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One (1)
BI-49-2000

NAVISTAR 7400 CONVENTIONAL CHASSIS

A Navistar 7400, 4 Door, 4x4 chassis shall be provided per the specifications located in the chassis section of this proposal.

CHASSIS ADDITIONS AND MODIFICATIONS

One (1)
CC-39-1500

FRONT BUMPER GRAVELSHIELD

There shall be a horizontal gravel shield fabricated from bright 1/8" aluminum treadplate installed at the front bumper to cover the area between the bumper and the cab.

One (1)
CC-39-2000

BUMPER EXTENSION

The chassis front bumper is to be extended forward approximately 12". The area between the bumper and the front of the chassis grille is to be reinforced and covered on the top and both sides with aluminum treadplate material. Aluminum fabrications are to be completely bolted in place and removable.

One (1)
CC-39-3200

PASSENGER SIDE HOSEWELL

A recessed style hose well for storage is to be provided on the passenger side of the front bumper extension. Hose well shall be constructed of .125 aluminum material and have a smooth interior surface.

Hose well shall have a drain hole in each corner.

Aluminum slats or Dri-Dek material shall be provided in the bottom of the tray.

Exact hose load requirements shall be determined prior to construction.

One (1)
CC-39-4000

ELECTRIC WINCH

A Ramsey, model RE 12,000, 12 volt electric winch, with 12,000 lb. capacity shall be provided and mounted behind the front bumper of the chassis. The winch shall be secured directly to the chassis frame rails by a heavy steel support structure designed to withstand the pulling force of the winch.

The winch shall include 125 ft. 3/8" galvanized cable with clevis hook, 12 foot remote control pendant, 4-way roller fairlead through the bumper.

Access shall be provided in the top of the front bumper gravel shield to access the winch controls.

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One (1)
CC-50-0116

CHASSIS STEP OVERLAY COMPARTMENTS

Step under the driver's side cab entrance door shall be provided with fully enclosed, storage compartment designed as large as possible and constructed of the same material as the running boards. The step surface of the compartment shall have slip resistant overlay material installed. A vertically hinged door with stainless steel D-handle latch shall be provided for each compartment.

A roll out tray for the batteries shall be provided if required.

One (1)
CC-50-0118

CHASSIS STEP OVERLAY COMPARTMENTS

Step under the passenger side cab entrance door shall be provided with fully enclosed, storage compartment designed to be as large as possible and constructed of the same material as the running boards. The step surface of the compartment shall have slip resistant overlay material installed. A vertically hinged door with stainless steel D-handle latch shall be provided for each compartment.

One (1)
CC-50-0510

STEP TYPE FUEL TANK

There shall be a step type fuel tank furnished with the chassis.

One (1)
CC-50-5500

FRONT MUD FLAPS

Heavy-duty, black colored, rubber mud flaps shall be furnished and installed behind the front wheels of the vehicle. Mud flaps shall extend the full width of the front tires and are to be attached with stainless steel fasteners.

One (1)
CC-50-6000

REAR MUD FLAPS

Heavy-duty, black colored, rubber mud flaps shall be furnished and installed behind the rear wheels of the vehicle. Mud flaps shall extend the full width of the rear duals and are to be attached with stainless steel fasteners.

One (1)
CC-51-1100

HORIZONTAL CHASSIS EXHAUST

The chassis exhaust system shall be extended to the front of the right rear wheel.

One (1)
CC-51-1300

CHASSIS EXHAUST HEAT SHIELD

The chassis exhaust system shall have a heat shield installed where the exhaust pipe passes below the side compartments.

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Four (4)
CC-60-2000

SCBA BRACKETS IN CAB

There shall be an SCBA bracket with collision restraint strap mounted in each chassis seating position as specified by the Fire Department.

One (1)
CC-65-0400

ALTERNATOR

The alternator shall be of adequate size to meet the NFPA requirements and to accommodate the specific apparatus electrical load.

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One (1)
DH-01-5200

500 GPM PTO DRIVE FIRE PUMP

The pump shall be a Hale AP series 500 GPM Fire Pump designed to be mounted on the chassis rails of commercial and custom truck chassis.

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

The pump shall be driven by a transmission mounted or split driveline power takeoff (PTO). The engine shall provide sufficient horsepower and RPM to enable pump to meet and exceed its rated performance.

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 500 PSI (34.5 BAR). The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA Standard 1902. Pump shall be free from objectionable pulsation and vibration.

The pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 PSI (2069 BAR). All moving parts in contact with water shall be of high quality bronze or stainless steel. Pump utilizing castings made of lower tensile strength cast iron not acceptable.

Pump body shall be vertically split, on a single plane, for easy removal of impeller assembly, including clearance rings.

Pump shaft to be rigidly supported by two bearings for minimum deflection. The bearings shall be heavy-duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.

The pump shaft shall have only one mechanical seal. The mechanical seal shall be spring loaded, maintenance free and self-adjusting. (No exceptions.)

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

Impeller clearance rings shall be bronze, easily renewable without replacing impellers or pump volute body.

The pump shaft shall be electric furnace heat-treated corrosion resistant steel with a positive impeller lock. Pump shaft must be sealed with double lip oil seal to keep road dirt and water out of gearbox.

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The gearbox shall be cast, manufactured and tested at the pump manufacturer's factory.

Pump gearbox shall be of sufficient size to withstand the torque of the engine in pump operating conditions. The gearbox shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

The gearbox drive shaft shall be of heat-treated chromium steel and shall withstand the torque of the engine in pump operating conditions.

All gears shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated, crown-shaved and hardened, to give an extremely accurate gear for long life, smooth, quiet running and higher load carrying capability. An accurately cut spur design shall be provided. (No exceptions.)

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

PRIMING PUMP

The priming pump shall be a positive displacement vane type, electrically driven, and conform to standards outlined in NFPA Pamphlet no. 1901. One priming control shall both open the priming valve and start the priming motor.

One (1)
DH-04-3000

OILLESS PRIMER

The pump shall be furnished with the Hale ESP oil-less priming system.

One (1)
DH-04-3600

PRIMER LIGHT

There shall be a light on the pump operator's panel to indicate when the primer pump is activated.

One (1)
DH-04-7000

RELIEF VALVE

The pump shall be equipped with an automatic pressure control device. A single bronze variable pressure setting relief valve shall be provided and be of ample capacity to prevent an undue pressure rise as per NFPA Pamphlet No. 1901. The relief valve shall be normally closed and shall open against pump pressure, with a control light to signal when open. In event of relief valve control failure, the pump is to remain operable for the complete range of the pump's rated capacity, without requiring the closing of any emergency or "in case of failure" off/on valves.

One (1)
DH-15-7500

MANIFOLD DRAIN

A manifold drain valve shall be furnished with all pump drains connected to it so that the entire pump system may be drained by one control. Drain valve assembly shall consist of a stainless steel plunger and a bronze body.

A control handle is to be provided and located below the driver's side running board of the pump house, properly identified MASTER DRAIN.

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One (1)
DH-20-1200

ALTITUDE REQUIREMENTS

The apparatus shall be designed to meet the specified rating at 2000 feet altitude.

One (1)
DH-20-2000

PUMP COOLING LINE

A 3/8" cooling line shall be installed to recirculate water from the pump back to the water tank, to cool the pump during pro-longed pumping operations. The cooling line shall be controlled at the operator's position with a quarter turn valve.

One (1)
DH-20-4000

HEAT EXCHANGER DISCHARGE

A gated line shall be installed to provide water from the fire pump to the chassis supplied heat exchanger to assist in engine cooling during pumping operations. The heat exchanger line shall be controlled at the pump operator's panel.

One (1)
EE-01-1200

PUMP SHIFT INDICATOR LIGHTS

Fire pump shall be driven by a heavy duty 10 bolt PTO capable of enough torque to operate the fire pump at rated capacity for continuous duty. The PTO shall be approved by Allison for this type of service. The PTO shall be of a "Hot Shift" style capable of either full capacity stationary pumping or pump and roll. Stationary pumping shall be done with chassis transmission in neutral. Pump engagement lights and safety interlock system for PTO driven pumps that are to be used for Stationary Pumping or Pump and Roll shall be as follows:

- A "Pump Engaged" indicator light shall be provided both in the driving compartment and on the pump operator's panel to indicate that the pump shift has been successfully completed.
- An "OK to Pump" indicator light shall be provided in the driving compartment to indicate that the pump is engaged, the chassis transmission is in neutral, and the parking brake is engaged. An "OK to Pump and Roll" indicator shall be provided in the driving compartment and shall be energized when the pump is engaged, the chassis transmission is in road gear, and the parking brake is released. When the "OK to Pump and Roll" indicator is energized, the "OK to Pump" shall not be energized.
- A "Throttle Ready" indicator shall be provided at the pump operator's panel that is energized when the "Ok to Pump" indicator is energized or when the chassis transmission is in neutral and the parking brake is engaged.
- An interlock system shall be provided to prevent advancement of the engine speed at the pump operators panel unless the chassis transmission is in neutral and the parking brake is engaged, or the apparatus is in "OK to Pump" mode.
- Controls for the pump shift are to be in the cab, and easily accessible.

