



Ford Cab & Chassis

Unit is to be installed on a Ford F450, Regular Cab, 4 x 4.

- GVWR : 16,000 lbs
- Front Axle : 6,000 lbs
- Rear Axle : 12,000 lbs
- Maximum Payload : 8,400 lbs
- Rear limited slip axle
- Rear and Front Stabilizer suspension bar
- Heavy Service Suspension Package

The power train should consist of the following:

- Ford Power stroke V8, Turbo Diesel Motor
- Automatic transmission
- Part-time four wheel drive
- Dual 160 Amp alternators
- Ambulance Prep Package

Interior requirements are as follows (XL package):

- Black floor mats in place of carpeting
- Upfitter switches (4)
- Bench seat In Front
- Air conditioning with high output fresh air heater
- Am/Fm Stereo with digital clock



ACCEPT ONLY THE BEST™

75 Hector St., P.O. Box 90, Pierreville (Québec) Canada J0G 1J0

Telephone: 1-800-567-2719

Fax: 1-800-434-2613

www.fire-pump.com

*CET is a trademark of CET Fire Pumps Mfg Ltd.

A CENTURY OF ENGINEERING FOR THE BRAVEST

Exterior requirements are as follows (XL Décor 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
- 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.

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
- Engine hour meter
- 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 20 percent in any direction.

Chassis Modifications:

OEM shall remove the stock Ford Tires / Rims and supply "Super Single" conversion kit on the front and rear axle of the apparatus; the tires shall be Toyo M608 aggressive tread for off Road usage; the rims shall be steel and painted to match the chassis.

Battery Charger

One (1) Auto Charger Kit; the Auto Charge kits include the Indicator, Automatic battery charger and 15A Super Auto Eject with water proof cover. Model to be 091-39-12-Kit

Battery charger module shall be mounted behind the driver's seat and the Super Auto Eject and indicator shall be mounted above the wheel chocks on the driver's side of the flatbed body.

In addition of this system, installation of one (1) duplex 110v straight three prong electric outlet wired to a Kussmaul 15 amp power source that is supplied at all times while plugged in or not and mounted in the front corner of the driver's side body compartment.



ACCEPT ONLY THE BEST™

75 Hector St., P.O. Box 90, Pierreville (Québec) Canada J0G 1J0 | Telephone: 1-800-567-2719 | Fax: 1-800-434-2613 | www.fire-pump.com

*CET is a trademark of CET Fire Pumps Mfg Ltd.

A CENTURY OF ENGINEERING FOR THE BRAVEST

Ground lights

Two (2) ground lights shall be installed at the entry of the cab, one (1) for each door.

Two (2) ground lights shall be installed below the front bed, one (1) on each side.

Two (2) ground lights shall be installed below the rear steps, one (1) on each side.

These ground lights will be illuminated at any time the chassis parking brake is activated and/or a cab door is opened.

Lights to be white oval LED w/28 diodes ea. with bracket.

There shall be a master "Ground Light" switch on the warning light switch console in the cab; this will put all the ground lights on when the switch is activated regardless of the door positions.

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.

Lettering & Stripping

Lettering / stripping to be the responsibility of the Fire Department; OEM will not install or furnish any striping or lettering.

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.

Hitch & Brush Guard

A Warn 2" front receiver mounted directly on cab & chassis frame without drilling shall be installed.

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.

On Warn Trans4mer Black Powder Coated grille/brush guards which wraps to the outside of the headlights shall be installed.

Winch (9,500#)

There shall be a 9500 lbs. WARN 9.5ti Thermometric removable electric winch. As per NFPA 1906 (13.2.2), the winch shall have a minimum wire rope length of 125 ft (38m) with a large latched hook. The wire rope will be 5/16" in diameter and shall be constructed of aircraft wire rope and galvanized to help resist corrosion.

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 with a Warn 2" front receiver mounted directly on cab & chassis frame without drilling. A rear mounted Class III trailer hitch shall be securely attached to the chassis frame and shall include the 7-pin wiring trailer harness. Front and Rear Warn Quick Connectors and battery power leads to connect the winch shall be run to each of these locations for mounting of the winch. Dust Cover to be installed front and rear.

A remote with 25' (7.6m) of cable shall be supplied (NFPA 1906, 13.3.1.1 requirement).

CET Flat Bed Body

One (1) custom Fire Application aluminum flat bed body, 110" long x 85" 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.

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

Aluminum headache rack (Rear Cab Protection) with light bar platform and protective cross members shall be installed. The uprights will be angled inward to match the aerodynamic contour of the chassis cab. Headache rack is designed to protect the back of the cab and occupants and also increase the driver rear view and to improve the driving efficiency while driving to an emergency response. Headache rack that completely hide the rear window of the Cab shall not be acceptable.

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.

Mud Flaps

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.

Rear Tow Eyes

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.



Rear Folding Steps

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.

All welds shall be free of harmful defects such as cracks, porosity, undercuts, voids, and gaps. There shall be no weld burn through. Fillets shall be uniform and smooth. There shall be no damage to adjacent parts resulting from the welding.

Compartments

All compartments will be made with .125 mil bright polished diamond tread aluminum.

All compartments seams are sealed with a pliable automotive body caulking.

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.

The overlap aluminum 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.

Each compartments will have two (2) 24" long clear light tubes. Each light tube to have a minimum brightness of 28,000 – 30,000 cd/m² with an expected lifetime of 30,000 hrs.

