



ULTRA FOG<sup>®</sup>  
FIRE EXTINGUISHING SYSTEM

# Fire Fighting for Passenger Transport Vehicles

High-pressure water mist  
fire protection

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ULTRA FOG  
CLEANER  
PROTECTION



# DELIVERING FIRE PROTECTION SOLUTIONS FOR PASSENGER TRANSPORT VEHICLES

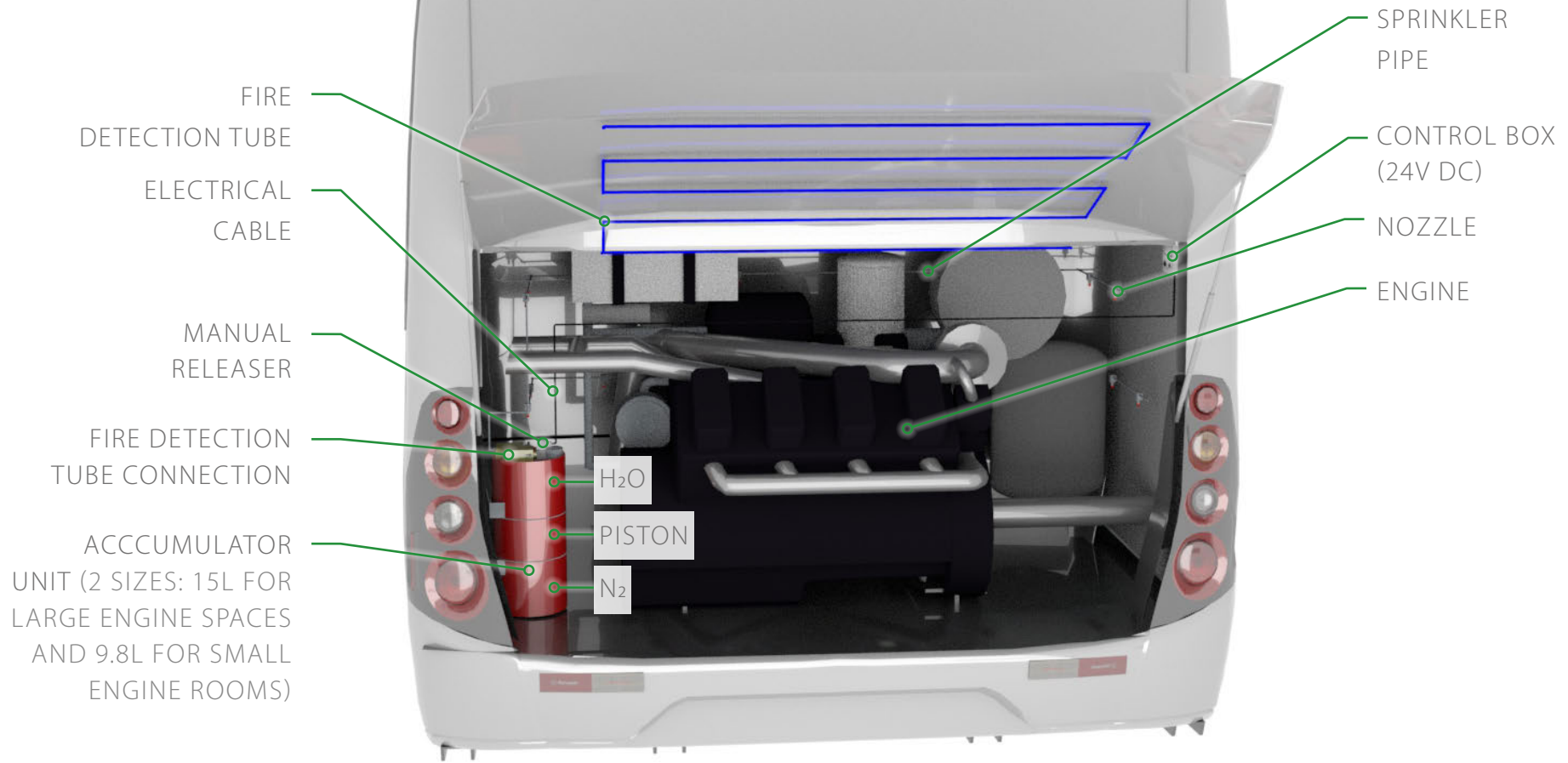
In our busy cities, highways and transport hubs, fire in a passenger vehicle can be devastating both in terms of life safety and business disruption. The breakdown or loss of a vehicle due to fire can cause chaos, unwanted downtime and economic loss. Statistically, the majority of fires in passenger transport vehicles start in the engine compartment, and increasingly legislation worldwide is prescribing the Fire Safety Systems specifically designed to prevent fires in engine compartments.

