

Fouts Bros Fire Equipment

== ADMINISTRATIVE - COMMERCIAL PUMPER - 7.800 01/19/26 ==



COMMERCIAL PUMPER

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Fouts Bros Fire Equipment

SCOPE AND GENERAL REQUIREMENTS

It is the intent of the manufacturer to provide a new fire apparatus that will withstand the continuous use encountered in the emergency fire fighting service. The apparatus shall be of the latest type, symmetrically proportioned and constructed with due consideration of the load to be sustained.

All parts not specifically mentioned herein, but which are necessary in order to furnish a complete fire apparatus, shall be furnished and shall conform to the best practices known to the fire apparatus industry.

The unit is to be of current year manufacture, and is to be new and unused. The bid price shall not include any local, State, or Federal taxes. The Bidder shall not be liable for any State or Federally mandated tax or program after the sale of this apparatus.

These specifications shall be construed as minimum. Should the manufacturer's current published data or specifications exceed these, they shall be considered minimum and be furnished.

PRIME BIDDER, MANUFACTURER

The manufacturer shall be prime bidder and shall identify the location of their facility.

BIDDERS BACKGROUND

Bids are requested from responsible manufacturers who are engaged in the manufacture of fire apparatus. To insure reliable and complete acceptance of the apparatus, bidder shall have been in operation for a minimum of thirty (30) years in the manufacturing of fire apparatus.

The manufacturer of the apparatus must be fully owned and managed by a Parent Company, Corporation, or Individual(s) that is 100% held by United States of America based Company, Corporation, or United States citizen(s).

Proposals from any manufacturer that is fully or partially owned and/or operated by a foreign company, Corporation or Individual(s) under any type of ownership, partnership, or any similar type of agreement will be immediately rejected.

If the manufacturer of the apparatus, or if any owner, shareholder, or immediate relative of an owner or shareholder that has previously been involved in or held ownership in any company that has filed bankruptcy or any other type of reorganization plan, it must be clearly stated in the bid proposal. The statement must include details and dates of all occurrences.

FAMA COMPLIANCE

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The apparatus manufacturer must be a current member of the Fire Apparatus Manufacturer's Association (FAMA) and must provide certificate of membership.

FAIR, ETHICAL AND LEGAL COMPETITION

In order to ensure fair, ethical, and legal competition the apparatus manufacturer shall have ever been fined or convicted of price fixing, bid rigging, or collusion in any domestic or international fire apparatus market.

PROPRIETARY PARTS

It is the intention of the purchaser for all bidders to furnish the apparatus with major parts commonly used by the heavy-duty truck manufacturers and open market vendors whereas replacement parts are more readily available and at reduced cost. The use of proprietary parts may not be acceptable to the purchaser.

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.

PRODUCT QUALITY AND WORKMANSHIP

The components provided and workmanship performed shall be of the highest quality available for this application. Special consideration shall be given to the following areas:

- A). Accessibility to various components that require periodic maintenance or lubrication checks.
- B). Ease of vehicle and pump operation.
- C). Features beneficial to the intended operation of the apparatus.

Construction of the complete apparatus shall be designed to carry the loads intended to meet the road and terrain conditions and speed requirements desired when specified by the purchaser.

Welding shall not be employed in the assembly of the apparatus in a manner that will prevent the removal of any major component part for service and/or repair.

INSURANCE REQUIREMENTS

Each bidder must submit with their bid proposal a Certificate of Insurance listing the proposed manufacturer's product liability insurance coverage. Liability insurance shall be a minimum amount of ten (10) million dollars. Submitted certificate shall name the apparatus manufacturer, insurance

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company, policy number, and effective dates of the insurance policy. Bids submitted without the required certificate will be considered non responsive and automatically rejected. No exceptions are allowed to the minimum insurance coverage requirement.

The manufacturer shall maintain full insurance coverage on the purchaser's cab and chassis from time of first possession by the manufacturer until the apparatus is delivered and accepted by the purchaser (No Exceptions). Purchaser reserves the right to require proof of insurance from the manufacturer's insurance carrier prior to entering into a contract for the apparatus.

PAYMENT TERMS

Full payment for the apparatus shall be made at time of delivery of the completed vehicle. Due to insurance liability, the apparatus will not be left at the purchaser's location without full acceptance and payment or prior agreement between the Purchaser and Bidder.

Final delivery price shall not include any Local, State or Federal taxes. The manufacturer shall not be liable for any State or Federal mandated tax or program after sale or delivery of the apparatus.

VEHICLE ACCEPTANCE AND DELIVERY

The customer shall pickup the vehicle at the manufacturing facility and shall supply evidence of sufficient insurance coverage to transport the vehicle.

FUEL TANK FILLED AT DELIVERY

The fuel tank and DEF tank (if applicable) shall be filled upon final delivery at the factory.
== DIMENSIONS - PUMPER, SINGLE AXLE - 7.800 01/19/26 ==

OVERALL HEIGHT

An overall height restriction has not been specified for this apparatus.

OVERALL LENGTH

No overall length restriction has been specified for this apparatus.

OVERALL WIDTH

No overall width restriction has been specified for this apparatus.

ANGLE OF APPROACH

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The angle of approach for the apparatus shall not be less than eight (8) degrees as specified by the current edition of NFPA 1900.

ANGLE OF DEPARTURE

The angle of departure for the apparatus shall not be less than eight (8) degrees as specified by the current edition of NFPA 1900.

== NFPA 1900 REQUIREMENTS - PUMPER - 7.800 01/19/26 ==

NFPA 1900 COMPLIANCE

The National Fire Protection Association standard #1900 (most recent edition) is hereby adopted and made a part of these specifications, the same as if they were written out in full detail, insofar as they apply with the exception of any sections dealing with "Equipment Recommended for Various Types of Apparatus". Bidders are to provide only the equipment requested herein and the Department will supply the rest before the apparatus is put into service. The unit shall comply with all federal, state, ICC, and DOT motor vehicle regulations, standards, and laws relating to commercial vehicles as well as to fire apparatus on the date of the bid.

The apparatus being furnished under these specifications shall conform to the requirements specific to pumper fire apparatus NFPA Booklet 1900 version current at time of contract

ROLLOVER STABILITY - NFPA 1900: CHASSIS ESC SYSTEM

The apparatus shall meet the rollover stability criteria defined in NFPA 1900 by being equipped with an Electronic Stability Control (ESC) system as provided by the chassis manufacturer.

ROAD TEST CERTIFICATION

A road test shall be conducted with the finished apparatus fully loaded. During this time, the apparatus shall not show loss of power and/or overheating. The transmission drive shaft or shafts and rear axle shall run free from abnormal vibration or noise throughout the operating range of the apparatus. The apparatus, when loaded, shall have not less than 25% or more than 45% of the weight on the front axle and not less than 55% or more than 75% on the rear axle.

- A). The apparatus must be capable of accelerating to 35 mph from a standing start within 25 seconds on a level concrete highway without exceeding the maximum governed RPM of the engine.
- B). The apparatus must be capable of accelerating from a steady speed of 15 mph to a true speed of 35 mph within 30 seconds. This shall be accomplished without moving the gear selector.
- C). The fully loaded apparatus shall be capable of obtaining a speed of 50 to 55 mph on a level concrete highway.

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- D). The manufacturer shall furnish copies of the engine installation approvals signed by the appropriate engine company upon delivery of the chassis to the Fire Department.
- E). The manufacturer shall furnish copies of the transmission approval signed by the transmission manufacturer upon delivery of the chassis to the Fire Department.
- F). The manufacturer shall furnish copies of the front and rear axle approvals upon delivery of the apparatus to the Fire Department.

ROAD TEST FAILURE

In the event the apparatus fails to meet the test requirements of these specifications on the first trials, second trials may be made at the option of the manufacturer within thirty (30) days of the first trials. Such trials shall be final and conclusive and failure to comply with changes, as the purchaser may consider necessary to conform to any clause of the specifications within thirty (30) days after notice is given to the manufacturer of such changes, shall be cause for rejection of the apparatus. Permission to keep or store the apparatus in any building owned or occupied by the purchaser, or its use by the purchaser during the above-specified period with permission of the manufacturer, shall not constitute acceptance.

VEHICLE TOP SPEED

The rear axle shall be geared for a top speed of 68 mph at engine governed RPM.

NFPA TOP SPEED STATEMENT

Per NFPA 1900 section 7.16.2, the maximum top speed of fire apparatus with a GVWR over 33,000 lbs. shall not exceed either 68 MPH or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

Per NFPA 1900 section 7.16.3, if the combined water tank and foam agent tank capacities on the fire apparatus exceed 1250 gallons, or the GVWR of the vehicle is over 50,000 lbs., the maximum top speed of the apparatus shall not exceed either 60 MPH or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

SAFETY SIGNS

The following safety signs shall be provided:

SEATED AND BELTED WARNING LABEL - FAMA# 07

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A permanent label shall be provided that is visible to all occupants that states that they should be seated and belted while the apparatus is in motion. The label shall also state potential injuries or death that could be caused if the safety belts are not used properly.

CAB INTERIOR EQUIPMENT MOUNTING DANGER LABEL - FAMA# 10

A permanent label shall be provided inside of the cab warning of the dangers of unsecured equipment inside the cab. The label shall state that all equipment shall be properly secured and also warn of potential injury or death that could be caused by failing to do so.

SCBA SEAT CRASH HAZARD LABEL - FAMA# 11

A permanent label shall be provided inside of the cab in view to the occupants of the SCBA seats warning to only sit in a SCBA seat with a pack or insert in place. The label shall warn of injury in the event of a crash if not followed.

FIRE SERVICE TIRES - FAMA12

A permanent label shall be provided inside of the cab which warns of the special requirements for fire service-rated tires, shall be visible to the driver entering the cab of any apparatus so equipped.

DO NOT WEAR HELMET LABEL - FAMA# 15

A permanent label shall be provided inside of the cab in view of all seated positions stating that helmets should not be worn in cab. The label shall also warn of potential injury or death that could be caused by wearing helmet in cab.

VEHICLE BACKING LABEL - FAMA17

A permanent label shall be provided inside of the cab in view of the driver advising of proper procedures to following when the apparatus is in reverse motion. The label shall also warn of potential injury or death that be caused by failing to follow proper procedures.

CHASSIS DATA LABELS

The following information shall be on labels affixed to the vehicle:

Fluid Data:

- Engine oil
- Engine coolant
- Chassis transmission fluid
- Pump transmission lubrication fluid

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- Pump primer fluid (if applicable)
- Drive axle(s) lubrication fluid
- Air conditioning refrigerant
- Air conditioning lubrication
- Power steering fluid
- Cab tilt mechanism fluid (if applicable)
- Transfer case fluid
- Equipment rack fluid (if applicable)
- Air compressor system lubricant
- Generator system lubricant (if applicable)

Chassis Data:

- Chassis Manufacturer
- Production Number
- Year Built
- Month Manufactured
- Vehicle Identification Number

Location shall be in the driver's compartment of the chassis cab.

