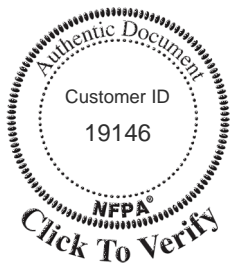


# NFPA<sup>®</sup> 1901

## Standard for Automotive Fire Apparatus

### 2016 Edition



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**NFPA®1901**

**Standard for**

## **Automotive Fire Apparatus**

**2016 Edition**

This edition of NFPA 1901, *Standard for Automotive Fire Apparatus*, was prepared by the Technical Committee on Fire Department Apparatus and acted on by NFPA at its June Association Technical Meeting held June 22–25, 2015, in Chicago, IL. It was issued by the Standards Council on August 18, 2015, with an effective date of September 7, 2015, and supersedes all previous editions.

This edition of NFPA 1901 was approved as an American National Standard on September 7, 2015.

### **Origin and Development of NFPA 1901**

The 2009 edition of NFPA 1901 was a general update of the 2003 edition. The text was reorganized to present the requirements better, text was added to clarify requirements, and the requirements for delivery of documentation and test results with the apparatus were standardized. Annex material was added throughout to assist the user in understanding and meeting the requirements.

A new chapter on trailers transporting equipment or other vehicles under emergency response conditions was added, and changes were made throughout the document where necessary to address the requirements for the vehicle that is to tow the trailer. A requirement was added for a vehicle data recorder to capture data that can be used to promote safe driving and riding practices. The requirements for vehicle stability were changed to require tilt table testing, a calculated center of gravity no higher than 80 percent of vehicle height, or a vehicle stability system.

The 2009 edition introduced the concept of estimated in-service weight as a basis for designing the apparatus and measuring certain stability requirements and links the maximum top speed of the apparatus to the GVWR and agent tank capacity or the tire manufacturer's ratings. A "Statement of Exceptions" required the manufacturer to deliver either a certification that the apparatus meets the standard or a statement that describes specifically what is not fully compliant and identifies who is responsible for achieving compliance.

Because of diesel particulate filters being installed on fire apparatus, requirements for operation and performance of those devices were added.

Requirements for the minimum length of seat belts were established, together with instruction for how they are measured. A seat belt warning device to indicate when seat belts are not being properly used was required. Those new requirements also allowed seat belts to be bright orange in addition to red.

The cabs on apparatus with a GVWR over 26,000 lb (11,800 kg) had to meet standards on occupant protection during crashes. In addition, the document discouraged the wearing of fire helmets in the cab and required provisions for proper storage of helmets while the vehicle is moving.

More specific requirements for the retroreflective material used for striping apparatus were added, and striping on the rear of the apparatus was changed to require retroreflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees.

The chapter on industrial supply pumps [rated over 3000 gpm (12,000 L/min)] was integrated with the chapter on fire pumps [rated 3000 gpm (12,000 L/min) or less], and differences in requirements based on rated capacity were spelled out in the revised fire pump chapter. A requirement was added for testing the accuracy of the gauges and flowmeters during the pump certification testing.

A change to the aerial ladder and elevating platform requirements allowed for electronic envelope control, with electronics and interlocks used to prevent an aerial device from moving into an area where it cannot support its rated capacity.

Foam systems are required to be type tested for accuracy and certified by the system manufacturer and, after installation, to be tested and certified by the final installer for proper operation.

In addition to reorganization of material in the line voltage electrical system chapter for clarification, changes included requiring the protective ground from a shoreline inlet to be bonded to the vehicle frame, requiring the neutral conductor to be switched through the transfer switch if there are multiple power sources, establishing a minimum wire size for cord on permanently mounted reels, requiring fixed scene lighting devices to be tested and listed, and additional testing.

In Chapter 24, Air Systems, requirements for who is to train fire department personnel were revised. A high-temperature alarm is required in the compressor compartment together with a label cautioning users not to obstruct the airflow. Compressors are required to be equipped with an air quality-monitoring system. If a compressor is driven by an electric motor, a shoreline connection to the electric motor is required. High-pressure air hose and couplings are to have a pressure rating equal to or greater than the highest pressure expected to be encountered, with a safety factor of 4 to 1. Requirements for the testing and certification of breathing air fill stations were changed to add systems filling SCUBA, the section on system testing was changed to be specific to breathing air systems, and a new was added for testing utility air systems.

The 2016 edition of NFPA 1901 includes a new chapter on ultra-high pressure (UHP) fire pumps and associated equipment due to the increased use of UHP fire pumps. This edition provides guidance to manufacturers and purchasers as to the design, testing, and performance of UHP fire pumps with a rated discharge pressure of 1100 psi (7600 kPa) or greater. The Committee also clarified the requirements within Chapter 16 for pump controls and added updated tables to the body of the chapter for the engine speed advancement interlock test. Additional changes have been made throughout the document to remove redundant language and to clarify requirements.

See Annex E for a complete history of the standard.

## Technical Committee on Fire Department Apparatus

**Donald Frazier**, *Chair*  
Los Angeles Fire Department, CA [U]

**Elden L. Alexander**, U.S. Department of the Interior, ID [E]  
Rep. National Wildfire Coordinating Group

**Walter C. Caldwell**, Charlotte Fire Department, NC [U]

**Wesley D. Chestnut**, Spartan Motors, Inc., MI [M]

**Jeff Cranfill**, California Department of Forestry and Fire Protection - CAL FIRE, CA [U]

**Peter F. Darley**, W. S. Darley & Company, IL [M]  
Rep. National Truck Equipment Association

**Ralph Dorio**, Insurance Services Office, Inc., NJ [I]

**David Durstine**, Akron Brass Company, OH [M]  
Rep. Fire Apparatus Manufacturers Association

**Clayton W. Fenwick**, Sugar Land Fire Department, TX [U]  
Rep. International Association of Fire Chiefs

**David V. Haston**, U.S. Department of Agriculture, ID [RT]

**Thomas Hillenbrand**, UL LLC, IL [RT]

**James J. Juneau**, Juneau, Boll, Stacy, & Ucherek, PLLC, TX [SE]

**James L. Kelker**, Mistras Group Inc., OH [RT]

**J. Roger Lackore**, Oshkosh Corporation, WI [M]

**Thomas H. McCullough, II**, Glatfelter Claims Management, Inc., PA [I]

**John W. McDonald**, U.S. General Services Administration, MD [E]

**J. Allen Metheny, Sr.**, Hartly Volunteer Fire Company, DE [U]  
Rep. National Volunteer Fire Council

**Tom Mettler**, Waterous Company, MN [M]

**William C. Peters**, WC Peters Fire Apparatus Consulting Services, LLC, NJ [SE]

**Jeff Piechura**, Stockton Fire Department, CA [U]

**W. Michael Pietsch**, Mike Pietsch, P.E. Consulting Services, Inc., TX [SE]

**Gary R. Pope**, John H. Enders Fire Company, Inc. & Rescue Squad, VA [U]

**Edward C. Rice, Jr.**, District of Columbia Fire Dept, MD [U]

**James A. Salmi**, E-One, Inc., PA [M]

**Jason Shivers**, Forsyth County Fire Department, GA [U]

**Thomas A. Stalnaker**, Goshen Fire Company, PA [U]

**Thomas G. Stites**, Sutphen Corporation, OH [M]

**John M. Terefinko**, KME Fire Apparatus, PA [M]

**Richard Tull**, Hale Products Inc., PA [M]

**Stephen Wilde**, Certified Fleet Services, Inc., IL [IM]  
Rep. EVT Certification Commission, Inc.

### Alternates

**Kirk Bradley**, Michigan Dept of Natural Resources (DNR), MI [U]  
(Alt. to J. Cranfill)

**James T. Currin**, KME Fire Apparatus, VA [M]  
(Alt. to J. M. Terefinko)

**Jason Darley**, W.S. Darley, WI [M]  
(Alt. to P. F. Darley)

**Wayne Travis Fister**, National Testing/Mistras Group, FL [RT]  
(Alt. to J. L. Kelker)

**James R. Garver**, Sutphen Corporation, OH [M]  
(Alt. to T. G. Stites)

**Stanley "Chip" Goodson, Jr.**, E-One, Inc., FL [M]  
(Alt. to J. A. Salmi)

**Mark Haider**, Waterous Company, MN [M]  
(Alt. to T. Mettler)

**Stuart D. Insley**, Arlington County VA Fire Department, VA [U]  
(Alt. to C. W. Fenwick)

**William F. Jenaway**, Volunteer Firemen's Insurance Services, Inc., PA [I]  
(Alt. to T. H. McCullough, II)

**James E. Johannessen**, UL LLC, PA [RT]  
(Alt. to T. Hillenbrand)

**Kevin P. Kuntz**, Insurance Services Office, Inc., NJ [I]  
(Alt. to R. Dorio)

**Dan W. McKenzie**, U.S. Department of Agriculture, CA [RT]  
(Alt. to D. V. Haston)

**Michael R. Moore**, Pierce Manufacturing, Inc., WI [M]  
(Alt. to J. R. Lackore)

**Homer K. Robertson**, Fort Worth Fire Department, TX [U]  
(Alt. to W. C. Caldwell)

**Mike Schoenberger**, Rosenbauer America, MN [M]  
(Alt. to D. Durstine)

**Michael L. Thorn**, Oregon Apparatus Repair, Inc., OR [IM]  
(Alt. to S. Wilde)

**Robert L. Upchurch**, Fairfax County Fire & Rescue Department, VA [U]  
(Alt. to G. R. Pope)

**William H. Yohn**, U.S. Department of the Interior, ID [E]  
(Alt. to E. L. Alexander)

### Nonvoting

**Howard L. McMillen**, Fort Worth, TX [SE]  
(Member Emeritus)

**Ryan Depew**, NFPA Staff Liaison

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**Committee Scope:** This Committee shall have primary responsibility for documents on the design and performance of fire apparatus for use by the fire service.

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**NFPA 1901**

**Standard for**

**Automotive Fire Apparatus**

2016 Edition

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**NOTICE:** An asterisk (\*) following the number or letter designating a paragraph indicates that explanatory material on the paragraph can be found in Annex A.

A reference in brackets [ ] following a section or paragraph indicates material that has been extracted from another NFPA document. As an aid to the user, the complete title and edition of the source documents for extracts in mandatory sections of the document are given in Chapter 2 and those for extracts in informational sections are given in Annex F. Extracted text may be edited for consistency and style and may include the revision of internal paragraph references and other references as appropriate. Requests for interpretations or revisions of extracted text shall be sent to the technical committee responsible for the source document.

Information on referenced publications can be found in Chapter 2 and Annex F.

**Chapter 1 Administration**

**1.1\* Scope.** This standard defines the requirements for new automotive fire apparatus and trailers designed to be used under emergency conditions to transport personnel and equipment and to support the suppression of fires and mitigation of other hazardous situations.

**1.2 Purpose.** This standard specifies the minimum requirements for new automotive fire apparatus and trailers.

**1.3 Application.**

**1.3.1\*** This standard shall apply to new fire apparatus that meet the following criteria:

- (1) Have 10,000 lb (4,500 kg) or greater gross vehicle weight rating (GVWR) or are trailers intended to be towed by fire apparatus under emergency response conditions
- (2) Are designed for use under emergency conditions to transport personnel and equipment and to support the suppression of fires and mitigation of other hazardous situations
- (3) Are contracted for on or after January 1, 2016

**1.3.2** Nothing shall prevent the use of the standard prior to January 1, 2016, or for vehicles with less than 10,000 lb (4,500 kg) gross vehicle weight rating (GVWR), if the purchaser and the contractor both agree.

**1.3.3** This standard shall not apply to wildland fire apparatus, which are covered by NFPA 1906.

**1.4\* Retroactivity.** This standard shall not be applied retroactively.

**1.5 Equivalency.** Nothing in this standard is intended to prevent the use of systems, methods, or devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety over those prescribed by this standard.

**1.5.1** The technical documentation shall be submitted to the authority having jurisdiction to demonstrate equivalency.

**1.5.2** The system, method, or device shall be approved for the intended purpose by the authority having jurisdiction.

**1.6 Units of Measure.**

**1.6.1\*** In this standard, values for measurement in U.S. customary units shall be followed an equivalent in SI units.

**1.6.2** Either set of values can be used, but the same set of values (either U.S. customary units or SI units) shall be used consistently.

**Chapter 2 Referenced Publications**

**2.1 General.** The documents or portions thereof listed in this chapter are referenced within this standard and shall be considered part of the requirements of this document.

**2.2 NFPA Publications.** National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02169-7471, [www.NFPA.org](http://www.NFPA.org).

NFPA 70®, *National Electrical Code*®, 2014 edition.

NFPA 1906, *Standard for Wildland Fire Apparatus*, 2016 edition.

NFPA 1911, *Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Automotive Fire Apparatus*, 2012 edition.

NFPA 1931, *Standard for Manufacturer's Design of Fire Department Ground Ladders*, 2015 edition.

NFPA 1961, *Standard on Fire Hose*, 2013 edition.

NFPA 1963, *Standard for Fire Hose Connections*, 2014 edition.

NFPA 1981, *Standard on Open-Circuit Self-Contained Breathing Apparatus (SCBA) for Emergency Services*, 2013 edition.

NFPA 1983, *Standard on Life Safety Rope and Equipment for Emergency Services*, 2012 edition.

NFPA 1989, *Standard on Breathing Air Quality for Emergency Services Respiratory Protection*, 2013 edition.

## 2.3 Other Publications.

**2.3.1 ANSI Publications.** American National Standards Institute, Inc., 25 West 43rd Street, 4th floor, New York, NY 10036.

ANSI A14.2, *Ladders — Portable Metal — Safety Requirements*, 2007.

ANSI A14.5, *Ladders — Portable Reinforced Plastic — Safety Requirements*, 2007.

ANSI/NEMA Z535.4, *Product Safety Signs and Labels*, 2011.

**2.3.2 ASME Publications.** American Society of Mechanical Engineers, Two Park Avenue, New York, NY 10016-5990. [www.asme.org](http://www.asme.org).

ASME B40.100, *Pressure Gauges and Gauge Attachments*, 2005.

*Boiler and Pressure Vessel Code*, Section VIII, Division 1, 2013.

**2.3.3 ASNT Publications.** American Society for Nondestructive Testing, Inc., 1711 Arlingate Lane, Columbus, OH 43228-0518, [www.asnt.org](http://www.asnt.org).

ANSI/ASNT CP-189, *Standard for Qualification and Certification of Nondestructive Testing Personnel*, 2011.

**2.3.4 ASTM Publications.** ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959, [www.astm.org](http://www.astm.org).

ASTM B647, *Standard Test Method for Indentation Hardness of Aluminum Alloys by Means of a Webster Hardness Gage*, 2010.

ASTM B648, *Standard Test Method for Indentation Hardness of Aluminum Alloys by Means of a Barcol Impressor*, 2010.

ASTM D4956, *Standard Specification for Retroreflective Sheeting for Traffic Control*, 2013.

ASTM E6, *Standard Terminology Relating to Methods of Mechanical Testing*, 2009be1.

ASTM E10, *Standard Test Method for Brinell Hardness of Metallic Materials*, 2012.

ASTM E18, *Standard Test Methods for Rockwell Hardness and Rockwell Superficial Hardness of Metallic Materials*, 2014.

ASTM E114, *Standard Practice for Ultrasonic Pulse-Echo Straight-Beam Examination by the Contact Method*, 2010.

ASTM E165/E165M, *Standard Test Method for Liquid Penetrant Examinations*, 2012.

ASTM E384, *Standard Test Method for Knoop and Vickers Hardness of Metallic Materials*, 2011e1.

ASTM E569/E569M, *Standard Practice for Acoustic Emission Monitoring of Structures During Controlled Stimulation*, 2013.

ASTM E650, *Standard Guide for Mounting Piezoelectric Acoustic Emission Sensors*, 2012.

ASTM E709, *Standard Guide for Magnetic Particle Testing*, 2014.

ASTM E797, *Standard Practice for Measuring Thickness by Manual Ultrasonic Pulse-Echo Contact Method*, 2010.

ASTM E1004, *Standard Practice for Determining Electrical Conductivity Using the Electromagnetic (Eddy-Current) Method*, 2009.

**2.3.5 AWS Publications.** American Welding Society, 550 NW LeJeune Road, Miami, FL 33126, [www.aws.org](http://www.aws.org).

AWS B1.10, *Guide for the Nondestructive Examination of Welds*, 1999.

AWS D1.1, *Structural Welding Code — Steel*, 2006.

AWS D1.2, *Structural Welding Code — Aluminum*, 2003.

AWS D1.3, *Structural Welding Code — Sheet Steel*, 2008.

**2.3.6 CGA Publications.** Compressed Gas Association, 14501 George Carter Way, Suite 103, Chantilly, VA 20151-2923. [www.cganet.com](http://www.cganet.com).

G-7, *Compressed Air for Human Respiration*, 2008.

G-7.1, *Commodity Specification for Air*, 2011.

**2.3.7 CSA Publications.** Canadian Standards Association, 5060 Spectrum Way, Mississauga, ON L4W 5N6, Canada, [www.csa.ca](http://www.csa.ca).

CSA W47.1, *Certification of Companies for Fusion Welding of Steel*, 2012.

CSA W47.2, *Certification of Companies for Fusion Welding of Aluminum*, 2012.

**2.3.8 FAMA Publications.** Fire Apparatus Manufacturers Association, P.O. Box 397, Lynnfield, MA 01940-0397, [www.fama.org](http://www.fama.org).

FAMA TC008, *Graphical Symbols for Automotive Fire Apparatus*.

FAMA TC010, *Standard Product Safety Sign Catalog for Automotive Fire Apparatus*, 2012.

**2.3.9 ISEA Publications.** International Safety Equipment Association, 1901 North Moore Street, Arlington, VA 22209-1762, [www.safetyequipment.org](http://www.safetyequipment.org).

ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, 2011.

**2.3.10 ISO Publications.** International Standards Organization, 1 rue de Varembé, Case Postale 56, CH-1211 Genève 20, Switzerland, [www.standardsinfo.net](http://www.standardsinfo.net).

ISO 9244, *Earth-moving machinery — Machine safety labels — General principles*, 2008.

ISO/IEC 17020, *Conformity Assessment: Requirements for the operation of various types of bodies performing inspection*, 2012.

**2.3.11 Parker Hannifin, Racor Division Publications.** Parker Hannifin, Racor Division, Attn: Dan Haggard, 805 West Street, Holly Springs, MS 38634.

LF 1093-90, *Ember Separation Test Procedure*, January 2003.

**2.3.12 SAE Publications.** Society of Automotive Engineers, 400 Commonwealth Drive, Warrendale, PA 15096, [www.SAE.org](http://www.SAE.org).

SAE J156, *Fusible Links*, 2012.

SAE J541, *Voltage Drop for Starting Motor Circuits*, 1996.

SAE J551/1, *Performance Levels and Methods of Measurement of Electromagnetic Compatibility of Vehicles, Boats (up to 15 m), and Machines (16.6 Hz to 18 GHz)*, 2010.

SAE J553, *Circuit Breakers*, 2004.

SAE J554, *Electric Fuses (Cartridge Type)*, 1987.

SAE J560, *Primary and Auxiliary Seven Conductor Electrical Connector for Truck-Trailer Jumper Cable*, 2009.

SAE J575, *Test Methods and Equipment for Lighting Devices and Components for Use on Vehicles Less Than 2032 mm in Overall Width*, 2012.

SAE J578, *Color Specification*, 2012.

SAE J595, *Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles*, 2008.

SAE J683, *Tire Chain Clearance — Trucks, Buses (Except Suburban, Intercity, and Transit Buses), and Combinations of Vehicles*, 2011.

SAE J845, *Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles*, 2007.

SAE J994, *Alarm — Backup — Electric, Laboratory Performance Testing*, 2009.

SAE J1127, *Low Voltage Battery Cable*, 2012.

SAE J1128, *Low Voltage Primary Cable*, 2012.

SAE J1330, *Photometry Laboratory Accuracy Guidelines*, 2007.

SAE J1690, *Flashers*, 1996.

SAE J1849, *Emergency Vehicle Sirens*, Stabilized 2012.

SAE J1888, *High Current Time Lag Electric Fuses*, 1990.

SAE J1889, *L.E.D. Signal and Marking Lighting Devices*, 2011.

SAE J2077, *Miniature Blade Type Electrical Fuses*, 1990.

SAE J2174, *Heavy-Duty Wiring Systems for Trailers 2032 mm or More in Width*, 2009.

SAE J2180, *A Tilt Table Procedure for Measuring the Static Roll-over Threshold for Heavy Trucks*, 2011.

SAE J2202, *Heavy-Duty Wiring Systems for On-Highway Trucks*, 2003.

SAE J2394, *Seven-Conductor Cable for ABS Power — Truck and Bus*, 2013.

SAE J2418, *Occupant Restraint System Evaluation — Frontal Impact Component-Level Heavy Trucks*, 2003.

SAE J2420, *COE Frontal Strength Evaluation — Dynamic Loading Heavy Trucks*, 2010.

SAE J2422, *Cab Roof Strength Evaluation — Quasi-Static Loading Heavy Trucks*, 2010.

SAE J2863, *Automotive Trailer Tow Connector*, 2013.

**2.3.13 TRA Publications.** Tire and Rim Association, Inc., 175 Montrose West Ave., Copley, OH 44321, www.US-TRA.org.

*Tire and Rim Association — Year Book*, 2015.

**2.3.14 UL Publications.** Underwriters Laboratories Inc., 333 Pfingsten Road, Northbrook, IL 60062-2096, www.ul.com.

ANSI/UL 153, *Standard for Portable Electric Luminaires*, 2002, with revisions through March 15, 2013.

ANSI/UL 498, *Standard for Safety Attachment Plugs and Receptacles*, 2013 with revisions through November 16, 2012.

ANSI/UL 969, *Standard for Marking and Labeling Systems*, 1995 with revisions through November 24, 2008.

ANSI/UL 1598, *Standard for Luminaires*, 2008, with revisions through October 17, 2012.

**2.3.15 UNECE Publications.** UN Economic Commission for Europe, Palais des Nations, CH – 1211, Geneva 10 Switzerland, www.UNECE.org.

ECE Regulation number 29, *Uniform Provisions Concerning the Approval of Vehicles with Regard to the Protection of the Occupants of the Cab of a Commercial Vehicle*, 2011.

**2.3.16 U.S. Government Publications.** U.S. Government Printing Office, Washington, DC 20402, www.gpo.gov.

Title 29, Code of Federal Regulations, Part 1910.169, “Air receivers.” 29 CFR 1910.169.

Title 49, Code of Federal Regulations, Part 178.37, “Specification 3AA and 3AAX, seamless steel cylinders.” 49 CFR 178.37.

Title 49, Code of Federal Regulations, Part 393.94, “Interior noise levels in power units, paragraph (c), Test procedure.” 49 CFR 393.94.

Title 49, Code of Federal Regulations, Part 567, “Certification.” 49 CFR 567.

Title 49, Code of Federal Regulations, Part 571, Subpart B, “Federal Motor Vehicle Safety Standards,” No. 108, “Lamps, reflective devices, and associated equipment.” 49 CFR 571.108.

Title 49, Code of Federal Regulations, Part 571, Subpart B, “Federal Motor Vehicle Safety Standards,” No. 302, “Flammability of interior materials.” 49 CFR 571.302.

**2.3.17 Other Publications.**

*Merriam-Webster’s Collegiate Dictionary*, 11th edition, Merriam-Webster, Inc., Springfield, MA, 2003.

**2.4 References for Extracts in Mandatory Sections.**

NFPA 70®, *National Electrical Code*®, 2014 edition.

NFPA 1150, *Standard on Foam Chemicals for Fires in Class A Fuels*, 2010 edition.

NFPA 1932, *Standard on Use, Maintenance, and Service Testing of In-Service Fire Department Ground Ladders*, 2015 edition.

NFPA 1961, *Standard on Fire Hose*, 2013 edition.

NFPA 1989, *Standard on Breathing Air Quality for Emergency Services Respiratory Protection*, 2013 edition.

## Chapter 3 Definitions

**3.1 General.** The definitions contained in this chapter shall apply to the terms used in this standard. Where terms are not defined in this chapter or within another chapter, they shall be defined using their ordinarily accepted meanings within the context in which they are used. *Merriam-Webster’s Collegiate Dictionary*, 11th edition, shall be the source for the ordinarily accepted meaning.

**3.2 NFPA Official Definitions.**

**3.2.1\* Approved.** Acceptable to the authority having jurisdiction.

**3.2.2\* Authority Having Jurisdiction (AHJ).** An organization, office, or individual responsible for enforcing the requirements

of a code or standard, or for approving equipment, materials, an installation, or a procedure.

**3.2.3 Labeled.** Equipment or materials to which has been attached a label, symbol, or other identifying mark of an organization that is acceptable to the authority having jurisdiction and concerned with product evaluation, that maintains periodic inspection of production of labeled equipment or materials, and by whose labeling the manufacturer indicates compliance with appropriate standards or performance in a specified manner.

**3.2.4\* Listed.** Equipment, materials, or services included in a list published by an organization that is acceptable to the authority having jurisdiction and concerned with evaluation of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or service meets appropriate designated standards or has been tested and found suitable for a specified purpose.

**3.2.5 Shall.** Indicates a mandatory requirement.

**3.2.6 Should.** Indicates a recommendation or that which is advised but not required.

**3.2.7 Standard.** An NFPA Standard, the main text of which contains only mandatory provisions using the word “shall” to indicate requirements and that is in a form generally suitable for mandatory reference by another standard or code or for adoption into law. Nonmandatory provisions are not to be considered a part of the requirements of a standard and shall be located in an appendix, annex, footnote, informational note, or other means as permitted in the NFPA Manuals of Style. When used in a generic sense, such as in the phrase “standards development process” or “standards development activities,” the term “standards” includes all NFPA Standards, including Codes, Standards, Recommended Practices, and Guides.

### 3.3 General Definitions.

**3.3.1 Acceptance.** An agreement between the purchasing authority and the contractor that the terms and conditions of the contract have been met.

**3.3.2 Acceptance Tests.** Tests performed on behalf of or by the purchaser at the time of delivery to determine compliance with the specifications for the fire apparatus.

**3.3.3 Access Ladder.** One or more rungs (of any shape) for climbing that have a degree of inclination between 60 and 90 degrees.

**3.3.4 Active Horizontal Angles of Light Emission.** The angles, measured in a horizontal plane passing through the optical center of the optical source, as specified by the manufacturer of the optical device, between which the optical source contributes optical power.

**3.3.5 Aerial Device.** An aerial ladder, elevating platform, or water tower that is designed to position personnel, handle materials, provide continuous egress, or discharge water.

**3.3.6 Aerial Fire Apparatus.** A vehicle equipped with an aerial ladder, elevating platform, or water tower that is designed and equipped to support fire fighting and rescue operations by positioning personnel, handling materials, providing continu-

ous egress, or discharging water at positions elevated from the ground.

**3.3.7 Aerial Ladder.** A self-supporting, turntable-mounted, power-operated ladder of two or more sections permanently attached to a self-propelled automotive fire apparatus and designed to provide a continuous egress route from an elevated position to the ground.

**3.3.8 Air Control Panel.** A consolidated arrangement of valves, regulators, gauges, and air system piping at a location that allows the operator to monitor and control the airflow and pressure within the air system from a centralized location.

**3.3.9 Air Quality Monitors.** Electronic instruments that monitor the air for such elements as carbon monoxide levels and moisture levels and that are capable of sending a signal to automatically shut down the air system.

**3.3.10\* Air Tank.** A storage vessel meeting the requirements of either U.S. Department of Transportation (DOT) or American Society of Mechanical Engineers (ASME) and used to store an accumulation of air under pressure.

**3.3.11 Angle of Approach.** The smallest angle made between the road surface and a line drawn from the front point of ground contact of the front tire to any projection of the apparatus in front of the front axle.

**3.3.12 Angle of Departure.** The smallest angle made between the road surface and a line drawn from the rear point of ground contact of the rear tire to any projection of the apparatus behind the rear axle.

**3.3.13 Articulating Boom.** An aerial device consisting of two or more folding boom sections whose extension and retraction modes are accomplished by adjusting the angle of the knuckle joints.

**3.3.14 ASME Pressure Vessel.** A pressure vessel used for the storage or accumulation of air or gas under pressure that is constructed and tested in accordance with the *ASME Boiler and Pressure Vessel Code*.

**3.3.15 Authorized Person.** A person approved or assigned to perform specific types of duties or to be at a specific location at the job site.

**3.3.16 Automatic Electrical Load Management System.** A device that continuously monitors the electrical system voltage and automatically sheds predetermined loads in a selected order to prevent overdischarging of the apparatus' batteries.

**3.3.17 Auxiliary Braking System.** A braking system in addition to the service brakes, such as an engine retarder, transmission retarder, driveline retarder, or exhaust retarder.

**3.3.18 Auxiliary Hydraulic Power.** A small gasoline engine, diesel engine, or electric motor-driven hydraulic pump used to operate an aerial device in an emergency or in lieu of the main hydraulic system.

**3.3.19 Auxiliary Pump.** A water pump mounted on the fire apparatus in addition to a fire pump and used for fire fighting either in conjunction with or independent of the fire pump.

**3.3.20 Back-Up Alarm.** An audible device designed to warn that the fire apparatus is in reverse gear.

**3.3.21 Base Rail.** The lower chord (rail) of an aerial ladder to which rungs and reinforcements are attached.

- 3.3.22 Base Section.** The first or bottom section of an aerial device.
- 3.3.23 Bonded (Bonding).** Connected to establish electrical continuity and conductivity.
- 3.3.24 Boom.** An assembled section of an aerial device. The boom construction can be of the stressed skin box beam-type, the trussed lattice-type, or the open “U” truss-type design.
- 3.3.25 Booster Pump.** See 3.3.19, *Auxiliary Pump*.
- 3.3.26 Booster Supplied Air System.** A system that is capable of increasing air pressure from an air storage system or a compressor system.
- 3.3.27 Breathing Air System.** The complete assembly of equipment such as compressors, a purification system, pressure regulators, safety devices, manifolds, air tanks or receivers, and interconnected piping required to deliver breathing air.
- 3.3.28 Bubble (Foam).** A thin-walled, roughly spherical film of liquid inflated with air.
- 3.3.29 Bulk Air System.** A method of piping air tanks together to allow air to be supplied to an air system or SCBA fill station, using one or more tanks where all tanks are used simultaneously and are at the same pressure.
- 3.3.30 Burst Pressure.** The pressure at which a hydraulic component fails due to stresses induced as a result of the pressure.
- 3.3.31 Carbon Monoxide Monitor.** A monitoring device that samples a purified air stream for trace elements of carbon monoxide (CO).
- 3.3.32 Cascade System.** A method of piping air tanks together to allow air to be supplied to the SCBA fill station using a progressive selection of tanks each with a higher pressure level.
- 3.3.33 Center of Gravity.** The point at which the entire weight of the fire apparatus is considered to be concentrated so that, if supported at this point, the apparatus would remain in equilibrium in any position.
- 3.3.34 Chassis.** The basic operating motor vehicle including the engine, frame, and other essential structural and mechanical parts, but exclusive of the body and all appurtenances for the accommodation of driver, property, passengers, appliances, or equipment related to other than control. Common usage might, but need not, include a cab (or cowl).
- 3.3.35 Class A Foam.** Foam for use on fires in Class A fuels. [1150, 2010]
- 3.3.36 Class A Fuel.** Materials such as vegetation, wood, cloth, paper, rubber, and some plastics in which combustion can occur at or below the surface of the material. [1150, 2010]
- 3.3.37 Class B Fire.** A fire in flammable liquids, combustible liquids, petroleum greases, tars, oils, oil-based paints, solvents, lacquers, alcohols, and flammable gases.
- 3.3.38 Class B Foam.** Foam intended for use on Class B fires.
- 3.3.39 Combination Vehicle.** A vehicle consisting of a towing vehicle and one or more towed units.
- 3.3.40 Command and Communications Apparatus.** A fire apparatus used primarily for communications and incident command.
- 3.3.41\* Compound Gauge.** A gauge that indicates pressure both above and below atmospheric pressure.
- 3.3.42\* Compressed Air Foam System (CAFS).** A foam system that combines air under pressure with foam solution to create foam.
- 3.3.43 Compressed Breathing Air.** A respirable gas mixture derived from either normal atmospheric air or from manufactured synthetic air, stored in a compressed state in storage cylinders and respirator breathing air cylinders, and supplied to the user in gaseous form. [1989, 2013]
- 3.3.44 Continuous Duty.** Operation at a substantially constant load for an indefinitely long time.
- 3.3.45 Continuous Egress.** A continuous exit or rescue path down an aerial device from an elevated position to the ground.
- 3.3.46\* Contractor.** The person or company responsible for fulfilling an agreed upon contract.
- 3.3.47 Convenient Reach.** The ability of the operator to manipulate the controls from a driving/riding position without excessive movement away from the seat back or without excessive loss of eye contact with the roadway.
- 3.3.48 Curb Weight.** The total weight of the complete vehicle less the payload.
- 3.3.49 Dead Load.** The weight of the aerial device structure and all materials, components, mechanisms, or equipment permanently fastened thereto.
- 3.3.50 Defect.** A discontinuity in a part or a failure to function that interferes with the service or reliability for which the part was intended.
- 3.3.51 Discharge Outlet Size.** The nominal size of the first fire hose connection from the pump on a discharge.
- 3.3.52 Documentation.** Any data or information supplied by the manufacturer or contractor relative to the apparatus, including information on its operation, service, and maintenance.
- 3.3.53 DOT Cylinder.** A pressure vessel constructed and tested in accordance with Title 49 CFR 178.37 that is used for the storage and transportation of air under pressure.
- 3.3.54 Drain Time (Foam).** The time period it takes for a specified percent of the total solution contained in the foam to revert to liquid and to drain out of the bubble structure.
- 3.3.55 Dry Location.** A location not normally exposed to moisture such as in the interior of the driving or crew compartment, the interior of a fully enclosed walk-in fire apparatus body, or a watertight compartment opened only for maintenance operations.
- 3.3.56 Dump Valve.** A large opening from the water tank of a mobile water supply apparatus for unloading purposes.
- 3.3.57\* Eductor.** A device placed in a hose line or a discharge pipe that incorporates a venturi and proportions foam concentrate or other fire fighting agents into the water stream.
- 3.3.58\* Electric Siren (Electromechanical).** An audible warning device that produces sound by the use of an electric motor with an attached rotating slotted or perforated disc.

**3.3.59 Electrical Equipment.** See 3.3.68, Fixed Electrical Equipment, and 3.3.134, Portable Electrical Equipment.

**3.3.60\* Electronic Siren.** An audible warning device that produces sound electronically through the use of amplifiers and electromagnetic speakers.

**3.3.61 Elevating Platform.** A self-supporting, turntable-mounted device consisting of a personnel-carrying platform attached to the uppermost boom of a series of power-operated booms that articulate, telescope, or both and that are sometimes arranged to provide the continuous egress capabilities of an aerial ladder.

**3.3.62 Enclosed Compartment.** An area designed to protect stored items from environmental damage (weather resistant) that is confined on six sides and equipped with an access opening(s) that can be closed and latched.

**3.3.63 Estimated In-Service Weight.** The amount that the fire apparatus manufacturer estimates the apparatus will weigh when it is placed in service with all fixed and portable equipment installed, all tanks full, and all personnel seating positions occupied.

**3.3.64 Expansion Ratio.** The ratio of the volume of foam in its aerated state to the original volume of nonaerated foam solution.

**3.3.65 Exterior.** A nonsheltered location exposed to the environment, either continuously or intermittently.

**3.3.66 Fire Apparatus.** A vehicle designed to be used under emergency conditions to transport personnel and equipment or to support the suppression of fires or mitigation of other hazardous situations.

**3.3.67 Fire Pump.** A water pump with a rated capacity of at least 250 gpm (1000 L/min) but less than 3000 gpm (12,000 L/min) at 150 psi (1000 kPa) net pump pressure, or a water pump with rated capacity of 3000 gpm (12,000 L/min) or greater at 100 psi (700 kPa) net pump pressure that is mounted on a fire apparatus and intended for fire fighting.

**3.3.68 Fixed Electrical Equipment.** Any electrical equipment that is not removable without the use of tools or is hard wired to the vehicle's electrical system.

**3.3.69 Fixed Power Source.** Any line voltage power source except a portable generator.

**3.3.70 Fly Section.** Any section of an aerial telescoping device beyond the base section.

**3.3.71 FMVSS.** Abbreviation for Federal Motor Vehicle Safety Standards. Regulations promulgated by the National Highway Transportation Safety Administration (NHTSA) of the United States under Public Law 89-563, which are mandatory and must be complied with when motor vehicles or items of motor vehicle equipment are manufactured and certified thereto.

**3.3.72 Foam.** An aerated fire-extinguishing solution created by mixing air into foam solution to form bubbles.

**3.3.73 Foam Concentrate.** Foam fire-fighting agent as received from the manufacturer that must be diluted with water to make foam solution.

**3.3.74 Foam Proportioner.** A device or method to add foam concentrate to water to make foam solution.

**3.3.75 Foam Proportioning System.** The apparatus and techniques used to mix concentrate with water to make foam solution.

**3.3.76 Foam Solution.** A homogeneous mixture of water and foam concentrate in the proper proportions.

**3.3.77 Fully Enclosed Personnel Area.** A driver or passenger compartment on the fire apparatus that provides total enclosure on all sides, top, and bottom and has positive latching on all access doors.

**3.3.78 Gallon.** United States gallon.

**3.3.79 Gauge.** A visual device that indicates a measurement.

**3.3.80 Gauge Pressure.** Pressure measured by an instrument where the pressure indicated is relative to atmospheric pressure.

**3.3.81\* GAWR (Gross Axle Weight Rating).** The final stage manufacturer's specified maximum load-carrying capacity of an axle system, as measured at the tire-ground interfaces.

**3.3.82\* GCWR (Gross Combination Weight Rating).** The final stage manufacturer's specified maximum loaded weight for a combination (articulated) vehicle consisting of a tow vehicle and one or more towed units.

**3.3.83 Generator.** An electromechanical device for the production of electricity.

**3.3.84\* Grade.** A measurement of the angle used in road design and expressed as a percentage of elevation change over distance.

**3.3.85 Ground Clearance.** The vertical distance from the vehicle component to the ground.

**3.3.86\* Ground-Fault Circuit Interrupter (GFCI).** A device intended for the protection of personnel that functions to deenergize a circuit or portion thereof within an established period of time when a current to ground exceeds the values established for a Class A device. [70:100]

**3.3.87 Grounding Conductor.** A non-current-carrying conductor used to connect equipment or the ground circuit of a wiring system to the power source grounding system.

**3.3.88\* GVWR (Gross Vehicle Weight Rating).** The final-stage manufacturer's specified maximum load-carrying capacity of a single vehicle.

**3.3.89 Hazardous Material Response Fire Apparatus.** An emergency vehicle designed to carry various support equipment and personnel to a scene of a hazardous material incident.

**3.3.90 High-Idle Speed Control.** A control or switch system that provides a means to increase the engine operating speed from an idle condition to a higher preset operating speed.

**3.3.91 Hydrodynamic Test.** A test performed by operating a fire pump to develop pump discharge pressure to pressurize the pump discharge structure and connected discharge piping and valves to a prescribed value while the intake piping, intake valves, and intake structure of the pump are not subjected to the prescribed pump discharge pressure.

**3.3.92 Hydrostatic Test.** A test performed by filling pressure-containing components completely with water or other incom-

pressible fluid while expelling all contained air, closing or capping all open ports of the pressure-containing components, and then raising and maintaining the contained pressure to pressurize the pressure-containing components to a prescribed value through an externally supplied pressure-generating device.

**3.3.93 Initial Attack Apparatus.** Fire apparatus with a fire pump of at least 250 gpm (1000 L/min) capacity, water tank, and hose body whose primary purpose is to initiate a fire suppression attack on structural, vehicular, or vegetation fires, and to support associated fire department operations.

**3.3.94 In-Service Weight.** The maximum actual vehicle weight under any conditions of mobile operation, sometimes referred to as gross vehicle weight.

**3.3.95 Instability.** A condition of a mobile unit in which the sum of the moments tending to overturn the unit exceeds the sum of the moments tending to resist overturning.

