

LMD Aircraft Deicer

Premium dependability and convenience unmatched by any other large deicer.



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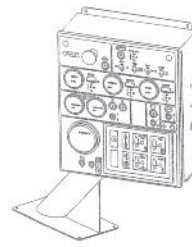
Everything you expect in a top-of-the-line deicer...plus extra, unexpected convenience.

From solid construction...to field-proven dependability...to unprecedented operational and maintenance ease...and still more...FMC's LMD Deicer offers the ultimate in state-of-the-art deicing.

Consider just a few of its advantages:

- Innovative modular design, to quickly meet individualized operational needs without expensive and time-consuming customization.
- Commonality of many major components with FMC Commander Loaders, simplifying spare parts requirements and maintenance training programs.
- Full instrumentation and controls located practically and conveniently inside the cab.
- Serviceable components brought out to the perimeter, raised to waist-height, and fully accessible through a clutter-free maintenance bay.
- An up-to-the-minute international design capable of accommodating the latest developments in deicing procedures and fluids—including Type I or Type II pre- or proportional mixing and cold Type II anti-icing.
- Standard FMC Optimax Heat™ System and optional FMC AirFirst® System, for the latest advances in deicing cost-savings and efficiency.
- FMC's enclosed cabin option, freeing operators to work without the distracting perils of harsh weather and fluid sprayback.
- A long list of additional standard features and options to satisfy even highly specialized operational requirements.

No matter how brutal the climate, no matter how demanding and complex the operational requirements, the LMD is the answer. For premium performance with true value, there's nothing in the world to match it.



Convenient in-cab instrumentation offers complete control of heater and power module.

Articulated boom with front ground-level entry basket provides easy, flexible deicing reach in a 350° arc with a 5.1 static factor of safety.

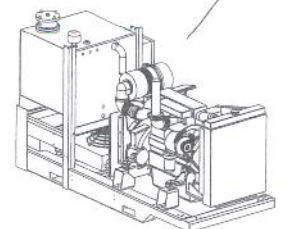
Your choice of popular chassis, including DAF, Volvo, Mercedes, Sterling and Freightliner.

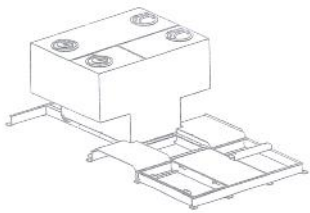


Pressure-balanced and compensated hydraulic system eliminates trouble-prone belts and provides commonality of major components with FMC's Commander Loaders.

Non-corrosive, lightweight aluminum body stands up to decades of continuous demanding use.

Auxiliary engine offers a simple and reliable alternative to complex PTO drives that are difficult to repair. Deutz, Perkins and Cummins engines are available for fleet commonality.





7,600 liter (2,000 gallon) fluid system tank features T-type cross-sections, choice of divisions, and access to all pumping system components.