OVERALL HEIGHT, LENGTH, GVW DATA PLAQUE

A "high visibility" plate shall be permanently mounted in the cab, visible to driver when seated.

The plate shall show the overall height of the completed apparatus in feet and inches, the overall length of the completed apparatus in feet and inches.

The plate shall also show the gross vehicle weight rating (GVWR) in tons.

Text shall also be supplied on the plate, indicating that the information shown is current upon completion of the apparatus. If the overall height of the apparatus changes after the apparatus is put into service, then the purchaser must revise the dimensions on the plate.

FAMA SAFETY GUIDE

One (1) copy of the latest edition of FAMA's Fire Apparatus Safety Guide shall be provided with the completed apparatus.

== COMMERCIAL CHASSIS, SINGLE AXLE, PUMPER - 7.800 01/19/26 ==

COMMERCIAL CHASSIS SPECIFICATION

CHASSIS PROVIDER

20017-0001

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The chassis, as detailed in these specifications, shall be ordered and supplied by the apparatus manufacturer.

FREIGHTLINER CHASSIS

A Freightliner model M2106 single axle, 4-door chassis shall be furnished per the attached chassis specifications.

CHASSIS PAINT COLOR

The cab shall be painted a Single color.

CAB PAINT PRIMARY/LOWER COLOR

The primary/lower paint color shall be 763572EY Fouts Fire Red.

SCBA SEAT BRACKET(S)

Four (4) Ziamatic brand Quic-Lock model # QLM-U-OPR mechanical SCBA bracket(s) shall be installed in the chassis provided SCBA seats. The bracket(s) shall secure a SCBA with all sizes of cylinders. The bracket(s) shall also include a release cable which when pulled releases the cylinder.

== CHASSIS MODS, COMMERCIAL PUMPER, STOCK PROGRAM - 7.800 01/19/26 ==

CHASSIS MODIFICATIONS

CHASSIS MODIFICATIONS

The following modifications and installations shall be performed on the chassis upon delivery to the apparatus manufacturer:

TIRE PRESSURE MONITORING DEVICE

A Real Wheels LED AirGuard shall be supplied for each tire. The device shall consist of a valve stem cap to with an LED tire alert to indicate tire pressure conditions. The LED will flash when the tire drops 5-10 psi below the factory setting.

The tire pressure sensors shall be shipped loose.

HUB COVERS (front)

Stainless steel hub covers shall be provided on the front axle.

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HUB COVERS (rear)

A pair of stainless steel high hat hub covers shall be provided on rear axle hubs.

COVERS, LUG NUT, CHROME

Chrome lug nut covers shall be supplied on front and rear wheels.

EXHAUST SYSTEM

The chassis exhaust system shall be provided as detailed in the chassis specifications. NO modifications shall be made by the apparatus manufacturer.

HOT EXHAUST DANGERS LABEL - FAMA# 04

A permanent label shall be provided near any hot exhaust surface that warns of potential injury or death that could be caused by contact with the surface. The label shall also state precautions that should be taken while working on or around the surface.

BUMPER

The front bumper shall be provided as detailed in the chassis specifications.

CHASSIS PREPARATION

Prior to installation of the fire pump, apparatus body, or cab steps, all components which extend out beyond the chassis frame rails shall be removed and relocated to the area within the frame rails

REAR MUD FLAPS

A pair of black rubber mud flaps, with the manufacturer's logo, shall be provided and installed behind the rear wheels.

VEHICLE DATA RECORDER

The apparatus shall be equipped with an Innovative Controls "Vehicle Data Recorder and Seat Belt Warning System" (VDR/SBW) that is connected to the power train CAN (Controller Area Network) bus consisting of transmission (TCM), engine control (ECM) and anti lock brake (ABS) modules mounted on the apparatus. The VDR/SBW will function per NFPA 1900 utilizing the power train's J1939 data and using the "Seat Belt Input Module" for seat occupied and belt status information.

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SEAT BELT WARNING SYSTEM

There shall be a seat belt indicator system supplied in the cab. The indicator system shall indicate seat belt use for each individual seating position when the seat is occupied, the seat belt remains unfastened and the parking brake is released.

CENTER CONSOLE

A center console shall be furnished and shall be located between the driver and officer's seats. The top face of the console shall be designed as the switch panel for all emergency light switches.

MASTER BATTERY SWITCH

A master battery switch shall be provided as detailed in the chassis specifications.

BATTERY CONDITIONER

A Kussmaul Chief Series Auto Charge 4012 battery charger with onboard display shall be supplied. The battery conditioner shall provide a 40 amp output for the chassis batteries and a 20 amp output circuit for accessory loads.

BATTERY CHARGER LOCATION

The battery charger shall be located in a pre-determined location by the manufacturer.

120 VOLT SHORELINE CONNECTION - "SUPER" AUTO EJECT

One (1) Kussmaul "Super" Auto Eject model 091-55-20-120, automatic, 120 volt, 20 amp shoreline disconnect shall be provided for the on board, 120 volt battery charging systems.

AUTO-EJECT MATING PLUG

A 5-20P, 20 amp mating female cord end shall be shipped loose with the apparatus to allow the Fire Department to connect cord end to a Fire Department provided charging cord.

BATTERY CHARGER DISPLAY/ COVER

One (1) Kussmaul model 091-55-266-YW battery charger status center/ auto eject cover shall be supplied with the charger.

The cover shall be yellow in color.

SHORELINE RECEPTACLE LOCATION

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The shoreline receptacle shall be located on the left hand side of the apparatus in a pre-determined location by the manufacturer.

AUXILIARY AIR COMPRESSOR

A Kussmaul 12V air compressor shall be supplied. The compressor system shall be designed to maintain the air pressure in the air system while not in use. A pressure switch shall sense air pressure drop and engage the compressor which shall run until the pressure is restored.

AUXILIARY AIR COMPRESSOR LOCATION

The auxiliary air compressor shall be located in a pre-determined location by the manufacturer.

BACK-UP ALARM

One (1) 97 DB back up alarm shall be provided and installed at the rear of the unit. It shall be wired to activate when the transmission is placed in reverse.

== PUMP & PLUMBING - COMMERCIAL PUMPER - 7.800 01/19/26 ==

PUMP, MODULE, AND RELATED ITEMS

NFPA 1900 COMPLIANT PUMP

The fire pump and related plumbing on the specified apparatus shall be installed in accordance with applicable NFPA 1900 guidelines at the time the contract was placed.

HALE QMAX PUMP ASSEMBLY

The pump shall be of a size and design to mount on the chassis rails of commercial and custom truck chassis.

The entire pump shall be assembled and tested at the pump manufacturer's factory.

The pump shall be driven by a drive line from the truck transmission. The engine shall provide sufficient horsepower and RPM to enable pump to meet and exceed its rated performance.

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 600 PSI. Pump shall be free from objectionable pulsation and vibration.

The pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 PSI (2069 bar). All metal moving parts in contact with water shall be of high

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quality bronze or stainless steel. Pump utilizing castings made of lower tensile strength cast iron not acceptable.

Pump body shall be horizontally split, on a single plane in two (2) sections for easy removal of entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump in chassis.

The pump shall have one (1) double suction impeller. The pump body shall have two opposed discharge volute cutwaters to eliminate radial unbalance. (No exceptions)

Pump shaft to be rigidly supported by three bearings for minimum deflection. One high lead bronze sleeve bearing to be located immediately adjacent to the impeller (on side opposite the gearbox). The sleeve bearing is to be lubricated by a force fed, automatic oil lubricated design, pressure balanced to exclude foreign material. (No exceptions.) The remaining bearings shall be heavy-duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.

Pump impeller shall be hard, fine grain bronze of the mixed flow design; accurately machined and individually balanced. The vanes of the impeller intake eyes shall be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.

Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body, and of wrap-around double labyrinth design for maximum efficiency. (No exceptions.)

The pump shaft shall be heat-treated, electric furnace, corrosion resistant stainless steel to be superfinished under for longer shaft life. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of gearbox.

ELECTRONIC PUMP MANUALS

Two (2) sets of electronic fire pump service and operation manuals shall be provided with the completed apparatus.

PUMP WARRANTY

The pump shall be covered by the Hale Pro-Tech 5-year pump warranty against workmanship and materials. Both parts and labor shall be covered for the first 2 years and years 3-5 shall have parts only coverage.

MECHANICAL SEAL

The pump shall have a mechanical seal. One (1) only required on the suction (inboard) side of the pump. The mechanical seal shall be two (2) inches in diameter and shall be spring loaded,

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maintenance free and self-adjusting. Mechanical seal construction shall be a carbon sealing ring, stainless steel coil spring, Viton rubber cup, and a tungsten carbide seat with Teflon backup seal.

1500 GPM FIRE PUMP SPECIFICATIONS

The centrifugal type fire pump shall be a Hale model QMAX midship mounted with a rated capacity of 1500 GPM. The pump shall meet NFPA 1900 requirements.

The pump shall be certified to meet the following deliveries:

1500 gpm (5678 L/M) @ 150 psi (10.3 bar)
1050 gpm (3974 L/M) @ 200 psi (13.8 bar)
750 gpm (2839 L/M) @ 250 psi (17.2 bar)

LEFT SIDE INLET - 6.00"

One (1) 6.00" steamer inlet with male NST threads shall be provided on the left side of the pump module. The inlet shall have a removable screen.

INLET CAP

One (1) 6.00" chrome plated cap with long handles and FNST threads shall be supplied. The cap shall be capable of withstanding 500 PSI and be trimmed with the apparatus manufacturer's logo in the center of the cap.

RIGHT SIDE INLET - 6.00"

One (1) 6.00" steamer inlet with male NST threads shall be provided on the right side of the pump module. The inlet shall have a removable screen.

INLET CAP

One (1) 6.00" chrome plated cap with long handles and FNST threads shall be supplied. The cap shall be capable of withstanding 500 PSI and be trimmed with the apparatus manufacturer's logo in the center of the cap.

TRANSMISSION LOCK-UP DEVICE

The automatic chassis transmission shall be delivered to the body builder with high gear lock up device installed on the automatic transmission, to allow proper gear ratio for pump operation. The transmission shall be programmed by the chassis manufacturer to include this feature.

DRIVELINE MODIFICATION

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The chassis driveline shall be modified to accommodate any changes required by the installation of the fire pump.

PUMP SHIFT - AIR OPERATED

The pump shall be shifted from road to pump by means of a cab mounted air power shifting cylinder.

The pump shifting device used between the engine and the pump shall be equipped with a means to prevent unintentional movement of the control device from its set position.

