

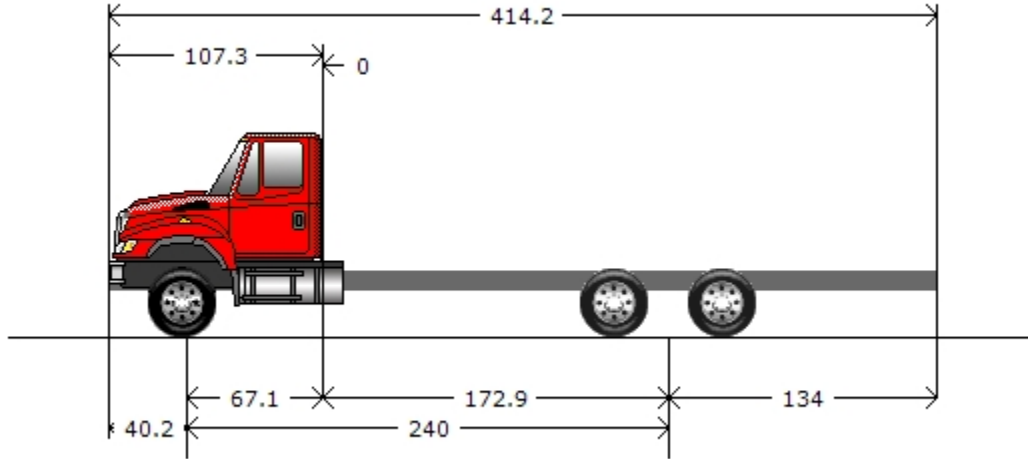
**Prepared For:**

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**Presented By:**

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Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



**Model Profile**  
**2024 HV607 SBA (HV607)**

<b>AXLE CONFIG:</b>	6X4
<b>APPLICATION:</b>	Tank (Emergency)
<b>MISSION:</b>	Requested GVWR: 56000. Calc. GVWR: 64000. Calc. GCWR: 80000 Calc. Start / Grade Ability: 17.91% / 2.47% @ 55 MPH Calc. Geared Speed: 75.1 MPH
<b>DIMENSION:</b>	Wheelbase: 240.00, CA: 172.90, Axle to Frame: 134.00
<b>ENGINE, DIESEL:</b>	{Cummins L9 360} EPA 2021, 360HP @ 2200 RPM, 1150 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, 359 Peak HP (Max)
<b>TRANSMISSION, AUTOMATIC:</b>	{Allison 3000 EVS} 5th Generation Controls, Close Ratio, 5-Speed with Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, Max, GVW N/A
<b>CLUTCH:</b>	Omit Item (Clutch & Control)
<b>AXLE, FRONT NON-DRIVING:</b>	{Meritor MFS-18-133A} Wide Track, I-Beam Type, 18,000-lb Capacity
<b>AXLE, REAR, TANDEM:</b>	{Meritor RT-46-164EH} Single Reduction, Standard Width, 46,000-lb Capacity, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends Gear Ratio: 4.89
<b>CAB:</b>	Conventional, Day Cab
<b>TIRE, FRONT:</b>	(2) 315/80R22.5 Load Range L HSC 3 (CONTINENTAL), 481 rev/mile, 68 MPH, All-Position
<b>TIRE, REAR:</b>	(8) 12R22.5 Load Range H HDR2+ (CONTINENTAL), 479 rev/mile, 75 MPH, Drive
<b>SUSPENSION, REAR, TANDEM:</b>	{Hendrickson RT-463} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Multileaf Springs, with Bronze Center Bushings
<b>PAINT:</b>	Cab schematic 100WL Location 1: 2562, Red (Prem) Chassis schematic N/A

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
HV60700	Base Chassis, Model HV607 SBA with 240.00 Wheelbase, 172.90 CA, and 134.00 Axle to Frame.	6136/3644	9780

**AXLE CONFIGURATION**

1AND	AXLE CONFIGURATION {Navistar} 6x4 <u>Notes</u> : Pricing may change if axle configuration is changed.	67/-73	-6
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**ENGINE**

12ESP	ENGINE, DIESEL {Cummins L9 360} EPA 2021, 360HP @ 2200 RPM, 1150 lb-ft Torque @ 1200 RPM, 2200 RPM Governed Speed, 359 Peak HP (Max)	579/-15	564
12XCS	CARB EMISSION WARR COMPLIANCE Federal, Does Not Comply with CARB Emission Warranty	0/0	0
12WZE	CARB IDLE COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations	0/0	0
12VJC	EMISSION, CALENDAR YEAR {Cummins L9} EPA, OBD and GHG Certified for Calendar Year 2022	0/0	0
12UAW	RADIATOR Aluminum, 2-Row, Cross Flow, Over Under System, 1045 SqIn Louvered, with 373 SqIn Charge Air Cooler, Includes In-Tank Oil Cooler <u>Includes</u> : DEAERATION SYSTEM with Surge Tank : HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps : RADIATOR HOSES Premium, Rubber	4/-7	-3
12THT	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed <u>Includes</u> : FAN Nylon	0/0	0
12VBR	AIR CLEANER with Service Protection Element	10/0	10
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection	0/0	0
12XBM	ENGINE CONTROL, REMOTE MOUNTED Provision for; Includes Wiring for Body Builder Installation of PTO Controls and Starter Lockout, with Ignition Switch Control, for Cummins B6.7 and L9 Engines	0/0	0
12WYK	ENGINE WATER COOLER {Sen-Dure} Auxiliary, For Use with Fire Trucks	0/0	0
12VXT	THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel	0/0	0

**TRANSMISSION**

13AUL	TRANSMISSION, AUTOMATIC {Allison 3000 EVS} 5th Generation Controls, Close Ratio, 5-Speed with Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, Max, GVW N/A	236/47	283
13WUZ	ALLISON SPARE INPUT/OUTPUT for Emergency Vehicle Series (EVS), Fire/Pumper, Tank, Aerial/Ladder, Package Number 198, Includes J1939 Based Auto Neutral	0/0	0
13XAN	PTO LOCATION Customer Does Not Intend to Install PTO	0/0	0
13WYU	SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, Performance Programming	0/0	0
13WLP	TRANSMISSION OIL Synthetic; 29 thru 42 Pints	0/0	0
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission	1/0	1

**CLUTCH**

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
11001	CLUTCH Omit Item (Clutch & Control)	0/0	0
<b>REAR AXLES, SUSPENSIONS</b>			
14HRC	AXLE, REAR, TANDEM {Meritor RT-46-164EH} Single Reduction, Standard Width, 46,000-lb Capacity, Driver Controlled Locking Differential in Forward-Rear and Rear-Rear Axle, 200 Wheel Ends . Gear Ratio: 4.89 <u>Notes</u> : Axle Lead Time is 45 Days	0/2588	2588
14UHK	SUSPENSION, REAR, TANDEM {Hendrickson RT-463} Walking Beam, 46,000-lb Capacity, 54" Axle Spacing, Multileaf Springs, with Bronze Center Bushings	0/1041	1041
<b>FRONT AXLES</b>			
2ARZ	AXLE, FRONT NON-DRIVING {Meritor MFS-18-133A} Wide Track, I-Beam Type, 18,000-lb Capacity	186/0	186
<b>FRONT SUSPENSIONS</b>			
3ADG	SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 18,000-lb Capacity, with Shock Absorbers	44/0	44
<b>CABS, COWLS, BODIES</b>			
16030	CAB Conventional, Day Cab	0/0	0
16ZBT	ACCESS, CAB Steel, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab and Extended Cab	0/0	0
16BAM	AIR CONDITIONER with Integral Heater and Defroster	56/0	56
16VKB	CAB INTERIOR TRIM Classic, for Day Cab <u>Includes</u> : CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger : DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Integral to Overhead Console, Center Mounted : SUN VISOR (2) Padded Vinyl; 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Toll Ticket Strap	0/0	0
16WSK	CAB REAR SUSPENSION Air Bag Type	0/0	0
16GED	GAUGE CLUSTER Base Level; English with English Electronic Speedometer <u>Includes</u> : GAUGE CLUSTER DISPLAY: Base Level (3" Monochromatic Display), Premium Level (5" LCD Color Display); Odometer, Voltmeter, Diagnostic Messages, Gear Indicator, Trip Odometer, Total Engine Hours, Trip Hours, MPG, Distance to Empty/ Refill for : GAUGE CLUSTER Speedometer, Tachometer, Engine Coolant Temp, Fuel Gauge, DEF Gauge, Oil Pressure Gauge, Primary and Secondary Air Pressure : WARNING SYSTEM Low Fuel, Low DEF, Low Oil Pressure, High Engine Coolant Temp, Low Battery Voltage (Visual and Audible), Low Air Pressure (Primary and Secondary)	0/0	0
16HHE	GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} with Black Bezel, Mounted in Instrument Panel	2/0	2
16HCS	GAUGE, TEMPERATURE, AMBIENT Sensor Wiring with Display Unit Mounted in Cluster	0/0	0
16SDC	GRAB HANDLE, EXTERIOR (2) Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left and Right Side at B-Pillar	6/0	6
16GHU	GRAB HANDLE, CAB INTERIOR (2) Safety Yellow	0/0	0
16XJN	INSTRUMENT PANEL Flat Panel	0/0	0

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster	0/0	0
16SNV	MIRRORS (2) Aero Pedestal, Power Adjust, Heated, Turn Signals, Bright Heads, Black Arms, 6.5" x 14" Flat Glass, Includes 6.5" x 6" Convex Mirrors, for 102" Load Width	0/0	0
	<u>Notes</u> : Mirror Dimensions are Rounded to the Nearest 0.5"		
16VBZ	SEAT BELT All Red; 1 to 3	0/0	0
16JJG	SEAT, DRIVER {H.O. Bostrom Sierra Air 100} NFPA Compliant, Air Suspension, High Back, Vinyl with Covered Back and International Logo on Headrest, for Fire Truck	-4/-1	-5
16PXG	SEAT, PASSENGER {H.O. Bostrom Tanker 400CT} for SCBA; Non-Suspension, High Back, Vinyl, Adjusters, 0-Degree Back Angle, International Logo on Headrest	102/29	131
16HCK	SEATBELT WARNING PREWIRE Includes Seat Belt Switches and Seat Sensors for all Belted Positions in the Cab and a Harness Routed to the Center of the Dash for the Aftermarket Installation of the Data Recorder and Seatbelt Indicator Systems, for 1 to 3 Seat Belts	0/0	0
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature	5/0	5

**FRAMES**

1CAJ	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.866" x 3.622" x 0.437" (276.0mm x 92.0mm x 11.1mm); 456.0" (11582mm) Maximum OAL	163/923	1086
1WAC	BUMPER EXTENSION, FRONT 4.0"	20/0	20
1LNN	BUMPER, FRONT Contoured, Steel, Chrome Plated	-18/2	-16
1MEJ	FRAME, SPECIAL EFFECTS Dimple on Left and Right Top Flange of Frame Rail to Reference Rear Axle Centerline	0/0	0
1570	TOW HOOK, FRONT (2) Frame Mounted	8/0	8
1WGY	WHEELBASE RANGE 221" (560cm) Through and Including 262" (665cm)	323/-323	0

**BRAKES**

4091	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications <u>Includes</u> : BRAKE LINES Color and Size Coded Nylon : DRAIN VALVE Twist-Type : GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster : PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel : PARKING BRAKE VALVE For Truck : QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4 : SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/8x6	0/0	0
4AZS	AIR BRAKE ABS {Bendix AntiLock Brake System} 4-Channel (4 Sensor/4 Modulator) Electronic Stability Program, with Automatic Traction Control	6/2	8
4XDT	BRAKES, FRONT {Meritor 16.5X6 Q-PLUS CAST} Air S-Cam Type, Cast Spider, Fabricated Shoe, Double Anchor Pin, Size 16.5" X 6", 20,000-lb Capacity	33/0	33
4EXV	BRAKE CHAMBERS, FRONT AXLE {Bendix} 24 SqIn	4/0	4
4LAG	SLACK ADJUSTERS, FRONT {Gunite} Automatic	14/0	14
4WBX	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes	10/0	10
4XDS	BRAKES, REAR {Meritor 16.5X8.625 Q-PLUS CAST} Air S-Cam Type, Cast Spider, Fabricated Shoe, Double Anchor Pin, Size 16.5" X 8.625", 23,000-lb Capacity per Axle	0/150	150
4EXU	BRAKE CHAMBERS, REAR AXLE {Bendix EverSure} 30/30 SqIn Spring Brake	0/14	14
4LGG	SLACK ADJUSTERS, REAR {Gunite} Automatic	0/28	28

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
4XEE	PARK BRAKE CHAMBERS, ADDITIONAL (2) Spring Brake Type	0/30	30
4WDM	DUST SHIELDS, REAR BRAKE for Air Cam Brakes	0/20	20
4SPA	AIR COMPRESSOR {Cummins} 18.7 CFM	0/0	0
4EBD	AIR DRYER {Wabco System Saver 1200} with Heater	9/2	11
4VKC	AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab	16/5	21
4WZJ	AIR TANK LOCATION (2) : One Mounted Under Each Rail, Front of Rear Suspension, Parallel to Rail	-21/40	19
4722	DRAIN VALVE {Bendix DV-2} Automatic, with Heater, for Air Tank	1/0	1

**STEERING**

5PTB	STEERING GEAR (2) {Sheppard M100/M80} Dual Power	101/-5	96
5710	STEERING COLUMN Tilting and Telescoping	18/1	19
5CAW	STEERING WHEEL 4-Spoke; 18" Dia., Black	0/0	0

**DRIVELINES**

6DGT	DRIVELINE SYSTEM {Dana Spicer} SPL170 Main Driveline with SPL170 Interaxle Shaft, for 6x4	5/33	38
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**EXHAUST SYSTEMS**

7BLV	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Short Horizontal Tail Pipe, Frame Mounted Right Side Back of Cab	57/-2	55
7BEV	AFTERTREATMENT COVER Steel, Black	11/2	13
7SCP	ENGINE EXHAUST BRAKE for Cummins ISB/B6.7/ISL/L9 Engine with Variable Vane Turbo Charger	0/0	0
7WZX	SWITCH, FOR EXHAUST 3 Position, Momentary, Lighted Momentary, ON/CANCEL, Center Stable, INHIBIT REGEN, Mounted in IP Inhibits Diesel Particulate Filter Regeneration When Switch is Moved to ON While Engine is Running, Resets When Ignition is Turned OFF	2/0	2
7WCW	TAIL PIPE (1) Horizontal, Short, Exits Right Side, 90 Degree Turnout	16/7	23

**ELECTRICAL SYSTEMS**

8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment <u>Includes</u> : DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab : HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel : HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever : PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light : STARTER SWITCH Electric, Key Operated : STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector : TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature : WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever : WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted : WIRING, CHASSIS Color Coded and Continuously Numbered	0/0	0
8GXK	ALTERNATOR {Leece-Neville BLP4006HN} Brushless, 12 Volt, 325 Amp Capacity, Pad Mount, with Remote Sense	17/0	17
8RPR	ANTENNA for Increased Roof Clearance Applications	1/0	1
8THB	BACK-UP ALARM Electric, 102 dBA	0/3	3
8XDU	BATTERY BOX Steel, with Aluminum Cover, 14" Wide, 2-3 Battery Capacity, Mounted Left Side Under Cab	-11/5	-6

