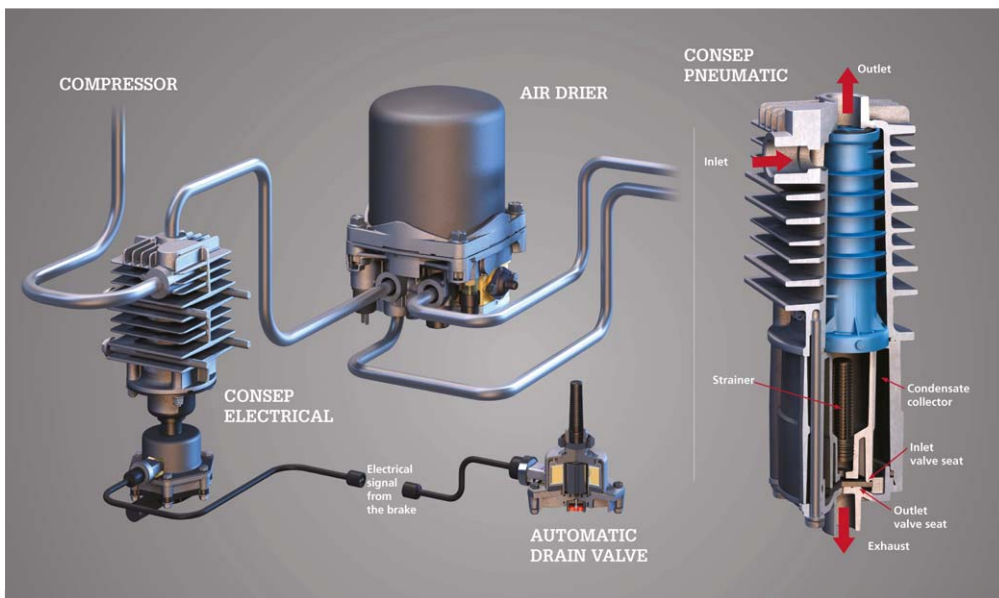


ENGINE COOLING			
Part No.	Description	Application	Sample OE No.
8ME 376 745-401	Cooler, Exhaust Gas	Actros MP4	471 140 51 75
8MK 376 737-081	Radiator	Actros SFTP	960 500 08 01
8MA 376 705-081	Surge Tank	Actros /SK (SKN-V)	000 500 30 49
8ML 376 724-061	Intercooler	Actros (SKN-V)	942 501 02 01
8MV 376 791-161	Visco Clutch	Actros 2011	470 200 02 22

AIR CONDITIONING			
Part No.	Description	Application	Sample OE No.
8EW 351 029-041	Interior Blower	Actros MP2	003 830 05 08
8UW 351 029-031	Expansion Valve	Actros MP2	003 830 73 84
8FV 351 211-761	Evaporator	Actros SKN-MP2	001 830 49 58
8FC 351 300-131	Condenser	Actros (SKN V)	942 500 00 54
9ML 351 332-401	Resistor	Actros	001 821 69 40

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Air treatment products for trucks and buses



Single air driers & kits

Part No.	Description
78986	Single air drier (SDX) cut-out: 10.3 bar, range: 0.9±0.3, inlet 1/ outlet 21: M22x1.5, Scania, AM
93096	Single air drier (SDX) cut-out: 10.8 bar, 10.8, range: 1.3±0.2, inlet 1/ outlet 21: M22x1.5, Volvo, sealed valve unit (SVU) + MTC+
90548	Single air drier (SDX) cut-out 12.0 bar, range: 1.0±0.3, inlet 1/ outlet 21: M22x1.5, Volvo, AM

Cartridges

Part No.	Description
031005509	Cartridge for air drier, M41x2, max pressure: 13 bar, -40°C - +80°C, 15+5Nm
031005609	Cartridge for air drier, M39x1.5, max pressure: 13 bar, -40°C - +80°C, 15+5Nm
78964	Air drier cartridge kit for single air drier SDX, for air driers w/o regeneration valve
93522	Air drier cartridge kit for single air drier SDX

