



SIOUX FALLS KENWORTH - SIOUX CITY (S306)
3900 HARBOR DRIVE
SIOUX CITY, Iowa 51111

TOYNE FIRE APPARATUS
104 GRANITE AVE
BREDA, Idaho 51436
United States of America

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BILL BIRD
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Vehicle Summary

	Unit		Chassis	
Model:	T480 Series Conventional	Fr Axle Load (lbs):		14000
Type:	FULL TRUCK	Rr Axle Load (lbs):		30000
Description 1:	Demo T480 34KGVW	G.C.W. (lbs):		44000
Description 2:				
	Application	Road Conditions:		
Intended Serv.:	Fire Truck Service: Vehicles used in fi	Class A (Highway)		79
Commodity:	Water	Class B (Hwy/Mtn)		20
		Class C (Off-Hwy)		1
		Class D (Off-Road)		0
	Body	Maximum Grade:		6
Type:	Fire Truck-Pumper	Wheelbase (in):		225
Length (ft):	18	Overhang (in):		67
Height (ft):	13	Fr Axle to BOC (in):		69.5
Max Laden Weight (lbs):	4000			
		Cab to Axle (in):		155.5
		Cab to EOF (in):		222.5
	Trailer	Overall Comb. Length (in):		332
No. of Trailer Axles:	0			
Type:				
Length (ft):	0			
Height (ft):	0	Special Req.		
Kingpin Inset (in):	0	U.S. Domestic Registry, 50-state.		
Corner Radius (in):	0			
	Restrictions			
Length (ft):	75			
Width (in):	102			
Height (ft):	13.5			

Approved by: _____

Date: _____

Note: All sales are F.O.B. designated plant of manufacture.



Sales Code	Std/Opt	Description	\$ List	Weight
Model				
0000480	S	T480 Series Conventional	123,353	10,386
0071000	O	T480 Aero Hood	0	0
0072001	O	Chassis Operation Will Include Stationary application used in lower 48 states [US only]. Stationary operation is defined as running the engine under load while stationary at a substantial fraction of engine gross horsepower (60% or greater) for an extended period of time (longer than 5 - 10 minutes).	0	0
0080070	O	CARB Exempt Application Emergency Vehicle Only.	0	0
0090161	O	T480 Single Rear	0	0
0098415	O	State of Registry: Iowa	0	0
Engine & Equipment				
0130225	O	PACCAR PX-9 360EV 360@1650 1150@1200, 2024 Emergency Vehicle, With Turbo Exhaust Brake (VGT Brake) N09420 C333 0.....Reserve Speed Limit Offset (N09380 C334 0.....Maximum Cycle Distance (N202 N09360 C400 252...Reserve Speed Function Reset N09200 C399 120...Standard Maximum Speed Limit N09400 C401 10....Maximum Active Distance (N20 N09220 C402 0.....Expiration Distance (N207) N09540 C395 0.....Expiration Distance (N209) N09260 C121 64....Max Vehicle Speed in Top Gea N09440 C234 NO....Engine Protection Shtdwn N09460 C231 NO....Gear Down Protection N09580 C133 5.....Idle Shtdwn Time N09680 C233 NO....Idle Shtdwn Override N09480 C132 1400..Max PTO Speed N09300 C128 64....Max Cruise Control Speed N09500 C239 NO....Cruise Control Auto Resume N09520 C238 NO....Auto Engine Brake in Cruise N09780 C190 80....High Ambient Temperature Thr N09740 C188 40....Low Ambient Temperature Thre N09760 C189 60....Intermediate Ambient Tempera N09720 C382 YES...Enable Hot Ambient Automatic N09600 C396 YES...Enable Impending Shutdown Wa N09620 C397 60....Timer For Impending Shutdown N09640 C206 35....Engine Load Threshold N09560 C225 YES...Enable Idle Shutdown Park Br	4,239	0
1000046	O	EPA Emissions Warranty Engine	0	0
1000151	S	PremierSpec	0	0
1000244	O	Gearing Analysis: Balance	0	0

Price Level: January 1, 2024
 Deal: Demo T480 34KGVW
 Printed On: 3/1/2024 7:06:44 AM

Date: March 01, 2024
 Quote Number: QUO-1005743-F4W9F1

Sales Code	Std/Opt	Description	\$ List	Weight
		power/economy blend results.		
1000256	O	Customer's Typical Operating Spd: 64 MPH	0	0
1000524		RegistrationYear Year of Registration: 2024	0	0
1000684		Effective VSL Setting NA	0	0
1000858	O	Engine Idle Shutdown Timer Disabled	0	0
1000859	O	Enable EIST Ambient Temp Overrule	0	0
1000891		Eff EIST NA Expiration Miles Use only with MX and Cummins engines	0	0
1002060	S	Air Compressor: Cummins 18.7 CFM For Cummins And PACCAR PX engines.	0	0
1041399	S	Air Cleaner: MD Composite Engine Mounted	0	0
1099300	O	Air Inlet Ember Separator NFPA Compliant for Fire Applications.	297	8
1105231	S	Fan Hub: Horton On/Off for PX-9 or L9N	0	0
1121231	S	Cooling Module: 2.1M MD - Aero Hood 1000 Square Inches	0	0
1247247	S	EXH: Single Can 2024 RH Under with RH Horizontal Tailpipe Below Rail	0	0
1321102	S	Fuel Filter: PACCAR 2.1M MD for PX-7 or PX-9 Fuel/water separator for 2021 and later engines.	0	0
1321205	O	Run Aid:Fuel Heat *For Fuel Filter	41	0
1321305	O	Start Aid:12V Heat *For Fuel Filter	22	1
1500029	O	Kenworth Fuel Cooler Required for Cummins engines with a single fuel tank. Required for PACCAR MX-13 engine with a single fuel tank and stationary use: High RPM, low vehicle speed, sustained for longer than 1 hour. Optional for all other applications.	170	0
1504006	O	Block Heater: PACCAR 750 watt 120V for PX-7 and B6.7N. 1000 watt for PX-9 and ISL9 Engines.	26	2
1812451	O	Alternator: Delco 40SI 320 amp Brushless with battery voltage sense	759	0
1821275	O	Batteries: 3 AGM GP31 THR (925) 2775 CCA. For T680, T880, or W990 in cab battery box only.	525	62
1836106	S	Mitsubishi 105P55 12V Starter with Cummins and PX PACCAR 12 volt electrical system. W/ centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system w/circuit protection circuits number & color coded. Only for Cummins or PX engines.	0	0
1840065	S	12V Low Voltage Disconnect for Battery Protection	0	0

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Sales Code	Std/Opt	Description	\$ List	Weight
1901017	O	Remote PTO/Throttle, 12-Pin, Engine Bay Remote Control Provision	34	0
Transmission & Clutch				
2011615	O	Transmission: Allison 3000EVS 6-speed, With PTO Provisions at 4 and 8 o'clock. 6th Generation controls. Includes heat exchanger & oil level sensor. Emergency Vehicle Series for vocational applications. Transynd transmission fluid is standard on all Allison 1000, 2000, 3000 & 4000 series transmissions.	9,822	399
2406469	O	Driveline: 3 SPL170SF With 2 Centerbearings	1,189	100
2409942	O	Two Heavy-Duty One-Piece Aluminum Crossmembers This option upgrades existing crossmembers. The cost does not include the centerbearing and bracket. Crossmember locations will be in accordance with Kenworth engineering standards, using the major components specified on the DTPO.	0	0
2410018	O	Torque Converter Included W/ Allison Transmission.	0	0
2410153	O	Push Button Shifter Controls, Center Console Mounted for Allison Transmission. 2.1m Medium Duty only.	0	0
2410244	O	J1939 Park Brake Auto Neutral	0	0
2429358	O	Rear Transmission Support Springs for transmission PTO applications are required to ensure that engine flywheel housings are not overloaded when transmission PTO's are installed.	93	0
2429377	O	Customer Installed Transmission PTO in the Top Mounted position (1 o'clock) for Allison 3000 & 4000 transmissions.	0	0
Front Axle & Equipment				
2533108	O	Hendrickson Steertek Front Axle 14.6K rated @ 14K Standard Track 3.32 in. drop.	206	0
2607001	O	Front Brakes: 14.6K Bendix Air Disc Brakes Lube Free.	53	0
2690025	O	Splined Rotor for Front Air Disc Brakes for Use with Iron Hubs.	470	0
2702500	S	Front Hub: Iron Hub Pilot 14,600 lbs. 11-1/4 in. bolt circle. For use w/ air disc brakes. Consider wheelguards (5850002) w/ aluminum wheels.	0	0
2741970	S	ConMet PreSet Plus Hub Package; Front Axle.	0	0
2750001	S	Hubcap: Front Vented.	0	0
2769000	O	Slack Adjusters Included W/ Front Axle or Brakes. Also use with disc brakes.	0	0
2864072	O	Front Springs: Taperleaf 14.6K W/ Shock Absorbers w/ maintenance-free elastomer spring pin bushings.	0	0
2895091	O	Single Power Steering Gear: 14.6K.	408	20

Sales Code	Std/Opt	Description	\$ List	Weight
2900059	O	40 mm Front Suspension Spacer Block	0	0
Rear Axle & Equipment				
3081093	O	Single Dana Spicer S30-190 Rear Axle; 30K capacity rated at 30K. Single rear axle with 74in. track, outer ends included w/ axle 16.5x7 brakes, iron hubs and dustshields	5,496	202
3200557	O	Rear Axle Ratio - 5.57.	0	0
3367001	O	Rear Brake Included W/ Rear Axle.	0	0
3392010	O	Rear Brake Drums: Cast Included W/ Axle or brake.	0	0
3407026	O	Rear Hub: Included W/ Axles 11-1/4 in. B.C. hub-pilot.	0	0
3440100	O	Oil Seals Included W/ Axle.	0	0
3465900	O	Rear Slack Adjusters Included W/ Axle or Air disc brakes.	0	0
3485214	O	Spring Brake: 3036 Long Stroke Single 30 Square inches; 36 square inches spring chamber. For drum brakes	90	0
3490047	O	Dustshields for Drum Brakes: All Rear Axles.	112	11
3495226	S	Bendix 4S/4M Anti-Lock Brake System.	0	0
3531001	O	Wheel Differential Lock for Dana Spicer Axles S21-170/172, S21-190, S23-170/172, S23-190, S26-190 & S30-190; adds D to the end of the axle part number.	1,152	28
3666435	O	Rear suspension: single Reyco 79KB multileaf 31K. 28K spring plus helper. Laden height 8.9 inches, unladen height 11.7 inches. Not available with shocks or swaybars. Not rear air disc brake compatible.	875	138
3836315	S	Bolted Rear Suspension Crossmembers for Reyco 79KB. Replaces medium duty standard.	0	0
Tires & Wheels				
4038677	O	Front tires: Goodyear G291 315/80R22.5 18PR. 42.3 in. diameter, all position. 19.7 in. SLR.	860	154
4238817	O	Rear tires: Goodyear G751 MSA 315/80R22.5 20PR	3,014	160
4900004	O	Rear Tire Quantity: 4	0	0
5043550	O	Front Wheel: Alcoa ULA18 22.5x8.25 MagnaForce aluminum alloy, hub-pilot mount. 7400lb maximum rating. Air Disc Brake compatible. High polish.	407	-51
5245263	O	Rear Wheel: Alcoa 88565 22.5x8.25 aluminum, with LM One [TM] High Polish finish, hub-pilot mount. 8000lb. maximum rating. Severe service. Air disc brake compatible. Code is priced per pair of wheels.	1,054	-60
5854010	O	Single Front Axle: 2 Polished Wheels. Mirror	139	0