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
8XHV	BATTERY DISCONNECT SWITCH for Cab Power Disconnect Switch, Disconnects Power to Power Distribution Center (PDC) and Body Builder Through Solenoid, Does Not Disconnect Charging Circuits, Locks with Padlock, Cab Mounted	0/0	0
8MSG	BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt 1980CCA Total, Top Threaded Stud	34/19	53
8HAB	BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn	2/0	2
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses	0/0	0
8518	CIGAR LIGHTER Includes Ash Cup	1/0	1
8WPH	CLEARANCE/MARKER LIGHTS (5) {Truck Lite} Amber LED Lights, Flush Mounted on Cab or Sunshade	0/0	0
8WTP	COURTESY LIGHT (2) Mounted In Front Map Pocket Left and Right Side	1/0	1
8TPA	DATA RECORDER Includes Display Mounted in Overhead Console	2/0	2
8XNY	HEADLIGHTS Halogen	0/0	0
8WHE	HORN, AIR Accommodation Package, Less Horn	2/0	2
8VAY	HORN, ELECTRIC Disc Style	0/0	0
8630	IGNITION SWITCH Keyless	2/0	2
8WZP	INDICATOR, BATTERY WARNING Green BATTERY ON Indicator, Mounted on Left Side of Instrument Panel, To be Used with Factory Installed or Customer Mounted Battery Disconnect Switch	1/0	1
8WWJ	INDICATOR, LOW COOLANT LEVEL with Audible Alarm	0/0	0
8718	POWER SOURCE Cigar Type Receptacle without Plug and Cord	1/0	1
8RPT	RADIO AM/FM/WB/Clock/USB Input/Auxiliary Input	3/0	3
8RMZ	SPEAKERS (2) 6.5" Dual Cone Mounted in Both Doors, (2) 5.25" Dual Cone Mounted in Both B-Pillars	6/2	8
8WXG	STARTING MOTOR {Mitsubishi Electric Automotive America 105P} 12-Volt, with Soft-Start	10/0	10
8XKM	SWITCH, AIR HORN, PASSENGER Fire Truck Application; Momentary Switch Located in Instrument Panel Close to Passenger, Driver Also To Activate Switch with Lanyard	0/0	0
8XGT	TURN SIGNALS, FRONT Includes LED Side Turn Lights Mounted on Fender	0/0	0
8XKZ	USB PORT (2) Located in the Instrument Panel	0/0	0

**FRONT END**

9WBM	FRONT END Tilting, Fiberglass, with Three Piece Construction, Sloped Front	-66/-4	-70
9HAD	GRILLE Chrome	0/0	0
9WBT	GRILLE EMBER SCREEN Mounted to Grille and Cowl Tray to Keep Hot Embers out of Engine and HVAC Air Intake System	3/0	3
9AAB	LOGOS EXTERIOR Model Badges	0/0	0
9AAE	LOGOS EXTERIOR, ENGINE Badges	0/0	0

**SPEEDOMETER, TOOLS, MISC**

10AGB	COMMUNICATIONS MODULE Telematics Device with Over the Air Programming; Includes Five Year Data Plan and International 360	1/0	1
10060	PAINT SCHEMATIC, PT-1 Single Color, Design 100 <u>Includes</u> : PAINT SCHEMATIC ID LETTERS "WL"	0/0	0
10761	PAINT TYPE Base Coat/Clear Coat, 1-2 Tone	0/0	0
10769	PAINT CLASS Premium Color	0/0	0

**FUEL TANKS**

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
15SXJ	FUEL TANK Top Draw, Non-Polished Aluminum, 24" Dia, 50 US Gal (189L), Mounted Left Side, Under Cab	32/2	34
15WCN	DEF TANK 5 US Gal (19L) Capacity, Frame Mounted Outside Left Rail, Under Cab	3/14	17
15WCS	FUEL COOLER Less Thermostat; Mounted in Front of Cooling Module	14/0	14
15LNS	FUEL/WATER SEPARATOR {Racor 400 Series} 12 VDC Electric Heater, Includes Pre-Heater, with Primer Pump, Includes Water-in-Fuel Sensor, Mounted on Engine	-2/-3	-5

**WHEELS, TIRES - FRONT**

27DUT	WHEELS, FRONT {Alcoa 89U63} DISC; 22.5x9.00 Rims, Mirror Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs, Non-Standard Offset 4.06"	-47/0	-47
7792545438	(2) TIRE, FRONT 315/80R22.5 Load Range L HSC 3 (CONTINENTAL), 481 rev/mile, 68 MPH, All-Position	90/0	90

**WHEELS, TIRES - REAR**

28DWG	WHEELS, REAR {Alcoa ULT39} DUAL DISC; 22.5x8.25 Rims, Mirror Polish Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs	0/-262	-262
7382155444	(8) TIRE, REAR 12R22.5 Load Range H HDR2+ (CONTINENTAL), 479 rev/mile, 75 MPH, Drive	0/216	216

**BODY INTEGRATION**

60ACW	BDY INTG, I/O EXP HARNESS {for Diamond Logic Builder} In-Cab wire harness (DLB) program only, Includes a harness with five blunt cut wires routed on lower left of instrument panel. Two ground active inputs and two (.5Amp) relay drivers outputs are provided	0/0	0
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**Services Section:****WARRANTY**

40128	WARRANTY Standard for HV507, HV50B, HV607 Models, Effective with Vehicles Built July 1, 2017 or Later, CTS-2025A	0/0	0
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**Total Component Weight:****8308/8174 16482****Body/Allied Equipment Code**

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u>	<u>Tot Wt</u>
1	RH LH hood mounted chrome air horns controlled by lanyard and dash switch	5/2	7
2	Global Surcharge for order built in 2023	0/0	0
<b>Total Body Allied:</b>		<b>5/2</b>	<b>7</b>

**Goods Purchased Code**

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u>	<u>Tot Wt</u>
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The weight calculations included in this proposal are an estimate of future vehicle weight. The actual weight as manufactured may be different from the estimated weight. Navistar, Inc. shall not be liable for any consequences resulting from any differences between the estimated weight of a vehicle and the actual weight.

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\*\*\*\*\*DEALER - PAY ATTENTION TO THESE ITEMS\*\*\*\*\*

If this states that certain items are to be provided by the chassis mfg, it is your responsibility to make sure you have these items in the chassis quote. If you are unclear of anything listed here, please contact Toyne.

## NOTICE REGARDING ENGINE AVAILABILITY:

THIS EFFECTS ALL BRANDS - ALL MODELS OF CHASSIS:

THIS EFFECTS ALL BRANDS - ALL MODELS OF ENGINES:

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## ALL COMMERCIAL CHASSIS:

We are getting closer to new EPA engine regulations. The engine you are proposing may be upgraded a different, more expensive model OR upgraded to the new 2027EPA complaint engine. **THIS WILL COME WITH SIGNIFICANT ADDITIONAL COSTS.**

It is your responsibility to pass this information on to the end user and advise them that the cost for the engine upgrade will be passed on to them. **MAKE YOUR CUSTOMER AWARE OF THIS IN WRITING WITH YOUR BID PROPOSAL.**

Toyne will not incur any costs involved with this. It will be either the Dealer's or end user's responsibility.

MODEL YEAR CHANGE: Make the customer aware that any model year upcharge will be passed on to them.

CHASSIS MODEL CHANGE: Make the customer aware that if it is necessary to change the model of chassis to be compatible with new 2027 engine model, the upcharge cost will be passed on to them.

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## Chassis provided:

Heat Exchanger

VDR.

Seat Belt system.

Battery switch.

Body/pump framerail mounting holes.

Correct cab to axle, wheelbase, and AF (center of rear axle to end of frame).

Clear back of cab frame rails (both vertical and horizontal exhaust units).

Air horns and activation method. (If wanted and hood mounted).

Chassis must have Anti-Lock Brakes (ABS) and Electronic Stability Control (ESC).  
(Calculated or tilt table no longer NFPA compliant)

Chassis provided NFPA compliant grab rails



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## XXXXXXXXXXXXXXXXXXXX**END OF NOTES**XXXXXXXXXXXXXXXXXXXXXXXXXXXX

### **CORPORATE OWNERSHIP OF MANUFACTURER**

The manufacturer of the apparatus must be fully owned and managed by a Parent Company, Corporation, or Individual(s) that is 100% held by United States of America based Company, Corporation, or United States citizen(s).

Proposals from any manufacturer that is fully or partially owned and/or operated by a foreign company, Corporation or Individual(s) under any type of ownership, partnership, or any similar type of agreement will be immediately rejected.

### **TOP OF THE LINE FIRE APPARATUS**

If the manufacturer or bidder for the apparatus manufacturer represents two or more different lines of apparatus and/or operates two or more manufacturing plants, it should be clearly stated in the bid proposal.

In addition to this requirement, the bidder shall give a detailed explanation of why the particular line, brand, model or manufacturing facility will be used.

Manufacturer's or bidder's with multiple lines (two or more) or multiple manufacturing facilities (two or more) shall be required to submit bid proposals on only the top of the line brand/model or from the top of the line facility.

It is the intention of the purchaser to purchase a top of the line, first class, #1 quality fire apparatus. Any bidder that submits a bid on a "lower end" line, brand, model, or from a "lower end" manufacturing facility will be immediately rejected.

The purchaser is not interested in purchasing a manufacturer's or bidders "lower end" apparatus. Because of this, any bids submitted that do not comply with the above requirements will be immediately rejected.

### **NFPA 1900 - 2024 STANDARD**

The apparatus shall be constructed to the National Fire Protection Association (NFPA) 1900 - 2024 standards.

### **CERTIFICATION OF NFPA 1900-2024 COMPLIANCE**

As per NFPA 1900, the Purchaser shall assume the responsibility of determining, prior to the purchase of the apparatus, who will be responsible for ensuring that all aspects of NFPA are met. The manufacturer shall be responsible for providing or performing only the items requested by the purchaser in the documents provided to the manufacturer by the purchaser.

Written certification shall be provided by the manufacturer stating that the delivered apparatus complies with the NFPA Standard. If the purchaser has elected to provide, perform, outsource and/or contract with a third party or waive any item required by NFPA, the manufacturer shall provide, upon delivery, a "Statement of Exceptions" per Chapter 7 of NFPA 1900.

The "Statement of Exceptions" shall include:

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- A separate specification of the section of the NFPA Standard for which the apparatus is lacking compliance.
- A description of the particular aspect of the apparatus that is not compliant therewith or required equipment that is missing.
- A description of the further changes or modifications to the delivered apparatus which must be completed to achieve full compliance.
- An identification of the entity that will be responsible for making the necessary post-delivery changes or modifications or for supplying and installing any missing required equipment to the apparatus to achieve full compliance to the standard.

Prior to, or at the time of, delivery of the apparatus, the Statement of Exceptions shall be signed by an authorized agent of the entity responsible for the final assembly of the apparatus and by an authorized agent of the purchasing entity, indicating a mutual understanding and agreement between the parties regarding the substance thereof.

The purchaser shall not place the apparatus into active emergency service until fully compliant with NFPA.

## **NFPA REQUIRED EQUIPMENT**

The end user of this apparatus shall provide all other equipment and accessories that are required by NFPA but not specifically listed in these specifications.

## **MAXIMUM TOP SPEED**

The maximum top speed of this apparatus shall be determined using the following NFPA criteria:

- Apparatus with 1250 gallon combined tank capacities shall not exceed 60 MPH.
- Apparatus with GVWR of over 50,000 lbs. shall not exceed 60 MPH.
- Apparatus weighing over 26,000 lbs. shall not exceed 68 MPH.

## **HALE MODEL Q-MAX 1500 GPM SINGLE STAGE PUMP**

The fire pump shall be a Hale Fire Pump Company Q-MAX that complies with all applicable requirements of the latest edition of the "Standard for Automotive Fire Apparatus" published by the National Fire Protection Association.

## **PUMP WARRANTY**

The pump shall be covered by the Hale Pro-Tech 5-year pump warranty against workmanship and materials. Both parts and labor shall be covered for the first 2 years and years 3-5 shall have parts only coverage.

## **UNDERWRITER'S LABORATORY CERTIFICATION**

The completed apparatus shall be tested and approved by the independent testing company Underwriter's Laboratories, Inc. The manufacturer of the apparatus shall be responsible for all costs involved in this test. The certification of inspection and approval shall be presented to the Fire Chief of the Department upon delivery of the completed apparatus.

## **PUMP PERFORMANCE - 1,500 U.S. GPM.**

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The pump shall be a single stage centrifugal with a class "A" rated capacity of 1,500 United States gallons per minute. The pump shall deliver the percentage of rated discharge pressures as indicated below:

- 100 percent of rated capacity at 150 pounds net pressure.
- 70 percent of rated capacity at 200 pounds net pressure.
- 50 percent of rated capacity at 250 pounds net pressure.
- 100 percent of rated capacity at 165 pounds net pressure.

## **PUMP CONSTRUCTION**

The entire pump shall be manufactured and tested at the pump manufacturer's factory.

The pump shall be driven by a drive line from the truck transmission. The pump shall be free from objectionable pulsation and vibration under all normal operating conditions. The engine shall provide sufficient horsepower and revolutions per minute to allow the pump to meet or exceed its rated performance.

The entire pump including both suction and discharge passages, shall be hydrostatically tested to a pressure of 500 psi. The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by NFPA.

The pump body and related parts shall be of fine grain alloy cast iron with a minimum tensile strength of 30,000 PSI. All moving parts in contact with water shall be of high quality bronze or stainless steel. Pumps utilizing castings made of lower tensile strength cast iron are not acceptable.

The pump body shall be horizontally split, on a single plane, in two (2) sections, for easy removal of entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump on the chassis.

The pump shaft shall be rigidly supported by three (3) bearings for minimum deflection. The bearings shall be heavy-duty, deep groove style bearings in the gearbox and they shall be splash lubricated.

The pump impeller shall be of hard, fine grain bronze with a mixed flow design; accurately machined, hand ground, and individually balanced. The vanes of the impeller intake eyes shall be hand ground and polished to a sharp edge, and shall be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.

The pump shaft shall be fabricated of heat-treated, electric furnace, corrosion resistant stainless steel, and shall be super finished under the shaft seal. The pump shaft must be sealed with double lip oil seal to keep road dirt and water out of gearbox.

## **GEAR BOX**

The gear box shall be completely manufactured and tested at the pump manufacturer's factory.

The pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of torque of the engine in both road and pump operating conditions. The gearbox shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

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The gearbox drive shafts shall be of heat-treated chrome nickel steel and shall be a minimum of 2.75 inches in diameter, on both the input and the output drives shafts. The gearbox shall withstand the full torque of the engine in both road and pump operating conditions.

All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and the gear teeth shall be crown shaven, and hardened for smooth, quiet running, and a higher load carrying capability. An accurately cut spur design shall be provided to eliminate all possible end thrust.

The pump gear ratio shall be selected by the apparatus manufacturer to give the maximum performance with the engine and transmission selected.

## **PUMP INTERLOCK MODULE**

An interlock module shall be provided on the pump shift to comply with NFPA shift safety requirements.

## **GEARCASE COOLING LINE**

A cooling line shall be provided in the pump gear case. A line shall be routed from the discharge side of the pump to the gear case, through the gear case then back into the intake side of the pump.

## **MECHANICAL SEAL**

The pump shaft shall be equipped with a single mechanical type seal on the suction (inboard) side of the pump. The mechanical seal shall be a minimum of two inches in diameter and shall be spring loaded, maintenance free and self-adjusting. The mechanical seal shall be constructed of a carbon sealing ring, stainless steel coil spring, Viton rubber cup, and a tungsten carbide seat with Teflon backup seal.

## **SACRIFICIAL PUMP ANODES - (3)**

To aid in protecting the pump from internal corrosion, three sacrificial anodes shall be provided and located one in the lower section of each side inlet and one on the discharge side of the pump.

## **FRC PUMP BOSS MAX PRESSURE GOVERNOR SYSTEM**

Fire Research Pump Boss Max pressure governor and monitoring display kit shall be installed. The kit shall include a control module, pressure sensor, and cables.

The following continuous displays shall be provided on shown on the LCD screen:

- Check engine/stop engine warning
- Engine rpm
- Engine oil pressure
- Engine temperature
- Battery voltage
- PSI / RPM setting
- Throttle ready LED.