**3.3.96 Instruction Plate.** A visual indication whether in pictorial or word format that provides instruction to the operator in the use of a component on the apparatus.

**3.3.97 Intake Connection Size.** The nominal size of the first fire hose connection from the pump on an intake.

**3.3.98 Intake Relief Valve.** A relief valve piped to the intake manifold of a pump and designed to automatically relieve excessive pressure from the incoming flow of water by discharging water to the environment.

**3.3.99 Interior.** A sheltered location not exposed to the environment.

**3.3.100 Interlock.** A device or arrangement by means of which the functioning of one part is controlled by the functioning of another.

**3.3.101 Knuckle.** A point of connection between upper and lower booms of an articulating device; the point at which lower and upper booms are hinged together.

**3.3.102 Label.** A visual indication whether in pictorial or word format that provides for the identification of a control, switch, indicator, or gauge, or the display of information useful to the operator.

**3.3.103 Ladder Section.** A structural member normally of an open "U" truss-type design that includes the rungs and comprises the base or fly section of an aerial ladder.

**3.3.104 Line Voltage Circuit, Equipment, or System.** An ac or dc electrical circuit, equipment, or system where the voltage to ground or from line to line is greater than 30 V rms (ac), 42.4 V peak (ac), or 60 V dc.

**3.3.105 Line Voltage Conductor.** An ungrounded current-carrying conductor of a line voltage circuit.

**3.3.106 Live Load.** Forces acting on the aerial device from personnel, portable equipment, water, and nozzle reaction.

**3.3.107 Load Limit Indicator.** A load indicator or a label, visible at the operator's position, that shows the recommended safe load at any condition of an aerial device's elevation and extension.

**3.3.108 Low Voltage Circuit, Equipment, or System.** An electrical circuit, equipment, or system where the voltage does not

exceed 30 V rms (ac), 42.4 V peak (ac), or 60 V dc; usually 12 V dc in fire apparatus.

**3.3.109 Manufacturer.** The entity responsible for the assembly of a finished product from materials or components.

**3.3.110 Maximum Discharge Pressure Capability Rating.** The maximum permissible discharge gauge pressure at which the fire pump can be operated.

**3.3.111\* Maximum Pump Close-Off Pressure.** The maximum pump discharge pressure obtained with all discharge outlets closed, with the pump primed and running, with the pump drive engine operating at maximum obtainable speed, and with the pump intake pressure at atmospheric pressure or less.

**3.3.112 Minimum Continuous Electrical Load.** The electrical current required to continuously operate a defined set of electrical devices.

**3.3.113 Miscellaneous Equipment.** Portable tools and equipment carried on a fire apparatus not including suction hose, fire hose, ground ladders, fixed power sources, hose reels, cord reels, breathing air systems, or other major equipment or components permanently mounted on the apparatus.

**3.3.114 Miscellaneous Equipment Allowance.** That portion of the GVWR or GCWR allocated for the weight of the miscellaneous equipment and its mounting brackets, boards, or trays.

**3.3.115 Mobile Foam Fire Apparatus.** Fire apparatus with a permanently mounted fire pump, foam proportioning system, and foam concentrate tank(s) whose primary purpose is the control and extinguishment of flammable and combustible liquid fires in storage tanks and spills.

**3.3.116 Mobile Water Supply Apparatus (Tanker, Tender).** A vehicle designed primarily for transporting (pickup, transporting, and delivering) water to fire emergency scenes to be applied by other vehicles or pumping equipment.

**3.3.117 Momentary Switch.** A switch that returns to the neutral position (off) when released.

**3.3.118 Multiple Configuration.** Variable configurations or positions of the aerial device (e.g., elevation, extension) in which a manufacturer's different rated load capacities are allowed.

**3.3.119 National Hose Thread (NH).** A standard screw thread that has dimensions for inside (female) and outside (male) fire hose connections as defined in NFPA 1963.

**3.3.120\* Net Pump Pressure.** The sum of the discharge pressure and the suction lift converted to psi or kPa when pumping at draft, or the difference between the discharge pressure and the intake pressure when pumping from a hydrant or other source of water under positive pressure.

**3.3.121 Neutral Conductor.** The conductor connected to the neutral point of a system that is intended to carry current under normal conditions.

**3.3.122\* Neutral Point.** The common point on a wye-connection in a polyphase system or midpoint on a single-phase, 3-wire system, or midpoint of a single-phase portion of a 3-phase delta system, or midpoint of a 3-wire, direct current system.

**3.3.123 Nozzle Reaction.** Force that occurs when a water stream is discharged from the nozzle.



**3.3.124 Operator's Panel.** A panel containing gauges, switches, instruments, or controls where an operator can visually monitor the applicable functions.

**3.3.125 Optical Center.** The point specified by the optical warning device manufacturer of highest intensity when measuring the output of an optical warning device.

**3.3.126 Optical Element.** Any individual lamp or other light emitter within an optical source.

**3.3.127 Optical Power.** A unit of measure designated as candela-seconds/minute that combines the flash energy and flash rate of an optical source into one power measurement representing the true visual effectiveness of the emitted light.

**3.3.128\* Optical Source.** Any single, independently mounted, light-emitting component in a lighting system.

**3.3.129 Optical Warning Device.** A manufactured assembly of one or more optical sources.

**3.3.130 Override.** A system or device used to neutralize a given action or motion.

**3.3.131 Override (Aerial Device).** The takeover of all aerial device movement control functions by an operator at a second control station.

**3.3.132 Panelboard.** A single panel or group of panel units designed for assembly in the form of a single panel, including buses and automatic overcurrent devices, and equipped with or without switches for the control of light, heat, or power circuits; designed to be placed in a cabinet or cutout box placed in or against a wall, partition, or other support; and accessible only from the front. [70:100]

**3.3.133 Personal Gear.** The weight of personal clothing and items for personal hygiene carried on the fire apparatus by each crew member when they expect the response to be of long duration.

**3.3.134 Portable Electrical Equipment.** Any electrical equipment that is not fixed. (See 3.3.68, *Fixed Electrical Equipment*.)

**3.3.135\* Portable Generator.** A mechanically driven power source that can be removed from the fire apparatus and operated at a location that is remote from the fire apparatus.

**3.3.136 Power Source.** A device that produces line voltage electricity.

**3.3.137 Power Supply Assembly.** Any cord or distribution assembly that is partly comprised of the neutral conductor, grounding conductor, and line voltage conductors connected from the output terminals of the power source to the first main overcurrent protection device.

**3.3.138 Powered Equipment Rack.** A power-operated device that is intended to provide storage of suction hoses, ground ladders, or other equipment, generally in a location above apparatus compartments.

**3.3.139\* Preconnected Hose Line.** A hose line that is stored on the apparatus already connected to an outlet on a pump and that can be charged by the activation of one discharge valve.

**3.3.140 Proper(ly).** In accordance with the manufacturer's specifications or as recommended by the manufacturer.

**3.3.141 psi.** Pounds per square inch.

**3.3.142 PTO.** Power takeoff.

**3.3.143 Pump Discharge Pressure Classification.**

**3.3.143.1 High Pressure.** Pump discharge pressure from 500 psi (3500 kPa) to less than 1100 psi (7600 kPa).

**3.3.143.2 Normal Pressure.** Pump discharge pressure less than 500 psi (3500 kPa).

**3.3.143.3 Ultra-High Pressure.** Pump discharge pressure of 1100 psi (7600 kPa) or greater.

**3.3.144 Pump Operator's Panel.** The area on a fire apparatus that contains the gauges, controls, and other instruments used for operating the pump.

**3.3.145 Pump Operator's Position.** The location from which the pump operator operates the pump.

**3.3.146 Pumper.** Fire apparatus with a permanently mounted fire pump of at least 750 gpm (3000 L/min) capacity, water tank, and hose body whose primary purpose is to combat structural and associated fires.

**3.3.147 Purchaser.** The authority having responsibility for the specification and acceptance of the apparatus.

**3.3.148 Purchasing Authority.** The agency that has the sole responsibility and authority for negotiating, placing, and, where necessary, modifying each and every solicitation, purchase order, or other award issued by a governing body.

**3.3.149 Purification System.** A combination of mechanical, chemical, and physical devices such as separators, filters, adsorbents, and catalysts designed to remove or alter contaminants within the compressed air stream to produce effluent air that is breathable.

**3.3.150 Qualified Person.** A person who, by possession of a recognized degree, certificate, professional standing, or skill, and who, by virtue of education, training, experience, or other special attributes, possesses expertise regarding a particular subject matter, work, or project.

**3.3.151\* Quint.** Fire apparatus with a permanently mounted fire pump, a water tank, a hose storage area, an aerial ladder or elevating platform with a permanently mounted waterway, and a complement of ground ladders.

**3.3.152 Ramp Breakover Angle.** The angle measured between two lines tangent to the front and rear tire static loaded radius, and intersecting at a point on the underside of the vehicle that defines the largest ramp over which the vehicle can roll.

**3.3.153 Rated Capacity (Aerial Device).** The total amount of weight of all personnel and equipment that can be supported at the outermost rung of an aerial ladder or on the platform of an elevating platform with the aerial device placed in the horizontal position at its maximum horizontal extension when the stabilizers are fully deployed.

**3.3.154 Rated Capacity (Water Pump).** The flow rate to which the pump manufacturer certifies compliance of the pump when it is new.

**3.3.155 Readily Accessible.** Able to be located, reached, serviced, or removed without removing other components or parts

of the apparatus and without the need to use special tools to open enclosures.

**3.3.156 Rear Axle Track Width.** The lateral distance between the centerlines of the tires at ground; if there are dual rear wheels, the lateral distance from the midway points between the inner and outer tires at ground.

**3.3.157 Removable Winch.** A winch with quick disconnects for power and controls that can be temporarily mounted on the apparatus at a permanently installed mounting receiver.

**3.3.158 Reserve Capacity.** The ability of a battery to sustain a minimum electrical load in the event of a charging system failure or a prolonged charging system deficit.

**3.3.159 Road Spray Location.** Any underbody or underchassis location that is subject to road spray.

**3.3.160 SCBA Fill Hose.** Flexible hose plumbed to connect SCBA cylinders to the compressed air supply for filling purposes.

**3.3.161 SCBA Fill Station.** A containment enclosure for refilling self-contained breathing cylinders to guard personnel from fragments due to accidental cylinder rupture.

**3.3.162 Sign.** A visual indication whether in pictorial or word format that provides a warning to the operator or other persons near the apparatus.

**3.3.163 Slow-Operating Valve.** A valve that has a mechanism to prevent movement of the flow-regulating element from the fully closed position to the fully opened position or vice versa in less than 3 seconds.

**3.3.164\* Special Services Fire Apparatus.** A multipurpose vehicle that primarily provides support services at emergency scenes.

**3.3.165 Split Shaft PTO.** A power takeoff (PTO) drive system that is inserted between the chassis transmission and the chassis drive axle and that has the shift mechanism necessary to direct the chassis engine power either to the drive axle or to a fire pump or other accessory.

**3.3.166 Stabilizer.** A device integral with or separately attached to the chassis of a fire apparatus with an aerial device that is used to increase the moments tending to resist overturning the apparatus.

**3.3.167 Stabilizer Pad.** A plate inserted beneath a stabilizer shoe to give greater surface bearing area.

**3.3.168 Stabilizer Shoe.** A permanently mounted shoe on a stabilizer to provide a ground surface area.

**3.3.169\* Standard Cubic Feet per Minute (SCFM).** An expression of airflow rate in which the airflow rate is corrected to standard temperature and pressure. Standard temperature is 60°F (15°C) and standard pressure is 14.696 psi (101.33 kPa) or 29.92 in. Hg (760 mm Hg).

**3.3.170 Suction Hose.** A hose that is designed to prevent collapse under vacuum conditions so that it can be used for drafting water from below the pump (lakes, rivers, wells, etc.). [1961, 2013]

**3.3.171 Suction Lift.** The sum of the vertical lift and the friction and entrance loss caused by the flow through the intake

strainers and hose expressed in feet of water (meters of water) head.

**3.3.172 Sump.** A recessed area of a tank assembly designed primarily to entrap sludge or debris for removal and to serve as a central liquid collection point.

**3.3.173 Supply Hose.** Hose designed for the purpose of moving water between a pressurized water source and a pump that is supplying attack lines. [1961, 2013]

**3.3.174 Swash Partition.** A vertical wall within a tank structure designed to control the unwanted movement of the fluid within that tank.

**3.3.175 Switch.** Any set of contacts that interrupts or controls current flow through an electrical circuit.

**3.3.176 Synthetic Breathing Air.** A manufactured breathing air that is produced by blending nitrogen and oxygen. [1989, 2013]

**3.3.177 Top Rail.** The top chord (rail) of an aerial ladder to which reinforcements are attached.

**3.3.178 Total Continuous Electrical Load.** The total current required to operate all of the devices permanently connected to the apparatus that can be simultaneously energized excluding intermittent-type loads such as primers and booster reel rewind motors.

**3.3.179 Tow Vehicle.** A motor vehicle used to tow a trailer under emergency response conditions whether the tow vehicle-trailer combination is designed to remain together as a single unit or to be separated at the incident to allow the trailer to be used independently of the tow vehicle.

**3.3.180 Trailer.** A vehicle designed to be pulled by a tow vehicle and used to transport equipment or other vehicles under emergency response conditions.

**3.3.181\* Turning Clearance Radius.** One-half the larger of the left or right full circle wall-to-wall turning diameter.

**3.3.182\* Turntable.** A structural component that connects the aerial device to the chassis and stabilization system through a rotating bearing that permits 360-degree continuous rotation of the aerial device.

**3.3.183 Turntable Alignment Indicator.** An indicator that facilitates alignment of the aerial device with the boom support for bedding purposes.

**3.3.184\* Type 4 Rating.** A rating for electrical equipment that is intended for outdoor use because it provides a degree of protection from falling rain, splashing water, and hose-directed water.

**3.3.185 Ultimate Strength.** The strength of a material in tension, compression, or shear, respectively, that is the maximum tensile, compressive, or shear stress that the material can sustain, calculated on the basis of the ultimate load and the original or unrestrained dimensions.

**3.3.186 Unequipped Fire Apparatus.** The completed fire apparatus excluding personnel, agent(s), and any equipment removable without the use of tools.

**3.3.187 Utility Air.** Air used for purposes other than human respiration.

**3.3.188 Vibration Isolation.** Isolation materials used to prevent structure-borne vibrations from reaching attached surfaces.

**3.3.189 Water Tower.** An aerial device consisting of permanently mounted power-operated booms that articulate, telescope, or both, and a waterway designed to supply a large capacity mobile elevated water stream.

**3.3.190 Wet Location.** A location on fire apparatus subject to saturation with water or other liquids and in unprotected locations exposed to the weather. (See also 3.3.159, *Road Spray Location*.)

**3.3.191 Yield Strength.** The stress at which a material exhibits a specified permanent deformation or set.

## Chapter 4 General Requirements

### 4.1 General.

**4.1.1** All fire apparatus shall comply with the following chapters:

- (1) Chapter 1, "Administration"
- (2) Chapter 2, "Referenced Publications"
- (3) Chapter 3, "Definitions"
- (4) Chapter 4, "General Requirements"
- (5) Chapter 12, "Chassis and Vehicle Components"
- (6) Chapter 13, "Low Voltage Electrical Systems and Warning Devices"
- (7) Chapter 14, "Driving and Crew Areas"
- (8) Chapter 15, "Body, Compartments, and Equipment Mounting"

**4.1.2** If a tow vehicle is to respond while calling for right-of way under emergency conditions, it shall meet the requirements of 4.1.1.

### 4.2 Requirements by Apparatus Type.

**4.2.1** In addition to the requirements in Section 4.1, the following also shall apply:

- (1) Pumper fire apparatus shall comply with Chapter 5.
- (2) Initial attack fire apparatus shall comply with Chapter 6.
- (3) Mobile water supply fire apparatus shall comply with Chapter 7.
- (4) Aerial fire apparatus shall comply with Chapter 8.
- (5) Quint fire apparatus shall comply with Chapter 9.
- (6) Special service fire apparatus shall comply with Chapter 10.
- (7) Mobile foam fire apparatus shall comply with Chapter 11.

**4.2.2** Table 4.2.2 shows the required chapters that shall apply to the construction of the types of fire apparatus in 4.2.1.

**4.2.3** In addition to the types of fire apparatus listed in 4.2.1, other types of fire apparatus shall be permitted by combining the requirements for the components to be used in the apparatus as defined in Section 4.5 with the requirements listed in Section 4.1.

### 4.3 Responsibility of the Purchaser.

**4.3.1\*** It shall be the responsibility of the purchaser to specify the details of the apparatus in addition to the requirements in NFPA 1901 needed by the manufacturer to build the apparatus, including:

- (1) Requirements not uniquely specified in NFPA 1901, such as the type of apparatus desired.
- (2) Any features of the apparatus desired in addition to, or in excess of, the requirements in NFPA 1901.

**4.3.2** After acceptance of the fire apparatus, the purchaser shall be responsible for ongoing training of personnel to develop and maintain proficiency regarding the proper and safe use of the apparatus and the associated equipment.

### 4.4 Responsibility of the Contractor.

**4.4.1** The contractor shall provide a detailed description of the apparatus, a list of equipment to be furnished, and other construction and performance details to which the apparatus shall conform.

**4.4.1.1** The detailed description of the apparatus shall include, but shall not be limited to, estimated in-service weight, wheel-base, turning clearance radius, principal dimensions, angle of approach, angle of departure, transmission, axle ratios, and, if applicable, the rated capacity of the aerial device.

**4.4.1.2** The contractor's detailed description shall include a statement specifically describing each aspect of the delivered apparatus that will not be fully compliant with the requirements of this standard.

**4.4.1.3** The purpose of these contractor specifications shall be to define what the contractor intends to furnish and deliver to the purchaser.

**4.4.2** Responsibility for the apparatus and equipment shall remain with the contractor until they are accepted by the purchaser.

**4.5 Fire Apparatus Components.** All components shall be installed in accordance with the applicable manufacturer's installation instructions.

**4.6 Legal Requirements.** The apparatus shall comply with all applicable federal and state or provincial laws and regulations.

**4.7 Third-Party Certification of Test Results.** Where this standard requires the results of tests to be certified by an independent third-party certification organization, that organization shall meet the requirements of this section.

**4.7.1** All certification shall be performed by a certification organization that is accredited for inspection and testing systems on fire apparatus in accordance with ISO/IEC 17020, *General criteria for the operation of various types of bodies performing inspection*, or ISO/IEC 17065, *Conformity Assessment: Requirements for bodies certifying products, processes and services*.

**4.7.2** The certification organization shall not be owned or controlled by manufacturers or vendors of the product that is being tested.

**4.7.3** The certification organization shall be primarily engaged in certification work and shall not have a monetary interest in the product's ultimate profitability.

**4.7.4\*** The independent third-party organization shall witness all required tests by an in-person representative(s) at the test site or by use of verifiable automated data collection and image recording equipment. The third-party organization shall refuse to certify any test results for a system if all components of that system requiring testing do not pass the testing required by this standard.

**Table 4.2.2 Chapter Requirements by Apparatus**

<b>Chapter</b>	<b>Pumper Fire Apparatus</b>	<b>Initial Attack Fire Apparatus</b>	<b>Mobile Water Supply Fire Apparatus</b>	<b>Aerial Fire Apparatus</b>	<b>Quint Fire Apparatus</b>	<b>Special Service Fire Apparatus</b>	<b>Mobile Foam Fire Apparatus</b>
1. Administration	Required	Required	Required	Required	Required	Required	Required
2. Referenced Publications	Required	Required	Required	Required	Required	Required	Required
3. Definitions	Required	Required	Required	Required	Required	Required	Required
4. General Requirements	Required	Required	Required	Required	Required	Required	Required
5. Pumper Fire Apparatus	Required	N/A	N/A	N/A	N/A	N/A	N/A
6. Initial Attack Fire Apparatus	N/A	Required	N/A	N/A	N/A	N/A	N/A
7. Mobile Water Supply Fire Apparatus	N/A	N/A	Required	N/A	N/A	N/A	N/A
8. Aerial Fire Apparatus	N/A	N/A	N/A	Required	N/A	N/A	N/A
9. Quint Fire Apparatus	N/A	N/A	N/A	N/A	Required	N/A	N/A
10. Special Service Fire Apparatus	N/A	N/A	N/A	N/A	N/A	Required	N/A
11. Mobile Foam Fire Apparatus	N/A	N/A	N/A	N/A	N/A	N/A	Required
12. Chassis and Vehicle Components	Required	Required	Required	Required	Required	Required	Required
13. Low Voltage Electrical Systems and Warning Devices	Required	Required	Required	Required	Required	Required	Required
14. Driving and Crew Areas	Required	Required	Required	Required	Required	Required	Required
15. Body, Compartments, and Equipment Mounting	Required	Required	Required	Required	Required	Required	Required
16. Fire Pumps and Associated Equipment	Required	Required	If specified	If specified	Required	If specified	Required
17. Auxiliary Pumps and Associated Equipment	If specified	If specified	If specified	If specified	If specified	If specified	If specified
18. Water Tanks	Required	Required	Required	If specified	Required	If specified	If specified
19. Aerial Devices	If specified	If specified	N/A	Required	Required	If specified	If specified
20. Foam Proportioning Systems	If specified	If specified	If specified	If specified	If specified	If specified	Required
21. Compressed Air Foam Systems (CAFS)	If specified	If specified	If specified	If specified	If specified	If specified	If specified
22. Line Voltage Electrical Systems	If specified	If specified	If specified	If specified	If specified	If specified	If specified
23. Command and Communications	If specified	If specified	If specified	If specified	If specified	If specified	If specified
24. Air Systems	If specified	If specified	If specified	If specified	If specified	If specified	If specified
25. Winches	If specified	If specified	If specified	If specified	If specified	If specified	If specified
26. Trailers	If specified	If specified	If specified	If specified	If specified	If specified	If specified
28. Ultra-High Pressure	If specified	If specified	If specified	If specified	If specified	If specified	If specified

**4.7.5** There shall be no conditional, temporary, or partial certification of test results.

**4.7.6\*** Forms or data sheets shall be provided and used during the testing.

**4.7.7** Programs shall be in place for training, proficiency testing, and performance verification of any staff involved with certification.

**4.7.8** The certification organization's operating procedures shall provide a mechanism for the manufacturer to appeal decisions. The procedures shall include provisions for the presentation of information from representatives of both sides of a controversy to a designated appeals panel.

**4.8 Manufacturer Certification of Test Results.** Where this standard requires the results of tests or the performance of a component to be certified by the manufacturer, the manufacturer shall meet the requirements of this section.

**4.8.1** A representative of the manufacturer shall witness all tests and shall refuse to certify any test results for a system unless all components of that system requiring testing pass the testing required by this standard.

**4.8.2** There shall be no conditional, temporary, or partial certification of test results.

**4.8.3** The manufacturer shall have the facilities and equipment necessary to conduct the required testing, a program for the calibration of all instruments, and procedures to ensure the proper control of all testing.

**4.8.4\*** Forms or data sheets shall be provided and used during the testing.

**4.8.5** Programs shall be in place for training, proficiency testing, and performance verification of any personnel involved with certification.

**4.8.6** An official of the company that manufactures or installs the product shall designate in writing who is qualified to witness tests and certify results.

**4.8.7** Certification documentation shall be delivered with the apparatus, including results of the certification tests.

#### **4.9 Personnel Protection.**

**4.9.1\*** Guards, shields, or other protection shall be provided where necessary in order to prevent injury of personnel by hot, moving, or rotating parts during nonmaintenance operations.

**4.9.2** Electrical insulation or isolation shall be provided where necessary in order to prevent electrical shock from onboard electrical systems.

**4.9.3** Vehicular workmanship shall ensure an operating environment free of accessible sharp projections and edges.

**4.9.4\*** Safety signs with text shall conform to the general principles of ANSI/NEMA Z535.4, *Product Safety Signs and Labels*. Safety signs without text shall conform to the general principles for two-panel safety signs of ISO 9244, *Earth-moving machinery — Machine safety labels — General principles*.

**4.9.4.1** Apparatus built for sale in the United States shall employ safety signage that complies with ANSI/NEMA Z535.4.

**4.9.4.2** Apparatus built for sale outside the United States shall employ safety signage that complies with either ANSI/NEMA Z535.4 or ISO 9244.

**4.9.4.3\*** Safety signs referenced in this standard beginning with the letters FAMA shall conform to the text and graphics of the referenced safety sign number found in FAMA TC010, *Standard Product Safety Sign Catalog for Automotive Fire Apparatus*.

#### **4.10 Controls and Instructions.**

**4.10.1\*** Illumination shall be provided for controls, switches, instruction plates, labels, gauges, and instruments necessary for the operation of the apparatus and the equipment provided on it.

**4.10.1.1** If external illumination is provided, it shall be a minimum of 5 fc (50 lx) on the face of the device.

**4.10.1.2** If internal illumination is provided, it shall be a minimum of 4 fl (14 cd/m<sup>2</sup>).

**4.10.2\*** All required signs, instruction plates, and labels shall be permanent in nature and securely attached and shall meet the requirements of 4.9.4 and ANSI/UL 969, *Standard for Marking and Labeling Systems*.

**4.10.2.1** The signs, instruction plates, and labels shall have resistance to damage from temperatures between -30°F and 176°F (-35°C and 80°C) and exposure to oil, fuel, water, hydraulic fluids, or other fluids used on the apparatus.

**4.10.2.2** The exterior mounted labels relating to safety or critical operational instructions shall be reflective or illuminated as required by 4.10.1.

**4.10.3** The centerline of any gauge or visual display required by this standard shall be no more than 84 in. (2130 mm) above the level where the operator stands to read the instrument.

**4.10.4** The central midpoint or centerline of any control shall be no more than 72 in. (1830 mm) vertically above the ground (with vehicle at in-service weight) or the platform that is designed to serve as the operator's standing position.

**4.10.5 Controls Labeling.** Where controls will be labeled using graphical symbols, they shall conform to the common graphical symbols found in FAMA TC008, *Graphical Symbols for Automotive Fire Apparatus*.

#### **4.11 Vehicle Data Recorder.**

**4.11.1** All apparatus shall be equipped with an on-board vehicle data recorder (VDR).

**4.11.2** The VDR shall be capable of recording the data shown in Table 4.11.2 in that order at least once per second.

**4.11.3** Data shall be stored at the sampling rate in a 48-hour loop.

**4.11.4** Memory shall be sufficient to record 100 engine hours' worth of minute-by-minute summary showing the data in Table 4.11.4.

**4.11.5** When the memory capacity is reached, the system shall erase the oldest data first.

**4.11.6** All data stored in the VDR shall be uploadable by the user to a computer and importable into a data management software package.

**Table 4.11.2 VDR Data**

Data	Unit of Measure
Vehicle speed	mph
Acceleration (from speedometer)	mph/sec
Deceleration (from speedometer)	mph/sec
Engine speed	rpm
Engine throttle position	% of full throttle
Anti-lock braking system event	On/off
Seat occupied status	Occupied: Yes/No by position
Seat belt status	Buckled: Yes/No by position
Master optical warning device switch	On/off
Time	24-hour clock
Date	Year/month/day

**Table 4.11.4 VDR Summary Data**

Data	Unit of Measure
Maximum vehicle speed	mph
Maximum acceleration (from speedometer)	mph/sec
Maximum deceleration (from speedometer)	mph/sec
Maximum engine speed	rpm
Maximum engine throttle position	% of full throttle
Anti-lock braking system event	On/off
Seat occupied with seat belt unbuckled	Yes/no by position at 30 sec into minute
Master optical warning device switch	On/off at 30 sec into minute
Time	24-hour clock
Date	Year/month/day

**4.11.7** Data shall be password protected with access controlled by the purchaser.

**4.11.8** Software shall be delivered with the apparatus that will run on both Windows® and Apple® operating systems and produce the following formatted reports from the uploaded data:

- (1) Raw second-by-second data over a specified data/time range
- (2) Daily log for the time the engine is running for a given date (minute-by-minute output of all values)
- (3) Weekly summary (maximum values each hour for each day of the week)
- (4) Monthly summary (maximum values each day for each day of the month)

**4.12 Component Protection.**

**4.12.1\*** Hydraulic hose lines, air system tubing, control cords, and electrical harnesses shall be mechanically attached to the frame or body structure of the apparatus.

**4.12.2** The types of equipment described in 4.12.1 shall be furnished with protective looms, grommets, or other devices at

each point where they pass through body panels or structural members or wherever they lie against a sharp metal edge.

**4.12.3** A through-the-frame connector shall be permitted to be used in place of protective looms or grommets.

**4.13 Vehicle Stability.**

**4.13.1\* Rollover Stability.** The apparatus shall meet the criteria defined in 4.13.1.1, or it shall be equipped with a stability control system in accordance with 4.13.1.2.

**4.13.1.1** The apparatus shall not exceed the chassis manufacturer’s maximum allowable vertical center of gravity for a completed vehicle, if specified, and meet the criteria defined in either of the following:

- (1)\* The apparatus remains stable to 26.5 degrees in both directions when tested on a tilt table in accordance with SAE J2180, *A Tilt Table Procedure for Measuring the Static Rollover Threshold for Heavy Trucks*.
- (2) The calculated or measured center of gravity (CG) is no higher than 80 percent of the rear axle track width.

**4.13.1.1.1** Compliance shall be certified by testing, calculating, or measuring the apparatus or by comparing the apparatus to a compliant, substantially similar example apparatus, and the certification shall be delivered with the fire apparatus.

**4.13.1.1.2** The example apparatus shall be considered substantially similar if it includes a chassis with the same or higher CG height, the same or narrower rear axle track width, the same or greater water tank size and CG height, the same type of front and rear suspension, and the same type and size of aerial device.

**4.13.1.1.3** For purposes of 4.13.1.1, the apparatus shall be loaded with fuel, fire-fighting agents, hose, ladders, a weight of 250 lb in each seating position, and weight equivalent to the miscellaneous equipment allowance as defined in Table 12.1.2.

**4.13.1.1.3.1** If the apparatus is designed to meet a specified higher equipment loading or larger hose bed capacity or to carry additional ground ladders, these greater loads shall be included in the testing, calculating, or measuring.

**4.13.1.1.3.2** The weight added to the fire apparatus for the purpose of test, calculation, or measurement shall be distributed to approximate typical in-service use of the fire apparatus while not exceeding the manufacturer’s published individual compartment weight ratings.

**4.13.1.2** If the apparatus is equipped with a stability control system, the system shall have, at a minimum, a steering wheel position sensor, a vehicle yaw sensor, a lateral accelerometer, and individual wheel brake controls.

**4.13.2 Weight Distribution.**

**4.13.2.1\*** When the fire apparatus is loaded to its estimated in-service weight, the front-to-rear weight distribution shall be within the limits set by the chassis manufacturer.

**4.13.2.2** The front axle loads shall not be less than the minimum axle loads specified by the chassis manufacturer under full load and all other loading conditions.

### 4.13.3 Load Distribution.

**4.13.3.1\*** The apparatus manufacturer shall calculate the load distribution for the apparatus, and that load distribution plan shall be delivered with the fire apparatus.

**4.13.3.2** The manufacturer shall engineer the fire apparatus to comply with the gross axle weight ratings (GAWR), the overall gross vehicle weight rating (GVWR), and the chassis manufacturer's load balance guidelines.

**4.13.3.3\*** The fire apparatus, when loaded to its estimated in-service weight, shall have a side-to-side tire load variation of no more than 7 percent of the total tire load for that axle.

**4.13.4\*** Each tire shall be equipped with a visual indicator or monitoring system that indicates tire pressure.

### 4.14 Fire Apparatus Performance.

**4.14.1\*** The fire apparatus shall meet the requirements of this standard at elevations of 2000 ft (600 m) above sea level.

**4.14.2\*** The fire apparatus shall meet all the requirements of this standard while stationary on a grade of 6 percent in any direction.

**4.14.3\*** The fire apparatus shall meet the requirements of this standard in ambient temperature conditions between 32°F (0°C) and 110°F (43°C).

### 4.15 Highway Performance.

**4.15.1** The apparatus, when loaded to its estimated in-service weight, shall be capable of the following performance while on dry, paved roads that are in good condition:

- (1) Accelerating from 0 to 35 mph (55 km/hr) within 25 seconds on a 0 percent grade
- (2)\* Attaining a speed of 50 mph (80 km/hr) on a 0 percent grade
- (3)\* Maintaining a speed of at least 20 mph (32 km/hr) on any grade up to and including 6 percent

**4.15.2\*** The maximum top speed of fire apparatus with a GVWR over 26,000 lb (11,800 kg) shall not exceed either 68 mph (109 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

**4.15.3** If the combined water tank and foam agent tank capacities on the fire apparatus exceed 1250 gal (4732 L), or the GVWR of the vehicle is over 50,000 lb (22,680 kg), the maximum top speed of the apparatus shall not exceed either 60 mph (95 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

### 4.16 Serviceability.

**4.16.1\*** The fire apparatus shall be designed so that all the manufacturer's recommended routine maintenance checks of lubricant and fluid levels can be performed by the operator without lifting the cab of a tilt-cab apparatus and without the need for hand tools.

**4.16.2** Where special tools are required for routine service on any component of the apparatus, such tools shall be provided with the apparatus.

**4.16.3** Apparatus components that interfere with repair or removal of other major components shall be attached with

fasteners, such as cap screws and nuts, so that the components can be removed and installed with ordinary hand tools. These components shall not be welded or otherwise permanently secured into place.

### 4.17 General Pre-Delivery Tests.

**4.17.1** Each apparatus shall be tested by the manufacturer before delivery to verify that it meets the criteria in this section.

**4.17.1.1** Tests shall be conducted at a location and in a manner that does not violate local, state or provincial, or federal traffic laws.

**4.17.1.2** Tests shall be conducted on a dry, level, paved surface that is free of loose material, oil, or grease.

**4.17.1.3** Tests shall be conducted with the water and foam tanks full (water or product).

**4.17.2** The apparatus shall accelerate from 0 to 35 mph (55 km/hr) within 25 seconds.

**4.17.3** The apparatus shall attain a speed of 50 mph (80 km/hr).

**4.17.4** The auxiliary braking system, if so equipped, shall function as intended by the auxiliary braking system manufacturer.

**4.17.5\*** The air service brakes shall bring the apparatus to a complete stop from a speed of 20 mph (32.2 km/hr) in a distance not exceeding 35 ft (10.7 m).

**4.17.6** The hydraulic service brakes shall bring the apparatus to a complete stop from a speed of 30 mph (48.2 km/hr) in a distance not exceeding 88 ft (26.8 m).

### 4.18 Tests on Delivery.

**4.18.1\*** If acceptance tests are required at the point of delivery, the purchaser shall specify the details of the tests to be performed, and they shall not be performed in a manner that requires the apparatus or a component to operate outside its designed operating range.

**4.18.2** Aerial device stability tests shall not be run other than at the manufacturer's facility.

**4.18.3** An official of the company that manufactures the apparatus and, if applicable, the aerial device shall designate in writing who is qualified to provide operational instructions and apparatus familiarization to the final customer.

**4.18.4** Programs shall be in place for training, proficiency testing, and performance verification of the qualified person in 4.18.3

**4.18.5** The authority having jurisdiction shall appoint a person(s) to receive operational instructions and apparatus familiarization.

**4.18.6** Operational instructions shall be provided on new apparatus by the contractor in accordance with 4.18.6.1 through 4.18.6.2.

**4.18.6.1** Review with the authorized person(s) as defined by the authority having jurisdiction all service, maintenance, operational, and instruction manuals, including the entire vehicle, chassis, major components, and auxiliary equipment provided.

**4.18.6.2** Familiarization and demonstration of the vehicle shall be by a competent and qualified person as defined in 3.3.148 of this standard.

**4.18.6.2.1** The familiarization and demonstration shall not include driving training or any fire-fighting training operations.

**4.18.6.2.2** Familiarization of the vehicle shall include the following:

- (1) How to locate gauges or indicators and check all fluid levels and operational issues of the vehicle
- (2) How to tilt the chassis cab or hood assembly for access to the engine, fire pump, or aerial control, or any other device to allow access to fluids or for required maintenance
- (3) Interior cab controls, instruments, mirrors, safety devices or alarms, brake operations, transmission control, pump controls, exhaust regeneration (if provided), seat adjustments, warning light engagement, and other operational equipment
- (4) If the apparatus is provided with a fire pump system, the following minimum instructions:
  - (a) Setting of parking brake, proper transmission gear, and fire pump engagement operations
  - (b) Throttle control
  - (c) Primer and tank-to-pump operation
  - (d) Use of pressure control devices
  - (e) Tank refilling operations
  - (f) Proper operation of discharge controls
  - (g) Proper shutdown and draining of system
- (5) If the apparatus is provided with a generator, the following minimum instructions:
  - (a) Proper engagement if driven by the chassis
  - (b) Startup, operation, and shutdown of generator
  - (c) Monitoring of controls and instruments
- (6) If the apparatus is provided with a foam system, the following minimum instructions:
  - (a) Startup, operation, and shutdown of foam system
  - (b) Setting of foam percentages and other operational settings
  - (c) Proper flushing and draining of the system
- (7) If the apparatus is provided with a water tower or aerial device, the following minimum instructions:
  - (a) Positioning and locating the vehicle for safe operations
  - (b) Chassis parking brakes and engagement of hydraulic system
  - (c) Deployment of stabilization devices and use of ground pads
  - (d) Operation of elevation, extension, and rotation of the aerial device
  - (e) Operation of waterway, nozzle, and other fire-fighting devices of aerial device
  - (f) Operation and use of breathing air system
  - (g) Specific aerial device maintenance and service areas for operators
  - (h) Shutdown and return to service operations
  - (i) Operation of tip controls and platform controls
  - (j) General familiarization and demonstration of aerial device
  - (k) Review of all safety devices, interlocks, and operational hazards

**4.19\* Documentation.** Any documentation delivered with the apparatus shall be permitted to be in printed format, electronic format, audiovisual format, or a combination thereof.