Sales Code	Std/Opt	Description	\$ List	Weight
		polished outboard surface of aluminum wheels.		
5854011	O	Single Rear Axle: 2 Mirror Polish Wheels. outboard surface of outer dual or single aluminum wheels.	179	0
5900004	O	Rear Wheel/Rim Quantity: 4	0	0

Frame & Equipment

6056400	O	Frame Rails: 10-3/4 x 3-1/2 x 3/8in. Steel 285in. to 336 in. Truck frame weight is 3.48 lb.-in. per pair of rails. Section modulus is 17.80, RBM is 2,132,000 in.-lbs per rail. Frame rail availability may be restricted based upon application, axle/suspension capacity, fifth wheel setting, or component/dimensional specifications. The results of the engineering review may result in a change to the requested frame rail. If a change is required Kenworth Application Engineering will advise the dealer of the appropriate material specification for a substitute rail.	583	331
6308715	O	Bumper: Aerodynamic Chrome Requires a Bumper setting code.	1,094	68
6319040	S	40 in. Bumper Setting. Requires a Bumper Code.	0	0
6321010	S	Front Tow Loops: Two	0	0
6391201	O	Custom Frame Layout: One Chassis CFL A/D: inside rail	1,380	0
6405000	O	In-Cab Steel Battery Box: under Rider Seat or in stand alone box. Requires appropriate AGM battery code, which varies by model, and appropriate rider seat code be selected prior to entering the workscreen. Includes 1 battery disconnect switch.	1,334	0
6409906	O	In-Cab Battery Box Location: Under Rider Seat.	0	0
6451126	O	DPF/SCR Box Polished End Plates and Polished cover.	261	0
6490139	S	Heavy-Duty One-PC Aluminum Intermediate/ Fill-In crossmember.	0	0
6490434	O	Heavy-Duty 5-Piece Rear Cab Support, Bolted assembly. Huck fastened to frame.	0	0
6721102	S	Rear Mudflap Arms: Betts B-25 Standard-Duty, straight. Includes B1732 mounting brackets as standard.	0	0
6722094	O	Rear Mudflap Shields: Black Rubber Anti-Sail without logo. 28 in. wide, 0.25 in. thick.	44	9
6742009	S	Square End-of-Frame W/O Crossmember; Non-Towing.	0	0
6790003	O	Special Frame Drill: Dealer to Provide Drawing with dimensions and revision level. Acceptable hole diameters range from 10.2 mm to 40.4 mm. Preferred file format is .pdf. Not for use for rear suspension, fifth wheel or other published frame drilling code. Does not replace clear frame space requests or custom frame layout. <i>Narr Drawing T1 T2 T3</i>	1,390	0

Fuel Tanks & Equip

Sales Code	Std/Opt	Description	\$ List	Weight
7140050	O	50 US Gallon D-Shape Rectangular Aluminum Under fuel tank, replace. With non-slip step.	75	22
7722170	S	Small DEF Tank, 5.5 Gallons.	0	0
7840015	O	Polish Only One Aluminum Tank.	142	0
7840038	O	Polished Cover for 1 DEF Tank Any Size.	241	3
7889061	O	Polished Stainless Steel Tank Straps for 1 Tank.	95	0
7889203	O	DEF to Fuel Fill Ratio 2:1 or Greater.	0	0
7889606	O	DEF Tank Location is LH Under Cab.	0	0
7920050	O	Location: 50 gal fuel tank LH under cab	0	0
Cab & Equipment				
8024311	S	Cab: Stamped Aluminum with Curved Windshield LED markers. Requires separate roof code.	0	0
8090155	O	Hood: Med Aero w/ Chrome Crown	95	0
8108003	O	Ember Filter For Cabin Air. Used to keep embers out of the HVAC filter element. Cannot be used with code 8108002.	34	2
8108011	S	Cab HVAC - Day Cab and 40 in. Sleeper System With Defrost, A/C, and 48,000 BTU/hr Heater. Includes automatic temperature control with one touch defrost operation and dash mounted cab temperature and solar intensity sensors. Pleated fresh air filter and cabin recirculation air filter standard. The Kenworth HVAC system is designed to provide optimal heating and cooling in all operating environments without need for additional insulation. Cab HVAC without sleeper heater AC is available with 40in sleeper.	0	0
8201013	S	Steering Wheel: 18 in. 4-Spoke.	0	0
8201200	S	Adjustable Telescoping Tilt Steering Column.	0	0
8203044	O	Four Position Ignition Switch, Keyless. Available for fire truck service & EMT/emergency service only.	56	0
8205135	O	Information for Customer-Installed PTO Muncie 10-bolt.	0	0
8205177	O	Dash Switch:1st Allison-Mounted PTO. Electric switch and wiring are factory-installed to control the 1st Allison Trans mounted PTO.	167	0
8222411	O	Gauge: DD Virtual Gauge - Eng Pto Hour	36	0
8222413	O	Gauge: DD Virtual Gauge - Manifold Pressure Boost	0	0
8222414	O	Gauge: DD Virtual Gauge - Engine Percent	0	0

Sales Code	Std/Opt	Description	\$ List	Weight
		Torque		
8222418	O	Gauge: DD Virtual Gauge - Engine Hours Instrument Cluster	0	0
8222419	O	Gauge: DD Virtual Gauge - Volts Instrument Cluster	0	0
8282024	S	Main Instrument Package: 7" Digital Display Cluster. Includes Physical (Analog): Speedometer, Tachometer, Oil Pressure, and Coolant Temp; and Digital: Fuel Level #1, DEF Level, DPF Filter Status, Fuel Economy, Volts Telltale, OAT and Primary Air Pressure, Secondary Air Pressure, and Air Application for air brake trucks.	0	0
8330591	S	Interior Trim Package: 2.1M MD Gray Foam Backing/Cloth Headliner W/Gray Sunvisor & Seat Color Three Underdash Center Console Cupholders (Two If Allison Transmission Is Selected).	0	0
8410102	O	Driver Seat: KW Air Seat HB Vinyl w/o Armrests w/ Susp Cover	76	0
8478001	O	Rider Seat: KW Battery Box 2-Man Bench Vinyl	75	0
8489912	O	NFPA Compliance Kit: 2.1 m Includes Seat occupancy sensors. Seat belt switches, VDR & seat sensor harness, reflective labels, and a second copy of operators manual.	700	5
8496575	O	Driver & Rider Seat Belts: Red, NFPA, Replaces Standard Seat Belts. (Available for NFPA RD Bench)	60	0
8601435	O	Kenworth Radio DEA707 AM/FM/WB/USB	378	0
8698965	O	Speaker Package For Cab: (2) Speakers B-Pillar	51	0
8700196	S	Turn Signal: Self-Cancelling	0	0
8700283	S	LH and RH Trip Ledge Rain Deflectors	0	0
8700663	O	Kenworth TruckTech+: This system provides the World's Best reporting of engine and aftertreatment fault codes, as well as enhanced support for the truck owner through rapid communication of fault severity and recommended actions. This is standard on all Kenworth models with a PACCAR MX engine, Cummins X15 engine, PX engine or Natural Gas engine.	0	0
8800380	O	Grabhandle: LH & RH SOC Non-Slip Ergonomic Grab Handles Mounted To The Left Hand and Right Hand Exterior Of The Cab For Entry and Exit. NFPA Compliant.	250	6
8800402	S	Dual Cab Interior Grabhandles: A Pillar Mounted Dash Wrap and B Pillar Mounted Grabhandles	0	0
8832113	S	Kenworth Daylite Door With Standard LH/RH electric door locks and LH/RH electric window controls.	0	0
8845106	O	Air Horn Valve, Pull Cord and Plumbing to the	56	0

Sales Code	Std/Opt	Description	\$ List	Weight
		Firewall Bulkhead for C/I Air Horn. If the chassis has hydraulic brakes, it will require code 1000307 for Accessory air system for hydraulic brakes.		
8850139	S	Look-Down, Pass. Door, Black 11x6	0	0
8850842	S	Mirror Shell: Dual Aero In-Mold Black	0	0
8860852	O	Mirror: Dual KW Aero Rear View Motor, heated with Integral CX.	66	0
8879922	O	Solid Rear Wall. Deletes Rear Cab Window.	0	-15
8890101	S	One-Piece Bonded-In Windshield With Curved Glass. Standard.	0	0
8890135	O	Exterior Stainless Steel Sunvisor.	761	11
8890356	O	4 1/4" Molded Wheelwell Fender Extension.	225	0
8890874	O	Kenworth Cab Air Suspension.	133	0
8891011	O	Roof: Raised Profile, Stamped Aluminum w/ Additional Head Room & Interior Overhead Storage	160	0
Lights & Instruments				
9010803	S	Headlamps: Single Halogen Complex Reflector w/ Turn Indicator, Reflector and DRL. Fender Mtd.	0	0
9022137	S	Marker Lights: Five, Rectangular, LED	0	0
9030052	S	LED Stop, Turn, Tail: With Two LED Backup Lights and With An LED License Plate.	0	0
9090115	O	Reflectors: Two Midframe	23	0
9090316	O	Junction Box: End of Frame	239	1
9090849	O	Polyswitches Replacing Fuses. Switch Will automatically reset after removal of excess load.	43	0
Air Equipment				
9101218	S	Air Dryer: Bendix AD-HF Puraguard Heated	0	0
9108001	S	Moisture Ejection Valve W/ Pull Cable Drain.	0	0
9140020	S	Nylon Air Tubing in Frame & Cab, Excluding Hoses subject to excessive heat or flexing.	0	0
Extended Warranty				
9200008	S	Base Warranty - PACCAR PX-9 Engine 24 months / 250,000 miles / 402,336 km / 6250 hours.	0	0
9200113	O	Severe Service Medium-Duty Warranty: 12 months/ 50,000 miles & km	0	0
9212659	O	TruckTech+ RD - 3YR Sub PACCAR PX Engines	499	0

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Sales Code	Std/Opt	Description	\$ List	Weight
9220001	O	Base Warranty: Emissions 5YR/100K MI - EPA Engine	0	0
Miscellaneous				
9409852	O	GHG Secondary Manufacturer: Does Not Apply	0	0
9490003	O	Additional Lead Time Required for Off Highway & /or specialty component truck.	0	0
9491659	S	VMUX Architecture	0	0
Promotions				
Paint				
9700000	O	Paint Color Number(s). N9702 A - L0252 COKE RED N9720 FRAME N0001 BLACK	0	0
9943004	S	Bumper Unpainted	0	0
9943051	O	Day Cab Premium Paint	621	0
9944820	S	1 - Color Paint - Day Cab Color will be White if no other color is specified.	0	0
9965510	S	Base Coat/ Clear Coat. The Kenworth Color Selector contains additional instructions, as well as information on Kenworth paint guidelines and surface finish applications. Kenworth is standard with Dupont Imron Elite paint.	0	0

Special Requirements

- Special Requirement 1 0098025
- Special Requirement 2
- Special Requirement 3
- Special Requirement 4

Order Comments

Total List Price (W/O Freight & Warranty & Surcharges)	\$166,029
Marketing and Service Support Fee	\$1,395
Prepaid Freight	\$3,625
Total Surcharge/Options Not Subject To Discount	\$499
Total Weight	12,003

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.

