



Ford Cab & Chassis

Unit is to be installed on a Ford F550, Crew Cab, 4 x 4

- GVWR : 19,000 lb
- Front Axle : 7,000 lbs
- Rear Axle : 13,000 lbs
- 4.88 Ratio Limited Slip Axle
- Skid plates
- Rear and Front Stabilizer suspension bar
- Extra Heavy Service Suspension Package

The power train should consist of the following:

- Ford Power stroke V8, 6.7 L Turbo Diesel Motor
- 6 Speed TorqShift Automatic transmission
- Part-time four wheel drive
- Extra Heavy Duty Alternators, 320 amps total

Interior requirements are as follows (XLT Decor package):

- Black floor mats in place of carpeting
- Upfitter switches (4)
- 2-Heavy Duty Bucket seats instead of bench seats In Front
- Bench Seat in rear
- Air conditioning with high output fresh air heater
- Am/Fm Stereo with digital clock
- Power equipment - Driver window, door locks & windows w/backlit switches & accessory delay.



ACCEPT ONLY THE BEST™

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A CENTURY OF ENGINEERING FOR THE BRAVEST

Exterior requirements are as follows (XLT Decor package):

- The chassis shall be painted by the chassis manufacturer according to the chassis manufacturer's factory standards. The body builder shall not repaint the chassis. Cab to be Ford Fire Red (F1)
- Chromed front bumper
- New design front lights
- Argent grill
- Dual front tow hooks
- Power Heated Mirrors, manually telescoping trailer tow with manual glass and two-way fold
- The chassis exhaust system shall be extended to the rear of the right rear wheel.
- The tires should be a MAXIMUM TRACTION mud / snow tire from Ford
- The wheel base should be 176.2" wheelbase, Cab to Axle (C.A.) should be 60"
- Wheels (All Six) shall be Ford OEM Aluminum Rims and left natural in color

Major Standard Features:

- Two (2) front tow hooks
- Axle – Front Monobeam with coil spring suspension
- Battery – 750 CCA 78-AH
- Brakes – Anti-lock System (ABS)
- Dual instruments panel mounted Cupholders
- Exterior cargo light – Back of cab
- Front and rear stabilizer bars
- Fuel tank – 40 gallon capacity
- Grab handles – Driver and front passenger
- Manual transfer case and hubs (4 x 4)
- Power steering
- Roof clearance lights
- Solar tinted glass
- Steering damper
- Windshield wipers – interval

Safety & Security:

- Airbag – Driver and front passenger
- Belt-Minder safety belt reminder
- BlockerBeam – includes valance air dam
- Passenger airbag deactivation switch

The Fire Apparatus shall meet all the requirements of the NFPA 1906 standard while stationary on a grade of 10 percent in any direction.

Stainless Steel Side Step Bars

One (1) set of 3" diameter stainless steel side step bars. Steps to be marine grade 304 prime stainless steel polished to a mirror finish with molded plastic step pad. Step area is compressed, rather than a cut out hole, to enhance strength and prevents interior corrosion. Lifetime Limited Warranty

Plastic step pad shall be covered with a Stainless Steel non-slip texture cover. Brand to be RealWheels model #RW420-2.

Inside Doors Reflective

All driving and crew compartment doors shall have at least 96 in2 of reflective material affixed to the inside of each door.



Engine Speed Control Device

An automatic engine speed control device shall be installed to allow an increase in the engine speed when the apparatus is parked. (NFPA 1906, 5.2.1.4 requirement)

An interlock shall prevent the operation of this engine speed control device unless the parking brake is fully engaged and the transmission is in neutral or park, or unless the engine speed control device is used with chassis engine driven components, in which case it shall be interlocked with the engagement of those components.

Winch (15,000#); Brush Guard

There shall be a 15,000 lbs. WARN M15000 12 Volt; self-recovery electric winch. This winch will be permanently mounted to the vehicle and wired per the manufacturer's specification. The winch shall have a minimum wire rope length of 90 ft with a large latched hook. The wire rope will be 7/16" in diameter and shall be constructed of aircraft wire rope and galvanized to help resist corrosion. The winch cable will pass through a 4-way roller fairlead.