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An on LCD screen message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator.

The program shall store the accumulated operating hours for the pump and engine with push button display. The program shall display and provide audible and visual warning alarms for the following conditions:

- High Transmission Temperature
- Low Battery Voltage (Engine Off)
- Low Battery Voltage (Engine Running)
- High Battery Voltage
- Low Engine Oil Pressure
- High Engine Coolant Temperature
- Out of water (visual alarm only)
- No engine response (visual alarm only)
- Accumulated engine and pump hours.

The governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes.

A throttle ready LED shall illuminate when the interlock signal is recognized. The governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase. The governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi. Other safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle.

## **TFT A-18 INTAKE RELIEF VALVE**

A TFT model A-18 intake relief/dump valve shall be provided on the intake side of the pump to relieve excess incoming pressure. The system shall be designed to automatically restore to a non-relieving position when excessive pressure is no longer present. The pressure adjustment range shall be from 50 psi to 200 psi. The relief system shall be adjustable with a common type box end wrench.

The intake relief valve shall be pre-set to 125 psi.

## **PUMP SHIFT MECHANISM -AIR/ELECTRIC**

The pump shall be shifted from road to pump by means of a cab mounted air over electric pump shift switch. The switch shall have a built in positive locking mechanism to prevent accidental movement of the switch. The locking mechanism shall require the operator to manually lift up on the switch lever to disengage the lock.

The switch shall have three positions:

- Position 1 = road position
- Position 2 = neutral position
- Position 3 = pump position

A green indicator light shall be provided in the driving compartment and shall be energized when the pump shift has been completed. This light shall be labeled "PUMP ENGAGED".

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When the apparatus is equipped with an automatic transmission, a green indicator light shall be provided in the driver's compartment. It shall be energized when both the pump shift has been completed and the chassis transmission is in pump gear. This light shall be labeled "OK TO PUMP".

## **MANUAL PUMP SHIFT OVERRIDE- REMOTE CABLE ACTUATION**

A manual pump shift override shall be provided on the apparatus. The shift shall be remote cable actuated. The remote cable shall have a "T" handle control which shall be positioned just inside the pump compartment on the driver's side. The control shall be easily accessed through the side panel hinged access door. The control shall be clearly labeled "MANUAL PUMP SHIFT".

## **TRIDENT PRIMING SYSTEM**

A Trident air priming system shall be provided.

## **HEAT EXCHANGER - CHASSIS PROVIDED**

The heat exchanger (engine cooler) shall be provided on the chassis.

If current or future EPA regulations or engine re-design make the heat exchanger installation impractical or impossible, it will not be provided and the purchaser will be credited for the cost of the exchanger.

## **MANIFOLD DRAIN VALVE**

The pump shall have a manifold type drain valve assembly consisting of a stainless steel plunger in a bronze body with multiple ports. The control for the valve shall be on the left side along the bottom of the panel and above the side running board. The valve shall be a rotary type with a large easy to grip handle. The valve shall be labeled "PUMP DRAIN".

## **ICI "LEVER LIFT" BLEEDER/DRAIN VALVES**

ICI 3/4" quarter turn ball type bleeder/drain valve shall be provided for each discharge and auxiliary intake. A hose shall be connected to the valve that will direct water below the apparatus and away from the immediate pump operator's location.

The control handle shall be "lever lift" style for easy actuation. The handle for the control shall have a recessed area for the color coded identification label.

## **LOW POINT AUTO-DRAINS**

Automatic drains shall be provided in low points of any discharge piping. The drain shall drain to the ground below its location. This drain shall be a supplementary drain and will not be considered the required 3/4" bleeder drain.

## **6" LEFT (DRIVER) SIDE MASTER INTAKE**

A 6" master intake shall be provided on the left (driver) side of the apparatus. The intake shall have a 6" male NST connection. The intake shall have a removable screen to prevent the entry of large objects into the pump. The screen shall be constructed of a material that will provide cathodic protection to the pump. A label shall be provided above the

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intake that states "DRIVER SIDE MASTER INTAKE". The label shall be color coded burgundy.

## **LEFT SIDE MASTER INTAKE CAP**

A 6" FNST LH chrome cap shall be provided on the left side master intake.

## **6" RIGHT (PASSENGER) SIDE MASTER INTAKE**

A 6" master intake shall be provided on the right (passenger) side of the apparatus. The intake shall have a 6" male NST connection. The intake shall have a removable screen to prevent the entry of large objects into the pump. The screen shall be constructed of a material that will provide cathodic protection to the pump. A label shall be provided above the intake that states "PASSENGER SIDE MASTER INTAKE". The label shall be color coded burgundy.

## **RIGHT SIDE MASTER INTAKE CAP**

A 6" FNST LH chrome cap shall be provided on the right side master intake.

## **HALE TRV-L-120 THERMAL RELIEF VALVE WITH INDICATOR LIGHT**

A Hale TRV-L-120 thermal relief valve shall be provided and installed on the discharge side of the pump. The valve shall function automatically when the water temperature in the pump exceeds 120 degrees Fahrenheit. The valve shall discharge a 3/8" stream of water helping to prevent pump overheat. The valve shall be self-resetting after the temperature of the water in the pump drops below 120 degrees Fahrenheit. A pump panel mounted light shall be provided to indicate when the relief valve is discharging water.

The water shall be discharged to the booster tank.

## **TANK REFILL/RECIRCULATION DISCHARGE**

A discharge shall be provided from the pump discharge manifold to allow pump cooling when necessary as well as to refill the booster tank.

The water tank fill gauge shall be directly in line with this discharge control.

The valve and piping shall be 2".

The refill/recirculation discharge shall be manually controlled on the pump panel.

## **STAINLESS STEEL PIPING**

All piping for discharges shall be stainless steel using stainless steel fittings. High pressure helix wire reinforced flexible piping with a minimum burst pressure of 1200 psi may be used in some areas to minimize friction losses. All flexible piping couplings shall be high tensile strength stainless steel.

All piping shall be properly supported and braced to prevent movement of piping other than what is allowed by the flexible

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couplings to compensate for apparatus flexing.

Any discharge manifolds provided on the apparatus must be fabricated of a minimum of schedule 10 304 marine grade piping. Use of any welded light gauge (less than Schedule 10) manifolding or plumbing will not be acceptable.

The stainless steel piping shall be warranted to be free from corrosion perforation for a period of 10 years following the delivery of the apparatus.

## **VICTAULIC COUPLINGS**

Victaulic style couplings shall be used in the assembly of the pump piping system. The couplings shall allow flex in the piping and provide for a disassembly point for maintenance and repairs.

## **VENTED LUG CAPS AND PLUGS**

All discharges and intakes that specify caps and/or plugs shall be provided with vented lug type designed to relieve trapped pressure and help reduce possible operator injuries.

## **AKRON HD-8800 SERIES VALVES**

All discharge and small diameter auxiliary intakes shall have heavy duty Akron 8800 series brass ball valves with stainless steel ball. This shall include the tank to pump and tank fill valve.

## **RIGHT SIDE FORWARD AUXILIARY INTAKE**

An auxiliary intake shall be provided on the right side of the pump compartment in the forward position.

The valve shall be manually controlled from the pump operator's position.

The intake shall have a 2 1/2" chrome plated female NST swivel connection with screen and a male NST chrome plated intake plug and chain.

A 3/4" bleeder/drain valve shall be provided.

## **FUTURE FOAM CAPABILITIES**

The apparatus shall be pre-piped for future installation of a foam system. The manifold shall be stainless steel. This manifold shall be fed from the main pump discharge manifold and shall have a spacer pipe installed between the two manifolds with Victaulic couplings on each end. The spacer pipe shall be the length required for future installation of an electronic foam system.

To minimize the future costs of installing foam on the apparatus, there shall be no exception to this requirement.

## **PUMP PANEL CUTOUT - NONE**

There will be no pump panel cut outs for future foam system control panels.



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## **RIGHT SIDE DISCHARGES**

One 2 1/2" discharge and one 3" discharge shall be provided on the right side pump panel. The 3" discharge shall be located forward of the intake and the 2 1/2" shall be located rear of the intake.

### One (1) right side 2 1/2" discharge(s):

The right side 2 1/2" discharge shall be manually controlled on the pump panel.

The discharge shall be equipped with a chrome plated brass or bright finish stainless steel discharge elbow with 2 1/2" MNST thread.

A 2 1/2" chrome plated NST cap and chain shall be provided.

### One (1) right side 3" discharge(s):

The right side 3" discharge shall be manually controlled on the pump panel. The control shall have an integrated slow closing mechanism to comply with NFPA 1901.

The discharge shall extend straight out of the apparatus and terminate in a 4" MNST fitting.

A Kocheck model SKE5T4R 4" FNST x 5" locking swivel storz elbow adapter with a model ZS36S525 5" locking storz x 2 1/2" MNST reducer cap with a model ZCP2552 cap and chain shall be provided.

## **LEFT SIDE DISCHARGE**

One 2 1/2" discharge shall be provided on the left side pump panel. The discharge shall be located forward of the intake.

### One (1) left side 2 1/2" discharge(s):

The left side 2 1/2" discharge shall be manually controlled on the pump panel with a horizontal side-to-side lever control.

The discharge shall be equipped with a chrome plated brass or bright finish stainless steel discharge elbow with MNST thread.

A 2 1/2" chrome plated NST cap and chain shall be provided.

## **RIGHT REAR 2 1/2" DISCHARGE**

One (1) 2 1/2" discharge shall be provided on the right rear of the apparatus.

The valve shall be manually controlled on the pump panel.

A chrome discharge elbow shall be provided with 2 1/2" NST threads.

The discharge shall be used as a pre-connected line and shall not require any cap or chain.

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The right rear (passenger) 2 1/2" discharge shall be foam capable.

If any piping for the discharge is visible in front area of the apparatus body, it shall be concealed with a fabricated cover.

## **LEFT REAR 2 1/2" DISCHARGE**

One (1) 2 1/2" discharge shall be provided on the left rear of the apparatus.

The valve shall be manually controlled on the pump panel.

A chrome discharge elbow shall be provided with 2 1/2" NST threads.

The discharge shall be used as a pre-connected line and shall not require any cap or chain.

If any piping for the discharge is visible in front area of the apparatus body, it shall be concealed with a fabricated cover.

## **1 3/4" CROSSLAY PRECONNECTS**

Two 1 3/4" preconnected crosslays shall be provided and located above the side mount pump panel.

The crosslay compartment shall be constructed of 5052 smooth aluminum sheet material with a random brushed finish applied after fabrication. Each crosslay shall be piped using 2" piping or high pressure hose incorporating a 2" ball valve with the control on the side mount pump operator's panel.

The #1 - hand line crosslay shall have the capacity to hold 200' of 1 3/4" or 2" fire hose and nozzle.

The #2 - hand line crosslay shall have the capacity to hold 200' of 1 3/4" or 2" fire hose and nozzle.

The valve(s) shall be manually controlled on the pump panel.

There shall be two (2) 2" swivel elbows with 1 1/2" male NST hose thread connections provided on the 1 3/4" cross lay hose beds. The swivels shall be mounted in a position to prevent hose "pinching" at the hose thread connection.

3/4" manual drain valves shall be provided for all 1 3/4" crosslays. The valves shall have an all brass body with heavy duty neoprene seal.

The #1 hand line crosslay shall be pre-piped for future foam system installation.

The #2 hand line crosslay shall be pre-piped for future foam system installation.

## **2 1/2" CROSSLAY PRECONNECT(S)**

One (1) 2 1/2" pre-connected crosslay(s) shall be provided and located above the side mount pump panel.

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The crosslay compartment shall be constructed of 5052 smooth aluminum sheet material with a random brushed finish applied after fabrication. Each crosslay shall be piped using 2 1/2" piping or high pressure hose incorporating a 2 1/2" ball valve with the control on the side mount pump operator's panel.

The #1 - 2 1/2" crosslay shall have the capacity to hold 200' of 2 1/2" or 3" fire hose and nozzle.

The valve(s) shall be manually controlled on the pump panel.

There shall be one (1) 2 1/2" swivel elbow with a 2 1/2" male NST hose thread connection provided on the 2 1/2" cross lay hose bed. The swivel shall be mounted in a position to prevent hose "pinching" at the hose thread connection.

The #1 2 1/2" crosslay shall be pre-piped for future foam system installation.

3/4" manual drain valves shall be provided for all 2 1/2" crosslays. The valves shall have an all brass body with heavy duty neoprene seal.

## **CROSSLAY COMPARTMENT ENDS - BLACK WEBBING**

The crosslay compartment shall be enclosed on each end using a heavy duty webbing to prevent hose from accidentally unloading. The webbing shall be black.

A yellow nozzle strap shall be provided for each crosslay. The strap shall be designed to loop through the nozzle handle and secured to the apparatus to keep nozzle from coming out of the crosslay compartment without manually disconnecting the nozzle strap.

The crosslay/speedlay end cover shall be secured with footman loops and velcro straps.

## **HINGED ALUMINUM TREADBRITE CROSSLAY COVER**

An aluminum treadbrite hinged cover shall be provided to cover the crosslay compartment. The cover shall have a full length polished stainless steel hinge. A chrome plated lift handle shall be provided on each end of the cover. Rubber protection blocks shall be provided in any area where the cover may come into contact with a painted surface.

## **3" MONITOR DISCHARGE**

A 3" monitor discharge shall be provided above the pump compartment. The discharge piping shall extend above the pump compartment a sufficient distance to allow use of the deck gun.

The valve shall be manually controlled on the pump panel. The control shall have an integrated slow closing mechanism to comply with NFPA 1901.

## **PUMP COMPARTMENT**

A modular pump compartment with side mounted pump operator's panel shall be provided. The modular design of the pump compartment shall allow the compartment to be fully independent of the apparatus body. A 1" flex joint shall be provided between the pump compartment and the apparatus body.

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The modular design of the pump compartment shall allow the entire pump system, including the pump itself, to be removed from the apparatus in a one-piece assembly while leaving the body intact and without having to cut any sheet metal or welds.

## **STAINLESS STEEL PUMP COMPARTMENT CONSTRUCTION**

The entire pump compartment shall be constructed using only 304 marine grade stainless steel fabricated sheeting with a #4 annealed and polished finish on all exterior surfaces. The pump compartment shall not require any finish painting. Due to the extreme twisting and flexing that all fire apparatus are subjected to, aluminum shall not be used in any portion of the pump compartment structural support. The use of any type of enclosed tubing that requires the use of self-tapping or any other type of machine screw shall not be acceptable.

## **PUMP COMPARTMENT RUNNING BOARDS**

The pump compartment side running boards shall be constructed of NFPA compliant slip resistant aluminum treadbrite.

## **PUMP COMPARTMENT FRONT WALL**

The center section of the pump compartment front wall shall be constructed of aluminum treadbrite which is bolted to the pump compartment assembly and removable.

The outer sections shall remain brushed stainless steel.

## **PUMP COMPARTMENT RIGHT SIDE ACCESS DOOR - SIDE MOUNT**

A brushed stainless steel horizontally hinged access door shall be provided on the right side of the pump compartment above the lower pump discharge/intake panel. The door shall have a pneumatic hold open device and push button type flush latches.

## **SIDE MOUNT BRUSHED STAINLESS STEEL PUMP PANEL**

All controls and instruments shall be located on the left side of the apparatus. All discharge and designated intake valve controls shall be located on the left side pump panel.

## **BRUSHED STAINLESS STEEL PUMP PANELS**

The left and right side lower pump panels shall be constructed of 304 2B marine grade brushed stainless steel with a #4 brushed and polished finish. The panels shall be held into place with two latches on the top to allow for easy removal of the panels.

The upper section of the left side pump panel shall be constructed of the same 304 2B marine grade stainless steel. The upper section shall be vertically hinged and have a chrome plated latch to secure the panel when closed.