One (1)
EE-02-1000

INTAKE RELIEF VALVE

A 2-1/2" intake relief valve preset at 125 psi shall be permanently installed on the suction side of the fire pump. The valve shall have an adjustment range of 75 psi to 250 psi, and shall be designed to automatically self-restore to a non-relieving position when excessive pressure is no longer present.

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Discharge side of the intake relief valve shall be plumbed to the right side below the running boards, away from the pump operator, and shall terminate with a 2-1/2" NST male chrome threaded adapter, marked with an engraved tag "Intake pressure relief outlet - Do Not Cap".

One (1)
EE-02-5100

HOT DIP GALVANIZED INTAKE MANIFOLD

The suction manifold shall be fabricated from heavy-duty tubular steel. The suction manifold shall have radiused sweep elbows to minimize water turbulence into the suction volute. The suction manifold shall be welded and pressure tested prior to the galvanizing process. After testing the entire suction manifold shall be hot dip galvanized to minimize corrosion. The hot dip galvanized suction manifold shall be attached to the pump intake volute with a heavy-duty, flexible victaulic coupling.

The hot dip galvanized manifold assembly shall have a ten (10) year warranty.

One (1)
EE-02-5180

DRIVERS SIDE STEAMER INLET

There shall be one (1) steamer inlet furnished on the driver's side of pump panel. The suction inlet shall have 4" NST thread. The suction inlet shall have a removable strainer provided inside the external inlet.

Steamer inlet to be as short as possible to allow suction fittings to be attached without extending past the side running boards.

One (1)
EE-20-0500

SUCTION CAP DRIVER'S SIDE

The driver's side suction inlet shall be equipped with a chrome-plated, long handled, cap capable of withstanding 500 PSI.

One (1)
ES-02-1500

2-1/2" GATED SUCTION INTAKE DRIVER SIDE

A 2-1/2" independent gated suction intake shall be provided on the driver's side pump panel. Intake shall be provided with a quarter-turn valve and control. The intake shall have a 3/4" drain valve with handle. Each intake shall have chrome-plated female swivel adapter with removable internal screen and a chrome-plated plug type cap with end chain.

One (1)
ES-02-1510

SUCTION VALVE CONTROL

Suction valve shall have swing type control handle located adjacent to valve.

One (1)
FA-00-1000

HOT DIP GALVANIZED DISCHARGE MANIFOLD

The discharge manifold shall be fabricated from heavy-duty tubular steel. The discharge manifold shall be fabricated, welded, all fittings attached and pressure tested prior to the galvanizing process. After testing the entire suction manifold shall be hot dip galvanized to minimize corrosion. The hot dip galvanized discharge manifold assembly shall be bolted to the pump and have stabilizer arms attached to reinforce the discharge manifold.

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One (1)
FA-01-0000

The hot dip galvanized manifold assembly shall have a ten (10) year warranty.

PUMP DISCHARGES

Each gated discharge outlet shall include an Akron heavy-duty brass, quarter-turn, swing-out ball valve. All lines to have victaulic couplings or hose with stainless steel fittings installed where flex may occur to prevent cracking of the plumbing system. Each discharge shall have 3/4" cast bronze 1/4 turn drain valve complete with reinforced teflon seals, and blowout proof stem rated to 600 psi. A chrome-plated zinc handle shall be provided on each drain valve, complete with a 1" X 1 1/2" recessed identification label. Drains shall be aligned in a straight horizontal row at the lower edge of the corresponding pump panel so as to allow for ease of identification and operation. Each drain shall be labeled and numbered to correspond to the respective discharge outlet and coloring.

Individual discharge controls are to be aligned in a straight horizontal row across the pump operator's control panel, directly in-line with the corresponding discharge outlet line pressure gauges.

All discharge and intake valves shall be Akron 8800 series valves.

One (1)
FA-01-0010

GALVANIZED PLUMBING

All rigid piping five-inch diameter or less shall be galvanized type with tapered thread or victaulic type couplings.

One (1)
FA-01-0500

DRIVER SIDE DISCHARGE OUTLET

Each 2-1/2" discharge outlet on the driver's side pump panel shall have a 2-1/2" quarter turn valve with control on pump operator's panel. There shall be a chrome plated 2-1/2" NST adapter that extends through the pump panel. Each discharge shall be provided with chrome-plated 30-degree discharge elbow.

One (1) 2-1/2" discharge shall be provided on the driver's side pump panel.

One (1)
FA-01-0501

MANUAL VALVE

Discharge valve shall be swing-out type with manual control handle located on pump operator's panel.

One (1)
FA-01-0510

MANUAL DRAIN VALVE

The driver's side 2-1/2" discharge outlet shall have a 3/4" drain with individual control on side pump panel.

One (1)
FA-01-1000

PASSENGER SIDE DISCHARGE OUTLET

Each 2-1/2" discharge outlet on the passenger's side pump panel shall have a 2-1/2" quarter turn, swing-out valve with control on pump operator's panel. There shall be a chrome-plated 2-1/2"

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NST adapter that extends through the pump panel. Each discharge shall be provided with chrome-plated 30-degree discharge elbow.

One (1) 2-1/2" discharge shall be provided on the passenger's side pump panel.

One (1)
FA-01-1001

MANUAL VALVE

Discharge valve shall be swing-out type with manual control handle located on pump operator's panel.

One (1)
FA-01-1010

MANUAL DRAIN VALVE

The passenger's side 2-1/2" discharge outlet shall have a 3/4" drain with individual control on side pump panel.

Two (2)
FA-01-3220

2-1/2" CAPS AND CHAINS

The following discharge outlets shall be equipped with a 2-1/2" chrome-plated cap and chain.

All 2-1/2" discharges shall be provided with chrome plated angled discharge adapters, caps and chains.

One (1)
FB-02-1000

1-1/2" FRONT DISCHARGE

One and one half (1-1/2") discharge located at front bumper. Front discharge shall be plumbed using two-inch (2") pipe and wire reinforced high-pressure hose coupled with stainless steel fittings. Front discharge outlet shall have two-inch quarter turn swing out valve with control on pump operator's panel. The front discharge shall be provided with a 1-1/2" brass 90-degree swivel adapter with 1-1/2" NST male outlet.

One (1)
FB-02-1001

MANUAL VALVE

Discharge valve shall be swing out type with manual control handle located on pump operator's panel.

One (1)
FB-02-1010

MANUAL DRAIN VALVE

Front discharge outlet shall have a 3/4" drain with individual control on side pump panel. There shall be additional automatic drains furnished as required to drain the plumbing system between the pump and the front discharge connection.

One (1)
FB-02-1215

FRONT DISCHARGE HOSE CONNECTION

The hose connection for the front discharge outlet shall be located on top of the front bumper extension. The hose connection shall have a continuous swivel adapter located on top of the front bumper extension.

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One (1)
FC-31-0100

1-3/4" CROSSLAY(S) ASSEMBLY ABOVE PUMP

Crosslay hose bed(s) shall be designed to carry 200 feet of 1-3/4" double jacket fire hose. Crosslay hose bed(s) shall be located above the fire pump. The floor of the crosslay hose bed(s) shall be perforated to allow for drainage. Polished stainless steel hose roller assemblies shall be provided at the sides and lower edges of the crosslay opening on each side of the apparatus body.

Crosslay discharge(s) shall be plumbed using rigid pipe or flexible high-pressure hose coupled with stainless steel fittings. The crosslay shall be provided with 2" brass valve, and a 2" 90 degree swivel adapter with 1-1/2" NST male outlet thread.

One (1) single 1-3/4" crosslay shall be provided.

One (1)
FC-31-0101

MANUAL VALVE

Each discharge valve shall be swing out type with manual control handle located on pump operator's panel.

One (1)
FC-31-0108

MANUAL DRAIN VALVE

Each crosslay/speedlay shall have a 3/4" drain with individual control on side pump panel.

One (1)
FC-31-6200

BOOSTER HOSE REEL

There shall be a Hannay booster hose reel with leak proof ball bearing swing joint, adjustable friction brake and electric rewind furnished. The reel shall be plumbed with wire reinforced; high-pressure hose coupled with brass fittings, and have one-inch (1") swing out, ball valve with control on pump operator's panel.

Booster hose reel is to be mounted above the fire pump.

One (1)
FC-31-6201

MANUAL VALVE

Discharge valve shall have manual control handle located on pump operator's panel.