A GREEN indicator light shall be located in the driving compartment. This indicator light shall be energized when the pump shift has been completely and shall be marked "PUMP ENGAGED".

A second GREEN indicator light in the driving compartment and a GREEN indicator light located at the pump operator's position shall be provided and energized when both the pump shift has been completed and the chassis transmission is engaged in pump gear.

PIPING AND MANIFOLDS

All the plumbing and/or piping in the pump module shall be of 304 stainless steel or flexible piping for long life. All NPT pipe thread connections larger than 0.75" connections shall be avoided in the construction of the plumbing system.

The flexible piping shall be black SBR synthetic rubber hose with 300 working pounds and 1,200 pounds burst pressure for sizes 1.50" through 4.00". Sizes 0.75", 1.00" and 5.00" are rated at 250 lb. working and 1,000 lb. burst pressure. All sizes are rated at 30 HG vacuum. Reinforcement consists of two (2) plies of high tensile strength tire cord for all sizes and helix wire installed in sizes 1.00" through 5.00" for maximum performance in tight bend applications. The material has a temperature rating of -40 degrees F to 210 degrees F. Full flow couplings are precision machined from high tensile strength stainless steel.

MASTER PUMP DRAIN

The pump shall be equipped with a Class 1 master pump drain to allow draining of the lower pump cavities, volute and selected water carrying lines and accessories. The drain shall have an all brass body with a stainless steel return spring.

U.L. TEST POINTS

Two (2) U.L. test points shall be mounted on the pump panel for testing of the vacuum and pressures. The test points shall be a single piece with individual ports for suction and discharge.

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VALVES

The valves shall be Akron Brass with stainless balls. The valves shall be bi-directional with full flow capability. The valves shall be of fixed pivot ball design with a flow pressure rating to meet NFPA 1900 standards. All 3.00" discharge valves shall be supplied with a true slow close mechanism per NFPA specifications.

INDIVIDUAL DRAINS

One (1) individual Class1 lift up drain valve shall be furnished for each 1.50" or larger discharge port and each 2.50" gated auxiliary suction.

DISCHARGE GAUGES

Individual Class 1 2.50" line gauges for each 2.00" or larger discharge shall be provided and mounted adjacent to the discharge valve control handle. The gauges shall indicate pressure from 0 to 400 PSI. The pressure gauge shall be fully filled with pulse and vibration dampening Interlube to lubricate the internal mechanisms to prevent lens condensation and to ensure proper operation to minus 40 degrees F. To prevent internal freezing and to keep contaminants from entering the gauge, the stem and Bourdon tube shall be filled with low temperature material and be sealed from the water system using an isolating Sub Z diaphragm located in the stem.

PUMP CERTIFICATION

The fire pump shall be tested to meet the flow requirements of the pump. A written certification shall be provided with the completed vehicle.

RELIEF VALVE

There shall be one (1) suction side stainless steel relief pump valve provided on the pump system. The valve shall be configured with a 2.50" MNST discharge outlet.

FIRE PUMP PRIMING SYSTEM

A Trident Model #31.001.2 air operated priming system shall be installed. The unit shall be of all brass and stainless steel construction and designed for fire pumps of 1,250 GPM (4,600 LPM) or more. The primer shall be three-barrel design with direct connection to the Hale fire pump. The primer shall automatically drain when the panel control actuator is not in operation. The connection to the pump shall have an integral Hale strainer.

The priming system shall be capable to a vertical lift to 22.00" of mercury and shall be fully compliant to applicable NFPA standards for vertical lift. The system shall create vacuum by using air from the

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chassis air brake system through a three-barrel multi-stage internal "venturi nozzles" within the primer body.

The primer control shall have a manually operated, panel mounted "push to prime" air valve; which will direct air pressure from the air brake storage tank to the primer body. To prevent freezing, no water shall flow to and from the panel control.

PUMP COOLING/BYPASS LINE

There shall be a 0.25" line installed from the discharge side of the pump to the water tank. The line shall be used to cool the pump during long periods of pumping when water is not being discharged.

This discharge shall implement a Class 1 model 14BV all brass ball type 1/4 turn valve with a 1.00" x 3.00" chrome plated handle control located on the pump panel. The handle shall have a recessed area for mounting of the identification label which shall clearly state "PUMP COOLER".

ANODES

The fire pump shall be equipped with replaceable alloy anodes. The pump shall have one (1) anode on each intake section and one (1) anode on the discharge section of the fire pump, for a total of three (3).

PRESSURE GOVERNOR and ENGINE MONITORING DISPLAY

A Fire Research PumpBoss Max series PBA501-D00 pressure governor and control module kit shall be installed.

The following continuous displays shall be provided:

- Engine RPM; shown on LCD screen
- Check engine and stop engine warning; shown on LCD screen
- Engine oil pressure; shown on LCD screen
- Engine coolant temperature; shown on LCD screen
- Transmission Temperature; shown on LCD screen
- Battery voltage; shown on LCD screen
- Pressure and RPM operating mode LEDs
- Pressure / RPM setting; shown on LCD screen
- Throttle ready / Ok to Pump LEDs.

The pressure governor shall operate in two (2) control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. In pressure mode the pressure governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase.

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LEFT SIDE AUXILIARY SUCTION

One (1) 2.50" intake with an Akron Brass valve shall be located on the left side panel. The valve shall be a quarter turn ball type and fixed pivot design to allow easy operation at all pump pressures.

The valve shall come equipped with an inlet strainer and a 2.50" NSTF chrome inlet swivel.

An Akron Brass 2.50" generation II swing-out valve shall be provided for the left hand side auxiliary suction.

VALVE ACTUATOR

The valve shall be controlled by a swing type handle. It shall be located adjacent to the intake at the operator's panel.

The discharge shall come equipped with a lift-up 0.75" drain valve and a matching color coded bezel.

INLET PLUG

One (1) 2.50" MNST chrome plated plug with chain shall be provided.

TANK TO PUMP LINE

One (1) 3.00" tank to pump line shall be provided for connection between the water tank and the fire pump.

An Akron Brass 3.00" generation II swing-out valve shall be provided for the tank to pump line.

The quarter turn valve shall be manually operated with a Class1 locking push pull control rod.

TANK FILL/ RECIRULATION LINE

One (1) 2.00" fire pump to water tank refill and pump bypass cooler line shall be provided. The valve shall be a full flow quarter turn ball valve with 2.00" piping and flex hose to tank.

An Akron Brass 2.00" generation II swing-out valve shall be provided for the tank fill line.

The quarter turn valve shall be manually operated with a Class1 locking push pull control rod.

LEFT SIDE FRONT PANEL DISCHARGE

One (1) 2.50" discharge with valve shall be located on the left side panel.

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An Akron Brass 2.50" generation II swing-out valve shall be provided for the discharge.

The quarter turn valve shall be manually operated with a swing handle from the left hand side pump operator's panel.

The discharge shall come equipped with a lift-up 0.75" drain valve and a matching color coded bezel.

A 2.50" Class1 discharge pressure gauge (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters.

The 2.50" outlet shall be equipped with an integral, stainless steel, straight flange terminating with 2.50" MNST threads.

The discharge shall have a 2.50" FNST swivel rocker lug x 2.50" MNST 30-degree chrome elbow adapter provided.

DISCHARGE CAP

One (1) 2.50" FNST chrome plated cap with chain shall be provided.

LEFT SIDE REAR PANEL DISCHARGE

One (1) 2.50" discharge with valve shall be located on the left side panel.

An Akron Brass 2.50" generation II swing-out valve shall be provided for the discharge.

The quarter turn valve shall be manually operated with a swing handle from the left hand side pump operator's panel.

The discharge shall come equipped with a lift-up 0.75" drain valve and a matching color coded bezel.

A 2.50" Class1 discharge pressure gauge (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters.

The 2.50" outlet shall be equipped with an integral, stainless steel, straight flange terminating with 2.50" MNST threads.

The discharge shall have a 2.50" FNST swivel rocker lug x 2.50" MNST 30-degree chrome elbow adapter provided.

DISCHARGE CAP

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One (1) 2.50" FNST chrome plated cap with chain shall be provided.

RIGHT SIDE FRONT PANEL DISCHARGE

One (1) 3.00" discharge with valve shall be located on the right side panel.

An Akron Brass 3.00" generation II swing-out valve shall be provided for the discharge. The valve shall be of the slow-close design so as not to allow the valve to open or close in less than 3 seconds.

The quarter turn valve shall be manually operated with a Class1 locking push pull control rod. It shall have a chrome plated zinc handle with a recessed area for 1.00" x 3.00" identification tag. The controls shall be locked in any position.

The discharge shall come equipped with a lift-up 0.75" drain valve and a matching color coded bezel.

A 2.50" Class1 discharge pressure gauge (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters.

The 3.00" outlet shall be equipped with an integral, stainless steel, 45-degree elbow terminating with 3.00" MNST threads.

STORZ ADAPTER

One (1) TFT model AA1ST-NL adapter shall be provided. The adapter shall be configured with a 5.00" rigid Storz coupling and a 3.00" FNST rigid rocker lug coupling.

STORZ CAP

One (1) TFT model # A01ST 5.00" storz cap with lanyard shall be provided.

RIGHT SIDE REAR PANEL DISCHARGE

One (1) 2.50" discharge with valve shall be located on the right side panel.

An Akron Brass 2.50" generation II swing-out valve shall be provided for the discharge.

The quarter turn valve shall be manually operated with a Class1 locking push pull control rod. It shall have a chrome plated zinc handle with a recessed area for 1.00" x 3.00" identification tag. The controls shall be locked in any position.

The discharge shall come equipped with a lift-up 0.75" drain valve and a matching color coded bezel.

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A 2.50" Class1 discharge pressure gauge (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters.

The 2.50" outlet shall be equipped with an integral, stainless steel, straight flange terminating with 2.50" MNST threads.

The discharge shall have a 2.50" FNST swivel rocker lug x 2.50" MNST 30-degree chrome elbow adapter provided.

DISCHARGE CAP

One (1) 2.50" FNST chrome plated cap with chain shall be provided.

CROSSLAY PRE-CONNECT DISCHARGE #1

One (1) 1.75" crosslay pre-connect with a 2.00" Akron Brass valve shall be installed in the pump module above the pump. The crosslay shall be plumbed using 2.00" stainless steel pipe, and/or flexible piping.

The crosslay discharge shall terminate below the hose bed floor with a 1.50" MNST chickensan swivel adapter. The crosslay hose bed floor shall be slotted to allow the swivel to extend up through the floor, allowing the pre-connected hose to be pulled off either side of the apparatus without kinking the hose at the coupling connection.

Crosslay discharge #1 shall be designed to accommodate a minimum of 200 feet of 1.75" fire hose.