Dimensional and performance data for unpublished options may vary from that displayed in CRM.

PRICING DISCLAIMER

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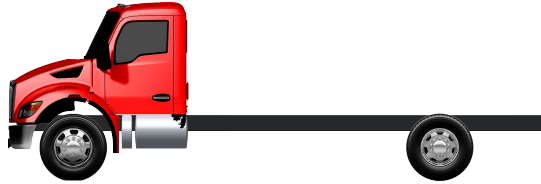


Shipping Destinations

Intermediate Destination:

Final Destinations	Quantity
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FRAME RAKE

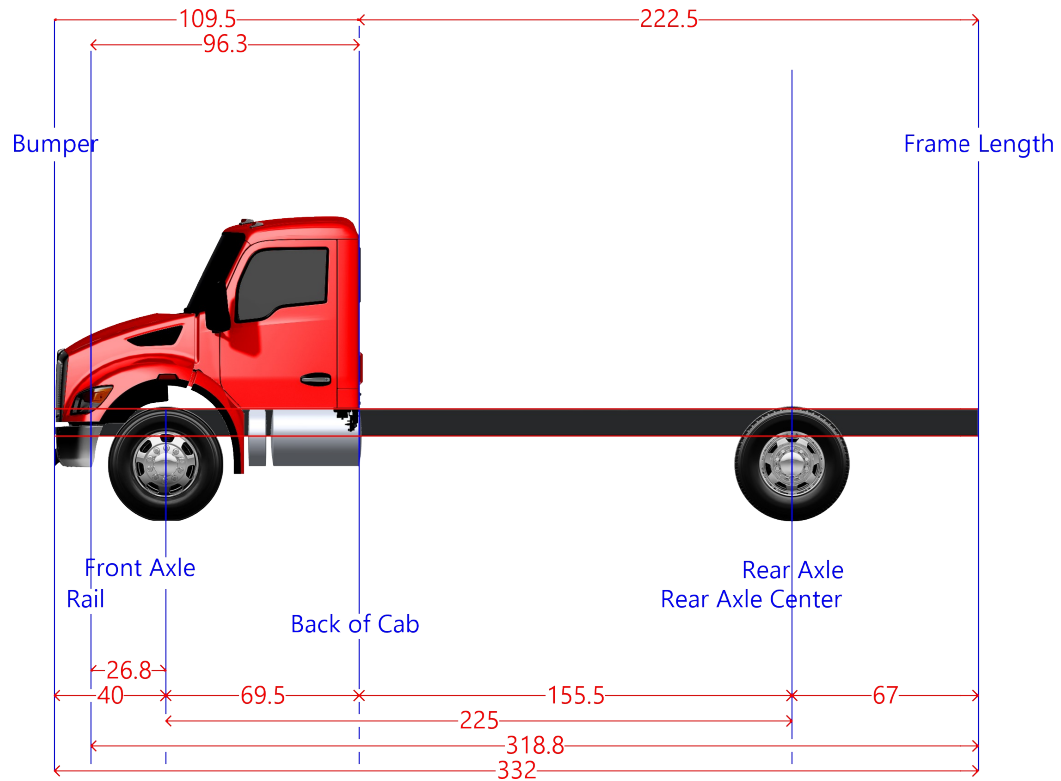


The listed heights should be considered approximations due to variations which may occur in component manufacturing processes, spring set, and the way in which the vehicle is loaded.

Component	Sales Code	Description	Laden	Unladen
Frame	6056400	Frame Rails: 10-3/4 x 3-1/2 x 3/8in. Steel 285in.	10.8	10.8
Front Spring	2864072	Front Springs: Taperleaf 14.6K W/ Shock Absorbers	7.7	9.2
Front Axle Drop 3.5"	2533108	Hendrickson Steertek Front Axle 14.6K rated @ 14K	0.2	0.2
Height Adj.	2900059	40 mm Front Suspension Spacer Block	1.6	1.6
Front Tires	4038677	Front tires: Goodyear G291 315/80R22.5 18PR.	19.7	20.4
Front Frame Height			39.9	42.1
Frame	6056400	Frame Rails: 10-3/4 x 3-1/2 x 3/8in. Steel 285in.	10.8	10.8
Subframe	0000000	No sub frame	0	0
Suspension	3666435	Rear suspension: single Reyco 79KB multileaf 31K.	9.5	11.8
Rear Tires	4238817	Rear tires: Goodyear G751 MSA 315/80R22.5 20PR	19.9	21.3
Rear Frame Height			40.2	43.8
Frame Rake			0.3	1.7
Frame Rake Slope (%)			0.1	0.8

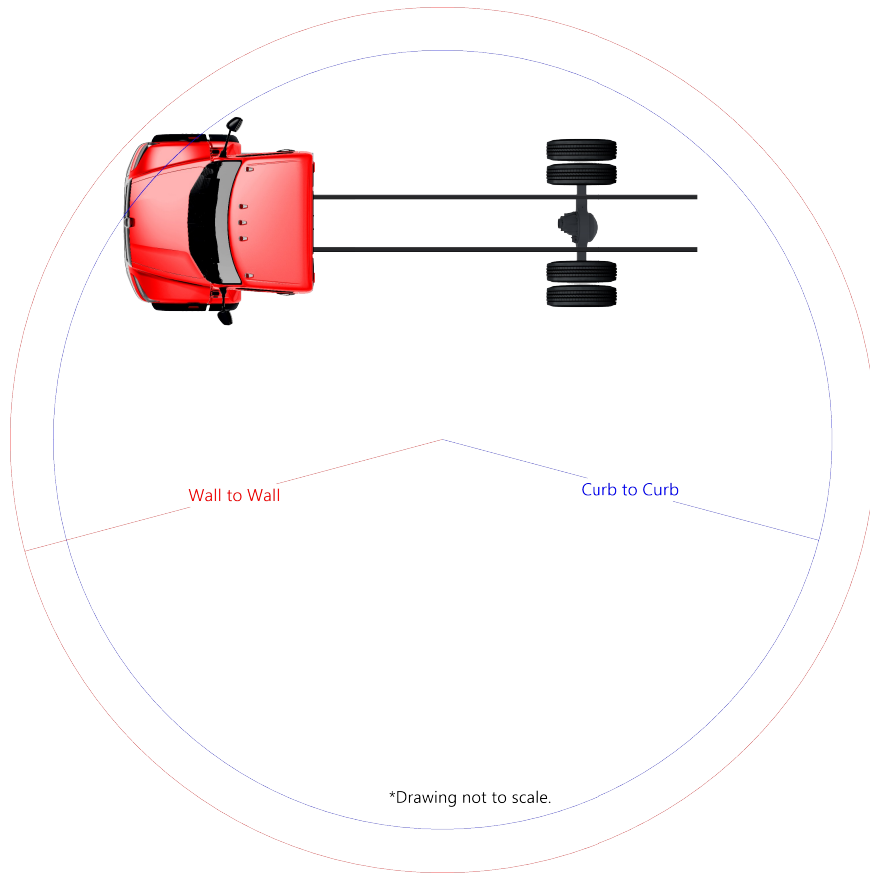
These characteristics are considered to be out of standard range: Laden rake more than 1% of wheelbase from level (positive or negative).

HORIZONTAL DIMENSIONS



Dimension	Measurement	Start	End
Axle Spacing	0	225	225
Bumper to Back of Cab	109.5	-40	69.5
Bumper to Front Axle	40.0	-40	0
Bumper to Front Frame	13.2	-40	-26.8
Cab to End of Frame	222.5	69.5	292
Cab to Rear Axle	155.5	69.5	225
Effective Bumper to Back Of Cab	109.5	-40	69.5
Frame Length	318.8	-26.8	292
Front Axle to Back of Cab	69.5	0	69.5
Front of Frame to Axle	26.8	-26.8	0
Load Space	222.5	69.5	292
Overall Length	332.0	-40	292
Overhang	67.0	225	292
Pusher Offset #1	0.0	225	225
Pusher Offset #2	0.0	225	225
Pusher Offset #3	0.0	225	225
Tag Offset	0.0	225	225
Wheelbase	225	0	225

TURNING RADIUS



LEFT TURN RADIUS		RIGHT TURN RADIUS	
Curb to Curb	0.0	Curb to Curb	0.0
Wall to Wall	0.0	Wall to Wall	0.0

VEHICLE SUMMARY			
Truck	T480 Series Conventional / FULL TRUCK	Wheelbase	225
Axle	Hendrickson Steertek Front Axle 14.6K rated @ 14K	Weight	12,003
Tire	Front tires: Goodyear G291 315/80R22.5 18PR.		
Wheel	Front Wheel: Alcoa ULA18 22.5x8.25 MagnaForce		

VEHICLE WEIGHT RATING

FRONT AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	2533108	Hendrickson Steertek Front Axle 14.6K rated @ 14K	14,000
Springs	2864072	Front Springs: Taperleaf 14.6K W/ Shock Absorbers	14,600
Power Steering	2895091	Single Power Steering Gear: 14.6K.	14,600
Hubs, Drums	2702500	Front Hub: Iron Hub Pilot 14,600 lbs.	14,600
Brakes	2607001	Front Brakes: 14.6K Bendix Air Disc Brakes Lube	14,600
Tires	4038677	Front tires: Goodyear G291 315/80R22.5 18PR.	16,540
Wheels	5043550	Front Wheel: Alcoa ULA18 22.5x8.25 MagnaForce	14,800

Requested Front (Lbs): 14,000
 Minimum: 8,000
 Maximum: 14,000

The front axle weight rating cannot exceed 14000

REAR AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	3081093	Single Dana Spicer S30-190 Rear Axle; 30K	30,000
Hubs, Drums	3407026	Rear Hub: Included W/ Axles 11-1/4 in. B.C.	99,000
Service Brakes	3367001	Rear Brake Included W/ Rear Axle.	999,999
Spring Brakes	3485214	Spring Brake: 3036 Long Stroke Single 30 Square	30,000
Suspension	3666435	Rear suspension: single Reyco 79KB multileaf 31K.	31,000
Tires	4238817	Rear tires: Goodyear G751 MSA 315/80R22.5 20PR	33,080
Wheels	5245263	Rear Wheel: Alcoa 88565 22.5x8.25 aluminum,	32,200

Requested Rear (Lbs): 30,000
 Minimum: 16,000
 Maximum: 30,000

The rear axle weight rating cannot exceed 30000

GROSS COMBINATION WEIGHT RATING

GCWR (lbs)	30,000
Min	10,000
Max	999,000

The Gross Combination Weight Rating cannot exceed 999000

WEIGHT DISTRIBUTION

Model: T480

Actual performance of a specific unit can be affected by your operating conditions. The performance calculations should only be used as a guideline.