**4.20 Data Required of the Contractor.**

**4.20.1 Fire Apparatus Documentation.** The contractor shall deliver with the fire apparatus at least one copy of the following documents:

- (1) The manufacturer's record of apparatus construction details, including the following information:
  - (a) Owner's name and address
  - (b) Apparatus manufacturer, model, and serial number
  - (c) Chassis make, model, and serial number
  - (d) GAWR of front and rear axles and GVWR
  - (e) Front tire size and total rated capacity in pounds (kilograms)
  - (f) Rear tire size and total rated capacity in pounds (kilograms)
  - (g) Chassis weight distribution in pounds (kilograms) with water and manufacturer-mounted equipment (front and rear)
  - (h) Engine make, model, serial number, rated horsepower and related speed, and governed speed; and if so equipped, engine transmission PTO(s) make, model, and gear ratio
  - (i) Type of fuel and fuel tank capacity
  - (j) Electrical system voltage and alternator output in amps
  - (k) Battery make, model, and capacity in cold cranking amps (CCA)
  - (l) Chassis transmission make, model, and serial number; and if so equipped, chassis transmission PTO(s) make, model, and gear ratio
  - (m) Ratios of all driving axles
  - (n) Maximum governed road speed
  - (o) Pump make, model, rated capacity in gallons per minute (liters per minute where applicable), maximum discharge pressure capability rating, and serial number
  - (p) Pump transmission make, model, serial number, and gear ratio
  - (q) Auxiliary pump make, model, rated capacity in gallons per minute (liters per minute where applicable), and serial number
  - (r) Water tank certified capacity in gallons or liters
  - (s) Foam tank (if provided) certified capacity in gallons (liters)
  - (t) Aerial device type, rated vertical height in feet (meters), rated horizontal reach in feet (meters), and rated capacity in pounds (kilograms)
  - (u) Paint manufacturer and paint number(s)
  - (v) Company name and signature of responsible company representative
  - (w) Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall fire apparatus (with the water tank full but without personnel, equipment, and hose)
- (2) Certification of compliance of the optical warning system (*see 13.8.16*)
- (3) Siren manufacturer's certification of the siren (*see 13.9.1.1*)
- (4) Written load analysis and results of the electrical system performance tests (*see 13.14.1 and Section 13.15*)



- (5) Certification of slip resistance of all stepping, standing, and walking surfaces (*see 15.7.4.5*)
- (6) If the apparatus has a fire pump, the pump manufacturer's certification of suction capability (*see 16.2.4.1*)
- (7) If the apparatus is equipped with a fire pump and special conditions are specified by the purchaser, the pump manufacturer's certification of suction capacity under the special conditions (*see 16.2.4.2*)
- (8) If the apparatus has a fire pump, a copy of the apparatus manufacturer's approval for stationary pumping applications (*see 16.3.1*)
- (9) If the apparatus has a fire pump, the engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum governed speed (*see 16.3.2.2*)
- (10) If the apparatus has a fire pump, the pump manufacturer's certification of the hydrostatic test (*see 16.5.2.2*)
- (11) If the apparatus has a fire pump with a maximum discharge pressure capability rating that exceeds the hydrostatic test pressure of 16.5.2.1, the pump manufacturer's certification of the hydrodynamic test
- (12) If the apparatus has a fire pump, the certification of inspection and test for the fire pump (*see 16.13.1.1.5 or 16.13.1.2.4 as applicable*)
- (13) If the apparatus is equipped with an auxiliary pump, the apparatus manufacturer's certification of the hydrostatic test (*see Section 17.13*)
- (14) When the apparatus is equipped with a water tank, the certification of water tank capacity (*see Section 18.6*)
- (15) If the apparatus has an aerial device, the certification of inspection and test for the aerial device (*see Section 19.24*)
- (16) If the apparatus has an aerial device, all the technical information required for inspections to comply with NFPA 1911
- (17) If the apparatus has a foam proportioning system, the foam proportioning system manufacturer's certification of accuracy (*see 20.10.4.2*) and the final installer's certification the foam proportioning system meets this standard (*see 20.11.2*)
- (18) If the system has a CAFS, the documentation of the manufacturer's predelivery tests (*see Section 21.9*)
- (19) If the apparatus has a line voltage power source, the certification of the test for the power source (*see 22.15.7.2*)
- (20) If the apparatus is equipped with an air system, air tank certificates (*see 24.5.1.2*), the SCBA fill station certification (*see 24.9.6*), and the results of the testing of the air system installation (*see 24.14.5 and 24.15.4*)
- (21) Any other required manufacturer test data or reports
- (3) Source for service and technical information
- (4) Parts replacement information
- (5) Descriptions, specifications, and ratings of the chassis, pump (if applicable), and aerial device (if applicable)
- (6) Wiring diagrams for low-voltage and line-voltage systems to include the following information:
  - (a) Pictorial representations of circuit logic for all electrical components and wiring
  - (b) Circuit identification
  - (c) Connector pin identification
  - (d) Zone location of electrical components
  - (e) Safety interlocks
  - (f) Alternator-battery power distribution circuits
  - (g)\* Input/output assignment sheets or equivalent circuit logic implemented in multiplexing systems
- (7) Lubrication charts
- (8) Operating instructions for the chassis, any major components such as a pump or aerial device, and any auxiliary systems
- (9) Precautions related to multiple configurations of aerial devices, if applicable
- (10) Instructions regarding the frequency and procedure for recommended maintenance
- (11) Overall apparatus operating instructions
- (12) Safety considerations
- (13) Limitations of use
- (14) Inspection procedures
- (15) Recommended service procedures
- (16) Troubleshooting guide
- (17) Apparatus body, chassis, and other component manufacturer's warranties
- (18) Special data required by this standard
- (19) A material safety data sheet (MSDS) for any fluid that is specified for use on the apparatus
- (20) One copy of the latest edition of FAMA's *Fire Apparatus Safety Guide*

#### 4.20.2 Operations and Service Documentation.

**4.20.2.1** The contractor shall deliver with the fire apparatus complete operation and service documentation covering the completed apparatus as delivered and accepted.

**4.20.2.2** The documentation shall address at least the inspection, service, and operations of the fire apparatus and all major components thereof.

**4.20.2.3** The contractor shall also deliver with the fire apparatus the following documentation for the entire apparatus and each major operating system or major component of the apparatus:

- (1) Manufacturer's name and address
- (2) Country of manufacture

**4.20.2.4\*** The contractor shall deliver with the apparatus all manufacturers' operations and service documents supplied with components and equipment that are installed or supplied by the contractor.

**4.21\* Statement of Exceptions.** The final-stage manufacturer shall deliver with the fire apparatus either a certification that the apparatus fully complies with all requirements of this standard or, alternatively, a Statement of Exceptions specifically describing each aspect of the completed apparatus that is not fully compliant with the requirements of this standard at the time of delivery.

**4.21.1** The Statement of Exceptions shall contain, for each noncompliant aspect of the apparatus or missing required item, the following information:

- (1) A separate specification of the section of the applicable standard for which compliance is lacking
- (2) A description of the particular aspect of the apparatus that is not in compliance therewith or required equipment that is missing
- (3) A description of the further changes or modifications to the delivered apparatus that must be completed to achieve full compliance
- (4) Identification of the entity that will be responsible for making the necessary postdelivery changes or modifications or for supplying and installing any missing required

equipment to the apparatus to achieve full compliance with this standard

**4.21.2** Prior to, or at the time of, delivery of the apparatus, the Statement of Exceptions shall be signed by an authorized agent of the entity responsible for final assembly of the apparatus and by an authorized agent of the purchasing entity, indicating mutual understanding and agreement between the parties regarding the substance thereof.

## Chapter 5 Pumper Fire Apparatus

**5.1 General.** If the apparatus is to function as a pumper, it shall meet the requirements of this chapter.

**5.2 Fire Pump.** The apparatus shall be equipped with a fire pump that meets the requirements of Chapter 16 and that has a minimum rated capacity of 750 gpm (3000 L/min).

### 5.3 Aerial Device.

**5.3.1** Where a pumper fire apparatus is equipped with an aerial device, the aerial device shall meet the requirements of Chapter 19.

**5.3.2** Provisions shall be made to ensure that the pump operator is not in contact with the ground.

**5.4 Foam Proportioning System.** If the pumper is equipped with a foam proportioning system, it shall meet the requirements of Chapter 20.

**5.5\* Water Tank.** The pumper shall be equipped with a water tank(s) that meets the requirements of Chapter 18 and that has a minimum certified capacity (combined, if applicable) of 300 gal (1100 L).

**5.6\* Equipment Storage.** A minimum of 40 ft<sup>3</sup> (1.1 m<sup>3</sup>) of enclosed weather-resistant compartmentation that meets the requirements of Section 15.1 shall be provided for the storage of equipment.

**5.7\* Hose Storage.** Hose bed area(s), compartments, or reels that comply with Section 15.10 shall be provided to accommodate the following:

- (1) A minimum hose storage area of 30 ft<sup>3</sup> (0.8 m<sup>3</sup>) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft<sup>3</sup> (0.1 m<sup>3</sup>), to accommodate 1½ in. (38 mm) or larger preconnected fire hose lines

**5.8\* Equipment Supplied by the Contractor.** The contractor shall supply the equipment listed in 5.8.1 and 5.8.2 and shall provide and install such brackets or compartments as are necessary to mount the equipment.

### 5.8.1 Ground Ladders.

**5.8.1.1** All fire department ground ladders carried on the apparatus shall meet the requirements of NFPA 1931, except as permitted by 5.8.1.3 and 5.8.1.4.

**5.8.1.2\*** At a minimum, the following fire department ground ladders shall be carried on the apparatus:

- (1) One straight ladder equipped with roof hooks
- (2) One extension ladder
- (3) One folding ladder

**5.8.1.3** Stepladders and other types of multipurpose ladders meeting ANSI A14.2, *Ladders — Portable Metal — Safety Requirements*, or ANSI A14.5, *Ladders — Portable Reinforced Plastic — Safety Requirements*, with duty ratings of Type 1A or 1AA shall be permitted to be substituted for the folding ladder required in 5.8.1.2(3).

**5.8.1.4** Stepladders and other types of multipurpose ladders shall be permitted to be carried in addition to the minimum fire department ground ladders specified in 5.8.1.2 provided they meet either ANSI A14.2 or ANSI A14.5 with duty ratings of Type 1A or 1AA.

### 5.8.2 Suction Hose or Supply Hose.

**5.8.2.1** A minimum of 20 ft (6 m) of suction hose or 15 ft (4.5 m) of supply hose shall be carried.

**5.8.2.1.1** Where suction hose is provided, a suction strainer shall be furnished.

**5.8.2.1.2** Where suction hose is provided, the friction and entrance loss of the combination suction hose and strainer shall not exceed the losses listed in Table 16.2.4.1(b) or Table 16.2.4.1(c).

**5.8.2.1.3** Where supply hose is provided, it shall have couplings compatible with the local hydrant outlet connection on one end and the pump intake connection on the other end.

**5.8.2.2** Suction hose and supply hose shall meet the requirements of NFPA 1961.

**5.8.2.3\*** The purchaser shall specify whether suction hose or supply hose is to be provided, the length and size of the hose, the type and size of the couplings, the manner in which the hose is to be carried on the apparatus, and the style of brackets desired.

### 5.9\* Minor Equipment.

**5.9.1 General.** The equipment listed in 5.9.3 and 5.9.4 shall be available on the pumper fire apparatus before the apparatus is placed in service.

**5.9.2** A detailed list of who is to furnish the items and the method for organizing and mounting these items shall be supplied by the purchasing authority.

**5.9.3\* Fire Hose and Nozzles.** The following fire hose and nozzles shall be carried on the apparatus:

- (1) 800 ft (240 m) of 2½ in. (65 mm) or larger fire hose
- (2) 400 ft (120 m) of 1½ in. (38 mm), 1¾ in. (45 mm), or 2 in. (52 mm) fire hose
- (3) One handline nozzle, 200 gpm (750 L/min) minimum
- (4) Two handline nozzles, 95 gpm (360 L/min) minimum
- (5) One smoothbore or combination nozzle with 2½ in. shut-off that flows a minimum of 250 gpm

**5.9.4\* Miscellaneous Equipment.** The following additional equipment shall be carried on the apparatus:

- (1) One 6 lb (2.7 kg) flathead axe
- (2) One 6 lb (2.7 kg) pickhead axe
- (3) One 6 ft (2 m) pike pole or plaster hook
- (4) One 8 ft (2.4 m) or longer pike pole
- (5) Two portable hand lights
- (6) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating
- (7) One 2½ gal (9.5 L) or larger water extinguisher

- (8) One self-contained breathing apparatus (SCBA) complying with NFPA 1981 for each assigned seating position, but not fewer than four, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer
- (9) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space
- (10) One first aid kit
- (11) Four combination spanner wrenches
- (12) Two hydrant wrenches
- (13) One double female 2½ in. (65 mm) adapter with National Hose (NH) threads
- (14) One double male 2½ in. (65 mm) adapter with NH threads
- (15) One rubber mallet, suitable for use on suction hose connections
- (16) Two salvage covers each a minimum size of 12 ft × 14 ft (3.7 m × 4.3 m)
- (17) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (18) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (19) Five fluorescent orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroreflective white band no more than 4 in. (102 mm) from the top of the cone, and an additional 4 in. (102 mm) retroreflective white band 2 in. (51 mm) below the 6 in. (152 mm) band
- (20) Five illuminated warning devices such as highway flares, unless the five fluorescent orange traffic cones have illuminating capabilities
- (21) One automatic external defibrillator (AED)

**5.9.4.1** If the supply hose carried does not use sexless couplings, an additional double female adapter and double male adapter, sized to fit the supply hose carried, shall be carried mounted in brackets fastened to the apparatus.

**5.9.4.2** If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side shall be carried. Any intake connection larger than 3 in. (75 mm) shall include a pressure relief device that meets the requirements of 16.6.6.

**5.9.4.3** If the pumper is equipped with an aerial device with a permanently mounted ladder, four ladder belts meeting the requirements of NFPA 1983, shall be provided.

**5.9.4.4** If the apparatus does not have a 2½ in. intake with NH threads, an adapter from 2½ in. NH female to a pump intake shall be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.

**5.9.4.5** If the supply hose carried has other than 2½ in. NH threads, adapters shall be carried to allow feeding the supply hose from a 2½ in. NH thread male discharge and to allow the hose to connect to a 2½ in. NH female intake, mounted in

brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

## Chapter 6 Initial Attack Fire Apparatus

**6.1 General.** If the apparatus is to function as an initial attack fire apparatus, it shall meet the requirements of this chapter.

**6.2 Fire Pump.** The apparatus shall be equipped with a fire pump that meets the requirements of Chapter 16 and that has a minimum rated capacity of 250 gpm (1000 L/min).

**6.3 Aerial Device. (Reserved)**

**6.4 Foam Proportioning System.** If the initial attack apparatus is equipped with a foam proportioning system, it shall meet the requirements of Chapter 20.

**6.5 Water Tank.** Initial attack apparatus shall be equipped with a water tank(s) that meets the requirements of Chapter 18 and that has a minimum certified capacity (combined, if applicable) of 200 gal (750 L).

**6.6\* Equipment Storage.** A minimum of 22 ft<sup>3</sup> (0.62 m<sup>3</sup>) of enclosed weather-resistant compartmentation that meets the requirements of Section 15.1 shall be provided for the storage of equipment.

**6.7\* Hose Storage.** Hose bed area(s), compartments, or reels that meet the requirements of Section 15.10 shall be provided to accommodate the following:

- (1) A minimum hose storage area of 10 ft<sup>3</sup> (0.3 m<sup>3</sup>) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft<sup>3</sup> (0.1 m<sup>3</sup>), to accommodate 1½ in. (38 mm) or larger preconnected fire hose lines

**6.8\* Equipment Supplied by the Contractor.** The contractor shall supply the equipment listed in 6.8.1 and 6.8.2 and shall provide and install such brackets or compartments as are necessary to mount the equipment.

### 6.8.1 Ground Ladders.

**6.8.1.1** A 12 ft (3.7 m) or longer combination or extension-type fire department ground ladder shall be carried on the apparatus.

**6.8.1.2** All fire department ground ladders on the apparatus shall meet the requirements of NFPA 1931, except as permitted by 6.8.1.3.

**6.8.1.3** Stepladders and other types of multipurpose ladders shall be permitted to be carried in addition to the minimum fire department ground ladders specified in 6.8.1.1 provided they meet either ANSI A14.2 or ANSI A14.5 with duty ratings of Type IA or IAA.

### 6.8.2 Suction Hose or Supply Hose.

**6.8.2.1** A minimum of 20 ft (6 m) of suction hose or 15 ft (4.5 m) of supply hose shall be carried.

**6.8.2.1.1** Where suction hose is provided, a suction strainer shall be furnished.

**6.8.2.1.2** Where suction hose is provided, the friction and entrance loss of the combination suction hose and strainer shall not exceed the losses listed in Table 16.2.4.1(b) or Table 16.2.4.1(c).

**6.8.2.1.3** Where supply hose is provided, it shall have couplings compatible with the local hydrant outlet connection on one end and the pump intake connection on the other end.

**6.8.2.2** Suction hose and supply hose shall meet the requirements of NFPA 1961.

**6.8.2.3\*** The purchaser shall specify whether suction hose or supply hose is to be provided, the length and size of the hose, the type and size of the couplings, the manner in which the hose is to be carried on the apparatus, and the style of brackets desired.

### **6.9\* Minor Equipment.**

**6.9.1 General.** The equipment listed in 6.9.3 and 6.9.4 shall be available on the initial attack fire apparatus before the apparatus is placed in service.

**6.9.2** A detailed list of who is to furnish the items and the method for organizing and mounting these items shall be supplied by the purchasing authority.

**6.9.3 Fire Hose and Nozzles.** The following fire hose and nozzles shall be carried on the apparatus:

- (1) 300 ft (90 m) of 2½ in. (65 mm) or larger fire hose
- (2) 400 ft (120 m) of 1½ in. (38 mm), 1¾ in. (45 mm), or 2 in. (52 mm) fire hose
- (3) Two handline nozzles, 95 gpm (360 L/min) minimum

**6.9.4\* Miscellaneous Equipment.** The following additional equipment shall be carried on the apparatus:

- (1) One 6 lb (2.7 kg) pickhead axe
- (2) One 6 ft (2 m) pike pole or plaster hook
- (3) Two portable hand lights
- (4) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating
- (5) One 2½ gal (9.5 L) or larger water extinguisher
- (6) One SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than two, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer
- (7) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s)
- (8) One first aid kit
- (9) Two combination spanner wrenches
- (10) One hydrant wrench
- (11) One double female adapter, sized to fit 2½ in. (65 mm) or larger fire hose
- (12) One double male adapter, sized to fit 2½ in. (65 mm) or larger fire hose
- (13) One rubber mallet, for use on suction hose connections,
- (14) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (15) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (16) Five fluorescent orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroreflective white band no more than 4 in. (102 mm) from the top of the cone, and an additional

4 in. (102 mm) retroreflective white band 2 in. (51 mm) below the 6 in. (152 mm) band

- (17) Five illuminated warning devices such as highway flares, unless the five fluorescent orange traffic cones have illuminating capabilities
- (18) One automatic external defibrillator (AED)

### **6.9.4.1 Reserved.**

**6.9.4.2** If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side shall be carried. Any intake connection larger than 3 in. (75 mm) shall include a pressure relief device that meets the requirements of 16.6.6.

### **6.9.4.3 Reserved.**

**6.9.4.4** If the apparatus does not have a 2½ in. intake with NH threads, an adapter from 2½ in. NH female to a pump intake shall be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.

**6.9.4.5** If the supply hose carried has other than 2½ in. NH threads, adapters shall be carried to allow feeding the supply hose from a 2½ in. NH thread male discharge and to allow the hose to connect to a 2½ in. NH female intake, mounted in brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

## **Chapter 7 Mobile Water Supply Fire Apparatus**

**7.1 General.** If the apparatus is to function as a mobile water supply apparatus, it shall meet the requirements of this chapter.

**7.2 Fire Pump.** If the apparatus is equipped with a fire pump, the pump shall meet the requirements of Chapter 16.

### **7.3 Aerial Device. (Reserved)**

**7.4 Foam Proportioning System.** If the apparatus is equipped with a foam proportioning system, it shall meet the requirements of Chapter 20.

**7.5 Water Tank.** The mobile water supply apparatus shall be equipped with a water tank(s) that meets the requirements of Chapter 18 and that has a minimum certified capacity (combined, if applicable) of 1000 gal (4000 L).

**7.6\* Equipment Storage.** A minimum of 10 ft<sup>3</sup> (0.0.3 m<sup>3</sup>) of enclosed weather-resistant compartmentation meeting the requirements of Section 15.1 shall be provided for the storage of equipment.

### **7.7\* Hose Storage.**

**7.7.1** Hose bed area(s), compartments, or reels that comply with Section 15.10 shall be provided to accommodate a minimum hose storage area of 6 ft<sup>3</sup> (0.8 m<sup>3</sup>) for 2½ in. (65 mm) or larger fire hose.

**7.7.2** If the apparatus is equipped with a pump, storage for a minimum of 100 ft (30 m) of 1½ in. (38 mm) or larger fire hose for a protection line shall be provided.

**7.8\* Equipment Supplied by the Contractor.** The contractor shall supply the equipment listed in 7.8.1 and 7.8.2 and shall

provide and install such brackets or compartments as are necessary to mount the equipment.

**7.8.1 Ground Ladders.** Not required unless specified by the purchaser.

**7.8.2 Suction Hose or Supply Hose.** If the mobile water supply fire apparatus is equipped with a pump, the requirements in 7.9.1 through 7.9.3 shall apply.

**7.8.2.1** A minimum of 20 ft (6 m) of suction hose or 15 ft (4.5 m) of supply hose shall be carried.

**7.8.2.1.1** Where suction hose is provided, a suction strainer shall be furnished.

**7.8.2.1.2** Where suction hose is provided, the friction and entrance loss of the combination suction hose and strainer shall not exceed the losses listed in Table 16.2.4.1(b) or Table 16.2.4.1(c).

**7.8.2.1.3** Where supply hose is provided, it shall have couplings compatible with the local hydrant outlet connection on one end and the pump intake connection on the other end.

**7.8.2.2** Suction hose and supply hose shall meet the requirements of NFPA 1961.

**7.8.2.3\*** The purchaser shall specify whether suction hose or supply hose is to be provided, the length and size of the hose, the type and size of the couplings, the manner in which the hose is to be carried on the apparatus, and the style of brackets desired.

#### **7.9\* Minor Equipment.**

**7.9.1 General.** The equipment listed in 7.9.3 and 7.9.4 shall be available on the mobile water supply apparatus before the apparatus is placed in service.

**7.9.2** A detailed list of who is to furnish the items and the method for organizing and mounting these items shall be supplied by the purchasing authority.

#### **7.9.3 Fire Hose and Nozzles.**

**7.9.3.1** The mobile water supply apparatus shall be equipped with at least 200 ft (60 m) of 2½ in. (65 mm) or larger fire hose.

**7.9.3.2\*** If the mobile water supply apparatus is equipped with a fire pump, the following shall be provided:

- (1) 100 ft (30 m) of 1½ in. (38 mm), 1¾ in. (45 mm), or 2 in. (52 mm) fire hose
- (2) One handline nozzle, 95 gpm (360 L/min) minimum

**7.9.4\* Miscellaneous Equipment.** Mobile water supply fire apparatus shall be equipped with at least the following equipment:

- (1) Two portable hand lights
- (2) One approved dry chemical portable fire extinguisher with a minimum 3A-40B:C rating
- (3) One first aid kit
- (4) Two combination spanner wrenches
- (5) One hydrant wrench
- (6) One double female adapter, sized to fit 2½ in. (65 mm) or larger fire hose
- (7) One double male adapter, sized to fit 2½ in. (65 mm) or larger fire hose

- (8) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (9) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (10) Five fluorescent orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroreflective white band no more than 4 in. (102 mm) from the top of the cone, and an additional 4 in. (102 mm) retroreflective white band 2 in. (51 mm) below the 6 in. (152 mm) band
- (11) Five illuminated warning devices such as highway flares, unless the five fluorescent orange traffic cones have illuminating capabilities
- (12) One automatic external defibrillator (AED)

#### **7.9.4.1 Reserved.**

**7.9.4.2** If the mobile water supply apparatus is equipped with a fire pump and none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side shall be carried. Any intake connection larger than 3 in. (75 mm) shall include a pressure relief device that meets the requirements of 16.6.6.

**7.9.4.3** If the mobile water supply apparatus is equipped with a fire pump, a rubber mallet for use on suction hose connections shall be carried.

**7.9.4.4** If the apparatus does not have a 2½ in. intake with NH threads, an adapter from 2½ in. NH female to a pump intake shall be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.

**7.9.4.5** If the supply hose carried has other than 2½ in. NH threads, adapters shall be carried to allow feeding the supply hose from a 2½ in. NH thread male discharge and to allow the hose to connect to a 2½ in. NH female intake, mounted in brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

## **Chapter 8 Aerial Fire Apparatus**

### **8.1 General.**

**8.1.1** If the apparatus is to function as an aerial fire apparatus, it shall meet the requirements of this chapter.

**8.1.2** If the apparatus is to function as a pumper with an aerial device, it shall meet all the requirements of Chapter 5 instead of Chapter 8.

**8.2\* Fire Pump.** If the apparatus is equipped with a fire pump, the pump shall meet the requirements of Chapter 16.

**8.2.1** Provisions shall be made to ensure that the pump operator is not in contact with the ground.

**8.2.2** If the aerial fire apparatus is equipped with a fire pump that is intended to supply water to a permanently mounted waterway, the fire pump shall be capable of supplying the flow

requirements of 19.6.1, 19.12.1, or 19.16.1 with a maximum intake gauge pressure of 20 psi (138 kPa).

**8.3 Aerial Device.** The apparatus shall be equipped with an aerial ladder, elevating platform, or water tower that meets the requirements of Chapter 19.

**8.4 Foam Proportioning System.** If the aerial fire apparatus is equipped with a foam proportioning system, it shall meet the requirements of Chapter 20.

**8.5 Water Tank.** If the aerial fire apparatus is equipped with a water tank, it shall meet the requirements of Chapter 18.

**8.6\* Equipment Storage.** A minimum of 40 ft<sup>3</sup> (1.1 m<sup>3</sup>) of enclosed weather-resistant compartmentation meeting the requirements of Section 15.1 shall be provided for the storage of equipment.

**8.7 Hose Storage.**

**8.7.1\*** Any space on the aerial fire apparatus designed to carry fire hose shall meet the requirements of Section 15.10.

**8.7.2** If the apparatus is equipped with a fire pump and a water tank, two areas, each a minimum of 3.5 ft<sup>3</sup> (0.1 m<sup>3</sup>), to accommodate 1½ in. (38 mm) or larger preconnected fire hose lines shall be provided.

**8.8\* Equipment Supplied by the Contractor.** The contractor shall supply the equipment listed in 8.8.1 and shall provide and install such brackets or compartments as are necessary to mount the equipment.

**8.8.1 Ground Ladders.**

**8.8.1.1** All fire department ground ladders carried on the apparatus shall meet the requirements of NFPA 1931, except as permitted by 8.8.1.4 and 8.8.1.5.

**8.8.1.2\*** A minimum of 115 ft (35 m) of fire department ground ladders shall be supplied and installed by the contractor.

**8.8.1.3\*** As a minimum, the following types of ladders shall be provided:

- (1) One folding ladder
- (2) Two straight ladders (with folding roof hooks)
- (3) Two extension ladders

**8.8.1.4** Stepladders and other types of multipurpose ladders meeting ANSI A14.2, *Ladders — Portable Metal — Safety Requirements*, or ANSI A14.5, *Ladders — Portable Reinforced Plastic — Safety Requirements*, with duty ratings of Type 1A or 1AA shall be permitted to be substituted for the folding ladder required in 8.8.1.3(1).

**8.8.1.5** Stepladders and other types of multipurpose ladders shall be permitted to be carried in addition to the minimum fire department ground ladders specified in 8.8.1.3 provided they meet either ANSI A14.2 or ANSI A14.5 with duty ratings of Type 1A or 1AA.

**8.8.2 Reserved.**

**8.9\* Minor Equipment.**

**8.9.1** The equipment listed in 8.9.3 and 8.9.4 shall be available on the aerial fire apparatus before the apparatus is placed in service.

**8.9.2** A detailed list of who is to furnish the items and the method for organizing and mounting these items shall be supplied by the purchasing authority.

**8.9.3\*** Aerial fire apparatus shall be equipped with at least the following equipment:

- (1) Two 6 lb (2.7 kg) flathead axes
- (2) Three 6 lb (2.7 kg) pickhead axes
- (3) Four pike poles
- (4) Two 3 ft to 4 ft (1 m to 1.2 m) plaster hooks with D handles
- (5) Two crowbars
- (6) Two claw tools
- (7) Two 12 lb (5 kg) sledgehammers
- (8) Four portable hand lights
- (9) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating
- (10) One 2½ gal (9.5 L) or larger water extinguisher
- (11) One SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than four, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer
- (12) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s)
- (13) One first aid kit
- (14) Six salvage covers, each a minimum size of 12 ft × 18 ft (3.6 m × 5.5 m)
- (15) Four combination spanner wrenches
- (16) Two scoop shovels
- (17) One pair of bolt cutters, 24 in. (0.6 m) minimum
- (18) Four ladder belts meeting the requirements of NFPA 1983
- (19) One 150 ft (45 m) light-use life safety rope meeting the requirements of NFPA 1983
- (20) One 150 ft (45 m) general-use life safety rope meeting the requirements of NFPA 1983
- (21) Two 150 ft (45 m) utility ropes having a breaking strength of at least 5000 lb (2300 kg)
- (22) One box of tools to include the following:
  - (a) One hacksaw with three blades
  - (b) One keyhole saw
  - (c) One 12 in. (0.3 m) pipe wrench
  - (d) One 24 in. (0.6 m) pipe wrench
  - (e) One ballpeen hammer
  - (f) One pair of tin snips
  - (g) One pair of pliers
  - (h) One pair of lineman's pliers
  - (i) Assorted types and sizes of screwdrivers
  - (j) Assorted adjustable wrenches
  - (k) Assorted combination wrenches
- (23) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (24) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (25) Five fluorescent orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroreflective white band no more than 4 in.

- (102 mm) from the top of the cone, and an additional 4 in. (102 mm) retroreflective white band 2 in. (51 mm) below the 6 in. (152 mm) band
- (26) Five illuminated warning devices such as highway flares, unless the five fluorescent orange traffic cones have illuminating capabilities
- (27) One automatic external defibrillator (AED)

**8.9.4** If the aerial fire apparatus is equipped with a fire pump, the requirements of 8.9.4.1 through 8.9.4.3 shall apply.

**8.9.4.1** The following equipment shall be provided:

- (1) One double female 2½ in. (65 mm) adapter with National Hose (NH) threads
- (2) One double male 2½ in. (65 mm) adapter with NH threads
- (3) One rubber mallet, for use on suction hose connections
- (4) Two hydrant wrenches

**8.9.4.2** If the supply hose carried does not use sexless couplings, an additional double female adapter and double male adapter, sized to fit the supply hose carried, shall be carried mounted in brackets fastened to the apparatus.

**8.9.4.3** If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side shall be carried. Any intake connection larger than 3 in. (75 mm) shall include a pressure relief device that meets the requirements of 16.6.6.

**8.9.4.4** If the apparatus does not have a 2½ in. intake with NH threads, an adapter from 2½ in. NH female to a pump intake shall be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.

**8.9.4.5** If the supply hose carried has other than 2½ in. NH threads, adapters shall be carried to allow feeding the supply hose from a 2½ in. NH thread male discharge and to allow the hose to connect to a 2½ in. NH female intake, mounted in brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

**8.9.5\*** If the aerial fire apparatus does not have a prepped waterway provided, the following equipment shall be furnished:

- (1) Manual ladder pipe with 1¼ in. (32 mm), 1⅝ in. (35 mm), and 1½ in. (38 mm) tips or electric ladder pipe with automatic nozzle that can be attached to the aerial ladder
- (2) Sufficient length(s) of 3 in. (75 mm) or larger attack hose complying with the requirements of NFPA 1961 to reach between the installed ladder pipe and the ground with at least 10 ft (3 m) of hose available on the ground with the ladder at full extension
- (3) One hose strap for each ladder section
- (4) Halyards to control the ladder pipe from ground level (for manual ladder pipe only)

**8.9.5.1** A bracket for carrying the detachable ladder pipe shall be provided on the apparatus and shall be designed so that the ladder pipe clamps will not have to be readjusted to secure the pipe to the aerial ladder.

**8.9.5.2** The horizontal traverse of the detachable ladder pipe shall not exceed the aerial ladder manufacturer's recommendations.

**8.9.5.3** The ladder pipe shall be capable of swiveling 135 degrees from a line parallel to the ladder and down.

## Chapter 9 Quint Fire Apparatus

**9.1 General.** If the apparatus is to function as a quint, it shall meet the requirements of this chapter.

**9.2 Fire Pump.**

**9.2.1** The apparatus shall be equipped with a fire pump that meets the requirements of Chapter 16 and has a minimum rated capacity of 1000 gpm (4000 L/min).

**9.2.2** The fire pump shall be capable of supplying the flow requirements of 19.6.1 or 19.12.1 with a maximum intake gauge pressure of 20 psi (138 kPa).

**9.2.3** Provisions shall be made to ensure that the pump operator is not in contact with the ground.

**9.3 Aerial Device.** The apparatus shall be equipped with an aerial ladder or an elevating platform with a permanently installed waterway that meets the requirements of Chapter 19.

**9.4 Foam Proportioning System.** If the apparatus is equipped with a foam proportioning system, it shall meet the requirements of Chapter 20.

**9.5 Water Tank.** The apparatus shall be equipped with a water tank(s) that meets the requirements of Chapter 18 and that has a minimum certified capacity (combined, if applicable) of 300 gal (1100 L).

**9.6\* Equipment Storage.** A minimum of 40 ft<sup>3</sup> (1.1 m<sup>3</sup>) of enclosed weather-resistant compartmentation that meets the requirements of Section 15.1 shall be provided for the storage of equipment.

**9.7\* Hose Storage.** Hose bed area(s), compartments, or reels that comply with Section 15.10 shall be provided to accommodate the following:

- (1) A minimum hose storage area of 30 ft<sup>3</sup> (0.8 m<sup>3</sup>) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft<sup>3</sup> (0.1 m<sup>3</sup>), to accommodate 1½ in. (38 mm) or larger preconnected fire hose lines

**9.8\* Equipment Supplied by the Contractor.** The contractor shall supply the equipment listed in 9.8.1 and 9.8.2 and shall provide and install such brackets or compartments as are necessary to mount the equipment.

**9.8.1 Ground Ladders.**

**9.8.1.1** The quint shall carry a minimum of 85 ft (26 m) of fire department ground ladders to include at least one extension ladder, one straight ladder equipped with roof hooks, and one folding ladder.

**9.8.1.2** All ground ladders carried on the apparatus shall meet the requirements of NFPA 1931, except as permitted by 9.8.1.3 and 9.8.1.4.

**9.8.1.3** Stepladders and other types of multipurpose ladders meeting ANSI A14.2, *Ladders — Portable Metal — Safety Requirements*, or ANSI A14.5, *Ladders — Portable Reinforced Plastic — Safety Requirements*, with duty ratings of Type 1A or 1AA shall be

permitted to be substituted for the folding ladder required in 9.8.1.1.

**9.8.1.4 Stepladders** and other types of multipurpose ladders shall be permitted to be carried in addition to the minimum fire department ground ladders specified in 9.8.1.1 provided they meet either ANSI A14.2 or ANSI A14.5 with duty ratings of Type 1A or 1AA.

**9.8.2 Suction Hose or Supply Hose.**

**9.8.2.1** A minimum of 20 ft (6 m) of suction hose or 15 ft (4.5 m) of supply hose shall be carried.

**9.8.2.1.1** Where suction hose is provided, a suction strainer shall be furnished.

**9.8.2.1.2** Where suction hose is provided, the friction and entrance loss of the combination suction hose and strainer shall not exceed the losses listed in Table 16.2.4.1(b) or Table 16.2.4.1(c).

**9.8.2.1.3** Where supply hose is provided, it shall have couplings compatible with the local hydrant outlet connection on one end and the pump intake connection on the other end.

**9.8.2.2** Suction hose and supply hose shall meet the requirements of NFPA 1961.

**9.8.2.3\*** The purchaser shall specify whether suction hose or supply hose is to be provided, the length and size of the hose, the type and size of the couplings, the manner in which the hose is to be carried on the apparatus, and the style of brackets desired.

**9.9\* Minor Equipment.**

**9.9.1** The equipment listed in 9.9.3 and 9.9.4 shall be available on the quint fire apparatus before the apparatus is placed in service.

**9.9.2** A detailed list of who is to furnish the items and the method for organizing and mounting these items shall be supplied by the purchasing authority.

**9.9.3\* Fire Hose and Nozzles.** The following fire hose and nozzles shall be carried on the apparatus:

- (1) 800 ft (240 m) of 2½ in. (65 mm) or larger fire hose, in any combination
- (2) 400 ft (120 m) of 1½ in. (38 mm), 1¾ in. (45 mm), or 2 in. (52 mm) fire hose, in any combination
- (3) One handline nozzle, 200 gpm (750 L/min) minimum
- (4) Two handline nozzles, 95 gpm (360 L/min) minimum
- (5) One playpipe with shutoff and 1 in. (25 mm), 1⅝ in. (29 mm), and 1¼ in. (32 mm) tips

**9.9.4\* Miscellaneous Equipment.** The following additional equipment shall be carried on the apparatus:

- (1) One 6 lb (2.7 kg) flathead axe
- (2) One 6 lb (2.7 kg) pickhead axe
- (3) One 6 ft (2 m) pike pole or plaster hook
- (4) One 8 ft (2.4 m) or longer pike pole
- (5) Two portable hand lights
- (6) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating
- (7) One 2½ gal (9.5 L) or larger water extinguisher
- (8) One SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than four, mounted in

brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer

- (9) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s)
- (10) One first aid kit
- (11) Four combination spanner wrenches
- (12) Two hydrant wrenches
- (13) One double female 2½ in. (65 mm) adapter with National Hose (NH) threads
- (14) One double male 2½ in. (65 mm) adapter with NH threads
- (15) One rubber mallet, for use on suction hose connections
- (16) Four salvage covers, each a minimum size of 12 ft × 14 ft (3.7 m × 4.3 m)
- (17) Four ladder belts meeting the requirements of NFPA 1983
- (18) One 150 ft (45 m) light-use life safety rope meeting the requirements of NFPA 1983
- (19) One 150 ft (45 m) general-use life safety rope meeting the requirements of NFPA 1983
- (20) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (21) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (22) Five fluorescent orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroreflective white band no more than 4 in. (102 mm) from the top of the cone, and an additional 4 in. (102 mm) retroreflective white band 2 in. (51 mm) below the 6 in. (152 mm) band
- (23) Five illuminated warning devices such as highway flares, unless the five fluorescent orange traffic cones have illuminating capabilities
- (24) One automatic external defibrillator (AED)

**9.9.4.1** If the supply hose carried does not use sexless couplings, an additional double female adapter and double male adapter, sized to fit the supply hose carried, shall be carried mounted in brackets fastened to the apparatus.

**9.9.4.2** If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side shall be carried. Any intake connection larger than 3 in. (75 mm) shall include a pressure relief device that meets the requirements of 16.6.6.

**9.9.4.3 Reserved.**

**9.9.4.4** If the apparatus does not have a 2½ in. intake with NH threads, an adapter from 2½ in. NH female to a pump intake shall be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.

**9.9.4.5** If the supply hose carried has other than 2½ in. NH threads, adapters shall be carried to allow feeding the supply hose from a 2½ in. NH thread male discharge and to allow the hose to connect to a 2½ in. NH female intake, mounted in



brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

## Chapter 10 Special Service Fire Apparatus

**10.1 General.** If the apparatus is to function as a special service fire apparatus, it shall meet the requirements of this chapter.

**10.2 Fire Pump.** If the apparatus is equipped with a fire pump, the pump shall meet the requirements of Chapter 16.

**10.3 Reserved.**

**10.4 Reserved.**

**10.5 Reserved.**

**10.6\* Equipment Storage.** A minimum of 120 ft<sup>3</sup> (3.4 m<sup>3</sup>) of enclosed weather-resistant compartmentation meeting the requirements of Section 15.1 shall be provided for the storage of equipment.

**10.7 Reserved.**

**10.8\* Equipment Supplied by the Contractor.** If the apparatus is designed to carry ground ladders or has a pump, the contractor shall supply the equipment listed in 10.8.1 and 10.8.2 and shall provide and install such brackets or compartments as are necessary to mount the equipment.

### 10.8.1 Ground Ladders.

**10.8.1.1** If fire department ground ladders are carried on the apparatus, they shall meet the requirements of NFPA 1931 except as permitted by 10.8.1.2.

**10.8.1.2** Stepladders and other types of multipurpose ladders shall be permitted to be carried provided they meet either ANSI A14.2, *Ladders — Portable Metal — Safety Requirements*, or ANSI A14.5, *Ladders — Portable Reinforced Plastic — Safety Requirements*, with duty ratings of Type IA or IAA.

**10.8.2 Suction Hose or Supply Hose.** If the special service fire apparatus is equipped with a pump, the requirements in 10.8.2.1 through 10.8.2.3 shall apply.

**10.8.2.1** A minimum of 20 ft (6 m) of suction hose or 15 ft (4.5 m) of supply hose shall be carried.

**10.8.2.1.1** Where suction hose is provided, a suction strainer shall be furnished.

**10.8.2.1.2** Where suction hose is provided, the friction and entrance loss of the combination suction hose and strainer shall not exceed the losses listed in Table 16.2.4.1(b) or Table 16.2.4.1(c).

**10.8.2.1.3** Where supply hose is provided, it shall have couplings compatible with the local hydrant outlet connection on one end and the pump intake connection on the other end.

**10.8.2.2** Suction and supply hose shall meet the requirements of NFPA 1961.

**10.8.2.3\*** The purchaser shall specify whether suction hose or supply hose is to be provided, the length and size of the hose, the type and size of the couplings, the manner in which the hose is to be carried on the apparatus, and the style of brackets desired.