An Akron Brass 2.00" generation II swing-out valve shall be provided for crosslay #1 discharge.

The quarter turn valve shall be manually operated with a Class 1 locking push pull control rod. It shall have a chrome plated zinc handle with a recessed area for 1.00" x 3.00" identification tag. The controls shall be locked in any position.

The discharge shall come equipped with a lift-up 0.75" drain valve and a matching color coded bezel.

A 2.50" Class1 discharge pressure gauge (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters.

CROSSLAY PRE-CONNECT DISCHARGE #2

One (1) 1.75" crosslay pre-connect with a 2.00" Akron Brass valve shall be installed in the pump module above the pump. The crosslay shall be plumbed using 2.00" stainless steel pipe, and/or flexible piping.

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The crosslay discharge shall terminate below the hose bed floor with a 1.50" MNST chickensan swivel adapter. The crosslay hose bed floor shall be slotted to allow the swivel to extend up through the floor, allowing the pre-connected hose to be pulled off either side of the apparatus without kinking the hose at the coupling connection.

Crosslay discharge #2 shall be designed to accommodate a minimum of 200 feet of 1.75" fire hose.

An Akron Brass 2.00" generation II swing-out valve shall be provided for crosslay #2 discharge.

The quarter turn valve shall be manually operated with a Class 1 locking push pull control rod. It shall have a chrome plated zinc handle with a recessed area for 1.00" x 3.00" identification tag. The controls shall be locked in any position.

The discharge shall come equipped with a lift-up 0.75" drain valve and a matching color coded bezel.

A 2.50" Class1 discharge pressure gauge (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters.

DUNNAGE AREA

A dunnage area shall be provided above the pump enclosure for equipment mounting and storage. This area shall be furnished with a removable 0.1875" aluminum floor and shall be enclosed on the sides.

NOTE: The size of this storage area may vary when top mounted crosslays, booster reel(s), etc., are specified and located in this area.

ANTI-SLIP TREAD STRIPS DUNNAGE

Anti-Slip tread strips shall be provided in the floor of the dunnage area. Each strip shall be approx 6.00" wide x 24.00" long, and black in color.

CROSSLAY DIVIDER

One (1) crosslay divider shall be provided, one (1) between the #1 and #2 crosslay.

The divider shall be constructed from 0.188" thick abraded aluminum plate and shall be mounted on a base T-extrusion that provides lower support the length of the divider.

ALUMINUM CROSSLAY COVER

A 0.1875" polished aluminum tread plate cross lay cover shall be provided with a full length stainless steel hinge at the rear of the cover.

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CROSSLAY COMPARTMENT ENDS - VINYL FLAPS

The crosslay compartment shall be enclosed on each end using a heavy duty vinyl flap to prevent hose from accidentally unloading. The cover shall be secured with a black shock cord/ hook system on the bottom and permanently secured on the top.

The crosslay end flaps shall be Red in color.

DECK GUN DISCHARGE

One (1) 3.00" discharge with valve shall be located on the top of the pump. The discharge shall be plumbed to the top of the module using 3.00" schedule 10 stainless steel pipe. The pipe shall terminate in a 3.00" MNPT thread.

An Akron Brass 3.00" generation II swing-out valve shall be provided for the deck gun discharge. The valve shall be of the slow-close design so as not to allow the valve to open or close in less than 3 seconds.

The quarter turn valve shall be manually operated with a Class 1 locking push pull control rod. It shall have a chrome plated zinc handle with a recessed area for 1.00" x 3.00" identification tag. The controls shall be locked in any position.

One (1) Class1 automatic 0.75" drain valve(s) shall be installed. The valve shall have an all brass body with heavy duty neoprene seal. The valve shall be normally open and shall close at 6 psi using an all brass check assembly with stainless steel spring.

A 2.50" Class1 discharge pressure gauge (0-400 PSI) shall be provided. The face of the gauge shall be a WHITE dial with black letters.

4.50" MASTER PRESSURE GAUGE

One (1) Class1, 4.50" liquid filled master pressure gauge with stainless steel bezel shall be provided, reading from 0 Hg. to 400 psi. It shall be accurate to within 1%. The gauge shall have a white face and black markings. The gauge shall be located on the pump operator's panel.

4.50" MASTER INTAKE GAUGE

One (1) Class 1, 4.50" liquid filled master intake gauge(s) with stainless steel bezel shall be provided, reading from -30" Hg. to 400 psi. It shall be accurate to within 1%. The gauge shall have a white face and black markings. The gauge shall be located on the pump operator's panel.

LED WATER LEVEL GAUGE (PUMP PANEL)

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One (1) Innovative Controls Soft-Glo model # 3050869-03-W-37 LED water level monitor kit shall be provided and installed on the left hand side pump operator's control panel. The display shall show the volume of water in the tank using 4 distinct illuminated levels. Tank level indication is enhanced by the use 180° wide-angle diffusion lenses in front of the LEDs. The LEDs are diffused by a proprietary method that creates an illumination effect that remains bright but eliminates the typical irritation to an operator's eyes traditionally caused by bright LEDs.

The gauge shall use a pressure transducer #3030376-01 installed near the bottom of the water tank to determine the correct volume in the tank.

CAB MOUNTED WATER TANK INDICATOR

One (1) Innovative Controls Soft-Glo model #3050853-W-37 mini tank level display shall be provided and installed on the console in the cab. The display(s) shall show the volume in the tank on 4 distinct illuminated levels. The display shall mimic the main pump panel mounted display via CAN Bus.

PUMP, MODULE, AND RELATED ITEMS

ALUMINUM PUMP MODULE CONSTRUCTION

The pump module shall be constructed entirely of extrusions and aluminum plate. The framework shall be formed from beveled aluminum alloy extrusions. The pump module design must allow normal frame deflection through isolation mounts without imposing stress on the pump module structure or side running boards. The pump module shall consist of a welded framework, properly braced to withstand chassis frame flexing. The pump module support shall be bolted to the frame rails of the chassis.

INDEPENDENT PUMP MODULE

The pump module shall be fabricated as individual unit independent from the body.

PUMP PANEL -- SIDE MOUNT

The pump operator's control panel shall be located on the left hand side of the apparatus. The pump enclosure side panels shall be completely removable and designed for easy access and servicing.

HINGED GAUGE PANEL

A full width, horizontally hinged gauge access panel shall be located on the left hand side of the pump module above the main control panel.. Two (2) black powder coated SouthCo. push type locks shall be provided along with lanyards.

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PUMP ENCLOSURE ACCESS DOOR -- RIGHT SIDE UPPER

A pump panel access door shall be provided on the upper right side of the side mount pump enclosure. The access door shall be approximately 24.00" high and as wide as possible. Three (3) black powder coated SouthCo. push type locks shall be provided along with lanyards.

The drains located on the right hand side panel shall be fastened to the lower panel, which shall be stationary.

PUMP PANEL MATERIAL

The pump module panels shall be fabricated from 14 gauge 304L stainless steel with a brushed finish.

PUMP PANEL LIGHT SHIELD, LH SIDE PANEL

One (1) LED strip light shall be installed under an instrument panel light hood on the left side pump panel.

PUMP PANEL LIGHT SHIELD, RH SIDE PANEL

One (1) LED strip light shall be installed under an instrument panel light hood on the right side pump panel.

A weather resistant switch, located on the pump operator's panel shall be provided to activate the lights.

PUMP COMPARTMENT LIGHT

One (1) LED strip light shall be provided inside the pump compartment area. The light shall activate with the switch on the pump operator's panel.

LEFT SIDE RUNNING BOARD

The left pump panel shall be equipped with a side running board. The running board shall be constructed of 0.125" embossed fire apparatus bright aluminum treadplate. It shall be a minimum of approximately 11.00" deep x the width of the module. The running board shall have an upward bend on the inside edge to act as a kick plate. The running board shall be attached to a frame mounted outrigger support structure. The running board shall have a 3.00" downward bend on the front and side faces with a 1.00" underside return for superior strength.

LEFT SIDE RUNNING BOARD GROUND LIGHT

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One (1) ground light shall be installed beneath the left side running board. The light shall be a TecNiq model T44 series, 4.00" round, 8 diode LED light with outward facing angle brackets. The light shall activate along with the body mounted ground lights.

RIGHT SIDE RUNNING BOARD

The right pump panel shall be equipped with a side running board. The running board shall be constructed of 0.125" embossed fire apparatus bright aluminum treadplate. It shall be a minimum of approximately 11.00" deep x the width of the module. The running board shall have an upward bend on the inside edge to act as a kick plate. The running board shall be attached to a frame mounted outrigger support structure. The running board shall have a 3.00" downward bend on the front and side faces with a 1.00" underside return for superior strength.

RIGHT SIDE RUNNING BOARD GROUND LIGHT

One (1) ground light shall be installed beneath the right side running board. The light shall be a TecNiq model T44 series, 4.00" round, 8 diode LED light with outward facing angle brackets. The light shall activate along with the body mounted ground lights.

FRONT PUMP HOUSE COVER

The front of the pump enclosure shall be covered with .125" aluminum treadplate.

HOSE RESTRAINT LABEL - FAMA# 22

A permanent label shall be provided near any hose storage area. The label shall instruct the operator to insure that all hose is properly secured prior to placing the apparatus in motion and to provide warning of potential dangers, including injury or death, in failing to do so.

INTAKE/DISCHARGE CAP PRESSURE LABEL - FAMA# 18

A permanent label shall be provided in all areas that intakes and discharges are capped. The label shall give instruction on how to properly remove the cap. The label shall also warn of potential dangers, injury or death that be caused by failing to follow proper cap removal procedures.

TRAINED OPERATOR ONLY LABEL - FAMA# 25

A permanent label shall be provided on the pump panel that states that only properly trained personnel should operate the apparatus and shall indicate that injury or death could occur as a result.

PUMP PANEL ID PLATE

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An identification plate shall be installed on the pump operator control panel to identify the fire pump serial number, model number, and performance.

COLOR CODED PUMP PANEL LABELING AND NAMEPLATES

Discharge and intake valve controls shall be color coded in compliance to guidelines of applicable sections of NFPA standards. Innovative Controls permanent type nameplates and instruction panels shall be installed on the pump panel for safe operation of the pumping equipment and controls.

== PUMPER BODY, SINGLE AXLE, STOCK PROGRAM - 7.800 01/19/26 ==
BODY CONSTRUCTION

APPARATUS BODY

BODY CONFIGURATION

The apparatus body shall be up to 164.00" long.

BODY DESIGN AND CONSTRUCTION

The body shall be modular in design, allowing it to be removed and remounted on a new chassis. The body shall be fabricated using aluminum extrusions, angle, smooth aluminum sheet and aluminum treadplate. The apparatus body shall have full height compartments on both sides.