There shall be a set of tracks for future installation of adjustable shelf(s) in each compartment. These tracks shall be installed vertically on the walls of the compartment(s) with holes every 1-1/4" for a multitude of height adjustment possibilities.

Compartments Cont:

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.

The compartment doors is latched with recessed, polished stainless steel "D" ring handles and locks.

R1 – L1. Two (2) 66" long x 30" high x 18" deep compartments behind the chassis, one (1) each side of the water tank.

R1 – L1. One (1) Adjustable shelf to be installed in the driver side compartment and one (1) adjustable shelf to be installed in the passenger side compartment.



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.

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.

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.

Electrical components Cont:

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.

License plate light shall be an Eon light with SS polish case that has a light output equivalent to a 10 watt halogen lamp. Eon light to have a 50,000 hr LED life.

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 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 LED Scene lights

Fire Research Focus LED model FCA100-Q14 lamphead shall be provided. The lamphead mounting arm shall terminate in 3/4" NPT threads. Wiring shall extend from the lamphead mounting arm bottom.

The lamphead shall have ten (10) ultra-bright white LEDs. It shall operate at 12/24 volts DC, draw 13/6.5 amps, and generate 14,000 lumens. The lamphead shall direct 50 percent of the light onto the action area while providing 50 percent to illuminate the working area. The lamphead angle of elevation shall be adjustable at a pivot in the mounting arm and the position locked with a round knurled locking knob. The lamphead shall incorporate heat-dissipating fins and be no more than 5" deep by 3 3/8" high by 11 1/2" wide. The lamphead and mounting arm shall be powder coated white. The floodlight shall be for fire service use.

Model is to be Fire Research Focus LED 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

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 Red SUPER LED Inner
- 2 x Front Facing Takedown lamps

(Seperate Switch Added For Choice of Solid on or Flash)

For blocking right-of-way mode of operation, any Clear lights facing forward 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,

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 # 2955LSA1, 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 250 U.S. gallons of water. The tank shall be covered by the ALL OUT No Fault Life Time Warranty.

In addition, a 10 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 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 ½" 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 driver's side 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.

Two (2) 1.5" Discharges To Rear

There shall be two (2) 1.5" valves piped from the discharge manifold to the rear of the truck for connection of hose. The valves shall be an Fire Type, quarter turn swing out valve with a handle and 1.5" NST threads. The valves shall be furnished with a 1.5" NST cap and chains.

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.

Indian Can Fill Hose

There shall be a gravity feed tank outlet on the passenger side rear of the tank.

There will be a 1" industrial valve attached to the tank drain and then attached to a 3' - 4' section of flexible clear plastic hose that can dispense gravity feed water from the main water tank.



ACCEPT ONLY THE BEST™

75 Hector St., P.O. Box 90, Pierreville (Québec) Canada J0G 1J0 | Telephone: 1-800-567-2719 | Fax: 1-800-434-2613 | www.fire-pump.com

*CET is a trademark of CET Fire Pumps Mfg Ltd.

A CENTURY OF ENGINEERING FOR THE BRAVEST

Fog Spray Bumper Nozzles

OEM shall supply and install two (2) horizontal stream spray nozzles; one (1) on the left side of the front bumper and one (1) on the right side of the front bumper.

Each of the spray nozzles shall be independently operated by their own electric valve to be controlled inside the cab with individual toggle switches – one labelled "Driver Side" and one labelled "Officer Side".

One (1) brass automatic drain shall be supplied and installed at the front water line of the truck each.

Water level, FRC mini display, shall be installed at the Cab & Chassis console.

Right Side Storage tray

A Storage Tray made from aluminum diamond plate shall be supplied and installed on top of the right side bed compartments.

Dimension of the Storage Tray to be full length of the compartment, 16" wide with a maximum height of 8" and 66" in length.

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.

Red canvas with snaps shall be installed on top of the Storage Tray along with rear or side protective net (s).

Left Side Storage tray

A Storage Tray made from aluminum diamond plate shall be supplied and installed on top of the left side bed compartments.

Dimension of the Storage Tray to be full length of the compartment, 16" wide with a maximum height of 8" and 66" in length.

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.

Red canvas with snaps shall be installed on top of the Storage Tray along with rear or side protective net (s).

Booster Reels

Two (2) 12v Electric Rewind Booster Reels installed one (1) on the right side rear of the flat bed and one (1) installed on the left side rear of the apparatus.

Two (2) Hannay Reel 12v electric rewind booster reels one (1) capable of handling 150' of 1" diameter booster hose plumbed on the driver's side rear of the flatbed and the other one (1) to be on the passenger side rear of the flatbed capable of holding 500' of 1" forestry flat lay hose.

The reels shall have a push button rewind control and a backup geared crank rewind handle.

The reels shall be equipped with a 1" NPT 90 degree swivel inlet, and a 1" NST outlet riser.

Booster Reels Cont:

The reels shall be manufactured of steel and shall be primed and painted red.

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



Five (5) Inch Steel Under Tank Storage

The full area under the skid base of the tank will be utilized to incorporate a five (5) inch clear opening storage area made from tubular welded steel.

The steel frame will be painted black and the skid base will be mounted to the steel storage compartment.

The storage compartment shall have a drop down latched treadplate door at the rear of the compartment to keep items in place.

There shall be a blank off panel the full width of this storage compartment allowing for use of 76" in length space only.

Two (2) Unity Scene Lights

Two (2) unity scene lights will be provided at the rear of the water tank facing the pump area.

Lights to be switched on the pump panel and be of a flood light configuration.

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.