Recommended payload center of gravity to achieve specified ground loads; measured from centerline of drive axles: 44 in. from the centerline of the drive axle(s).

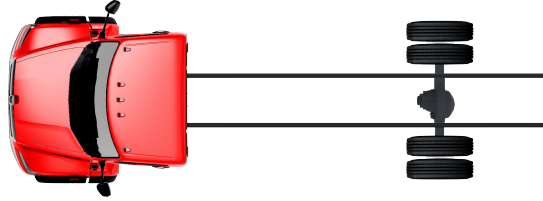
Weight (lbs)	Front	Rear	Total
Chassis	7359	4644	12003
Tools/Driver	272	103	375
Fuel & DEF	317	94	411
Max Payload	6053	25158	31211
Auxiliary Payload	0	0	0
Total	14000	30000	44000
Specify Ground Load	14000	30000	

Auxiliary Payload

Item	Location from FA CL	Weight	Point Description
Load Point #1	0	0	
Load Point #2	0	0	
Load Point #3	0	0	
Component(s)	-	0	Composite Totals

Fifth wheel slide length is 0 inches
 Selected rearmost setting is 0 inches
 Wheelbase measurement: 225 inches
 Overhang measurement: 67 inches

FRAME LAYOUT



Note: Optional content may be displayed. The order has not yet received an engineering review. The actual arrangement of components may not be exactly as pictured. Additional changes may be made to the layout by Kenworth. Add a Custom Frame Layout code if an exact layout is required.

Selected Options (Wheelbase: 225)

Sales Code	Description	Length	Side
7140050	50 US Gallon D-Shape Rectangular Aluminum Under	32.7	Left
7722170	Small DEF Tank, 5.5 Gallons.	6.6	Left
6405000	In-Cab Steel Battery Box: under Rider Seat or in	20	Center

SPEED & GRADE PERFORMANCE REPORTS

Cruise Report (Engine Fan Off)

Configuration:	T480 Series Conventional / FULL TRUCK GCW: 44000
Quote/DTPO/CO:	QUO-1005743-F4W9F1
Engine:	0130225 PACCAR PX-9 360EV 360@1650 1150@1200, 2024
Transmission:	2011615 Transmission: Allison 3000EVS 6-speed, With PTO
Rear Axle:	3081093 Single Dana Spicer S30-190 Rear Axle; 30K
Rear Tire:	4238817 Rear tires: Goodyear G751 MSA 315/80R22.5 20PR : 484
Operating Conditions:	0% Rolling Resistance

Startability	
Transmission Ratio	Maximum Starting Grade
3.49	23.24
1.86	12.39

Engine RPM:	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200
Gross Torque:	625	740	840	945	1047	1150	1150	1150	1150	1112	1050	995	946	901	859	
Net Torque:	543	655	751	852	949	1047	1049	1050	1052	1053	1018	962	911	866	825	787
Net HP:	72	100	129	162	199	239	260	280	300	321	330	330	330	330	330	330

Gear Ratios: TRN (1): 3.49 RAX (1): 5.57																
Speed (MPH):	4.5	5.1	5.7	6.4	7.0	7.7	8.3	8.9	9.6	10.2	10.8	11.5	12.1	12.8	13.4	14.0
Grade (%):	13.2	16.2	18.7	21.4	24.1	26.9	26.9	26.9	27.0	27.0	26.0	24.4	23.0	21.8	20.7	19.6
Gear Ratios: TRN (2): 1.86 RAX (1): 5.57																
Speed (MPH):	8.4	9.6	10.8	12.0	13.2	14.4	15.6	16.8	17.9	19.1	20.3	21.5	22.7	23.9	25.1	26.3
Grade (%):	6.7	8.2	9.5	10.9	12.2	13.6	13.6	13.6	13.6	13.1	12.3	11.6	11.0	10.4	9.9	
Gear Ratios: TRN (3): 1.41 RAX (1): 5.57																
Speed (MPH):	11.0	12.6	14.2	15.8	17.4	18.9	20.5	22.1	23.7	25.3	26.8	28.4	30.0	31.6	33.1	34.7
Grade (%):	4.9	6.0	7.0	8.0	9.0	10.0	10.0	10.0	10.0	9.7	9.1	8.5	8.0	7.6	7.2	
Gear Ratios: TRN (4): 1 RAX (1): 5.57																
Speed (MPH):	15.6	17.8	20.0	22.3	24.5	26.7	28.9	31.2	33.4	35.6	37.8	40.1	42.3	44.5	46.7	49.0
Grade (%):	3.2	4.0	4.7	5.4	6.1	6.8	6.8	6.8	6.8	6.7	6.4	6.0	5.6	5.2	4.9	4.5
Gear Ratios: TRN (5): 0.75 RAX (1): 5.57																
Speed (MPH):	20.8	23.7	26.7	29.7	32.6	35.6	38.6	41.5	44.5	47.5	50.4	53.4	56.4	59.3	62.3	65.3
Grade (%):	2.2	2.8	3.3	3.8	4.3	4.8	4.7	4.7	4.6	4.6	4.3	4.0	3.6	3.3	3.0	2.7
Gear Ratios: TRN (6): 0.65 RAX (1): 5.57																
Speed (MPH):	24.0	27.4	30.8	34.2	37.7	41.1	44.5	47.9	51.4	54.8	58.2	61.6	65.1	68.5	71.9	75.3
Grade (%):	1.8	2.2	2.7	3.1	3.5	3.9	3.9	3.8	3.7	3.7	3.4	3.1	2.7	2.4	2.1	1.9

Engine RPM:	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200
Gross Torque:	625	740	840	945	1047	1150	1150	1150	1150	1112	1050	995	946	901	859	
Net Torque:	543	655	751	852	949	1047	1049	1050	1052	1053	1018	962	911	866	825	787
Net HP:	72	100	129	162	199	239	260	280	300	321	330	330	330	330	330	330

SPEED & GRADE PERFORMANCE REPORTS

Geared Speed Report (Engine Fan Off)

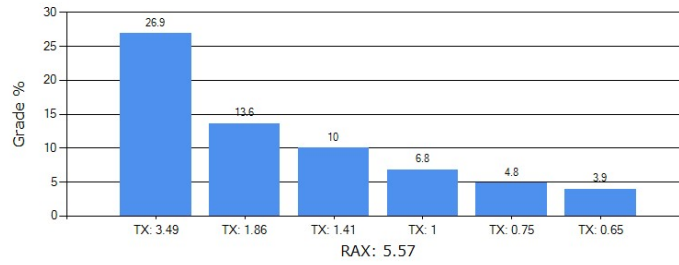
Configuration:	T480 Series Conventional / FULL TRUCK GCW: 44000
Quote/DTPO/CO:	QUO-1005743-F4W9F1
Engine:	0130225 PACCAR PX-9 360EV 360@1650 1150@1200, 2024
Transmission:	2011615 Transmission: Allison 3000EVS 6-speed, With PTO
Rear Axle:	3081093 Single Dana Spicer S30-190 Rear Axle; 30K
Rear Tire:	4238817 Rear tires: Goodyear G751 MSA 315/80R22.5 20PR : 484
Operating Conditions:	0% Rolling Resistance



SPEED & GRADE PERFORMANCE REPORTS

Gradability Report (Engine Fan Off)

Configuration:	T480 Series Conventional / FULL TRUCK GCW: 44000
Quote/DTPO/CO:	QUO-1005743-F4W9F1
Engine:	0130225 PACCAR PX-9 360EV 360@1650 1150@1200, 2024
Transmission:	2011615 Transmission: Allison 3000EVS 6-speed, With PTO
Rear Axle:	3081093 Single Dana Spicer S30-190 Rear Axle; 30K
Rear Tire:	4238817 Rear tires: Goodyear G751 MSA 315/80R22.5 20PR : 484
Operating Conditions:	0% Rolling Resistance



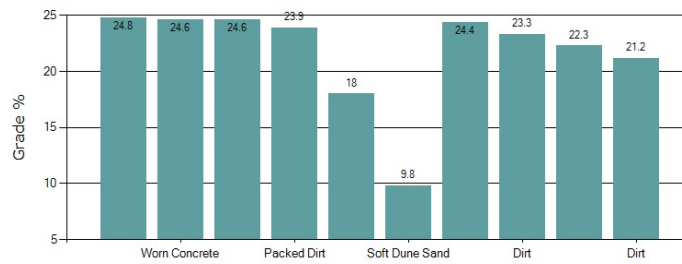
Gradability Report (Engine Fan Off)

Gear	TX-Ratio	RAX-Ratio	Peak Torque % Gradability	Peak Torque Road Speed (MPH)
1	3.49	5.57	26.85	7.65
2	1.86	5.57	13.58	14.36
3	1.41	5.57	10.04	18.94
4	1.00	5.57	6.80	26.71
5	.75	5.57	4.77	35.61
6	.65	5.57	3.92	41.09

SPEED & GRADE PERFORMANCE REPORTS

Startability Report (Engine Fan Off)

Configuration:	T480 Series Conventional / FULL TRUCK GCW: 44000
Quote/DTPO/CO:	QUO-1005743-F4W9F1
Engine:	0130225 PACCAR PX-9 360EV 360@1650 1150@1200, 2024
Transmission:	2011615 Transmission: Allison 3000EVS 6-speed, With PTO
Rear Axle:	3081093 Single Dana Spicer S30-190 Rear Axle; 30K
Rear Tire:	4238817 Rear tires: Goodyear G751 MSA 315/80R22.5 20PR : 484
Operating Conditions:	0% Rolling Resistance



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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.

CORPORATE CONTACT INFORMATION

The purchaser shall be provided with the following information to allow them to contact the President/CEO of the manufacturing company (not dealer) when deemed necessary:

- Name of Company President.
- Office address.
- Office telephone number.
- Email address.
- Home address.
- Home telephone number.
- 24/7 Cellular telephone number.

If the manufacturing company is a subsidiary of, division of, or owned by a different Company, the above information shall also be provided on the 'Parent' Company.

There will be no exception to this requirement.

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.

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.

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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:

- 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.