One (1)
FC-31-6810

PAINTED BOOSTER REEL

Each booster reel shall have a steel frame and drum assembly with side discs. The frame, drum, drive chain, sprocket, hub assembly swivel joint and fasteners shall be painted silver. The booster reel assembly shall be Hannay model F.

Two (2)
FC-31-7200

ROLLER ASSEMBLY FOR BOOSTER REEL

The booster hose reel shall be equipped with a heavy-duty, stainless steel roller assembly.

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Two (2)
FC-31-8200

Two (2) roller assemblies shall be provided, one on each side of the reel.

BOOSTER HOSE

One hundred (100) foot length of 1-inch rubber covered booster hose, high-pressure type at least 800 lbs test, coupled and installed on the specified booster hose reel.

One (1)
FC-31-9110

Two (2) 100' sections of 1" booster hose shall be provided.

HOSEREEL REWIND SWITCH

A foot switch shall be mounted on the apparatus to rewind the hose reel.

One (1)
FF-26-8300

The switch shall be located under the driver's side pump panel step.

FOAM SYSTEM

A Foam Pro Model #1600 built in foam injection system shall be provided with the controls at the operator's panel.

The foam system shall be a fully automatic, electronic, direct injection foam proportioning system. The system shall be capable of Class A foam concentrate. The foam proportioning operation shall be based on an accurate direct measurement of water flows with no water flow restriction. The foam system shall be installed in accordance with the manufacturer's recommendations.

The system shall be equipped with a control module. It shall be installed on the pump operator's panel and enable the pump operator to perform the following functions;

1. Activate the foam system
2. Change foam concentrate proportioning rates of .1% to 1%.
3. Flash a "low concentrate" warning light when the foam concentrate tank runs low of concentrate and in two minutes if foam concentrate is not added to tank, shut the foam concentrate pump down.

The foam system shall have a 12-volt, 1/3-hp electric motor driven positive displacement piston type foam concentrate pump with a rated capacity of .01 to 1.6 gpm with operating pressures up to 400 psi.

The FoamPro system shall be plumbed to the following discharge outlet.

One (1)
FF-27-0100

The plumbing requirements of the foam system shall be determined prior to construction.

SINGLE FOAM TANK PLUMBING SYSTEM

The foam tank shall be plumbed with three-quarter inch (3/4") valve and corrosion resistant hose from the foam tank to the foam inlet. There shall be a three-quarter inch (3/4") drain line

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furnished on the foam tank. Drain valve to be located on foam tank with corrosion resistant hose piped to below the frame level of the chassis.

One (1)
FF-27-2000

FOAM TANK

A 20-gallon foam concentrate tank shall be furnished as an integral component of the booster tank. The foam tank shall have a separate fill tower provided in a location to allow easy access for filling. Fill tower shall be equipped with a pressure/vacuum vent and have a sealed airtight cover. Tank shall be plumbed to the on board "Class A" foam system. A valved drain shall be provided at the lowest point of the foam tank. The drain shall be plumbed to drain directly to the surface below the apparatus without contacting other body or chassis components.

The following labels shall be attached to the foam tank:

"CLASS A FOAM TANK FILL"

"WARNING: DO NOT MIX BRANDS AND TYPES OF FOAM"

One (1)
FH-03-1500

BALL VALVE TANK TO PTO PUMP

A 3" *Akron* ball type gated suction valve, operator's panel controlled, shall be furnished from the tank to the PTO pump, complete with a flexible connection and enclosed in the pump compartment.

A check valve shall be provided and installed in the line between the tank and the pump to prevent the possibility of backfilling the booster tank thru the tank to pump suction line.

Tank suction shall be located in a sump assembly located below the bottom of the tank, properly baffled to prevent surging of water. A 3" cleanout plug shall be provided in the bottom of the tank sump.

One (1)
FH-03-6000

TANK FILL/COOLING LINE

A gated discharge line from the pressure side of the pump to the tank shall be furnished so the tank can be filled from draft or hydrant. Valve shall have control on the operator's panel. The valve is to be one and one-half inch, (1-1/2") swing out type ball valve and be plumbed to tank with flexible type hose.

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One (1)
FJ-00-0200

POLY BOOSTER TANK

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 transverse swash partitions shall be manufactured of polypropylene and extend from approximately 4" off the floor to just under the cover. The longitudinal swash partitions shall be constructed of polypropylene and extend from the floor of the tank 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 designed to provide maximum water flow. All swash partitions interlock with one another and are welded to each other as well as to the walls of the tank.

A forward mounted sump shall be provided in the tank. The sump shall be constructed of polypropylene and be located in the left front quarter of the tank. A polypropylene pipe shall be installed that will sweep from the front of the tank to the sump location. The sump shall have a 3" N.P.T. threaded coupling on the bottom for a plug. This shall be used as a combination clean out and tank drain. An anti-swirl plate shall be located above the sump.

There shall be two standard tank outlets; one for tank-to-pump suction lines, and one for a tank fill line. All tank couplings shall be backed with flow deflectors to break up the stream of water entering the tank.

The tank shall carry a lifetime warranty from its manufacturer.

One (1)
FJ-01-0208

FILL TOWER

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of polypropylene and with a minimum dimension of 8" x 14" outer perimeter. The fill tower shall be located in the left front corner of the tank. The fill tower shall have a polypropylene screen and a polypropylene hinged cover. Inside the fill tower shall be fastened a combination vent overflow pipe. The vent overflow shall be polypropylene pipe that is designed to run through the tank and shall be piped behind the rear wheels.

One (1)
FJ-01-2000

BOOSTER TANK

A 750-gallon capacity polypropylene booster tank shall be provided.

One (1)
FJ-02-7610

BOOSTER TANK SUBFRAME

The booster tank shall be mounted on a steel sub frame. Steel sub frame shall consist of two (2) longitudinal 3" x 4 pound channels and two (2) 3" x 4 pound channels welded together to form a tank retention cradle. The tank retention cradle shall prevent fore and aft, and side to side movement of the tank. Additional 3" x 4 pound transverse cross member channels shall be installed to support the floor of the booster tank. The cross members shall have a maximum spacing of 20" for the polypropylene tanks. There shall be an additional full-length longitudinal member installed in the center of the tank support area. The booster tank shall rest on heavy rubber channels that isolate the polypropylene tank from the sub frame.

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One (1)
FK-01-0500

DRIVER SIDE MOUNTED OPERATOR'S CONTROL PANEL

All pump suction and discharge controls are to be mounted on the driver side pump operator's panel so as to permit operation of the pump from a central location.

All of the pump controls shall be clearly identified with permanently engraved plate type labels.

A full panel width polished light hood with a minimum of three Weldon model 2025 light assemblies shall be provided to illuminate the entire pump operator's control panel.

An additional polished light hood with a minimum of two Weldon model 2025 light assemblies shall be provided to illuminate the right side pump panel. Lights shall be controlled by the operator's panel light switch.

GAUGE PANEL

All gauges shall be suitably enclosed and mounted on a full pump compartment width "hinged" gauge panel constructed of the same material as the pump operators control panel, allowing access to the backside of all gauges and gauge lines. Panel is to include a stainless steel piano hinge, flush mounted chrome plated trigger latch, and stainless steel cable end stops. Electrical wiring and all gauge lines shall be properly tie wrapped to prevent kinking or cutting of the lines when the panel is opened.

One (1)
FK-01-1600

EXTRUDED ALUMINUM PUMP HOUSE STRUCTURE

The pump house structure shall be fabricated of extruded aluminum. The structure shall be welded together and have gusset plates on each corner. The pump house shall be mounted separate from the body and chassis and be bolted to the chassis frame rails.

The exposed areas of the pump house structure shall be overlaid with polished aluminum treadplate.

One (1)
FK-01-2100

PUMP PANEL PUMP ENGAGEMENT LIGHT

One (1) light in the control panel light hood shall come on with a successful pump engagement. This shall be in addition to the "OK to Pump" light on the control panel.

One (1)
FK-01-2200

PUMP PANELS

The right and left side pump panels shall be constructed entirely of 14-gauge type 304 brushed stainless steel material. The panels are to be completely "bolted" in place for ease of removal.

One (1)
FK-01-3100

PUMP COMPARTMENT ACCESS DOOR

The passenger's side pump panel shall be provided with a full panel width vertically hinged access door located in the upper portion of the side panel. This door shall be approximately 18" high and as wide as possible, and shall be constructed of brushed stainless steel. Two (2) flush

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mounted, push type latches shall be furnished to hold the door closed. The inspection door shall be attached with a stainless steel hinged and have a retainer cable attached to prevent the door from opening too far.