Feature of the winch will include a 3 stage planetary gear system for fast line speed, cam action clutch disengages planetary gear system for free spooling and automatic load holding brake for strength and reliability.

There shall be a winch carrier to mount the winch at the front. Front Warn Connector and battery power lead to connect the winch shall be run for mounting of the winch.

A remote with 12' (7.6m) of cable shall be supplied.

In addition, this system includes a Warn Trans4mer chromed grille/brush guards which wraps to the outside of the headlights

Rear Receiver

A rear mounted Class III trailer hitch shall be securely attached to the chassis frame and shall include the 7-pin wiring trailer harness. Dust Cover to be installed front and rear.

Flat Bed Body

One (1) custom Fire Application aluminum flat bed body, 110" long x 94-5/8" wide. The aluminum plate used in construction is .100" 3003-H22 polished aluminum alloy treadplate.

Body sub-frame is made from 6061-T6 aluminum tubes and channels. Sub-frame crossmembers are installed every 16". The channel is 1-1/2" wide x 3" high x 3/16" thick. The body crossmembers shall extend the full width to support the compartment framing and shall be welded to the sub-frame main members.

Flat Bed Body Cont:

The Body sub-frame main members consist of 6061-T6 Aluminum square tubing of 2" wide x 6" high x 3/16" thick.

The light bar will be fixed to a polypropylene tubular mount that is the same height as the cab of the truck. The uprights will be angled inward to match the aerodynamic contour of the chassis cab.

The perimeter shall be made with 1/8" thick forged 3003H14 Aluminum. Forged aluminium brings a strong design that was specially made to embed emergency lighting & designed to fit properly a 4" reflective stripping.

The body shall be attached to the chassis rails with a minimum of four (4) heavy duty "U" bolts. The body shall be separated from the chassis by 3/8" Teflon. Attachment of the body and sub-frame will allow the body to resist from all distortion and off road operational condition.

The body is a modular design to allow removal from the chassis for major repair or mounting on a new chassis. Isolating material between the body and the chassis to be installed



All welding shall be done electrically using 5356 aluminum welding wire.

Rear vertical skirt will be made from 1/8" 3003-H22 polished aluminum alloy treadplate.

Rear skirt to include Signal, brake, reverse lights, D.O.T., license plate & NFPA steps.

Rear rubber mud flaps are provided. A bracket attached to the side of the muffler pipe end is installed to prevent any damaged that can occur to the mud flap.

Two (2) heavy duty tow eyes shall be installed at the rear of the body (NFPA 1906 requirement). The tow eyes will be fastened directly to each rear chassis frame rail. Hardware shall have a clear and unobstructed access.

The rear of the flat bed shall have two (2) non-skid rear steps for access to pump and controls. The rear steps shall be made so it can be folded up for use in rough terrain. All steps shall sustain a minimum static load of 500 lb (227 kg) without deformation (NFPA 1906 & 1901 compliant). Stepping height from the ground to the first step shall not exceed 24".

Access handrails shall be provided where steps for climbing are located.

An angle of approach and an angle of departure of at least 20 degrees shall be maintained at the front and the rear of the vehicle when it is loaded.

This will be no exception to the body specifications. Pre-built commercial flat bed bodies are not acceptable.

Compartments

All compartments will be made with 1/2" polypropylene sheet.

All compartments shall have a minimum of one (1) louvered panel bolted into a wall to provide the proper airflow inside the compartment.

All compartments shall be of sweep-out type with no lip at bottom edge for easy cleaning.

All compartments floors will be covered with Plastic Tiles. The tiles shall be black with yellow angled leading edges.

All door lock mechanisms shall be fully enclosed within the door panels to prevent fouling of the lock in the event equipment inside into the lock area.

Transverse compartment

One (1) transverse compartment of 13-1/2" long x 22" high x 94" transverse. Each side door to be horizontally hinged, drop down style with retaining cables.

The overlap polypropylene compartment doors shall be securely attached to the body with a full stainless steel hinge. Door openings shall be fitted with solid neoprene weather strip completely sealing the perimeter of the compartment door opening. Lift up door shall be installed with gas hold open struts. Compartment door seams is sealed with a pliable automotive body caulking. The compartment doors is latched with recessed, polished stainless steel "D" ring handles and locks.