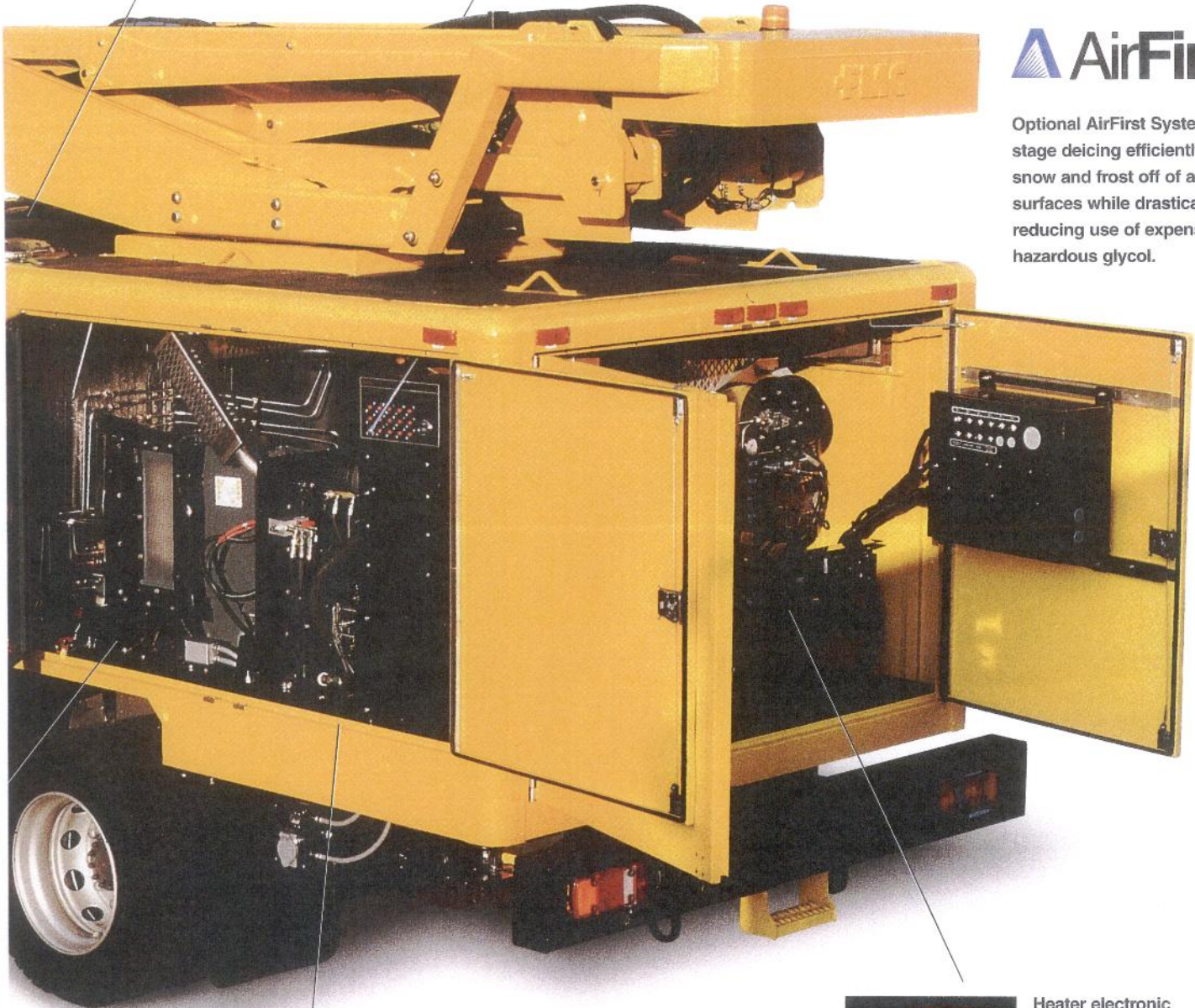
Optional Proportional Mix Type II deicing system uses computer control to precisely control the Type II/water mixture in order to minimize glycol usage.



FMC's enclosed cabin option frees operators from the hazards of harsh weather and fluid sprayback. A full range of controls are offered including a single operator vehicle drive option.

AirFirst®

Optional AirFirst System first-stage deicing efficiently blows snow and frost off of aircraft surfaces while drastically reducing use of expensive and hazardous glycol.



Spacious interior allows unparalleled ease of maintenance and unimpeded accessibility to components.



Heater electronic control system uses microprocessors for precise output temperatures, efficiency, safety and built-in diagnostics.

LMD Aircraft Deicer. Backed by the unmatched global support of FMC Airline Equipment.

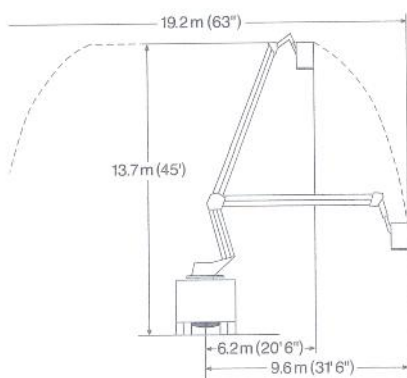
The LMD is a world class deicer with the backing of FMC Airline Equipment's unmatched global support program and service network.

This program includes:

- 24-hour accessibility.
- Regional spare parts warehouses in North America, Europe, and Asia.
- An extended service and parts network in Africa, Asia, and Eastern Europe.
- In-depth product training courses.
- Complete technical assistance, as well as highly skilled and professional on-site field servicing anywhere in the world.

As the world leader in GSE, FMC Airline Equipment sets the standards for all others to match...in products and services.

For complete details, talk to your FMC representative or contact us directly at the addresses and numbers below. Visit our web site at www.fmcairline.com.