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## **LED SIDE MOUNT PUMP PANEL LIGHTS**

The side mount pump panel shall be illuminated using a track type LED light assembly.

The light shall be constructed of an unbreakable type clear poly flexible material housed in an aluminum extrusion mounted behind a brushed stainless steel light shield provided across the top of the gauge panel.

## **LED RIGHT SIDE DISCHARGE/INTAKE PANEL LIGHTS**

The right side discharge and intake panels shall be illuminated using a track type LED light assembly.

The light shall be constructed of an unbreakable type clear poly type flexible material housed in an aluminum extrusion mounted behind a brushed stainless steel light shield provided across the top of the hinged access door.

## **AUTOMATIC PUMP PANEL LIGHT ACTIVATION**

The pump panel lights above the pump control panel shall function automatically with the pump shift activation.

## **PUSH/PULL VALVE CONTROL HANDLES**

Unless otherwise specified in these specifications, the apparatus pump panel shall be equipped with Innovative Controls side mount valve controls to open/close the manually operated discharge valves.

The ergonomically designed ¼ turn push-pull T-handle shall be chrome plated zinc with recessed labels for color coding and verbiage. The control rod shall provide a true positive lock to eliminate valve drift. Bronze and Teflon impregnated stainless steel bushings in both ends of rod housing shall minimize rod deflection, never need lubrication, and ensure consistent long term operation.

The control shall include a decorative chrome plated zinc panel mounting bezel.

## **DISCHARGE VALVE CONTROL HANDLE LAYOUT**

All discharge valve control handles shall be located in one or two horizontal lines across the mid-section of the pump panel. The control handles shall be located immediately below their corresponding pressure gauge for ease of pump operation.

Any pump operator's panel discharge(s) shall have direct horizontal lever style control(s) with the gauge adjacent to the control.

## **VALVE CONTROL LINKAGES**

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All manual valve controls requiring remote actuation shall have control rod linkages constructed of 1/2" galvanized pipe and shall implement heavy ball swivel joints and clevises for smooth valve operation.

## **ICI MASTER PUMP DISCHARGE PRESSURE GAUGE**

An ICI 4" diameter master pressure gauge shall be provided to indicate the main pump discharge pressure. The gauge shall read from 30" hg vacuum to 400 psi and shall be accurate within +/- 1%. The gauge shall be glycerin filled (-40F to +150F) and have a high impact resistant clear acrylic lens.

## **ICI MASTER PUMP INTAKE PRESSURE GAUGE**

An ICI 4" diameter master pressure gauge shall be provided to indicate the pump intake pressure. The gauge shall read from 30" hg vacuum to 400 psi and shall be accurate within +/- 1%. The gauge shall be glycerin filled (-40F to +150F), read up to 400 psi, be accurate within +/- 1% and have a high impact resistant clear acrylic lens.

The master intake and discharge gauges shall have bright finish bezels.

The master gauge dials shall be white with black markings. The needle shall match the color of the markings.

The master intake gauge shall be clearly labeled "PUMP INTAKE" and shall be located to the left of the master discharge pressure gauge. The label shall be burgundy color.

The master discharge gauge shall be clearly labeled "PUMP DISCHARGE" and shall be located to the right of the intake pressure gauge. The label shall be black color.

The master intake/discharge pressure gauges shall have a lifetime non-yellowing and freeze warranty. The gauges shall also be warrantied for 4 years for defects in materials and workmanship, including fluid leakage. The warranty will not cover labor costs and/or transportation costs.

## **PRESSURE/VACUUM TEST PLUGS**

Underwriter's test plug adapters shall be provided for connection of pump test gauges.

## **INNOVATIVE CONTROLS SOFT-GLO TANK GAUGE - PUMP PANEL**

An Innovative Controls Soft-Glo tank gauge shall be provided on the pump panel. The gauge shall feature a 180 degree highly visible wide view Soft-Glo LED display showing the level of the booster tank.

The gauge shall have a chrome bezel.

## **INNOVATIVE CONTROLS SOFT-GLO MONSTER GAUGE - REAR**

An Innovative Controls Soft-Glo monster tank gauge shall be provided on the rear of the apparatus. The gauge shall

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feature a 180 degree highly visible wide view Soft-Glo LED display showing the level of the booster tank.

The gauge shall have a chrome bezel.

## **INNOVATIVE CONTROLS SOFT-GLO MONSTER GAUGE - RIGHT SIDE**

An Innovative Controls Soft-Glo monster tank gauge shall be provided on the right side of the pump compartment. The gauge shall feature a 180 degree highly visible wide view Soft-Glo LED display showing the level of the booster tank.

The gauge shall have a chrome bezel.

## **INNOVATIVE CONTROLS SOFT-GLO MONSTER GAUGE - LEFT SIDE**

An Innovative Controls Soft-Glo monster tank gauge shall be provided on the left side of the pump compartment. The gauge shall feature a 180 degree highly visible wide view Soft-Glo LED display showing the level of the booster tank.

The gauge shall have a chrome bezel.

## **TANK GAUGE PARK BRAKE DISABLE**

The tank gauge(s) shall be disabled when the park brake is released so that the lights are not a distraction when the vehicle is in motion.

## **ICI DISCHARGE PRESSURE GAUGES**

Unless otherwise specified, each 1 1/2" or larger discharge shall have an ICI pressure gauge. The gauge shall be glycerin filled (-40F to +150F), read from 0 - 400 psi, be accurate within +/- 1% and have a high impact resistant clear acrylic lens.

The individual discharge pressure gauges shall have a 2 3/4" diameter.

The discharge pressure gauge dials shall be white with black markings. The needle shall match the color of the markings.

The pressure gauge shall be directly in line with or adjacent to the discharge control handle for the discharge that they provide pressure readout for. **For ease of operation, this requirement must be strictly adhered to. There shall be no exception to this requirement.**

The gauges shall be clearly labeled with permanent color coded labels.

The discharge pressure gauges shall have a lifetime non-yellowing and freeze warranty. The gauge shall also be

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warranted for four years for defects in materials and workmanship including fluid leakage. Warranty will not cover labor costs and/or transportation costs.

## **PUMP PANEL AIR HORN BUTTON**

A momentary push button shall be provided on the pump panel to activate air horns.

The button shall be labeled "Evacuation".

## **IDENTIFICATION LABELS FOR PUMP PANEL**

Innovative Controls verbiage label bezels shall be installed. The bezel assemblies will be used to identify apparatus components. These labels shall be designed and manufactured to withstand the specified apparatus service environment.

Where required, the verbiage label bezel assemblies shall include a chrome plated panel mount bezel with durable easy to read UV resistant polycarbonate inserts featuring the specified verbiage and color coding. The UV resistant polycarbonate verbiage and color inserts shall be sub-surface screen printed to eliminate the possibility of wear and protect the inks from fading. Both the insert labels and bezel shall be backed with 3M permanent adhesive (200MP), which meets UL969 and NFPA standards.

The color scheme for the discharge and intake labels shall be per NFPA.

## **BOOSTER TANK CAPACITY 3,000 GALLONS**

The poly booster tank shall have a capacity of 3,000 U.S. Gallons.

## **BOOSTER TANK FILL TOWER - LEFT SIDE FRONT**

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" polypropylene and shall be a minimum of **12" x 24"** outer dimension. The tower shall be located in the left front corner of the hose bed. The tower shall have a 1/4" thick removable polypropylene screen and polypropylene hinged type cover.

**NOTE: Fill tower shall be "anti-surge" type. NO EXCEPTIONS.**

## **6" TANK OVERFLOW**

A 6" diameter tank vent/overflow shall be provided and integrated into the tank. The piping shall be a minimum of schedule 40 polypropylene designed to run through the tank and discharge behind the rear wheels.

## **1" TANK SUMP DRAIN**

A 1" drain shall be provided in the bottom of the tank sump to fully drain the tank. The drain shall use 1" stainless steel piping with a 1" valve.



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The control for the valve shall be remoted to the driver's side of the apparatus just under and behind the side rub rail. The drain control handle shall be labeled "TANK DRAIN".

## **3" TANK SUMP CLEAN OUT PLUG**

A 3" tank sump clean out plug shall be provided in the bottom of the tank sump.

## **25 GALLON CLASS A FOAM TANK**

A 25 gallon Class A foam tank shall be provided. The tank shall have all connections necessary to connect to the foam system and shall also have a 1/4 turn drain valve with hose attached to allow the tank to be drained.

The tank shall have an **8" x 8"** fill tower with hinged type lid with latch. A vent shall be provided in the lid.

A label shall be provided on the lid that reads "CLASS A FOAM TANK FILL" and "WARNING: DO NOT MIX BRANDS OR TYPES OF FOAM".

## **CLASS A FOAM TANK/BOOSTER TANK INTEGRATION**

The class A foam tank shall be integrated into the apparatus booster tank. The foam tank shall not be separate from the booster tank.

## **NEWTON 10" DUMP VALVE WITH SWIVELING TELESCOPIC CHUTE**

A Newton 1000 Series \*\*-34-44-14 10" stainless steel dump valve shall be provided on the rear of the apparatus.

A Newton model 6012SW-34 stainless steel swivel adapter shall be provided to allow use to either side or the rear.

A Newton model 4036-34-8x12 stainless steel 36" telescoping extension chute shall be provided.

NOTE: The swivel portion and the extension must be nested while the unit is in motion.

## **SWIVEL/EXTENSION NESTED**

A permanent label shall be provided on the rear of the apparatus stating that the swivel and extension must be nested and secured while the apparatus is in motion. The label shall also state that the tank or the dump system may be damaged if not properly secured while in motion.

## **DUMP VALVE NOT STORED INDICATION**

The swivel dump valve shall have a warning system that activates when the park brake is released providing warning to

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the driver that the dump valve is not properly stored.

## **MANUAL DUMP VALVE CONTROL**

The Newton swivel dump valve shall be manually operated on the rear of the apparatus.

## **SWIVEL DUMP VALVE MOUNTING**

The swivel dump valve shall be mounted to the rear surface of the tank. The tank mounting flange shall not be recessed into the rear face of the tank.

The fill shall terminate in a 4" MNST connection.

A 4" FNST chrome cap shall be provided on the rear tank fill.

## **4" AUTO FILL VALVE TANK FILL - RIGHT REAR**

A 4" Auto-Fill Valve rear fill shall be provided on the right rear of the apparatus. The fill shall be located on the rear face of the apparatus on the right side.

The system shall include an internally mounted check type valve and be designed to be self-deflecting.

A flow diffuser shall be integrated into the fill to break up water flow into the tank.

## **3" TANK TO PUMP**

One 3" tank to pump line(s) and valve(s) shall be provided between the tank and the pump. The piping from the sump to the valve shall be 4".

The tank to pump valve shall be manually controlled on the pump panel.

## **TANK TO PUMP CHECK VALVE**

A check valve assembly shall be provided on the pump. The valve shall prevent unintentional back filling of the tank through the tank to pump line. Connection from the valve to the tank shall be made by using a non-collapsible flexible rubber hose.

## **HOT DIPPED GALVANIZED SUB FRAME**

The tank cradle and body substructure shall be constructed of high strength ASTM A-36 structural steel with 36,000 psi minimum yield strength. The entire substructure shall be framed and jig welded together to insure a truly square assembly. The substructure shall be fastened to the chassis rails so that it may be easily removed from the chassis for

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repair, replacement or mounting to a new chassis.

After complete assembly of the tank cradle substructure, the entire assembly shall be hot dipped galvanized for superior corrosion protection.

Due to the extreme duty that this apparatus will experience during its intended service life and to prevent rusting and corrosion from shortening the service life of this apparatus, sub frames fabricated of painted/undercoated steel or aluminum tubing shall not be acceptable.

## **20 YEAR SUB-STRUCTURE WARRANTY**

The tank cradle and body substructure shall have a 20 warranty covering failure due to corrosion perforation or structural design error.

This warranty shall be in effect for 20 years after delivery of the apparatus to the customer. **NO EXCEPTION.**

## **HYPER-FLEX BODY MOUNTING**

The body module assembly shall be mounted to the chassis frame rails with "*Hyper-Flex*" vibration and shock isolators using a forward mounting system. Flexible neoprene pads, or U-springs especially developed for the expected weight and torsional flexing of the apparatus body, shall be incorporated into the system to eliminate chassis frame rail flex from transmitting harmful loads and twisting onto the body.

## **100" BODY WIDTH**

The apparatus body shall be 100" wide from side to side measuring from the rub rail mounting surface.

## **APPARATUS BODY MATERIAL**

The entire apparatus body shall be constructed of 304 marine grade stainless steel with a #4 annealed and polished finish. The interior of the apparatus body shall not require any finish painting. The compartment interiors must be a #4 finish. Mill finish or DA sanded finish will not be acceptable.

## **APPARATUS BODY CONSTRUCTION**

The entire apparatus body shall be formed by sheering and bending the sheet metal. Metal tubular structures or extrusions shall not be used in the construction of the apparatus body. All edges of the sheared metal shall be sanded to remove any sharp shearing edges prior to bending the metal. After sheering and bending, the body shall be assembled on a jig table that is designed to hold all parts securely in place to insure an accurately built apparatus body.

## **APPARATUS BODY ASSEMBLY METHOD**

The entire apparatus body shall be assembled using only bolted type construction. All apparatus body parts shall be able to be unbolted without the need to cut welds, etc. No exceptions to this requirement as all apparatus manufacturers have the capability to manufacture apparatus bodies in this manner.

## **COMPARTMENT FLOORS**

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All compartment floors shall be constructed of 304 marine grade stainless steel with a # 4 annealed and polished finish on the interior surface. The drain ports shall be designed to prevent road spray from entering the compartment. The front edge shall consist of a minimum of two bends to provide additional strength in the compartment floor and shall then form the lower door jamb.

All compartment floors shall be sweep out design. This shall include the lower side compartments, any compartments above the wheel well, any transverse compartments, and the rear face compartment(s). Any exception to this requirement will cause immediate rejection of bid.

## **INTERIOR COMPARTMENT SURFACES**

All visible interior compartment surfaces shall be 304 marine grade stainless steel with a # 4 annealed and polished finish. Surfaces that are painted or coated in any manner, raw material or any surface with any type sanded finish are not acceptable.

## **FRONT COMPARTMENT CORNERS**

The apparatus body front compartment corners and vertical faces on both sides shall be constructed of 304 marine grade stainless steel with a # 4 annealed and polished finish. The corners shall be a one-piece fabrication from top to bottom and from the inner body panel to the outer face of the compartment to provide maximum strength. Corners using structural support channels or extrusions that require two or more pieces shall not be implemented.

The # 4 finish corner shall wrap around the side of the apparatus body and form the front compartment door jamb providing front corner protection.

## **REAR COMPARTMENT CORNERS - BRUSHED**

The apparatus body rear compartment corners and vertical faces on both sides shall be constructed of 304 marine grade stainless steel with a # 4 annealed and polished finish. The corners shall be a one-piece fabrication from top to bottom and from the inner body panel to the outer face of the compartment to provide maximum strength. Corners using structural support channels or extrusions that require two or more pieces shall not be implemented.

The # 4 finish corner shall wrap around the side of the apparatus body and form the rear compartment door jamb providing front corner protection.

## **COMPARTMENT TOPS/CEILINGS**

The apparatus body compartment tops shall be constructed of 304 marine grade stainless steel with a # 4 annealed and polished finish on the interior surface.

## **COMPARTMENT TOP OVERLAY**

The compartment top shall be overlaid with 1/8" aluminum treadbrite. The aluminum treadbrite shall be an overlay only and shall not form any structural part of the apparatus body or shall the bottom side of the treadbrite be visible when looking into the compartment.