### 10.9\* Minor Equipment.

**10.9.1 General.** The equipment listed in 10.9.3 shall be available on the special service fire apparatus before the apparatus is placed in service.

**10.9.2** A detailed list of who is to furnish the items and the method for organizing and mounting these items shall be supplied by the purchasing authority.

**10.9.3\*** The following equipment shall be carried on the apparatus:

- (1) Two portable hand lights
- (2) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating
- (3) One 2½ gal (9.5 L) or larger water extinguisher
- (4) One SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than two, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer
- (5) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s)
- (6) One first aid kit
- (7) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (8) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (9) Five fluorescent orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroreflective white band no more than 4 in. (102 mm) from the top of the cone, and an additional 4 in. (102 mm) retroreflective white band 2 in. (51 mm) below the 6 in. (152 mm) band
- (10) Five illuminated warning devices such as highway flares, unless the five fluorescent orange traffic cones have illuminating capabilities
- (11) One automatic external defibrillator (AED)

## Chapter 11 Mobile Foam Fire Apparatus

**11.1 General.** If the apparatus is to function as a mobile foam fire apparatus, it shall meet the requirements of this chapter.

**11.2 Fire Pump.** The apparatus shall be equipped with a fire pump that has a minimum rated capacity of 750 gpm (3000 L/min) and meets the requirements of Chapter 16.

**11.3 Aerial Device.** If the mobile foam fire apparatus is equipped with an aerial device, the requirements of 11.3.1 through 11.3.3 shall apply.

**11.3.1** The aerial device shall meet the requirements of Chapter 19.

**11.3.2** The aerial device shall be equipped with a permanently mounted waterway, and the fire pump shall be capable of supplying the flow requirements of 19.6.1, 19.12.1, or 19.16.1 with a maximum intake gauge pressure of 20 psi (138 kPa).

**11.3.3** Provisions shall be made to ensure that the pump operator is not in contact with the ground.

**11.4 Foam Proportioning System.** The apparatus shall be equipped with a foam proportioning system that meets the requirements of Chapter 20.

**11.5 Foam Tank.** The mobile foam fire apparatus shall be equipped with a foam concentrate tank(s) that meets the requirements of Section 20.6 and that has a minimum certified capacity (combined, if applicable) of 500 gal (2000 L).

**11.6\* Equipment Storage.** A minimum of 40 ft<sup>3</sup> (1.13 m<sup>3</sup>) of enclosed weather-resistant compartmentation that meets the requirements of Section 15.1 shall be provided for the storage of equipment.

**11.7\* Hose Storage.** Hose bed area(s), compartments, or reels that comply with Section 15.10 shall be provided to accommodate the following:

- (1) A minimum hose storage area of 30 ft<sup>3</sup> (0.8 m<sup>3</sup>) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft<sup>3</sup> (0.1 m<sup>3</sup>), to accommodate 1½ in. (38 mm) or larger preconnected fire hose lines

**11.8\* Equipment Supplied by the Contractor.** The contractor shall supply the equipment listed in 11.8.2 and shall provide and install such brackets or compartments as are necessary to mount the equipment.

**11.8.1 Reserved.**

**11.8.2 Suction Hose or Supply Hose.**

**11.8.2.1** A minimum of 20 ft (6 m) of suction hose or 15 ft (4.5 m) of supply hose shall be carried.

**11.8.2.1.1** Where suction hose is provided, a suction strainer shall be furnished.

**11.8.2.1.2** Where suction hose is provided, the friction and entrance loss of the combination suction hose and strainer shall not exceed the losses listed in Table 16.2.4.1(b) or Table 16.2.4.1(c).

**11.8.2.1.3** Where supply hose is provided, it shall have couplings compatible with the local hydrant outlet connection on one end and the pump intake connection on the other end.

**11.8.2.2** Suction hose and supply hose shall meet the requirements of NFPA 1961.

**11.8.2.3\*** The purchaser shall specify whether suction hose or supply hose is to be provided, the length and size of the hose, the type and size of the couplings, the manner in which the hose is to be carried on the apparatus, and the style of brackets desired.

**11.9\* Minor Equipment.**

**11.9.1 General.** The equipment listed in 11.9.3 and 11.9.4 shall be available on the mobile foam fire apparatus before the apparatus is placed in service.

**11.9.2** A detailed list of who is to furnish the items and the method for organizing and mounting these items shall be supplied by the purchasing authority.

**11.9.3\* Fire Hose and Nozzles.** The following fire hose and nozzles shall be carried on the apparatus:

- (1) 800 ft (240 m) of 2½ in. (65 mm) or larger fire hose, in any combination
- (2) 400 ft (120 m) of 1½ in. (38 mm), 1¾ in. (45 mm), or 2 in. (52 mm) fire hose, in any combination
- (3) Four foam or water handline nozzles, 200 gpm (750 L/min) minimum
- (4) Two foam or water handline nozzles, 95 gpm (360 L/min) minimum
- (5) One preconnected monitor, rated to discharge a minimum of 1000 gpm (4000 L/min), mounted on top of the fire apparatus with a spray or foam nozzle rated at a minimum of 1000 gpm (4000 L/min)

**11.9.4\* Miscellaneous Equipment.** The following additional equipment shall be carried on the apparatus:

- (1) One 6 lb (2.7 kg) pickhead axe
- (2) One 6 ft (2 m) pike pole or plaster hook
- (3) Two portable hand lights
- (4) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating
- (5) One SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than four, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer
- (6) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space
- (7) One first aid kit
- (8) Four combination spanner wrenches
- (9) Two hydrant wrenches
- (10) One double female 2½ in. (65 mm) adapter with National Hose (NH) threads
- (11) One double male 2½ in. (65 mm) adapter with NH threads
- (12) One rubber mallet, suitable for use on suction hose connections
- (13) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (14) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High-Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (15) Five fluorescent orange traffic cones not less than 28 in. (711 mm) in height, each equipped with a 6 in. (152 mm) retroreflective white band no more than 4 in. (102 mm) from the top of the cone, and an additional 4 in. (102 mm) retroreflective white band 2 in. (51 mm) below the 6 in. (152 mm) band
- (16) Five illuminated warning devices such as highway flares, unless the five fluorescent orange traffic cones have illuminating capabilities
- (17) One automatic external defibrillator (AED)

**11.9.4.1** If the supply hose carried does not use sexless couplings, an additional double female adapter and double male adapter, sized to fit the supply hose carried, shall be carried mounted in brackets fastened to the apparatus.

**11.9.4.2** If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose

used on one side and a swivel connection with pump intake threads on the other side shall be carried. Any intake connection larger than 3 in. (75 mm) shall include a pressure relief device that meets the requirements of 16.6.6.

**11.9.4.3** If the mobile foam fire apparatus is equipped with an aerial device with a permanently mounted ladder, four ladder belts meeting the requirements of NFPA 1983 shall be provided.

**11.9.4.4** If the apparatus does not have a 2½ in. intake with NH threads, an adapter from 2½ in. NH female to a pump intake shall be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.

**11.9.4.5** If the supply hose carried has other than 2½ in. NH threads, adapters shall be carried to allow feeding the supply hose from a 2½ in. NH thread male discharge and to allow the hose to connect to a 2½ in. NH female intake, mounted in brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

## Chapter 12 Chassis and Vehicle Components

**12.1\* Carrying Capacity.** The GAWR and the GCWR or GVWR of the chassis shall be adequate to carry the weight of the fire apparatus when loaded to its estimated in-service weight as defined in 12.1.2.

**12.1.1** The manufacturer shall establish the estimated in-service weight during the design of the fire apparatus.

**12.1.2** The estimated in-service weight shall include the following:

- (1) The chassis, body, and tank(s)
- (2) Full fuel, lubricant, and other chassis or component fluid tanks or reservoirs
- (3) Full water and other agent tanks
- (4)\* 250 lb (114 kg) in each seating position
- (5)\* Fixed equipment such as pumps, aerial devices, generators, reels, and air systems as installed
- (6) Ground ladders, suction hose, designed hose load in their hose beds and on their reels
- (7) An allowance for miscellaneous equipment that is the greatest of the the following:
  - (a) The values shown in Table 12.1.2
  - (b) A purchaser-provided list of equipment to be carried with weights
  - (c) A purchaser-specified miscellaneous equipment allowance

**12.1.3** The manufacturer shall engineer and design the fire apparatus such that the completed apparatus, when loaded to its estimated in-service weight, with all movable weights distributed as close as is practical to their intended in-service configuration, does not exceed the GVWR.

**12.1.4\*** A final manufacturer's certification of the GVWR or GCWR, along with a certification of each GAWR, shall be supplied on a label affixed to the vehicle.

**12.1.5** The fire apparatus manufacturer shall permanently affix a high-visibility label in a location visible to the driver while seated.

**12.1.5.1\*** The label shall show the height of the completed unequipped fire apparatus in feet and inches(meters), the

length of the completed fire apparatus in feet and inches (meters), and the GVWR in tons (metric tons).

**12.1.5.2** Wording on the label shall indicate that the information shown was current when the apparatus was manufactured and that, if the overall height changes while the vehicle is in service, the fire department must revise that dimension on the plate.

## 12.2 Engine and Engine System Design.

### 12.2.1\* Chassis Engine.

**12.2.1.1\*** An engine governor or electronic fuel control system shall be installed that will limit the speed of the engine under all conditions of operation to that speed established by the engine manufacturer, which shall be the maximum governed speed.

**12.2.1.2** Audible and visual warning devices that are visible from the driver's position shall be provided to alert the driver to high engine temperature or low oil-pressure conditions.

**12.2.1.3\*** Automatic engine shutdown systems shall not be permitted unless they are an integral part of the standard engine management system.

**12.2.1.4** Engine derate programming shall be permitted to be used to protect the engine.

### 12.2.1.5 Engine Speed Auxiliary Control Device.

**12.2.1.5.1\*** An engine speed auxiliary control device (high idle switch or throttle) shall be installed to allow an increase in the engine speed when the apparatus is parked.

**12.2.1.5.2\*** An interlock shall prevent the operation of the engine speed auxiliary control device unless the parking brake is engaged and the transmission is in neutral or park, or the parking brake is engaged and the engine is disengaged from the drive wheels.

**12.2.1.5.3** The engine shall be prevented from regulating its own engine speed during times when engine rpm control is critical for consistent apparatus functions such as generator, water pump, or aerial operation.

**12.2.1.6** The installation of the engine, transmission, and engine- and transmission-driven accessories [power takeoffs (PTOs), etc.] shall meet the engine and transmission manufacturers' installation recommendations for the service intended.

**12.2.1.7** An engine hourmeter shall be provided.

### 12.2.2 Cooling System.

**12.2.2.1\*** The engine's cooling system shall maintain a temperature in the engine at or below the engine manufacturer's maximum temperature rating under all conditions for which the apparatus is designed.

### 12.2.2.2 Drain Valves.

**12.2.2.2.1** Readily accessible drain valves shall be installed at the lowest point of the cooling system and at such other points as are necessary to permit complete removal of the coolant from the system.

**12.2.2.2.2\*** Drain valves shall be designed or positioned such that they will not open accidentally.

**12.2.2.3** The radiator shall be mounted to prevent the development of leaks caused by twisting or straining where the apparatus operates over uneven ground.

**12.2.3 Lubrication System.**

**12.2.3.1\*** The engine shall be provided with an oil filter of the type approved by the engine manufacturer.

**12.2.3.2** The engine oil fill pipe shall be large enough and located so as to allow easy filling.

**12.2.3.3** A permanent label in the driving compartment shall specify the quantity and type of the following fluids used in the vehicle and tire information:

- (1) Engine oil
- (2) Engine coolant
- (3) Chassis transmission fluid
- (4) Pump transmission lubrication fluid
- (5) Pump priming system fluid, if applicable
- (6) Drive axle(s) lubrication fluid
- (7) Air conditioning refrigerant
- (8) Air conditioning lubrication oil
- (9) Power steering fluid
- (10) Cab tilt mechanism fluid
- (11) Transfer case fluid
- (12) Equipment rack fluid
- (13) CAFS air compressor system lubricant
- (14) Generator system lubricant
- (15)\* Front tire cold pressure
- (16)\* Rear tire cold pressure
- (17) Maximum tire speed ratings

**12.2.4\* Air Intake System.**

**12.2.4.1\*** An air filter shall be provided in the engine's intake air system.

**12.2.4.2** Air inlet restrictions shall not exceed the engine manufacturer's recommendations.

**12.2.4.3\*** The air inlet shall be equipped with a means of separating water and burning embers from the air intake system.

**12.2.4.4** The requirement in 12.2.4.3 shall be permitted to be achieved by either of the following methods:

- (1) Provision of a device such that burning particulate matter larger than 0.039 in. (1.0 mm) in diameter cannot reach the air filter element
- (2) Provision of a multiscreen ember separator capable of meeting the test requirements defined in the Parker Hannafin, Racor Division, publication LF 1093-90, *Ember Separation Test Procedure*, or an equivalent test

**12.2.4.5** An air restriction indicator shall be mounted in the driving compartment and visible to the driver.

**12.2.5 Fuel System.**

**12.2.5.1 Diesel Engines.**

**12.2.5.1.1\*** The fuel supply lines and fuel filters shall meet the engine manufacturer's recommendations.

**12.2.5.1.2** The filters or strainers shall be of a serviceable type and mounted in an accessible location.

**12.2.5.1.3** Where two or more fuel lines are installed, separate fuel pumps operating in parallel with check valves and filtering devices shall be provided.

**12.2.5.1.4** The fuel line(s) shall be located or protected so as not to be subjected to excessive heating from any portion of an exhaust system.

**12.2.5.1.5** The line(s) shall be protected from mechanical damage.

**Table 12.1.2 Miscellaneous Equipment Allowance**

Apparatus Type	Apparatus Size	Equipment Allowance	
		lb	kg
Pumper fire apparatus	Less than 250 ft <sup>3</sup> (7 m <sup>3</sup> ) compartment space*	2,000	910
	250 ft <sup>3</sup> (7 m <sup>3</sup> ) or more of compartment space*	2,500	1,135
Initial attack fire apparatus	10,000 lb to 15,000 lb (4,500 kg to 7,000 kg) GVWR	900	410
	15,001 lb to 20,000 lb (7,001 kg to 9,000 kg) GVWR	1,500	680
	20,001 lb (9,000 kg) and up GVWR	2,000	910
Mobile water supply fire apparatus	All	1,000	455
Aerial fire apparatus	All	2,500	1,135
Quint fire apparatus	All	2,500	1,135
Special service fire apparatus	10,000 lb to 15,000 lb (4,500 kg to 7,000 kg) GVWR	2,000	910
	15,001 lb to 20,000 lb (7,001 kg to 9,000 kg) GVWR	2,500	1,135
	20,001 lb to 30,000 lb (9,001 kg to 14,000 kg) GVWR	3,000	1,350
	30,001 lb to 40,000 lb (14,001 kg to 18,000 kg) GVWR	4,000	1,800
	40,001 lb to 50,000 lb (18,001 kg to 23,000 kg) GVWR	6,000	2,700
	50,001 lb to 60,000 lb (23,001 kg to 27,000 kg) GVWR	8,000	3,600
	60,001 lb (27,001 kg) and up GVWR	10,000	4,500
Mobile foam fire apparatus	All	2,000	910

\*Compartment space for pumpers is calculated based on the inside dimensions of the enclosed compartment.

### 12.2.5.1.6 Electric Fuel Priming System.

**12.2.5.1.6.1\*** Where an electric fuel priming system is furnished, the valving and piping shall be arranged so that the priming system can be operated only to reprime the fuel system.

**12.2.5.1.6.2** When the priming system is not being intentionally operated, it shall be isolated from the fuel system and inoperable.

**12.2.5.1.6.3** The priming system shall be marked with a label to indicate proper operation.

### 12.2.5.2 Gasoline Engines.

**12.2.5.2.1** Fuel lines and filters or strainers that meet the engine manufacturer's recommendations shall be provided.

**12.2.5.2.2** The filters or strainers shall be of a serviceable type and mounted in an accessible location.

**12.2.5.2.3** Where two or more fuel lines are installed, separate fuel pumps operating in parallel with check valves and filtering devices shall be provided.

**12.2.5.2.4** The fuel line(s) shall be located or protected so as not to be subjected to excessive heating from any portion of an exhaust system.

**12.2.5.2.5** The line(s) shall be protected from mechanical damage.

**12.2.5.2.6** A gasoline feed system shall include an electric-powered fuel pump located within or adjacent to the fuel tank.

### 12.2.6 Exhaust System.

**12.2.6.1\*** The exhaust piping and discharge outlet shall be located or shielded so as not to expose any portion of the apparatus or equipment to excessive heating.

**12.2.6.2** Exhaust pipe discharge shall be directed away from any operator's position.

**12.2.6.3** If the apparatus is equipped with stabilizers, the exhaust piping discharge shall be directed away from the contact area between the stabilizer and the ground when the stabilizer is deployed.

**12.2.6.4** Silencing devices shall be provided.

**12.2.6.5** Exhaust backpressure shall not exceed the limits specified by the engine manufacturer.

**12.2.6.6** Where parts of the exhaust system are exposed so that they are likely to cause injury to operating personnel, protective guards shall be provided.

**12.2.6.7\* Diesel Particulate Filter.** If the apparatus is driven by a diesel engine equipped with a diesel particulate filter (DPF), the requirements of 12.2.6.7.1 through 12.2.6.7.7 shall apply.

**12.2.6.7.1** The regeneration process shall be activated automatically by the engine system.

**12.2.6.7.2** Apparatus having GVWR of 20,000 lb (9,000 kg) or greater shall be equipped with a switch located in the driver's area of the driving compartment to initiate the regeneration process manually.

**12.2.6.7.3** Instructions for initiating the manual regeneration process shall be explained in the apparatus operator's manual.

**12.2.6.7.4\*** For apparatus over 20,000 lb (9,000 kg), a switch shall be provided at the driver's area that will inhibit DPF regeneration until the switch is reset or the engine is shut down and restarted.

**12.2.6.7.5** A DPF icon visible to the driver when seated in the driver's seat shall be illuminated to indicate that the DPF requires active regeneration.

**12.2.6.7.6** A high exhaust system temperature (HEST) icon visible to the driver when seated in the driver's seat shall be illuminated to indicate that an active regeneration process has been initiated.

**12.2.6.7.7\*** Engine exhaust gas temperature shall not exceed 851°F (455°C) when measured at the exit of the exhaust pipe during normal DPF regeneration.

### 12.3 Vehicle Components.

#### 12.3.1 Braking System.

**12.3.1.1** All brakes shall be readily accessible for adjustment.

**12.3.1.2\*** Where air-actuated braking systems are provided, they shall include the following:

- (1) An automatic moisture ejector
- (2) An air dryer
- (3) A pressure protection valve to prevent all air-operated accessories from drawing air from the air brake system when the air system's pressure drops below 80 psi (550 kPa)
- (4) A quick buildup section in the air reservoir system arranged so that if the apparatus has a completely discharged air system, it is able to move within 60 seconds of startup

**12.3.1.2.1** The quick buildup system shall provide sufficient air pressure so that the apparatus has no brake drag and is able to stop under the intended operating conditions following the 60-second buildup time.

**12.3.1.2.2\*** On a chassis that cannot be equipped with a quick buildup air brake system, an onboard automatic electric compressor or a fire station compressed air shoreline hookup shall be permitted in order to maintain full operating air pressure while the vehicle is not running.

#### 12.3.1.3\* Parking Brakes.

**12.3.1.3.1** Parking brakes shall control the rear wheels, or all wheels, and shall be of the positive, mechanically actuated type.

**12.3.1.3.2** A lockup device to retain applied pressure on hydraulically actuated service brake systems or the use of the "park" position on an automatic transmission shall not be substituted for a separate parking brake system.

#### 12.3.1.4\* Auxiliary Brake.

**12.3.1.4.1** All apparatus with a GVWR of 36,000 lb (16,330 kg) or greater shall be equipped with an auxiliary braking system.

**12.3.1.4.2** Auxiliary brakes shall have a switch to turn them off during adverse road conditions.

**12.3.1.4.3** The DOT brake lights shall illuminate when the auxiliary brake is applied.

**12.3.1.5\*** Any time a secondary braking device such as transmission retarders or exhaust restriction devices are used, they

shall have a switch to turn them off during adverse road conditions.

**12.3.1.6** All fire apparatus, including those with an axle rated greater than 29,000 lb, shall comply with 49 CFR 571.121.

### **12.3.2 Suspension and Wheels.**

**12.3.2.1\*** Each load-bearing tire and rim of the fire apparatus shall not carry a weight in excess of the recommended load for the operation of truck tires of the size used, as published in *Tire and Rim Association — Year Book* or as recommended by the tire manufacturer, when the apparatus is loaded to its GVWR.

**12.3.2.1.1** Where the vehicle tires are utilized as part of an aerial device stability system, the maximum loads imposed on the tires shall not exceed the tire manufacturer's maximum static load rating.

**12.3.2.1.2\*** Safety sign FAMA12, 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.

**12.3.2.2** Axle housings and any components other than wheels, tires, automatic tire chains, and items designed to swing clear shall clear the road surface by at least 8 in. (203 mm).

**12.3.2.3\*** An angle of approach and an angle of departure of at least 8 degrees shall be maintained at the front and the rear of the vehicle when it is loaded to the estimated in-service weight.

**12.3.2.4** Clearance for tire chains shall be provided in accordance with SAE J683, *Tire Chain Clearance — Trucks, Buses (Except Suburban, Intercity, and Transit Buses), and Combinations of Vehicles*.

### **12.3.2.5 Steering.**

**12.3.2.5.1** The steering mechanism shall be capable of turning the front wheels to an angle of at least 30 degrees to either the right or the left for nondriving front axles and at least 28 degrees for driving front axles.

**12.3.2.5.2** Power steering or power-assisted steering shall be provided.

### **12.3.2.6 Tractor-Drawn Aerial Fire Apparatus.**

**12.3.2.6.1** If a tractor-drawn vehicle is provided for an aerial fire apparatus, it shall consist of a tractor with a permanent, nonkingpinned “fifth wheel” mounted on the rear of the chassis to carry the forward end of the aerial ladder trailer unit.

**12.3.2.6.2** The fifth wheel and body design shall be of a type that allows full 90-degree jackknifing of the tractor trailer combination with the stabilizers in the stored position.

**12.3.2.6.3** A steering wheel shall be provided to steer the rear wheels of the trailer unit.

**12.3.2.6.3.1** The steering shall be of the power or power-assisted type.

**12.3.2.6.3.2** A minimum wheel cramp angle of 20 degrees right and left shall be provided.

**12.3.2.6.4** An audible and visual warning system shall be provided to warn both drivers when the jackknife position approaches the manufacturer's maximum allowable position.

**12.3.2.6.5** If the manufacturer's design does not permit the load from the aerial device to be transferred to the rear springs of the tractor, a device shall be installed that will prevent such a weight transfer.

### **12.3.3\* Transmission.**

**12.3.3.1** The transmission shall be rated for heavy-duty service and shall be designed to match engine torque and speed to the load demand.

**12.3.3.2** The transmission shall provide the driver with the selection of individual gears or ranges of gears necessary to meet the performance requirements of this standard.

**12.3.3.3\*** Apparatus with a front drive axle (4 × 4 or 6 × 6 configuration) shall include a visual indicator that is illuminated whenever the front drive axle is engaged.

### **12.3.4 Fuel Tank.**

**12.3.4.1\*** The fuel capacity shall allow the engine to drive the pump for 2½ hours at rated pump capacity at 150 psi (1000 kPa) net pump pressure and at the suction conditions specified in this standard or to operate at 60 percent of gross engine horsepower for 2½ hours, whichever is greater.

**12.3.4.2** The tank fill opening shall be marked with a label indicating the type of fuel to be used.

**12.3.4.3** If two fuel tanks are furnished, the fuel system shall not require manual intervention to provide fuel to the engine. A single fuel gauge shall indicate the proportional amount of fuel in the fuel system.

**12.3.4.4** The tank fill piping shall be placed so it is protected from mechanical damage during the normal use of the fire apparatus.

**12.3.4.5** The tank and the fill piping shall be located or shielded so that they are not exposed to heat from an exhaust system or other source of ignition on the apparatus.

**12.3.4.6** The tank shall be placed so it is removable for repairs.

**12.3.4.7** A means for draining the tank without removing the tank shall be supplied.

**12.3.5\* Tow Hooks.** Front and rear tow hooks or tow eyes shall be attached to the frame structure to allow towing (not lifting) of the apparatus without damage.

**12.3.6 Towing Capability.** If the apparatus is equipped for towing a trailer, the provisions of 12.3.6.1 through 12.3.6.5 shall apply.

**12.3.6.1** For hydraulic brake-equipped, electric brake-equipped, or non-brake-equipped trailer towing capability, a primary electrical receptacle shall be provided near the hitch point and shall match the umbilical cable specified in 26.10.4.5.

**12.3.6.2** For air brake-equipped trailer towing capability, the following shall apply:

- (1) A primary electrical receptacle shall be provided near the hitch point and shall match the umbilical cable specified in 26.10.4.4.
- (2) Gladhands shall be provided for air brake connections.

**12.3.6.3** An auxiliary electrical receptacle shall be provided near the hitch point and shall match the umbilical cable specified in 26.10.4.6.

**12.3.6.4** A label shall be provided in a location in which it is visible to an operator making trailer connections. The label shall state the maximum GVWR and tongue weight of the trailer that can be safely towed with the hitch system.

**12.3.6.5** Two safety chain attachment points shall be provided near the hitch point for hitches designed to use safety chains, each designed with an ultimate strength of not less than the maximum GVWR specified on the label required in 12.3.6.4.

### Chapter 13 Low Voltage Electrical Systems and Warning Devices

**13.1\* General.** Any low voltage electrical systems or warning devices installed on the fire apparatus shall be appropriate for the mounting location and intended electrical load and shall meet the specific requirements of Chapter 13.

**13.2 Wiring.** All electrical circuit feeder wiring supplied and installed by the fire apparatus manufacturer shall meet the requirements of 13.2.1 through 13.2.8.

**13.2.1\*** The circuit feeder wire shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for which the circuit is protected.

**13.2.1.1** Voltage drops in all wiring from the power source to the using device shall not exceed 10 percent.

**13.2.1.2** The use of star washers for circuit ground connections shall not be permitted.

**13.2.1.3** All circuits shall otherwise be wired in conformance with SAE J2202, *Heavy-Duty Wiring Systems for On-Highway Trucks*, or for trailer wiring, SAE J2174, *Heavy-Duty Wiring Systems for Trailers 2032 mm or More in Width*.

#### 13.2.2 Wiring and Wire Harness Construction.

**13.2.2.1** All insulated wire and cable shall conform to SAE J1127, *Low Voltage Battery Cable*, or SAE J1128, *Low Voltage Primary Cable*, type SXL, GXL, or TXL.

**13.2.2.1.1** All conductors shall be constructed in accordance with SAE J1127 or SAE J1128, except where good engineering practice dictates special strand construction.

**13.2.2.1.2** Conductor materials and stranding, other than copper, shall be permitted if all applicable requirements for physical, electrical, and environmental conditions are met as dictated by the end application.

**13.2.2.1.3** Physical and dimensional values of conductor insulation shall be in conformance with the requirements of SAE J1127 or SAE J1128, except where good engineering practice dictates special conductor insulation.

**13.2.2.2** The overall covering of conductors shall be moisture-resistant loom or braid that has a minimum continuous rating of 194°F (90°C) except where good engineering practice dictates special consideration for loom installations exposed to higher temperatures.

**13.2.3** The overall covering of jacketed cables shall be moisture resistant and have a minimum continuous temperature rating of 194°F (90°C), except where good engineering practice dictates special consideration for cable installations exposed to higher temperatures.

**13.2.4** All wiring connections and terminations shall use a method that provides a positive mechanical and electrical connection.

**13.2.4.1** The wiring connections and terminations shall be installed in accordance with the device manufacturer's instructions.

**13.2.4.2\*** All ungrounded electrical terminals shall have protective covers, enclosures, or a means to protect from accidental shorting.

**13.2.4.3** Wire nut, insulation displacement, and insulation piercing connections shall not be used.

**13.2.5** Wiring shall be restrained to prevent damage caused by chafing or ice buildup and protected against heat, liquid contaminants, or other environmental factors.

**13.2.6\*** Wiring shall be uniquely identified at least every 2 ft (0.6 m) by color coding or permanent marking with a circuit function code. The identification shall reference a wiring diagram. [See 4.20.2.3(6).]

**13.2.7** Circuits shall be provided with properly rated low voltage overcurrent protective devices.

**13.2.7.1** Such devices shall be readily accessible and protected against heat in excess of the overcurrent device's design range, mechanical damage, and water spray.

**13.2.7.2** Circuit protection shall be accomplished by utilizing fuses, circuit breakers, fusible links, or solid state equivalent devices.

**13.2.7.3** If a mechanical-type device is used, it shall conform to one of the following SAE standards:

- (1) SAE J156, *Fusible Links*
- (2) SAE J553, *Circuit Breakers*
- (3) SAE J554, *Electric Fuses (Cartridge Type)*
- (4) SAE J1888, *High Current Time Lag Electric Fuses*
- (5) SAE J2077, *Miniature Blade Type Electrical Fuses*

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

#### 13.3 Power Supply.

**13.3.1** A 12 V or greater electrical alternator shall be provided.

**13.3.2\*** The alternator shall have a minimum output at idle to meet the minimum continuous electrical load of the fire apparatus as defined in 13.3.3, at 200°F (93°C) ambient temperature within the engine compartment, and shall be provided with full automatic regulation.

#### 13.3.3 Minimum Continuous Electrical Load.

**13.3.3.1** The minimum continuous electrical load shall consist of the total amperage required to simultaneously operate the following in a stationary mode during emergency operations:

- (1) The propulsion engine and transmission
- (2) All legally required clearance and marker lights, headlights, and other electrical devices except windshield wipers and four-way hazard flashers
- (3) The radio(s) at a duty cycle of 10 percent transmit and 90 percent receive (for calculation and testing purposes, a default value of 5 A continuous)

- (4) The lighting necessary to produce 2 fc (20 lx) of illumination on all walking surfaces on the apparatus and on the ground at all egress points onto and off the apparatus, 5 fc (50 lx) of illumination on all control and instrument panels, and 50 percent of the total compartment lighting loads
- (5) The minimum optical warning system required in Section 13.8, where the apparatus is blocking the right-of-way
- (6) The continuous electrical current required to simultaneously operate any fire pumps, aerial devices, and hydraulic pumps
- (7)\* Other warning devices and electrical loads defined by the purchaser as critical to the mission of the apparatus

**13.3.3.2** If the apparatus is equipped to tow a trailer, an additional 45 A shall be added to the minimum continuous electrical load to provide electrical power for the federally required clearance and marker lighting and the optical warning devices mounted on the trailer.

**13.3.4\*** The condition of the low voltage electrical system shall be monitored by a warning system that provides both an audible and a visual signal to persons on, in, or near the apparatus of an impending electrical system failure caused by the excessive discharge of the battery set.

**13.3.4.1** The charge status of the battery shall be determined either by direct measurement of the battery charge or indirectly by monitoring the electrical system voltage.

**13.3.4.2** If electrical system voltage is monitored, the alarm shall sound if the system voltage at the battery or at the master load disconnect switch drops below 11.8 V for 12 V nominal systems, 23.6 V for 24 V nominal systems, or 35.4 V for 42 V nominal systems for more than 120 seconds.

**13.3.5** A voltmeter shall be mounted on the driver's instrument panel to allow direct observation of the system voltage.

### **13.3.6 Load Management.**

**13.3.6.1\*** If the total continuous electrical load exceeds the minimum continuous electrical output rating of the installed alternator(s) operating under the conditions specified in 13.3.2, an automatic electrical load management system shall be required.

**13.3.6.2** The minimum continuous electrical loads defined in 13.3.3 shall not be subject to automatic load management.

### **13.4\* Batteries.**

**13.4.1** Batteries shall be of the high-cycle type.

**13.4.2** With the engine off, the battery system shall be able to provide the minimum continuous electrical load for 10 minutes without discharging more than 50 percent of the reserve capacity and then to restart the engine.

**13.4.3** The battery system cold cranking amps (CCA) rating shall meet or exceed the minimum CCA recommendations of the engine manufacturer.

**13.4.4** The batteries shall be mounted to prevent movement during fire apparatus operation and shall be protected against accumulations of road spray, snow, and road debris.

**13.4.4.1** The batteries shall be readily accessible for examination, testing, and maintenance.

**13.4.4.2** A means shall be provided for jump-starting the engine if the batteries are not accessible without lifting the cab of a tilt-cab apparatus.

**13.4.4.3** Where an enclosed battery compartment is provided, it shall be ventilated to the exterior to prevent the buildup of heat and explosive fumes.

**13.4.4.4\*** The batteries shall be protected against vibration and temperatures that exceed the battery manufacturer's recommendation.

**13.4.5\*** An onboard battery conditioner or charger or a polarized inlet shall be provided for charging all batteries. Where an onboard conditioner or charger is supplied, the associated line voltage electrical power system shall be installed in accordance with Chapter 22.

**13.4.6\*** One of the following master disconnect switches shall be provided:

- (1) A master body disconnect switch that disconnects all electrical loads not provided by the chassis manufacturer
- (2) A master load disconnect switch that disconnects all electrical loads on the apparatus except the starter

**13.4.6.1** The starter solenoids shall be connected directly to the batteries.

**13.4.6.2** Electronic control systems and similar devices shall be permitted to be otherwise connected if so specified by their manufacturer.

**13.4.6.3** The alternator shall be wired directly to the batteries through the ammeter shunt(s), if one is provided, and not through the master disconnect switch.

**13.4.6.4\*** A green "master disconnect on" indicator light that is visible from the driver's position shall be provided.

**13.4.6.5** Rechargeable hand lights, radios, and other similar devices shall be permitted to be connected to the electrical system ahead of the master disconnect switch.

**13.4.7\*** A sequential switching device shall be permitted to energize the optical warning devices required in 13.3.3 and other high current devices, provided the switching device shall first energize the electrical devices required in 13.3.3 within 5 seconds.

### **13.5 Starting Device.**

**13.5.1** An electrical starting device shall be provided for the engine.

**13.5.2** When the electrical starting device is operating under maximum load, the voltage drop of the conductors between the battery and the starting device shall be in accordance with SAE J541, *Voltage Drop for Starting Motor Circuits*.

**13.6 Temperature Exposure.** Any alternator, electrical starting device, ignition wiring, distributor, or ignition coil shall be moisture resistant and protected such that it is not exposed to a temperature that exceeds the component manufacturer's recommendations.

**13.7\* Electromagnetic Interference.** Electromagnetic interference suppression shall be provided, as required, to satisfy the radiation limits specified in SAE J551/1, *Performance Levels and Methods of Measurement of Electromagnetic Compatibility of Vehicles, Boats (up to 15 m), and Machines (16.6 Hz to 18 GHz)*.



**13.8 Optical Warning Devices.** Each apparatus shall have a system of optical warning devices that meets or exceeds the requirements of this section.

**13.8.1\*** The optical warning system shall consist of an upper and a lower warning level.

**13.8.2** The requirements for each level shall be met by the warning devices in that particular level without consideration of the warning devices in the other level.

**13.8.3** For the purposes of defining and measuring the required optical performance, the upper and lower warning levels shall be divided into four warning zones.

**13.8.3.1** The four zones shall be determined by lines drawn through the geometric center of the apparatus at 45 degrees to a line drawn lengthwise through the geometric center of the apparatus.

**13.8.3.2** The four zones shall be designated A, B, C, and D in a clockwise direction, with zone A to the front of the apparatus. (See Figure 13.8.3.2.)

**13.8.4** Each optical warning device shall be installed on the apparatus and connected to the apparatus's electrical system in accordance with the requirements of this standard and the requirements of the manufacturer of the device.

**13.8.5** A master optical warning system switch that energizes all the optical warning devices shall be provided.

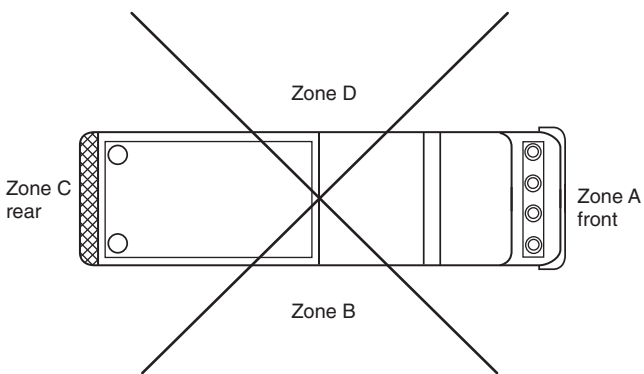
**13.8.6** The optical warning system on the fire apparatus shall be capable of two separate signaling modes during emergency operations.

**13.8.6.1** One mode shall signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right-of-way.

**13.8.6.2** One mode shall signal that the apparatus is stopped and is blocking the right-of-way.

**13.8.6.3** The use of some or all of the same warning lights shall be permitted for both modes provided the other requirements of this chapter are met.

**13.8.7** A switching system shall be provided that senses the position of the parking brake or the park position of an automatic transmission.



**FIGURE 13.8.3.2** Warning Zones for Optical Warning Devices.

**13.8.7.1** When the master optical warning system switch is on and the parking brake is released or the automatic transmission is not in park, the warning devices signaling the call for the right-of-way shall be energized.

**13.8.7.2** When the master optical warning system switch is on and the parking brake is on or the automatic transmission is in park, the warning devices signaling the blockage of the right-of-way shall be energized.

**13.8.7.3\*** The system shall be permitted to have a method of modifying the two signaling modes.

**13.8.8** The optical warning devices shall be constructed or arranged so as to avoid the projection of light, either directly or through mirrors, into any driving or crew compartment(s).

**13.8.9** The front optical warning devices shall be placed so as to maintain the maximum possible separation from the headlights.

**13.8.10\*** The optical sources on each level shall be of sufficient number and arranged so that failure of a single optical source does not create a measurement point in any zone on the same level as the failed optical source without a warning signal at a distance of 100 ft (30 m) from the geometric center of the apparatus.

**13.8.11 Flash Rate.**

**13.8.11.1** The minimum flash rate of any optical source shall be 75 flashes per minute, and the minimum number of flashes at any measurement point shall be 150 flashes per minute.

**13.8.11.1.1** Steadily burning, nonflashing optical sources shall be permitted to be used.

**13.8.11.1.2** The optical energy provided by nonflashing optical sources shall not be included in the calculations of the zone's total optical power.

**13.8.11.2** The flasher of any current-interrupted flashing device shall otherwise meet the requirements of SAE J1690, *Flashers*.

**13.8.12\* Color of Warning Lights.**

**13.8.12.1** Permissible colors or combinations of colors in each zone, within the constraints imposed by applicable laws and regulations, shall be as shown in Table 13.8.12.1.

**13.8.12.2** All colors shall be as specified in SAE J578, *Color Specification*, for red, blue, yellow, or white.

**13.8.13\* Requirements for Large Apparatus.**

**13.8.13.1** If the apparatus has a bumper-to-bumper length of 25 ft (7.6 m) or more or has an optical center on any optical warning device greater than 8 ft (2.4 m) above level ground, the requirements of 13.8.13.2 through 13.8.13.6 shall apply.

**Table 13.8.12.1** Zone Colors

Color	Calling for Right-of-Way	Blocking Right-of-Way
Red	Any zone	Any zone
Blue	Any zone	Any zone
Yellow	Any zone except A	Any zone
White	Any zone except C	Not permitted

**13.8.13.2 Upper-Level Optical Warning Devices.**

**13.8.13.2.1** The upper-level optical warning devices shall be mounted as high and as close to the corner points of the apparatus as is practical to define the clearance lines of the apparatus.

**13.8.13.2.2** The upper-level optical warning devices shall not be mounted above the maximum height, specified by the device manufacturer, that gives an intensity value at 4 ft (1.2 m) above level ground and at 100 ft (30.5 m) from the optical warning device of less than 50 percent of that required at the optical center.

**13.8.13.3 Lower-Level Optical Warning Devices.**

**13.8.13.3.1** To define the clearance lines of the apparatus, the optical center of the lower-level optical warning devices in the front of the vehicle shall be mounted on or forward of the front axle centerline and as close to the front corner points of the apparatus as is practical.

