FIRETRACE™
International

KNOW YOUR FIRE RISKS

When a fire breaks out on a piece of ground support equipment, there is an immediate impact on airport operations. Airplanes can be left sitting on the runway for hours. The worst case scenario is of course if the ground support equipment fire causes an aircraft fire. However, GSE downtime and repair costs alone offer plenty of reason to consider added protection against fire events.

Towbarless Tugs:

There are several advantages to using a towbarless tug to tow aircraft, including improved speed and handling capabilities. However, towbarless tugs introduce key fire safety risks:

ENGINE FIRES: When towing an aircraft, the engine of a towbarless tug is situated directly beneath the cockpit, increasing the risk that an engine fire will lead to an aircraft fire.

HYDRAULICS: Towbarless tugs require complex hydraulics to facilitate lifting the aircraft by its front wheel. If a hydraulic line fails, flammable hydraulic fluid may be sprayed onto hot engine components, such as the exhaust manifold.

CARGO LIFTS:

Like towbarless tugs, cargo lifts have complex hydraulic systems with flammable hydraulic fluids. Hydraulic line failures in cargo lifts create a fire hazard on the tarmac.

GROUND POWER UNITS (GPU'S)

Ground power units are susceptible to electrical, hydraulic, or engine fires. Given their proximity to aircraft, protecting against fire events is critical.

DEICING EQUIPMENT

Fire suppression systems have become common on airport deicing equipment due to the flammability of heated glycol.

OTHER GROUND SUPPORT VEHICLES

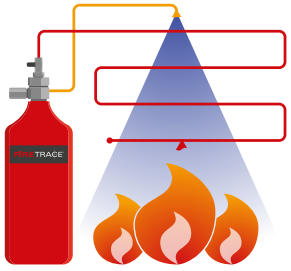
Engine compartments of tugs, baggage tugs, and even buses can easily be protected with an automatic fire suppression system.

HOW THE FIRETRACE SYSTEM WORKS

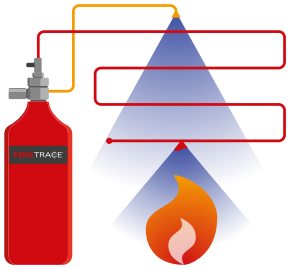
Self-activating fire suppression system with zero electronics required:

Detection Tubing: At the heart of the Firetrace system is our detection tubing. The tubing is heat sensitive, so when a fire occurs in an enclosed space, it will burst. This burst acts as a detection mechanism, leading to fast delivery of fire suppressant in one of two ways:

- Indirect: Agent is delivered to the engine compartment or any protected space via pipes or hoses and fixed nozzles
- Dual Action: When the detection tubing bursts, agent is delivered directly at the source of the flame via the tubing itself. Agent is also delivered via fixed nozzles for the most comprehensive coverage of fire hazards



Indirect release system



Dual action system

Purple K: Dry chemical is a highly effective suppressant, but in an aircraft environment, it can be difficult to achieve complete clean up. There are too many places for the powder to hide. Firetrace's GSE suppression systems feature Purple K dry chemical, which is safe to use on and around aircraft, because it is non-corrosive.

HOW WE WORK WITH YOU

Protect your fleet quickly with minimal downtime:

You can't afford downtime for your GSE fleet, which is why we make it as fast and simple as possible to protect your equipment with Firetrace:

Installation Options:

Retrofits:

A ground support vehicle can be retrofitted with Firetrace by a 2 person crew in as little as half a day. Firetrace can train your team to install and maintain the systems or refer you to 1 of our 500+ authorized distributors.

New Installs:

New installations can be completed at your location, like a retrofit. However, Firetrace can also work directly with the manufacturer of your ground support equipment to ensure that equipment arrives with our systems fully installed.

GET STARTED PROTECTING YOUR GSE FLEET WITH FIRETRACE

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Firetrace currently has more than 20 international approvals and certifications, including UL, CE, FM, ULC & ISO9001. Approvals and certifications vary by system type and agent.

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