Custom made compartment to be designed to hold eight (8) shovels & eight (8) Rakes.

Side Compartments

Two (2) 62" long x 30" high x 22" deep compartments behind the chassis, one (1) each side of the water tank.



Compartment doors shall be equipped with roll-up doors complete with the following features: door ajar switch, LED light, aluminum double wall slats with continuous ball & socket hinge joint and recessed slat seal, double wall reinforced bottom panel with stainless steel lift bar latching system, reusable slat shoes with positive snap-in securement, one-piece aluminum door track / side frame, top gutter with non-marring seal, non-marring side seals, bottom seal, with all wear component material to be Type 6 Nylon. Roll-up doors to be anodized gray.

Two (2) Adjustable shelves to be installed, one (1) located in the driver side compartment and one (1) located in the passenger side compartment.

There shall be a set of tracks for future installation of adjustable shelf(s) in each compartment.

Side Compartments Cont:

These tracks shall be installed vertically on the walls of the compartment(s) and shall offer a multitude of height adjustment possibilities.

Under each shelf, two (2) sets of clips shall be installed to hold two (2) brush brooms under each tray.

One (1) switch per compartment shall be installed so the compartment light(s) shall come on only when compartment door is open.

Rear Storage Compartment

One (1) integrated to the platform compartment approximately 5" high x 24" wide x 104" long for suction hose storage and folding ladders or pike poles. A flip down horizontally hinges door is furnished at the rear. The interior compartment is made from polished 3003-H14 alloy smooth plate.

Steel frame underneath Drop-In-Unit shall not be acceptable

Lettering & Stripping

The finished apparatus shall be lettered to match the existing apparatus, the door logo shall be provided by the Fire Department. The Apparatus number shall be applied to each side of the chassis hood. 4" Reflective 3M stripping shall be applied on the Cab & the truck bed as per NFPA.

At least 50 percent of the cab and body length on each side, at least 50 percent of the width of the rear, and at least 25 percent of the width of the front of the apparatus shall have the reflective material affixed to it.

Other item included

Medium Kochek Wheel Chocks with storage bracket.

Electrical components

A 12 volt electrical system is supply. The built in emergency light switch panel have a master switch plus individual switches for selective control. The switch panel is located in the cab on the driver's side to allow for easy access. The switches on the dashboard are lighted rocker type.

The wiring is secured in place, readily accessible and protected against heat, water and physical damage.



Electrical components Cont:

The complete electrical system is separated from the chassis wiring system except for a power supply connection at chassis battery. It is also protected by bolt-on type automatic circuit breakers.

All wiring will be run in heat and moisture resistant plastic convoluted split loom.

Grommets will be used where conductors or loom pass through metal.

Switches, relays, terminals, and connectors shall have a direct current (dc) rating of 125 percent of maximum current for which the circuit is protected.

Conductor insulation will conform to S.A.E. requirements. All circuit are protected by automatic reset circuit breakers.

All wiring furnished will conform to the national Electric Code.

All circuits will be wired in conformance with S.A.E. J1292, Automobile wiring standard.

All wiring will be function worded schematically.

A set (2) of electric diagram will be remit upon delivery.

Clearance, marker, license plate lights and reflectors will be furnished per D.O.T.

LED Signal, brake and reverse lights will be High Quality Grote Automotive lights recessed mount into rear aluminum skirt area of body per FMVSS 108 and CMVSS 108 requirements. Light to be LED Oval with chromed housing.

Two (2) LED Amber marker/clearance lights with chrome housing and clear lens will be installed on the front side of the bed, one (1) each side. Two (2) LED Red marker/clearance lights with chrome housing and clear lens will be installed on the rear side of the bed, one (1) each side. Three (3) LED Red marker/clearance lights with chrome housing and clear lens will be installed at the rear center of the bed. Amber & Red reflectors shall be installed around the perimeter of the bed as per DOT requirement.

One (1) back-up alarm that meets the type D (87 dba) requirements of SAEJ994 shall be provided at the rear of the apparatus. It will activate when the transmission is placed in reverse.