One (1)
FK-01-5500

DUNNAGE OVER PUMP

There shall be a dunnage compartment furnished above the pump. The dunnage compartment shall be as wide as possible from side to side, and be a minimum of 12" deep. The floor shall be bolted in place and removable for access to the pump.

One (1)
FK-10-0000

PUMP OPERATORS PANEL

The following equipment shall be installed on the pump operator's panel.

One (1)
FK-10-1100

MASTER GAUGES

Class One #LFP410, 4-1/2" diameter liquid filled pressure gauge registering up to 600-lbs per square inch with 1/4" pipe thread connection. The gauge shall be of the type that will not be injured when subjected to a vacuum. The gauge is to have a white face with black lettering. The gauge is to be located at the right of the gauge panel and labeled "DISCHARGE" with an engraved label.

Class One #LFP410, 4-1/2" diameter liquid filled compound gauge shall be provided on the suction side of the pump registering at least 600-lbs pressure and 30-inches of vacuum. The gauge shall have a white face with black lettering. The gauge is to be located to the left of the master discharge gauge and labeled "INTAKE" with an engraved label.

One (1)
FK-10-2700

PRESSURE GAUGES

Class One #LFP220, 2-1/2" diameter liquid filled pressure gauges shall be provided. The gauges are to have white faces with black lettering. The gauges shall read -30 to 600 lbs. Line pressure gauges shall be individually identified with engraved labels.

Individual line pressure gauges are to be mounted adjacent to the corresponding discharge valve control.

Two (2)
FK-10-2900

There shall be one (1) pressure gauge for each 1-1/2" discharge outlet.

Two (2)
FK-10-3000

There shall be one (1) pressure gauge for each 2-1/2" discharge outlet.

One (1)
FK-10-3300

There shall be one (1) pressure gauge for each booster hose reel.

One (1)
FK-11-3810

ENGINE THROTTLE

An electronic vernier engine control throttle shall be provided on the pump operator's control panel for the Navistar electronic engine. The electronic throttle shall be positive locking; crank

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operated and have a quick release center button. There shall be an engraved identification label provided that reads **THROTTLE**.

One (1)
FK-12-0900

INFORMATION CENTER

A Class 1 Enfo IV master engine gauge and warning device shall be furnished and installed on the pump operator's panel. The Class 1 Enfo IV is equipped with super bright displays for maximum visibility during daytime hours. The device will monitor the following engine systems;

- Engine RPM display
- System voltage display
- Engine oil pressure display
- Engine water temperature display

One (1)
FK-12-5200

PUMP PANEL IDENTIFICATION LABELS

All discharges shall be provided with color-coded labels. Identification labels shall be provided at the discharge control, the discharge outlet, and at the discharge drain valve control, color-coded according to NFPA recommended standards.

One (1)
FK-12-7400

TANK LEVEL GAUGE

A Fire Research "Tank Vision" water tank level gauge shall be provided on the pump panel of the apparatus. Ultra-brite LED's can be seen in bright sunlight and the wide-viewing lens gives you a full 180 degrees of visibility. The operator is warned with flashing lights when the volume is below 25%.

One (1)
FK-13-1500

UL TEST CONNECTIONS

A pump pressure and vacuum test block assembly shall be provided and mounted at the pump operator's control panel. The test block assembly shall include plug type caps.

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APPARATUS BODY SPECIFICATIONS

One (1)
HA-00-0200

HOSE BODY

The apparatus hose body is to be properly reinforced without the use of angles or structural shapes, and free from all projections that might injure the fire hose.

The main apparatus hose body shall run the full length of the apparatus body from behind the pump panel area to the rear face of the body.

The upper rear interior of the beavertail extrusions on the right and left side shall be overlaid with brushed stainless steel to protect the painted surface from damage by hose couplings

One (1)
HA-00-0320

HOSE BED CAPACITY

The hose bed will be configured to be 55 cubic feet, unless the desired hose load requires more area.

Exact hose bed requirements shall be determined prior to construction.

One (1)
HA-00-0400

HOSE BED FLOORING

Floors of the hose beds are to be provided with removable slat style extruded aluminum hose bed gratings, spaced 1/2" apart for proper hose ventilation. Hose bed gratings are easily lifted out of the main hose bed for access to the top of the specified booster water tank.

One (1)
HA-00-1600

MAIN HOSE BED DIVIDER

Adjustable hose bed dividers shall be provided in the main hose bed.

The hose bed divider(s) shall be fabricated of 1/4" smooth aluminum sheet stock, welded into a "T" shaped aluminum extrusion for added strength along the bottom edge of the divider.

The divider shall be fully adjustable, mounted using aluminum "C" channel tracks at the front and rear of the divider for full side to side adjustment.

One (1) adjustable hose bed divider shall be provided.

One (1)
HD-01-0099

LADDER/HARD SUCTION/BACKBOARD STORAGE

An enclosed, full length storage compartment shall be furnished within the hose bed for storing one (1) 16' 3-section ground ladder and three (3) 7' sections of 3" hard suction hoses. The ladder and hard suction hoses shall be nested horizontally.

The compartment shall be 18"H x 24.5"W x 92"D.

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The compartment shall be positioned in the center of the hose bed, side-to-side. A right side vertically hinged door, equipped with a locking D-ring style 1/4 turn latch shall be furnished on the exit end of the compartment. A divider shelf shall be installed separating the ladder storage compartment from the hard suction compartment and from the backboard compartment. Replaceable nonmetallic guides shall be installed to prevent ladder from rubbing on the compartment interior. The hard suction area shall have three (3) unpainted aluminum troughs stacked vertically to provided for the storage the hard suction hoses and will be located on the right side. The troughs will have stops at 88" to keep the suction hose at a manageable location. Replaceable nonmetallic guides shall be installed to prevent the backboards from rubbing on the compartment interior. The location of the compartments will be: left side backboards, center ladder and right side suction hose.

The compartment walls shall be furnished entirely of .250" smooth aluminum material and shall be unpainted. The walls shall be furnished with a random orbital sanded finish.

The floor of the compartment shall be furnished with UHMW or equal runners for ladder scuff protection and ease of loading and unloading.

The top of the compartment shall be fabricated of .188" thick aluminum treadplate. The outer edges for the top shall be formed into V-shaped drip rails and shall support the hose bed covers in the closed position.

The exact layout of the storage compartment shall be approved by the fire department prior to construction.

One (1)
KB-02-1000

APPARATUS BODY

The apparatus body compartments shall be fabricated of twelve gauge A-60 Galvanneal steel.

The side compartments shall be an integral assembly with the rear fenders.

Circular fender liners shall be provided for prevention of rust pockets and ease of maintenance.

Compartment floors shall be of the sweep out design with the floor higher than the compartment door lip.

Drip protection shall be provided above the doors by means of bright aluminum extrusion or formed bright aluminum treadplate.

The top of the compartment shall be covered with bright aluminum treadplate formed over the edges on the front, rear and outward side. The corners of the aluminum covers shall be "TIG" welded.

All screws and bolts that protrude into a compartment shall have acorn nuts installed to prevent injury and snagging.

FASTENERS

All aluminum and stainless steel components shall be attached using stainless steel fasteners.

Compartment door hinges, handrails and running boards shall be attached using minimum 1/4" diameter machine bolt fasteners.

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3/16" diameter fasteners shall only be used in nonstructural areas such as; door handles, trim moldings, gauge mounting, etc.

One (1)
KB-10-3100

BODY DIMENSIONS

Apparatus body shall be up to 144" long and 102" wide, reference drawing for actual body length. Body compartments shall be divided into upper and lower areas with the upper area approximately sixteen-inches in depth, and the lower area approximately twenty-three inches in depth. The hose bed shall be 68" wide.

One (1)
KK-01-1100

APPARATUS BODY SUB-FRAME

The apparatus body sub frame shall be constructed entirely of heavy steel structural channel material.

Two full frame lengths, three-inch (3") 4 pound per foot longitudinal steel channels shall form the sides of the body sub frame and sides of the water tank cradle. Sub frame cross members shall be fabricated with three inch (3") 4 pound per foot heavy steel channel cross members welded to the longitudinal body sub frame sides and the full length frame pads.

Two full frame length 1/2" x 3" flat steel frame pads shall be attached to the body sub frame and rest on top of the chassis frame rails for proper frame weight distribution.

The steel frame pads, longitudinal steel channels and sub frame cross members shall be attached to the chassis frame rails using heavy "U" bolt fasteners to allow removal of the sub frame and body assembly from the chassis. There shall be a barrier provided between the sub frame and body to prevent electrolysis.

A minimum of two rear platform support channels shall be provided and constructed of 4.3 lb. per foot heavy steel material. Each support channel shall have welded in gusset where the support meets the rear sub frame rails.