Consep air pre-treatment

Part No.	Description
927975	Consep condenser, electric, quick-fit, M22x1.5 24V/0.5A (pigtail) 1, Deutsch
929395	Consep condenser, electric, quick-fit, M22x1.5 24V/0.5A (pigtail) 1, DIN

Drain valves

Part No.	Description
315019031	Manual drain valve M22x1.5, max. operating pressure: 13 bar
713115	Automatic drain valve (ADV) (elec), M22x1.5, electrical connection: M24, 24V/0.5A, max. operating pressure: 20 bar
315016011	Automatic drain valve (ADV), in-tank M22x1.5, pressure variation Dp: 0.8 bar, max. operating pressure 20 bar

Repair kits

Part No.	Description
71376	Repair kit for Consep, condenser side, complete
90364	Repair kit for Consep, ADV side, complete
71327	Repair kit for automatic drain valve, complete
91164	Repair kit for black box, c/w heat resistant material

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GL890 Blue Nitrile™

Blue nitrile powder free disposable glove made with Synthetic rubber, offering strong puncture and textured fingertips for improved grip.



GL897 Black Nitrile™

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GL895

Blue nitrile powder free disposable glove, reducing the risk of product contamination with rolled cuff for additional strength and prevention of liquid roll back.



GL200: Finite® Orange HD

Thicker than a standard disposable, this glove's superior strength nitrile formulation provides exceptional resistance to tears in the toughest environments and features a diamond grip pattern over the entire glove which optimises surface performance and ensures an exceptional grip.



GL100 Finite® Black

Black nitrile powder free disposable glove is versatile and offers the choice of use as a heavy duty disposable glove or a lightweight re-usable glove.



GL818

White latex powdered disposable glove which provides maximum dexterity, sensitivity and comfort. Lightly powdered for sweat absorption and has a textured finish for improved grip.



GL888

Made from natural latex this powder free disposable glove offers protection against contamination, dirt and potential irritants in low risk situations.



Polyflex® Ultra

The soft seamless knitted nylon liner and highly flexible coating ensures ultimate comfort and allows for long periods of wear without any signs of hand fatigue. The foamed coating utilises a blend of polyurethane and nitrile increasing resistance to oils and maximising grip, especially in wet and oily conditions.



Electricians Gloves™ (36cm / Class 0)

Excellent electrical resistance made from latex material and has an anatomical shape for greater user comfort.



Nitri-Tech III® (Unlined)

Highly durable Nitrile synthetic rubber glove that achieves maximum abrasion score as defined by European Standard EN388, offering protection against a wide range of chemicals including strong detergents, oils and certain solvents.



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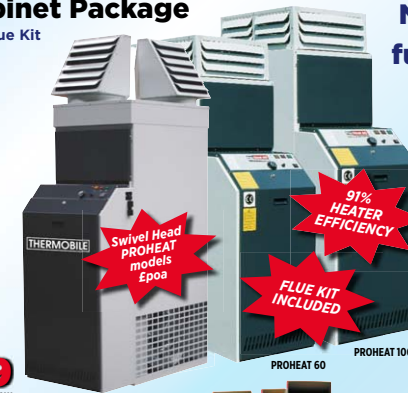
PROHEAT Oil Fired Cabinet Package

30 & 60 Models with Built-In Fuel Tank & Flue Kit

- ERP Jan 2018 Compliant
- Use with 28 second fuel (paraffin/kerosene) or 35 second fuel (heating oil/diesel)
- 30 & 60 Models: 240V, include integral tank
- 100 Model 415V, optional integral tank (E499)
- Low-noise radial fan
- Equipped with thermostat
- Capacities of 30, 64, 90kW net
- 4-Sided adjustable outlet opening guarantees equal air distribution
- Summer/winter circuit for heating/ventilation