Compartment Lights switches

One (1) switch per compartment (R2-L2 only) shall be installed so the compartment light(s) shall come on only when compartment door is open.

Door Ajar

One (1) door ajar warning light shall be provided and installed in the consol to indicate an open body compartment door. The light shall be properly marked with a sign "Warning Door Ajar".

Telescoping Scene lights

Two (2) 150 Watts telescoping 12v Scene Lights mounted at rear of the body. The light shall be single head design. Lights will increase visibility around the apparatus during night or light operations.

Lights to be High Intensity Discharge (HID). Unlike the halogen incandescent bulbs, the HID bulb does not contain a filament. Instead, it creates light from an electrical discharge between two electrodes. This technology provides a brighter and crisper white light that is superior to halogen source because it most resembles natural daylight and is very efficient.

Model is to be Fire Research Optimum lamp heads with side mount, push up telescopic pole, #OPA512-H15. A switchbox is provided underneath each lamp head. Scene lights shall be wired.

**Poles For Tele-Lites shall not hang below the flatbed body



Rear Unity Lights

Two (2) Rear Unity scene light provided and mounted on the top of the rear water tank. One (1) to be Floodlight, one (1) to be Spotlight. Switch to be located on the light.

Console

One aluminum fire application custom consol installed between seats with rocker switch. To be quickly identified and visible to the driver and passenger while seated, the rocker switches shall be installed on the top face of the console designed with a 40 deg. angle. This area shall be able to hold at least two rows of rocker switch. All switches shall be rocker style internally lighted and appropriately identified by panel mounted legends.

The first lighted rocker switch to be a red Master Optical Warning switch. A master body disconnect automatic switch, normally open contacts, shall be provided to disconnect all electrical loads not provided by the chassis manufacturer. The starter solenoids shall be connected directly to the batteries.

All rocker switch to have a green "On" indicator that is visible from the driver's position shall be provided.

The consol will have an area to accommodate department map books, clipboards etc.. Area to be at least 13" long x 12" wide.

Console Cont:

The console also have an area for radio head & Siren installation.

Map Light, 12" gooseneck Halogen, Havis Shield, model C-MAP-S, side mounted on the cab console.

A voltmeter shall be mounted on the console to allow direct observation of the system voltage.

One (1) engine Hours Meter shall be supplied and installed on or near the console.

A Hand-Held / Tripod Spot Lamp installed on the console. Features, 1,500,000 C.P. for high intensity output ; Hand held base opens to become tripod base for a work light ; H3, 100 watt halogen bulb ; 20 ft. Power cord.

All electrical components like breaker, relays, wiring etc. will be installed inside this customized consol and protected with an aluminum box. This consol will be design to easily gain access to those breaker, relays, wiring, etc.

Controls and switches that are expected to be operated by the driver while the apparatus is in motion shall be within convenient reach for the driver.

Console to be painted black herculiner bed liner style.

Emergency lighting

One (1) 54" LED Whelen Lightbar, Liberty model # SLN2VLED. Lightbar to be mounted on the front top body.

- 4 x Red SUPER LED Corners
- 2 x Red SUPER LED Inner
- 2 x White SUPER LED Inner
- 2 x Front Facing Takedown lamps
- 2 x Side Alley lamps, one (1) each side

For Blocking Right-of-Way Mode of operation, white Super LED Inner lights (2) shall be turned off when parking brake is applied.

Mounted on front Ford grill, Two (2) Whelen M4 series Linear Super LED, red with red lens, each with a chrome flange.

Mounted each side of the chassis, Two (2) Whelen M4 series Linear Super LED, one (1) each side, red with red lens with a chrome flange,

Mounted each side of the body, Two (2) Whelen M4 series Linear Super LED, one (1) each side, red with red lens with a chrome flange



Emergency lighting Cont:

Mounted in the rear lower section of the body Two (2) Whelen M4 series Linear Super LED, two (2) red with red lens, each with a chrome flange.

Siren & Speaker

One (1) Whelen, model # 295SLSA1, 100 watts electronic siren amplifier with PA and switch control center to be provided and installed.

One (1) Whelen, model # SA315P, 100 watt speaker, to be provided and mounted on the front bumper with SAK1 universal mounting bracket.