One (1)
KK-02-0400

COMPARTMENT VENTS

All body compartments shall have a minimum of one (1) louvered panel bolted into a wall to provide the proper airflow inside the compartment. There shall be a filter installed behind the louvered panel. The filter shall be accessible for cleaning by removing the louvered panel on the interior of the compartment.

One (1)
KK-02-0500

BODY AND PUMP HOUSE FLEX JOINT

When equipped with a fire pump, the body and pump house shall be a separate freestanding component forming a true flex joint between the body and pump house. The intent is to allow either to be easily removed as a single unit without disturbing the other and to provide a flex joint between the two modules. Designs where the pump house and body are interjoined as a common unit do not meet the technical requirement of providing a flex joint or the repairability requirement of these specifications.

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One (1)
KK-02-0654

WHEEL WELL LINER AND FENDERETTES

For ease of accessibility and maintenance, wheel well panels shall be double break formed painted smooth plate that is welded in place.

To fully protect the wheel well area from road debris and to aid in cleaning, a full depth (minimum of 25") radius wheel well liner shall be provided. Wheel well liner shall be smooth galvanized steel to prevent corrosion.

The rear wheel wells shall be radius cut for a streamlined appearance. A polished aluminum fenderette shall be furnished at each rear wheel well opening, held in place with concealed stainless steel fasteners.

One (1)
KK-02-3700

REAR TOW EYES

There shall be two tow eyes furnished under the rear of the body and attached directly to each chassis frame rail. There shall be a reinforcement spreader bar connecting the two tow eyes. Tow eyes are to be constructed of 3/8" plate steel with a 4" I.D. hole, large enough for passing through a tow chain end hook.

One (1)
KK-03-0050

APPARATUS COMPARTMENTATION

There shall be large enclosed compartments on both sides of the body, starting at the front of the hose body and continuing to the rear of the apparatus. These compartments shall be as large as possible, using all available space.

The aluminum treadplate compartmentation tops on each side of the body shall be extended out and downwards a minimum of .50" over the compartment doors forming a drip rail. Corners shall be TIG welded.

Lower or rear face compartments, if specified shall be provided with polished aluminum drip rails.

One (1)
KK-03-0065

HINGED COMPARTMENT DOOR CONSTRUCTION

All hinged compartment doors shall be of the flush style so that the entire door fits flush against the apparatus body sides. Doors shall be designed, in the closed position, to have the painted edges protected from damage on the tops by forming the treadplate compartment tops into a extended drip edge, on the bottoms by the rub rail.

Doors shall be a minimum 2" thick, fabricated of a minimum of .125 smooth aluminum. Full panel inner compartment door liners shall be provided and constructed of smooth aluminum. The compartment doors shall have a foam panel glued in place between the exterior and interior door skin. Exterior door panels shall be smooth with no welds visible on the exterior skin. Double door compartments shall be equipped with a secondary latch to hold the secondary door in position.

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All compartment door hinges shall be full-length piano type constructed of a minimum 14-gauge type 304 polished stainless steel with 3/16" stainless steel hinge pin with dual directional bolt holes for ease of adjustment.

When horizontally hinged lift-up doors are specified, they shall be equipped with heavy-duty gas filled props to hold the doors in the open position. All other hinged doors shall be equipped with spring loaded hold open device specifically designed for use on vertically hinged doors. Door holders shall be bolted in position. The door ajar switches shall be fully enclosed within structural members and shall not extend into the clear door opening.

All compartment doors shall be provided with hollow core weather stripping to provide a weather tight seal at the door opening and to prevent road spray and debris from entering the compartment.

One (1)
KK-03-0076

EXTERIOR DOOR LATCHES

Side exterior compartment doors shall be furnished with a large stainless steel spring loaded D-handle with slam type latches. D-handles shall have the large "bent" D-ring for ease of grabbing the handle even when wearing mitts or gloves.

A non-moisture absorbing gasket shall be installed between the door latch and the door skin panel.

One (1)
KK-03-2100

DRIVER SIDE COMPARTMENTS

Three body compartments shall be furnished as follows:

- One compartment ahead of the rear wheels with full height single hinged door.
- One compartment above rear wheel with one lift-up door.
- One compartment behind the rear wheels with full height single hinged door.

One (1)
KK-04-2100

PASSENGER SIDE COMPARTMENTS

Three body compartments shall be furnished as follows:

- One compartment ahead of the rear wheels with full height single hinged door.
- One compartment above rear wheel with one lift-up door.
- One compartment behind the rear wheels with full height single hinged door.

One (1)
KK-05-1002

DRIVER SIDE COFFIN COMPARTMENTS

There shall be a compartment located above the upper high side compartments with two hinged doors on the top of the compartments. The compartments shall be the same length and width as the upper side compartments. The door opening shall be formed and raised approximately two-inches above the top of the compartments. Each door shall be attached to the outboard edge of the formed door opening with a stainless steel hinge. Each door shall open to the outboard side of the body and have a positive type latch and pneumatic hold open device.

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One (1)
KK-05-1010

PASSENGER SIDE COFFIN COMPARTMENTS

There shall be a compartment located above the upper high side compartments with two hinged doors on the top of the compartments. The compartments shall be the same length and width as the upper side compartments. The door opening shall be formed and raised approximately two-inches above the top of the compartments. Each door shall be attached to the outboard edge of the formed door opening with a stainless steel hinge. Each door shall open to the outboard side of the body and have a positive type latch and pneumatic hold open device.

One (1)
KK-50-0580

REAR BODY CONFIGURATION

Rear apparatus body compartments shall be as follows:

- There shall be one lower compartment with double hinged doors.
- There shall be one upper compartment with a lift-up type door.

The rear of the body including the compartments behind the rear wheels and the rear step shall be raised 6" to increase the angle of departure.

One (1)
KK-50-4100

REAR BEAVER TAIL

There shall be a beaver tail on the rear of the body. The beaver tail shall angle down from the top of the hose bed to the rear step area. Polished aluminum tread bright shall be installed on the inside of the beaver tail.

Two (2)
KM-50-0100

DRIVER SIDE AIR BOTTLE COMPARTMENTS IN WHEELWELL

SCBA storage compartment shall be provided and located in the driver side rear wheel well of the apparatus body. Compartment door and frame shall be constructed entirely of cast aluminum and have hinged style door. The compartment bottom and rear wall shall be lined with rubber material to protect paint finish of the air cylinder.

Two (2) SCBA storage tubes shall be located on the driver's side fender area.

Two (2)
KM-50-0250

PASSENGER SIDE AIR BOTTLE COMPARTMENTS IN WHEELWELL

SCBA storage compartment shall be provided and located in the passenger side rear wheel well of the apparatus body. Compartment door and frame shall be constructed entirely of cast aluminum and have hinged style door. The compartment bottom and rear wall shall be lined with rubber material to protect paint finish of the air cylinder.

Two (2) SCBA storage tubes shall be located on the passenger's side fender area.

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One (1)
KR-01-0100

EXTRUDED ALUMINUM RUB RAILS

Full body length polished aluminum rub rails shall be bolted in place on the right and left body sides and in the pump panel area. The rub rails shall extend outward beyond the body sides for protection of the compartments and doors. There shall be a bolt on aluminum corner casting on each rear corner to blend the rear tailboard assembly with the side rub rails.

The side rub rails shall be a heavy extruded aluminum "C" channel.

One (1)
KR-04-0002

SIDE AND REAR OVERLAYS

Overlay panels shall be constructed of 3003 polished aluminum treadplate. Polished aluminum overlay shall be provided and installed in the following areas:

- The front face of each side compartment.
- The rear body face and vertical area above tailboard and below hose bed.
- Driver's side and passenger compartment top extending down over side to the compartment doors then forming a drip rail above doors.
- Front face of hose bed above booster tank.

Overlay shall be installed with "Aluminized" stainless steel bolts to prevent corrosion.

One (1)
KR-04-0010

POLISHED COMPARTMENT TOP WELDS:

The compartment top welds to be polished.

One (1)
KR-04-3000

SLIP-RESISTANT WALKWAY SURFACE

All exterior surfaces designated as stepping, standing, and walking areas shall have an aluminum slip-resistant overlay material installed. The slip-resistant overlay material shall have a raised serrated surface that will allow moisture to drain out either side. The recessed surface shall be one piece solid material to prevent road spray and debris from entering the top surface from below. The slip-resistant overlay material shall meet the requirements of NFPA 13-7.3. The slip-resistant surface shall be installed in the following areas of the apparatus body:

- Step areas of the side running boards.
- Rear step running board step.
- Walkway and standing platforms

One (1)
KR-04-4902

REAR STEP/RUNNING BOARDS

The apparatus body running boards and rear step shall be constructed with slip-resistant surface and shall have bright aluminum treadplate trim around the outside edges. Side running boards and rear step shall be removable for ease of service in case of damage.