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## **PAINTED FENDERWELLS**

The left and right side rear fender wells shall be constructed of stainless sheet steel. The fender wells shall be radius cut and shall have a full circular inner liner to prevent rust pockets and for ease of cleaning. A 1" gap shall be provided on the bottom of each side of the circular liner to allow drainage of water and for easy cleanout. Sufficient clearance shall be provided for tire chains. Before the booster tank is installed, the fender wells shall be thoroughly cleaned and all seams sealed to prevent corrosion in the fender well area.

## **UPPER DOOR POSTS - PAINTED**

The upper door post to the front and rear of the compartment door above the rear wheels shall be constructed of stainless sheet steel.

The outer surface of these door posts shall be finished painted.

## **REMOVABLE INNER FENDER LINER**

The fender wells shall be radius cut and shall have a circular inner liner to prevent corrosion pockets and for ease of cleaning. The inner liner shall be constructed of high impact polypropylene material and shall be fully removable for chassis suspension access.

To prevent the accumulation of potential corrosive materials in the fender well area, there shall be no exception to the removable inner fender liner.

## **STAINLESS STEEL FENDERETTE**

The fender wells shall be trimmed with a polished stainless steel fenderette. The stainless steel fenderette shall be secured into place with stainless steel fasteners and shall be easily removable for replacement. A black rubber fender welting shall be provided between the fenderette and the inner liner surface. The fenderettes shall protrude from the apparatus body a maximum of 1".

## **REPLACEABLE FENDERETTE**

The stainless steel fenderette shall be secured to the apparatus body with stainless steel fasteners and shall be easily removable for replacement.

Fenderettes that are welded to the apparatus body are not acceptable.

## **OUTER BODY SIDES**

The outer left and right side body panels above the compartment tops shall be constructed of 304 2B marine grade stainless steel with a # 4 brushed finish and shall not require any finish paint.

## **COMPARTMENT VENTILATION**

Each compartment shall be ventilated to the exterior of the body through a removable metal ventilation plate in the compartment wall or through pass through ventilation into an adjoining compartment.

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A cleanable filter material shall be provided behind the plate.

Plastic cover plates will not be acceptable.

## **ROM SERIES IV ROLL UP COMPARTMENT DOORS**

For all compartments requiring roll up doors, Robinson (ROM) Series IV roll up doors shall be installed.

Each shutter slat, track, bottom rail, and drip rail shall be constructed from anodized 6063 T6 aluminum.

The shutter slats shall feature a double wall extrusion 0.315" thick with a concave interior surface to minimize loose equipment jamming the shutter door closed. Shutter slats shall feature an interlocking end shoe to prevent side to side binding of the shutter door during operation. Slat must have interlocking joints with an inverted locking flange. The slat inner seal shall be a one piece PVC extrusion designed to prevent metal to metal contact while minimizing dirt and water from entering the compartment.

The shutter door tracks shall be one piece design with integral overlapping flange to provide a clean finished look without the need of caulk. Door tracks shall feature an extruded Santoprene rubber double lip low profile side seal with a silicone co-extruded back to reduce friction during shutter operation.

The shutter bottom rail shall be a one piece double wall extrusion with integrated finger pull. The finger pull shall be curved upward with a linear striated surface to improve operator grip while operating the shutter door. The bottom rail shall have a smooth contoured interior surface to prevent loose equipment from jamming the shutter door. Bottom rail seal shall be made from Santoprene and shall be a double "V" seal to prevent water and debris from entering compartment. The bottom rail lift bar shall be a one piece "D" shaped aluminum extrusion with linear striations to improve operator grip during operation. The lift bar shall have a wall thickness of 0.125" and be supported by no less than two pivot blocks constructed from Type 66 Glass filled reinforced nylon for superior strength. The bottom rail end blocks shall have incorporated drain holes which will allow any moisture that collects inside the extrusion to drain out.

Shutter door shall have an enclosed counter balance system. The system shall be 4" in diameter and held in place by 2 heavy duty 18 gauge zinc plated plates. The counter balance system shall have 2 over-molded rubber guide wheels to provide a smooth transition from vertical track to counter balance system; no foam material of any kind shall be permitted or used in this area.

## **STAINLESS STEEL COATED FASTENERS**

All fasteners used in the finish construction of the apparatus body shall be marine grade stainless steel. Fasteners that pass through a dissimilar metal panel shall be Magna-Gard, or equal, coated to help prevent metal reaction and corrosion.

As the Magna-Gard, or equal, coating is a "baked on" type coating providing for excellent adhesion to the fastener, spray on type coatings may be used in conjunction with the Magna-Gard, or equal, but not in place of it.

Because dissimilar metal corrosion is a common occurrence on all apparatus and the Magna-Gard (or similar "baked on" coatings) fasteners are commercially available to all manufacturers and is not a proprietary product, there shall be no exception to this requirement.

## **BODY COMPARTMENTS**

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## **DRIVER'S SIDE COMPARTMENT IN FRONT OF THE REAR WHEELS**

A compartment shall be provided in front of the rear wheels. The compartment interior dimensions shall be 67" high x 59.75" wide with the lower 28" of the compartment being 26" usable depth and the remaining upper section being 14" usable depth.

The compartment shall have a roll up door with a satin finish.

## **DRIVER'S SIDE ABOVE WHEEL COMPARTMENTS (2)**

Two compartments shall be provided above the rear wheels. Both compartments shall have interior dimensions 37" high x 58.75" wide x 14" usable depth.

Both compartments shall have roll up doors with a satin finish

## **DRIVER'S SIDE COMPARTMENT BEHIND REAR WHEELS**

A compartment shall be provided behind the rear wheels. The compartment interior dimensions shall be 67" high x 44" wide x 26" useable depth in a portion of the lower section and the remaining upper section being 14" usable depth.

The compartment shall have a roll up door with a satin finish.

## **PASSENGER'S SIDE COMPARTMENT IN FRONT OF THE REAR WHEELS**

A compartment shall be provided in front of the rear wheels. The compartment interior dimensions shall be 36.5" high x 59.75" wide with the lower 28" of the compartment being 26" usable depth and the remaining upper section being 10" usable depth.

The compartment shall have a roll up door with a satin finish.

## **PASSENGER'S SIDE COMPARTMENT BEHIND THE REAR WHEELS**

A low compartment shall be provided behind the rear wheels. The compartment interior dimensions shall be 36.5" high x 44" wide x 26" useable depth in a portion of the lower section and the remaining upper section being 10" usable depth.

The compartment shall have a roll up door with a satin finish.

## **REAR STEP MATERIAL - NFPA ALUMINUM TREADBRITE**

The rear step shall be constructed of NFPA complaint bright finish aluminum treadbrite.

## **26" REAR TAILBOARD STEP**

The outer rear edge of the rear step shall be positioned 26" from the rear face of the apparatus. This shall include an approximate 3/4" wash out gap at the rear face of body.

## **RUBRAILS - BRIGHT ANODIZED ALUMINUM**

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Extruded aluminum rub rails shall be provided on the apparatus body sides. The rub rails shall have a bright finish with anodized coating to protect the finish. The rub rails shall be spaced from the apparatus body a minimum of 1/4" with poly spacers.

The rub rails must be bolted on to the apparatus body to allow easy replacement if damaged. Rub rails that are permanently fastened to the apparatus body by welding or any other permanent method will not be acceptable. **NO EXCEPTION WILL BE ALLOWED TO THIS REQUIREMENT.**

## **RUB RAIL ENDS**

The rub rail ends shall be 'capped' with a high impact resistant black EPDM contoured block.

## **HOSE BED - 72" WIDE**

The hose bed shall be 72" wide from side to side, 180" depth and 12" tall providing 90 cubic feet of hosebed capacity.

The floor of the hose bed shall be constructed of fiber reinforced Dura-Dek, or equal, material. The top portion of each "T" cross section shall measure 1 5/8" wide x 3/16" thick with beaded ends. The vertical portion shall be 3/16" thick tapering out at the bottom to a thickness of 1/2" and have an overall height of 1". The "T" sections shall be spaced 3/4" apart to allow for drainage and ventilation. The flooring shall then be protected with a polyurethane coating to screen out ultraviolet rays. The gray colored coating shall be baked on and include a slip resistant material.

## **HOSE BED BULKHEAD**

A bulkhead divider shall be provided in the front area of the hose bed separating the hose bed from the tank fill tower(s).

## **HOSE BED DIVIDER(S)**

There shall be two (2) hose bed divider(s) to partition off hose. The divider(s) shall be constructed of 3/16" thick aluminum plate material. The lower edge of the divider(s) shall have a two inch 90-degree bend toward one side and a 2" x 2" x 3/16" aluminum angle welded to the other side.

The divider(s) shall be adjustable by sliding in tracks which are recessed flush into the hose bed flooring, one on front and one on rear. The divider shall be held in place by two bolts on each end.

The upper rear corner of the divider(s) shall have a minimum of a 3" radius cut with a 1" aluminum rub plate.

The divider height shall be the same height as the side as the apparatus body walls.

## **HOSE BED COVER WITH VELCRO FASTENERS**

A heavy duty vinyl coated nylon hose bed cover shall be provided to protect the hose load from the weather. The cover shall extend from the front of the hose bed to the rear and then extend downward to cover the exposed rear of the bed.

The cover shall have a double reinforced area where the cover comes into contact with the upper rear corners of the hose bed dividers. The cover shall be secured to the apparatus using Velcro on the sides and lift dots on front.



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The rear of the cover shall be secured to the apparatus using velcro loop latches.

## **HOSE BED COVER - RED**

The hose bed cover shall be red.

## **LOW MOUNT ENCLOSED LADDER COMPARTMENT**

A ladder storage compartment shall be provided on the right side of the apparatus with an access door on the rear. The compartment shall be located below the hose bed level and shall not be located above or through the booster tank. The compartment shall be located between the booster tank and the right side compartments.

For ease of removal and replacement with limited staffing, the compartment shall be designed to carry all portable ladders vertically on their beams. Ladder racks that carry the ladders horizontally shall not be acceptable.

The compartment shall be constructed of 5052 1/8" aluminum with a brushed finish. Individual slides fabricated of 5052 H32 alloy aluminum shall be provided in the compartment on both sides to allow individual storage for all ladders. The slides shall be provided with permanently attached Rodex poly slip blocks with tapered front and rear edges allow easier loading/unloading of the ladders.

All ladders shall be capable of being removed individually without disturbing the remaining ladders.

## **LADDER COMPARTMENT DOOR**

A smooth aluminum vertically hinged door with a slam-type latch shall be provided on the compartment. The latch shall be activated by a large "D" ring control. The use of lift-and-turn or small snap type latches on this door shall not be acceptable.

The door shall be covered with Chevron material.

## **PIKE POLE STORAGE**

Storage for two straight handle pike poles shall be provided in the ladder storage compartment.

## **LADDER COMPARTMENT LIGHT**

An LED light shall be provided in the ladder storage compartment. The light shall be mounted just inside the ladder compartment access door and activated with an automatic door switch.

The light switch shall be incorporated into the door ajar warning system in the cab.

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## **ALCO LITE 24' 2-SECTION ALUMINUM LADDER**

One (1) Alco Lite model PEL-24, 24' NFPA compliant two section aluminum extension ladder shall be provided and mounted.

## **ALCO LITE 14' ALUMINUM ROOF LADDER**

One (1) Alco Lite PRL-14, 14' NFPA compliant aluminum roof ladder with folding hooks shall be provided and mounted.

## **ALCO LITE 10' ALUMINUM FOLDING ATTIC LADDER**

One (1) Alco Lite model FL-10-2, 10' NFPA compliant aluminum folding attic ladder shall be provided and mounted.

## **ZICO PTS-HA HYDRAULIC PORTABLE TANK RACK - RIGHT SIDE**

A Zico hydraulically actuated portable tank rack shall be installed on the right side of the apparatus body.

## **ZICO PORTABLE TANK RACK ENCLOSURE - RH**

The area between the Zico cast aluminum end housings shall be enclosed on the top, bottom and outer side with a smooth aluminum panel.

The cover shall have a 'waving' US flag overlay.

## **TANK RACK ACTIVATION SWITCH - FRONT - RH**

The portable tank rack shall be controlled by a momentary switch located in the right front area of the apparatus body.

## **PORTABLE TANK RACK SAFETY INTERLOCKS - RH**

An interlock system shall be provided that will prevent operation of the rack unless the parking brake activated.

A second interlock system shall be provided on any side compartment doors that may interfere with the operation of the portable tank rack when open.

## **"PORTABLE TANK RACK LOWERED" INDICATOR SYSTEMS - RH**

An amber warning light shall be installed on both the front and one on rear of the rack to provide emergency warning to oncoming traffic and personnel when the rack is not fully in the travel position.

Reflective stripping shall be provided on both ends of the rack to indicate a hazard or obstruction when lowered.

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Circuitry shall be provided that will activate the 'door ajar' warning light on the cab console to indicate that the rack is not properly stowed on the apparatus.

## **SYNTEX 3000 PORTABLE TANK - ALUMINUM FRAME**

There shall be one (1) Syntex Industries 63000A folding tank with aluminum square tube frame and 22 ounce vinyl 3,000 gallon liner provided. A large, 10" diameter, folding discharge tube shall be provided for quick emptying. When set up, the tank shall measure 13'3" x 13'3" x 30" high.

## **PORTABLE TANK LINER - YELLOW**

The portable tank liner shall be high visibility yellow.

## **PORTABLE TANK DRAIN ASSIST HANDLES (3)**

The portable tank shall be equipped with three grab handles that will aid in the drainage of the tank liner. These shall be webbing type handles that are attached to the liner.

## **PORTABLE TANK SECOND DISCHARGE SPOUT**

A second discharge spout shall be provided in the tank liner.

## **HARD SUCTION COMPARTMENT IN HOSEBED**

A movable compartment shall be provided in the hose bed for two (2) 10' lengths of hard suction hose stored side by side. The rack shall be mounted to the hose bed divider brackets and shall be fully adjustable.

The hard suction mounts shall be constructed of minimum 1/8" smooth aluminum with brushed finish.

The hard suction shall be open on top.

## **6" x 10' HARD SUCTION HOSES (2)**

Two sections of 6" diameter x 10' length clear lightweight PVC hard suction hose shall be provided.

The hard suction shall be coupled long handle FNST x rocker lug MNST.

The hard suction shall be Kocheck brand.

## **COMPARTMENT SHELF TRACKS - ALUMINUM**

Four (4) sets consisting of two heavy duty aluminum adjustable tracks shall be provided in specified compartments, one for each end of shelf.

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The tracks shall not be welded to the apparatus body.

## **ADJUSTABLE TRACK FOR SCBA BRACKETS**

One (1) set(s) consisting of two heavy-duty horizontally mounted adjustable tracks shall be provided in specified compartments. The tracks shall allow SCBA brackets to be mounted to the compartment wall and be adjustable.

The tracks shall be removable and shall not be welded to the apparatus body.

## **SELF CONTAINED BREATHING APPARATUS BRACKET(S)**

There shall be four (4) Superior Flamefighter SCBA bracket(s) provided. The cylinder clips shall be spring steel for greater durability and long life. A model 39002 restraint strap shall be provided for each bracket.

## **DRIVER'S SIDE FRONT OF WHEELWELL SPARE CYLINDER COMPARTMENT**

A compartment shall be provided in the wheel area in front of the rear axle on the driver's side to hold two spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

## **DRIVER'S SIDE REAR OF WHEELWELL SPARE CYLINDER COMPARTMENT**

A compartment shall be provided in the wheel area behind the rear axle on the driver's side to hold two spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

## **PASSENGER'S SIDE FRONT OF WHEELWELL SPARE CYLINDER COMPARTMENT**

A compartment shall be provided in the wheel area in front of the rear axle on the passenger's side to hold two spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

## **PASSENGER'S SIDE REAR OF WHEELWELL SPARE CYLINDER COMPARTMENT**

A compartment shall be provided in the wheel area behind the rear axle on the passenger's side to hold two spare SCBA cylinders.