FLOOR AND UNDERSTRUCTURE

The tank area floor shall be a single piece design made of 0.125" aluminum sheet. The floor shall be supported by front and rear extruded 6061 aluminum alloy 2.00" x 4.00" x 0.250" wall structural tube crossmembers and incorporating flange style direct body mounting plates. The center section of the floor shall be supported by two (2) additional crossmembers of 2.00" x 2.00" x 0.250" structural aluminum tube, interlocked with three (3) longitudinal 2.00" x 2.00" x 0.250" sections of structural aluminum tube, connecting the front most and rearmost crossmembers. The front of the body shall be closed in with a 0.125" aluminum bulkhead panels the same height as the body.

COMPARTMENT CONSTRUCTION

The compartments shall be completely formed of 0.125" 5052-H32 aluminum alloy. Removable access panels bolted to welded in place light guards, shall be provided on each side of the body at the rear bulkheads for body lighting and wiring service.

COMPARTMENT VENTS

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Each body side compartment shall be properly vented in a manner that will minimize the possibility of moisture and road dirt entering the compartment. Venting shall be to atmosphere for front and rear side compartments. The center wheel well compartments shall be vented to the front and rear compartments.

COMPARTMENT SHELF TRACKS - ALUMINUM

Aluminum vertical strut channels shall be welded in the compartment. Two (2) struts shall be provided for any full depth portion and one (1) strut shall be provided for any shallow depth portion.

COMPARTMENT SHELVING - SIDE COMPARTMENTS

Adjustable shelving shall be installed in the side compartments as identified later in this specification. Each shelf shall be made of 0.125" smooth aluminum with a 2.00" high perimeter retaining lip with welded corners. Shelves shall have a rated capacity of 300 lbs., and shall be supported by a minimum of two (2) heavy-duty shelf brackets.

FENDER PANELS

A single piece wheel well panel made of 0.125" aluminum sheet shall be installed with no sharp edges to cut or damage cleaning equipment used in the wheel well area. The wheel well design shall provide for maximum wheel jounce and for use of tire chains without contacting the fender panel.

REAR WHEEL WELL LINERS

The rear wheel wells shall be equipped with replaceable circular liners to prevent road debris damage to adjacent side compartments. The liners shall be made from a single circular panel of 0.125" smooth aluminum and shall be the full depth of the side compartments. They shall be bolted in place and shall feature end flange bottom drains.

TREADPLATE AND TRIM

All treadplate overlays shall be 3003-H14 bright aluminum laser cut to fit. 3M double sided tape shall be applied to the NON-TREAD BRITE side. All treadplate shall be installed after paint.

BODY FRONT WALL OVERLAY

There shall be 0.125" polished aluminum treadplate provided for the entire front of the body to protect the paint from road debris and paint chipping.

TOP PROTECTION

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There shall be 0.125" embossed aluminum treadplate overlay provided for the compartment top outside of the integrated hose bed.

REAR STEP RISER

There shall be 0.125" embossed aluminum treadplate step riser overlay for the rear of the body.

BODY SIDE RUB RAILS

Replaceable extruded aluminum flat bar rails, 2.00" high x 0.250" thick, shall be provided below the lower side compartments. Each rub rail shall have black rubber stand-off spacers. All rub rail ends shall be angled back toward the body to eliminate the possibility of snagging crew clothing or equipment.

TOW HOOKS – REAR

Two (2) heavy-duty cast-iron tow hooks, shall be installed at the rear of the body below the rear step.

BODY CONFIGURATION

The aluminum apparatus body shall be up to 164.00" long.

BODY WIDTH

The width of the apparatus body from the outside face of the left compartments to the outside face of the right compartments shall be 98.00" wide.

COMPARTMENT HEIGHT

The left side body compartments shall be 62.00" high.

COMPARTMENT HEIGHT

The right side body compartments shall be 62.00" high.

COMPARTMENT DEPTH, LH SIDE

The full height side compartments on the left hand side of the pumper body shall have a useable depth of 26.00".

The standard height side compartments shall have a useable depth of 26.00".

COMPARTMENT DEPTH, RH SIDE

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The full height side compartments on the right hand side of the pumper body shall have a useable depth of 26.00" in the lower half of the compartment and 12.00" in the upper.

The standard height side compartments shall have a useable depth of 12.00".

LEFT SIDE COMPARTMENT IN FRONT OF REAR WHEELS, L1

There shall be a full height compartment located ahead of the rear wheels on the left side of the apparatus body. This compartment shall be designated as L1 within these specifications.

- Compartment Dimensions: 47.00" wide x 62.00" high
- Door Opening: 42.00" wide x 57.00" high
- Compartment Depth: 26.00" deep

The compartment shall have a roll up door. The door shall have a satin finish.

DOOR LOCK- KEYED, MANUAL

The door shall have a cylindrical lock installed by the roll-up door manufacturer.

The lock key type shall be: J-236

COMPARTMENT LIGHT(S)

One (1) 48.00" Luma Bar LED strip light shall be installed inside the compartment.

COMPARTMENT LIGHT ACTIVATION

The compartment light(s) shall be controlled by a magnetic "On-Off" switch located on the compartment door.

ADJUSTABLE SHELVING TRACKS

There shall be vertically mounted uni-strut shelf trac for shelving installation.

ADJUSTABLE SHELF

There shall be One (1) adjustable shelf located in the compartment.

LEFT SIDE ABOVE WHEEL COMPARTMENT, L2

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There shall be a standard height compartment located above the rear wheels on the left side of the apparatus body. This compartment shall be designated as L2 within these specifications.

- Compartment Dimensions: 58.00" wide x 33.00" high
- Door Opening: 58.00" wide x 28.00" high
- Compartment Depth: 26.00" deep

The compartment shall have a roll up door. The door shall have a satin finish.

DOOR LOCK- KEYED, MANUAL

The door shall have a cylindrical lock installed by the roll-up door manufacturer.

The lock key type shall be: J-236

COMPARTMENT LIGHT(S)

One (1) 19.00" Luma Bar LED strip light shall be installed inside the compartment.

COMPARTMENT LIGHT ACTIVATION

The compartment light(s) shall be controlled by a magnetic "On-Off" switch located on the compartment door.

ADJUSTABLE SHELVING TRACKS

There shall be vertically mounted uni-strut shelf trac for shelving installation.

ADJUSTABLE SHELF

There shall be One (1) adjustable shelf located in the compartment.

LEFT SIDE COMPARTMENT BEHIND REAR WHEELS, L3

There shall be a full height compartment located behind of the rear wheels on the left side of the apparatus body. This compartment shall be designated as L3 within these specifications.

- Compartment Dimensions: 59.00" wide x 62.00" high
- Door Opening: 54.00" wide x 57.00" high
- Compartment Depth: 26.00" deep lower/ 12.00" deep upper

The compartment shall have a roll up door. The door shall have a satin finish.

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DOOR LOCK- KEYED, MANUAL

The door shall have a cylindrical lock installed by the roll-up door manufacturer.

The lock key type shall be: J-236

COMPARTMENT LIGHT(S)

One (1) 48.00" Luma Bar LED strip light shall be installed inside the compartment.

COMPARTMENT LIGHT ACTIVATION

The compartment light(s) shall be controlled by a magnetic "On-Off" switch located on the compartment door.

ADJUSTABLE SHELVING TRACKS

There shall be vertically mounted uni-strut shelf trac for shelving installation.

ADJUSTABLE SHELF

There shall be One (1) adjustable shelf located in the compartment.

RIGHT SIDE COMPARTMENT IN FRONT OF REAR WHEELS, R1

There shall be a full height compartment located ahead of the rear wheels on the right side of the apparatus body. This compartment shall be designated as R1 within these specifications.

- Compartment Dimensions: 47.00" wide x 62.00" high
- Door Opening: 42.00" wide x 57.00" high
- Compartment Depth: 26.00" deep lower/ 12.00" deep upper

The compartment shall have a roll up door. The door shall have a satin finish.

DOOR LOCK- KEYED, MANUAL

The door shall have a cylindrical lock installed by the roll-up door manufacturer.

The lock key type shall be: J-236

COMPARTMENT LIGHT(S)

One (1) 48.00" Luma Bar LED strip light shall be installed inside the compartment.

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COMPARTMENT LIGHT ACTIVATION

The compartment light(s) shall be controlled by a magnetic "On-Off" switch located on the compartment door.

ADJUSTABLE SHELVING TRACKS

There shall be vertically mounted uni-strut shelf trac for shelving installation.

ADJUSTABLE SHELF

There shall be One (1) adjustable shelf located in the compartment.

RIGHT SIDE ABOVE WHEEL COMPARTMENT, R2

There shall be a standard height compartment located above the rear wheels on the right side of the apparatus body. This compartment shall be designated as R2 within these specifications.

- Compartment Dimensions: 58.00" wide x 33.00" high
- Door Opening: 58.00" wide x 28.00" high
- Compartment Depth: 12.00" deep

The compartment shall have a roll up door. The door shall have a satin finish.

DOOR LOCK- KEYED, MANUAL

The door shall have a cylindrical lock installed by the roll-up door manufacturer.

The lock key type shall be: J-236

COMPARTMENT LIGHT(S)

One (1) 19.00" Luma Bar LED strip light shall be installed inside the compartment.

COMPARTMENT LIGHT ACTIVATION

The compartment light(s) shall be controlled by a magnetic "On-Off" switch located on the compartment door.

ADJUSTABLE SHELVING TRACKS

There shall be vertically mounted uni-strut shelf trac for shelving installation.

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ADJUSTABLE SHELF

There shall be One (1) adjustable shelf located in the compartment.

RIGHT SIDE COMPARTMENT BEHIND REAR WHEELS, R3

There shall be a full height compartment located behind of the rear wheels on the right side of the apparatus body. This compartment shall be designated as R3 within these specifications.

- Compartment Dimensions: 59.00" wide x 62.00" high
- Door Opening: 54.00" wide x 57.00" high
- Compartment Depth: 26.00" deep lower/ 12.00" deep upper

The compartment shall have a roll up door. The door shall have a satin finish.

DOOR LOCK- KEYED, MANUAL

The door shall have a cylindrical lock installed by the roll-up door manufacturer.

The lock key type shall be: J-236

COMPARTMENT LIGHT(S)

One (1) 48.00" Luma Bar LED strip light shall be installed inside the compartment.

COMPARTMENT LIGHT ACTIVATION

The compartment light(s) shall be controlled by a magnetic "On-Off" switch located on the compartment door.

ADJUSTABLE SHELVING TRACKS

There shall be vertically mounted uni-strut shelf trac for shelving installation.

ADJUSTABLE SHELF

There shall be One (1) adjustable shelf located in the compartment.