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One (1)
KR-04-4908

REAR STEP/TAILBOARD

A single piece .188 rear step/tailboard shall be furnished that is a minimum of 12.00" deep and full width of the apparatus body, from rub rail to rub rail. The tailboard shall be provided with a removable casting on each corner for a pleasing appearance.

One (1)
KR-10-0000

HANDRAILS

Access handrails shall be 1 1/4" in diameter extruded aluminum with rubber insert. Access rail escutcheons and brackets shall be chrome plated and attached with stainless steel bolts. Anchoring of posts and framing members for railings of all types shall be of such construction that the completed railing structure shall be capable of withstanding a load of at least 225 pounds applied in any direction at any point along the rail.

One (1)
KR-10-0100

REAR HANDRAILS

Two (2) vertical access handrails shall be provided and mounted on the rear of the apparatus body, one on each side. Each rear handrail to be approximately 48" long.

One (1)
KR-10-0400

HANDRAILS

A full width access rail is to be provided and installed across the rear face of the apparatus body, below the hose bed level above the rear compartment doors.

Ten (10)
KS-01-0100

FOLDING ACCESS STEPS

NFPA approved folding steps shall be provided and mounted on the apparatus, as listed below. All access steps shall have a minimum surface area of 35-square inches, and have a slip-resistant standing surface. The step shall be capable of supporting a 500-lb. load.

The folding steps shall be located as follows:

- Six (6) on the front face of the side compartments, three (3) each side,
- Four (4) on the inside of the beavertails, two (2) on each side.

One (1)
KS-01-2600

FULL WIDTH INTERMEDIATE STEP

There shall be a full width intermediate step furnished and installed on the rear of the apparatus body. The top surface to the intermediate step shall have a slip-resistant surface meeting NFPA requirements. The intermediate step shall be fabricated of polished aluminum treadplate material and be bolted to the rear of the apparatus body.

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One (1)
NA-00-0010

ELECTRICAL

Electrical wiring, hydraulic lines, air system tubing, and control cables shall be fastened to the frame or body structure of the apparatus and shall be furnished with protective looms, grommets, or other devices, so that any such connector and/or wiring will be protected from shear or tear.

The body 12-Volt electrical system shall be designed specifically for the apparatus body. Automatic reset circuit breakers shall be provided and installed in all circuits.

Wiring data shall be provided with the completed apparatus.

The following electrical equipment and lights shall be provided and installed:

One (1)
NA-00-0080

WIRING SYSTEM

All electrical wiring shall be 14-gauge heavy strand copper with type GXL crosslink high temperature insulation, being circuit function printed every three-inches along its entire length.

Wiring data shall be provided with the completed apparatus.

The following electrical equipment and lights shall be provided and installed:

One (1)
NA-00-2000

TAIL LIGHTS

Two (2) Whelen #60X000RU rectangular red stop/tail lights shall be provided and mounted at the rear of the body, one on each side.

One (1)
NA-00-3500

DIRECTIONAL LIGHTS WHELEN

Two (2) Whelen Model 60X000QU amber arrow directional signal lights shall be provided and mounted at the rear of the body, one on each side below the stop/tail lights.

One (1)
NA-00-5000

BACKUP LIGHTS WHELEN

Two (2) Whelen Model 60J000CU rectangular clear backup lights shall be provided and mounted, one on each side at the rear of the body. The backup lights shall be mounted below the rear stop/tail and directional lights.

One (1)
NA-00-5200

TAIL LIGHT TRIM

A polished cast aluminum three hole taillight bezel/housing shall be provided. The specified rear lighting units shall be installed in the bezel/housing and secured. The completed assembly is to be bolted to the apparatus body, one each side.

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One (1)
NA-00-5300

CLEARANCE LIGHTS

There shall be clearance marker lights installed meeting all DOT requirements. The vehicle clearance lights shall be recess mounted within the rear center tailboard step.

One (1)
NA-00-5400

LICENSE PLATE BRACKET

A license plate mounting bracket shall be provided complete with a chrome-plated shielded indirect type light. Bracket shall be mounted at the rear of the apparatus body.

One (1)
NA-00-5600

BACKUP ALARM

An automatic, electronic reverse alarm shall be provided and installed. An alarm shall activate whenever the reverse gear is selected in the transmission.

One (1)
NA-00-6000

LOAD MANAGER

The apparatus shall be equipped with a Class 1 Total System Manager (TSM) for performing electrical load management. The TSM shall have 16 outputs to supply warning and load switching requirements to comply with NFPA requirements.

Outputs 1 - 12 shall be independently programmable to activate during the scene mode, the response mode, or both. These outputs can also be programmed to activate with the ignition or master warning switch, or to sequence and shed along with the priority. Output 14 shall provide a low voltage warning for an isolated battery if provided. Outlet 15 is a user configurable output and shall be programmable for activating between 10.5 and 15-volts. Output 16 shall provide a low voltage alarm that activates at the NFPA required 11.8-volts.

The TSM shall have a digital display located on the internal circuit board to indicate system voltage in normal operation mode and also indicate the output configuration during programming mode.

The TSM shall be protected against reverse polarity and shorted outputs, and be enclosed in a metal enclosure to enhance EMI/RFI protection.

Eight (8)
NA-01-1000

COMPARTMENT LIGHTING

All side and rear exterior equipment compartments shall be provided with one (1) clear compartment light mounted to the top of the compartment ceiling. Compartment lights shall switch on automatically when the compartment door is opened and switch off when the door is closed.

One (1)
NA-01-3000

OPEN COMPARTMENT/HAZARD WARNING LIGHT

A red flashing, warning light shall be provided and installed in the driver's compartment to indicate an open passenger or apparatus compartment door. The hazard light shall also be attached to

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folding equipment racks and light towers as specified. Light shall be properly marked and identified.

One (1)
NB-02-5200

BATTERY DISCONNECT SWITCH

A master battery on/off switch shall be provided and mounted in a convenient location to the driver. The master battery switch shall disconnect the batteries from all chassis and body accessories.

A "Battery-On" pilot light shall be provided, visible to the driver.

One (1)
NB-02-6000

BATTERY CONDITIONER

A 110-volt Kussmaul Auto-Charge 12, single system, 12-amp automatic battery charger shall be provided and installed within the chassis cab and wired to the battery system. Battery charger shall be designed to automatically charge the battery system when shoreline power is connected. The charger shall be equipped with an amp meter on the face of the charger to indicate the charge rate, and a remote voltage sensing device to compensate the charger output for the voltage drop in the charging wires.

One (1)
NB-02-7620

AUTO-EJECT

A Kussmaul "Super Auto-Eject" 20-amp automatic disconnect device shall be provided and installed on the 110 volt shoreline connection complete with weatherproof cover and matching plug. The Auto-Eject shall be activated by the chassis starter switch to disconnect the plug. The Super Auto-Eject shall be completely sealed to prevent contamination of the mechanism by inclement weather and road conditions. The Super Auto-Eject shall have an internal switch to open and close the A.C. circuit after the mating connector is inserted and before the connector is removed.

A shore power inlet plate shall be permanently affixed at or near the power inlet. The plate shall indicate the following:

- Type of Line Voltage
- Current Rating in Amps
- Power Inlet Type (DC or AC)

One (1)
NB-02-9100

DASH MOUNTED EMERGENCY ELECTRICAL SWITCH PANEL

An electrical switch panel shall be designed and mounted in the cab dash area. All switches shall be provided with back lighted snap-in legend inserts.

SWITCHES

All emergency light switches shall be lighted, rocker style. Switches shall be internally lit when the switch circuit is in the on position. A plug-in identification label is to be provided and installed adjacent to each rocker switch with backlighting provided behind the label.

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An internally lighted "master" switch shall be provided and wired through a heavy-duty relay to activate power to the emergency lights.

One (1)
NB-10-5000

REAR STEP LIGHTS

Two (2) chrome plated lights shall be furnished and installed on the rear face of the body to illuminate the rear step area. Lights shall be wired to the panel light switch at the pump operator's panel.

One (1)
NB-10-5400

ENGINE COMPARTMENT WORK LIGHT

An engine compartment work light shall be provided complete with a switch mounted on the light head.

One (1)
NB-10-5600

PUMP COMPARTMENT WORK LIGHT

A pump compartment work light shall be provided and installed within the pump compartment area complete with a switch mounted on the light head.

One (1)
NB-10-6100

UNDER CAB LIGHTING

There shall be four (4) lights furnished below the chassis cab, one on each side below each door. The lights shall be wired to switch on and off automatically when the cab doors are opened.

One (1)
NB-10-6800

UNDER BODY LIGHTING

There shall be two (2) lights furnished below the pump house running board, one on each side. The lights shall be wired to turn on and off with a switch located on the pump operator's panel.