The compartment shall be injection molded high strength polyethylene designed specifically for the SCBA cylinder

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storage. The compartment shall be slanted towards the rear and have a drain port at the low point of the compartment.

## **WHEELWELL STORAGE COMPARTMENT DOORS – BRUSHED FINISH STAINLESS**

Brushed finish stainless steel access doors shall be provided on each wheel well storage compartment in the wheel well.

The doors shall be secured using chrome plated thumb lever latches.

## **WHEELWELL SCBA CYLINDER COMPARTMENT RETENTION STRAPS**

One 1" wide loop of high visibility yellow webbing shall be installed in each wheel well spare cylinder compartment for each cylinder to be stored in the compartment. The loop(s) shall be designed to loop around the cylinder valve and help prevent the cylinder from sliding out of the compartment if the door is not latched or fails.

## **TURTLE TILE FLOOR MATS**

All lower level apparatus body compartment floors shall be provided with 3/4" thick Turtle Tile modular 12" x 12" square tiles with perforated surface for ventilation and air circulation. The tiles shall be easily removable for cleaning the compartment. The tiles shall interlock into each other to form a "one piece" floor liner.

Floors with permanent mounted or bolted in place accessories will not have floor mats.

## **TURTLE TILE - BLACK**

The Turtle Tile shall be black in color.

## **ROLL OUT TRAY**

There shall be two (2) roll out tray(s) provided. The tray shall be constructed of 3/16" aluminum. The tray shall have a 2" upward bent lip on all four sides of the tray, be 24" depth and 38" wide.

500 lb. total capacity heavy duty ball bearing type telescoping slides shall be provided.

A positive latching mechanism shall be provided to hold the tray in either the fully open or fully closed position.

The tray shall have Turtle Tile matting.

## **ROLL OUT TRAY**

There shall be two (2) roll out tray(s) provided. The tray shall be constructed of 3/16" aluminum. The tray shall have a 2" upward bent lip on all four sides of the tray, be 24" depth and 50" wide.

500 lb. total capacity heavy duty ball bearing type telescoping slides shall be provided.

A positive latching mechanism shall be provided to hold the tray in either the fully open or fully closed position.

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The tray shall have Turtle Tile matting.

## **FOLDING ACCESS STEPS**

Austin FS-200 CHR chrome plated folding access steps shall be provided in areas listed in these specifications. All access steps provided on the apparatus shall support a minimum static load of 500 lbs. and be mounted in accordance to recommended mounting procedures as outlined by NFPA. The steps shall be **minimum** of 6.5" wide x 6.5" depth. The steps shall be attached to the apparatus using stainless steel bolts with locking type nuts.

Two NFPA compliant folding steps shall be provided on the right side front compartment face.

Four NFPA compliant folding steps shall be provided on the left side front compartment face.

## **ACCESS LADDER**

An access ladder shall be provided on the rear of the apparatus to access the upper area of the apparatus. A minimum of 8 inches of clearance shall be provided between the rung and the body or any obstruction.

The rear access ladder shall be mounted on the left (driver) side of the apparatus.

## **INTERMEDIATE HOSEBED STEP**

A full width aluminum treadbrite step shall be provided on the rear face of the apparatus. The step assembly shall be bolted into place using stainless steel fasteners.

The rear intermediate step shall be 8" depth.

## **NFPA KNURLED FINISH HANDRAILS**

All handrails shall be 1 1/4" diameter extruded aluminum "knurled finish" with chrome plated stanchions. Rubber gaskets shall be provided between the stanchions and any painted surfaces.

## **LEFT REAR VERTICAL HAND RAILS**

An NFPA compliant handrail shall be provided on the left rear of the apparatus for boarding the rear step and using the left rear hose bed access steps.

## **RIGHT REAR VERTICAL HAND RAILS**

An NFPA compliant handrail shall be provided on the right rear of the apparatus for boarding the rear step and using the right rear hose bed access steps.

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## **RIGHT FRONT HOSEBED GRAB RAIL**

A 12" NFPA compliant horizontal handrail shall be provided on the upper right front of the apparatus towards the front of the hose bed.

## **LEFT FRONT HOSEBED GRAB RAIL**

A 12" NFPA compliant horizontal handrail shall be provided on the upper left front of the apparatus towards the front of the hose bed.

## **RIGHT REAR GRAB RAIL**

A 12" NFPA compliant horizontal handrail shall be provided on the right rear of the apparatus towards the rear of the hose bed.

## **LEFT REAR GRAB RAIL**

A 12" NFPA compliant horizontal handrail shall be provided on the left rear of the apparatus towards the rear of the hose bed.

## **INTERMEDIATE REAR HORIZONTAL HAND RAIL**

An intermediate horizontal handrail shall be provided on the rear of the apparatus.

## **NFPA CERTIFIED 12 VOLT ELECTRICAL SYSTEM**

The 12-volt apparatus body electrical system shall be provided and shall be in compliance with NFPA testing and certification procedures as follows:

## **NFPA MINIMUM ELECTRICAL LOAD DEFINITION**

The NFPA defined minimum electrical load shall consist of the total amperage required to simultaneously operate the following in a stationary mode:

- Propulsion engine and transmission.
- The clearance and marker lights.
- Communication equipment (5 amp default).
- Illumination of all control and instrument panels.
- Illumination of all walking surfaces, the ground at all egress points, control and instrumentation panels and 50% of total compartment lighting.
- Minimum warning lights required for "blocking right of way" mode.
- The current to simultaneously operate fire pump and all specified electrical devices.
- Anything defined by the purchaser, in the advertised specifications, to be critical to the mission of the apparatus.

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## **RESERVE CAPACITY TEST**

A Reserve Capacity Test shall be performed on the completed apparatus. All items listed in NFPA Minimum Load Definition shall be activated with the engine shut off. After 10 minutes of operation, those items shall be deactivated. After deactivation, the battery system shall have ample reserve to start the engine.

## **ALTERNATOR PERFORMANCE TEST AT IDLE**

An "alternator performance test at idle" test shall be completed. The minimum continuous electrical load shall be activated with the engine running at idle speed. When the engine temperature has been stabilized at idle speed, the battery system shall be tested to detect any battery discharge current.

## **ALTERNATOR PERFORMANCE TEST AT FULL LOAD**

An "alternator performance test at full load" test shall be completed. The minimum continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed for a 2 hour period.

## **TEST CONDITIONS**

All electrical testing shall be performed with the engine compartment at approximately 200 degrees.

## **12-VOLT WIRING SYSTEM**

All 12-volt electrical wiring shall be SXL cross link rated to carry 125% of the maximum current for which the circuit is protected. The wire shall be of sufficient size so that voltage drop in any electrical device does not exceed 10%. All wiring shall be color, number, and function coded with the number and function being printed every 3" along the entire length of all apparatus body wires (as required by NFPA). All wiring shall be routed through heavy duty PVC split loom securely attached and protected against heat, oil, and physical damage. All locations where the wire passes through a body panel shall be protected with electrical grommets.

All connections shall be made using mechanical connectors and be screwed to terminal or junction box with machine screws. Wire nut, insulation displacement, or piercing connections shall not be used.

All circuits shall be provided with properly rated low voltage over current protective devices of the automatic reset type.

Removable access panels shall be provided to provide access to the wire and electrical components.

## **MULTI-PLEXED ELECTRICAL SYSTEM**

The apparatus body electrical system shall incorporate a Multiplexed Electrical System. The multiplex system shall consist of all solid-state components contained inside aluminum extrusions referred to as nodes. Each node shall consist of (24) output channels and (24) input channels. All inputs and outputs will be configured into an electrical harness utilizing Deutsch connectors. The nodes must be waterproof and not require special mounting requirements.

The system, at a minimum, shall be capable of performing the following functions: load management sequencing, switch loads, receive digital and analog signals, perform and report diagnostics, continuously report vehicle status and the system is expandable.



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Placement of nodes throughout the apparatus enables a reduction in wire harness bundles, elimination of redundant harnesses and separate circuit boards, relay and circuit breakers, electrical hardware, separate electrical or interlock subsystems and associated electronics for controlling various electrical loads and inputs. The multiplex system shall be field re-programmable and re-configurable by any authorized dealer or service center. This complete system shall eliminate the need for the following separate components or devices: load manager, load sequencer, warning lamp flasher, door open notification system, interlock modules, separate volt meter and ammeter.

The base system shall include:

- Total Load Management
- Load Shedding Capabilities
- Load Sequencing Capabilities
- "On-Board" Diagnostics Readout
- Very Reliable, Solid-State Hardware
- Error Reporting
- Continuous system monitoring and reporting
- Emergency warning lamp flasher
- Door Ajar System
- Field Configurable
- Expandability Capabilities
- Advanced PC Diagnostics

As-built wiring harness drawings and a master circuit list of electrical circuits that the apparatus builder installs shall be furnished in the delivery manuals. These schematics must show the electrical system broken down into separate functions, or small groups of related functions. Schematics shall depict circuit numbers, electrical components, harnesses, and connectors from beginning to end. **A single drawing for all electrical circuits installed by the apparatus builder shall not be accepted.**

## **VMUX WARRANTY**

The VMUX multiplexed electrical system shall be warranted, under normal use and service, for a period of four years. One year parts and labor and the remaining three years parts only.

## **AUTOMATIC HIGH IDLE FUNCTION WITH MANUAL SWITCH**

An automatic high idle system shall be installed and will automatically activate whenever the system voltage drops below determined voltage. The high idle will remain on until adequate voltage is achieved.

A manual high idle switch shall also be provided on the cab switch panel to allow manual activation of high idle system.

## **REAR LICENSE PLATE LIGHT/BRACKET**

A chrome plated LED license plate light shall be provided on the rear of the apparatus.

A license plate mounting bracket shall be provided that spaces the license plate away from the apparatus body.

The license plate shall be on the left side lower rear.

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## **CLEARANCE LIGHTS/REFLECTORS**

All apparatus body clearance lights shall be LED style. All lower clearance lights and reflectors shall be mounted in a manner that provides protection from damage, and shall comply with FMVSS-108 regulations.

## **MID-MOUNTED SIDE TURN SIGNAL - LED**

An amber LED side turn signal shall be provided in the mid-section area of the apparatus on both sides.

## **LED PUMP COMPARTMENT LIGHTS (2)**

Two LED compartment lights shall be provided to illuminate the pump compartment.

The lights shall function with the pump operator's gauge panel lights.

## **ENGINE COMPARTMENT LIGHT - LED**

An LED light shall be provided and mounted over the engine on the engine compartment wall. An on/off switch shall be provided on the light to activate it.

## **DUAL TRACK TYPE LED COMPARTMENT LIGHTING**

Each apparatus body compartment shall have two track type LED lights vertically mounted in the compartment. The lights shall be constructed of an unbreakable type clear poly type flexible material housed in an aluminum extrusion.

A compartment that is considered a 'full height' compartment shall each have two 48" long light sections and a 'low height' or above wheel compartment shall each have two 18" long sections.

The lights shall function automatically and independently of other compartments when the compartment door is opened. **Compartment lighting systems that are controlled by a single, dash mounted switch are not acceptable.**

## **COMPARTMENT LIGHT SWITCHES**

Each hinged apparatus body door compartment shall have a magnetic style reed indicator switch.

Each roll up door shall have an integral door open indicator magnet in the lift bar. If the bar is not properly closed, it shall activate the "Door Open" light in the cab.

The compartment lights shall function automatically when the door is opened. A master compartment light switch shall not be acceptable.

## **DOOR AJAR INDICATOR - LED**

A red LED flashing light shall be provided in clear view of the driver to warn of an open compartment or personnel door.

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A label shall be provided that states "Do Not Move Apparatus When Light Is On".

## **AUDIBLE DOOR AJAR INDICATOR**

In addition to the flashing door ajar indicator, an audible alarm shall be provided in the cab to warn of an open compartment or personnel door.

## **DOOR AJAR INDICATOR PARK BRAKE DISABLE**

All apparatus body door ajar indicators shall be disabled when the park brake is set.

## **PERIMETER GROUND LIGHTING**

There shall be five (5) 4" diameter underbody LED perimeter lights furnished and installed. The lights shall have an unbreakable polycarbonate lens and housing. The lights shall be sealed to help prevent moisture entry.

The ground lights shall be activated with the parking brake.

## **LED APPARATUS BODY STEP LIGHTING**

All apparatus steps and running boards shall be illuminated using chrome plated or stainless steel LED lights. The lights shall function automatically with the park brake.

## **GROUND/STEP LIGHTING CUTOFF SWITCH**

A ground/step light cut off switch shall be provided in the cab to allow the driver to disable the ground lights and other lights that activate when the parking brake is set. The switch shall automatically re-set itself when the parking brake is released.

## **KUSSMAUL CHIEF 4012 BATTERY CHARGER**

A Kussmaul Chief 4012 (091-266-12-40) fully automatic battery charger with 40 amp output shall be installed on the apparatus. Remote voltage sensing shall be provided to compensate the charger output for the voltage drop in the charging wires.

A 20 amp DC auxiliary output circuit shall be provided on the charger.

## **KUSSMAUL AUTO-PUMP AIR COMPRESSOR**

A Kussmaul Auto-Pump 120-volt air compressor shall be provided on the apparatus. The compressor shall have a .76 cfm open flow with a maximum pressure of 100 psi. The pressure switch shall be pre-set at 70 psi cut in and 90 psi cut out.

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## **110 VOLT SHORELINE CONNECTION IN CAB**

There shall be one (1) duplex 110 volt shoreline connection(s) provided in the cab for charging accessory items.

## **110 VOLT SHORELINE CONNECTION IN COMPARTMENT**

There shall be one (1) duplex 110 volt shoreline connection(s) provided in the apparatus body compartment(s) for charging accessory items.

## **12 VOLT ACCESSORY CONNECTION IN COMPARTMENT**

A 12 volt accessory connection shall be provided in one (1) apparatus body compartment(s) for charging accessory items.

A distribution panel shall be provided at the mounting location. The panel shall provide up to six 5 amp individually fused connection points. The panel shall be powered from the main apparatus electrical system and shall include a 30 amp master breaker.

## **AUTO-EJECT SHORELINE CONNECTION WITH CHARGE DISPLAY**

A Kussmaul 120-volt Auto-Eject with charge display on cover shall be provided. The unit shall automatically eject the connecting plug when the engine is cranked.

The connection shall be located under the driver's door.

## **AUTO-EJECT COVER - YELLOW**

The Auto-Eject shall have a spring loaded cover yellow in color.

## **AUTO-EJECT MATING PLUG**

A NEMA 5-20P mating female cord end shall be shipped loose with the apparatus to allow the Fire Department to connect the cord end to a Fire Department provided charging cord.

## **WHELEN M6 QUAD-CLUSTER TAILLIGHTS - LED**

Whelen M6BTT 4" x 6" LED taillights and M6T 4" x 6" LED turn signals shall be provided. The backup lights shall be M6BUW 4" x 6" clear LED's.

An additional space shall be provided in the quad-cluster for the lower C warning lights.

M6FCV4 polished trim housings shall be provided.

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## **BACKUP LIGHTS PARK FUNCTION**

The backup lights shall automatically activate when the park brake is set to provide work lighting at the rear of the apparatus.

## **BACKUP ALARM**

One (1) 97db backup alarm(s) shall be provided and shall automatically activate when the apparatus transmission is placed into reverse.

The backup alarm(s) shall exceed all NFPA and SAE J994 Type D requirements and testing.

## **CONSOLE MOUNTED CONTROL PANEL**

A control console shall be provided between the driver's and officer's seats for all warning/auxiliary light controls and pump shift.