Drop-In-Unit

Tank

The water tank shall be constructed of 1/2" thick polypropylene sheet stock with PolymarCo-PP™ resin. Water tank shall be welded with Heavy Duty extruded joint. The material shall be of a certified, high quality, non-corrosive, stress relieved thermo plastic, black in colour with a textured finish, and UV stabilized for maximum protection. The skid type water tank shall be of a standard configuration and shall be so designed to have complete modular slide in capability. The unit shall incorporate transverse partitions manufactured for 3/8" PT2E polypropylene which shall interlock with a series of longitudinal partitions constructed of 3/8" PT2E polypropylene. All swash partitions shall be so designed to allow for maximum water and air flow between compartments and are fully welded to each other as well as to the inside of the tank.

The passenger side rear wall of the tank shall have a standard built in sight gauge 3" in width, and 70% transparent.

Fill tower and tank cover

The tank shall be equipped with a combination vent/overflow and manual fill tower. The fill tower shall have a 8" x 8" x 8" square drop-on type cover. The cover shall be fastened to the tower with a teather to prevent loss. The tower shall be located in the right rear corner of the tank. There shall be a vent / overflow installed inside and to the extreme rear of the tower approximately 2" down from the top. This vent / overflow shall be of a standard schedule 40 polypropylene pipe with minimum ID of 3". The vent / overflow shall be piped internally toward the front and exit out the front tank wall with a 1/2" extension past the front tank wall. The tank cover shall be constructed of 1/2" thick PT2E polypropylene, black in color, UV stabilized.

Tank will be baffles in accordance with NFPA bulletin 1901 requirements, latest version.

Tank Capacity

The tank shall have a capacity of 400 U.S. gallons of water. The tank shall be covered by the ALL OUT No Fault Life Time Warranty.

In addition, a 20 gallon Drop-in integrated foam cell will be included. A label that reads "Foam" shall be placed at any foam concentrate tank fill opening.

Sump

The floor of the tank shall be manufactured from 3/4" PT2E polypropylene. There shall be one (1) sump as standard per tank. The sump shall be integral to the tank floor and be a minimum of 3/8" deep recessed into the floor. The sump shall not be visible from or protrude through the bottom of the tank.

Tank Outlets

There shall be two standard tank outlets located in the same vertical plane on the driver side rear wall of the tank. One (1) 2-1/2" female NPT tank to pump suction fitting and one (1) 1-1/2" female NPT tank fill fitting with flow deflector

Tank Mounting Blocks

The cover shall incorporate two (2) booster reel mounting blocks that shall be to accommodate two (2) each sliding nut fasteners. These 4" large mounting blocks shall be welded to the covers running from the rear edge of the tank forward.



Skid Base

There shall be a full width skid base manufactured of 3/4" PT2E polypropylene welded to the tank. This base shall be 48" wide by 96" long and shall extend 34" past the tank in the rear to allow for pump mounting. The pump mounting area shall be supported by 1/2" PT2E polypropylene gussets 15" high by 32" long. The gussets shall be equipped with 2" holes to assist in lifting the unit. The mounts shall allow for the truck to be secured directly to a truck bed without the need for any skid frame work underneath.

Mounting

The Drop-In-Unit shall be mounted in a manner that allows access to the engine, pump, and auxiliary systems for routine maintenance. The Drop-In-Unit shall not be welded or otherwise permanently secured to other components.

Diesel Pump, PFP-21hpKBT-MR

The pump shall be a PFP-21hpKBT-MR single stage centrifugal pump, bolted directly to the engine, with a 2.5" NPT suction inlet, and a 1.5" NPT discharge outlet. The volute and pump head shall be a lightweight, high strength, seawater resistant, aluminum alloy. The impeller shall be a bronze enclosed type for maximum efficiency, fully machined and balance. The shaft seal shall be self-adjusting, self lubricating, mechanical type. The pump shall be equipped with a brass drain cock.

The pump shall be equipped with an regular exhaust primer capable of 15' lift.