One (1)
NB-10-6900

UNDER BODY LIGHTING REAR STEP

There shall be two (2) lights furnished below the rear step, one on each side. The lights shall be wired to turn on and off with a switch located on the pump operator's panel.

One (1)
NB-30-0200

REAR DECK LIGHTS

Two (2) Unity #AG series, chrome-plated, six-inch rear mounted lights with swivel type mounting bracket and individual switches shall be provided.

One light shall be a **35-watt 75,000 candlepower spot** lamp, and one light shall be a **35-watt 1,100 candlepower flood** lamp.

Two (2)
NB-30-0700

TELESCOPING 12 VOLT SPOT/FLOODLIGHTS

Fire Research 12-volt spot/flood light Model LTA530-TC shall be provided and mounted on a side mount/bottom raise type telescopic pole. The light shall be mounted on the front of the

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apparatus body. The lights shall be wired to the chassis 12-volt system with a switch provided on the light.

Two (2) 12-volt telescoping lights shall be provided and located at the front of the body, one each side.

One (1)
NB-40-0900

TRAFFIC DIRECTION BAR

A Whelen Model TAL65 traffic advisor light bar shall be provided and mounted facing the rear of the apparatus with control console mounted in the truck cab.

The unit shall include six (6) LED modules mounted in the extruded housing. There shall be dual parabolic reflectors with Lexan spreader lens to insure optimum wide angle warning signal projection from each light head assembly. Each LED module shall be individually replaceable. The module shall be all solid state electronics and microprocessor controlled. The control unit shall have four (4) selectable operating modes: Left arrow, Center out, Flash (In/Out, 2-step alternate pattern). The control module shall have an on/off switch, fused power lead, four function rotary switch and an LED display to "echo" the flash pattern of the lights. The lights shall have a on second repetition rate for faster recognition time.

One (1)
NB-40-0910

SURFACE MOUNTED TRAFFIC ADVISOR

The traffic advisor shall be surface mounted on the rear of the apparatus body.

One (1)
NC-03-2500

ELECTRONIC SIREN

A Whelen Model WS-295HF, 100/200-watt electronic siren with Hands Free feature, and hardwired microphone shall be provided and mounted in the cab.

One (1)
NC-03-6000

SPEAKER

A Federal Model CP-100S chrome-plated 100-watt speaker shall be provided and mounted on the front bumper extension of the chassis. The speaker shall be connected to the electronic siren.

One (1)
NC-04-2900

RED LIGHT

There shall be a steady burning red light furnished on the chassis cab.

The steady burning red light shall be provided to meet California DMV requirements.

The light shall be a Whelen Model 70F000RR halogen light with a Model 7GIKT1 cast mount provided. The light shall be mounted on the front of the grille.

One (1)
NE-04-0950

EMERGENCY LIGHTING

The upper and lower zones "A", "B", "C", "D" of the apparatus shall have the following emergency lighting equipment:

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One (1)
NJ-02-1700

LIGHT BAR

One (1) Whelen model FN60VLED 60" light bar mounted on chassis cab roof to meet the NFPA upper zone A lighting requirement. The lights shall be activated through the master emergency light switch located on the electrical console. Light bar to have the following equipment:

- (2) Front Corner Red Linear 12's
- (4) Front Linear8's (2 Red/2 White
- (2) End Red Linear8's that form square ends

One (1)
NJ-02-3200

REAR WARNING

Two (2) Whelen model RB6PAP rotating beacons mounted on the rear of the apparatus body to meet the NFPA Zone B, C, D upper level lighting requirement. The lights shall be activated through the master emergency light switch located on the electrical console. Each light to have the following equipment:

- (1) 50-watt Halogen Rotator
- (1) Large Reflector
- Amber lens on each side

One (1)
NJ-02-4220

UPPER ZONE "B, C, D" LIGHT MOUNTING

The upper rear lights designated for Upper Zone "B" shall be mounted on cast aluminum stanchions attached to the apparatus body, one on each side.

One (1)
NJ-02-6400

ZONE A FRONT LIGHTS

There shall be two (2) Whelen model 70R00FRR LED flashing lights furnished on the front face of the apparatus to meet the NFPA Zone A lower level lighting requirement.

One (1)
NJ-02-8610

ZONE B & D SIDE LIGHTS

There shall be two (2) Whelen model 60R00FRR LED flashing lights furnished on each side of the apparatus to meet the NFPA Zone B & D lower level lighting requirement. One LED light mounted as far forward as possible and one LED light mounted as far to the rear as possible. The LED lights shall be connected to a flasher and be activated through the master emergency light switch located on the electrical console. Each light shall have a red lens.

One (1)
NJ-02-9900

ZONE C REAR LIGHTS

There shall be two (2) Whelen model 60R00FRR LED flashing lights furnished on the rear of the apparatus to meet the NFPA Zone C lower level lighting requirement.

One (1)
NS-00-0100

12 VOLT ELECTRICAL CERTIFICATION

The low voltage electrical system shall be tested and certified per NFPA 1901 requirements.

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A certificate of compliance shall be provided with the completed vehicle upon delivery.

Minimum electrical load consists of the total amperage required to simultaneously operate the following in a stationary mode at the incident scene.

- The propulsion engine and transmission.
- All Clearance and marker lights.
- The communication radio. (Default of 5.0 amps used for testing).
- Illumination of all walking surfaces, the ground at all egress points, controls and instrument panels and 50% of the total compartment lighting load.
- Minimum warning lights required for "Blocking Right of Way" mode.
- The current to simultaneously operate any fire pump, aerial device & hydraulic pumps.
- Anything defined by the purchaser to be critical to the mission of the apparatus.

The first test for the electrical system is the **Reserve Capacity Test**. All the above listed components operate with the engine shut off. After 10 minutes all electrical loads are shut off and the battery system must have adequate reserve power to start the engine.

The second test is the **Alternator Performance Test at Idle**. All the above listed components operate with the engine at an idle. There can be no current draw from the batteries of the apparatus.

The third test is the **Alternator Performance Test at Full Load**. All electrical components shall be activated with the engine operating at governed RPM for two hours. During the test the system voltage can not drop below 11.7-volts or have excessive battery discharge for more than 120 seconds. Any loads not listed in the minimum electrical load may be load managed in order to pass the test.

All of the above tests must be conducted with the engine compartment at approximately 200 degrees.

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One (1)
PA-01-0002

PAINTING

All bright metal fittings if unavailable in stainless steel shall be heavily chrome-plated. Iron fittings shall be copper plated prior to chrome plating.

All seams shall be caulked both inside and along the exterior edges with an automotive sealant to prevent moisture from entering between any body panels.

The body and all parts shall be thoroughly washed with grease cutting solvents prior to any sanding. After the body has been sanded and the minor imperfections filled and sanded, the body shall be washed again with a solution to remove any contaminants on the surface. The first coating to be applied is a self-etching primer for maximum adhesion to the body metal. The next three coats shall be an acrylic, urethane, primer surfacer. The primer surfacer coat is to be hand sanded with 600-grit sandpaper to insure maximum gloss of the paint. The last step is the application of at least three coats of Concept Acrylic Urethane two component color.

The fire pump and all rigid discharge and suction plumbing shall be painted silver in color.

While constructing the truck body, all aluminum parts shall be properly fitted on the body. The backside of all aluminum parts shall be sanded smooth of any burrs and sharp edges.

All aluminum parts shall be bolted to the body using stainless steel fasteners. Cadmium plated fasteners are not acceptable.

During reassembly of the apparatus, care shall be exercised in fitting and fastening the parts back in their respective position on the vehicle.

One (1)
PA-01-0200

UNDERCOATING

The body sub frame shall be undercoated with a heavy-duty automotive type undercoating before the rubber backing and the compartments are attached. After the body has been attached to the sub frame and all final items have been installed the entire body assembly shall be undercoated

One (1)
PA-01-1520

INTERIOR COMPARTMENT LINER

The interior compartment walls shall be coated with a heavy spray on lining material. The lining material shall dry to form an impervious one-piece covering to protect the compartment interiors from damage. The lining material shall be dark gray in color.

One (1)
PA-01-3500

WHEEL PAINTING

The exterior faces of the front and rear wheels, shall be finished painted to match the apparatus body. Wheels shall be properly prepared and finished with primer coats and topcoats as specified.

The outer two-inches of each outside wheel rim shall be painted Silver in color, unless otherwise specified.

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One (1)
PA-01-4500

The wheels shall be painted black in color.

PAINT BODY TO MATCH CHASSIS

One (1)
PA-02-1910

The apparatus body to be painted to match the chassis.

LETTERING

Lettering shall be done in gold leaf mylar letters, shaded in black, and encapsulated in clear mylar. Lettering to be placed on each cab door as directed by fire department. Maximum of fifty (50) letters.

