

Fire Times



The future is here...



The new GODIVA Prima
range of vehicle mounted pumps

Available from Hale Products Europe
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- Most compact pump in its class
- Modular design for discharge manifold
- Ease of maintenance
- light alloy and gunmetal options
- Enhanced material selection
- Full compliance with EN1028:1
- Auto/manual priming options
- Modified suction tube and optional collecting head
- Mounting platform fitted as standard
- Integrated collecting head option
- Round the pump foam induction system option
- Control panel option
- Gearbox option – choice of ratios and position
- Pneumatically operated hi-lo pressure valve option

All Hale: the Godiva Prima vehicle mounted pump

Hale Products Europe is the home of the world famous Godiva fire pump, standard equipment for many fire and rescue services. In particular, the Godiva vehicle mounted pump has featured at the rear of virtually all UK fire appliances since the mid 1950s. From the start the Godiva pump brought operational reliability and versatility to the frontline firefighter. Fire Times went to Hale Products Europe at the company's Warwick headquarters to find out more about the latest innovations of the Godiva Prima.



Simon Tudor, Hale's Director of Engineering

Many innovative features have been introduced with Godiva pumps: lightweight aluminium materials, one high and one low pressure stages on one drive shaft, automatic priming, modular pump construction to assist maintenance and always the very best in performance. The successive Godiva models, UMP, UMPX and the World Series, have all been a part of this design evolution and now a new design is about to be launched – the Godiva Prima.

Simon Tudor, Hale's Director of Engineering, gave an overview of the design brief for this new pump.

Simon Tudor (ST): With the Prima our brief was to use the existing core design of low and high pressure stages on a single shaft and improve the product reliability and performance – all in full compliance with EN and NFPA standards. We decided to decrease the overall pump envelope, making it more compact, and easier for vehicle builders to install. This meant a detailed look at how we could eliminate external pipework and internalise it. You'll notice the piston primer system now occupies a reduced portion of the whole pump and there is no external pipe between the suction tube and the priming mechanism. Another space saver is the location of the round the pump induction foam system between the suction tube and manifold – no longer projecting to one side. This makes it easier to install tank fill lines in the pump bay.

Fire Times (FT): In terms of materials used are there any innovations there?

ST: Yes, we've addressed concerns over corrosion caused by declining water quality due to ageing hydrant networks by changing the materials used in construction, optimising the material mix within the pump – the high pressure stage is now all stainless steel and all the main castings are high corrosion resistant aluminium. This will also reduce maintenance costs. There is an all bronze option available for areas of poor water quality if preferred.

FT: You mentioned the EN and NFPA ratings, how will this pump conform to these standards?

ST: Again, we've put considerable time and effort into ensuring the Prima performance meets and exceeds these standards – the pump will be available in four capacity sizes, relating to the EN 1028 standard – 2000, 3000, 4000 and 6000l/min at 10bar pressure and 250l/min at 40bars for the high pressure stage. There will also be a single stage, low pressure model to the equivalent EN standards. We are particularly excited about meeting the NFPA demands as this makes the Prima very attractive to the American market.

FT: Are there any other features that will interest the fire fighting industry?

ST: Yes, we've taken note of how our pump design can assist the vehicle builder by improving certain features, for example the suction tube offers three possible tank to pump connection options to allow vehicle builders increased flexibility with their pipework installations and now has a 25° angled droop to avoid suction hose collision with the pump bay floor. We can also offer an integrated direct mounted collecting head that makes no increase to overall pump length. This means pump bay dimensions can be reduced and still have a collecting head capability fitted to the pump. For the 3010 and 4010 models the suction tube features a 125mm size tank to pump line to improve the through tank pumping performance for relaying operations. The most obvious addition is a mounting platform, with in built anti vibration mountings, fitted as standard. This makes pump installation much easier as the platform is complementary to European truck chassis dimensions. It's supplied ready fitted with all the necessary water and oil drain points the workshop staff will need to service the pump. It also has fork lift points for ease of handling when installing and removing the pump.



The Prima vehicle mounted pump



FT: You've mentioned the piston priming system in terms of reduced space but what else is new in the design?

ST: We've invested major design resources on big improvements in priming performance. The piston primers are now engaged by activating an electro magnetic clutch – in automatic mode, pump pressure will disengage the primer drive when priming has been achieved, but there is still a manually controlled option if preferred. There's now a single priming valve and the priming system handles less water during the priming process ensuring a quicker, smoother operation, resulting in less load on moving parts and exposure to waterborne abrasives. Also, the pump doesn't need to run at high speeds to achieve primer disengagement, it will prime at idle speed. For reliability we've specified more robust inlet and outlet rubbers, which should give a two year minimum check period. In all we believe this priming system to be far more robust and efficient than any previous design. For maintenance staff we've made sure the dismantling operations are kept to a minimum – for example the front oil seal replaces without need to remove the volute.

Reputation for reliability

In summary the Prima maintains and advances the Godiva reputation for reliability and innovation in vehicle mounted pumps. It has already undergone successful trials with several UK fire brigades in various environments and will soon be in full service.

Hale Products Europe is widely recognised as a leading supplier of front line fire fighting equipment, the company's product range is focused on vehicle mounted, trailer mounted and portable pumps. Hale is also a leading supplier of compressed air foam equipment and positive pressure ventilation fans. The company has a long established track record for supplying fire and rescue services in the UK and worldwide.

For further information about the Prima pump range, please contact Hale – Tel: 01926 623600 or e-mail: admin_haleuk@idexcorp.com