**13.8.13.3.2** The optical center of the lower-level optical warning devices at the rear of the vehicle shall be mounted on or behind the rear axle centerline and as close to the rear corners of the apparatus as is practical.

**13.8.13.3.3** The optical center of any lower-level device shall be between 18 in. and 62 in. (460 mm and 1600 mm) above level ground.

**13.8.13.4 Midship Optical Warning Devices.**

**13.8.13.4.1** A midship optical warning device shall be mounted on both the right and the left sides of the apparatus if the distance between the front and rear lower-level optical devices exceeds 25 ft (7.6 m) at the optical center.

**13.8.13.4.2** Additional midship optical warning devices shall be required, where necessary, to maintain a horizontal distance between the centers of adjacent lower-level optical warning devices of 25 ft (7.6 m) or less.

**13.8.13.4.3** The optical center of any midship mounted optical warning device shall be between 18 in. and 62 in. (460 mm and 1600 mm) above level ground.

**13.8.13.5\*** For each operating mode, the combined optical power of all the optical sources shall meet or exceed the zone total optical power requirements shown in Table 13.8.13.5.

**13.8.13.6** No individual measurement point shall be less than that shown in Table 13.8.13.5.

**13.8.14\* Requirements for Small Apparatus.**

**13.8.14.1** If the apparatus has a bumper-to-bumper length of less than 25 ft (7.6 m) and has the optical center of all optical warning devices at 8 ft (2.4 m) or less above level ground, the requirements of 13.8.14.2 through 13.8.14.5 shall apply.

**13.8.14.2 Upper-Level Optical Warning Devices.**

**13.8.14.2.1** The upper-level optical warning devices shall be mounted as high as practical, but not over 8 ft (2.4 m), at the optical center.

**13.8.14.2.2** The upper-level optical warning devices shall be permitted to be combined in one or more enclosures and shall be permitted to be mounted on the cab roof or any other convenient point.

**13.8.14.3 Lower-Level Optical Warning Devices.**

**13.8.14.3.1** One or more lower-level optical warning devices shall be visible from the front and the side of the apparatus.

**13.8.14.3.2** The optical center of the lower-level optical warning devices in the front of the vehicle shall be mounted on or forward of the front wheel centerline and as close to the front corner points of the apparatus as is practical.

**13.8.14.3.3** The optical center of the device(s) shall be between 18 in. and 48 in. (460 mm and 1220 mm) above level ground.

**13.8.14.3.4\*** It shall be permitted for red zone C lower flashing lights to switch to steady-on lights when the service brakes are

**Table 13.8.13.5 Minimum Optical Power Requirements for Large Apparatus**

Zone	Level	Mode of Operation					
		Calling for Right-of-Way			Blocking Right-of-Way		
		<i>H</i> Total	At Any <i>H</i> Point	At Any Point 5 Degrees Up or 5 Degrees Down from <i>H</i>	<i>H</i> Total	At Any <i>H</i> Point	At Any Point 5 Degrees Up or 5 Degrees Down from <i>H</i>
A	Upper	1,000,000	10,000	3,500	400,000	10,000	3,500
B	Upper	400,000	10,000	3,500	400,000	10,000	3,500
C	Upper	400,000	10,000	3,500	800,000	10,000	3,500
D	Upper	400,000	10,000	3,500	400,000	10,000	3,500
A	Lower	150,000	3,750	1,300	150,000	3,750	1,300
B	Lower	150,000	3,750	1,300	150,000	3,750	1,300
C	Lower	150,000	3,750	1,300	150,000	3,750	1,300
D	Lower	150,000	3,750	1,300	150,000	3,750	1,300

Notes:

1. All values are in candela-seconds/minute.

2. *H* = Horizontal plane passing through the optical center.

3. The values in the *H* Total columns are the total of 19 data point values for each light, with data points on the boundary between zones counted in both zones.

applied and the optical warning light system is on in the “Clearing Right-of-Way” mode.

**13.8.14.4** For each operating mode, the combined optical power of all the optical sources mounted on both the upper and lower levels shall meet or exceed the zone's total optical power requirements shown in Table 13.8.14.4.

**13.8.14.5** No individual measurement point shall be less than that shown in Table 13.8.14.4.

**13.8.15 Tests of Optical Warning Devices.**

**13.8.15.1 Mechanical and Environmental Test.**

**13.8.15.1.1** All optical warning devices shall be tested to the requirements of SAE J595, *Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles*; SAE J845, *Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles*; or SAE J1889, *L.E.D. Signal and Marking Lighting Devices*.

**13.8.15.1.2** Optical devices and components designed for mounting only in weatherproof, interior spaces shall be tested in conformance with the applicable SAE standard listed in 13.8.15.1.1 and shall comply with the vibration test and the warpage test for plastic components.

**13.8.15.1.3** Optical devices and components designed for mounting on the exterior of the apparatus or in nonweatherproof interior spaces shall be tested in conformance with SAE J845 and shall comply with the following performance requirements of that standard:

- (1) Vibration
- (2) Moisture
- (3) Dust
- (4) Corrosion
- (5) High temperature
- (6) Low temperature
- (7) Durability
- (8) Warpage

**13.8.15.2 Photometric Test Procedures for Optical Devices.**

**13.8.15.2.1** Testing shall be performed by, or on behalf of, the device manufacturer to ensure compliance with the requirements of 13.8.15.2.2 through 13.8.15.2.5.2.

**13.8.15.2.1.1** The results of the testing shall be used to determine compliance with this standard, and all required photometric data shall be available, upon request, from the optical warning device manufacturer.

**13.8.15.2.1.2** The goniometer, integrating photometer, and other equipment used to take the test measurements shall meet the requirements of SAE J1330, *Photometry Laboratory Accuracy Guidelines*.

**13.8.15.2.2** The optical source shall be mounted in a goniometer and operated as it would be in a normal system application.

**13.8.15.2.2.1** The minimum distance between the light-emitting surface of the source being tested and the front face of the photometer detector shall be 59 ft (18 m).

**13.8.15.2.2.2** The goniometer shall be oriented and the integrating photometer shall be set to integrate light pulses from the source for 20 seconds.

**13.8.15.2.3** For all tests performed with the power applied, the lighting system, or component thereof, shall be operated at 12.8 V ±0.1 V for 12 V nominal equipment, 25.6 V ±0.2 V for 24 V nominal equipment, and 38.4 V ±0.3 V for 42 V nominal equipment.

**13.8.15.2.3.1** If the equipment is rated for operation on multiple voltages, the tests shall be performed at each of the rated voltages used by the equipment.

**13.8.15.2.3.2** Voltage shall be measured at a point 12 in. ± 1 in. (300 mm ± 25 mm) from the entry into the component.

**13.8.15.2.4** The technique described in 13.8.15.2.2 through 13.8.15.2.2.2 shall be performed along the horizontal plane that passes through the optical center, beginning at the optical center and repeated at 5-degree intervals to the left and to the right of the optical center throughout the active horizontal angle of light emission of the optical source.

**13.8.15.2.5** Measurements shall be repeated at 5 degrees up and 5 degrees down from the horizontal plane that passes through the optical center, beginning at a point on the vertical plane passing through the optical center.

**13.8.15.2.5.1** The measurements shall be repeated at 5 degree intervals to the left and to the right of this vertical plane

**Table 13.8.14.4 Minimum Optical Power Requirements for Small Apparatus**

Zone	Mode of Operation					
	Calling for Right-of-Way			Blocking Right-of-Way		
	<i>H</i> Total	At Any <i>H</i> Point	At Any Point 5 Degrees Up or 5 Degrees Down from <i>H</i>	<i>H</i> Total	At Any <i>H</i> Point	At Any Point 5 Degrees Up or 5 Degrees Down from <i>H</i>
A	1,000,000	10,000	3,500	400,000	10,000	3,500
B	200,000	8,000	3,500	200,000	8,000	3,500
C	400,000	10,000	3,500	800,000	10,000	3,500
D	200,000	8,000	3,500	200,000	8,000	3,500

- Notes:
- 1. All values are in candela-seconds/minute.
  - 2. *H* = Horizontal plane passing through the optical center.
  - 3. The values in the *H* Total columns are the total of 19 data point values for each light, with data points on the boundary between zones counted in both zones.

throughout the active horizontal angle of light emission of the optical source.

**13.8.15.2.5.2** If the optical warning device contains more than one optical source, the test shall be repeated for each optical source.

**13.8.16\* Compliance Documentation.** The apparatus manufacturer shall demonstrate compliance of the warning system by one of the following methods:

- (1) Certification that the system was installed within the geometric parameters specified by the manufacturer of the system referencing the optical source test reports provided by the manufacturer of the system
- (2) Certification that a mathematical calculation based on test reports for individual optical sources provided by the manufacturer of the devices and performed by a qualified person demonstrates that the combination of individual devices as installed meets the requirements of this standard
- (3) Actual measurement of the lighting system after installation on the apparatus

### 13.9 Audible Warning Devices.

**13.9.1** Audible warning equipment in the form of at least one automotive traffic horn and one electric or electronic siren shall be provided.

**13.9.1.1** The siren manufacturer shall certify the siren as meeting the requirements of SAE J1849, *Emergency Vehicle Sirens*.

**13.9.1.2\*** A means shall be provided to allow the activation of the siren within convenient reach of the driver.

**13.9.2** Where furnished, air horns, electric siren(s), and electronic siren speaker(s) shall be mounted as low and as far forward on the apparatus as is practical.

**13.9.3** Audible warning equipment shall not be mounted on the roof of the apparatus.

**13.10 Work Lighting.** All light level measurements shall be made with a light meter with a hemispherical light sensor held against the surface, facing perpendicular to the surface, and not deliberately pointed toward the light source.

#### 13.10.1 Ground Lighting.

##### 13.10.1.1\* Rear Work Area.

**13.10.1.1.1** The work area immediately behind the vehicle shall be illuminated to an average level of at least 3 fc (30 lx), measured at 25 equally spaced points on a 2.5 ft (750 mm) grid within a 10 ft × 10 ft (3 m × 3 m) square to the rear of the vehicle.

**13.10.1.1.2** At least 80 percent of the 25 measurements shall meet or exceed 3 fc (30 lx).

**13.10.1.1.3** If the apparatus includes an aerial platform stowed over the rear work area, the measurements shall be made with the aerial raised.

**13.10.1.2** The fire apparatus shall be equipped with lighting that is capable of providing illumination at a minimum level of 2 fc (20 lx) on ground areas within 30 in. (800 mm) of the edge of the apparatus in areas designed for personnel to climb onto the apparatus or descend from the apparatus to the ground level.

**13.10.1.3** Lighting designed to provide illumination on areas under the driver and crew riding area exits shall be switchable but activated automatically when the exit doors are opened.

**13.10.1.4** All other ground area lighting shall be switchable.

##### 13.10.2\* Hose Bed Lighting.

**13.10.2.1** If a hose bed is provided, lighting on the hose bed floor shall be at an average level of 3 fc (30 lx) or higher measured at 30 in. equally spaced intervals along the center of the hose bed floor with all dividers and covers removed.

**13.10.2.2** Lateral hose beds (crosslays) that are permanently covered shall not be required to be illuminated.

**13.10.3\* Surface Lighting.** The apparatus shall have sufficient lighting to provide a minimum level of 2 fc (20 lx) on all work surfaces, steps, and walkways.

**13.10.4\* Interior Lighting.** The apparatus shall have sufficient lighting to provide an average level of 2 fc (20 lx) at each seating surface when measured at the center and at each corner of the seat cushion in the driving and crew compartments.

##### 13.10.5 Compartment Lighting.

**13.10.5.1** Each engine compartment and pump compartment shall have a light of at least 20 candlepower (250 lumens).

**13.10.5.2** The priming lubricant reservoir, if applicable, shall be illuminated.

**13.10.5.3** Each enclosed tool and equipment compartment greater than 4 ft<sup>3</sup> (0.1 m<sup>3</sup>) in volume and having an opening greater than 144 in.<sup>2</sup> (92,900 mm<sup>2</sup>) shall have sufficient compartment lighting to provide a minimum of 2 fc (20 lx) at any location on the floor of the compartment without any shelves, dividers, or equipment in the compartment.

**13.10.5.4** Compartments such as ladder tunnels, pikepole storage tubes, or underbody compartments designed around the volumetric requirements of specific equipment that can be removed without the use of article illumination shall not be required to have compartment lighting.

**13.10.6 Switching.** Switches for all work lighting shall be readily accessible.

**13.10.7 Protection.** The lights shall be arranged or protected to minimize accidental breakage.

**13.10.8 Testing.** All work lights mounted in wet locations shall be tested in conformance with SAE J575, *Test Methods and Equipment for Lighting Devices and Components for Use on Vehicles Less Than 2032 mm in Overall Width*, and shall comply with the following performance requirements of that standard:

- (1) Vibration
- (2) Moisture
- (3) Dust
- (4) Corrosion
- (5) High temperature
- (6) Low temperature
- (7) Durability
- (8) Warpage

##### 13.11 Hazard Light.

**13.11.1** A red flashing or rotating light, located in the driving compartment, shall be illuminated automatically whenever the

apparatus's parking brake is not fully engaged and any of the following conditions exist:

- (1) Any driver, passenger, or equipment compartment door is not closed.
- (2) Any ladder or equipment rack is not in the stowed position.
- (3) Stabilizer system is not in its stowed position.
- (4) Powered light tower is not stowed.
- (5) Any other device permanently attached to the apparatus is open, extended, or deployed in a manner that is likely to cause damage to the apparatus if the apparatus is moved.

**13.11.2** Compartments meeting all of the following conditions shall be permitted to be exempt from the requirements of 13.11.1.

- (1) The volume is less than or equal to 4 ft<sup>3</sup> (0.1 m<sup>3</sup>).
- (2) The compartment has an opening less than or equal to 144 in.<sup>2</sup> (92,900 mm<sup>2</sup>).
- (3) The open door does not extend sideways beyond the mirrors or up above the top of the fire apparatus.
- (4) All equipment in the compartment is restrained so that nothing can fall out if the door is open while the apparatus is moving.

**13.11.3\*** Paragraph 13.11.1 shall not apply to manually raised pole lights with an extension of less than 5 ft (1.5 m).

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

**13.12\* Backup Alarm.** An electric or electronic backup alarm shall be provided that meets the Type D (87 dBA) requirements of SAE J994, *Alarm — Backup — Electric, Laboratory Performance Testing*.

### **13.13 Stop, Tail, and Directional Lights.**

**13.13.1** The apparatus shall be equipped with all legally required stop, tail, and directional lights.

**13.13.2** Directional lights shall be visible from the front, sides, and rear of the apparatus.

**13.13.3** On apparatus 30 ft (10 m) or longer in length, a turn signal shall be mounted approximately midway along the apparatus at approximately running board height.

**13.13.4** Equipment shall not be mounted in a manner that obscures the stop, tail, or directional lights.

### **13.14 Electrical System Performance Tests.**

**13.14.1\*** The fire apparatus low voltage electrical system shall be tested as required by Section 13.14 and its subsections.

**13.14.1.1** The test results shall be certified by the apparatus manufacturer.

**13.14.1.2** The certification shall be delivered with the apparatus.

**13.14.2** Tests shall be performed when the air temperature is between 0°F and 110°F (−18°C and 43°C).

#### **13.14.3 Test Sequence.**

**13.14.3.1** The three tests defined in 13.14.3.2 through 13.14.3.4.4 shall be performed in the order in which they appear.

**13.14.3.1.1** 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.

**13.14.3.1.2** Failure of any of these tests shall require a repeat of the sequence.

#### **13.14.3.2 Reserve Capacity Test.**

**13.14.3.2.1** 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.

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

**13.14.3.2.3** All electrical loads shall be turned off prior to attempting to restart the engine.

**13.14.3.2.4** The battery system shall then be capable of restarting the engine.

**13.14.3.2.5** Failure to restart the engine shall be considered a test failure of the battery system.

#### **13.14.3.3 Alternator Performance Test at Idle.**

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

**13.14.3.3.2** The engine temperature shall be stabilized at normal operating temperature.

**13.14.3.3.3** The battery system shall be tested to detect the presence of battery discharge current.

**13.14.3.3.4** The detection of battery discharge current shall be considered a test failure.

#### **13.14.3.4\* Alternator Performance Test at Full Load.**

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

**13.14.3.4.2** The test duration shall be a minimum of 2 hours.

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

**13.14.3.4.4** An alarm sounded by excessive battery discharge, as detected by the warning system required in 13.3.4, or a system voltage of less than 11.8 V dc for a 12 V nominal system, 23.6 V dc for a 24 V nominal system, or 35.4 V dc for a 42 V nominal system for more than 120 seconds shall be considered a test failure.

#### **13.14.4 Low Voltage Alarm Test.**

**13.14.4.1** 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, 24 V for a 24 V nominal system, or 36 V for a 42 V nominal system.

**13.14.4.2** 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.

**13.14.4.3** The battery voltage shall be measured at the battery terminals.

**13.14.4.4** 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, 23.4 V dc for a 24 V nominal system, or 35.1 V for a 42 V nominal system.

**13.14.4.5** The battery system shall then be able to restart the engine.

**13.14.4.6** Failure to restart the engine shall be considered a test failure.

**13.15 Documentation.** The manufacturer shall deliver the following with the fire apparatus:

- (1) Documentation of the electrical system performance tests
- (2) A written electrical load analysis, including the following:
  - (a) The nameplate rating of the alternator
  - (b) The alternator rating under the conditions specified in 13.3.2
  - (c) Each of the component loads specified in 13.3.3 that make up the minimum continuous electrical load
  - (d) Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load
  - (e) Each individual intermittent electrical load

## Chapter 14 Driving and Crew Areas

### 14.1 General.

**14.1.1** Each crew riding position shall be within a fully enclosed personnel area.

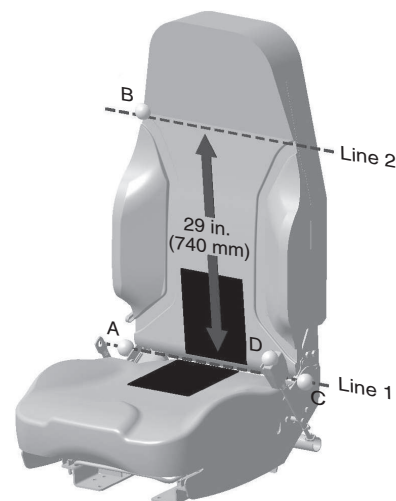
**14.1.2** A label that states the number of personnel the vehicle is designed to carry shall be located in an area visible to the driver.

**14.1.3\*** Each crew riding position shall be provided with a seat and an approved seat belt designed to accommodate a person with and without heavy clothing.

**14.1.3.1\*** The effective seat belt web length for a Type 1 lap belt for pelvic restraint shall be a minimum of 60 in. (1525 mm) with the seat adjusted all the way back and down when measured using the following procedure:

- (1) Locate an imaginary line where the plane of the center of the seat back surface intersects the plane of the center of the seat cushion surface (line 1 in Figure 14.1.3.1). For seats with an SCBA seat back, use a plane that simulates the position of an SCBA back pad installed in the SCBA holder.
- (2) Locate point A on line 1 at the outside of the seat on the retractor side of the seat.
- (3) Locate point C on line 1 at the outside of the seat on the buckle side of the seat.
- (4) Locate point D at the tip of the buckle.
- (5) Pull the seat belt webbing entirely out of the retractor and measure along the webbing between point A and the seat belt latch plate (tongue). Record this length as AD.
- (6) Measure from point C to point D and record this length as CD.
- (7) The effective seat belt web length equals AD + CD.

**14.1.3.2\*** A Type 2 seat belt shall have either a single retractor or dual retractors. A single retractor, Type 2 pelvic and upper torso restraint-style seat belt assembly shall have a minimum



**FIGURE 14.1.3.1 Dimension Lines for Measuring Seat Belt Effective Length.**

effective seat belt web length of 110 in. (2800 mm) with the seat adjusted all the way back and down and when measured in accordance with 14.1.3.2.1. A dual retractor Type 2 pelvic and upper torso restraint-style seat belt assembly shall have a minimum effective shoulder belt web length of 50 in. (1270 mm) and a minimum effective lap belt web length of 60 in. (1530 mm) with the seat all the way back and down and as measured in 14.1.3.2.2.

**14.1.3.2.1** Effective seat belt web length for a single retractor Type 2 seat belt shall be measured according to the following procedure:

- (1) Locate an imaginary line where the plane of the center of the seat back surface intersects the plane of the center of the seat cushion surface (line 1 in Figure 14.1.3.1). For seats with an SCBA seat back, use a plane that simulates the position of an SCBA back pad installed in the SCBA holder.
- (2) Locate an imaginary line parallel with line 1 and lying on the center of the seat back surface 29 in. (740 mm) from line 1 (line 2 in Figure 14.1.3.1).
- (3) Locate point A on line 1 at the outside of the seat on the retractor side of the seat.
- (4) Locate point B on line 2 at the shoulder strap edge of the seat back.
- (5) Locate point C on line 1 at the outside of the seat on the buckle side of the seat.
- (6) Locate point D at the tip of the buckle.
- (7) Pull the seat belt webbing entirely out of the retractor and measure along the webbing between points A and B. Record this length as AB.
- (8) Measure from point C to Point D and record this length as CD.
- (9) The effective lap belt web length equals AB + 2CD.

**14.1.3.2.2** Effective seat belt web length for a dual retractor Type 2 seat belt shall be measured according to the following procedure:

- (1) Locate an imaginary line where the plane of the center of the seat back surface intersects the plane of the center of the seat cushion surface (line 1 in Figure 14.1.3.1).

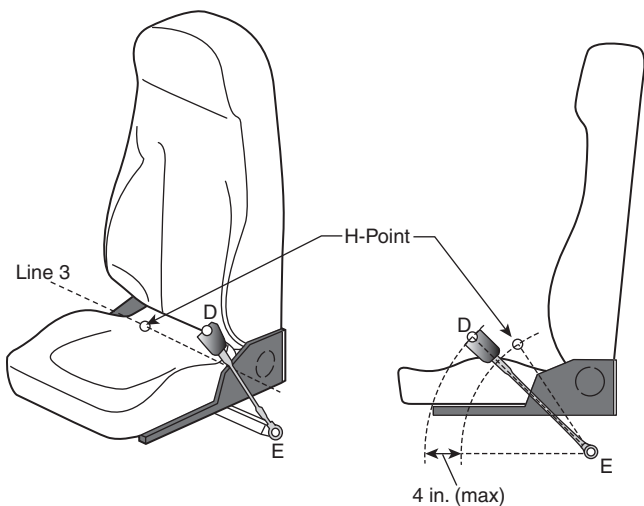
For seats with an SCBA seat back, use a plane that simulates the position of an SCBA back pad installed in the SCBA holder.

- (2) Locate point A on line 1 at the outside of the seat on the retractor side of the seat.
- (3) Locate point C on line 1 at the outside of the seat on the buckle side of the seat.
- (4) Locate point D at the tip of the buckle.
- (5) Pull the lap belt webbing entirely out of the lap belt retractor and measure along the webbing between point A and the seat belt latch plate (tongue). Record this length as AD.
- (6) Locate an imaginary line parallel with line 1 and lying on the center of the seat back surface 29 in. (740 mm) from line 1 (line 2 in Figure 14.1.3.1).
- (7) Locate point B on line 2 at the shoulder strap edge of the seat back.
- (8) Pull the shoulder belt webbing entirely out of the shoulder belt retractor and measure along the webbing between point B and the seat belt latch plate (tongue). Record this length as BD.
- (9) Measure from point C to Point D and record this length as CD.
- (10) The effective lap belt web length equals AD + CD.
- (11) The effective shoulder belt web length equals BD + CD.

**14.1.3.2.3\*** In the case of a Type 2 seat belt, the distance from the buckle anchorage (point E in Figure 14.1.3.2.3) to the buckle tip (point D in Figure 14.1.3.2.3) shall be no more than 4 in. (102 mm) longer than the perpendicular distance from the buckle anchorage to a lateral axis through the H point of the seat (line 3 in Figure 14.1.3.2.3) when the seat is adjusted to its lowest and most rearward position.

**14.1.3.3** The seat belt webbing shall be bright red or bright orange in color, and the buckle portion of the seat belt shall be mounted on a rigid or semirigid stalk such that the buckle remains positioned in an accessible location.

**14.1.3.4\*** The seat belt webbing color requirement of 14.1.3.3 shall not apply to vehicles with a GVWR of 19,500 lb (8,845 kg) or less.



**FIGURE 14.1.3.2.3** Dimension Lines for Measuring Buckle Length.

**14.1.3.5** All forward-facing seats adjacent to a side wall shall be provided with a Type 2 pelvic and upper torso restraint-style seat belt assembly.

**14.1.3.6** Tiller seats shall have a lap belt.

**14.1.3.7** Safety sign FAMA07, which warns of the importance of seat belt use, shall be visible from each seat that is intended to be occupied while the vehicle is in motion.

**14.1.3.8** Safety sign FAMA06 shall be visible from each seat that is not equipped with occupant restraint and therefore not intended to be occupied while the vehicle is in motion.

**14.1.3.9** A seat belt warning system shall be provided.

**14.1.3.9.1** The warning system shall consist of an audible warning device that can be heard at all seating positions designed to be occupied while the vehicle is in motion and a visual display visible to the driver or the officer showing the condition of each seating position.

**14.1.3.9.2** The warning shall be activated anytime the parking brake is released or the automatic transmission is not in park.

**14.1.3.9.3** The seat position display shall indicate conditions in accordance with Table 14.1.3.9.3.

**14.1.3.9.4** The display indication shall be permitted to consist of lights, text, graphical indicators, digital displays, or other methods.

**14.1.3.9.5** The warning system shall not show an affirmative indication unless it has determined that the seat was occupied before the seat belt was buckled.

**14.1.4** All interior crew and driving compartment door handles shall be designed and installed to protect against accidental or inadvertent opening.

**14.1.5** Any door of the apparatus designed to allow persons to enter or exit the apparatus shall have at least 96 in.<sup>2</sup> (62,000 mm<sup>2</sup>) of retroreflective material affixed to the inside of the door.

**14.1.6** At any seat location, the maximum noise level shall be 90 dBA without any warning devices in operation, as measured by the test procedure defined in 49 CFR 393.94(c), "Interior noise levels in power units, test procedure," except that the test shall be performed with the vehicle traveling at a steady speed of 45 mph (72 km/hr) on a level, paved, smooth-surface road.

**14.1.7 Seat Head Height.**

**14.1.7.1\*** The minimum vertical dimension from the seat H point to the ceiling for each belted seating position shall be as follows:

- (1) For suspension-style seats with independent height adjustment, the minimum vertical dimension shall be 37 in.

**Table 14.1.3.9.3 Display for Seating System**

Display Indication	Seat Belt	Seat Sensor
Affirmative indication	Buckled	Senses occupant
Negative indication	Buckled	No occupant
Negative indication	Unbuckled	Senses occupant
Dark	Unbuckled	No occupant

(940 mm) measured with the height adjustment in its lowest position and the suspension inflated and/or raised to the upper limit of its travel.

- (2) For suspension-style seats without independent height adjustment, the minimum vertical dimension shall be 37 in. (940 mm) measured with the suspension inflated and/or raised to the upper limit of its travel.
- (3) For nonsuspension-style seats, the minimum vertical dimension shall be 35 in. (889 mm) measured with the seat adjusted to its lowest position.

**14.1.7.2** When independent vertical and/or horizontal seat adjustment is provided, it shall be fully adjustable within 10 seconds.

**14.1.7.3** The seat-to-ceiling height shall be measured at the lowest surface in the area immediately above the projected area of the seat as it moves through its horizontal travel with any soft headliner material depressed by hand.

**14.1.7.4\*** The following statement shall be included in the operator's manual: "Fire helmets shall not be worn by persons riding in enclosed driving and crew areas. Fire helmets are not designed for crash protection and they will interfere with the protection provided by head rests. The use of seat belts is essential to protecting fire fighters during driving."

**14.1.7.4.1** A location for helmet storage shall be provided.

**14.1.7.4.2** If helmets are to be stored in the driving or crew compartment, the helmets shall be secured in compliance with 14.1.10.2.

**14.1.7.4.3** Safety sign FAMA15, which warns not to wear helmets while the vehicle is in motion, shall be visible from each seat that is intended to be occupied while the vehicle is in motion.

#### **14.1.8 Seat Arrangement.**

**14.1.8.1** Each seating space shall have a minimum width of 22 in. (560 mm) at the shoulder level.

**14.1.8.2** Seat cushions shall be a minimum of 18 in. (460 mm) in width and 15 in. (380 mm) from the front of the cushion to the face of the seat back.

**14.1.8.3** A back cushion that extends from the face of the seat vertically at least 18 in. (460 mm) and that is a minimum of 18 in. (460 mm) wide at the base shall be provided.

**14.1.8.3.1** The back cushion shall be permitted to be split to accommodate a fully recessed SCBA and bracket.

**14.1.8.3.2** Where the back cushion is split to accommodate a SCBA, a headrest shall be supplied.

#### **14.1.9 SCBA Mounting.**

**14.1.9.1\*** Where SCBA holders are mounted within a driving or crew compartment, they shall comply with the following:

- (1) The SCBA holder shall retain a pack and bottle combination for the published weight rating of the holder when subjected to the dynamic force pulse per SAE J2418, *Occupant Restraint System Evaluation — Frontal Impact Component-Level Heavy Trucks*.
- (2) If the SCBA unit is mounted in a seatback, the release mechanism shall be accessible to the user while seated.

(3) Brackets that lock automatically either in the event of impact or when the parking brake is released, but are not locked at other times, shall be permitted.

- (4)\* The SCBA holder shall retain the bottle when subjected to the deceleration pulse at 0, 30, 90, and 180 degrees with respect to the direction of bottle extraction and in the horizontal plane.
- (5) The SCBA holder shall retain the bottle when subjected to a deceleration pulse that exceeds 2 g for at least 60 ms in the vertical direction.
- (6) The deceleration pulse shall meet the SAE J2418 deceleration profile with an accuracy of  $\pm 10$  percent within the 35 to 95 ms range.
- (7) The deceleration pulse shall be measured on a rigid portion of the base of the test fixture.
- (8) The test component shall be retained in the holder during and after the dynamic test.
- (9) The force required to extract the bottle after each test shall be no more than 125 percent of the initial extraction force.
- (10) The SCBA holder shall be attached to the fixture in the same manner that it will be fastened to the seat or vehicle.
- (11) The test bottle shall not move more than 3 in. relative to the frame of the holder during each test.
- (12) The test fixture shall not allow the holder frame to move more than 3 in. relative to the base of the test sled.
- (13) Each holder shall bear a label affixed by the holder manufacturer certifying compliance to these specifications.

#### **14.1.10 Equipment Mounting.**

**14.1.10.1** All equipment required to be used during an emergency response shall be securely fastened.

**14.1.10.2** All equipment not required to be used during an emergency response, with the exception of SCBA units, shall not be mounted in a driving or crew area unless it is contained in a fully enclosed and latched compartment capable of containing the contents when a 9 g force is applied in the longitudinal axis of the vehicle or a 3 g force is applied in any other direction, or the equipment is mounted in a bracket(s) that can contain the equipment when the equipment is subjected to those same forces.

**14.1.10.3 Cab Equipment Mounting.** Safety sign FAMA10, which warns of the need to secure items in the cab, shall be visible inside the cab.

**14.1.11** Steps and access handrails that comply with 15.7.1 through 15.7.4.6 and Section 15.8 shall be provided as necessary for access to all driving and crew compartments.

**14.1.12** Where the crew compartment and the driving compartment are separated, prohibiting direct voice communication, a two-way buzzer or two-way voice intercom system shall be provided.

#### **14.1.13 Means of Escape.**

**14.1.13.1** Any interior area to be occupied by personnel shall have a minimum of two means of escape.

**14.1.13.2** Each opening shall be a minimum of 24 in.  $\times$  24 in. (610 mm  $\times$  610 mm).



**14.2 Cab Tilt Systems.** If the fire apparatus has a cab tilt system, the system shall meet the requirements of 14.2.1 through 14.2.3.2.

**14.2.1** If the operation of the cab tilt system is accomplished by hydraulic means, the system shall be equipped with devices to prevent the motion of the cab in the event of any hydraulic hose failure.

**14.2.2** If the cab has a powered tilting system, the system shall be interlocked to operate only when the parking brake is engaged and shall be configured so that the failure of a single component will not result in unintentional tilting of the cab.

**14.2.3** The control of the cab tilt mechanism shall be accomplished clear of the cab travel area while still having the travel area in clear view.

**14.2.3.1** A mechanical means shall be provided to hold the cab in a fully raised position.

**14.2.3.2** If the cab is able to be raised to a defined intermediate position, a mechanical means shall also be provided to hold the cab in that intermediate position.

### 14.3 Driving Compartment.

**14.3.1\*** A fully enclosed driving compartment with seating capacity for not fewer than two persons shall be provided except at a tiller operator's driving position. (*See 14.4.1.*)

**14.3.2\*** Cabs on apparatus with a GVWR greater than 26,000 lb (11,800 kg) shall meet the requirements of one of the following sets of standards:

- (1) SAE J2420, *COE Frontal Strength Evaluation — Dynamic Loading Heavy Trucks*, and SAE J2422, *Cab Roof Strength Evaluation — Quasi-Static Loading Heavy Trucks*
- (2) ECE Regulation number 29, *Uniform Provisions Concerning the Approval of Vehicles with Regard to the Protection of the Occupants of the Cab of a Commercial Vehicle*

**14.3.2.1** Tiller cabs shall meet the requirements of SAE J2422, *Cab Roof Strength Evaluation — Quasi-Static Loading Heavy Trucks*.

### 14.3.3 Driver's Seat.

**14.3.3.1** The driver's seat shall be readily adjustable by the driver.

**14.3.4\*** The passenger side mirror shall be so mounted that the driver has a clear view of the mirror when the passengers are in their normal seated positions.

**14.3.5** All primary rear view mirrors used by the driver shall be adjustable from the driver's position.

### 14.3.6 Instrumentation and Controls.

**14.3.6.1** The following instrumentation and controls shall be mounted in the driving compartment and shall be identified and visible to the driver while seated:

- (1) Speedometer
- (2) Tachometer
- (3) Odometer
- (4) Oil-pressure indicator or gauge
- (5) Coolant temperature indicator or gauge
- (6) Automatic transmission temperature indicator or gauge, if applicable
- (7) Voltmeter
- (8) Hazard indicator light (*see Section 13.11*)

- (9) Air-pressure gauge(s), if applicable
- (10) Turn signal control and indicator lights
- (11) Headlight/DOT light switch
- (12) High-beam headlight switch and indicator
- (13) Fuel level gauge(s)
- (14) Master ignition switch (if a key is provided, it shall be unable to be removed from the driving compartment interior)
- (15) Heater/defroster controls
- (16) Warning lights and siren switches
- (17) Master disconnect switch
- (18) "Master disconnect on" indicator light
- (19) Windshield wipers and windshield washer control
- (20) PTO-engaged indicator, if applicable
- (21) Pump engagement controls, if applicable

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

**14.4 Tractor-Drawn Vehicles.** Where a tractor-drawn vehicle with tillered steering is provided, the requirements of this section also shall apply.

**14.4.1** A fully enclosed tiller operator's compartment with seating for one person shall be provided at the rear wheel's steering position.

**14.4.2** No side compartmentation shall be installed that obscures the ability of the tiller operator to see the tiller axle fender area.

### 14.4.3\* Seat Arrangement.

**14.4.3.1** The manufacturer shall provide a seat with an approved seat belt within the enclosure.

**14.4.3.2** The seating space shall be a minimum of 22 in. (560 mm) in width at the shoulder level.

**14.4.3.3** The seat cushion shall be a minimum of 18 in. (460 mm) in width and 15 in. (380 mm) from the front of the cushion to the face of the seat back.

**14.4.3.4** A back cushion shall be provided.

**14.4.3.5** The seat shall have an adjustment range of at least 3 in. (76 mm) from front to rear and be adjustable by the tiller operator.

**14.4.4** A warning indicator in the driving compartment shall activate if the parking brake is released and the tiller operator is not signaling his/her presence.

### 14.4.5 Communications.

**14.4.5.1** A two-way buzzer system or a two-way voice intercom shall be provided for communication between the driver and the tiller operator.

**14.4.5.2** The communication system shall be operable without the tiller operator having to take his/her hands off the steering wheel.

**14.4.6** A heater or ventilation system and defroster shall be provided.

**14.4.7** A windshield wiper and washer fluid system shall be provided.

**14.4.8** The following instrumentation and controls shall be mounted in the tiller operator's compartment and shall be identified and visible to the tiller operator while seated:

- (1) Heater/defroster controls
- (2) Turn signal indicator lights
- (3) Two-way buzzer signal switch
- (4) Windshield wiper and washer fluid control

**14.4.9** Controls and switches that are expected to be operated by the tiller operator while the apparatus is in motion shall be within convenient reach of that operator.

**14.4.10** Exterior rearview mirrors shall be provided at the tiller position.

## Chapter 15 Body, Compartments, and Equipment Mounting

### 15.1\* Compartmentation.

**15.1.1\*** Any enclosed external compartments shall be weather resistant and ventilated and have provisions for drainage of moisture.

**15.1.2** All electrical junctions or wiring within compartments shall be protected from mechanical damage resulting from equipment stored in the compartment.

**15.2\* Radio Space.** A protected space or compartment shall be provided for the installation of radio equipment.

### 15.3 Equipment Containment.

**15.3.1\*** Equipment holders or compartments shall be provided for all tools, equipment, and other items that are on the fire apparatus.

**15.3.2\*** Equipment holders shall be attached and shall be designed so that equipment remains in place under all vehicle operating conditions.

**15.3.3** All tools and equipment shall be readily accessible.

**15.4 Powered Equipment Racks.** When a powered equipment rack is provided, it shall meet the requirements of this section.

**15.4.1** The equipment rack shall be constructed of materials that are capable of carrying the equipment that is intended to be mounted on the equipment rack.

**15.4.2** A means shall be provided that will retain the equipment rack in the road travel position when the vehicle is in motion unless the equipment rack is powered by a self-contained device that will eliminate the system from deploying unintentionally.

**15.4.3** An interlock shall be provided to prevent operation of the equipment rack unless the apparatus parking brake has been activated.

**15.4.4** Controls shall be provided in a position where the operator can visually follow the travel of the equipment rack.

**15.4.5** A visual signal shall be provided at the driver's position to indicate that the equipment rack is in motion, or in the down position, and that the parking brake is not engaged.

**15.4.6** Flashing lights facing the front and rear of the apparatus shall be provided on the equipment rack and shall be illuminated whenever the equipment rack is in the down position.

**15.4.7** The outward ends of the equipment rack that protrude beyond the body of the apparatus shall have retroreflective material to indicate a hazard or an obstruction.

**15.5\* SCBA Storage.** Storage of complete SCBA units or SCBA cylinders shall be arranged so as to prevent damage, injury, or abrasion to the SCBA from other equipment stored in the general area.

**15.5.1** If an SCBA unit or cylinder is stored within a driving or crew compartment, the mounting shall comply with the requirements of Section 15.5 and 14.1.9.

**15.5.2** If an SCBA cylinder is mounted in a vertical position with the valve down, it shall be supported with a brace or yoke under the cylinder or valve area to prevent downward movement.

**15.5.3** The holding or clamping device shall not injure, wear, scrape, or otherwise affect the SCBA unit or cylinder, including damage to the paint or reflective finish, while the cylinder is being placed in, stored in, or removed from the holder.

**15.5.4** The SCBA storage area shall be a ventilated, dry area away from all heat sources that could damage the SCBA (e.g., mufflers, engines).

### 15.5.5\* Vertical Storage of SCBA Cylinders in Tubes.

**15.5.5.1** The base of the storage tube shall have a rubber, plastic, or similar device to prevent wear on the cylinder and to prevent damage if the cylinder is accidentally dropped into the storage position.