## **WARNING LIGHT SWITCH - SINGLE**

A single master optical warning device switch shall be provided that will activate all minimum optical warning lighting through a single switch. Individual switches shall not be provided for any minimum optical warning lighting to insure total compliance to the warning lighting requirements defined in NFPA 1901. All lighting controlled by this switch shall not be subject to load management.

Any warning lights that are installed on the apparatus that are not required to meet the minimum optical warning lighting requirements shall be subjected to load management and shall have individual switches to activate/de-activate the warning light.

All switches shall be clearly labeled as to their function.

## **CENTER CONSOLE MAP POCKET**

A 16" long (side to side) x 2 3/4" wide (front to rear) and 8" depth storage pocket shall be provided on the rear of the console for storing books, maps, etc. The pocket shall be constructed of aluminum treadbrite.

## **CENTER CONSOLE CONSTRUCTION MATERIAL**

The console shall be constructed of aluminum treadbrite.

## **CENTER CONSOLE PANEL MATERIAL**

The console panel shall be constructed of brushed stainless steel.

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## **ZONE A UPPER WARNING LIGHTING**

A Whelen F4N0QLED lightbar shall be mounted on the top of the cab roof. The lightbar shall be 60" in length and mounted with low profile stainless steel brackets.

Each side of the lightbar shall have one red end LED, one red corner LED and two front linear LED's (one red and one white).

The lenses on the Officer's and Driver's shall be clear.

## **ZONE C UPPER WARNING LIGHTING**

Two Whelen model L31HRFN NFPA LED red beacons shall be provided one on each side on the rear.

## **FRONT GRILLE WARNING LIGHTS**

Two Whelen M6RC red LED lights with clear lens shall be provided in the grille area on the apparatus.

M6FC chrome trim housings shall be provided.

## **INTERSECTION WARNING LIGHT - SIDES**

One Whelen ION Mini T TLMIR red LED light shall be provided on each side as low and far forward as possible on the apparatus.

TIONMFC chrome trim housings shall be provided.

## **MID-SECTION WARNING LIGHTS - SIDES**

One Whelen TLMIR ION Mini T red LED light shall be provided on each side in the mid-section of the apparatus.

TIONMFC chrome trim housings shall be provided.

## **SIDE FACING LOWER REAR WARNING LIGHTS**

One Whelen TLM1R ION Mini T red LED light shall be provided shall be provided on each side of the apparatus as low and as far rearward as possible on the apparatus.

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Two (2) TIONMFC chrome trim housings shall be provided.

## **REAR FACING LOWER WARNING LIGHTS**

Two Whelen model M6RC red LED lights with clear lens shall be provided on the lower rear of the apparatus.

M6FC chrome trim housings shall be provided.

## **WHELEN TAL65 TRAFFIC ADVISOR**

A Whelen TAL65 36" 6 lamp LED directional traffic advisor shall be provided and mounted on the rear of the apparatus. The advisor shall be subject to load management shedding to comply with NFPA.

A Whelen TACTL5 controller shall be provided for the Traffic Advisor.

The control head shall be mounted using the standard bail strap mounting bracket provided.

## **DIRECTIONAL LIGHT MOUNTING - INTERMEDIATE STEP**

The arrowstick/advisor shall be either recessed into or mounted under the rear intermediate step.

## **WHELEN 295SLSA1 SIREN**

A Whelen 295SLSA1 siren shall be provided and mounted in the cab.

Siren certifications, etc.

## **100 WATT SPEAKER**

A 100 watt speaker shall be provided and recessed into the front bumper.

## **FRC SPA900-Q70 SCENE LIGHTS (6)**

Six FRC SPA900-Q70 scene lights shall be provided and mounted two on each side and one on each side on the rear. The lights shall be 12VDC and create up to 7,000 lumens each.

Chrome trim housings shall be provided.

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## **SCENELIGHT MOUNTING**

Aluminum treadbrite mounting boxes shall be provided on the apparatus for side scenelights, rear warning lights and other items that may be mounted in this area.

The rear facing scenelights shall be surface mounted on the rear.

## **12 VOLT SCENE LIGHT ACTIVATION SWITCH (1)**

A single switch shall be located on the cab control console to activate the 12 volt scene light(s).

## **DUAL FUNCTION SCENE LIGHT(S)**

The side and rear facing scene light(s) shall activate automatically when the apparatus transmission is placed into reverse.

## **LED HOSE BED LIGHT**

One LED light shall be provided and mounted in the front of the hose bed .

The light shall be controlled by the pump panel light switch.

## **FRC SPECTRA MAX LED TELESCOPING LIGHT - 12 VOLT**

Two (2) Fire Research model SPA540-Q28 top raising telescoping light(s) shall be mounted on the apparatus. The light head shall be 12 volt LED and shall draw a maximum of 19.2 amps creating 28,000 lumens.

The telescoping pole shall be constructed of heavy wall anodized tube. The pole shall be secured in any raised position with a non-directional advanced twist lock locking device. The twist lock mechanism shall have a knurled positive grip.

The light(s) shall be electrically tested so that they are safe for their intended use. The light(s) shall be certified by Underwriters Laboratories (UL) and shall meet/exceed NFPA 1901.

The light head shall be white.

The telescoping light(s) shall be equipped with a FRC "ON" switch on the light head(s).

The telescoping light(s) shall be equipped with a FRC "TW" retractile coil cord out of the light head.

The telescoping light(s) shall be mounted at the pump panel.

## **OBSERVATION SYSTEM DISPLAY**



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An ASA Voyager observation system shall be provided on the apparatus. The system shall include a VOM718 7" flat panel color display.

A VCMS24-B color camera shall be provided and mounted on the rear of the apparatus. The camera shall have an integrated microphone.

The camera shall activate automatically when the transmission is placed into reverse.

## **FIRE HELMET MOUNTING**

The end user of the apparatus shall be responsible for insuring that all helmets are either stored in an exterior compartment or a securely mounted to NFPA standards inside the cab.

## **PAINT PROCEDURE - PPG DELFLEET BASE COAT/CLEAR COAT**

All interior compartment surfaces shall remain # brushed stainless steel. There shall be no paint or any other type of coating on the interior compartment surfaces. Standard mill finish, DA finish or swirled finish shall not be accepted. The following exterior surfaces shall also remain # 4 brushed stainless steel:

- Front compartment faces wrapping around front corners.
- Rear compartment faces wrapping around rear corners.
- Running board level lower door jambs.
- Rear upper face of the apparatus.
- Upper body sides/hosebed exterior above side catwalks.

The following exterior surfaces shall be fully painted:

- Entire rear wheel well area.
- All vertical and horizontal door jambs above wheels (except as listed above).

All seams or flanges on the apparatus body shall be caulked or properly sealed to prevent moisture accumulation in flanged areas.

## **PPG CERTIFIED 10 YEAR LIMITED PAINT WARRANTY**

The apparatus body exterior finish paint shall have a 10 year limited warranty. The warranty shall be certified by the manufacturer of the paint. Documentation of this shall be provided to the end user. Any warranty that is extended by the apparatus manufacturer and not backed by the paint manufacturer will not be acceptable.

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## **PPG Commercial OEM Product Warranty Coverage:**

### Warranty Inclusions:

- Delamination of the topcoat and/or other layers of paint.
- Cracking or checking due to failure of the product.
- Excessive loss of gloss caused by cracking, checking and hazing.

### Warranty Exclusions:

- Paint deterioration caused by blisters, bubbles, flaking or other degradation due to rust or corrosion originating from the substrate.
- Hazing, chalking or loss of gloss caused by improper care, abrasive polishes, cleaning agents, heavy-duty pressure washing, or aggressive mechanical wash systems.
- Paint deterioration caused by abuse, scratches, chips, gloss reduction, accidents, acid rain, chemical fallout, road treatment materials/chemicals or acts of nature.
- Any paint that was not applied by Toyne, Inc.
- Claims presented without proper Warranty documentation.
- Failure on finishes performed by Non-PPG Commercial Certified Technicians.
- Failure on finishes due to inadequate film builds.
- Failures due to improper cleaning or surface preparation or failure to follow the product use instructions.

THESE ARE THE ONLY WARRANTIES THAT PPG MAKES, AND ALL OTHER EXPRESSED OR IMPLIED WARRANTIES, INCLUDING WITHOUT LIMITATIONS, ANY WARRANTY OF FITNESS FOR PARTICULAR PURPOSE OR USE, ARE DISCLAIMED BY PPG.

## **ELECTROLYSIS CORROSION CONTROL**

The apparatus shall be assembled using ECK or electrolysis corrosion control, on all high corrosion potential areas, such as door latches, door hinges, trim plates, fenderettes, etc. This coating is a high zinc compound that shall act as a sacrificial barrier to help minimize electrolysis and corrosion between dissimilar metals. This shall be in addition to any other barrier material that may be used.

## **SINGLE COLOR APPARATUS BODY PAINT**

The portions of the apparatus body that are to be painted will have a single color non-metallic paint scheme.

## **APPARATUS BODY UNDERCOATING**

The apparatus body shall be undercoated after assembly is completed. A bituminous based automotive type undercoat shall be used. Care shall be taken to avoid undercoat application to items that would hinder normal maintenance.

## **TIRE PRESSURE VISUAL INDICATORS - TANDEM AXLE**

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Real Wheels RWTG1234 valve stem mounted visual indicators shall be provided on each tire. The LED indicators shall flash when the tire pressure drops 8 psi.

## **INNER CAB DOOR REFLECTIVE STRIPING - 2 DOOR**

A minimum of 100 square inches of reflective material shall be provided on the inner door liner of each cab door.

## **REAR CHEVRON STRIPING**

A minimum of 50 percent of the rear vertical surface of the apparatus shall be covered with 6 inch alternating red and fluorescent yellow green retro-reflective striping. The striping shall slope downward away from the centerline of the apparatus at a 45-degree angle.

The retro-reflective material shall conform to the requirements of ASTM D 4956 "Standard Specification for Retro-Reflective Sheeting for Traffic Control", Type I or better.

## **ENGINE HORIZONTAL EXHAUST**

Shielding shall be provided between the apparatus body and the exhaust pipe if necessary to deflect heat away from the body. The exhaust system shall be designed and installed to comply with EPA equipment requirements and shall not be modified.

## **CAB ENTRY STEP COVER**

The OEM provided cab entry step on the side opposite the fuel tank shall be removed from the chassis provided brackets and replaced with a fabricated aluminum treadbrite step assembly.

## **FUEL TANK/STEP COVER**

The OEM provided cab entry step on the same side as the fuel tank shall be removed from the chassis provided brackets and replaced with a fabricated aluminum treadbrite step assembly.

## **FRONT MUD FLAPS**

Heavy duty black rubber mud flaps shall be provided on the front wheels. The mud flaps shall be attached to the apparatus in the wheel well area using heavy duty stainless steel retention straps that are secured into place using stainless steel fasteners.

## **REAR MUD FLAPS**

Heavy duty black rubber mud flaps shall be provided on the rear wheels. The mud flaps shall be attached to the apparatus in the rear wheel well area using heavy duty stainless steel retention straps that are secured into place using stainless steel fasteners.

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## **FRONT/REAR AXLE DRESS UP KIT**

The front and tandem rear axles shall have stainless steel nut covers and baby moons.

## **FRAME RAIL TOW EYES - CHROME PLATED**

Two 3/4" chrome plated steel tow eyes shall be attached direct to the end of the frame rails on the rear of the apparatus. The eyes shall have a minimum of a 3" diameter pass through. Each eye shall be attached to the frame rail with a minimum of four 3/4" hardened steel bolts with locking nuts.

## **BATTERY DANGERS LABEL - FAMA01**

A permanent label shall be provided near the battery location that warns of potential injury or death that could be caused by the batteries. The label shall also state precautions that should be taken while working on or around the batteries.

## **ROTATING SHAFTS DANGER LABEL - FAMA02**

A permanent label shall be provided on each side of the frame rail and in any other location(s) where rotating shaft hazards are apparent. The label shall warn of potential injury or death that could be caused by the movement of the shaft(s) as well as precautions that should be taken while working on or around them.

## **HOT SURFACE DANGERS LABEL - FAMA03**

A permanent label shall be provided near any hot surface that warns of potential injury or death that could be caused by contact with the surface. The label shall also state precautions that should be taken while working on or around the surface.

## **HOT EXHAUST DANGERS LABEL - FAMA04**

A permanent label shall be provided near any hot exhaust surface that warns of potential injury or death that could be caused by contact with the surface. The label shall also state precautions that should be taken while working on or around the surface.

## **SPINNING ENGINE FAN DANGER LABEL - FAMA05**

A permanent label shall be provided on both sides of the engine fan. The label shall warn of potential injury or death that could be caused by the movement of the fan as well as precautions that should be taken while working on or around them.

## **SEATED AND BELTED WARNING LABEL - FAMA07**

A permanent label shall be provided that is visible to all occupants that states that they should be seated and belted while the apparatus is in motion. The label shall also state potential injuries or death that could be caused if the safety belts are not used properly.

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## **AIR CONDITIONING REFRIGERANT WARNING LABEL - FAMA09**

If the apparatus is equipped with any type of air conditioning system, a permanent label shall be provided that is located in an area that would be visible to service personnel. The label shall state that the system contains R134A, the necessary precautions that should be taken and the dangers of working on or around the system.

## **CAB INTERIOR EQUIPMENT MOUNTING DANGER LABEL - FAMA10**

A permanent label shall be provided inside of the cab warning of the dangers of unsecured equipment inside the cab. The label shall state that all equipment shall be properly secured and also warn of potential injury or death that could be caused by failing to do so.

## **FIRE SERVICE TIRE RATING LABEL - FAMA12**

A permanent label shall be provided inside of the cab in view of the driver while entering the cab warning of the dangers of improper use of the tires on the apparatus. The label shall also warn of potential injury or death that could be caused by improper tire use or condition.

## **ELECTRONIC STABILITY CONTROL LABEL - FAMA13**

If the apparatus is equipped with an electronic stability control system, a permanent label shall be provided inside of the cab in view of the driver warning of the dangers of improper operation of the apparatus and the importance of safe driving. The label shall also warn of potential injury or death that could be caused by improper operation of the apparatus.

## **MAXIMUM OCCUPANCY LABEL - FAMA14**

A permanent label shall be provided inside of the cab in view of the driver stating the maximum number of personnel that can ride in the apparatus. The label shall also warn of potential injury or death that could be caused by exceeding the stated capacity.

## **DO NOT WEAR HELMET LABEL - FAMA15**

A permanent label shall be provided inside of the cab in view of all seated positions stating that helmets should not be worn in cab. The label shall also warn of potential injury or death that could be caused by wearing helmet in cab.

## **VEHICLE BACKING LABEL - FAMA17**

A permanent label shall be provided inside of the cab in view of the driver advising of proper procedures to following when the apparatus is in reverse motion. The label shall also warn of potential injury or death that be caused by failing to follow proper procedures.

## **INTAKE/DISCHARGE CAP PRESSURE LABEL - FAMA18**

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A permanent label shall be provided in all areas that intakes and discharges are capped. The label shall give instruction on how to properly remove the cap. The label shall also warn of potential dangers, injury or death that be caused by failing to follow proper cap removal procedures.

## **PORTABLE TANK RACK WARNING LABEL - FAMA21**

A permanent label shall be provided on the front and rear area of the right side portable tank rack to provide warning to stay clear of area around the moving rack and that the equipment could cause injury or death.

## **HOSE RESTRAINT LABEL - FAMA22**

A permanent label shall be provided near any hose storage area. The label shall instruct the operator to insure that all hose is properly secured prior to placing the apparatus in motion and to provide warning of potential dangers, including injury or death, in failing to do so.

## **ACCESS STEPS/LADDER LABEL - FAMA23**

A permanent label shall be provided at any area of the apparatus where personnel will be boarding or exiting the apparatus. The label shall instruct the operator in the proper method of climbing into or onto the apparatus as well as exiting and provide indication of potential injury or death that could occur in failing to do so.