The pump shall be capable of a maximum discharge volume of 240 g.p.m. at 50 psi, and a maximum discharge pressure of 175 psi while pumping 25 g.p.m. In the center of the performance curve, the pump shall be capable of pumping 160 g.p.m. at 100 psi and 100 g.p.m. at 150 psi.

Pump to be mounted at rear.

Engine

The pump shall be driven by a 3 cylinder, DIESEL engine powered, 21 horsepower. The engine shall be water cooled, 12 volt electric start.

The engine shall be fuelled from the engine Diesel tank. The engine shall be connected to the main battery of the truck.

Pump Control panel

A Deluxe Control Panel shall be supplied and installed on the pump. The Control Panel shall be manufactured from aluminum and completely covered with a black plastic plate. The Control Panel shall consist of a master switch, start button, engine stop, oil pressure, glow plug and engine temperature warning lights, 2.5" diameter pump discharge pressure and 2.5" dia. Pump intake liquid filled gauges, primer control, throttle lever, Foam system control, FRC water level indicator and illumination for controls with the installation of one new design tube light. All pump controls and gauges shall be properly marked with white letters engrave in the black plastic plate.

Centerline of any control shall be no more than 72 in. vertically above the ground or platform that is designed to serve as the operator's standing position.

The performances are base on a maximum altitude of 500ft and any higher elevation will lower the pump performance. The standard engine performance drop are 3% for every 1000 ft

Scotty Foam System

There shall be a Scotty model 4071 around the pump foam eductor / mixer installed integral to the pump. The eductor shall be plumbed from the foam cell with 1/2" flexible reinforced tubing to throughout the eductor to a suction fitting on the pump impeller housing. The eductor shall be calibrated to educt foam concentrate at variable percentage into a discharge manifold flowing 15, 30, 50 and 70 gal. per min. The eductor shall be capable of a discharge of a 1% foam solution at specified flows.



Plumbing and Valves

Intake and discharge piping shall not interfere with the routine maintenance of the pump, engine, or auxiliary systems and shall not unduly restrict the servicing of these components.

Suction Piping

All piping shall be schedule 40 steel piping, painted red. The suction piping shall consist of a 2.5" tank to pump line with a 2.5" flexible rubber hump hose to minimize flex and vibration between the pump and the tank. RIGID PIPING SHALL NOT BE ACCEPTABLE. Between the tank and the pump there shall be a 2.0" Fire Type, quarter turn swing out valve with a handle. This valve shall remain open to pump from the tank. This pipe shall have a tee into the suction side of the pump, and shall continue to the rear of the truck for overboard suction.

For ease of operation, a push/pull control rod shall be installed with a cast brass "Tee" handle for the inlet located between the tank and the pump.

The overboard suction connection shall have a 2.0" Fire Type, quarter turn swing out valve with a handle and 2.5" NST male adapter w/cap with retaining cable. To draft, the tank to pump valve shall be closed, a suction hose connected to the overboard suction connection and placed in a static water supply, and the primer activated.

Discharge Piping

All piping shall be schedule 40 steel piping or high pressure flexible hose. A 2.5" X 2.5" square steel manifold shall be piped directly to the discharge outlet of the pump. Attached to this discharge manifold, by means of welded steel pipe nipples, shall be all the discharge valves. All piping shall be painted red to match the pump.

Tank Fill

There shall be a 1" valve piped from the discharge manifold as a means for refilling the tank. The valve shall be an industrial, quarter turn swing out valve with a handle and 1" NPT threads, and shall be connected to the tank fill port by 1" high pressure flexible hose.

Discharge to Booster Reel

There shall be a 1" valve piped from the discharge manifold to the booster reel. The valve shall be an industrial, quarter turn swing out valve with a handle and 1" NPT threads, and shall be connected to the reel by 1" high pressure flexible hose.

Garden Hose Discharge

There shall be a standard garden hose valve piped from the manifold of the pump.

1.5" Discharge To Rear

There shall be one (1) 1.5" valve piped from the discharge manifold to the rear of the truck for connection of forestry hose. The valve shall be an Fire Type, quarter turn swing out valve with a handle and 1.5" NST threads. The valve shall be furnished with a 1.5" NST cap and chain.