WATEROUS MODEL CSPA 1,250 GPM SINGLE STAGE PTO PUMP

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

WATEROUS SEVEN-YEAR LIMITED WARRANTY - PARTS ONLY

The following "PARTS ONLY" warranty shall be provided on the Waterous Fire Pump:

Waterous warrants, to the original Buyer only, that products manufactured by Waterous will be free from defects in material and workmanship under normal use and service for a period of seven (7) years from the date the product is first placed in service, or seven and one-half (7-1/2) years from the date of shipment by Waterous, whichever period shall be

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the first to expire provided the Buyer notifies Waterous, in writing, of the defect in said product within the warranty period, and said product is found by Waterous to be nonconforming with the aforesaid warranty.

When required in writing by Waterous, defective products must be promptly returned by Buyer to Waterous in South St. Paul, Minnesota, or at such other place as may be specified by Waterous, with transportation and other charges prepaid. A Returned Material Authorization (RMA) is required for all products and parts and may be requested by phone, fax, email, or mail.

The aforesaid warranty excludes any responsibility or liability of Waterous for:

(a) damages or defects due to accident, abuse, misuse, abnormal operating conditions, negligence, accidental causes, use in non-firefighting applications, or improper maintenance, or attributable to written specifications or instructions furnished by Buyer;

(b) defects in products manufactured by others and furnished by Waterous hereunder, it being understood and agreed by the parties that the only warranty provided for such products shall be the warranty provided by the manufacturer thereof which, if assignable, Waterous will assign to Buyer when requested;

(c) any product or part, altered, modified, serviced or repaired other than by Waterous, without its prior written consent;

(d) the cost of dismantling, removing, transporting, storing, or insuring the defective product or part and the cost of reinstallation; and

(e) normal wear items (packing, strainers, filters, light bulbs, anodes, intake screens, mechanical seals, etc.).

ALL OTHER WARRANTIES ARE EXCLUDED, WHETHER EXPRESS OR IMPLIED BY OPERATION OF LAW OR OTHERWISE, INCLUDING ALL IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT, WHETHER AS A RESULT OF BREACH OF CONTRACT, WARRANTY, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, OR ANY OTHER CAUSE OF ACTION, SHALL WATEROUS BE LIABLE FOR ANY PUNITIVE, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, OR FOR PERSONAL INJURY OR PROPERTY DAMAGES.

The exclusive remedy of Buyer and the sole liability of Waterous, whether based on contract, warranty, tort or any other basis of recovery whatsoever, are expressly limited at the election of Waterous to:

(a) the replacement at the agreed point of delivery of any product or part, which upon inspection by Waterous or its duly authorized representative, is found not to conform to the limited warranty set forth above, or

(b) the repair of such product or part, or

(c) the refund or crediting to Buyer of the net sales price of the defective product or part.

BUYER'S REMEDIES CONTAINED HEREIN ARE EXCLUSIVE OF ANY OTHER REMEDY OTHERWISE AVAILABLE TO BUYER.

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.

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PUMP PERFORMANCE - 1,250 U.S. GPM.

The pump shall be a single stage centrifugal with a class "A" rated capacity of 1,250 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 fire pump shall be midship mounted. The pump shall be mounted across the chassis frame rails and shall be mounted at the fire pump manufacturer's recommended angular position with the drive shafts.

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, both suction and discharge passages, shall be hydrostatically tested to a pressure of 600 PSI. The pump shall be fully tested at the pump manufacturer's factory to the NFPA performance requirements.

The pump body shall be close-grained gray iron and shall be horizontally split in two sections for easy removal of the entire impeller shaft assembly and designed for complete servicing from the bottom of the truck without disturbing the setting of the pump in the chassis or apparatus piping which is connected to the pump. The pump body halves shall be bolted together on a single horizontal face to minimize leakage and facilitate re-assembly.

The impeller shaft shall be stainless steel, accurately ground to size and supported at each end by oil or grease lubricated anti-friction ball bearings for rigid and precise support. The bearings shall be protected from water and sediment by suitable stuffing boxes, flinger rings, and oil seals. The impeller shaft shall be of a two-piece construction separable between the pump and pump transmission to allow true separation of the transmission from the pump without disassembly of either component. No sleeve type bearings shall be used.

The pump transmission shall be rigidly attached to the pump body assembly and be of the latest design incorporating a high strength, involute, tooth-form Hy-Vo chain drive and driven sprockets capable of operating at high speeds to provide smooth, quiet transfer of power.

IMPELLER - FLAME PLATE

The impeller shall be bronze with double suction inlets, accurately balanced (mechanically and hydraulically), of the mixed flow design with reverse-flow, labyrinth-type, wear rings that resist water bypass and loss of efficiency due to wear. The impeller shall have a **Flame Plated Hub** to assure maximum pump life and efficiency despite the presence of abrasive particles, such as fine sand, in the water being pumped.

Wear rings shall be bronze and shall be easily replaceable to restore pump efficiency and eliminate the need to replace

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the entire pump casing due to wear.

MECHANICAL SEAL

The pump shaft shall have self-adjusting corrosion and wear resistant mechanical seals.

SACRIFICIAL PUMP ANODES - (2)

Two sacrificial anodes shall be provided to help protect the pump from internal corrosion.

One anode shall be provided in the intake side of the pump and one in 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.

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)

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

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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.

IN CAB PRESSURE GAUGE

A pressure gauge shall be provided in the cab for use in pump and roll operations. The gauge 2 3/4" diameter and 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 gauge dial shall be white with black markings. The needle shall match the color of the markings.

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.

PTO PUMP SHIFT MECHANISM -ELECTRIC

The PTO pump shall be shifted from road to pump mode by means of a cab mounted switch that controls an electric "hot shift" control.

A green indicator light shall be provided in clear view of the driver. The light shall be energized when the pump shift has been completed. The light shall be labeled "PUMP ENGAGED".

Additional green indicator lights shall be provided in clear view of the driver as well as on the pump panel which 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".

The light on the pump panel shall be positioned above the throttle control mechanism and shall be marked "WARNING: DO NOT OPEN THROTTLE UNLESS LIGHT IS ON". The pump panel light shall also be energized when the chassis transmission is in the neutral position and the parking brake is engaged.

PUMP AND ROLL CAPABILITY

The apparatus shall pump in the transmission "neutral" position but also have the capability to pump and roll.

15 MPH AUTOMATIC PUMP DIS-ENGAGE

The PTO shall be programmed to automatically dis-engage the pump when the apparatus speed reaches 15 miles per hour.

If the pump disengages due to a MPH over speed (over 15 mph) the pump must be manually re-engaged.

TRIDENT PRIMING SYSTEM

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A Trident air priming system shall be provided.

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 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.

WATEROUS OPM OVERHEAT PROTECTION MANAGER

A Waterous OPM overheat protection manager shall be provided and installed on the discharge side of the pump. The

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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 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

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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.

LEFT SIDE FORWARD AUXILIARY INTAKE

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

The intake valve and piping shall be 2 1/2".

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.

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):

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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 with no elbow.

A 3" chrome plated NST cap with chain shall be provided.

LEFT SIDE DISCHARGES

Two 2 1/2" discharges shall be provided on the left side pump panel. The discharges shall be located one forward of the intake and one located rear of the intake.

Two (2) 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.

The right rear (passenger) 2 1/2" discharge shall be pre-piped for future foam system installation.

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 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.

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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.

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.

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.

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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.

DOUBLE STACK CROSSLAY HOSE LOAD

The crosslay shall be designed to allow the firehose to be carried in a 'double stack' hose load.

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

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 assembly 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

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.

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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 MINI TANK GAUGE - CAB

An Innovative Controls Soft-Glo MINI tank gauge (rocker switch style) shall be provided on or near the cab control panel in clear view from the driver's and officer's position.

The gauge shall have Soft-Glo LED lights displaying the level of the booster tank.

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The tank gauge shall be enabled with the park brake set and/or pump is engaged.

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 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**

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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 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

The tank shall have a LIFETIME warranty provided by the manufacturer of the tank.

The tank shall be constructed of 1/2" thick polypropylene sheet stock. This material shall be non-corrosive stress relieved thermoplastic U.V. stabilized for maximum protection. The booster tank shall be of a specific configuration and is so designed to be completely independent of the body and compartments. All joints and seams shall be nitrogen welded and tested for maximum strength and integrity. The top of the booster tank is fitted with removable lifting eyes designed with a 3 to 1 safety factor to facilitate easy removal.

The transverse swash partitions shall be manufactured of 3/8" polypropylene material. The longitudinal swash partitions shall be constructed of 3/8" polypropylene and extend through the cover to allow for positive welding and maximum integrity. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be de-signed to provide maximum water flow. All swash partitions shall interlock with one another and are welded to each other as well as to the walls of the tank.

The tank cover shall be constructed of 1/2" thick polypropylene stress relieved, UV stabilized material and shall incorporate a three piece locking design which will allow for individual removal of each section of necessary. The tank

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cover shall be recessed 3/8" from the top of the tank and shall be welded to both sides and longitudinal partitions of maximum integrity. Each of the covers shall have hold downs consisting of 2" polypropylene dowels spaced a maximum of 30" apart. These dowels shall extend through the covers and will assist in keeping the covers rigid under fast filling conditions. A minimum of two lifting dowels shall be drilled and tapped to accommodate the lifting eyes.

The sump shall be constructed of 1/2" polypropylene. The sump shall have a 3" NPT threaded outlet on the bottom for a drain plug. An anti-swirl plate shall be located approximately 2 1/2" above the sump.

The tank cradle assembly shall be designed to provide support to the tank. The assembly shall be approved by the manufacturer of the tank.

BOOSTER TANK CAPACITY 2,000 GALLONS

The poly booster tank shall have a capacity of 2,000 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.

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.

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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 model 1070-34-44-14 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 the driver that the dump valve is not properly stored.

MANUAL DUMP VALVE CONTROL

The Newton swivel dump 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.

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A 4" FNST x 2 1/2" MNST chrome reducer with 2 1/2" cap shall be provided on the rear tank fill.

4" FIREMAN'S FRIEND TANK FILL - RIGHT REAR

A 4" 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 fill shall incorporate a 4" FFE fill system.

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 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.

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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

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

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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.

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.

PAINTED FENDERWELLS

The fender wells shall be finish painted the primary exterior color of the apparatus.

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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 ventiation plate in the compartment wall or through pass through ventilation into an adjoining compartment.

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.

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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. Slats 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

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 71.75" 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 COMPARTMENT

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A compartment shall be provided above the rear wheels. The compartment interior dimensions shall be 37" high x 63.75" wide x 14" usable depth.

The compartment shall have roll up door 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 32" 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 71.75" 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 32" 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

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.**

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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, 128" depth and 12" tall.

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 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.

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

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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.

DUO SAFETY 24' 2-SECTION ALUMINUM LADDER

One (1) Duo Safety 900A 24' NFPA compliant two section aluminum extension ladder provided and mounted.

DUO SAFETY 14' ALUMINUM ROOF LADDER

One (1) Duo Safety model 775A 14' NFPA compliant aluminum roof ladder with folding hooks shall be provided and mounted.