LMD Boom Reach

LMD SPECIFICATIONS

Fluid Tank Configurations	6,100 L (1,600 gal.) deicing fluid 1,500 L (400 gal.) anti-icing fluid Various optional configurations
Basket Height	13,7 m (45 ft.) working height 12,4 m (41 ft.) basket floor height 15,7 m (51 ft. 6 in.) optional working height
Basket Side Reach	9,6 m (31 ft. 6 in.) from centerline
Boom Rotation	350° (+/- 175° from front position)
Boom Type	Articulated with front ground level basket entry
Heating System	OptiMax Heat™ System diesel fuel heater
Heating Time	10 - 15 minutes typical ¹
Fluid Pumps	Positive displacement diaphragm Two stage centrifugal (optional Type 1 only)
Fluid Delivery System	Deicing: 75 - 225 lpm (20 - 60 gpm) 6.9 bar (100 psi) Opt. 11.7 bar (170 psi) Anti-icing: 95 lpm (25 gpm) 3.5 bar (50 psi) Ground position: 15 m (50 ft.) hose
Chassis	Volvo FL619, DAF 65DF180 Mercedes ATEGO1823 Sterling L7501, Freightliner FL80
Chassis Engine	Volvo 180 hp @ 2400 rpm DAF 181 hp @ 2500 rpm Mercedes 230 hp @ 2300 rpm Cummins (Sterling/Freightliner) 175 hp @ 2500 rpm
Maximum Speed	80 kph (50 mph) with empty tanks 6 kph (4 mph) with boom raised
Turning Circle	14,3 m curb-to-curb— Volvo, DAF, Mercedes 64 ft. curb-to-curb— Sterling, Freightliner
Wheelbase	4,00 m Volvo, 3,80 m DAF, 4,20 m Mercedes 196 in. Sterling, Freightliner
Length, Boom Stowed	10,4 m Volvo, DAF, Mercedes 29.5 ft. Sterling, Freightliner
Width	2,60 m (102 in.)
Height, Empty	3,70 m (146 in.)
Weight, Empty	12,500 Kg - 15,500 Kg (26-34,200 lbs.)
Auxiliary Engine	Perkins 1004-4 88 hp @ 2300 rpm Deutz BF4M1013 88 hp @ 2300 rpm Cummins 6BT5.9 185 hp @ 2300 rpm
Sound Pressure Levels	75 dB (A), chassis drivers seat high speed fan on 76 dB (A), enclosed cab operators seat 84 dB (A), ground level boom control station

¹ 62°C (180°F) output from a starting temperature of 7°C (45°F)

Standard Features

- 12,4m (41 ft.) double articulated boom with 5-1 factor of safety.
- 2 person open basket, 204 kg (450 lb.) capacity.
- 7,600L (2,000 gal.) stainless steel tank.
- Hand held deicing nozzle, 225 lpm (60 gpm) flow rate.
- 15 m (50 ft.) ground deicing nozzle with electric rewind.
- FMC OptiMax rapid heating system with electronic control and built in diagnostics.
- 24VDC electrical system, including heater controls.
- Ground level refiller connections, pressure and suction.
- Single joystick, proportional boom controls.
- Aux. engine and heater controls in chassis cab.
- Pressure compensated, load sensing hydraulic system.
- Torsion bar rear axle stabilizer.
- Aluminum removable body shrouding.
- Headset intercom system.
- Boom overload protection and warning system.
- Auxiliary boom controls with lockout.
- Electric emergency hydraulic pump.
- 6 kph (4 mph) speed limiter.

Optional Features

Baskets and Booms

- Enclosed operators cab, one person with heater, defroster, electronic nozzle control and cab rotation, front and side wiper/washers.
- Single Operator Drive system.
- Low flow deicing nozzle.
- Laser nozzle pointer.
- Turret mounted nozzle (open basket).
- Left, Right or Center basket boom controls (open basket).
- 15,7 m (51.5 ft.) high reach boom.

Deicing/Anti-icing Systems

- Type II/IV Anti-icing system.
- Various fluid tank splits.
- AirFirst® forced air deicing system.
- Computer controlled Type II Proportional Mix Deicing System.
- Fluid meters and printers.

Chassis

- Volvo, DAF, Mercedes, Sterling or Freightliner Chassis.
- Perkins, Deutz or Cummins auxiliary engines.
- Automatic Fire Suppression System.
- European CE option package and certification.
- Interlock chassis brakes with emergency stop buttons.
- Electric cold start heaters for engine, batteries and hydraulic oil.



FMC Airline Equipment*
7300 Presidents Drive
Orlando, Florida 32809
Tel: (407) 851-3377
Fax: (407) 850-2839

FMC Airline Equipment
Building 391, Viscount Way
Heathrow Airport
Hounslow, Middlesex TW6 2JE
United Kingdom
Tel: (44) 208-754-1544
Fax: (44) 208-754-1545

**FMC Airline Equipment
Europe, S.A.***
Carretera de Barcelona
Km 34 400
28805 Alcalá de Henares
Madrid, Spain
Tel: (34) 91-877-5889
Fax: (34) 91-877-5881

FMC Asia/Pacific
6 Loyang Lane, #03-00
Young Heng Industrial Building
Singapore, 508920
Tel: (65) 542-9255
Fax: (65) 542-7493

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