Model	Nett Heat Output	Max kW	Consumption	Air Flow	Tank Capacity
PROHEAT30	104,000 Btu/hr	30kW	3.4 L/hr	1,900 m ³ /hr	55L
PROHEAT60	220,000 Btu/hr	64kW	7.2 L/hr	4,500 m ³ /hr	75L
PROHEAT80	309,000 Btu/hr	90kW	9.5 L/hr	8,800 m ³ /hr	200L

Price 5 Yr Lease pw
 PROHEAT30 **£2289** £12.18 **FROM**
 PROHEAT60 **£2729** £14.52 **£2289**
 PROHEAT100 **£3179** £16.91 **5 Year Lease £12.18 pw**



No space for a bulk fuel tank? PROHEAT is your solution!

Stainless Steel Flue Kit INCLUDED:

- Approx. 5.2m (17ft) ground clearance
- 4 x 1m Flue pipes
- 1 x Terminal
- 2 x Adjustable wall fixing brackets
- 1 x High temperature silicone rubber roof seal & fixing kit for profiled or corrugated roof & cladding
- 1 Tee-Piece (flue to heater)
- Additional 1m flue pipe available:

For Model Price
 PROHEAT 30,60 **£30**
 PROHEAT 100 **£37**

Universal Bio Automatic Fired Heaters

- Clean combustion & high efficiency
- Large airflow blower fans
- Fan-only facility for summer ventilation
- Large capacity fuel tanks
- Basic room thermostat is standard
- Optional digital thermostat/time control
- Compressed air supply required for burner

Model	Heat Capacity	Fan Capacity	Fuel Tank	Consumption	Compressed Air Displacement	Supply
SB40	153,000 Btu/hr	3200 m ³ /hr	80 L	4.6 L/hr	1.0 - 1.3 CFM	230V
SB60	204,000 Btu/hr	4100 m ³ /hr	80 L	6.0 L/hr	1.5 - 1.8 CFM	230V
SB80	306,000 Btu/hr	6200 m ³ /hr	130 L	9.0 L/hr	2.0 - 2.6 CFM	400V+N
SB110	436,000 Btu/hr	8100 m ³ /hr	130 L	12.8 L/hr	3.0 - 3.6 CFM	400V+N

Price 5 Yr Lease pw
 SB40 **£3899** £20.74 **FROM**
 SB60 **£4099** £23.08 **£3899**
 SB80 **£5499** £29.78 **5 Year Lease £20.74 pw**
 SB110 **£6099** £33.19



Also available - just call your local branch:
 Fire Valves, Magnetic Valves & High Pressure Filters for use with Pump Kits

Use any of these fuels:

- Bio Oils
- Processed Fuel Oil (PFO)
- Rapeseed, linseed & some veg. oils
- Bio Diesel

Stainless Steel Flue Kits from £269

Stainless steel flue kits (6m ground clearance):
 98.085.746 SB40 98.085.100 SB60
 98.085.170 SB80/SB110

Optional extras (additional cost):

- Motor/Pump Kits: Connect to bulk fuel tank (pipework/electric cable not incl.)
- 98.085.399 Connects to bottom outlet, gravity fed, max distance 10m
- 98.087.161 Connects to top outlet &/or above 10m distance
- 98.085.890 Digital Thermostat/Timer
- Main Fan Filter Kits: 98.085.541 SB40/60 98.085.542 SB80/110

BSO Oil Fired Cabinet

Connect to a Bulk Fuel Tank

- ERP Jan 2018 Compliant
- For connection to a bulk fuel tank
- Use with 28 second fuel (paraffin/kerosene) or 35 second fuel (heating oil/diesel)
- 13 Models - heat outputs up to 381kW (1.3M Btu/hr)
- Combustion air inlet kit as standard
- Thermostat, time control, oil filter & fire valve
- Main fan filter kits available for dusty/hazardous spaces