One (1)
PA-02-2600

Exact lettering details including color, shading and locations shall be supplied by the fire department prior to construction.

One (1)
PA-02-4010

REFLECTIVE SAFETY STRIPE

A 4" wide 3M brand Scotchlite #680-10 reflective stripe shall be affixed to the perimeter of the vehicle. Striping shall be placed up to 60" above ground level and shall conform to NFPA reflectivity requirements. At least 60% of the perimeter length of each side and width of the rear, and at least 40% of the perimeter width of the front of the vehicle shall have reflective stripe.

The side stripe shall be applied straight across the body.

The stripe shall be white in color.

Exact striping details including color and location shall be supplied by the fire department prior to construction.

One (1)
PA-03-0099

REFLECTIVE MATERIAL

There shall be 96 square inches of reflective material installed on the inside of the driver's, officer, and crew cab doors.

One (1)
PC-00-0100

IDENTIFICATION & SAFETY LABELS

A permanent plate shall be installed in the driver's compartment to specify the quantity and type of the following fluids in the vehicle:

1. Engine oil.
2. Engine coolant.
3. Transmission fluid.
4. Pump Transmission Lubrication Fluid.
5. Pump Primer Fluid (If applicable).
6. Drive Axle Lubrication Fluid.
7. Air-conditioning refrigerant.
8. Air-conditioning lubrication oil.
9. Power steering fluid.
10. Transfer case fluid.

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11. Equipment rack fluid.
12. Air compressor system lubricant.
13. Generator system lubricant.

When trucks have been UL certified, a permanent plate with pump performance data and serial numbers shall be installed on the pump panel.

A permanent plate shall be installed in the driver's compartment specifying the maximum number of personnel the vehicle is designed to carry per NFPA standards. It shall be located in an area visible to the driver.

An accident prevention sign stating "DANGER PERSONNEL MUST BE SEATED AND SEAT BELTS MUST BE FASTENED WHILE VEHICLE IS IN MOTION OR DEATH OR SERIOUS INJURY MAY RESULT". The warning sign shall be placed so it is visible from all seating positions.

An accident prevention sign stating "DANGER DO NOT RIDE ON REAR STEP WHILE VEHICLE IS IN MOTION, DEATH OR SERIOUS INJURY MAY RESULT". The warning sign shall be placed so it is visible from the rear step of the vehicle.

If an inlet located at the pump operator's position is valved, it shall be provided with a permanent label that states "WARNING SERIOUS INJURY Or DEATH COULD OCCUR IF INLET IS SUPPLIED BY A PRESSURIZED SOURCE WHEN THE VALVE IS CLOSED".

One (1)
TA-01-0100

OPERATION / SERVICE MANUALS

The manufacturer shall provide with the vehicle upon delivery, one (1) complete delivery manual. These manuals shall be in a notebook type binder, with reference tabs for each section of the vehicle. Within each section shall be:

1. Individual component manufacturer instruction and parts manuals.
2. Warranty forms for body.
3. Warranty forms for all major components.
4. Warranty instructions and format to be used in compliance to warranty obligations.
5. Wiring diagrams.
6. Installation instructions and drawings for major parts.
7. Visual graphics, electronic photos of installations of major parts.
8. Necessary normal routine service forms, publications and components of body portion of the apparatus.
9. Technical publications on training and instructions for major body components.
10. Warning and safety related notices for personnel protection.
11. Cab and chassis manuals on parts, service and maintenance shall be provided.
12. UL Pump Certification sheets, including the Manufacturer's Record of Apparatus construction details.
13. Certificate of Compliance to Electrical Warning System Low Voltage test.
14. Line Voltage Electrical System test certificate.
15. Water tank capacity certificate.

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One (1)
VA-00-0000

ADDITIONAL EQUIPMENT

The following equipment shall be furnished by the apparatus body builder.

LADDERS

One (1)
VA-01-0435

An 8-foot folding aluminum attic ladder, with mounting brackets, ALCO-LITE model FL-08, shall be furnished.

One (1)
VA-01-0500

A 16-foot, 3-section aluminum fire department extension ladder, DUO-SAFETY Model 912A, shall be furnished.

One (1)
VA-03-2000

HARD SUCTION HOSE

10-foot length of 3" lightweight PVC, flexible fire department suction hose, first quality non-collapsible type, of a design having a low friction loss and which will not collapse under a vacuum of 23".

Hard suction hose to be equipped with 2 1/2" NST lightweight couplings. Long handles on female and rocker lugs on male couplings.

Three (3) 7' lengths of 3" suction hoses shall be provided

One (1)
VA-04-0700

SUCTION STRAINER

A 2-1/2" NST chrome-plated barrel type suction hose strainer shall be provided.

One (1)
VA-05-6800

WHEEL CHOCKS

A pair of heavy-duty aluminum wheel chocks shall be provided and mounted in underbody slide-out mounting brackets as directed by the fire department.

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One (1)
1B-00-0500

WARRANTY

We warrant each new motorized fire apparatus manufactured by CENTRAL STATES FIRE APPARATUS for a period of ONE YEAR from the date of delivery, except for chassis and other components noted herein.

Under this warranty we agree to furnish any parts to replace those that have failed due to defective material or workmanship where there is no indication of abuse, neglect, unusual or other than normal service providing that such parts are, at the option of CENTRAL STATES FIRE APPARATUS, made available for our inspection at our request, returned to our factory or other location designated by us with transportation prepaid within thirty days after the date of failure or within one year from the date of delivery of the apparatus to the original purchaser, whichever occurs first, and inspection indicates the failure was attributed to defective material or workmanship.

The warranty on the chassis and chassis supplied components, storage batteries, generators, electrical lamps and other devices subject to deterioration is limited to the warranty of the manufacturer thereof and adjustments for the same are to be made directly with the manufacturer by the customer.

This warranty will not apply to any fire apparatus that has been repaired or altered outside our factory in any way, which in our opinion might affect its stability or reliability.

This warranty shall not apply to those items that are usually considered normal maintenance and upkeep services: including, but not limited to, normal lubrication or proper adjustment of minor auxiliary pumps or reels.

This warranty is in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on our part. We neither assume nor authorize any person to assume for us any liability in connection with the sales of our apparatus unless made in writing by CENTRAL STATES FIRE APPARATUS.

One (1)
1B-00-2000

5 YEAR GALVANNEAL BODY WARRANTY

CENTRAL STATES FIRE APPARATUS (CSFA) warrants to the original purchaser only, that the all Galvanneal body, fabricated by CENTRAL STATES FIRE APPARATUS, under normal use and with reasonable maintenance, will be structurally sound and will remain free from corrosion perforation for a period of FIVE (5) years.

This warranty does not apply to the following items that are covered by a separate warranty: paint finish, hardware, moldings, and other accessories attached to this body. In addition, this warranty does not apply to any part or accessory manufactured by others and attached to this body.

CENTRAL STATES FIRE APPARATUS MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, WITH RESPECT TO THE GALVANNEAL BODY AND ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE HEREBY DISCLAIMED.

CENTRAL STATES FIRE APPARATUS will replace without charge, repair or make a fair allowance for any defect in material or workmanship demonstrated to its satisfaction to have

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existed at the time of delivery or not due to misuse, negligence, or accident. If CENTRAL STATES FIRE APPARATUS elects to repair this body, the extent of such repair shall be determined solely by CENTRAL STATES FIRE APPARATUS, and shall be performed solely at the factory, or at an approved facility. The expense of any transportation to or from such repair facility shall be borne by the purchaser and is not an item covered under this warranty.

CENTRAL STATES FIRE APPARATUS will not be liable for consequential damages and under no circumstances will its liability exceed the price for a defective body. The remedies set forth herein are exclusive and in substitution for all other remedies to which the purchaser would otherwise be entitled.

CENTRAL STATES FIRE APPARATUS will be given a reasonable opportunity to investigate all claims. The purchaser must commence any action arising out of, based upon or relating to agreement or the breach hereof, within twelve months from the date the cause of the action occurred.

One (1)
1B-00-3500

PAINT WARRANTY

The PPG paint performance guarantee will cover the areas of the vehicle finished with the specified product for a period of FIVE (5) years beginning the day the vehicle is delivered to the purchaser.

The areas as outlined on the Guarantee Certificate will be covered for the following paint failures:

GUARANTEE INCLUSIONS:

FULL APPARATUS BODY MANUFACTURED AND PAINTED BY CENTRAL STATES FIRE APPARATUS:

- * Peeling or delamination of the topcoat and/or other layers of paint.
- * Cracking or checking.
- * Loss of gloss caused by cracking, checking, or hazing.
- * Any paint failure caused by defective PPG Fleet Finishes which are covered by this guarantee.

All guarantee exclusions, limitations, and methods of claims are covered in the full certificate provided to the original purchaser.