Specialized in the development, design and manufacture of high pressure water mist fire suppression systems and solutions, Ultra Fog's high performance vehicle fire protection system results from a continuous program of research and development, extensive fire testing, type approvals, and quality controlled manufacturing.

With its global reach, aftersales service and maintenance provision Ultra Fog ensures that customers benefit from lifelong product assurance and protection.



System is tested and approved in accordance with to SP METHOD 4912, UNECE R107



Engine Compartment System Protection Scheme

# HOW DOES THE SYSTEM WORK?

The accumulator unit consists of two chambers - the first contains compressed gas, and the second is filled with fire extinguishing liquid water. A piston separates the two sections.

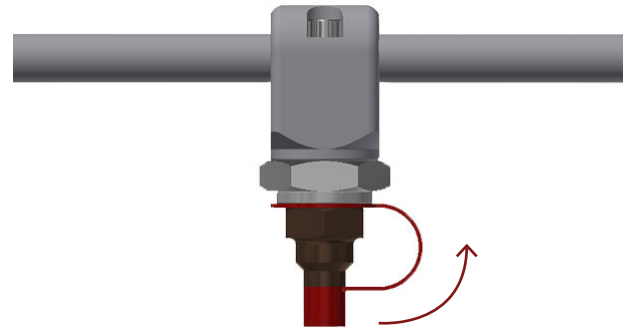
The cylinder contains a standby pressure of 110bar. An accumulator valve, located on the side of the water chamber, can be released in three different ways:

- manual activation
- activation via the detector tube
- remote driver side activation (optional)

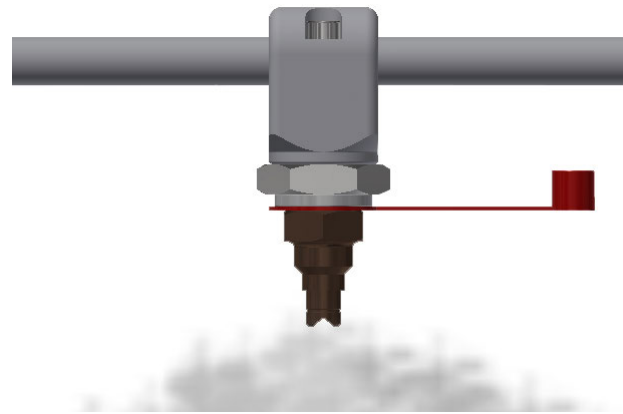
The detector Tube is designed to hold a standby pressure of 13 bar. In the event of a fire in the compartment the tube will melt, and pressure will drop. As the pressure falls below 5 bar, the accumulator valve will be activated and the watermist will discharge into the compartment, suppressing the fire. The tiny micro droplets of water created on release will fill the engine compartment, rapidly cooling and suppressing the fire. The relatively small quantity of water required to fill the space and the absence of corrosive or powder based extinguishing agents mean that downtime can be reduced to a very minimal.



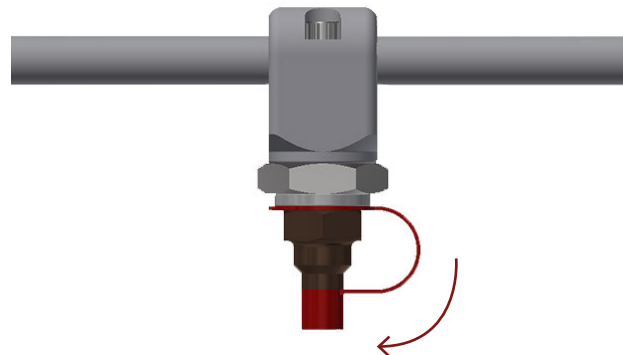
1. The pressure of the releasing extinguishing watermist will pop the nozzle cap off allowing the watermist to release into the compartment.



2. Watermist will release into the engine compartment.



3. After activation and extinguishing process, nozzle cover has to be put back in place, covering the nozzle.



## System maintenance: easy to use, simple to maintain

DAILY: visually check pressure gauges.

WEEKLY: check all elements (detector tube, nozzles, nozzle caps, and piping) are connected and correctly positioned.

AFTER ACTIVATION: Accumulator unit to be refilled or replaced, detector tube and nozzle caps to be replaced. System to be verified by trained maintenance personnel.



Do you have any questions? If yes please contact us:

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