DUO SAFETY 10' ALUMINUM FOLDING ATTIC LADDER

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One (1) Duo Safety 585A 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.

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 2100 PORTABLE TANK - ALUMINUM FRAME

There shall be one (1) Syntex Industries 2100 folding tank with aluminum square tube frame and 22 ounce vinyl coated nylon 2,100 gallon liner provided. A large, 10" diameter, folding discharge tube shall be provided for quick emptying. When set up, the tank shall measure 11'3" x 11'3" x 30" high.

PORTABLE TANK LINER - YELLOW

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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 MOUNTING

A trough for one length of hard suction hose shall be provided above the high side compartments on the left side.

ZICO PORTABLE TANK RACK HARD SUCTION MOUNT (1)

A trough for one length of hard suction hose shall be provided on the Zico portable tank rack. The trough shall be constructed of 1/8" smooth aluminum. The hard suction shall be secured to the trough using velcro straps on each end of the rack.

HARD SUCTION SECURING STRAPS

The hard suction shall be held in the troughs using velcro straps on both ends.

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

Two (2) sets consisting of two heavy duty aluminum adjustable tracks shall be provided in specified compartments, one for each end of shelf.

The tracks shall not be welded to the apparatus body.

DUAL COMPARTMENT SHELF TRACKS - ALUMINUM

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Two (2) sets consisting of four heavy duty aluminum adjustable tracks shall be provided in specified compartments, two for each end of shelf.

The tracks shall not be welded to the apparatus body.

SHALLOW DEPTH COMPARTMENT SHELVING

There shall be two (2) shallow depth shelves provided. The shelves shall be constructed of 1/8" smooth aluminum with a 2" upward bend on the front and rear edges.

The shelves shall have a random orbit sanded finish.

TURTLE TILE SHELF MAT

Each shallow depth shelf shall have Turtle Tile matting.

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.

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.

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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 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.

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

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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.

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

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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 and 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.

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

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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.

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.**

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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.

MASTER BATTERY DISCONNECT

A Cole Hersee master battery disconnect switch shall be provided and mounted within easy reach of the driver when entering the apparatus.

A green 'battery on' indicator light shall be provided in clear view of the driver. The light shall be mounted in a manner that will not impair the driver's vision.

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.

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

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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.

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 five (5)

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.

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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.

AUTO-EJECT SHORELINE CONNECTION - BAR GRAPH DISPLAY

A Kussmaul 20 amp 120-volt Super Auto-Eject with bar graph charge display 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

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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.

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.

DASH MOUNTED SWITCH PANEL

A dash mounted control console shall be provided for all warning/auxiliary light controls.

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.

WARNING LIGHTS AND SIRENS

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).

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

ZONE B,C,D UPPER WARNING LIGHTING - REAR

Two Whelen M6RC red LED's with clear lens shall be mounted on the upper rear area of the apparatus. The lights shall be mounted one on each side rear facing.

Two Whelen M6RC red LED's with clear lens shall be mounted on the side upper rear area of the apparatus. The lights shall be mounted one on each side rear corner of the body.

WARNING LIGHT MOUNTING BRACKETS

Two (2) warning light mounting boxes shall be provided on the apparatus. The aluminum treadbrite boxes shall provide a mounting area for scenelights, rear warning lights and other items that may be mounted in this area.

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

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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.

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. The model of speaker installed shall be designed to fit bumper type.

24" EMERGENCY TONE AIR HORNS

Two 24" chrome plated emergency tone air horns shall be provided and mounted one on each side of the commercial

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chassis engine hood.

AIR HORN CONTROL

The air horn system shall be controlled by a single dash mounted push button control.

AIR HORN PRESSURE PROTECTION VALVE

The air horn system shall be equipped with a pressure protection valve that will prevent the use of the air horns when the pressure in the air system drops below 80 psi.

FRC SPA900-Q70 SCENE LIGHTS (4)

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

Chrome trim housings shall be provided.

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 REAR SCENE LIGHT(S)

The 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 SPA530-Q28 bottom raising telescoping light(s) shall be mounted on the apparatus. The lighthouse 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 include a three wire coiled cord extended from the pole bottom.

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.

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The light head shall be white.

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

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

OBSERVATION SYSTEM DISPLAY

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.

VEHICLE DATA RECORDER (VDR)

The apparatus shall be equipped with an onboard Vehicle Data Recorder. The recorder shall be capable of recording the following data, in this order, at a minimum of once per second:

- Vehicle speed (MPH).
- Acceleration (from speedometer) (MPH/Sec).
- Deceleration (from speedometer) (MPH/Sec).
- Engine speed (RPM).
- Engine throttle position (% of throttle).
- ABS event (on/off).
- Seat occupied status (occupied yes/no by position).
- Seat belt status (buckled yes/no by position).
- Master optical warning device switch (on/off).
- Time (24 hour).
- Date (year/month/day).

The data shall be stored at the sampling rate in a 48 hour loop and shall have sufficient memory to record 100 engine hours of minute by minute summary data showing the data listed above. When the memory capacity is reached, the system shall erase the oldest data first.

All data stored in the VDR shall be password protected and shall be capable of being uploaded by the user to a computer and transferable to into a data management software package. The software shall be provided with the apparatus. The

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software shall be both "Windows" and "Apple" compatible and shall produce the following formatted reports from the uploaded data:

- Raw second-by-second data over a specified data/time range.
- Daily log for the time the engine is running for a given date (minute by minute output of all values).
- Weekly summary (maximum values each hour for each day of the week).
- Monthly summary (maximum values each day for each day of the month).

SEATBELT WARNING SYSTEM

The apparatus shall be equipped with a seatbelt warning system. The system shall consist of an audible warning device that can be heard at all seated positions that are designed to be occupied while the vehicle is in motion as well as a visual display visible to the driver showing each seating position. The warning system shall be activated anytime the parking brake is released or the automatic transmission is not in park

The system shall display seating position lights as follows:

- Green (buckled/senses occupant).
- Red (buckled/no occupant).
- Red (unbuckled/senses occupant).
- Dark (unbuckled/no occupant).

OCCUPIED SEATING POSITIONS (3)

There shall be three seating positions designated for use while the vehicle is in motion.

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).

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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.

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.

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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 INDICATOR - SINGLE AXLE

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.

LETTERING

The Fire Department shall provide and install all vehicle lettering and numbering.

6" NFPA REFLECTIVE STRIPE

A 6" reflective stripe shall be applied to the apparatus. The stripe shall be applied to a minimum of 50% of the length of the apparatus on each side and 25% across the front of the apparatus. The stripe shall comply with NFPA requirements.

PRIMARY REFLECTIVE STRIPE COLOR - WHITE

The primary reflective stripe shall be 680-10 white.

REFLECTIVE STRIPE - HORIZONTAL

The reflective stripe shall be applied in a straight horizontal line from front to rear. The height of the stripe on the chassis cab and the body shall be as close as possible.

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.

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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.

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.

FRONT/REAR AXLE NUT COVERS AND BABY MOONS

The front and 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.

12 VOLT "BATTERY SWITCH HOT" RADIO POWER FEED(S)

One (1) 12 volt "battery switch hot" power feed wire(s) shall be provided in the cab for customer supplied and installed radio equipment. 48" of wire shall be provided to allow the installer to trim to required length.

Note: Any equipment connected to this power feed will be powered only with master battery switch in the on position.

The power feed shall be located under the cab dash.

CUSTOMER PROVIDED RADIO ANTENNA MOUNTING(S)

One (1) radio antenna base mount(s) shall be provided and mounted for customer installation of radio antenna and related equipment.

The mount shall be a Motorola 3080384M48 3/4" thin wall mount with 17' of RG58A/U cable.

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The radio antenna wire shall be routed to under the cab dash.

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.

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

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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

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

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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.

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.

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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 stating the overall length, height and the gross vehicle weight rating (GVWR), in tons, of the completed apparatus.

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

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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.

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

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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 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

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Upon completion of the new apparatus, an authorized properly trained representative of the manufacturer shall provide a 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:

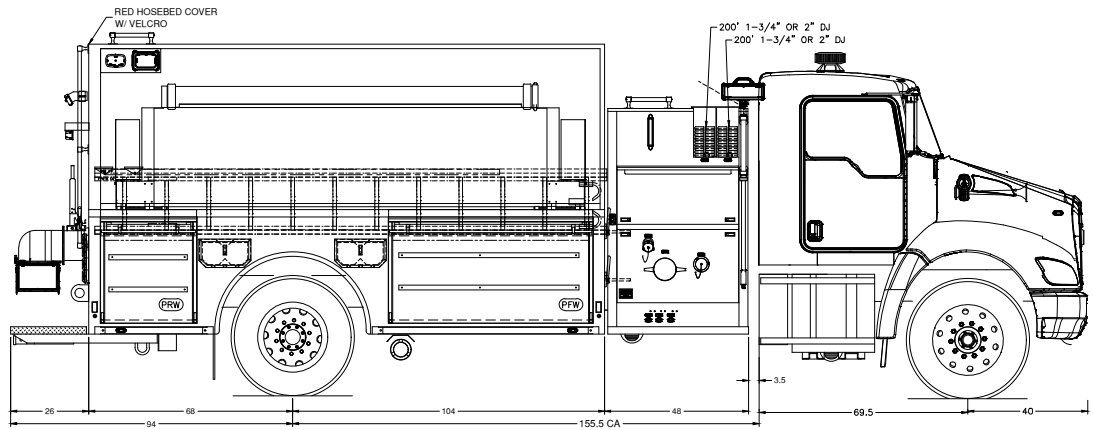
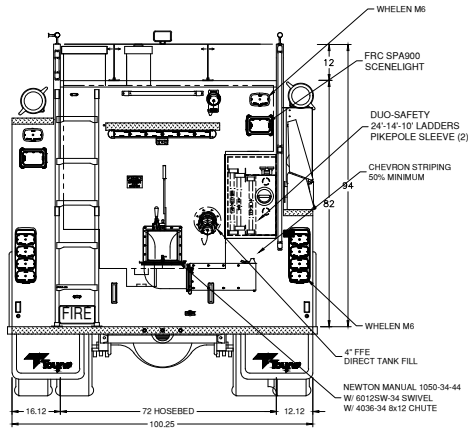
- How to locate gauges or indicators and check all fluid levels and operational use of the apparatus.
- How to tilt the chassis cab or hood assembly for access to the engine, fire pump (if applicable), or aerial control (if applicable), or any other device to allow access to fluids or for required maintenance.
- 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:

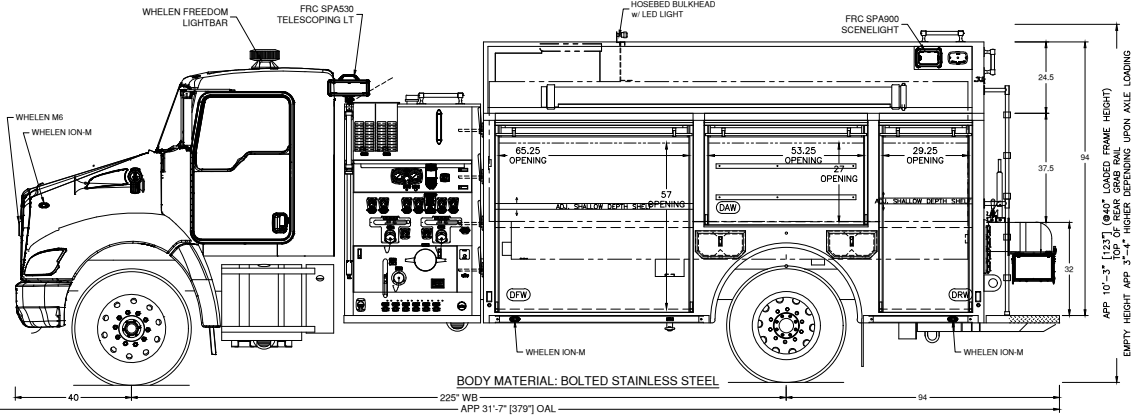
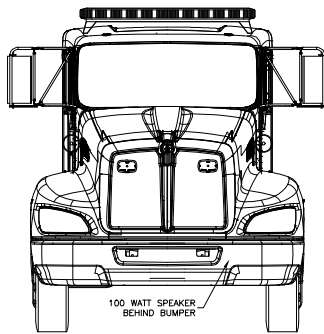
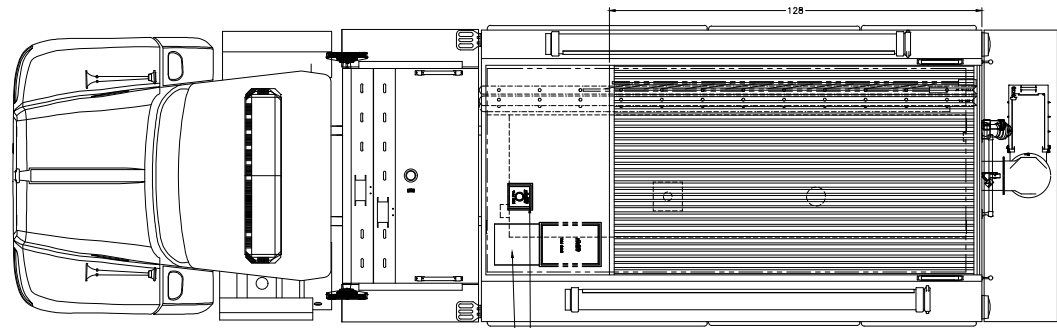
- Setting the parking brake, proper transmission gear and the fire pump engagement operations.
- Throttle control.
- Primer and tank-to-pump operation.
- Use of pressure control device.
- Tank refilling operations.
- Proper operation of discharge controls.
- Proper shutdown and draining of the system.

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.



COMP.	HEIGHT	WIDTH	USABLE DEPTH		DIVIDE HEIGHT	FT ³
			UPPER	LOWER		
DFW	67.12	71.88	14	26	28	53.06
DAW	37.12	63.75	14	-	-	19.18
DRW	67.12	32.00	14	26	28	23.62
PFW	36.62	71.88	10	26	28	33.87
PRW	36.62	32.00	10	26	28	15.08
HOSEBED	12	72	-	-	128	64.00
FRONT X-LAY	16	7.5	-	73.75	-	5.12
REAR X-LAY	16	7.5	-	73.75	-	5.12



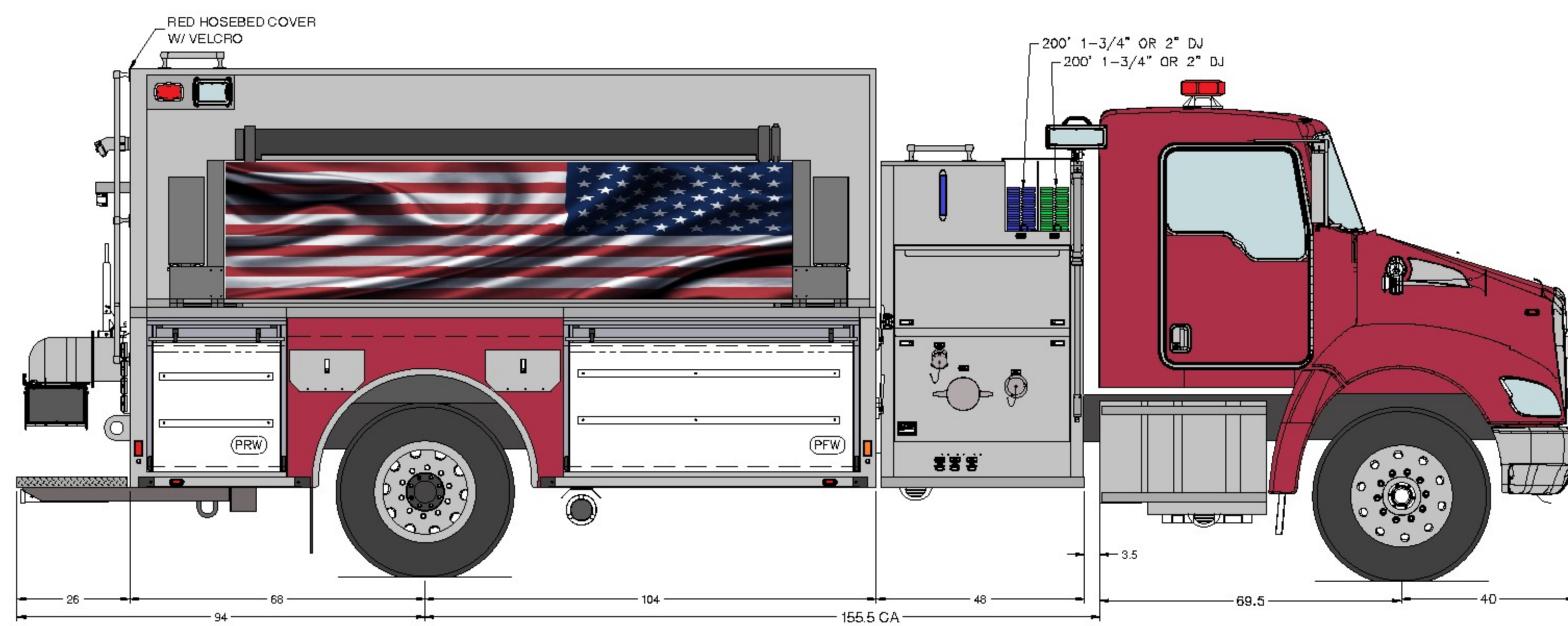
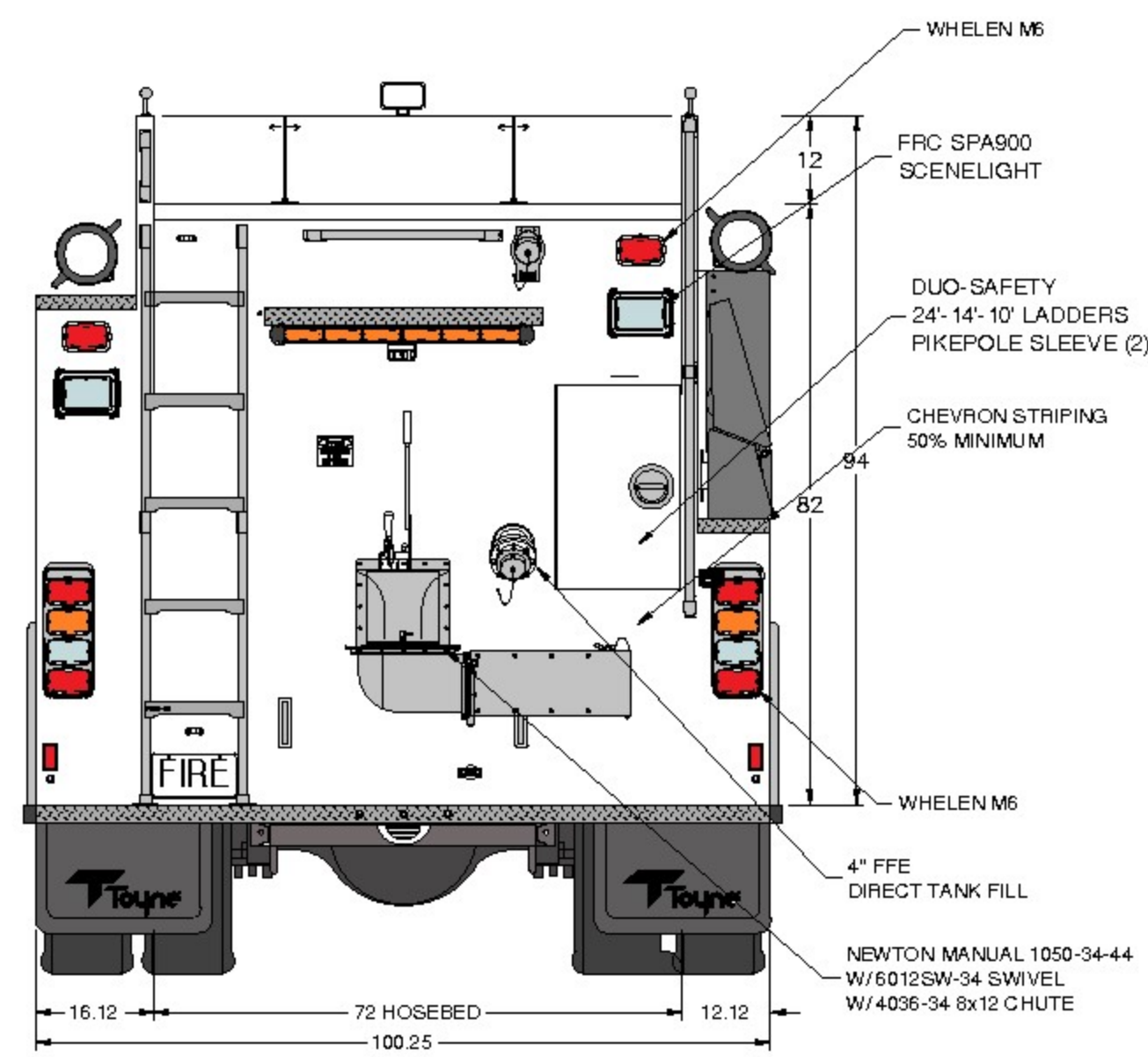
NOTE:
DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MINOR CHANGE AS MAY BE FOUND NECESSARY DURING CONSTRUCTION. MINOR DETAILS MAY NOT BE SHOWN. IF DISCREPANCIES EXIST BETWEEN THIS DRAWING AND THE WRITTEN SPECIFICATIONS PROVIDED BY TOYNE, THE WRITTEN SPECIFICATIONS SHALL PREVAIL.

