



Ford Cab & Chassis

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

- GVWR : 16,500 lbs
- Front Axle : 7,000 lbs
- Rear Axle : 12,000 lbs
- Scuff plates
- Rear limited slip axle
- Rear and Front Stabilizer suspension bar
- Heavy Service Suspension Package

The power train should consist of the following:

- Ford 6.8L 3 – valve SOHC Triton V-10 Gas Motor
- 362 Horsepower @ 4750 rpm
- 5 Speed TorqShift Automatic transmission
- Part-time four wheel drive
- 4 x 4 Shift on the fly system
- Single 135 amp alternator

Interior requirements are as follows (XL package):

Black vinyl flooring in place of carpeting

Upfitter switches (4)

2-Heavy duty vinyl bucket seats instead of bench seats

Air conditioning with high output fresh air heater

Am/Fm Stereo with digital clock

Power equipment - Windows, door locks & windows w/backlit switches & accessory delay, Power Mirrors.



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Exterior requirements are as follows (XL 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) with clear coat.

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.

Mud /Snow Michelin XDE2+ tires / SUPER SINGLES

The wheel base should be 162" w/ 60" Cab to axle (C.A.)

Wheels to be primed grey

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)

Engine hour meter

Engine Block Heater

Exterior cargo light – Back of cab

Front and rear stabilizer bars

Fuel tank – 40 gallon capacity

Grab handles – Driver and front passenger

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

Ford Warranty:

3 years 36,000 miles bumper to bumper

5 years 60,000 miles Transmission

5 years 100,000 miles motor

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

A permanent plate or label, stating the maximum number of personnel allowed to ride on the apparatus, shall be provided and installed in clear view of the driver.



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Cab & Chassis Modifications

Alternator

Replacement of the original alternator with one (1) Mitsubishi 200 amp alternator.

After Market Skid Plating

The manufacturer shall provide custom skid plates under the chassis of the vehicle in strategic places to aid in the protection of drive train components during off road situations.

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.

Digital Voltmeter

There shall be one (1) digital voltmeter with in plain view of the drive that shall monitor the chassis / body electrical systems while the vehicle is running.

Front push bumper w/ 15,000# Winch

The OEM bumper shall be removed and replaced with a WARN Heavy Duty Bumper , PN 63600. Contoured to follow the shape of the grille and body, these bumpers look custom made. And they offer real protection. Its one-piece weld design incorporates a tubular grille guard, brush guards & round light ports. This heavy duty bumper include one heavy duty brush guard. The bumper and Brush Guard will be Black power coated.

Front push bumper w/ 15,000# Winch Cont:

Within the forward bumper system there will be a recovery winch. This winch will be permanently mounted to the vehicle and wired per the manufacturer's specification. This winch will be a 15,000 pound electric unit with 150 ft. of 5/16" aircraft cable and a replaceable clevis hook shall be supplied. The winch cable will pass through the bumper by means of a 4-way roller fairlead.

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

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, automatic load holding brake for strength and reliability and an anti-theft locking pin.

Rear Winch Connection

Warn Quick Connectors and battery power leads to connect the winch shall be run at rear for mounting of a future rear winch.



Flat Bed Body

(BODY MUST BE BUILT IN THE FACTORY OF THE MANUFACTURER)

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.

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.

Flat Bed Body Cont:

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.

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.

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.

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".



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Poly Compartments

(COMPARTMENTS MUST BE BUILT IN THE FACTORY OF THE MANUFACTURER)

All compartments will be made with ½" polypropylene sheet.

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

All compartments shall have a two (2) 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.

Poly Compartments Cont:

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.

Each compartments will have at least one (1) 12" long clear light tube on each side of door opening installed vertically. Each light tube to have a minimum brightness of 28,000 – 30,000 cd/m2 with an expected lifetime of 30,000 hrs.

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

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) and shall offer a multitude of height adjustment possibilities.

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 Transverse compartment of 13-1/2" long x 22" high x 85" transverse. Each side door to be horizontally hinged, drop down style with retaining cables.

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

R2 – L2 Two (2) 62" long x 30" high x 18" deep compartments behind the chassis, one (1) each side of the water tank. One (1) 12" tube light is included in each compartment, installed on top wall.

R2 – L2 Two (2) Adjustable shelves to be installed, one (1) located in the driver side compartment and one (1) located in the passenger side compartment.

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

Rear One (1) integrated to the platform compartment approximately 5" high x 24" wide x 105" 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.

Dunage compartment

One (1) polypropylene dunage compartment installed on top of water tank with approximate dimension of 41" long x 48" wide x 8" high.



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.

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.

DOT Lighting / Reflector Requirements:

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 (97 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".



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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.

Console Cont:

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

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

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

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) 55", four corner red linear-LED's, four front linear-LED's (2 red/2 white) and two rear right side blue LED's.

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 clear 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 clear 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 clear lens, each with a chrome flange.

Mounted in the rear lower section of the body Two (2) Whelen M4 series Linear Super LED, one (1) red with clear lens at the left side and one (1) blue with clear lens at the right side each with a chrome flange.

One (1) wig-wag system will be installed with a control switch on the console, the flasher shall be mounted in the engine compartment so the noise can not be heard in the cab from the flasher.