**15.5.5.2** Each storage tube shall have a drain to prevent accumulation of moisture.

### 15.5.6\* Horizontal Storage of SCBA Cylinders.

**15.5.6.1** The storage rack or tube assembly shall be designed to prevent the cylinder from accidentally sliding out from the storage rack or tube and shall be installed so as to keep the cylinder from hitting or rubbing on compartment doors by preventing movement or shifting when in transit.

**15.5.6.2** The rear wall of each SCBA storage area or tube shall be covered with a rubber, plastic, or similar material to prevent wear on cylinders.

### 15.6 Pump and Plumbing Access.

**15.6.1** One or more doors or panels that open or are removable without the use of tools shall be provided to allow visual inspection or access for checking the fire pump and plumbing area.

**15.6.2** The clear opening shall have no one dimension measure less than 18 in. (460 mm).

**15.6.3** Additional door(s) or panel(s) that require no more than standard tools to be opened or removed shall be provided for access to the pump and plumbing area.

**15.6.4** All valves, gauges, controls, and other plumbing equipment shall be accessible for service and replacement.

**15.6.5\*** The clear space required by the pump manufacturer to perform in-truck overhaul and maintenance shall be provided.

## 15.7 Stepping, Standing, and Walking Surfaces.

**15.7.1\*** Steps, platforms, or permanently attached access ladders shall be provided so that fire fighters have access to all working and storage areas of the fire apparatus.

**15.7.1.1** The maximum stepping height shall not exceed 18 in. (460 mm), with the exception of the ground to first step, which shall not exceed 24 in. (610 mm) when the vehicle is loaded to its estimated in-service weight.

**15.7.1.1.1** The maximum horizontal offset between steps shall not exceed 18 in. (460 mm).

**15.7.1.1.2** A permanently attached supplemental access/egress means from the ground to these steps, platforms, or permanently attached access ladders shall be provided where the ground to the first step, platform, or ladder exceeds 24 in. (610 mm).

**15.7.1.1.3** The supplemental access means shall consist of a step(s), platform(s), or access ladder(s).

**15.7.1.1.4** The ground-to-first-step height shall be determined with the apparatus on level ground.

**15.7.1.1.5** Where the apparatus is supplied with stabilizers, the ground-to-first-step height shall be determined with the apparatus on level ground and the stabilizers deployed in accordance with the manufacturer's instructions so that the aerial device meets the stability requirements of Section 19.21.

**15.7.1.2\*** All steps shall have a minimum area of 35 in.<sup>2</sup> (22,580 mm<sup>2</sup>), shall be of such a shape that a 5 in. (125 mm) diameter disk does not overlap any side when placed on the step, and shall be arranged to provide at least 6 in. (150 mm) of clearance between the leading edge of the step and any obstruction.

**15.7.1.3** All platforms shall have a minimum depth of 8 in. (200 mm) from the leading edge of the platform to any obstruction.

**15.7.1.4** All access ladders shall have at least 8 in. (200 mm) clearance between the leading edge of any rung and the body of the fire apparatus or other obstruction.

**15.7.1.5 Climbing Method Instruction.** Safety sign FAMA23, which warns of the proper climbing method, shall be visible to personnel entering the cab and at each designated climbing location on the body.

**15.7.1.6** Designated horizontal standing or walking surfaces higher than 48 in. (1220 mm) from the ground and not guarded by a railing, or structure at least 12 in. (300 mm) high when measured with the apparatus at curb weight, shall have at least a 1 in. (25 mm) wide safety yellow or orange line delineation that contrasts with the background to mark the outside perimeter of the designated standing or walking surface area, excluding steps and ladders.

**15.7.2** All steps, platforms, or access ladders shall be designed and installed to sustain a minimum static load of 500 lb (227 kg) without deformation.

**15.7.3** Ladder rungs on access ladders shall have a skid resistant surface or covering, but that surface or covering shall not be required to meet the slip resistance performance requirements of 15.7.4.

## 15.7.4\* Slip Resistance.

**15.7.4.1\*** All materials used for exterior surfaces designated as stepping, standing, and walking areas and all interior steps shall have a minimum slip resistance in any orientation of 0.68 when tested wet using the English XL tester in accordance with the manufacturer's instructions or 0.52 when tested wet using the Brungraber Mark II tester in accordance with the manufacturer's instructions.

**15.7.4.2** All materials used for interior floors shall have a minimum slip resistance in any orientation of 0.58 when tested dry using the English XL tester in accordance with the manufacturer's instructions or 0.47 when tested dry using the Brungraber Mark II tester in accordance with the manufacturer's instructions.

**15.7.4.3** A standard Neolite<sup>®</sup> test sensor shall be used with both the English XL tester and the Brungraber Mark II tester.

### 15.7.4.4 Sampling Strategy.

**15.7.4.4.1** For uniformly patterned materials, at least 16 readings shall be taken on each sample.

**15.7.4.4.1.1** Each reading shall be taken 90 degrees clockwise from the previous orientation, resulting in at least four readings in each orientation.

**15.7.4.4.1.2** The readings shall be averaged and reported as the slip resistance for the material.

**15.7.4.4.2** For directionally patterned materials, at least 32 readings shall be taken on each sample.

**15.7.4.4.2.1** Each reading shall be taken 45 degrees clockwise from the previous orientation, resulting in at least four readings in each orientation.

**15.7.4.4.2.2** The four readings in each direction shall be averaged and reported as the slip resistance for the material in that orientation.

**15.7.4.5** The contractor shall deliver with the fire apparatus a certification that all materials used for exterior surfaces designated as stepping, standing, and walking areas, all interior steps, and all interior floors meet the requirements of 15.7.4.

**15.7.4.6** Where the fuel fill is located at or near a stepping surface, the surface shall be constructed of an open grate-type material to facilitate draining of accidentally spilled fuel to lessen any slipping hazard.

**15.7.5** Safety sign FAMA24, which warns personnel not to ride on the vehicle, shall be located at the rear step areas and at any cross walkways.

## 15.8 Access Handrails or Handholds.

**15.8.1** Access handrails or handholds shall be provided at each entrance to a driving or crew compartment and at each position where steps or ladders for climbing are located.

**15.8.2** Exterior access handrails shall be constructed of or covered with a slip-resistant, noncorrosive material.

**15.8.3** Exterior access handrails shall be between 1 in. and 1½ in. (25 mm and 42 mm) in diameter and have a minimum clearance between the handrails and any surface of at least 2 in. (50 mm).

**15.8.4\*** All exterior access handrails shall be designed and mounted to reduce the possibility of hand slippage and to avoid snagging of hose, equipment, or clothing.

**15.8.5** Handrails and handholds shall be constructed so that three points of contact (two hands and one foot, or one hand and two feet) can be maintained at all times while ascending and descending.

**15.8.6\*** Access handrails supplied by the chassis manufacturer on a commercial chassis shall be permitted to be used to meet the requirements of this section.

**15.9 Metal Finish.**

**15.9.1** Where dissimilar metals that pose a galvanic corrosion or reactive threat are to be mounted together, the mounting base material shall have an isolation barrier prior to assembly to prevent dissimilar metal reaction.

**15.9.2\* Painting.**

**15.9.2.1\*** All exposed ferrous metal surfaces that are not plated or stainless steel shall be cleaned and prepared and shall be painted or coated.

**15.9.2.2** The paint or coating, including any primer, shall be applied in accordance with the paint or coating manufacturer's recommendation.

**15.9.3\* Reflective Striping.**

**15.9.3.1\*** A retroreflective stripe(s) shall be affixed to the apparatus, as follows:

- (1) The side of the apparatus, covering at least 50 percent of the cab and 50 percent of the body on each side, excluding the pump panel areas
- (2) At least 25 percent of the width of the front of the apparatus, measured at the front of the vehicle, not including mirrors or other protrusions

**15.9.3.1.1** The stripe or combination of stripes shall be a minimum of 4 in. (100 mm) in total width.

**15.9.3.1.2** The 4 in. (100 mm) wide stripe or combination of stripes shall be permitted to be interrupted by objects (i.e., receptacles, cracks between slats in roll up doors) provided the full stripe is seen as conspicuous when approaching the apparatus.

**15.9.3.1.3** A graphic design shall be permitted to replace all or part of the required striping material if the design or combination thereof covers at least the same perimeter length(s) required by 15.9.3.1.

**15.9.3.2** At least 50 percent of the rear-facing vertical surfaces, visible from the rear of the apparatus, excluding any pump panel areas not covered by a door, shall be equipped with retroreflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees.

**15.9.3.2.1** Each stripe in the chevron shall be a single color alternating between red and either yellow, fluorescent yellow, or fluorescent yellow-green.

**15.9.3.2.2** Each stripe shall be 6 in. (150 mm) in width.

**15.9.3.3** All retroreflective materials required by 15.9.3.1 and 15.9.3.2 shall conform to the requirements of ASTM D4956,

*Standard Specification for Retroreflective Sheeting for Traffic Control*, Section 6.1.1 for Type I Sheeting.

**15.9.3.3.1** All retroreflective materials used to satisfy the requirements of 15.9.3.1 that are colors not listed in ASTM D4956, Section 6.1.1, shall have a minimum coefficient of retroreflection of 10 with observation angle of 0.2 degrees and entrance angle of -4 degrees.

**15.9.3.3.2** Fluorescent yellow and fluorescent yellow-green retroreflective materials used to meet the requirements of 15.9.3.2 shall conform to the minimum requirements specified for yellow Type I Sheeting in ASTM D4956, Section 6.1.1.

**15.9.3.3.3** Any printed or processed retroreflective film construction used to meet the requirements of 15.9.3.1 and 15.9.3.2 shall conform to the standards required of an integral colored film as specified in ASTM D4956, Section 6.1.1.

**15.10\* Hose Storage.** If a hose storage area(s) is provided, it shall comply with this section.

**15.10.1** The bottom shall be constructed to prevent the accumulation of water and allow ventilation to aid in drying hose.

**15.10.2** The interior shall be smooth and free from all projections, such as nuts, sharp angles, or brackets, that might cause damage to the hose.

**15.10.3** The interior of a hose storage area shall not be required to meet the slip resistance requirements given in 15.7.4.

**15.10.4** Reels, handrails, ladders, and equipment holders shall be placed so as not to obstruct the laying or removal of hose from the storage area.

**15.10.5\*** Any hose storage area shall be equipped with a positive means to prevent unintentional deployment of the hose from the top, sides, front, and rear of the hose storage area while the apparatus is underway in normal operations.

**15.10.6 Hose Restraint Safety Sign.** Safety sign FAMA22, which warns of the need to secure hose, shall be visible to personnel at each hose storage area.

**15.11 Requirements for Mounting of Ground Ladders.**

**15.11.1** Ground ladders shall be mounted and protected to prevent movement, abrasion, or other damage to the ground ladder while they are on the fire apparatus. [1932:4.1.2]

**15.11.2** When mounted on the apparatus, ground ladders shall not be subject to exposure to heat sources (such as engine heat) of 212°F (100°C) or greater. [1932:4.1.3]

**15.11.3** Ground ladders shall be supported to prevent any sagging or distortion while they are mounted on the fire apparatus. [1932:4.1.4]

**15.11.4** The rollers and other moving parts of the frame holding the ground ladders on the apparatus shall be readily accessible to permit lubrication.

**15.12\* Receivers and Anchors for Rope and Removable Winches.**

**15.12.1** Receivers or anchors installed at any location on the apparatus for use as removable winch anchors shall be designed and affixed to provide at least a 2.0 to 1 straight line

pull no-yield safety factor over the load rating of the removable winch.

**15.12.2** Receivers or anchors installed at any location on the apparatus for use with rope operations shall be designed and affixed to the apparatus to provide at least a 9000 lbf (40,000 N) no-yield condition with a straight line pull.

**15.12.3** Safety sign FAMA28 shall be located on or near each receiver or anchor stating the maximum straight line pull rating.

**15.13 Slip-On Fire-Fighting Module.** If the pump, piping, and tank are built as a slip-on, self-contained unit, it shall meet the requirements of 15.13.1 through 15.13.3 and shall be mounted on the fire apparatus in accordance with 15.13.4.

**15.13.1** The major components of the slip-on module, including the pump, pumping engine, water and agent tank(s), plumbing system, and electrical system shall meet the requirements of the applicable chapters of this standard covering those components.

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

**15.13.3** The manufacturer of a slip-on fire-fighting module shall provide the following data with the module:

- (1) Weight without water but with all other tanks or reservoirs for liquids full
- (2) Weight full with water and other liquids, including foam concentrate, fuel, and lubricants
- (3) Horizontal center of gravity when full with water and other liquids
- (4) Overall dimensions

**15.13.4 Mounting.**

**15.13.4.1** The slip-on module shall be mounted in a manner that allows access to the engine, pump, and auxiliary systems for routine maintenance.

**15.13.4.2** The slip-on module shall be removable using common hand tools.

**15.13.4.3** The slip-on module shall be mounted in a manner that prevents damage by vibration.

**15.13.4.4\*** Special anchorage shall be provided on the vehicle chassis and on the slip-on fire-fighting module to secure the fire-fighting module to the vehicle chassis.

**15.13.4.5** The anchorage described in 15.13.4.4 shall be designed to prevent movement of the slip-on module during rapid acceleration or deceleration.

**15.13.4.6** Drilling on chassis frame flanges or welding to chassis frame shall not be permitted.

**Chapter 16 Fire Pumps and Associated Equipment**

**16.1 Application.** If the apparatus is equipped with a fire pump, the provisions of this chapter shall apply.

**16.2 Design and Performance Requirements.**

**16.2.1 Fire Pump Rated Capacity.**

**16.2.1.1** The fire pump shall be mounted on the apparatus and shall have a minimum rated capacity of 250 gpm (1000 L/min) at 150 psi (1000 kPa) net pump pressure.

**16.2.1.2** Pumps of higher capacity shall be rated at one of the capacities specified in Table 16.2.4.1(a).

**16.2.2\*** Where the apparatus is designed for "pump-and-roll" operations, the vehicle drive engine and drive train shall be arranged so that the pump can deliver at least 20 gpm (76 L/min) at a gauge pressure of 80 psi (550 kPa) while the fire apparatus is moving at 2 mph (3.2 kmph) or less.

**16.2.3 Pumping System Capability.**

**16.2.3.1** If the pumping system is rated at less than 3000 gpm (12,000 L/min), it shall be capable of delivering the following:

- (1) One hundred percent of rated capacity at 150 psi (1000 kPa) net pump pressure
- (2) Seventy percent of rated capacity at 200 psi (1400 kPa) net pump pressure
- (3) Fifty percent of rated capacity at 250 psi (1700 kPa) net pump pressure

**16.2.3.2\*** If the pumping system is rated at 3000 gpm (12,000 L/min) or greater, it shall be capable of delivering the following:

- (1) One hundred percent of rated capacity at 100 psi (700 kPa) net pump pressure
- (2) Seventy percent of rated capacity at 150 psi (1000 kPa) net pump pressure
- (3) Fifty percent of rated capacity at 200 psi (1400 kPa) net pump pressure

**16.2.3.3\*** When dry, the pump system shall be capable of meeting the requirements of 16.2.3.3.1 through 16.2.3.3.4.

**16.2.3.3.1** Where pumps are rated at less than 1500 gpm (6000 L/min), they shall be capable of taking suction through 20 ft (6 m) of suction hose under the conditions specified in 16.2.4.1 for the rated capacity of the pump and shall begin discharging water in not more than 30 seconds.

**16.2.3.3.2** Where pumps are of 1500 gpm (6000 L/min) or larger capacity, they shall be capable of taking suction through 20 ft (6 m) of suction hose under the conditions specified in 16.2.4.1 for the rated capacity of the pump and shall begin discharging water in not more than 45 seconds.

**16.2.3.3.3** Where the pump system includes an auxiliary 4 in. (100 mm) or larger intake pipe having a volume of 1 ft<sup>3</sup> (0.03 m<sup>3</sup>) or more, an additional 15 seconds beyond that allowed in 16.2.3.3.1 and 16.2.3.3.2 shall be permitted.

**16.2.3.3.4\*** Where pumps are of the parallel/series type, they shall complete the requirements of 16.2.3.3.1 through 16.2.3.3.3 in both parallel and series operation.

**16.2.3.4 Vacuum.**

**16.2.3.4.1** The completed pumping system shall be capable of developing a vacuum of 22 in. Hg (75 kPa) at altitudes up to 2000 ft (600 m) by means of the pump priming system and sustaining the vacuum for at least 5 minutes with a loss not to exceed 10 in. Hg (34 kPa).

**16.2.3.4.2** The requirement in 16.2.3.4.1 shall be met with all intake valves open, with all intakes capped or plugged, with all discharge caps removed and valves closed, and without the use of the pump primer during the 5-minute period.

**16.2.4 Pump Suction Capability.**

**16.2.4.1\*** The pump manufacturer shall certify that the fire pump is capable of pumping 100 percent of rated capacity at 150 psi (1000 kPa) net pump pressure for pumps rated at less than 3000 gpm (12,000 L/min) or at 100 psi (700 kPa) for pumps rated at 3000 gpm (12,000 L/min) or greater from draft through 20 ft (6 m) of suction hose with a strainer attached under the following conditions:

- (1) An altitude of 2000 ft (600 m) above sea level
- (2) Atmospheric pressure of 29.9 in. Hg (101 kPa) (corrected to sea level)
- (3) Water temperature of 60°F (15.6°C)
- (4) Suction hose size and number of hose not to exceed those indicated in Table 16.2.4.1(a)
- (5) Lift as indicated in Table 16.2.4.1(a)
- (6) Friction and entrance loss in suction hose, including strainer, as given in Table 16.2.4.1(b) or Table 16.2.4.1(c)

**16.2.4.2\*** The pump manufacturer shall certify that the pump is capable of pumping rated capacity at 150 psi (1000 kPa) net pump pressure for pumps rated at less than 3000 gpm (12,000 L/min) or at 100 psi (700 kPa) for pumps rated at 3000 gpm (12,000 L/min) or greater at any of the following special conditions when these conditions are specified by the purchaser:

- (1) At an elevation above 2000 ft (600 m)
- (2) At lifts higher than those listed in Table 16.2.4.1(a), through more than 20 ft (6 m) of suction hose, or both
- (3) For pumps having a rated capacity of 1500 gpm (6000 L/min) or larger, through a single suction hose only, or

through the number of hose listed in Table 16.2.4.1(a) attached to one side of the apparatus only

**16.2.5 Fire Pump Maximum Discharge Pressure Capability Rating.**

**16.2.5.1** The fire pump manufacturer shall establish the maximum discharge pressure capability rating of the pump.

**16.2.5.2** The fire pump manufacturer shall certify the maximum discharge pressure capability rating of the pump if it exceeds the hydrostatic test gauge pressure in 16.5.2.1.

**16.3 Pumping Engine Requirements.**

**16.3.1\*** The apparatus manufacturer shall approve the use of the pumping engine for stationary pumping applications based on the size of the fire apparatus and the rating of the pump being furnished.

**16.3.2 Engine Speed.**

**16.3.2.1** The engine shall be capable of performing the pumping tests herein specified without exceeding the maximum governed speed of the engine as shown on a certified brake horsepower curve of the type of engine used without accessories.

**16.3.2.2** The brake horsepower curve certification shall be signed by a responsible official of the engine manufacturer.

**16.3.3** If the fire pump is rated at 750 gpm (3000 L/min) or greater but less than 3000 gpm (12,000 L/min), the engine/pump combination shall be capable of delivering the rated pump capacity at 165 psi (1100 kPa) net pump pressure.

**Table 16.2.4.1(a) Suction Hose Size, Number of Suction Lines, and Lift for Pump Manufacturer’s Suction Capability Certification**

Rated Capacity		Suction Hose Size		Number of Suction Lines	Lift	
gpm	L/min	in.	mm		ft	m
250	1,000	3	75	1	10	3
300	1,100	3	75	1	10	3
350	1,300	4	100	1	10	3
500	2,000	4½	110	1	10	3
750	3,000	4½	110	1	10	3
1000	4,000	6	150	1	10	3
1250	5,000	6	150	1	10	3
1500	6,000	6	150	2	10	3
1750	7,000	6	150	2	8	2.4
2000	8,000	6	150	2	6	1.8
2000	8,000	8	200	1	6	1.8
2250	9,000	6	150	3	6	1.8
2250	9,000	8	200	1	6	1.8
2500	10,000	6	150	3	6	1.8
2500	10,000	8	200	1	6	1.8
3000	12,000	6	150	4	6	1.8
3000	12,000	8	200	2	6	1.8
3500	14,000	6	150	4	6	1.8
3500	14,000	8	200	2	6	1.8
4000	16,000	6	150	4	6	1.8
4000	16,000	8	200	2	6	1.8

**Table 16.2.4.1(b) Friction and Entrance Loss in 20 ft of Suction Hose, Including Strainer (inch-pound units)**

Flow Rate	Number of Suction Hose and Size (inside diameter)									
	One 3 in.		One 4 in.		One 4½ in.		One 5 in.		One 6 in.	
	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg
250	5.2 (1.2)	4.6								
175	2.6 (0.6)	2.3								
125	1.4 (0.3)	1.2								
300	7.5 (1.7)	6.6								
210	3.8 (0.8)	3.4								
150	1.9 (0.4)	1.7								
350			2.5 (0.7)	2.1						
245			1.2 (0.3)	1.1						
175			0.7 (0.1)	0.6						
500			5.0 (1.3)	4.4	3.6 (0.8)	3.2				
350			2.5 (0.7)	2.1	1.8 (0.4)	1.6				
250			1.3 (0.4)	1.1	0.9 (0.3)	0.8				
750			11.4 (2.9)	9.8	8.0 (1.6)	7.1	4.7 (0.9)	4.2	1.9 (0.4)	1.7
525			5.5 (1.5)	4.9	3.9 (0.8)	3.4	2.3 (0.5)	2.0	0.9 (0.2)	0.8
375			2.8 (0.7)	2.5	2.0 (0.4)	1.8	1.2 (0.2)	1.1	0.5 (0.1)	0.5
1000					14.5 (2.8)	12.5	8.4 (1.6)	7.4	3.4 (0.6)	3.0
700					7.0 (1.4)	6.2	4.1 (0.8)	3.7	1.7 (0.3)	1.5
500					3.6 (0.8)	3.2	2.1 (0.4)	1.9	0.9 (0.2)	0.8
Flow Rate	One 5 in.		One 6 in.		Two 4½ in.		Two 5 in.		Two 6 in.	
(L/min)	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg
1250	13.0 (2.4)	11.5	5.2 (0.9)	4.7	5.5 (1.2)	4.9				
875	6.5 (1.2)	5.7	2.6 (0.5)	2.3	2.8 (0.7)	2.5				
625	3.3 (0.7)	2.9	1.3 (0.3)	1.1	1.4 (0.3)	1.2				
1500			7.6 (1.4)	6.7	8.0 (1.6)	7.1	4.7 (0.9)	4.2	1.9 (0.4)	1.7
1050			3.7 (0.7)	3.3	3.9 (0.8)	3.4	2.3 (0.5)	2.0	0.9 (0.3)	0.8
750			1.9 (0.4)	1.7	2.0 (0.4)	1.8	1.2 (0.2)	1.1	0.5 (0.1)	0.5
1750			10.4 (1.8)	9.3	11.0 (2.2)	9.7	6.5 (1.2)	5.7	2.6 (0.5)	2.3
1225			5.0 (0.9)	4.6	5.3 (1.1)	4.7	3.1 (0.7)	2.7	1.2 (0.3)	1.1
875			2.6 (0.5)	2.3	2.8 (0.6)	2.5	1.6 (0.3)	1.4	0.7 (0.2)	0.6
2000					14.5 (2.8)	12.5	8.4 (1.6)	7.4	3.4 (0.6)	3.0
1400					7.0 (1.4)	6.2	4.1 (0.8)	3.7	1.7 (0.3)	1.5
1000					3.6 (0.8)	3.2	2.1 (0.4)	1.9	0.9 (0.2)	0.8
2250							10.8 (2.2)	9.5	4.3 (0.8)	3.8
1575							5.3 (1.1)	4.7	2.2 (0.4)	1.9
1125							2.8 (0.5)	2.5	1.1 (0.2)	1.0
2500							13.0 (2.4)	11.5	5.2 (0.9)	4.7
1750							6.5 (1.2)	5.7	2.6 (0.5)	2.3
1250							3.3 (0.7)	2.9	1.3 (0.3)	1.1
Flow Rate	Two 6 in.		Three 6 in.		Four 6 in.		One 8 in.		Two 8 in.	
(L/min)	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg	ft water	in. Hg
2000	3.4 (0.6)	3.0					4.3 (1.1)	3.8		
1400	1.7 (0.3)	1.5					2.0 (0.6)	1.8		
1000	0.9 (0.2)	0.8					1.0 (0.3)	0.9		
2250	4.3 (0.8)	3.8	2.0 (0.5)	1.8			5.6 (1.4)	5.0	1.2 (0.4)	1.1
1575	2.2 (0.4)	1.9	1.0 (0.2)	0.9			2.5 (0.9)	2.2	0.6 (0.2)	0.5
1125	1.1 (0.2)	1.0	0.5 (0.1)	0.5			1.2 (0.4)	1.1	0.3 (0.1)	0.3
2500	5.2 (0.9)	4.7	2.3 (0.6)	2.0			7.0 (1.7)	6.2	1.5 (0.4)	1.3
1750	2.6 (0.5)	2.3	1.2 (0.2)	1.1			3.2 (1.0)	2.8	0.8 (0.2)	0.7
1250	1.3 (0.3)	1.1	0.6 (0.1)	0.5			1.5 (0.4)	1.3	0.4 (0.1)	0.4
3000	7.6 (1.4)	6.9	3.4 (0.6)	3.0			10.1 (3.0)	9.0	2.3 (0.6)	2.1
2100	3.7 (0.7)	3.4	1.7 (0.3)	1.5			4.7 (1.3)	4.2	1.0 (0.3)	0.9
3500	10.4 (1.8)	9.3			2.6 (0.5)	2.3			3.2 (0.8)	2.8
2450	5.0 (0.9)	4.6			1.2 (0.3)	1.1			1.5 (0.4)	1.3
4000			4.8 (0.9)	4.3	3.4 (0.6)	3.0			4.3 (1.1)	3.8
2800			2.8 (0.5)	2.5	1.7 (0.3)	1.5			2.0 (0.6)	1.8

Note: Figures in parentheses indicate increment to be added or subtracted for each 10 ft of hose greater than or less than 20 ft.

**Table 16.2.4.1(c) Friction and Entrance Loss in 6 m of Suction Hose, Including Strainer (SI units)**

Flow Rate (L/min)	Number of Suction Hose and Size (inside diameter)									
	One 75 mm		One 100 mm		One 110 mm		One 125 mm		One 150 mm	
	m water	kPa	m water	kPa	m water	kPa	m water	kPa	m water	kPa
1,000	1.6 (0.04)	16								
700	0.8 (0.02)	8								
500	0.4 (0.01)	4								
1,100	2.2 (0.05)	22								
770	1.1 (0.02)	12								
550	0.6 (0.01)	6								
1,300			0.7 (0.02)	7						
910			0.4 (0.01)	4						
650			0.2 (0.01)	2						
2,000			1.5 (0.04)	15	1.1 (0.02)	11				
1,400			0.7 (0.02)	7	0.5 (0.01)	5				
1,000			0.4 (0.01)	4	0.3 (0.01)	3				
3,000			3.5 (0.09)	33	2.4 (0.05)	24	1.4 (0.03)	14	0.6 (0.01)	6
2,100			1.7 (0.05)	17	1.2 (0.02)	11	0.7 (0.01)	7	0.3 (0.01)	3
1,500			0.9 (0.02)	8	0.6 (0.01)	6	0.4 (0.01)	4	0.2 (0.01)	2
4,000					4.4 (0.08)	42	2.6 (0.05)	25	1.0 (0.02)	10
2,800					2.1 (0.04)	21	1.2 (0.02)	13	0.5 (0.01)	5
2,000					1.1 (0.02)	11	0.6 (0.01)	6	0.3 (0.01)	3
Flow Rate (L/min)	One 125 mm		One 150 mm		Two 110 mm		Two 125 mm		Two 150 mm	
	m water	kPa	m water	kPa	m water	kPa	m water	kPa	m water	kPa
5,000	4.0 (0.07)	39	1.6 (0.03)	16	1.7 (0.04)	17				
3,500	2.0 (0.04)	19	0.8 (0.02)	8	0.9 (0.02)	8				
2,500	1.0 (0.02)	10	0.4 (0.01)	4	0.4 (0.01)	4				
6,000			2.3 (0.04)	23	2.4 (0.05)	24	1.4 (0.03)	14	0.6 (0.01)	6
4,200			1.1 (0.02)	11	1.2 (0.02)	12	0.7 (0.02)	7	0.3 (0.01)	3
3,000			0.6 (0.01)	6	0.6 (0.01)	6	0.4 (0.01)	4	0.2 (0.01)	2
7,000			3.2 (0.05)	31	3.6 (0.07)	33	2.0 (0.04)	19	0.8 (0.02)	8
4,900			1.5 (0.03)	16	1.6 (0.03)	16	0.9 (0.02)	9	0.4 (0.01)	4
3,500			0.8 (0.02)	8	0.9 (0.02)	8	0.5 (0.01)	5	0.2 (0.01)	2
8,000					4.4 (0.08)	42	2.6 (0.05)	25	1.0 (0.02)	10
5,600					2.1 (0.04)	21	1.2 (0.02)	13	0.5 (0.01)	5
4,000					1.1 (0.02)	11	0.6 (0.01)	6	0.3 (0.01)	3
9,000							3.3 (0.07)	32	1.3 (0.02)	13
6,300							1.6 (0.03)	16	0.7 (0.01)	6
4,500							0.9 (0.02)	8	0.3 (0.01)	3
10,000							4.0 (0.07)	39	1.6 (0.03)	16
7,000							2.0 (0.04)	19	0.8 (0.02)	8
5,000							1.0 (0.02)	10	0.4 (0.01)	4
Flow Rate (L/min)	Two 150 mm		Three 150 mm		Four 150 mm		One 200 mm		Two 200 mm	
	m water	kPa	m water	kPa	m water	kPa	m water	kPa	m water	kPa
8,000	1.0 (0.02)	10					1.3 (0.03)	13		
5,600	0.5 (0.01)	5					0.6 (0.02)	6		
4,000	0.3 (0.01)	3					0.3 (0.01)	3		
9,000	1.3 (0.02)	13	0.6 (0.01)	6			1.7 (0.05)	17	0.4 (0.01)	4
6,300	0.7 (0.01)	6	0.3 (0.01)	3			0.7 (0.03)	7	0.2 (0.01)	2
4,500	0.3 (0.01)	3	0.2 (0.01)	2			0.4 (0.01)	4	0.1 (0.01)	1
10,000	1.6 (0.03)	16	0.7 (0.02)	7			2.1 (0.05)	21	0.5 (0.01)	4
7,000	0.8 (0.02)	8	0.4 (0.01)	4			1.0 (0.03)	9	0.2 (0.01)	2
5,000	0.4 (0.01)	4	0.2 (0.01)	2			0.5 (0.01)	4	0.1 (0.01)	1
12,000	2.3 (0.04)	23	1.0 (0.02)	10			3.0 (0.09)	30	0.7 (0.02)	7
8,400	1.1 (0.02)	12	0.5 (0.01)	5			1.4 (0.04)	14	0.3 (0.01)	3
14,000	3.2 (0.05)	31			0.8 (0.2)	8			1.0 (0.2)	9
9,800	1.5 (0.03)	16			0.4 (0.1)	4			0.5 (0.1)	4
16,000			1.5 (0.3)	15	1.0 (0.2)	10			1.3 (0.3)	13
11,200			0.9 (0.2)	8	0.5 (0.1)	5			0.6 (0.2)	6

Note: Figures in parentheses indicate increment to be added or subtracted for each 3 m of hose greater than or less than 6 m.



**16.3.4\*** If a separate pumping engine is provided, it shall meet the requirements of 12.2.1.1, 12.2.1.2, 12.2.1.7, 12.2.2, 12.2.3.1, 12.2.3.2, 12.2.4 through 12.2.6, Section 13.2, 13.4.3, 13.4.4, 13.4.4.1, 13.4.4.3, 13.4.4.4, 13.4.5, Section 13.5, and Section 13.6.

#### **16.3.5 Indicator or Light.**

**16.3.5.1** Where a separate engine is used to drive the pump, an indicator or light that is energized when the pump engine is running shall be provided in the driving compartment.

**16.3.5.2** The indicator or light shall be marked with a label that reads "Pump Engine Running."

#### **16.4 Power Train Capability.**

**16.4.1** All components in the power train from the engine to the fire pump shall be capable of transmitting the torque necessary to power the pump, as installed in the apparatus, for the pump performance points specified in 16.2.3.1 or 16.2.3.2, as applicable, without exceeding the component manufacturer's continuous duty torque rating.

**16.4.2** When pumping continuously at each of the pump performance points specified in 16.2.3.1 or 16.2.3.2, as applicable, lubricant temperatures in any power train component installed in the apparatus from the engine to the pump shall not exceed the component manufacturer's recommendation for maximum temperature.

**16.4.3\*** A means shall be provided to limit the nominal net engine output during pumping operation to a torque level equal to the nominal continuous duty torque rating of the weakest component or, if there are multiple devices to be driven simultaneously, to a level equal to the sum of the nominal continuous duty torque ratings of multiple components.

#### **16.5 Construction Requirements.**

**16.5.1\*** Wetted moving parts shall be constructed of a corrosion-resistant material.

#### **16.5.2 Hydrostatic Test.**

**16.5.2.1** The pump body shall be subjected to a hydrostatic test to a minimum gauge pressure of 500 psi (3400 kPa) for a minimum of 10 minutes.

**16.5.2.2** The pump manufacturer shall provide a certificate of completion for the hydrostatic test.

#### **16.5.3 Plumbing Pressure Capacity.**

**16.5.3.1** The entire discharge piping system; valves; drain cocks; and outlet closures, excluding the tank fill line on the tank side of the valve and CAF system piping and components that include valves that permit isolation from discharge pressure, shall be capable of withstanding a hydrodynamic discharge pressure of 500 psi (3400 kPa) or 100 psi (700 kPa) over the maximum discharge pressure capability rating of the pump, whichever is greater.

**16.5.3.2** The aerial waterway and master stream waterway on the discharge side of the valves in those lines and CAF system piping and components shall be capable of withstanding a hydrostatic pressure of 250 psi (1700 kPa).

**16.5.3.3** The entire intake piping system, valves, bleeder valves, and intake closures, excluding the tank-to-pump line on the

tank side of the valve, shall be capable of withstanding a hydrostatic pressure of 250 psi (1700 kPa).

#### **16.5.4 Hydrodynamic Test.**

**16.5.4.1** If the maximum discharge pressure capability rating of the pump identified in 16.2.5.1 exceeds the hydrostatic test pressure performed in 16.5.2.1, the pump shall be subjected to a hydrodynamic test during which the discharge pressure equals or exceeds the maximum discharge pressure capability rating for a minimum of 5 minutes.

**16.5.4.2** When the hydrodynamic test is required to be performed, the pump manufacturer shall provide a certificate of completion for the hydrodynamic test.

**16.5.5** The pump shall allow a positive-pressure water source to directly add to the pump's discharge pressure.

#### **16.6 Pump Intake Connections.**

**16.6.1\*** The pump shall have a sufficient number and size of intakes to perform the apparatus pump system certification test.

**16.6.1.1\*** The intakes specified in 16.6.1 shall have male National Hose (NH) threads if the apparatus is to be used in the United States.

**16.6.1.2** If the couplings on the suction hose carried on the apparatus are of a different size from that of the pump intake(s) or have means of hose attachment other than that provided on the intake(s), an adapter(s) shall be provided to allow connection of the suction hose to the pump intake(s).

**16.6.1.3\*** Safety sign FAMA25, which warns of the need for training prior to operating the apparatus, shall be located on the pump operator's panel.

#### **16.6.2 Intake Strainer.**

**16.6.2.1** Each intake shall have a removable or accessible strainer inside the connection.

**16.6.2.2\*** The strainer(s) shall restrict spherical debris that is too large to pass through the pump.

**16.6.3** At least one valved intake shall be provided that can be controlled from the pump operator's position.

**16.6.3.1** The valve and piping shall be a minimum 2½ in. (65 mm) nominal size.

**16.6.3.2** If the intake is 2½ in. (65 mm) nominal size, the intake shall be equipped with a female swivel coupling with NH threads.

**16.6.4** Any 3 in. (75 mm) or larger intake valve except the tank-to-pump intake valve shall be a slow-operating valve.

**16.6.5\*** Each valved intake shall be equipped with a bleeder valve having a minimum ¼ in. (20 mm) pipe thread connection to bleed off air or water.

**16.6.5.1** The bleeder valve shall be operational without the operator having to get under the apparatus.

**16.6.5.2** If a valved appliance is attached to an intake, it shall be equipped with a ¼ in. (19 mm) bleeder valve on each intake.

**16.6.5.3** Bleeder valves for valved intakes 4 in. (100 mm) and larger not located at the pump operator's panel shall be located where the bleeder valve controls are visible and operationally functional while the operator remains stationary at the valved intake position.

**16.6.6** Each valved intake having a connection size larger than 3 in. (75 mm) shall be equipped with an adjustable automatic pressure relief device installed on the supply side of the valve to bleed off pressure from a hose connected to the valved intake.

**16.6.6.1** The pressure relief device shall discharge to atmosphere, and the discharge shall be piped or directed away from the pump operator's position.

**16.6.6.2** The automatic pressure relief device shall be adjustable from a minimum of 90 psi (620 kPa) to at least 185 psi (1275 kPa).

**16.6.6.3** The pressure relief device, when preset at 125 psi (860 kPa), shall not allow a pressure rise greater than 60 psi (400 kPa) at the device inlet while flowing a minimum of 150 gpm (570 L/min).

**16.6.7** If the pump is equipped with one or more intakes larger than 3 in. (75 mm) that are not valved, an adjustable automatic pressure relief device shall be installed on the pump system to bleed off excess pressure from a hose connected to the pump intake.

**16.6.7.1** The automatic pressure relief device shall be adjustable from a minimum of 90 psi (620 kPa) to at least 185 psi (1275 kPa).

**16.6.7.2** The pressure relief device, when preset at 125 psi (860 kPa), shall not allow a pressure rise greater than 60 psi (400 kPa) at the device inlet while flowing a minimum of 150 gpm (570 L/min).

**16.6.7.3** The pressure relief device shall discharge to atmosphere.

**16.6.8 Intake Covers.** All intakes shall be provided with caps, plugs, or closures capable of withstanding a hydrostatic gauge pressure of 500 psi (3400 kPa).

**16.6.8.1** Intakes having male threads shall be equipped with caps.

**16.6.8.2** Intakes having female threads shall be equipped with plugs.

**16.6.8.3** Where adapters for special threads or other means for hose attachment are provided on the intakes, closures shall be provided for the adapters in lieu of caps or plugs.

**16.6.8.4** Caps, plugs, or closures for 3½ in. (90 mm) and smaller intakes shall remain secured to the apparatus when removed from the intakes.

**16.6.9** If the suction inlets are to be equipped with a valve, siamese, or adapter that will remain in place while the apparatus is in motion, that valve, siamese, or adapter shall not project beyond the apparatus running board.

**16.6.10** The purchaser shall specify if any valve, siamese, or adapter is to be permanently installed on an intake and identify the brand and model of such item.

**16.7\* Pump Discharge Outlets.**

**16.7.1\*** Discharge outlet connections of 2½ in. (65 mm) or larger shall be provided to discharge the rated capacity of the pump at the flow rates shown in Table 16.7.1.

**16.7.1.1** If the apparatus is equipped with an aerial device with a waterway that is permanently connected to the pump, the discharge from that waterway shall be permitted to be credited as a 1000 gpm (4000 L/min) outlet.

**16.7.1.2** A minimum of two 2½ in. (65 mm) outlets shall be provided on any pump rated at 750 gpm (3000 L/min) or greater, and a minimum of one 2½ in. (65 mm) outlet shall be provided on any pump rated at less than 750 gpm (3000 L/min).

**16.7.2 Discharge Outlet Connections.**

**16.7.2.1\*** All 2½ in. (65 mm) or larger discharge outlet connections shall be equipped with male National Hose (NH) threads if the apparatus is to be used in the United States.