Huge Range

Call your local IFA Member for exceptional value prices



Suspended Unit Heaters

Heating Oil, Natural Gas or Propane

- ERP Jan 2018 Compliant
- Oil Fired: heat capacities 31kW to 98kW
- Gas Fired: heat outputs 15kW to 84kW with roof or wall flue exit
- Suspend or mount (on a suitable non-combustible support)
- Four M10 suspension points provided
- Free-blowing or ducted models
- Installation service (in most areas)

Huge Range
 Call your local IFA Member to arrange a site visit to specify the right model for your space & budget



Call your local IFA Member for all your heating needs & to discuss ERP Jan 2018 compliance

*Used Oil is subject to licensing control: Heaters burning Used Oil fall under Chapter IV of the Industrial Emissions Directive (IED). A relevant permit is required under Schedule 13A of the Environmental Permitting Guidance (EPR). Full details at www.thermobile.co.uk, under 'News'

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- 4 x Extension bars 590, 345, 245, 145mm
- Hydraulic spreading wedge
- Rubber head, 73mm diameter
- Double end male snap connector
- 330mm Hydraulic push ram
- Flat serrated base
- Ram toe & plunger toe
- Cleft head, "V" Base
- Serrated cap
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£217.14

NEW Hi-Flo Air Line Inflator, Twin Open Ended Connector (16234)

- Industrial quality for forecourts / tyre fitting bays
- Pressure range 0-9.6bar/0-138psi; hose length 0.5m
- Air supply: min. 6.9bar/100psi, max. 13.8bar/200psi



ONLY
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3/4" sq.dr. Metric Socket Set 17 pc (16486)

- Six point sockets with knurled ring for extra grip
- Chrome vanadium steel, hardened & tempered with polished finish
- Extending reversible ratchet, 2 Extension bars 200, 410mm
- Flexible handle, universal joint
- Steel carrying case
- Sizes: 19, 22, 24, 27, 30, 32, 36, 38, 41, 46, 50, 55mm



ONLY
£198.34

NEW CV Torque Multiplier Kit 5 pc (83635)

- Removes/installs highly torqued wheel nuts
- Very useful in absence of air impact wrench
- 2 x Chrome molybdenum sockets 1" sq.dr. 32, 33mm
- Extension bar for deep dish wheels
- Gear ratio of 1:56, max. output 3200Nm



ONLY
£109.34

NEW Slimline Cob LED Rechargeable Magnetic Inspection Lamps 5W

- 3 Cycle switch for half/full/torch
- Rechargeable Li-ion battery
- 450 lumen Inspection light
- 250 lumen Torch (SMD LEDs on end)
- Pivoting head enables 360° use
- USB Cable & 3 Pin USB charger



Blue (65395) Green (65410) Orange (65413)

ONLY
£38.68

NEW Combined MM/AF Impact Socket Sets

- Chrome molybdenum steel, hardened, tempered, corrosion protected
- Ring & pin sold separately
- Steel carrying case

3/4" sq.dr. 12 pc Set (83280)

Sizes: 22, 24, 27, 30, 32, 33, 34, 36, 38mm, 1", 1-1/2", 2-7/16"



ONLY
£89.98

1" sq.dr. Deep 10 pc Set (83283)

Sizes: 24, 27, 30, 32, 33, 36, 38, 41mm, 1", 1-1/8"



Safety Note: ONLY use impact sockets & accessories with air or electric powered wrenches. NEVER use silver chrome vanadium steel sockets which can shatter, causing personal injury.

ONLY
£135.54

AdBlue® Refractometer Kit (23193)

- Measures urea concentration (0 to 40%) in AdBlue® & standard anti-freeze strength 0 to -50°C
- Focusable eyepiece & Automatic Temperature Corrected (ATC) prism for accuracy
- Calibration screwdriver, calibration fluid, pipette, cleaning cloth & storage case



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