REAR COMPARTMENT

REAR CENTER COMPARTMENT, CR1

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There shall be a full height compartment located at the rear of the apparatus body. This compartment shall be designated as CR1 within these specifications.

- Compartment Dimensions: 44.00" wide x 52.00" high
- Door Opening: 40.00" wide x 47.00" high
- Compartment Depth: 21.00" deep

The compartment shall have a roll up door. The door shall have a satin finish.

DOOR LOCK- KEYED, MANUAL

The door shall have a cylindrical lock installed by the roll-up door manufacturer.

The lock key type shall be: J-236

COMPARTMENT LIGHT(S)

One (1) 37.00" Luma Bar LED strip light shall be installed inside the compartment.

COMPARTMENT LIGHT ACTIVATION

The compartment light(s) shall be controlled by a magnetic "On-Off" switch located on the compartment door.

ADJUSTABLE SHELVING TRACKS

There shall be vertically mounted uni-strut shelf trac for shelving installation.

ADJUSTABLE SHELF

There shall be One (1) adjustable shelf located in the compartment.

TAILBOARD STEP

A tailboard step shall be provided and installed at the rear of the body. The tailboard shall be 10.00" deep and constructed of 0.125" 3003-H24 tread plate aluminum. The tailboard shall meet the NFPA 1900 recommended requirements for non-slip surfaces.

The tailboard step height shall be a maximum of 24.00", when the apparatus is loaded.

HOSE BED DIMENSIONS

The hose bed shall be 74.00" wide x 13.00" tall x 140.00" long.

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HOSE BED STORAGE CAPACITY

The hose bed shall be designed to have a storage capacity for a minimum of 70.00 cubic feet of fire hose.

HOSE BED CROSS DIVIDER

The forward 24.00" section of the hose bed shall have a bolt in cross car divider creating a dunnage area for the water tank fill tower. The floor of the dunnage area shall be formed aluminum sheet.

ALUMINUM HOSEBED GRATING SINGLE AXLE

The hose bed compartment deck shall be constructed entirely from maintenance-free, extruded aluminum slats. The slats shall have an anodized, radiused ribbed top surface. The slats shall be of widths approximately 0.75" high x 6.00" wide and shall be made into a one-piece grid system to prevent the accumulation of water and allow ventilation to assist in drying hose.

Two (2) cross car Unistrut style channels shall be incorporated in the design for divider mounting.

The hosebed shall be easily removable to allow access to the booster tank below.

ALUMINUM HOSEBED DIVIDER(S) (1)

There shall be One (1) hosebed divider(s) provided the full fore-aft length of the hosebed. The hosebed divider(s) shall be constructed of 0.1875" smooth aluminum plate with an extruded aluminum base welded to the bottom. The rear end of the divider(s) shall have a radius corner to protect personnel. The divider(s) shall be adjustable from side to side in the hose bed to accommodate varying hose loads.

HOSE BED COVER

A heavy duty 18 oz. vinyl hose bed cover shall be provided to protect the hose load from the weather. The cover shall extend from the front of the hose bed to the rear and then extend downward to cover the exposed rear of the bed and from the left side to the right side of the hose bed. The cover shall be secured utilizing a velcro fastening system at the front and sides of the hose bed body.

The vinyl cover shall be red in color.

1000 GALLON POLY TANK

The tank shall have a capacity of 1000 US gallons / 832 Imperial gallons / 3785 liters.

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The tank shall be constructed of PT3 polypropylene material.

TANK MATERIAL

The tank shall be constructed of virgin, stress-relieved, high-impact copolymer polypropylene. Tank shell thickness may vary depending on the application and may range from 0.50" to 1.00" as required.

CONSTRUCTION

The booster and/or foam tank shall be of a specific configuration and is so designed to be completely independent of the body and compartments.

All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow. All partitions and spacing shall comply with NFPA 1900.

Tank covers shall incorporate minimum of (2) lifting lugs, for use with the tank empty only, consisting of 2.00" copolymer dowels. The dowels shall be drilled and tapped to accommodate lifting eyes with a minimum security factor of 3 to 1. The lifting dowels shall be welded to the internal partitions and extend through the covers to assist in minimizing cover flex during normal operation.

CAPACITY CERTIFICATION

All water and foam tanks shall be tested and certified as to capacity.

WATER FILL TOWER AND COVER

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" polypropylene and shall be a minimum dimension of 10" x 10" outer perimeter. The tower shall have a 1/4" thick removable polypropylene screen and a polypropylene hinged cover. The capacity of the tank shall be engraved on the top of the fill tower lid.

FILL TOWER LOCATION

The fill tower shall be located in the left front area of the tank.

Inside the fill tower there shall be a combination vent/overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with a minimum I.D. of 4.00" that is designed to run through the tank, and shall be piped to discharge water behind the rear wheels as required in NFPA 1900 so as to not interfere with rear tire traction.

The overflow shall be routed towards the rear of the body using flexible hose.

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SUMP

There shall be one (1) sump standard per tank. The sump shall be constructed of a minimum of 0.50" polypropylene and be located in the left front quarter of the tank, unless specified otherwise. On all tanks that require a front suction, a 3.00" schedule 40 polypropylene pipe shall be installed that will incorporate a dip tube from the front of the tank to the sump location. The sump shall have a minimum 3.00" N.P.T. threaded outlet on the bottom for a drain plug per NFPA. This shall be used as a combination clean-out and drain. All tanks shall have an anti-swirl plate located approximately 3.00" above the inside floor.

WATER TANK CLEAN-OUT PLUG

A 3.00" cleanout plug shall be provided in the bottom of the tank.

SUCTION HOSE STORAGE SIDE OF BODY

The suction hoses shall be located on the body side panels. There will be one (1) on the left hand side and one (1) on the right hand side of the apparatus.

HARD SUCTION STORAGE

Two (2) horizontally mounted aluminum hard suction hose trays shall be provided for the suction hoses. Two (2) Velcro holders shall be furnished on each tray.

SUCTION HOSE SOURCE

New suction hose(s) shall be provided by the manufacturer and shall be detailed later in this specification.

LADDER COMPARTMENT

A ladder storage compartment shall be located on the right side of the apparatus body below the hose bed in between the side compartments and the tank mounting area. Appropriate stops shall be provided at the front of the ladders.

A vertically hinged door with push button style latches shall be provided to enclose the ladders at the rear.

The ladder compartment door shall be wired to the door ajar light in the cab.

The ladder storage shall have capacity for the following:

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- One (1) Alco-Lite aluminum 24 ft. two-section extension ladder, model # PEL-24
- One (1) Alco-Lite aluminum 14 ft roof ladder, model # PRL-14
- One (1) Alco-Lite aluminum 10 ft. folding ladder, model # FL-10

LADDER SOURCE

The ladder(s) shall be provided by the manufacturer and shall be detailed later in this specification.

PIKE POLE STORAGE

Two (2) pike pole storage tubes shall be provided in the ladder compartment.

PIKE POLE SOURCE

The pike poles shall be provided by the purchaser.

STEPS

All steps shall have a surface area of at least 35 square inches and shall be able to withstand a load of at least 500 pounds. Steps shall be provided at any area that personnel may need to climb and shall be adequately lighted.

FOLDING STEPS- LH SIDE REAR

Three (3) Innovative Controls model # 3004234-37-1-1-1-1-0 folding steps shall be provided on the left hand side rear of the body. Each step shall have two (2) cast-in handles, that are large enough for use while wearing gloves. The step(s) shall exceed the NFPA requirements for stepping surface and slip resistance.

STEP LIGHTS

There shall be (2) LED lights incorporated into the folding step assembly. One (1) above the stepping surface, and one (1) below the step assembly.

The step light(s) shall be wired to activate with the parking brake.

FOLDING STEPS - RH SIDE FRONT OF BODY

Innovative Controls model # 3007732-37-1-1-1-1-0 folding steps shall be provided on the right hand side front of the body. Each step shall have one (1) cast-in handle, that are large enough for use while wearing gloves. The step(s) shall exceed the NFPA requirements for stepping surface and slip resistance.

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STEP LIGHTS

There shall be (2) LED lights incorporated into the folding step assembly. One (1) above the stepping surface, and one (1) below the step assembly.

EXTERIOR GRAB RAILS

Each grab rail shall be non-slip, 1.25" diameter extruded polished aluminum grab rails with rubber inserts designed to provide maximum gripping ability, strength, and durability. The rails shall comply with NFPA 1900.

GRAB RAILS, REAR STEP, VERTICAL

Two (2) extruded aluminum non-slip grab rails shall be provided and vertically mounted on the rear of the apparatus, one (1) on each side of the body.

GRAB RAIL, BELOW HOSEBED, HORIZONTAL

One (1) extruded aluminum non-slip grab rail shall be provided and horizontally mounted below the hosebed on the rear of the apparatus.

GRAB RAIL, RH PUMP HOUSE, HORIZONTAL

One (1) 18.00" extruded aluminum non-slip grab rail shall be provided and horizontally mounted on the right hand side pump house.

SCBA BOTTLE COMPARTMENTS

Four (4) SCBA bottle tube compartments shall be installed, one (1) over each wheel well area. The compartments shall be constructed of black 0.125" thick HDPE plastic designed to provide SCBA scuff protection. The doors shall be 12 gauge stainless steel with a brushed finish and have a weatherproof SouthCo. latch assembly.

SCBA CYLINDER RETENTION STRAPS

A 1.00" wide webbing loop shall be installed in each wheel well spare cylinder compartment. The loop shall be designed to loop around the cylinder valve and prevent the cylinder from sliding out of the compartment if the door is not latched or fails.

== 12V ELECTRICAL SYSTEM - COMMERCIAL PUMPER - 7.800 01/19/26 ==

12 VOLT ELECTRICAL SYSTEM

The truck shall have a 12-Volt electrical system.

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All wiring will be run in convoluted high temperature plastic loom. Wiring shall be color and function coded and will be of adequate size to handle the assigned load. All solenoids, relays, and terminal blocks will be located in an easily accessible area.

All circuits provided shall have properly rated low voltage over current protective devices.

All wiring shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for the protected circuit. Voltage drops in all wiring from the power source to the using device shall not exceed 10 percent. The wiring and wiring harness and insulation shall be in conformance to applicable SAE and NFPA standards. The wiring harness shall conform to SAE J-1128 with GXL temperature properties. All exposed wiring shall be protected in a loom with a minimum 289 degree Fahrenheit rating. All wiring looms shall be properly supported and attached to body members. The electrical conductors shall be constructed in accordance with applicable SAE standards, except when good engineering practice requires special construction.

All under side terminal junctions shall be fully enclosed in sealed plastic weather proof boxes.

Electromagnetic interference suppression shall be provided as required to satisfy the radiation limits specified in SAE J551/1.