**16.7.2.2\*** Adapters with special threads or other means for hose attachment shall be permitted to be attached to any outlets.

**16.7.3\*** The piping and valves supplying any preconnected 1½ in. (38 mm), 1¾ in. (45 mm), or 2 in. (52 mm) hose line, including the piping to the preconnected hose storage areas specified in Section 5.7(2), Section 6.7(2), 7.7.2, 8.7.2, Section 9.7(2), or Section 11.7(2), as applicable, shall be at least 2 in. (52 mm) in size.

**16.7.4** All discharge outlet connections, except connections to which a hose will be preconnected, shall be equipped with caps or closures capable of withstanding a hydrostatic gauge pressure of 100 psi (700 kPa) over the maximum pump close-off pressure or 500 psi (3400 kPa), whichever is greater.

**16.7.4.1** Where adapters are provided on the discharge outlet connections, the closures shall fit on the adapters.

**16.7.4.2** Caps or closures for outlet connections smaller than 4 in. (100 mm) shall remain secured to the apparatus when removed from the connection.

**16.7.4.3** Caps shall automatically release pressure in the discharge outlet before the threads are completely disengaged unless the outlet and the cap are equipped with drains or bleeder valves.

**16.7.4.4** The pressure relief shall discharge to atmosphere, and the discharge shall direct away from the operator's position.

**16.7.5** Each discharge outlet shall be equipped with a valve that can be opened and closed smoothly at the discharge rates

**Table 16.7.1 Discharge Rates by Outlet Size**

Outlet Size		Flow Rates	
in.	mm	gpm	L/min
2½	65	250	1000
3	75	375	1400
4	100	625	2400
5	125	1000	4000
6	150	1500	6000

shown in Table 16.7.1 at a pump discharge gauge pressure of 250 psi (1700 kPa).

**16.7.5.1** The flow-regulating element of each valve shall not change its position under any condition of operation that involves discharge pressures to the maximum pressure of the pump.

**16.7.5.2** The means to prevent a change in position shall be incorporated in the operating mechanism and shall be permitted to be manually or automatically controlled.

**16.7.5.3\*** Any 3 in. (75 mm) or larger discharge valve shall be a slow-operating valve.

**16.7.6** All 1½ in. (38 mm) or larger discharge outlets shall be equipped with a drain or bleeder valve having a minimum ¾ in. (19 mm) pipe thread connection for draining or bleeding off pressure from a hose connected to the outlet.

**16.7.7** Any 2 in. (52 mm) or larger discharge outlet that is located more than 42 in. (1070 mm) off the ground to which hose is to be connected and that is not in a hose storage area shall be supplied with a sweep elbow of at least 30 degrees downward.

#### **16.7.8 Valves.**

**16.7.8.1** Each pump discharge shall have a valve that can be controlled from the pump operator's position.

**16.7.8.2** A secondary valve shall be permitted to be provided at a discharge outlet if required for special applications.

#### **16.7.9\* Location of Discharge Outlets.**

**16.7.9.1** No discharge outlet larger than 2½ in. (65 mm) shall be located at the pump operator's panel.

**16.7.9.2** If the apparatus has a top console-type pump operator's panel, vertical discharge outlets larger than 2½ in. (65 mm) shall be permitted at the top midship position of apparatus where the outlets are used for directly connected deck guns or monitors and no fire hose is used for coupling the components.

**16.7.10** Where the valve-operating mechanism does not indicate the position of the valve, an indicator shall be provided to show when the valve is closed.

#### **16.8 Pump Drains.**

**16.8.1** A readily accessible drain valve(s) that is marked with a label as to its function shall be provided to allow for draining of the pump and all water-carrying lines and accessories.

**16.8.2** The drain valve(s) shall be operational without the operator having to get under the apparatus.

#### **16.9 Pump Operator's Panel.**

**16.9.1\*** Each pump control, gauge, and other instrument necessary to operate the pump shall be located on a panel known as the pump operator's panel and shall be marked with a label as to its function.

**16.9.2** All gauges, discharge outlets, pump intakes, and controls shall be illuminated in compliance with 4.10.1.

#### **16.10\* Pump Controls.**

**16.10.1 General Provisions.** Provisions shall be made for placing the pump drive system in operation using controls and switches that are identified and within convenient reach of the operator.

**16.10.1.1** Where the pump is driven by the chassis engine and engine compression brakes or engine exhaust brakes are furnished, these engine brakes shall be automatically disengaged for pumping operations.

**16.10.1.2\*** Any control device used in the pumping system power train between the engine and the pump, except a manual pump shift override device if provided, shall be equipped with a means to prevent unintentional movement of the control device from its set position in the pumping mode.

**16.10.1.3** Where the pump is driven by the chassis engine, a label indicating the chassis transmission shift selector position to be used for pumping shall be provided in the driving compartment and located so that it can be read from the driver's position.

**16.10.1.4** Where the pump is driven by the chassis engine and automatic transmission through a split shaft PTO, an interlock system shall be provided to prevent the pump drive system from being shifted out of the "pump engaged" pumping mode of operation when the chassis transmission is in pump gear.

**16.10.1.5** Where the power train from engine to pump includes auxiliary braking devices, they shall be automatically disengaged for pumping operations.

**16.10.1.6** Where the pump is driven by the chassis engine and an automatic chassis transmission through a split-shaft PTO, the chassis transmission shall shift to neutral upon engagement of the parking brake.

**16.10.2\* Interlocks and Indicators.** Where the water pump is driven by the chassis engine, an interlock system shall be provided to ensure that the pump drive system components are engaged in the pumping mode of operation so that the pumping system can be operated from the pump operator's position, with indicators to inform the operators of the status of the controls.

##### **16.10.2.1 Required Indicators.**

**16.10.2.1.1** All apparatus shall have "Pump Engaged" and "OK to Pump" indicators in the driver compartment.

**16.10.2.1.2** All apparatus shall have "Throttle Ready" and "OK to Pump" indicators on the pump operator's panel.

**16.10.2.1.3** If the apparatus is designed to do pump-and-roll, an "OK to Pump-and-Roll" indicator shall also be in the driver compartment.

**16.10.2.2\* Pump Engaged.** A "Pump Engaged" indicator shall be provided in the driving compartment to indicate the pump shift has been successfully completed.

**16.10.2.3 OK to Pump.** An "OK to Pump" indicator shall be provided in the driving compartment and on the pump operator's panel to indicate that all of the following conditions have been met to safely operate the pump in stationary mode:

- (1) The pump shift is engaged.
- (2) The parking brake is engaged.

- (3) If the pump is driven from a transfer case PTO or auxiliary transmission PTO, the drive to the wheels is in neutral.
- (4) If the apparatus is equipped with an automatic transmission, the chassis transmission is in the correct pump gear as identified in 16.10.1.3 as follows:
  - (a) If the pump is driven by a PTO after the chassis transmission gearing (e.g., split shaft PTO, transfer case PTO, etc.) the transmission is in the correct forward drive gear.
  - (b) If the pump is driven by a PTO ahead of the chassis transmission gearing (e.g., flywheel PTO, crankshaft PTO, etc.) the transmission is in neutral.
- (5) If the apparatus is equipped with a manual transmission, any gear, including neutral, will allow an “OK to Pump” indicator to come on provided all other conditions are met.

**16.10.2.4\* OK to Pump-and-Roll.** If the apparatus is designed to be used in both stationary pumping mode and “pump-and-roll” pumping mode, an “OK to Pump-and-Roll” indicator shall be provided in the driving compartment to indicate that all of the following conditions have been met to safely operate the pump in pump-and-roll mode:

- (1) The pump shift is engaged.
- (2) The parking brake is released.

#### **16.10.2.5 Throttle Ready.**

**16.10.2.5.1** A “Throttle Ready” indicator shall be provided on the pump operator’s panel.

**16.10.2.5.2** The “Throttle Ready” indicator shall indicate when the pump is in “OK to Pump” mode.

**16.10.2.5.3\*** The “Throttle Ready” indicator at the pump operator’s panel shall be permitted to indicate when the parking brake is engaged and, if the apparatus is equipped with an automatic transmission, when the chassis transmission is in neutral.

#### **16.10.2.6 Engine Speed Control.**

**16.10.2.6.1** An engine speed control shall be provided at the pump operator’s panel.

**16.10.2.6.2** An interlock system shall be provided to prevent advancement of the engine speed at the pump operator’s panel unless the apparatus has a “Throttle Ready” indication.

**16.10.2.6.3** Loss of power to the interlock system shall return the engine speed to idle and prevent advancement from the pump operator’s panel.

**16.10.2.7 Manual Override.** If a pump shift manual override device is provided, the “Pump Engaged,” “OK to Pump,” “OK to Pump-and-Roll,” and “Throttle Ready” indicators and the pump operator’s panel engine speed advancement interlock system shall be operationally functional when the manual override device is used to shift the pump.

#### **16.10.3 Parallel/Series Control.**

**16.10.3.1** With parallel/series centrifugal pumps, the control positions for parallel operation (volume) and series operation (pressure) shall be indicated.

**16.10.3.2** The control for changing the pump from series to parallel, and vice versa, shall be operable at the pump operator’s position.

#### **16.10.4\* Pressure Control System.**

**16.10.4.1\*** A system shall be provided that, when set in accordance with the manufacturer’s instructions, will automatically control the increase in net pump pressure to a maximum of 30 psi (200 kPa) pressure rise when all discharge valves are closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds during the following conditions:

- (1) Over a range of pressures from 70 psi to 300 psi (500 kPa to 2000 kPa) net pump pressure with intake gauge pressure between -10 psi and 185 psi (-70 kPa and 1300 kPa) and discharge gauge pressure between 90 psi and 300 psi (620 kPa and 2000 kPa)
- (2) With initial engine and pump controls set to produce a range of flows from 150 gpm (550 L/min) to the rated capacity of the pump

**16.10.4.2** If the pump is equipped with a relief valve system where the system does not control engine speed, the system shall be equipped with a means to indicate when the system is in control of the pressure.

**16.10.4.2.1** If the pump is equipped with a governor system that controls engine speed, an indicator shall show when the system is turned on and whether it is controlling the engine speed or pump pressure.

**16.10.4.2.2** Either system shall be controllable by one person at the pump operator position.

**16.10.4.3** If the system discharges water to the atmosphere, the discharge shall be in a manner that will not expose personnel to high-pressure water streams.

**16.10.5\* Priming System.** A priming system shall be provided and controlled from the pump operator’s position.

**16.10.5.1** The priming system shall be capable of meeting the requirements of 16.2.3.3 and 16.2.4.

**16.10.5.2** The priming system shall be capable of operating with no lubricant or with a biodegradable nontoxic lubricant.

**16.10.6 Protection of Pump Controls.** All pump controls and devices shall be installed so as to be protected against mechanical damage and the effects of adverse weather conditions on their operation.

#### **16.11 Pump Engine Controls.**

**16.11.1\*** A throttle control that holds its set position shall be provided to control the pump engine speed.

**16.11.2** The throttle control on vertically (greater than 45 degrees) arranged pump panels shall be located not higher than 72 in. (1830 mm) nor lower than 42 in. (1070 mm) from the operator’s standing position with all instruments in full view.

**16.11.3** The throttle control on horizontally (less than 45 degrees) arranged pump panels shall be located not higher than 50 in. (1270 mm) nor lower than 32 in. (810 mm) from the operator’s standing position with all instruments in full view.

## 16.12 Instrumentation.

### 16.12.1 Pump Operator's Panel.

**16.12.1.1\*** The following controls and instruments shall be provided and installed as a group on the pump operator's panel:

- (1) Master pump intake pressure gauge
- (2) Master pump discharge pressure gauge
- (3) Pumping engine tachometer
- (4) Pumping engine coolant temperature gauge
- (5) Pumping engine oil pressure gauge
- (6) Voltmeter
- (7) Pump pressure control(s)
- (8) Pumping engine throttle
- (9) Primer control
- (10) Water tank-to-pump valve control
- (11) Water tank fill valve control
- (12) Water tank level gauge
- (13) CAF system isolation valve control (if so equipped)

**16.12.1.2** The instruments and controls required by 16.12.1.1 shall be placed so as to keep the pump operator as far as practicable from all discharge and intake connections and in a location where the instruments and controls are visible and operationally functional while the operator remains stationary.

**16.12.1.3** Any instrumentation exposed to the elements shall be weatherproof.

**16.12.1.4** The pumping engine oil pressure and engine coolant temperature gauges shall be equipped with audible and visual warnings.

**16.12.1.5** All engine operation gauges on the pump operator's panel shall be in addition to those on the vehicle's instrument panel.

### 16.12.2 Master Pump Intake and Discharge Pressure Gauges.

**16.12.2.1** Master pump intake and pump discharge pressure gauges shall be located within 8 in. (200 mm) of each other, edge to edge, with the intake pressure gauge to the left of or below the pump discharge pressure gauge.

**16.12.2.1.1** The intake pressure gauge shall read from 30 in. Hg (100 kPa) vacuum to at least a gauge pressure of 300 psi (2000 kPa).

**16.12.2.1.2** The discharge pressure gauge shall read from a gauge pressure of 0 psi or lower to a gauge pressure of at least 300 psi (2000 kPa).

**16.12.2.1.3** Pressure gauges shall not be damaged by a 30 in. Hg (100 kPa) vacuum.

**16.12.2.1.4** Pressure gauges shall be marked with labels that read "Pump Intake" for the intake pressure gauge and "Pump Discharge" for the discharge pressure gauge.

**16.12.2.2** If analog gauges are used, they shall meet the requirements of 16.12.2.2.1 through 16.12.2.2.7.

**16.12.2.2.1** There shall be at least a 1 in. (25 mm) diameter differential in viewing area between the master gauges and the individual discharge gauges, with the master gauges being the larger.

**16.12.2.2.2** Analog gauges displaying the vacuum portion in 120 degrees of arc or less shall have an accuracy complying

with Grade 1A as defined by ASME B40.100, *Pressure Gauges and Gauge Attachments*.

**16.12.2.2.3** Analog gauges displaying the vacuum portion in greater than 120 degrees of arc shall have an accuracy of 3½ percent or better on vacuum and 3½ percent or better on pressure over their entire respective scale.

**16.12.2.2.4** Analog gauges displaying the vacuum portion in greater than 120 degrees of arc shall have graduation lines on the vacuum side every 1 in. Hg (5 kPa) with major and immediate graduation lines emphasized and figures at least every 10 in. Hg (50 kPa).

**16.12.2.2.5** Numerals for master gauges shall be a minimum of 0.25 in. (6.4 mm) high.

**16.12.2.2.6** There shall be graduation lines showing at least every 10 psi (50 kPa), with major and intermediate graduation lines emphasized and figures at least every 100 psi (500 kPa).

**16.12.2.2.7** Analog pressure gauges shall be vibration and pressure pulsation dampened; be resistant to corrosion, condensation, and shock; and have internal mechanisms that are factory lubricated for the life of the gauge.

**16.12.2.3** If digital master pressure gauges are used, they shall meet the requirements of 16.12.2.3.1 through 16.12.2.3.3.

**16.12.2.3.1** The digits shall be at least 0.5 in. (12.7 mm) high.

**16.12.2.3.2** Digital pressure gauges shall display pressure in increments of not more than 10 psi (50 kPa).

**16.12.2.3.3** Digital master pressure gauges shall have an accuracy of ±3 percent over the full scale.

**16.12.2.3.4** If the apparatus is designed for pump-and-roll operations using the chassis engine-driven pump, a second discharge pressure gauge of the type required by 16.12.2.1.2 shall be mounted in the driving compartment in view of the driver.

### 16.12.3 Discharge Outlet Instrumentation.

**16.12.3.1** A pressure gauge shall be provided for each discharge outlet 1½ in. (38 mm) or larger in size and shall be marked with a label to indicate the outlet to which it is connected.

**16.12.3.2\*** Any discharge outlet that is equipped with a flowmeter shall also be provided with a pressure gauge.

**16.12.3.3** The pressure gauge or flowmeter display shall be located adjacent to the corresponding valve control with no more than 6 in. (150 mm) separating the pressure gauge or flowmeter bezel and the valve control midpoint or centerline.

**16.12.3.4** If both a flowmeter and a pressure gauge are provided for an individual discharge outlet, the pressure gauges shall be located within 6 in. (150 mm) of the valve control midpoint or centerline, and the flowmeter display shall be adjacent to and within 2 in. (51 mm) of the pressure gauge bezel.

**16.12.3.5** Pressure gauges shall be connected to the outlet side of the valve.

**16.12.3.6** Flowmeters shall display flow in increments no greater than 10 gpm (50 L/min).

**16.12.3.7** Where analog pressure gauges are used, they shall have a minimum accuracy of Grade B as defined in ASME B40.100.

**16.12.3.7.1** Numerals for gauges shall be a minimum  $\frac{5}{32}$  in. (4 mm) high.

**16.12.3.7.2** There shall be graduation lines showing at least every 10 psi (50 kPa), with major and intermediate graduation lines emphasized, and figures at least every 100 psi (500 kPa).

**16.12.3.7.3** Analog pressure gauges shall be vibration and pressure pulsation dampened; be resistant to corrosion, condensation, and shock; and have internal mechanisms that are factory lubricated for the life of the gauge.

**16.12.3.8** If digital pressure gauges are used, they shall meet the requirements of 16.12.3.8.1 through 16.12.3.8.3.

**16.12.3.8.1** The digits shall be at least  $\frac{1}{4}$  in. (6.4 mm) high.

**16.12.3.8.2** Digital pressure gauges shall display pressure in increments of not more than 10 psi (50 kPa).

**16.12.3.8.3** Digital pressure gauges shall have an accuracy of  $\pm 3$  percent over the full scale.

**16.12.3.9** Each flowmeter shall be calibrated to an accuracy of  $\pm 5$  percent when flowing the amount of water shown in Table 16.12.3.9 for the pipe size in which it is mounted.

**16.12.4** Each pressure gauge or flowmeter and its display shall be mounted and attached so it is protected from accidental damage and excessive vibration.

**16.12.5** Connections for test gauges shall be provided at the pump operator's panel.

**16.12.5.1** One test gauge connection shall be connected to the intake side of the pump, and the other shall be connected to the discharge manifold of the pump.

**16.12.5.2** The test gauge connections shall have a 0.25 in. (6.4 mm) standard pipe thread, shall be plugged, and shall be marked with a label.

**16.13 Required Testing.**

**16.13.1 Apparatus Pump System Certification.**

**16.13.1.1** If the fire pump has a rated capacity of 750 gpm (3000 L/min) or greater, the pump shall be tested after the pump and all its associated piping and equipment have been installed on the apparatus.

**16.13.1.1.1** The tests shall include at least the pumping test (*see 16.13.2*), the pressure control system test (*see 16.13.4*), the priming system tests (*see 16.13.5*), the vacuum test (*see 16.13.6*), and the gauge and flowmeter test (*see 16.13.9*).

**16.13.1.1.2** If the fire pump is rated at 750 gpm (3000 L/min) or greater but less than 3000 gpm (12,000 L/min), the pumping engine overload test (*see 16.13.3*) shall be included.

**16.13.1.1.3** If the fire pump is driven by the chassis engine, the engine speed advancement interlock test (*see 16.13.8*) shall be included.

**16.13.1.1.4** If the apparatus is equipped with a water tank, the water tank-to-pump flow test (*see 16.13.7*) shall be included.

**16.13.1.1.5** The independent third-party organization shall witness all required tests by an in-person representative(s) at the test site or by use of verifiable automated data collection and image recording equipment.

**16.13.1.2** If the fire pump has a rated capacity of less than 750 gpm (3000 L/min), the pump shall be tested after the pump and all its associated piping and equipment have been installed on the apparatus.

**16.13.1.2.1** The tests shall include at least the pumping test (*see 16.13.2*), the pressure control system test (*see 16.13.4*), the priming system tests (*see 16.13.5*), the vacuum test (*see 16.13.6*), and the gauge and flowmeter test (*see 16.13.9*).

**16.13.1.2.2** If the apparatus is equipped with a water tank, the water tank-to-pump flow test (*see 16.13.7*) shall be included.

**16.13.1.2.3** If the fire pump is driven by the chassis engine, the engine speed advancement interlock test (*see 16.13.8*) shall be included.

**16.13.1.2.4\*** The test results shall be certified by the apparatus manufacturer.

**16.13.1.3 Test Label.**

**16.13.1.3.1** A test label shall be provided at the pump operator's panel that gives the rated discharges and pressures together with the speed of the engine as determined by the certification test for each unit, the position of the parallel/series pump as used, and the governed speed of the engine as stated by the engine manufacturer on a certified brake horsepower curve.

**16.13.1.3.2** The label shall be completely stamped with all information at the factory and attached to the vehicle prior to shipping.

**16.13.2 Pumping Test.**

**16.13.2.1 Conditions for Test.**

**16.13.2.1.1** The test site shall be adjacent to a supply of clear water at least 4 ft (1.2 m) deep and close enough to allow the suction strainer to be submerged at least 2 ft (0.6 m) below the surface of the water when connected to the pump by 20 ft (6 m) of suction hose.

**16.13.2.1.2\*** Tests shall be performed when conditions are as follows:

- (1) Air temperature: 0°F to 110°F (-18°C to 43°C)
- (2) Water temperature: 35°F to 90°F (2°C to 32°C)
- (3) Barometric pressure: 29 in. Hg (98.2 kPa), minimum (corrected to sea level)

**Table 16.12.3.9 Flowmeter Calibration Flow for Each Pipe Size**

Pipe Size		Flow	
in.	mm	gpm	L/min
1	25	40	150
1½	38	90	340
2	52	160	600
2½	65	250	950
3	75	375	1400
4	100	625	2400
5	125	1000	4000
6	150	1440	5500

(4)\* Minimum lift: 3 ft (1 m) from center of pump intake to the surface of the water

**16.13.2.1.3** If it is necessary to perform the test outside the air or water temperature ranges stated in 16.13.2.1.2 and the pump passes the certification test, the test results shall be acceptable.

**16.13.2.1.4** Engine-driven accessories shall not be functionally disconnected or otherwise rendered inoperative during the tests.

**16.13.2.1.4.1** If the chassis engine drives the pump, the total continuous electrical loads, excluding those loads associated with the equipment defined in 16.13.2.1.4.3, shall be applied for the entire pumping portion of this test.

**16.13.2.1.4.2** If the vehicle is equipped with a fixed power source driven by the same engine that drives the fire pump, the fixed power source shall be running at a minimum of 50 percent of its rated capacity throughout the pumping portion of the pump test.

**16.13.2.1.4.3** The following devices shall be permitted to be turned off or not operating during the pump test:

- (1) Aerial hydraulic pump
- (2) Foam pump
- (3) Hydraulically driven equipment (other than hydraulically driven line voltage generator)
- (4) Winch
- (5) Windshield wipers
- (6) Four-way hazard flashers
- (7) Compressed air foam system (CAFS) compressor

**16.13.2.1.5** All structural enclosures, such as floorboards, gratings, grilles, and heat shields, not furnished with a means for opening them in service shall be kept in place during the tests.

**16.13.2.2 Equipment.**

**16.13.2.2.1 Suction Hose.**

**16.13.2.2.1.1** The suction hose size and maximum number of lines during the apparatus pump system certification testing shall be as defined in Table 16.13.2.2.1.1.

**16.13.2.2.1.2** A suction strainer and hose that will allow flow with total friction and entrance loss not greater than that specified in Table 16.2.4.1(b) or Table 16.2.4.1(c) shall be used.

**16.13.2.2.2** Sufficient fire hose shall be provided to discharge the rated capacity of the pump to the nozzles or other flow measuring equipment without exceeding a flow velocity of 35 ft/sec (10 m/sec) [approximately 500 gpm (2000 L/min) for 2½ in. (65 mm) hose].

**16.13.2.2.3** Where nozzles are used, they shall be smoothbore, and the inside diameters shall be from ¾ in. to 2½ in. (19 mm to 63.5 mm).

**16.13.2.2.4 Test Gauges.**

**16.13.2.2.4.1** All test gauges shall meet the requirements for Grade A gauges as defined in ASME B40.100 and shall be at least size 3½ per ASME B40.100.

**16.13.2.2.4.2** The pump intake gauge shall have a range of 30 in. Hg (100 kPa) vacuum to zero for a vacuum gauge or

**Table 16.13.2.2.1.1 Suction Hose Size and Number of Suction Lines for Fire Pumps**

Rated Capacity		Maximum Suction Hose Size		Maximum Number of Suction Lines*
gpm	L/min	in.	mm	
250	1,000	3	75	1
300	1,100	3	75	1
350	1,300	4	100	1
500	2,000	4	100	1
750	3,000	4½	110	1
1,000	4,000	6	150	1
1,250	5,000	6	150	1
1,500	6,000	6	150	2
1,750	7,000	6	150	2
2,000	8,000	6	150	2
2,000	8,000	8	200	1
2,250	9,000	6	150	3
2,250	9,000	8	200	1
2,500	10,000	6	150	3
2,500	10,000	8	200	1
3,000	12,000	6	150	4
3,000	12,000	8	200	2
3,500	14,000	6	150	4
3,500	14,000	8	200	2
4,000	16,000	6	150	4
4,000	16,000	8	200	2

\*Where more than one suction line is used, all suction lines do not have to be the same hose size.

30 in. Hg (100 kPa) vacuum to a gauge pressure of 150 psi (1000 kPa) for a compound gauge.

**16.13.2.2.4.3** The discharge pressure gauge shall have a gauge pressure range of 0 psi to 400 psi (0 kPa to 2800 kPa).

**16.13.2.2.4.4** Pitot gauges shall have a gauge pressure range of at least 0 psi to 160 psi (0 kPa to 1100 kPa).

**16.13.2.2.4.5** All gauges shall be calibrated in the month preceding the tests using a dead-weight gauge tester or a master gauge meeting the requirements for Grade 3A or 4A gauges, as defined in ASME B40.100, that has been calibrated within the preceding year.

**16.13.2.2.5** Each test gauge connection shall include a means for “snubbing,” such as a needle valve to damp out rapid needle movements.

**16.13.2.2.6\*** The engine speed-measuring equipment shall consist of a nonadjustable tachometer supplied from the engine or transmission electronics, a revolution counter on a checking shaft outlet and a stop watch, or other engine speed-measuring means that is accurate to within ±50 rpm of actual speed.

**16.13.2.3 Procedure.**

**16.13.2.3.1\*** The ambient air temperature, water temperature, vertical lift, elevation of test site, and atmospheric pressure (corrected to sea level) shall be determined and recorded prior to and after each pump test.

**16.13.2.3.2\*** The engine, pump, transmission, and all parts of the apparatus shall exhibit no undue heating, loss of power, or other defect during the entire test.

**16.13.2.3.3 Engine Speed Check.**

**16.13.2.3.3.1** A check of the no-load governed speed of the engine shall be made and recorded.

**16.13.2.3.4** If the apparatus is equipped with a fire pump rated at 750 gpm (3000 L/min) or greater but less than 3000 gpm (12,000 L/min), the pump shall be subjected to a 3-hour pumping test from draft consisting of 2 hours of continuous pumping at rated capacity at a minimum of 150 psi (1000 kPa) net pump pressure, followed by ½ hour of continuous pumping at 70 percent of rated capacity at a minimum of 200 psi (1400 kPa) net pump pressure and ½ hour of continuous pumping at 50 percent of rated capacity at a minimum of 250 psi (1700 kPa) net pump pressure.

**16.13.2.3.4.1** The pump shall not be stopped until after the 2-hour test at rated capacity, unless it becomes necessary to clean the suction strainer.

**16.13.2.3.4.2** The pump shall be permitted to be stopped between tests in order to change the hose or nozzles, clean the strainer, or add fuel for the pump drive engine.

**16.13.2.3.4.3** The flow, discharge pressure, intake pressure, and engine speed shall be recorded at least every 15 minutes but not fewer than three times for each test sequence.

**16.13.2.3.4.4** The average net pump pressure shall be calculated and recorded based on the average values for discharge and intake pressure.

**16.13.2.3.5** If the apparatus is equipped with a fire pump rated at 3000 gpm (12,000 L/min) or greater, the pump shall be subjected to a 3-hour pumping test from draft consisting of 2 hours of continuous pumping at rated capacity at a minimum of 100 psi (700 kPa) net pump pressure, followed by ½ hour of continuous pumping at 70 percent of rated capacity at a minimum of 150 psi (1000 kPa) net pump pressure and ½ hour of continuous pumping at 50 percent of rated capacity at a minimum of 200 psi (1400 kPa) net pump pressure.

**16.13.2.3.5.1** The pump shall not be stopped until after the 2-hour test at rated capacity, unless it becomes necessary to clean the suction strainer.

**16.13.2.3.5.2** The pump shall be permitted to be stopped between tests in order to change the hose or nozzles, clean the strainer, or add fuel for the pump drive engine.

**16.13.2.3.5.3** The flow, discharge pressure, intake pressure, and engine speed shall be recorded at least every 15 minutes but not fewer than three times for each test sequence.

**16.13.2.3.5.4** The average net pump pressure shall be calculated and recorded based on the average values for discharge and intake pressure.

**16.13.2.3.6** If the apparatus is equipped with a fire pump rated at less than 750 gpm (3000 L/min), the pump shall be subjected to a 50-minute pumping test from draft consisting of 30 minutes of continuous pumping at rated capacity at a minimum of 150 psi (1000 kPa) net pump pressure, followed by 10 minutes of continuous pumping at 70 percent of rated capacity at a minimum of 200 psi (1400 kPa) net pump pressure, and 10 minutes of continuous pumping at 50 percent of

rated capacity at a minimum of 250 psi (1700 kPa) net pump pressure.

**16.13.2.3.6.1** The pump shall not be stopped until after the 30-minute test at rated capacity, unless it becomes necessary to clean the suction strainer.

**16.13.2.3.6.2** The pump shall be permitted to be stopped between tests in order to change the hose or nozzles or clean the strainer.

**16.13.2.3.6.3** The flow, discharge pressure, intake pressure, and engine speed shall be recorded at least every 10 minutes but not fewer than three times for each test sequence.

**16.13.2.3.6.4** The average net pump pressure shall be calculated and recorded based on the average values for discharge and intake pressure.

**16.13.3 Pumping Engine Overload Test.** If the pump has a rated capacity of 750 gpm (3000 L/min) or greater but less than 3000 gpm (12,000 L/min), the apparatus shall be subjected to an overload test consisting of pumping rated capacity at 165 psi (1100 kPa) net pump pressure for at least 10 minutes.

**16.13.3.1** This test shall be performed immediately following the pumping test of rated capacity at 150 psi (1000 kPa).

**16.13.3.2** The flow, discharge pressure, intake pressure, and engine speed shall be recorded at least three times during the overload test.

**16.13.4 Pressure Control System Test.**

**16.13.4.1** If the pump is rated at less than 3000 gpm (12,000 L/min), the pressure control system on the pump shall be tested as follows:

- (1) The pump shall be operated at draft, delivering rated capacity at a discharge gauge pressure of 150 psi (1000 kPa).
- (2) The pressure control system shall be set in accordance with the manufacturer's instructions to maintain the discharge gauge pressure at 150 psi (1000 kPa) ± 5 percent.
- (3) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (4) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.
- (5) The original conditions of pumping rated capacity at a discharge gauge pressure of 150 psi (1000 kPa) shall be re-established.
- (6) The discharge pressure gauge shall be reduced to 90 psi (620 kPa) by throttling the engine fuel supply, with no change to the discharge valve settings, hose, or nozzles.
- (7) The pressure control system shall be set according to the manufacturer's instructions to maintain the discharge gauge pressure at 90 psi (620 kPa) ± 5 percent.
- (8) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (9) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.
- (10) The pump shall be operated at draft, pumping 50 percent of rated capacity at a discharge gauge pressure of 250 psi (1700 kPa).
- (11) The pressure control system shall be set in accordance with the manufacturer's instructions to maintain the



discharge gauge pressure at 250 psi (1700 kPa)  $\pm$  5 percent.

- (12) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (13) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.

**16.13.4.2** If the pumping system is rated at 3000 gpm (12,000 L/min) or greater, the pressure control system on the pump shall be tested as follows:

- (1) The pump shall be operated at draft, delivering rated capacity at a discharge gauge pressure of 100 psi (700 kPa).
- (2) The pressure control system shall be set in accordance with the manufacturer's instructions to maintain the discharge gauge pressure at 100 psi (700 kPa)  $\pm$  5 percent.
- (3) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (4) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.
- (5) The original conditions of pumping rated capacity at a discharge gauge pressure of 150 psi (1000 kPa) shall be re-established.
- (6) The pump shall be operated at draft, pumping 50 percent of rated capacity at a discharge gauge pressure of 200 psi (1400 kPa).
- (7) The pressure control system shall be set in accordance with the manufacturer's instructions to maintain the discharge gauge pressure at 200 psi (1400 kPa)  $\pm$  5 percent.
- (8) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (9) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.

**16.13.5 Priming System Tests.** With the apparatus set up for the pumping test, the primer shall be operated in accordance with the manufacturer's instructions until the pump has been primed and is discharging water.

**16.13.5.1** This test shall be permitted to be performed in connection with priming the pump for the pumping test.

**16.13.5.2** The interval from the time the primer is started until the time the pump is discharging water shall be noted.

**16.13.5.3** The time required to prime the pump shall not exceed 30 seconds if the rated capacity is 1250 gpm (5000 L/min) or less.

**16.13.5.4** The time required to prime the pump shall not exceed 45 seconds if the rated capacity is 1500 gpm (6000 L/min) or more.

**16.13.5.5** An additional 15 seconds shall be permitted in order to meet the requirements of 16.13.5.3 and 16.13.5.4 when the pump system includes an auxiliary 4 in. (100 mm) or larger intake pipe having a volume of 1 ft<sup>3</sup> (0.03 m<sup>3</sup>) or more.

**16.13.5.5.1** The additional 15 seconds shall not apply to valved intake pipes such that when the valve is closed, the pipe volume between the fire pump and the valve is reduced to less than 1 ft<sup>3</sup> (0.03 m<sup>3</sup>).

**16.13.6 Vacuum Test.** The vacuum test shall consist of subjecting the interior of the pump, with all intake valves open, all

intakes capped or plugged, and all discharge caps removed and valves closed, to a vacuum of 22 in. Hg (75 kPa) by means of the pump priming system.

**16.13.6.1** At altitudes above 2000 ft (600 m), the vacuum attained shall be permitted to be less than 22 in. Hg (75 kPa) by 1 in. Hg (3.4 kPa) for each 1000 ft (300 m) of altitude above 2000 ft (600 m).

**16.13.6.2** The primer shall not be used after the 5-minute test period has begun.

**16.13.6.3** The engine shall not be operated at any speed greater than the governed speed during this test.

**16.13.6.4** The vacuum shall not drop more than 10 in. Hg (34 kPa) in 5 minutes.

**16.13.6.5\*** The vacuum test shall then be repeated with all intake valves closed and the caps or plugs on all gated intakes removed.

#### **16.13.7 Water Tank-to-Pump Flow Test.**

**16.13.7.1** A water tank-to-pump flow test shall be conducted as follows:

- (1) The water tank shall be filled until it overflows.
- (2) All intakes to the pump shall be closed.
- (3) The tank fill line and bypass cooling line shall be closed.
- (4) A hose line(s) and nozzle(s) for discharging water at the rated tank-to-pump flow rate shall be connected to one or more discharge outlets.
- (5) The tank-to-pump valve(s) and the discharge valve(s) leading to the hose line(s) and nozzle(s) shall be fully opened.
- (6) The engine throttle shall be adjusted until the required flow rate  $-0/+5$  percent is established (*see 18.3.2*).
- (7) The discharge pressure shall be recorded.
- (8) The discharge valves shall be closed and the water tank refilled.
- (9) The bypass cooling line shall be permitted to be opened temporarily, if needed, to keep the water temperature in the pump within acceptable limits.
- (10) The discharge valves shall be fully reopened and the time noted.
- (11) If necessary, the engine throttle shall be adjusted to maintain the discharge pressure recorded as noted in 16.13.7.1(7).
- (12) When the discharge pressure drops by 10 psi (70 kPa) or more, the time shall be noted and the elapsed time from the opening of the discharge valves shall be calculated and recorded.

#### **16.13.7.2 Volume Discharge Calculation.**

**16.13.7.2.1** The volume discharged shall be calculated by multiplying the rate of discharge in gallons per minute (liters per minute) by the time in minutes elapsed from the opening of the discharge valves until the discharge pressure drops by at least 10 psi (70 kPa).

**16.13.7.2.2** Other means shall be permitted to be used to determine the volume of water pumped from the tank, such as a totalizing flowmeter, weighing the fire apparatus before and after, or refilling the tank using a totalizing flowmeter.

**16.13.7.3** The rated tank-to-pump flow rate as defined in 18.3.2 shall be maintained until 80 percent of the rated capacity of the tank has been discharged.

**16.13.8\* Engine Speed Advancement Interlock Test.** The engine speed advancement interlock system shall be tested to verify that engine speed cannot be increased at the pump operator’s panel unless the proper conditions are met.

**16.13.8.1** If the apparatus is equipped with a pump driven through a split shaft PTO, the test shall verify that for each of the conditions specified in the first four columns of Table

16.13.8.1, the indicators and engine speed controls operate as specified in the last four columns.

**16.13.8.2** If the apparatus is equipped with a pump driven through a transmission-mounted PTO, front-of-engine crankshaft PTO, or engine flywheel PTO that is designed for stationary pumping only, the test shall verify that for each of the conditions specified in the first four columns of Table

**Table 16.13.8.1 Pump Driven Through Split Shaft PTO**

Test Conditions				Verifications			
Transmission Type	Chassis Transmission Gear Selected	Parking Brake Status	Pump Shift Control Action Status (Driving Compartment) <sup>a</sup>	Pump Indicator Status (Driving Compartment)	Pump Indicator Status (Pump Operator’s Panel)	Engine Speed Control in Cab	Engine Speed Control at Pump Operator’s Panel
Either	Neutral <sup>b</sup>	On	Road	None	None <sup>c</sup>	Yes	No <sup>e</sup>
Either	Neutral <sup>b</sup>	On	Road	None	“Throttle Ready” <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>e</sup>
Either	Neutral <sup>b</sup>	Off	Road	None	None	Yes	No
Automatic	Neutral	On	Engaged	“Pump Engaged” <sup>c</sup>	None <sup>c</sup>	Yes	No <sup>e</sup>
Automatic	Neutral	On	Engaged	“Pump Engaged” <sup>c</sup>	“Throttle Ready” <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>e</sup>
Automatic	Neutral	Off	Engaged	“Pump Engaged” <sup>c</sup>	None	Yes	No
Automatic	Pump gear <sup>f</sup>	On	Engaged	“Pump Engaged” and “OK to Pump”	“Throttle Ready” and “OK to Pump”	Yes or No <sup>d</sup>	Yes
Automatic	Pump gear <sup>f</sup>	Off	Engaged	“Pump Engaged” <sup>c</sup>	None	Yes	No
Automatic	Pump gear <sup>f</sup>	On	Road	None	None	Yes	No
Automatic	Pump gear <sup>f</sup>	Off	Road	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	On	Road	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Off	Road	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	On	Engaged	“Pump Engaged” <sup>c</sup>	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Off	Engaged	“Pump Engaged” <sup>c</sup>	None	Yes	No
Manual	Any gear or neutral	On	Engaged	“Pump Engaged” and “OK to Pump”	“Throttle Ready” and “OK to Pump”	Yes or No <sup>d</sup>	Yes
Manual	Any gear or neutral	Off	Engaged	“Pump Engaged” <sup>c</sup>	None	Yes	No

<sup>a</sup>Refers to the physical position of the pump shift control, or status of an electrical control action, in the driving compartment. The indicators associated with a particular pump shift control position might or might not provide indication of a particular status.

<sup>b</sup>A manual transmission can be in any gear or neutral.

<sup>c</sup>Engine speed control at the pump operator’s panel is permitted for those apparatus that have “Throttle Ready” indication on the pump operator’s panel when the chassis transmission is in neutral and the parking brake is engaged. If there is no “Throttle Ready” indication, there is no engine speed control at the pump operator’s panel.

<sup>d</sup>Some apparatus can be designed such that the throttle in the cab is disabled when the throttle control on the pump panel is enabled. The preferred arrangement is that the throttle in the cab not be disabled when the throttle control on the pump operator’s panel is enabled.