Siren & Speaker

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

Two (2) Whelen, model # SA315P, 100 watt speakers, to be provided and mounted on the front bumper with SAK1 universal mounting brackets.



Scene lights

Two (2) Super LED Dual Panel Whelen Pioneer plus floodlight with PBAPED telescopic grab handles poles no longer than the flat bed shall be supplied and installed at the front of the bed.

Two (2) Rear Whelen PSBP12 Super LED (12) Work light provided and mounted on the top of the rear water tank. Switch to be located on the light.

Water Tank

(WATER TANK MUST BE BUILT IN THE FACTORY OF THE MANUFACTURER)

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 1906 requirements, latest version.

Tank Capacity

The tank shall have a capacity of 300 U.S. gallons of water. The tank shall be covered by the Limited Life Time Warranty.

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

1" Tank Drain

There shall be a 1" tank drain to the rear side of the tank with a brass plug.

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 42" 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.

Pump, 18hp

(PUMP MUST BE BUILT IN THE FACTORY OF THE MANUFACTURER)

The pump shall be a 18hp single stage mid range centrifugal pump, bolted directly to the engine, with a 2-1/2" 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 balanced. The engine crankshaft shall serve as the pump shaft, with the impeller mounted directly on the crankshaft. 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 exhaust venturi type primer capable of 20' lift for fast positive priming.

The pump shall be capable of a maximum discharge volume of 250 g.p.m. at 50 psi, and a maximum discharge pressure of 200 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.

Engine

The pump shall be driven by a 2 cylinder, gasoline engine powered, HONDA 18 horsepower V-twin overhead valve engine. The engine shall be air cooled, 12 volt electric start and recoil rope starter as a back up system.

Engine throttle to be installed inside the Cab & Chassis w/ pressure gauge.

The engine shall be connected to the main fuel and battery of the truck.

Pump Controls

A control panel shall be supplied and installed on the pump. The controls shall consist of a master switch, start button, 2.5" diameter discharge pressure gauge, FRC electronic water tank level and one work light. The Throttle lever, choke control and a low oil pressure warning light are part of the engine configuration.

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

The performance of a fire pump can be affected by the design of the discharge manifold, suction piping or the addition of valves to the suction side of the pump.

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.

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.

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.



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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.

All valves shall be Fire Type, quarter turn swing out valve with a handle for ease of operation and maintenance. Any valve 3/4" or smaller shall be standard plumbing style valves.

Tank Fill

There shall be a 1" valve piped from the discharge manifold as a means for refilling the tank. The valve shall be a fire grade drop out style quarter turn valve with 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 one (1) 1" valve piped from the discharge manifold to the "WET" booster reel.

The valve shall be fire grade drop out style quarter turn valves with handles and 1" NPT threads and shall be connected to the reels by 1" high pressure flexible hoses.

1 1/2" Discharges to Rear

There shall be two (2) 1 1/2" valves piped from the discharge manifold to the rear of the truck for connection of hose. The valves shall be a Fire Type, quarter turn swing out valve with a handle and 1 1/2" NST threads. Each valve shall be furnished with a 1 1/2" x 1" reducer and a 1" NST cap and chain.

2.5" Discharge to Rear

There shall be one (1) 2.5" valve piped from the discharge manifold to the rear of the truck bed. The valve shall be a Fire Type, quarter turn swing out valve with a handle and 2.5" NST threads. The valve shall be furnished with a 2 1/2" x 1 1/2" reducer and a 1.5" cap and chain.



Left Side Integrated Storage Hose Tray

Integrated on the left side of the flat bed body, one (1) enclosed storage 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.

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.

Right side Integrated Storage Hose Tray

Integrated on the right side of the flat bed body, one (1) enclosed storage 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.

Right side Integrated Storage Hose Tray Cont:

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.

Top Hose Storage Tray

One (1) fully enclosed Crosslay 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.

Discharge to Top Hose Storage Tray

There shall be one (1) 1 1/2" valve piped from the discharge manifold to the top hose storage tray.

The valve shall be fire grade drop out style quarter turn valves with handles and 1 1/2" NST threads and shall terminate inside the storage tray with a 90 degree swivel allowing the hose to be taken off either side.

Wet Booster Reel

One (1) 12v Electric Rewind Booster Reel, Hannay Reels model #EFS16.5-30-31.

One (1) 12v electric rewind booster reel capable of handling 150' 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 1" NPT 90 degree swivel inlets, and a 1" NST outlet risers. The reels shall be manufactured of steel and shall be primed and painted red. Reel to be installed on the rear DRIVER'S side of the truck bed.

150' of 1" Neidner forestry booster hose shall be supplied and installed.



Dry Booster Reel

One (1) 12v Electric Rewind Booster Reel, Hannay Reels model #EFS16.5-30-31 less swivel joint.

One (1) 12v electric rewind booster reel capable of handling up to 500' of 1" dry flat lay 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" NST outlet risers. The reels shall be manufactured of steel and shall be primed and painted red. Reel to be installed on the rear OFFICER'S side of the truck bed.

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

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.

The purchaser shall be notified in writing by the manufacturer prior to any changes being made.

Complete apparatus built accordingly to NFPA 1906 & DOT Compliant



