

Flexible Fuel Tanks



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Flexible fuel tanks

Flexible fuel tanks, are used in modern military applications for liquid storage and transportation as a more effective and safe means of fuel containment. Its most popular use, in place of integral or metal tanks, is in military aircraft and in armored fighting vehicles (AFVs).

Magam Safety's customized design and production techniques have perfected these products through the years. Large numbers of Magam's flexible fuel cells are installed in all types of military aircraft and armored vehicles all over the world.

Due to improved materials engineering and production techniques, Magam's laminated, flexible rubber fuel cells, are significantly lighter than the rigid fuel tank structure they aim to replace. Coupled with the easy and rapid repair process of a damaged cell, the flexible fuel cell has become the fuel storage method of choice of land, air and sea combat equipment designers as well as civilian aircraft design engineers.

Magam Safety Ltd. Designs customized shaped cells per their customers' requirements. The cells are manufactures to provide the maximum safety (according to the mission of the host structure); easy field repair or replacement. Their shape and their self sealing characteristics are determined by their location within the host structure and are offered in three major types of tanks:

1. A single layer (non-self sealing) fuel cell
2. A flexible, completely self sealing fuel cell
3. A fuel cell with selective self sealing surfaces

In normal operation conditions, these fuel cells are expected to last for up to fifty years. The longevity depends on the quality of the construction materials, manufacturing process, workmanship, quantity of aromatics in the fuel used, lack of fuel for prolonged periods of time and extreme climate conditions.

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Flexible Diesel fuel tanks specifications:

Test	Method	Requirement
Hardness (Shore A)	D ASTM 2240 - 05	55-65
Tensile Strength	06a 412 -D ASTM	min kg/cm ² 150
Elongation	06a 412 -D ASTM	min 500 %
Compression Set	D ASTM395 - 03B METHOD Hours 24 .70 °Temperature C Compression to - 75% original thickness.	max 35 %
Diesel fuel swelling Change in strength Change in elongation	12a 471 -D ASTM 166 Hours .70 ° Temperature C	max - 50 % max - 30 %
Hot air Erosion Change in hardness Change in strength Change in elongation	04 573 -D ASTM Hours 70 .100 ° Temperature C	max + 10 max - 15 % max - 30 %
Low temperature resistance	- 15 C °Temperature min. 30	No Cracks
fuel B Swelling Change in the volume	.25 °Hours C 22 D ASTM 471 -12a	Max + 30%

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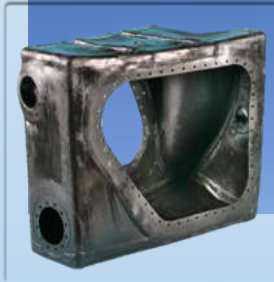
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Hermes UAV



Kfir Fighter



Merkava Tank

