MULTILIFT

MILITARY LOAD HANDLING SOLUTIONS
HOOKLIFTS

WORLD-LEADING LOAD HANDLING SYSTEMS

MULTILIFT Load Handling Systems are employed by armies all over the world, in conditions ranging from desert sand to arctic ice. With their proven track record, the system has now become the first choice in load handling for the new generation of military logistic equipment.

The 'hooklift' concept is now recognised as the most cost effective way to provide fast and flexible front-line logistic support. A fact proven by its performance during conflicts, Desert Storm 1 & 2 (Iraq), former Yugoslavia, Afghanistan and Mali, where MLRS rocket pods, artillery ammunition, water, fuel, shelters and ISO containers, were all transported in huge quantities on load handling systems.

MULTILIFT hooklifts also carried many tens of thousands of ISO containers, loaded with vital stores from ports to the forward areas. Additionally, the systems have been deployed on United Nations humanitarian support missions and have seen active service in numerous operations world-wide.

Countries to accept and adopt the hooklift concept early were UK, USA, Canada, and the Scandinavian Countries. A success story which has spread throughout most other European Countries and further afield in Asia, Middle East and Australasia, as interoperability with worldwide partners becomes a key operational requirement.

MULTIPLE MISSION CONFIGURATION

MULTILIFT truck mounted hooklift systems enhance logistic capability whilst reducing vehicle fleet size, manpower and running costs.

The three basic elements that form the concept are:

- Logistic trucks meeting capacity, mobility and protection requirements.
- MULTILIFT military specification load handling systems.
- Flatracks, ISO Containers or other specialised demountable bodies.

Many armies have adopted the “NATO STANAG 2413” flatrack and the “ISO 668” 20’ freight container as their standard payloads which maximises international interoperability.

Hooklifts provide total flexibility, as each vehicle in the fleet is capable of being deployed with any compatible body type and if required changing quickly from mission to mission to suit operational requirements.

Alternative modules include, ISO freight containers, ammunition flatracks, fuel and water tanks, mobile workshops and hospital shelters; giving a flexibility which allows maximum response capability should a reaction be required to changes in the tactical or operational situation.

Manpower and cost savings

Major cost savings also result from the “MULTIPLE MISSION CONFIGURATION” capability of the vehicle in that the requirement for infrequently used specialist vehicles is minimised by transporting the equipment on hooklift bodies, flatracks or inside ISO containers.

If specified suitable MULTILIFT military hooklifts can be supplied with a specially developed CONTAINER HANDLING UNIT (CHU), an adaptor kit for the load handling system, which allows the loading, transporting and unloading of unmodified ISO 668 20’ containers. Depending on the chosen specification all parts of the CHU are fully stowable on the vehicle at all times with reconfiguration being a simple, quick one man operation.

Vehicles equipped with a STOWAGE Unit can store the lift frame of the CHU in front of the hookarm to maintain their full capability to handle standard flatracks. This giving the operational logistics the ultimate flexibility to swap the payload on the vehicle at any point in the logistic chain.

Containerised medical units, shelters, laundry, cooking, workshop or radio facilities can be transported and unloaded at virtually the same speed as a flatrack. Containerising such facilities offers many advantages in speed of deployment and simplicity of transportation and storage.

Other cost savings include

- Vastly reduced requirements for conventional forklift trucks and mechanical handling equipment;
- A reduction in the trainers and operators required;
- Truck drivers can be quickly trained to operate the hooklift system, fitted to their vehicles;
- A reduction in the overall number of vehicles required;
- A reduction in fleet acquisition and running costs;
- Standard ISO shipping containers can be utilised further in the logistic chain.

Payloads

There are four fundamental types of payload module for the MULTILIFT system that facilitate the multiple mission capability:

1 Basic flatracks, standard STANAG 2413 optimised for the carriage of pallets, ammunition or general supplies.

2 Basic and special integral subframe build according to STANAG 2413 which can include command and communication shelters, medical units, fuel racks, water tank containers and other “dedicated” units.

3 Adaptor pallets that are based on the STANAG 2413 standard, but which carry or include special equipment to meet the requirement of a specific operation.

4 Standard freight and purpose build 1C and 1CC ISO 668 containers.

Whilst employment of the hooklift system to utilise “multiple mission configuration” provides major advantages in terms of cost savings and flexibility, it is only when the concept is employed as the major logistic re-supply system that the real benefits in speed and capability can be gained.

The hooklift concept excels over traditional time consuming distribution systems because:

- Flatracks are stored pre-loaded;
- The transport vehicle arrives;
- Picks up the flatrack, container or body and drives off in less than five minutes.

Hooklifts are capable of transferring flatracks to a compatible trailer, thus doubling the vehicle’s total payload capacity.

A vehicle can unload it's chosen payload into a camouflaged location, if required, in less than three minutes, dramatically reducing vulnerability within the area. The self-loading capability of the vehicles and consequent elimination of the need for conventional forklift trucks allows the supply area to be dispersed, further assisting security and concealment.

THE COMPLETE LOGISTICS SOLUTION

Unloading in the supply area is also enhanced by the system, as loads can be selected at a moment's notice, without the need for mechanical handling equipment and large numbers of labourers. Low mobility transportation can be changed to medium or improved medium mobility category (even high mobility category) if needed, reflecting the locations of the user unit.

The military MULTILIFT hooklifts are also provided with slaving recovery hydraulics. This means that a broken-down vehicle can be hydraulically connected with a live vehicle to unload the broken-down vehicle. This keeps the mission module available for operation and ease the recovery of the broken-down vehicle.

The MULTILIFT MPH hooklifts are also featured with the self-recovery function when the vehicle is stuck in mud, soft sand, etc. By demounting the loaded body it can push itself out till vehicle reaches firm ground.

Evolution of the concept is now leading to a point where requirement planners have the possibility to integrate MULTILIFT equipment on smaller trucks.

For some small high mobility vehicles this compatibility is already developed.

MULTILIFT

BUILT TO PERFORM

Hiab is the world's leading provider of on-road load handling equipment. Customer satisfaction is the first priority for us. Hiab's product range includes HIAB loader cranes, JONSERED recycling and forestry cranes, LOGLIFT forestry cranes, MOFFETT truck mounted forklifts and MULTILIFT demountables, as well as DEL, WALTCO and ZEPRO tail lifts.

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