## **DO NOT RIDE ON REAR STEP WARNING LABEL - FAMA24**

A permanent label shall be provided at the rear step area stating that riding in this area while the vehicle is in motion is prohibited and shall warn of the potential dangers, including injury or death, in doing so.

## **TRAINED OPERATOR ONLY LABEL - FAMA25**

A permanent label shall be provided on the pump panel that states that only properly trained personnel should operate the apparatus and shall indicate that injury or death could occur as a result.

## **NOT A STEP WARNING LABEL - FAMA26**

A permanent label shall be provided in any horizontal location that a firefighter may feel tempted to use as a step but is not designed, constructed or intended to be a stepping, standing or walking surface. The label shall state that the surface is not intended for this purpose and indicate potential injury or death in doing so.

## **COMPARTMENT TOP WARNING LABEL - FAMA26**

A permanent label shall be provided on the front and rear of the compartment tops on both sides warning that the area is not designed, constructed or intended to be a stepping, standing or walking surface. The label shall state that the surface is not intended for this purpose and indicate potential injury or death in doing so.

## **HOOD TILT WARNING LABEL**

A permanent label shall be provided on each side of the engine hood near latch cautioning the person tilting the hood to only tilt from front, check for obstructions and to ensure that the hood is secured when the apparatus is in motion.

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## **SIREN NOISE WARNING LABEL - FAMA42**

A permanent label shall be provided inside the driver's door warning of potential injury that could be received from the noise of the siren. The label shall also state safety precautions that should be taken when the siren is in use.

## **TANK FILL RATE LABEL**

A permanent label shall be provided near any tank fill location clearly stating the following tank fill limitations and procedures:

- Do not exceed 100 psi when filling tank.
- Fill rate in GPM = tank size capacity.
- For tanks over 1000 gallons, do not exceed maximum fill rate of 1,000 GPM.
- Gate back fill when water reaches top of the tank.

The label shall also state that failure to follow procedure could result in over-pressurization, premature tank failure and possibly void tank warranty.

## **FLUID CAPACITY LABEL**

A permanent plate shall be mounted in the driver's compartment specifying the quantity and type of the following fluids used in the apparatus (if applicable) for normal maintenance:

- Engine oil.
- Engine coolant.
- Chassis transmission fluid.
- Pump transmission fluid.
- Pump primer fluid.
- Drive axle fluid.
- Air conditioning refrigerant.
- Air conditioning lubrication oil.
- Power steering fluid.
- Cab-tilt mechanism fluid (if applicable).
- Transfer case fluid (if applicable).
- Equipment rack fluid (if applicable).
- CAFS compressor system lubricant (if applicable).
- Generator system lubricant (if applicable).
- Front tire cold pressure.
- Rear tire cold pressure.
- Maximum tire speed ratings.

## **LENGTH, HEIGHT, WEIGHT LABEL**

A permanent plate or label shall be provided in the cab in clear view of the driver stating the overall length, height and the gross vehicle weight rating (GVWR), in tons, of the completed apparatus.

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The wording on this label shall indicate that the information on the plate/label was current at the time of manufacture and if the overall height of the apparatus changes while the vehicle is in service, the purchaser shall revise the height dimension on the plate.

## **PUMP CERTIFICATIONS**

Where applicable, the following documents shall be provided with the completed apparatus:

- Pump manufacturer's certification of suction capability.
- Special condition certifications, if any.
- Pump manufacturer's approval for stationary pumping.
- Engine manufacturer's certified brake horsepower curve showing maximum governed speed.
- Pump manufacturer's certification of hydrostatic test.
- Pump manufacturer's certification of hydrodynamic test, if required. Certification of inspection and tests for the fire pump.

## **OPTICAL WARNING LIGHT CERTIFICATION**

The emergency warning light system shall be certified using one of the available methods provided for in NFPA.

## **SIREN CERTIFICATION**

The siren manufacturer shall certify the siren to NFPA.

## **ELECTRICAL SYSTEM PERFORMANCE CERTIFICATION**

A written load analysis and the results of the electrical system performance test shall be provided with the completed apparatus. The load analysis shall include the following:

- Nameplate rating of the alternator.
- The alternator rating under the conditions specified in NFPA.
- Each of the component loads specified in NFPA that make up the minimum continuous electrical load.
- Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load.
- Each individual intermittent electrical load.

## **BOOSTER TANK CAPACITY CERTIFICATION**

The manufacturer shall certify the capacity of the booster tank. Certification shall be documented on the Manufacturer's Record of Construction document.

## **CLASS A FOAM TANK CERTIFICATION**

Certification of class A foam tank capacity shall be provided.



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## **NFPA SLIP RESISTANCE CERTIFICATION**

Any materials used as a stepping, standing or walking surface shall be certified to be compliant with NFPA. Documentation shall be provided with the completed apparatus.

## **WEIGHT CERTIFICATION**

Documents from a certified scale showing actual loading on the front, rear and overall apparatus shall be provided. The apparatus shall be scaled with the water tank full but without personnel, equipment and hose.

## **VEHICLE ROLLOVER STABILITY**

The apparatus chassis shall be equipped with a stability control system and shall be certified to NFPA Rollover Stability requirements.

## **UNDERWRITER'S LABORATORIES TESTING**

The apparatus shall undergo an Underwriter's Laboratories Certification Test to insure that the completed apparatus meets the requirements of NFPA. The certificate shall be provided to the purchaser upon completion. Underwriter's Laboratories shall also perform the required testing on the entire installed electrical system. Self-certification by the apparatus manufacturer will not be acceptable.

## **MANUFACTURER'S RECORD OF APPARATUS CONSTRUCTION**

All information required to comply with NFPA shall be provided with the completed apparatus.

## **OPERATIONS AND SERVICE DOCUMENTATION**

The apparatus shall be complete with all operation and service documentation covering the apparatus as delivered and accepted. The documentation shall address the inspection, service and operations of the apparatus and all major components as required in NFPA.

## **"ON-LINE" APPARATUS BODY OWNER'S MANUAL**

Upon delivery, the end user shall be instructed on how to access applicable documentation pertaining to the operation of the apparatus and components included on the apparatus body through an on-line web based secure site.

## **FAMA FIRE APPARATUS SAFETY GUIDE**

One (1) FAMA Fire Apparatus Safety Guide(s) shall be provided with the completed apparatus.

## **STATEMENT OF EXCEPTION - NFPA MISCELLANEOUS REQUIRED EQUIPMENT**

The customer shall be responsible for providing all NFPA required miscellaneous equipment that is not contained within

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these specifications. All required equipment must be properly installed on the apparatus and in working condition prior to the apparatus being placed into service.

## **FAMILIARIZATION AND DEMONSTRATION**

Upon completion of the new apparatus, an authorized properly trained representative of the manufacturer shall provide a "Familiarization and Demonstration" course of the apparatus and related components.

The Department shall provide the representative with a written list, by full proper names, of the individual(s) that are to receive the overview. Upon completion of the overview, each person in attendance will be required to acknowledge, by signature, that they understand the operation of the apparatus and all related components.

Items to be included in the course shall include all items listed in NFPA 1900 7.19.2.7.2.2.

## **CHASSIS FAMILIARIZATION**

Familiarization of the apparatus shall include the following:

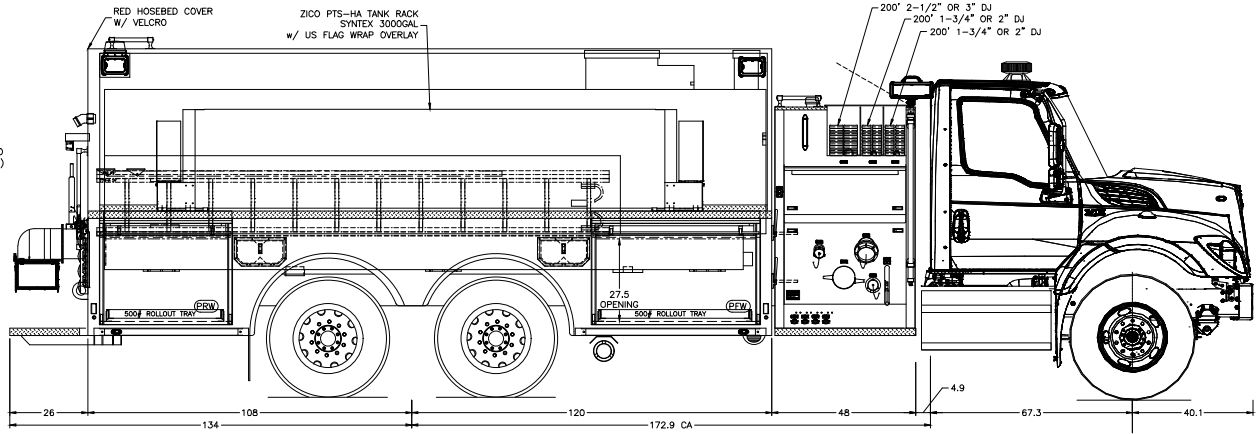
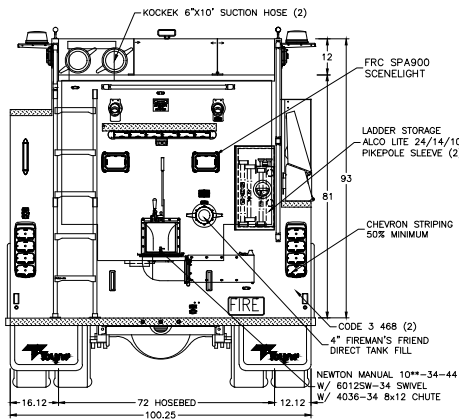
- How to locate gauges or indicators and check all fluid levels and operational use of the apparatus.
- How to tilt the chassis cab or hood assembly for access to the engine, fire pump (if applicable), or aerial control (if applicable), or any other device to allow access to fluids or for required maintenance.
- Interior cab controls, instruments, mirrors, safety devices or alarms, brake operations, transmission control, pump controls (if applicable) exhaust regeneration (if applicable), seat adjustments, warning light engagement and other operational equipment.

### Fire Pump:

- Setting the parking brake, proper transmission gear and the fire pump engagement operations.
- Throttle control.
- Primer and tank-to-pump operation.
- Use of pressure control device.
- Tank refilling operations.
- Proper operation of discharge controls.
- Proper shutdown and draining of the system.

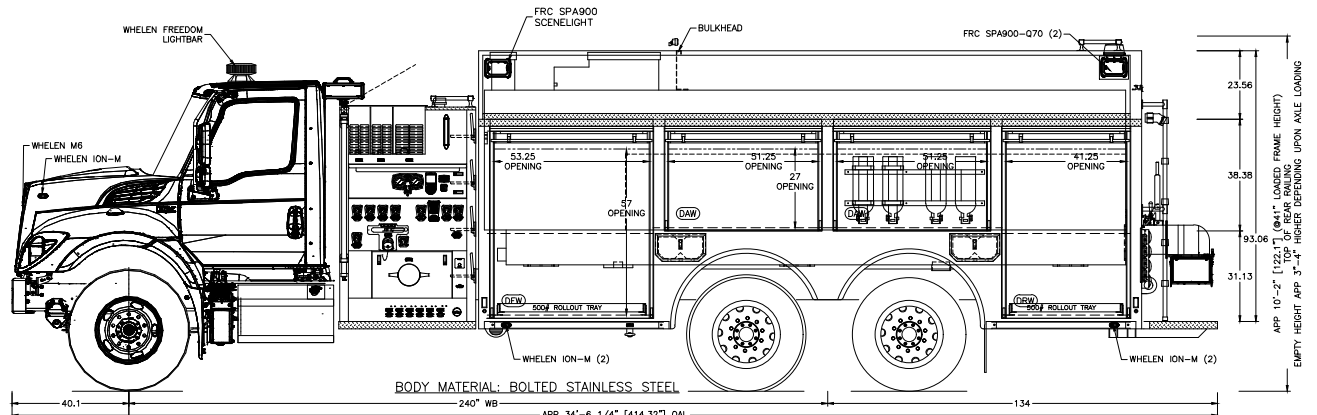
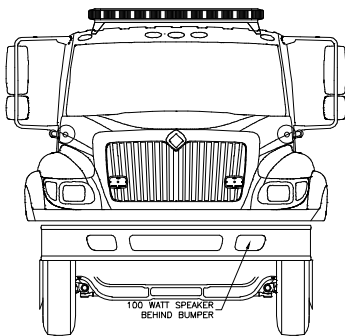
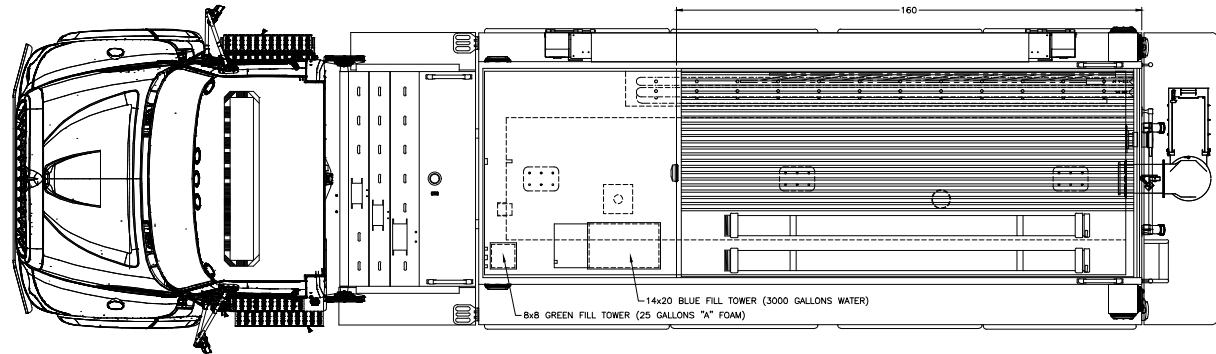
## **POST ACCEPTANCE TRAINING REQUIREMENTS**

After apparatus acceptance, the Department shall be responsible for ongoing training of personnel. The Department shall not allow untrained or undertrained personnel to operate the apparatus or any included feature of the apparatus.



REFERENCE SCALE IN INCHES

COMP.	HEIGHT	WIDTH	USABLE DEPTH		DIVIDE HEIGHT	FT'
			UPPER	LOWER		
DTW	67.12	59.88	14	26	28	44.20
DAW (2)	37.12	59.75	14	-	-	17.96
DRW	67.12	44.00	14	26	28	32.49
DFW	36.62	59.88	10	26	28	28.20
FRW	36.62	44.00	10	26	28	20.72
HOSEBED	12	72	-	160	-	80.00
FRONT X-LAY	16	7.5	-	73.75	-	5.12
MIDDLE X-LAY	16	7.5	-	73.75	-	5.12
REAR X-LAY	16	11	-	73.75	-	7.51



**NOTE:**  
 DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MINOR CHANGE AS MAY BE FOUND NECESSARY DURING CONSTRUCTION. MINOR DETAILS MAY NOT BE SHOWN. IF DISCREPANCIES EXIST BETWEEN THIS DRAWING AND THE WRITTEN SPECIFICATIONS PROVIDED BY TOYNE, THE WRITTEN SPECIFICATIONS SHALL PREVAIL.

ORIGINAL DRAWING	24FEB22	CHASSIS:	IHC HV 607 2 DOOR 6x4	SCALE:	1/66	SHEET:	A
		WB-CA-AF:	240"-172.9"-107" D17	CITY:	--		
		BODY MATL:	BOLTED STAINLESS STEEL	STATE:	--		
		PUMP:	HALE QMAX 1250	DLR:	TOY		
		TANK:	3000/25 UPF POLY-TANK III	CAD:	GROSSMAN		
		FOAM SYSTEM:	PRE-PIPE	DATE:	04 OCTOBER 2024		
		GENERATOR:	N/A	FILE:	13495DEMO		

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