NFPA 1900 CERTIFIED 12 VOLT ELECTRICAL SYSTEM

The 12 V apparatus body electrical system shall be provided and be in compliance with NFPA 1900 testing and certification procedures as follows:

Tests shall be performed when the air temperature is between 0°F and 110°F. The three tests defined in NFPA shall be performed in the order in which they appear. Before each test, the batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. Failure of any of these tests shall require a repeat of the sequence.

RESERVE CAPACITY TEST

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged.

The engine shall be shut off, and the minimum continuous electrical load shall be activated for 10 minutes.

All electrical loads shall be turned off prior to attempting to restart the engine. Failure to restart the engine shall be considered a test failure of the battery system.

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ALTERNATOR PERFORMANCE TEST AT IDLE

The minimum continuous electrical load shall be activated with the engine running at idle speed.

The engine temperature shall be stabilized at normal operating temperature.

The battery system shall be tested to detect the presence of battery discharge current. The detection of battery discharge current shall be considered a test failure.

ALTERNATOR PERFORMANCE TEST AT FULL LOAD

The total continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed.

The test duration shall be a minimum of 2 hours.

Activation of the load management system shall be permitted during this test.

An alarm sounded by excessive battery discharge, as detected by the warning system_or a system voltage of less than 11.8 V for more than 120 seconds shall be considered a test failure.

LOW VOLTAGE ALARM TEST

The following test shall be started with the engine off and the battery voltage at or above 12 V for a 12 V nominal system.

With the engine shut off, the total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates. The battery voltage shall be measured at the battery terminals.

The test shall be considered a failure if the alarm does not sound in less than 140 seconds after the voltage drops to 11.70 V for a 12 V nominal system.

The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

CERTIFICATION DOCUMENTATION

At the time of delivery, the OEM shall provide the following documentation:

1. Documentation of the electrical system performance tests.
2. A written electrical load analysis, including the following:

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- ◆ The nameplate rating of the alternator.
- ◆ The alternator rating under the conditions specified above.
- ◆ Each of the component loads specified that make up the minimum continuous electrical load.
- ◆ Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load.
- ◆ Each individual intermittent electrical load.

LOW VOLTAGE BATTERY CHARGER/ CONDITIONER TEST

If the apparatus is equipped with a low voltage battery charger/conditioner, it shall be tested as follows:

1. Low voltage batteries are fully charged to at least 12.66 V for a 12 V nominal system with the engine off and the shoreline disconnected.
2. Connect a DC ammeter to each output of the low voltage battery charger/conditioner.
3. Connect the shoreline to power the low voltage battery charger/conditioner.
4. Perform the test with the engine off and the shoreline power cord connected.
5. Add or apply loads to each charger output so that the output current is between 80 percent and 100 percent of the rated output current for that output.
6. Record the low voltage battery voltage and output current for each charger output at the beginning of the test and every 20 minutes.
7. Maintain the load for 60 minutes.
8. Record the low voltage battery voltage and output current for each charger output at the end of the test with the load still applied and the charger/conditioner powered.
9. Remove any added load.

The test shall be considered a failure if the charger/conditioner does not maintain an output voltage of at least 12.54 V for a 12 V nominal system, or if it cannot maintain at least 80 percent of the rated output current for the duration of the test.

INNOVATIVE CONTROLS MULTIPLEXING SYSTEM

The electrical system shall utilize an Innovative Controls multiplexing system where applicable. A series of Multiplexing Input/Output Modules shall be installed. The Input/Output modules shall permit

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the multiplexing system to reduce the amount of wiring and components used. These modules shall be waterproof allowing installation outside of enclosed areas.

HAZARD LIGHT

One (1) flashing red LED light, located in the driving compartment, the light shall be illuminated automatically whenever any compartment door is ajar.

The hazard light shall be marked with a sign that reads "Do Not Move Apparatus When Light is On".

The warning light shall be interlocked to the parking brake and shall only alert the driver when the parking brake is released. The light shall also be used to signal that other ancillary equipment such as racks light towers etc. are not in their "ready for transport" position.

LOW VOLTAGE INDICATOR

The Low Voltage Alarm output is activated whenever the system voltage drops below 11.9 VDC for more than 10 seconds. The Low Voltage Alarm output goes inactive when the system voltage rises to 12.1 VDC on a 12 volt system for more than 10 seconds. The Low Voltage Alarm output is compliant to NFPA 1900 requirements.

ROCKER SWITCH PANEL - EIGHT (8) POSITION

A lighted eight (8) position rocker type switch panel shall be installed to provide the ability to de-activate individual lighting units.

MASTER WARNING SWITCH

A master switch shall be included in the main rocker switch panel. The switch shall be labeled "Master Warning" for identification. The switch shall feature control over all devices wired through it. Any warning device switch shall automatically power up when the master switch is activated.

CHASSIS GROUND LIGHTS

Four (4) TecNiq model E10-WS00-1 LED ground lights with outward facing angle brackets shall be installed, one (1) under each chassis door.

FRONT OF BODY GROUND LIGHTS

Two (2) TecNiq model E10-WS00-1 LED ground lights with outward facing angle brackets shall be installed under the front of the body. One (1) light shall be located on the driver side and one (1) light shall be located on the officer side of the apparatus.

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REAR STEP GROUND LIGHTS

Two (2) TecNiq model E10-WS00-1 LED ground lights with outward facing angle brackets shall be installed under the rear step of the apparatus, one (1) each side.

GROUND LIGHT SWITCHING

The cab and body ground lights shall activate by engaging the parking brake.

REAR DIRECTIONALS

Rear directional lighting shall be supplied as follows:

Two (2) Whelen model M62BTT LED brake/tail lights shall be installed on the rear of the body. Each light shall have a red lens.

Two (2) Whelen model M62T Amber LED turn signal lights shall be installed on the rear of the body. Each light shall have an amber lens.

Two (2) Whelen model M62BU LED reverse lights shall be installed on the rear of the body.

HOUSINGS FOR DIRECTIONALS

The two (2) sets of Whelen rear signal lights shall each be housed in a vertical chrome plated housing, designed to hold four (4) lights each. The fourth opening shall be for the lower rear warning lights. The lights shall be mounted in order, from top to bottom, as described above.

Two (2) amber LED side marker and turn lights shall be provided on the apparatus lower side, forward of rear axle, one (1) each side if the apparatus is 30 feet long or longer.

MARKER LIGHTS

LED marker lights shall be installed on the vehicle in conformance to the Department of Transportation requirements. The side and rear of the body will be provided with reflectors. All marker lights shall be incorporated into the headlight circuit of the cab/chassis

Two (2) amber reflectors shall be provided on the apparatus body lower side, as far forward and low as practical, one (1) each side if the apparatus is 30 feet long or longer.

Four (4) red reflectors shall be provided on the apparatus rear, one (1) each side and two (2) on the rear.

LICENSE PLATE BRACKET

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There shall be a license plate bracket mounted on the rear of the apparatus. A clear LED light shall be incorporated into the bracket

HOSE BED LOADING LIGHT

One (1) 12V LED hosebed light shall be installed on the front of the hosebed of the apparatus. This light shall provide illumination of the hosebed area.

WORK LIGHTS ACTIVATION

The work light(s) shall be wired to activate with the parking brake.

SIDE FACING UPPER FRONT BODY SCENE LIGHTS

One (1) pair of Whelen M92SLC EZ Series LED scene lights shall be installed. The lights shall be located on the left and right sides of the upper front portion of the apparatus body. Each light shall be supplied and installed with a chrome bezel.

SIDE FACING UPPER REAR BODY SCENE LIGHTS

One (1) pair of Whelen M92SLC EZ Series LED scene lights shall be installed. The lights shall be located on the left and right sides of the upper rear portion of the apparatus body. Each light shall be supplied and installed with a chrome bezel.

REAR FACING UPPER BODY SCENE LIGHTS

One (1) pair of Whelen M92SLC EZ Series LED scene lights shall be installed. The lights shall be located on the rear of the apparatus body, one (1) each side. Each light shall be supplied and installed with a chrome bezel.

SCENE LIGHT SWITCHING

Three (3) rocker switches with indicators shall be provided to activate the 12-volt scene light(s). The left hand side lights, right hand side lights, and the rear lights shall each be individually switched. The switches shall be located on the cab control console.

DUAL FUNCTION SCENE LIGHT(S)

The rear scene lights shall activate automatically upon placing the transmission into reverse.

REAR VISION SYSTEM

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One (1) complete backup camera system shall be provided. There shall be (1) camera located at the rear of the apparatus as close to the centerline as possible. The camera shall be capable of viewing the entire area not visible in the side view mirrors. The camera shall have a 7.00" color display mounted in view of the driver. The system shall include audio transmission from the camera.

The rear vision camera shall be wired to automatically activate when the chassis transmission is placed in reverse.

The monitor for the rear vision system shall be mounted on the dash of the cab in easy view of the driver.

NFPA AUDIBLE AND LIGHTING WARNING PACKAGE

The following warning light package shall include all of the minimum warning light and actuation requirements for the current revision of the NFPA 1900. The lighting as specified shall meet the requirements for both "Clearing Right of Way" and "Blocking Right of Way" which includes disabling all white warning lights when the apparatus is in "Blocking Right of Way" mode.

WARNING LIGHT FLASH PATTERN

All of the perimeter warning lights shall be set to the default NFPA flash pattern as provided by the warning light manufacturer.

LIGHTBAR

One (1) WHELEN model JE2NFPA 56.00" LED lightbar shall be supplied and mounted. The lightbar shall have clear lenses and contain the following modules:

- Four (4) RED LIN6 LED modules, two (2) on each corner.
- Four (4) RED CON3 LED modules, across the front.
- Two (2) WHITE CON3 LED modules, on the front.

The forward facing white lights shall be automatically disabled for the "Blocking Right of Way" mode.

LIGHT BAR SWITCHING

One (1) momentary rocker switch with indicator shall be installed on the switch panel in the cab to control the light bar. The switch shall be labeled "LIGHT BAR". The switch shall only be active when the master warning switch is engaged.

SIDE FACING UPPER FRONT BODY WARNING LIGHTS

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One (1) pair of Whelen model M9 LED warning lights shall be installed, one (1) each side of the upper front portion of the apparatus body.

The driver side warning light shall be a Whelen Model M9RC red LED with clear lens.

The officer side warning light shall be a Whelen Model M9RC red LED with clear lens.

Each light shall be mounted with a Whelen Model M9FC chrome flange.

SIDE FACING UPPER REAR BODY WARNING LIGHTS

One (1) pair of Whelen model M9 LED warning lights shall be installed, one (1) each side of the upper rear portion of the apparatus body.

The driver side warning light shall be a Whelen Model M9RC red LED with clear lens.

The officer side warning light shall be a Whelen Model M9RC red LED with clear lens.