ORIGINAL DRAWING	20FEB24	CHASSIS:	KENWORTH T480 2DOOR 4x2	SCALE:	1/66	SHEET:	A
ISR	20FEB24	WB-CA-AF:	225"-155.5"-67" D17	CITY:	--		
REVIEW	06MAR24	BODY MATL:	BOLTED STAINLESS STEEL	STATE:	--		
		PUMP:	WATEROUS CSPA 1250	DLR:	--		
		TANK:	2000-25 POLY TANK	CAD:	GROSSMAN		
		FOAM SYSTEM:	PRE-PIPE	DATE:	20 FEBRUARY 2024		
		GENERATOR:	N/A	FILE:	14117KWDEMO		

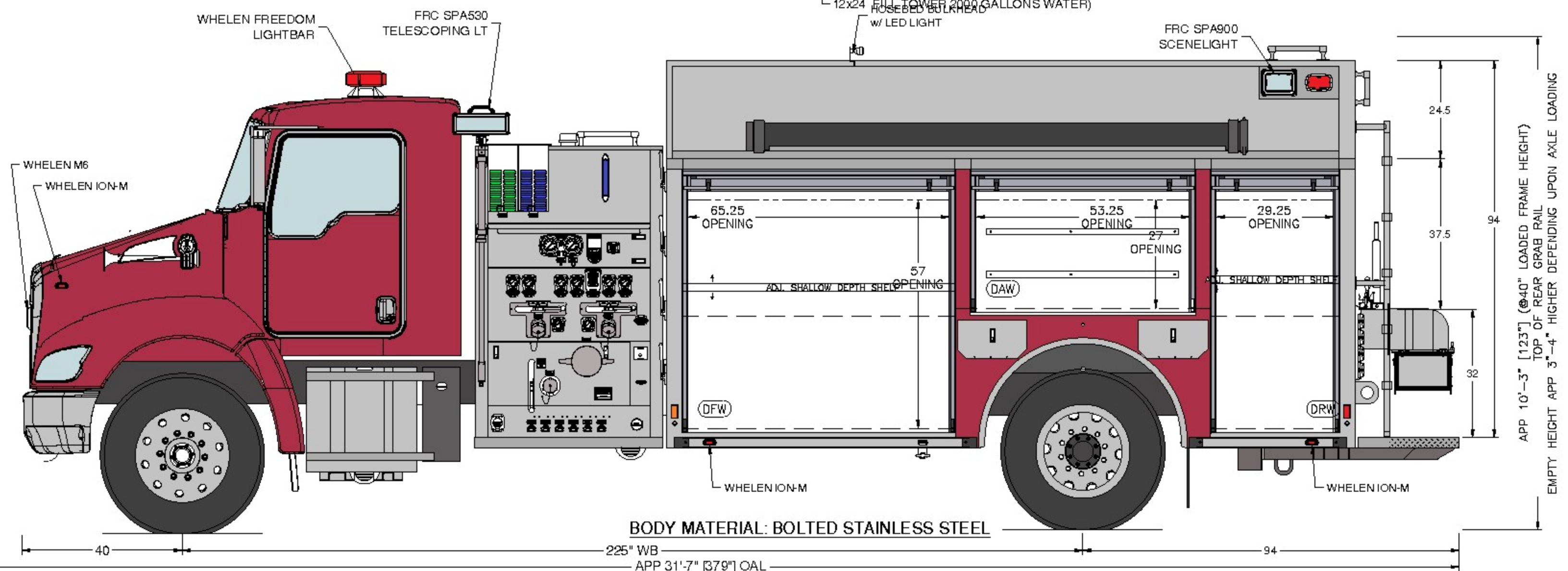
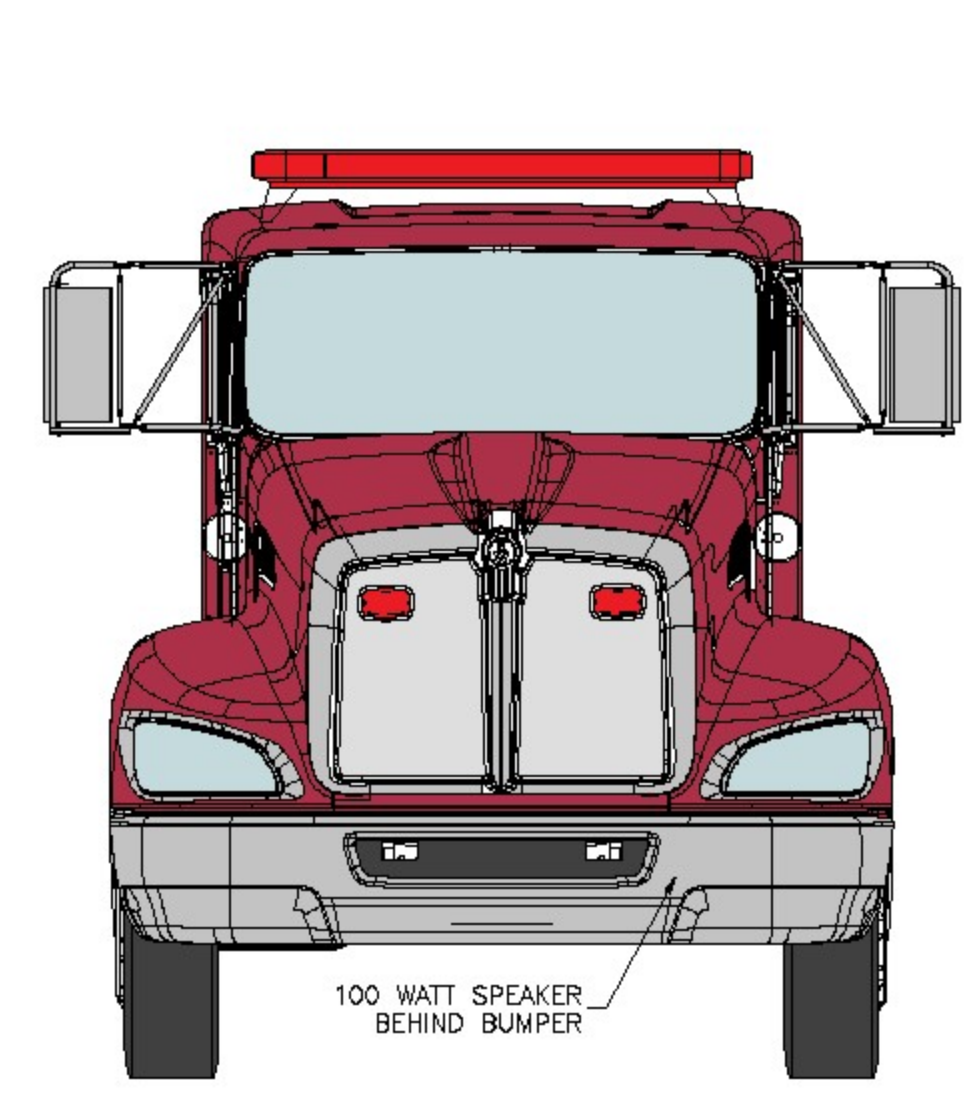
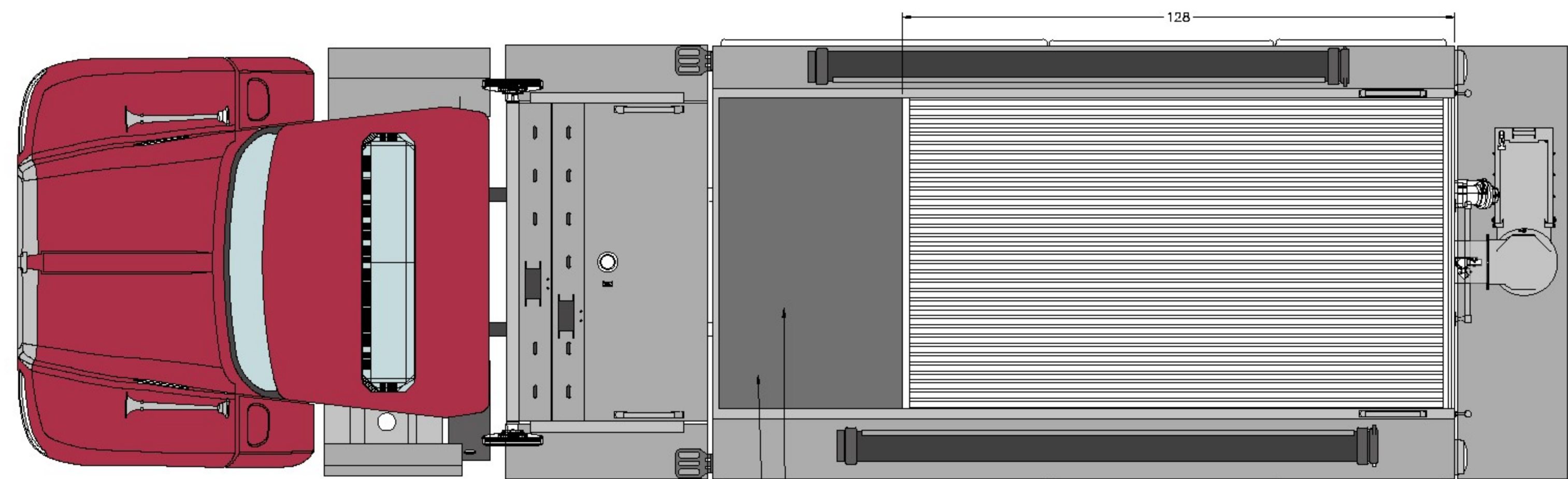
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CUSTOM PUMPER



COMP.	HEIGHT	WIDTH	USABLE DEPTH		DIVIDE HEIGHT	FT ³
			UPPER	LOWER		
DFW	67.12	71.88	14	26	28	53.06
DAW	37.12	63.75	14	—	—	19.18
DRW	67.12	32.00	14	26	28	23.62
PFW	36.62	71.88	10	26	28	33.87
PRW	36.62	32.00	10	26	28	15.08
HOSEBED	12	72	—	128	—	64.00
FRONT X-LAY	16	7.5	—	73.75	—	5.12
REAR X-LAY	16	7.5	—	73.75	—	5.12



NOTE:
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ORIGINAL DRAWING	20FEB24	CHASSIS:	KENWORTH T480 2DOOR 4x2	SCALE:	1/48	SHEET:	B
ISR	20FEB24	WB-CA-AF:	225"-155.5"-67 D17	CITY:	--		
REVIEW	06MAR24	BODY MATL:	BOLTED STAINLESS STEEL	STATE:	--		
		PUMP:	WATEROUS CSPA 1250	DLR:	--		
SIGNATURE:		TANK:	2000/25 POLY TANK	CAD:	GROSSMAN		
PRINT NAME:		FOAM SYSTEM:	PRE-PIPE	DATE:	20 FEBRUARY 2024		
TITLE:	DATE:	GENERATOR:	N/A	FILE:	14117KWDEMO		

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