2.5" Discharge to Rear

There shall be one (1) 2.0" valve piped from the discharge manifold to the rear of the truck bed. The valve shall be an Fire Type, quarter turn swing out valve with a handle and 2.5" NST threads. The valve shall be furnished with a 2.5" cap and chain.

1" Tank Drain

There shall be a 1" drain to the rear of the truck bed with a brass plug.

The Drop-In-Unit electricity and diesel will be connected directly to the main battery and tank of the chassis.



Left side Integrated Pre-connect hose tray

Integrated on the left side of the flat bed body, one (1) enclosed pre-connected hose tray made from aluminium to hold a minimum of 250' of 1-3/4" hose.

Hose Tray to have a flip down door with latches. Tray design shall allow hoses to pay out in any direction and quick hose storage when finished.

Hose tray shall have a 1-1/2" Pre-Connect elbow.

The area shall be designed to prevent the accumulation of water and allow for ventilation to aid in drying hose in the storage area. Black Turtle Tiles to be installed and bolted on the floor.

1.5" Discharge to Pre-connected Hose tray

One (1) 1.5" valve piped from the discharge manifold to the hose tray. The valve shall be an industrial, quarter turn swing out valve with a handle and be connected to the hose tray by high pressure flexible plumbing.

Right side Integrated Pre-connect hose tray

Integrated on the right side of the flat bed body, one (1) enclosed pre-connected hose tray made from aluminium to hold a minimum of 250' of 1-3/4" hose.

Hose Tray to have a flip down door with latches. Tray design shall allow hoses to pay out in any direction and quick hose storage when finished.

Hose tray shall have a 1-1/2" Pre-Connect elbow.

The area shall be designed to prevent the accumulation of water and allow for ventilation to aid in drying hose in the storage area. Black Turtle Tiles to be installed and bolted on the floor.

1.5" Discharge to Pre-connected Hose tray

One (1) 1.5" valve piped from the discharge manifold to the hose tray. The valve shall be an industrial quarter turn swing out valve with a handle and be connected to the hose tray by high pressure flexible plumbing.

Top Pre-Connect Crosslay

One (1) fully enclosed Crosslay hose tray made from polypropylene sheet shall be supplied and installed on top of the front transverse compartment.

Dimension of the Storage Tray to be full length of the front transverse x 9" wide x 8" high.

Crosslay shall have a top hinge polypropylene cover for easy loading and protective black nylon net with snaps on each side.

The area shall be designed to prevent the accumulation of water and allow for ventilation to aid in drying hose in the storage area. Black Turtle Tiles to be installed and bolted on the floor.

1.5" Discharge to Pre-connected Hose tray

One (1) 1.5" valve piped from the discharge manifold to the hose tray. The valve shall be an industrial, quarter turn swing out valve with a handle and be connected to the hose tray by high pressure flexible plumbing.



Booster Reel

One (1) 12v Electric Rewind Booster Reel

One (1) 12v electric rewind booster reel capable of handling 200' of 1" diameter booster hose. The reel shall have a push button rewind control and a backup geared crank rewind handle. The reel shall be equipped with a 1" NPT 90 degree swivel inlet, and a 1" NST outlet riser. The reel shall be manufactured of steel and shall be primed and painted red. Reel to be installed on the rear right side of the truck bed.

200' of 1" Forestry booster hose shall be supplied and installed (Shall be supplied as one (1) 100' section and two (2) 50' sections).

Booster Reel Rollers

One high mounted roller and spool assemblies shall be furnished and installed facing rear of the truck.

Recessed Indian Can Well

One (1) recessed into the driver's side rear of the flatbed behind the main compartment there shall be a well built into the flatbed approximately 36" long x 20" wide x 8" deep for the storage of Steel Indian tanks.

Testing

The pump shall be tested after the pump and all its associated piping and equipment have been installed on the fire apparatus. The tests shall be conducted at the manufacturer's approved facility.

The testing shall include at least the pumping tests, the priming device test, the vacuum test.

The water tank-to-pump flow test; and the piping integrity test.

Manufacturer's discretion

Materials, parts, or procedures used are subject to change at manufacturer's discretion at any time to provide equal or better products.

Complete apparatus built accordingly to NFPA 1906 & DOT Compliant.