Each light shall be mounted with a Whelen Model M9FC chrome flange.

UPPER REAR WARNING LIGHTS

One (1) pair of Whelen model M9 LED warning lights shall be installed, one (1) each side of the upper rear of the apparatus body.

The driver side warning light shall be a Whelen Model M9RC red LED with clear lens.

The officer side warning light shall be a Whelen Model M9RC red LED with clear lens.

Each light shall be mounted with a Whelen Model M9FC chrome flange.

UPPER WARNING LIGHT SWITCHING

One (1) momentary rocker switch with indicator shall be installed on the switch panel in the cab to control the upper warning lights. The switch shall be labeled "UPPER WARNING". The switch shall only be active when the master warning switch is engaged.

LOWER FRONT WARNING LIGHTS

One (1) pair of Whelen model M6 Series LED warning lights shall be installed, one (1) each side one the front of the chassis cab.

The driver side warning light shall be a Whelen Model M6RC red Super-LED with clear lens.

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The officer side warning light shall be a Whelen Model M6RC red Super-LED with clear lens.

Each light shall be mounted with a Whelen Model M6FC chrome flange.

LOWER INTERSECTION WARNING LIGHTS

One (1) pair of Whelen model M7 LED warning lights shall be installed, one (1) each side of the chassis cab.

The driver side warning light shall be a Whelen Model M7RC red Super-LED with clear lens.

The officer side warning light shall be a Whelen Model M7RC red Super-LED with clear lens.

Each light shall be mounted with a Whelen Model M7FC chrome flange.

LOWER MID-BODY WARNING LIGHTS

One (1) pair of Whelen model M7 Series LED warning lights shall be installed, one (1) each side of the apparatus, mid-body.

The driver side warning light shall be a Whelen Model M7RC red Super-LED with clear lens.

The officer side warning light shall be a Whelen Model M7RC red Super-LED with clear lens.

Each light shall be mounted with a Whelen Model M7FC chrome flange.

LOWER REAR WARNING LIGHTS

One (1) pair of Whelen model M6 Series LED warning lights shall be installed, one (1) each side of the lower rear of the apparatus body.

The driver side warning light shall be a Whelen Model M6RC red Super-LED with clear lens.

The officer side warning light shall be a Whelen Model M6RC red Super-LED with clear lens.

The warning lights on the rear of the body shall be mounted in the lower section of each tail light casting.

LOWER WARNING LIGHT SWITCHING

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One (1) momentary rocker switch with indicator shall be installed on the switch panel in the cab to control the lower warning lights. The switch shall be labeled "LOWER WARNING". The switch shall only be active when the master warning switch is engaged.

ELECTRIC SIREN AND CONTROL

One (1) Whelen model #295SLSA1 electronic siren shall be mounted in the cab. This unit shall feature an electronic air horn, wail, yelp, hi-lo and shall have a hard wired PA microphone.

ELECTRONIC SIREN SPEAKER

shall

One (1) Federal Signal model ES100 Dynamax 100 watt speaker shall be flush mounted as far forward and as low as possible on the front of the vehicle. A polished model ESFMT with "Electric F" grille shall be provided on the outside of the speaker to prevent road debris from entering the speaker.

The speaker shall produce a minimum sound output of 120 dB at 10 feet to meet current NFPA 1900.

The speaker shall be located on the left hand side of the bumper.

SIREN NOISE WARNING LABEL - FAMA# 42

A permanent label shall be provided inside the driver's door warning of potential injury that could be received from the noise of the siren. The label shall also state safety precautions that should be taken when the siren is in use.

== PAINT/ PREP/ STRIPE/ PUMPER - 7.800 01/19/26 ==

PAINT, STRIPING, AND LETTERING SECTION

CHASSIS PAINT

The chassis shall be painted by the OEM Chassis Manufacturer.

PAINT PROCESS

The body exterior shall have no mounted components prior to painting to assure full coverage of treatments. Compartment doors (if applicable) will be painted separately to assure proper paint coverage on body, doorjamb and door edges.

All surfaces shall be sanded to remove all burrs and imperfections before etching and treatment.

The body shall be totally removed from the chassis during the painting process to insure the entire unit is covered.

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PPG wax & grease solvent shall be used to clean and prep the body surface prior to any sanding. The surface shall then be rinsed with freshwater. This step removes wax, grease and other surface contaminants, thus leaving a bright, clean and conditioned surface.

PAINT FINISH

The body shall be painted with a PPG Delfleet Evolution Paint System.

As part of the curing process the painted body shall go through a baking process. The painted components shall be baked at 185 degrees for 3 hours to achieve a complete coating cure on the finished product.

After bake and ample cool down time, the coated surface shall be sanded using 3M 1000, 1200, and or 1500 grit sandpaper to remove surface defects. In the final step, the surface shall be buffed with 3M Super-duty compound to add extra shine to coated surface. No more than .5 mil shall be removed in this process.

All products and technicians shall be certified by PPG every two (2) years.

ANTI-CORROSION PROTECTION

Where dissimilar metals must be joined, overlaid, share perforations or otherwise come in contact with each other to achieve construction, performance or aesthetic requirements, such items shall be separated by a continuous contact, nonconductive coating or film to prevent or otherwise mitigate the effects of electrolysis. Only stainless-steel hardware and fasteners shall be used in the construction of the apparatus. Where stainless steel fasteners pass through an aluminum component, the fastener contact surfaces, including the head, washer and nut shall be coated with ECK anti-corrosion material.

UNDERCOATING

The body underside, including the sub-frame and the inside of the wheel wells, NOT THE WHEEL WELL LINERS, shall be thoroughly coated with SWT commercial automotive undercoat and sound deadening material to protect the body module against corrosion. The coating shall be black and shall be tested to ASTM B117 Salt Spray test for 1,000 hours at 10-mils.

COMPARTMENT FINISH, ZOLATONE

The apparatus side compartment interiors are to be coated with Zolatone, a polychromatic, modified nitrocellulose coating with a flat background color with accenting fleck colors. The compartments shall be cleaned with a grease remover, and then the surface sanded and prepared for painting. The Zolatone finish is washed and waxed like paint, and is resistant to man solvents and wear.

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Apollo Grey in color.

WHEEL RIMS

The chassis wheels shall be as furnished by the chassis OEM. No additional finishes shall be provided by apparatus manufacturer.

LETTERING

Reflective lettering shall be applied to the cab doors at the direction of the purchaser.

Photos or drawings of the lettering and striping layout shall be provided by the purchaser prior to construction.

REFLECTIVE STRIPE

There shall be a reflective Scotchlite band located on the apparatus cab and body. The band shall be per the purchasers size, design and color specifications.

The reflective band shall be in compliance with current NFPA requirements.

Photos or drawings of the layout shall be provided by the purchaser prior to construction.

CHEVRON STRIPING

At least 50% of the rear of the unit shall be covered with Red and Fluorescent Yellow-Green alternating 6.00" stripe in an inverted Chevron pattern.

== LOOSE EQUIPMENT - COMMERCIAL PUMPER - 7.800 01/19/26 ==

EQUIPMENT SECTION

EQUIPMENT

The following equipment (if listed below) shall be supplied with the apparatus. It shall be shipped loose unless detailed below or otherwise in these specifications.

SUCTION HOSE

Two (2) 6.00" X 10' section(s) of KOCHEK, PVC type hard, suction hose shall be provided on the apparatus. The hose(s) shall be light weight type with pyrolite, long handle female x rocker lug male, NST threads. The hose shall be black in color.

EXTENSION LADDER, 2 SECTION

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One (1) 24 foot, Alco-Lite model# PEL-24, two (2) section aluminum extension Ladder shall be supplied with the finished apparatus.

ROOF LADDER

One (1) 14 foot, Alco-Lite model # PRL-14, single section aluminum roof ladder with folding roof hooks shall be supplied with the finished apparatus.

FOLDING ATTIC LADDER

One (1) 10 foot, Alco-Lite model# FL-10, aluminum folding attic ladder shall be supplied with the finished apparatus.

EMERGENCY ROAD KIT

One (1) 2.5 # ABC DOT approved fire extinguisher shall be provided. The fire extinguisher shall be shipped loose with the chassis.

One (1) set of DOT approved hazard triangles shall be supplied with the chassis. They shall be stored in a plastic case and shipped loose with the chassis.

== WARRANTY- PUMPER, COMMERCIAL - 7.800 01/19/26 ==

ONE YEAR APPARATUS WARRANTY

The complete apparatus detailed herein shall be warranted against defects in materials and workmanship for a period of twelve (12) months, effective upon pick up or delivery of the completed apparatus to the purchaser, as detailed in the respective warranty documents. Any unauthorized alterations or modifications to the apparatus shall void this warranty.

Other warranties, as provided by individual component manufacturers may extend beyond this warranty.

APPARATUS BODY WARRANTY, TEN YEAR

The apparatus body as detailed herein shall have a structural warranty against defects in materials and workmanship for a period of ten (10) years, effective upon final payment in full by the Purchaser, and pick up or delivery of the completed apparatus to the Purchaser. Any unauthorized alterations or modifications to the body shall void this warranty.

PLUMBING WARRANTY, TEN YEAR

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A Stainless Steel Plumbing/Piping warranty shall be provided by the apparatus manufacturer for products of its manufacture to be free from defects in material and workmanship, under normal use and service, for a period of ten (10) years effective upon final payment in full by the Purchaser, and pick up or delivery of the completed apparatus to the Purchaser. Any unauthorized alterations or modifications to the plumbing shall void this warranty.

PAINT WARRANTY, FIVE YEAR

The finish paint as used on the proposed apparatus shall be warranted against defects in materials and workmanship for a prorated period of five (5) years, effective upon final payment in full by the Purchaser, and pick up or delivery of the completed apparatus to the Purchaser. Any unauthorized alterations or modifications to the apparatus shall void this warranty.

TANK WARRANTY, LIFETIME

United Plastic Fabricating, Inc. (hereinafter called "UPF") warrants each POLY-TANK®, Booster/Foam Tank POLYSIDE® Wet side Tank, Integrator Tank/Body, ELLIPSE™ Elliptical Tank, Ellip-T-Tank Tank and DEFENDER™ Skid Tank to be free from defects in material and workmanship for the service life of the original vehicle (vehicle must be actively used in an emergency response for fire suppression). All UPF Tanks must be installed and operated in accordance with the UPF Installation and Operating Guidelines.

APPARATUS ELECTRICAL WARRANTY, TWO YEAR

The apparatus electrical system as detailed herein shall have an electrical warranty against defects in materials and workmanship for a period of two (2) years, effective upon final payment in full by the Purchaser, and pick up or delivery of the completed apparatus to the Purchaser. Any unauthorized alterations or modifications to the electrical system shall void this warranty.