<sup>e</sup>Some apparatus can be designed with additional interlocks that prevent pump engagement and the “Pump Engaged” indicator, or disengage the pump when additional interlock conditions are not met.

<sup>f</sup>The chassis transmission shift selector is placed in position for pumping as indicated on the label provided in the driving compartment.

<sup>g</sup>The chassis transmission shift selector is placed in some position other than neutral or the position for pumping as indicated on the label provided in the driving compartment.

16.13.8.2, the indicators and engine speed controls operate as specified in the last four columns.

**16.13.8.3** If the apparatus is equipped with a pump driven by the chassis engine designed for both stationary pumping and pump-and-roll, the test shall verify that for each of the conditions specified in the first four columns of Table 16.13.8.3, the indicators and engine speed controls operate as specified in the last four columns.

**16.13.8.4** If the apparatus is equipped with a pump driven through a transfer case PTO or auxiliary transmission PTO designed for stationary pumping only, the test shall verify that for each of the conditions specified in the first five columns of Table 16.13.8.4, the indicators and engine speed controls operate as specified in the last four columns.

**16.13.9 Gauge and Flowmeter Test.**

**16.13.9.1** Pump intake and discharge pressure gauges shall be checked for accuracy while pumping at rated capacity of the pump at 150 psi (1000 kPa) or 100 psi (700 kPa) for pumps rated 3000 gpm (12,000 L/min) or greater.

**16.13.9.2** Any gauge that is off by more than 10 psi (70 kPa) from the calibrated test gauge shall be recalibrated, repaired, or replaced.

**16.13.9.3** Each flowmeter shall be checked for accuracy while pumping water at the flow listed in Table 16.12.3.9 at 100 psi (700 kPa).

**16.13.9.4** Any flowmeter that is off by more than 10 percent shall be recalibrated, repaired, or replaced.

**16.13.10\* Manufacturer's Predelivery Test.**

**16.13.10.1** The manufacturer shall conduct a piping hydrostatic in accordance with 16.13.10.2 and a piping hydrodynamic test in accordance with 16.13.10.3 prior to delivery of the apparatus.

**16.13.10.2** The hydrostatic test shall be conducted as follows:

- (1) The pump and its connected piping system are hydrostatically tested to a gauge pressure of 250 psi (1700 kPa).

**Table 16.13.8.2 Pump Driven Through Transmission-Mounted PTO, Front-of-Engine Crankshaft PTO, or Engine Flywheel PTO Designed for Stationary Pumping Only**

Test Conditions			Verifications				
Transmission Type	Chassis Transmission Gear Selected	Parking Brake Status	Pump Shift Control Action Status (Driving Compartment) <sup>a</sup>	Indicator Status (Driving Compartment)	Indicator Status (Pump Operator's Panel)	Engine Speed Control in Cab	Engine Speed Control at Pump Operator's Panel
Either	Neutral <sup>b</sup>	On	Disengaged	None	None <sup>c</sup>	Yes	No <sup>e</sup>
Either	Neutral <sup>b</sup>	On	Disengaged	None	"Throttle Ready" <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>e</sup>
Either	Neutral <sup>b</sup>	Off	Disengaged	None	None	Yes	No
Automatic	Neutral	On	Engaged	"Pump Engaged" and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No <sup>d</sup>	Yes
Automatic	Neutral	Off	Engaged	"Pump Engaged" <sup>e</sup>	None	Yes	No
Automatic	Any gear other than neutral	On	Engaged	"Pump Engaged" <sup>e</sup>	None	Yes	No
Automatic	Any gear other than neutral	Off	Engaged	"Pump Engaged" <sup>e</sup>	None	Yes	No
Automatic	Any gear other than neutral	On	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral	Off	Disengaged	None	None	Yes	No
Manual	Any gear or neutral	On	Engaged	"Pump Engaged" and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No <sup>d</sup>	Yes
Manual	Any gear or neutral	Off	Engaged	"Pump Engaged" <sup>e</sup>	None	Yes	No

<sup>a</sup>Refers to the physical position of the pump shift control, or status of an electrical control action, in the driving compartment. The indicators associated with a particular pump shift control position might or might not provide indication of a particular status.

<sup>b</sup>A manual transmission can be in any gear or neutral.

<sup>c</sup>Engine speed control at the pump operator's panel is permitted for those apparatus that have "Throttle Ready" indication on the pump operator's panel when the chassis transmission is in neutral and the parking brake is engaged. If there is no "Throttle Ready" indication, there is no engine speed control at the pump operator's panel.

<sup>d</sup>Some apparatus can be designed such that the throttle in the cab is disabled when the throttle control on the pump panel is enabled. The preferred arrangement is that the throttle in the cab not be disabled when the throttle control on the pump operator's panel is enabled.

<sup>e</sup>Some apparatus can be designed with additional interlocks that prevent pump engagement and the "Pump Engaged" indicator, or disengage the pump when additional interlock conditions are not met.

**Table 16.13.8.3 Stationary Pumping and Pump-and-Roll**

Test Conditions				Verifications			
Transmission Type	Chassis Transmission Gear Selected	Parking Brake Status	Pump Shift Control Action Status (Driving Compartment) <sup>a</sup>	Indicator Status (Driving Compartment) <sup>b</sup>	Indicator Status (Pump Operator's Panel)	Engine Speed Control in Cab	Engine Speed Control at Pump Operator's Panel
Either	Neutral <sup>c</sup>	On	Disengaged	None	None <sup>d</sup>	Yes	No <sup>d</sup>
Either	Neutral <sup>c</sup>	On	Disengaged	None	"Throttle Ready" <sup>d</sup>	Yes or No <sup>c</sup>	Yes <sup>d</sup>
Either	Neutral <sup>c</sup>	Off	Disengaged	None	None	Yes	No
Automatic	Neutral	On	Engaged	"Pump Engaged" and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No <sup>c</sup>	Yes
Automatic	Neutral	Off	Engaged	"Pump Engaged" and "OK to Pump-and-Roll" <sup>i</sup>	None	Yes	No
Automatic	Any gear other than neutral	On	Engaged	"Pump Engaged" <sup>b</sup>	None	Yes	No
Automatic	Any gear other than neutral	Off	Engaged	"Pump Engaged" and "OK to Pump-and-Roll"	None	Yes	No
Automatic	Any gear other than neutral	On	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral	Off	Disengaged	None	None	Yes	No
Manual	Any gear or neutral	On	Engaged	"Pump Engaged" and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No <sup>c</sup>	Yes
Manual	Any gear or neutral	Off	Engaged	"Pump Engaged" and "OK to Pump-and-Roll"	None	Yes	No

<sup>a</sup>Refers to the physical position of the pump shift control, or status of an electrical control action, in the driving compartment. The indicators associated with a particular pump shift control position might or might not provide indication of a particular status.

<sup>b</sup>Some apparatus can be designed with additional interlocks that prevent pump engagement and the "Pump Engaged" indicator, or disengage the pump when additional interlock conditions are not met.

<sup>c</sup>A manual transmission can be in any gear or neutral.

<sup>d</sup>Engine speed control at the pump operator's panel is permitted for those apparatus that have "Throttle Ready" indication on the pump operator's panel when the chassis transmission is in neutral and the parking brake is engaged. If there is no "Throttle Ready" indication, there is no engine speed control at the pump operator's panel.

<sup>i</sup>Some apparatus can be designed such that the throttle in the cab is disabled when the throttle control on the pump panel is enabled. The preferred arrangement is that the throttle in the cab not be disabled when the throttle control on the pump operator's panel is enabled.

<sup>j</sup>"OK to Pump-and-Roll" stays on in neutral to allow shifting to neutral when temporarily stopped with the foot brake applied. This allows additional throttle to be applied for greater pump speed. Do not shift to neutral while the vehicle is moving; this is a prohibited operation in at least 17 states.

- (2) The hydrostatic test is conducted with the tank fill line valve, the bypass line valve if so equipped, and the tank-to-pump valve closed.
- (3) All discharge valves are open and the outlets capped.
- (4) All intake valves are closed with intakes uncapped, and nonvalved intakes are capped.
- (5) This hydrostatic test pressure is maintained for 3 minutes.

**16.13.10.3** The hydrodynamic test shall be conducted as follows:

- (1) The pump and its connected piping system are hydrodynamically tested at the prescribed maximum discharge

pressure capability rating pressure of the pump or the maximum pump close-off pressure, whichever is less.

- (2) Water is permitted to be supplied to the pump from either a pump intake connection or from the apparatus water tank if so equipped.
- (3) The hydrodynamic test is conducted with the following valves closed: tank fill line valve, the aerial waterway valve if so equipped, CAFS component supply line valve if so equipped, and the master stream valve if so equipped.
- (4) The hydrodynamic test is permitted to be conducted with a bypass valve or discharge valve opened as necessary to maintain pump temperature during the test.

**Table 16.13.8.4 Pump Driven Through Transfer Case PTO or Auxiliary Transmission PTO Designed for Stationary Pumping Only**

Test Conditions				Verifications				
Transmission Type	Chassis Transmission Gear Selected	Transfer Case	Parking Brake Status	Pump Shift Control Action Status (Driving Compartment) <sup>a</sup>	Indicator Status (Driving Compartment)	Indicator Status (Pump Operator's Panel)	Engine Speed Control in Cab	Engine Speed Control at Pump Operator's Panel
Either	Neutral <sup>b</sup>	Neutral	On	Disengaged	None	None <sup>c</sup>	Yes	No <sup>c</sup>
Either	Neutral <sup>b</sup>	Engaged	On	Disengaged	None	None <sup>c</sup>	Yes	No <sup>c</sup>
Either	Neutral <sup>b</sup>	Neutral	On	Disengaged	None	"Throttle Ready" <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>c</sup>
Either	Neutral <sup>b</sup>	Engaged	On	Disengaged	None	"Throttle Ready" <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>c</sup>
Either	Neutral <sup>b</sup>	Neutral	Off	Disengaged	None	None	Yes	No
Either	Neutral <sup>b</sup>	Engaged	Off	Disengaged	None	None	Yes	No
Automatic	Neutral	Neutral	On	Engaged	"Pump Engaged" <sup>c</sup>	"Throttle Ready" <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>c</sup>
Automatic	Neutral	Engaged	On	Engaged	"Pump Engaged" <sup>c</sup>	"Throttle Ready" <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>c</sup>
Automatic	Neutral	Neutral	Off	Engaged	"Pump Engaged" <sup>c</sup>	None <sup>c</sup>	Yes	No <sup>c</sup>
Automatic	Neutral	Engaged	Off	Engaged	"Pump Engaged" <sup>c</sup>	None <sup>c</sup>	Yes	No <sup>c</sup>
Automatic	Pump gear <sup>f</sup>	Neutral	On	Engaged	"Pump Engaged" <sup>c</sup> and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No <sup>d</sup>	Yes
Automatic	Pump gear <sup>f</sup>	Engaged	On	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Automatic	Pump gear <sup>f</sup>	Neutral	Off	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Automatic	Pump gear <sup>f</sup>	Engaged	Off	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Automatic	Pump gear <sup>f</sup>	Neutral	On	Disengaged	None	None	Yes	No
Automatic	Pump gear <sup>f</sup>	Engaged	On	Disengaged	None	None	Yes	No
Automatic	Pump gear <sup>f</sup>	Neutral	Off	Disengaged	None	None	Yes	No
Automatic	Pump gear <sup>f</sup>	Engaged	Off	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Neutral	On	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Neutral	Off	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Engaged	On	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Engaged	Off	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Neutral	On	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Neutral	Off	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Engaged	On	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Automatic	Any gear other than neutral and pump gear <sup>g</sup>	Engaged	Off	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Manual	Any gear or neutral	Neutral	On	Engaged	"Pump Engaged" and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No <sup>d</sup>	Yes
Manual	Any gear or neutral	Engaged	On	Engaged	"Pump Engaged" <sup>c</sup>	"Throttle Ready" <sup>c</sup>	Yes or No <sup>d</sup>	Yes <sup>c</sup>
Manual	Any gear or neutral	Neutral	Off	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No
Manual	Any gear or neutral	Engaged	Off	Engaged	"Pump Engaged" <sup>c</sup>	None	Yes	No

<sup>a</sup>Refers to the physical position of the pump shift control, or status of an electrical control action, in the driving compartment. The indicators associated with a particular pump shift control position might or might not provide indication of a particular status.

<sup>b</sup>A manual transmission can be in any gear or neutral.

<sup>c</sup>Engine speed control at the pump operator's panel is permitted for those apparatus that have "Throttle Ready" indication on the pump operator's panel when the chassis transmission is in neutral and the parking brake is engaged. If there is no "Throttle Ready" indication, there is no engine speed control at the pump operator's panel.

<sup>d</sup>Some apparatus can be designed such that the throttle in the cab is disabled when the throttle control on the pump panel is enabled. The preferred arrangement is that the throttle in the cab not be disabled when the throttle control on the pump operator's panel is enabled.

<sup>e</sup>Some apparatus can be designed with additional interlocks that prevent pump engagement and the "Pump Engaged" indicator, or disengage the pump when additional interlock conditions are not met.

<sup>f</sup>Chassis transmission shift selector is placed in position for pumping as indicated on the label provided in the driving compartment.

<sup>g</sup>Chassis transmission shift selector is placed in some position other than neutral or the position for pumping as indicated on the label provided in the driving compartment.

- (5) All other discharge valves are open and the outlets capped.
- (6) The hydrodynamic test pressure is maintained for 3 minutes.

**16.13.10.4** The hydrodynamic test in 16.13.10.3 shall be permitted to be performed in conjunction with the pumping test performed in 16.13.2.

## Chapter 17 Auxiliary Pumps and Associated Equipment

**17.1\* Application.** If the apparatus is equipped with an auxiliary pump, the provisions of this chapter shall apply.

### 17.2 Pump Performance.

**17.2.1** Auxiliary pumps shall be rated as either high pressure or normal pressure.

#### 17.2.2 High-Pressure Pumps.

**17.2.2.1** The performance of a high-pressure auxiliary pump shall be a minimum of 66 gpm (250 L/min) at 600 psi (4000 kPa) discharge pressure for each high-pressure hose reel connected to it that can be operated simultaneously with other high-pressure hose reels.

**17.2.2.2** The fire apparatus manufacturer shall establish the maximum discharge pressure capability rating.

#### 17.2.3 Normal-Pressure Auxiliary Pumps.

**17.2.3.1** The pump shall have one of the following rated capacities: 30 gpm (115 L/min), 60 gpm (230 L/min), 90 gpm (345 L/min), 120 gpm (460 L/min), 250 gpm (1000 L/min), or 350 gpm (1300 L/min).

**17.2.3.2** The pump shall be capable of pumping 100 percent of its rated capacity at 150 psi (1000 kPa) discharge pressure, 70 percent of its rated capacity at 200 psi (1400 kPa) discharge pressure, and 50 percent of its rated capacity at 250 psi (1700 kPa) discharge pressure.

**17.2.4** The rating for auxiliary pumps shall be based on the pump taking water from the apparatus water tank.

**17.2.5** Where an auxiliary pump is provided in combination with a fire pump and the pumps are interconnected so that pressure from one pump can be transmitted to the other pump, check valves, intake or discharge relief valves, pump drive gear ratios, or other automatic means shall be provided to avoid pressurizing either pump beyond its maximum hydrostatic test pressure.

**17.3 Pump Rating Label.** A rating label showing the rated flow and pressure capacities of the auxiliary pump system shall be supplied at the pump operator's location.

### 17.4\* Power Train Capability.

**17.4.1\*** All components in the power train from the engine to the pump shall be capable of transmitting the continuous duty power required by the pump for at least 50 minutes at the pump's rated capacity and pressure.

**17.4.2\*** When pumping rated capacity and pressure, lubricant temperatures in any power train component shall not exceed the component manufacturer's recommendation for maximum temperature.

**17.5 Construction Requirements.** The pump, piping, and valves shall be capable of withstanding a minimum hydrostatic pressure of 100 psi (700 kPa) above the maximum pump close off pressure.

### 17.6 Pump Intakes.

**17.6.1\*** Each pump intake shall be sized to permit the full rated performance of the pump and shall be equipped with a valve that can be controlled from the pump operator's position.

**17.6.2** Each external intake shall be equipped with National Hose threads on the connection, a removable or accessible strainer, and a bleeder valve to bleed off air or water from a hose connected to the intake.

**17.6.2.1** Adapters with special threads or other means for hose attachment shall be permitted on any intake connection.

**17.6.2.2** All intake connections shall be provided with closures capable of withstanding a hydrostatic gauge pressure of 500 psi (3400 kPa).

**17.6.2.2.1** Intake connections having male threads shall be equipped with caps; intake connections having female threads shall be equipped with plugs.

**17.6.2.2.2** Where adapters for special threads or other means for hose attachment are provided on the intake connections, closures shall be provided for the adapters in lieu of caps or plugs.

**17.6.2.3** Caps or plugs for intake connections smaller than 4 in. (100 mm) shall remain secured to the apparatus when removed from the connection.

### 17.7\* Pump Discharges.

**17.7.1** Each pump discharge shall be equipped with a valve that can be controlled from the pump operator's position.

**17.7.2** Any discharge that can be supplied from both the auxiliary pump and the fire pump shall have check valves in both supply lines to prevent backflow into the other pump.

#### 17.7.3 Discharge Outlet Connections.

**17.7.3.1\*** All discharge outlet connections shall be equipped with male National Hose threads.

**17.7.3.2** Adapters with special threads or other means for hose attachment shall be permitted to be attached to any discharge outlet connection.

**17.7.4** All discharge outlet connections, except connections to which a hose will be preconnected, shall be equipped with caps or closures capable of withstanding a hydrostatic gauge pressure of 100 psi (700 kPa) over the maximum pump close-off pressure or 500 psi (3400 kPa), whichever is greater.

**17.7.4.1** Where adapters are provided on the discharge outlet connection, the closures shall fit on the adapters.

**17.7.4.2** Caps or closures for outlet connections smaller than 4 in. (100 mm) shall remain secured to the apparatus when removed from the connection.

**17.7.5** If a water tank fill line is provided, the line shall be connected from the pump discharge manifold directly to the water tank and shall include a valve that can be controlled from the pump operator's position.

**17.7.6** If the pump is a high-pressure pump system, the pump shall be equipped with a means that will limit the pump discharge pressure at the maximum discharge pressure capability rating.

**17.7.7** If a relief valve is provided that discharges to atmosphere, it shall be directed away from the pump operator's position.

### **17.8 Pump Operator's Panel.**

**17.8.1** Each pump control, gauge, and other instrument necessary to operate the auxiliary pump shall be located on a panel known as the pump operator's panel and shall be marked with a label as to its function.

**17.8.2** All gauges, instruments, discharge outlets, pump intakes, and controls located on the auxiliary pump operator's panel shall be illuminated in compliance with 4.10.1.

### **17.9 Pump Controls.**

**17.9.1** Controls shall be provided for placing the pump in operation.

**17.9.2** The control for the pump engagement mechanism shall be marked with a label to indicate when the pump is properly engaged in pumping position.

### **17.9.3 Parallel/Series Control.**

**17.9.3.1** With parallel/series centrifugal pumps, the positions for parallel operation (volume) and series operation (pressure) shall be indicated.

**17.9.3.2** The control for changing the pump from series to parallel, and vice versa, shall be located on the pump operator's panel.

**17.9.4** If more than one discharge outlet is provided, a relief valve or other pressure control device shall be provided that is capable of limiting the pump discharge pressure.

**17.9.5** All pump controls and devices shall be installed so as to be protected against mechanical damage or the effects of adverse weather conditions on their operation.

### **17.9.6 Drain Valve(s).**

**17.9.6.1** A readily accessible drain valve(s) that is marked with a label as to its function shall be provided to allow the pump and all water-carrying lines and accessories to be drained.

**17.9.6.2** The drain valve(s) shall be operational without the operator having to get under the apparatus.

### **17.9.7 Pump Cooling.**

**17.9.7.1** A bypass line of not less than ¼ in. (6.4 mm) diameter that has a valve that can be controlled from the pump operator's position or an automatic-type control shall be installed from the discharge manifold directly to the water tank or ground.

**17.9.7.2** If the pump is a high-pressure pump, the pump shall be equipped with an automatic thermal relief valve to protect the pump that releases away from the pump operator or into the tank.

### **17.10 Pump Drive Systems.**

**17.10.1** Where the pump is driven by a transmission-mounted (SAE) PTO, front-of-engine crankshaft PTO, or flywheel PTO,

the provisions of 16.10.4 through 16.10.6 shall apply as applicable.

**17.10.2** Where the pump is driven by a chassis transmission-mounted (SAE) PTO and the pump system does not conform to 16.4.2, a visible or audible warning device shall be provided on the pump operator's panel that is actuated if the temperature of the lubricant in the chassis transmission exceeds the transmission manufacturer's recommended maximum temperature.

**17.10.3\*** If a separate pumping engine is provided, it shall meet the requirements of 12.2.1.1, 12.2.1.2, 12.2.1.7, 12.2.2, 12.2.3.1, 12.2.3.2, 12.2.4 through 12.2.6, Section 13.2, 13.4.3, 13.4.4, 13.4.4.1, 13.4.4.3, 13.4.4.4, 13.4.5, Section 13.5, and Section 13.6.

### **17.10.4 Indicator or Light.**

**17.10.4.1** Where a separate engine is used to drive the auxiliary pump, an indicator or light that is energized when the pump engine is running shall be provided in the driving compartment.

**17.10.4.2** The indicator or light shall be marked with a label that reads "Pump Engine Running."

### **17.11 Engine Controls.**

**17.11.1** A throttle control that holds its set position shall be provided to control the engine speed. It shall be located so that it can be manipulated from the pump operator's position with all instrumentation in full view.

**17.11.2** This throttle control shall be permitted to be the same throttle control that is used for the main fire pump.

### **17.12 Gauges and Instruments.**

**17.12.1 Master Pump Discharge Pressure Gauge.** A master discharge pressure gauge shall be provided for the auxiliary pump.

**17.12.1.1** It shall read from a gauge pressure of 0 to at least 300 psi (2100 kPa) but not less than 100 psi (700 kPa) higher than the maximum pressure that can be developed by the pump when it is operating with zero intake pressure.

**17.12.1.2** Where an analog pressure gauge is used, it shall have a minimum accuracy of Grade 1A as defined in ASME B40.100, *Pressure Gauges and Gauge Attachments*.

**17.12.1.2.1** Numerals for master gauges shall be a minimum 0.25 in. (6.4 mm) high.

**17.12.1.2.2** There shall be graduation lines showing at least every 10 psi (50 kPa), with major and intermediate graduation lines emphasized and figures at least every 100 psi (500 kPa).

**17.12.1.2.3** Analog pressure gauges shall be vibration and pressure pulsation dampened; be resistant to corrosion, condensation, and shock; and have internal mechanisms that are factory lubricated for the life of the gauge.

**17.12.1.3** If a digital pressure gauge is used, the digits shall be at least 0.25 in. (6.4 mm) high.

**17.12.1.3.1** Digital pressure gauges shall display pressure in increments of not more than 10 psi (50 kPa).

**17.12.1.3.2** Digital master pressure gauges shall have an accuracy of ±3 percent over the full scale.

**17.12.1.4** Master discharge pressure gauges shall be checked for accuracy while pumping at rated capacity. Any gauge that is off by more than 10 psi (70 kPa) from the calibrated test gauge shall be recalibrated, repaired, or replaced.

**17.12.2 Discharge Outlet Instrumentation.** If the apparatus is equipped with 1½ in. (38 mm) or larger discharge outlets that can be supplied only by the auxiliary pump, these discharge outlets shall be equipped with pressure gauges or flowmeters.

**17.12.2.1** The pressure gauge or flowmeter display shall be located adjacent to the corresponding valve control with no more than 6 in. (150 mm) separating the pressure gauge or flowmeter bezel and the valve control centerline.

**17.12.2.2** Pressure gauges shall be connected to the outlet side of the valve.

**17.12.2.3** Flowmeters shall display flow in increments not greater than 10 gpm (50 L/min).

**17.12.2.4** Where an analog pressure gauge is used, the gauge shall have a minimum accuracy of Grade B as defined in ASME B40.100, *Pressure Gauges and Gauge Attachments*.

**17.12.2.4.1** Numerals for gauges shall be a minimum 5/32 in. (4 mm) high.

**17.12.2.4.2** There shall be graduation lines showing at least every 10 psi (50 kPa), with major and intermediate graduation lines emphasized and figures at least every 100 psi (500 kPa).

**17.12.2.4.3** Analog pressure gauges shall be vibration and pressure pulsation dampened; be resistant to corrosion, condensation, and shock; and have internal mechanisms that are factory lubricated for the life of the gauge.

**17.12.2.5** If a digital pressure gauge is used, the digits shall be at least 0.25 in. (6.4 mm) high.

**17.12.2.5.1** Digital pressure gauges shall display pressure in increments of not more than 10 psi (50 kPa).

**17.12.2.5.2** Digital pressure gauges shall have an accuracy of ±3 percent over the full scale.

**17.12.2.6** Discharge outlet pressure gauges shall be checked for accuracy while pumping at rated capacity. Any gauge that is off by more than 10 psi (70 kPa) from the calibrated test gauge shall be recalibrated, repaired, or replaced.

**17.12.2.6.1** Each flowmeter shall be checked for accuracy while pumping water at the flow listed in Table 16.12.3.9 at 100 psi (700 kPa).

**17.12.2.6.2** Any flowmeter that is off by more than 10 percent shall be recalibrated, repaired, or replaced.

**17.12.3 Protection of Gauges and Instruments.** Each pressure gauge or flowmeter and its display shall be mounted and attached so they are protected from accidental damage and excessive vibration.

**17.13 Testing.** The pump, piping, valves, and caps or plugs shall be hydrostatically tested to 100 psi (700 kPa) above the maximum pump close-off pressure, and the apparatus manufacturer shall certify the test results in writing.

## Chapter 18 Water Tanks

**18.1 Application.** If the fire apparatus is equipped with a water tank, the provisions of this chapter shall apply.

### 18.2 Tank Construction.

**18.2.1** All water tanks shall be constructed of noncorrosive material or other materials that are protected against corrosion and deterioration.

**18.2.2** Water tanks exposed to sunlight shall be opaque to prevent light from entering, with the exception of the water level visual indicator panel, if equipped.

**18.2.3\*** The water tanks shall have a means to permit flushing of the tank.

**18.2.4\*** If the water tank is independent of the body and compartments, it shall be equipped with a method for removing the tank(s) from the chassis.

**18.2.5** Tanks shall be cradled, cushioned, spring-mounted, or otherwise protected from undue stress resulting from travel on uneven terrain, in accordance with the tank manufacturer's requirements.

**18.2.6\*** All water tanks shall be provided with baffles or swash partitions to form containment cells or dynamic water movement control.

**18.2.6.1** If a containment method of baffling is used, the baffles shall meet the requirements of 18.2.6.1.1 through 18.2.6.1.4.

**18.2.6.1.1** At least one baffle running longitudinal to the axis of the apparatus shall be provided in all water tanks.

**18.2.6.1.2** At least one transverse baffle shall be provided in tanks of 100 gal (380 L) or more.

**18.2.6.1.3** There shall be a maximum distance of 48 in. (1220 mm) between any combination of tank vertical walls and baffles or between parallel baffles.

**18.2.6.1.4** Each baffle shall cover at least 75 percent of the area of the plane that contains the baffle.

**18.2.6.2** If a dynamic method of partitioning is used, the baffles shall meet the requirements of 18.2.6.2.1 through 18.2.6.2.4.

**18.2.6.2.1** The tank shall contain vertical transverse and longitudinal partitions.

**18.2.6.2.2** The vertical partitions shall be secured to the top and bottom of the tank.

**18.2.6.2.3** The longitudinal partitions shall extend a minimum of 75 percent of the tank length.

**18.2.6.2.4** The partitions shall be arranged in such a manner that the vertical plane of each partition shall create cells no dimension of which shall exceed 48 in. (1220 mm).

### 18.2.7 Cleanout Sumps.

**18.2.7.1** One or more cleanout sumps shall be provided.

**18.2.7.2** A means of access 3 in. (75 mm) diameter or larger shall be furnished for each sump to facilitate cleaning.



**18.2.7.3** If the sump is used for the tank-to-pump line connection, the design shall prevent sludge or debris in the sump from entering the pump.

**18.2.8 Water Level Indicator.**

**18.2.8.1** An indicator shall be provided that shows the level or amount of water in the tank(s).

**18.2.8.2** If the apparatus is not equipped with a pump, the indicator shall be visible at the inlet valve position.

**18.3 Tank-to-Pump Intake Line.**

**18.3.1** If the apparatus is equipped with a pump, the water tank shall be connected to the intake side of the pump with a valve controlled at the pump operator's position.

**18.3.2 Tank-to-Pump Flow Rate.**

**18.3.2.1** If the water tank has a certified capacity of less than 500 gal (2000 L), the piping and valve arrangement shall be capable of delivering water to the pump at a minimum rate of 250 gpm (1000 L/min).

**18.3.2.2** If the water tank has a certified capacity of 500 gal (2000 L) or greater, the piping and valve arrangement shall be capable of delivering water to the pump at a minimum rate of 500 gpm (2000 L/min) or the rated capacity of the pump, whichever is less.

**18.3.2.3** The flow required by 18.3.2.1 and 18.3.2.2 shall be sustainable while pumping a minimum of 80 percent of the certified tank capacity with the apparatus on level ground.

**18.3.3\*** An automatic means shall be provided in the tank-to-pump line that prevents unintentional backfilling of the water tank through that line.

**18.3.4** Connections or outlets from the tank(s) to the pump shall be designed to prevent air from being entrained while pumping water from the tank.

**18.4 Filling and Venting.**

**18.4.1\* Fill Opening.** A readily accessible, covered fill opening designed to prevent spillage shall be provided.

**18.4.1.1\*** The fill opening shall have a minimum inside diameter of 3¼ in. (83 mm).

**18.4.1.2** The cover shall be marked with a label that reads "Water Fill."

**18.4.1.3** A screen that is easily removed and cleaned shall be installed in the opening.

**18.4.1.4\*** The cover or another device shall open as a vent to release pressure buildup in the tank.

**18.4.2 Vent/Overflow Outlet.**

**18.4.2.1** A vent/overflow outlet that is sized to allow water to be drawn from the tank at a rate at least equal to that required in 18.3.2 shall be provided.

**18.4.2.2\*** The vent/overflow outlet shall be designed to direct any water to behind the rear axle so as not to interfere with rear tire traction.

**18.4.3 Tank Fill Line.** If the apparatus is equipped with a pump, a valved tank fill line shall be provided.

**18.4.3.1\*** Where the water tank has a capacity of 1000 gal (4000 L) or less, the tank fill line shall be at least 1 in. (25 mm) nominal inside diameter.

**18.4.3.2\*** Where the water tank has a capacity greater than 1000 gal (4000 L), the fill line shall be at least 2 in. (52 mm) nominal inside diameter.

**18.4.3.3\*** The valve shall be capable of regulating flow and shall be controllable from the pump operator's position.

**18.5 Mobile Water Supply Apparatus.** If the apparatus is designed to be a mobile water supply apparatus, the requirements of this section shall apply.

**18.5.1 External Fill.** An external fill connection leading directly to the tank shall be provided.

**18.5.1.1\*** The external fill connection shall permit a minimum filling rate of 1000 gpm (4000 L/min) from sources external to the unit.

**18.5.1.2** The external fill connection shall be provided with a removable or accessible strainer, a shutoff valve capable of being throttled, a minimum 30-degree sweep elbow positioned downward, and a closure cap or plug.

**18.5.1.3** Any 3 in. (75 mm) or larger valve shall be a slow-operating valve.

**18.5.1.4** A check-type device shall be permitted to be substituted for the modulating and slow-operating valve in those operations where the flow rate is to be controlled at the source.

**18.5.2\* Water Transfer.** Single or multiple tank connections that meet the requirements of 18.5.2.1 and 18.5.2.2 shall be provided.

**18.5.2.1** The tank connection(s) shall be capable of allowing water to be transferred from the tank to an external use to the right, left, and rear of the fire apparatus.

**18.5.2.2\*** Each tank connection shall be capable of emptying 90 percent of the tank capacity at a minimum average rate of 1000 gpm (4000 L/min) with the apparatus on level ground.

**18.6 Water Tank Capacity Certification.**

**18.6.1\*** The manufacturer shall certify the capacity of the water tank prior to delivery of the apparatus.

**18.6.2** The certified capacity shall be recorded on the manufacturer's record of construction (*see 4.20.1*), and the certification shall be delivered with the fire apparatus.

**Chapter 19 Aerial Devices**

**19.1\* General Requirements.**

**19.1.1** If the apparatus is equipped with an aerial ladder, the aerial device and apparatus shall meet the requirements of Sections 19.2 through 19.6 and Sections 19.17 through 19.25.

**19.1.2** If the apparatus is equipped with an elevating platform, the aerial device and apparatus shall meet the requirements of Sections 19.7 through 19.12 and Sections 19.17 through 19.25.

**19.1.3** If the apparatus is equipped with a water tower, the aerial device and apparatus shall meet the requirements of Sections 19.13 through 19.25.

## 19.2 Aerial Ladder Requirements.

**19.2.1** The aerial ladder shall consist of two or more ladder sections that, together with the steps and platforms on the apparatus body, provide continuous egress for fire fighters and civilians from an elevated position to the ground.

**19.2.2** The rated vertical height of an aerial ladder shall be at least 50 ft (15 m) and shall be measured vertically with the ladder at maximum elevation and extension from the outermost rung of the outermost fly section to the ground.

**19.2.3\*** The rated horizontal reach of an aerial ladder shall be measured in a horizontal plane from the centerline of the turntable rotation to the outermost rung on the outermost fly section with the aerial ladder extended to its maximum horizontal reach.

**19.2.4** Height and reach dimensions shall be taken with the aerial ladder mounted on a chassis meeting the aerial manufacturer's minimum recommended fire apparatus specifications, with the fire apparatus on level ground, and with the stabilizers fully deployed.

**19.2.5** The ladder rungs shall be equally spaced on a maximum 14 in. (350 mm) centers and minimum 11 $\frac{3}{4}$  in. (300 mm) centers and shall have a skid-resistant surface or covering.

**19.2.5.1** Where covering is provided, it shall not twist and shall cover at least 60 percent of the length of each rung.

**19.2.5.2** Where round rungs are furnished, the rungs shall have a minimum outside diameter of 1 $\frac{1}{4}$  in. (32 mm), including the skid-resistant surface or covering.

**19.2.5.3** Where rungs other than round are furnished, they shall have a cross-sectional area not less than 1.2 in.<sup>2</sup> (775 mm<sup>2</sup>); a maximum outside dimension of the cross-sectional area (height or width) of 3.2 in. (81 mm), including the skid-resistant surface or covering; and a minimum outside dimension of  $\frac{3}{4}$  in. (19 mm), including the skid-resistant surface or covering.

**19.2.5.4** The minimum design load for each rung shall be 500 lb (227 kg) distributed over a 3 $\frac{1}{2}$  in. (89 mm) wide area at the center of the length of the rung with the rung oriented in its weakest position.

**19.2.6** There shall be a minimum of 18 in. (460 mm) in width inside the aerial ladder between the rails measured at the narrowest point, excluding any mounted equipment.

### 19.2.7 Obstructions Below the Ladder.

**19.2.7.1** Where a solid obstruction below the ladder is wider than 12 in. (300 mm), a minimum clearance of 7 in. (180 mm) between the centerline of the rung and the obstruction shall be provided.

**19.2.7.2** Where the solid obstruction below the centerline of the ladder is 12 in. (300 mm) or less in width, the standoff between the centerline of the rung and the obstruction shall be permitted to be less than 7 in. (180 mm), provided there is at least 6 in. (150 mm) of rung width and 7 in. (180 mm) of depth below the centerline of the rung on each side of the obstruction.

**19.2.8** Top rails shall be provided on the ladder, shall have a minimum width of 1 in. (25 mm), and shall be at a minimum

height of 12 in. (300 mm) above the centerline of the rungs, excluding the outermost two rungs of the outermost fly section.

**19.2.9** Two folding steps with surfaces that meet the skid-resistant requirements of 15.7.4 shall be provided on the ladder for use by the ladder pipe-monitor operator.

**19.2.9.1** Each folding step shall have a minimum design load of 500 lb (227 kg) and shall be a minimum of 35 in.<sup>2</sup> (22,500 mm<sup>2</sup>) in area.

**19.2.9.2** A single step that has a minimum design load of 500 lb (227 kg) and a minimum area of 100 in.<sup>2</sup> (65,000 mm<sup>2</sup>) shall be permitted to be used in place of the two steps.

**19.2.10** Provisions shall be made so that personnel working on the ladder can attach fall protection harnesses.

**19.2.11** The apparatus shall be equipped with steps that meet the skid resistance requirements of 15.7.4 and/or with rungs that provide a path at any degree of elevation from the bottom rung of the aerial ladder to the ground.

**19.2.11.1** Steps, with the exception of the ground to the first step, shall be spaced on no more than 18 in. (460 mm) centers.

**19.2.11.2** Handrails shall be provided within reach at each step location.

**19.2.12** With the stabilizers set, the aerial ladder shall be capable of being raised from the bedded position to maximum elevation and extension and rotated 90 degrees.

**19.2.12.1** Two or more of these functions shall be permitted to be performed simultaneously.

**19.2.12.2** The functions described in 19.2.12 shall be accomplished within 120 seconds if the aerial ladder has a rated vertical height of 110 ft (34 m) or less.

**19.2.12.3** The functions described in 19.2.12 shall be accomplished within 180 seconds if the aerial ladder has a rated vertical height over 110 ft (34 m).

**19.2.13\* Breathing Air System.** Where a breathing air system is provided, it shall meet the requirements of 19.2.13.1 through 19.2.13.9.

**19.2.13.1** If a secondary operator's position is provided, the breathing air system shall provide air for a minimum of one person at the secondary operator's position.

**19.2.13.2** If a secondary operator's position is provided, the purchaser shall specify where on the aerial device the air supply outlet is to be located.

**19.2.13.3** The system shall include storage for at least 200 ft<sup>3</sup> (5660 L) of breathing air and shall meet the requirements of Section 24.5.

### 19.2.13.4 Piping System.

**19.2.13.4.1** All components of the piping system shall be designed for a pressure rating of three times the working pressure that they are expected to carry.

**19.2.13.4.2** The piping system shall be arranged with a high-pressure regulator at the air supply that shall limit the air pressure in the piping up the aerial device to the pressure required to supply 125 psi (862 kPa) at the outlet point.

**19.2.13.4.3** All piping, valves, and components shall be fabricated of corrosion-resistant materials and shall be sized for the number of outlets provided at the secondary aerial ladder operator's position.

**19.2.13.4.4** A pressure relief valve set to relieve the pressure at 1½ times the working pressure of the piping system in the event of regulator failure shall be provided on the downstream side of the high-pressure regulator.

**19.2.13.5 Damage Prevention.**

**19.2.13.5.1** All valves, pressure regulators, and gauges shall be protected from accidental damage.

**19.2.13.5.2** The piping or hose system between the air cylinder(s) and the secondary aerial ladder operator's position shall be installed so as to prevent damage due to abrasion, bending, pinching, or exposure to excessive heat.

**19.2.13.6** Holders shall be provided for the storage of the breathing air equipment when it is not in use.

**19.2.13.7** A low air warning system shall be provided that will monitor the air volume and provide an audible and visual warning at both the upper and lower control stations when the air volume is at or below 20 percent.

**19.2.13.8** The quality of the breathing air shall meet the requirements of NFPA 1989.

**19.2.13.9** All components of the system that the breathing air will be in contact with shall be cleaned of oil, grease, contaminants, and foreign material.

**19.3 Aerial Ladder Rated Capacity.**

**19.3.1** The rated capacity of the aerial ladder shall be a minimum load of 250 lb (114 kg) carried on the outermost rung of the outermost fly section with the aerial ladder placed in the horizontal position at maximum horizontal extension and with the stabilizers fully deployed.

**19.3.1.1** The minimum rated capacity shall remain constant throughout the entire operating envelope of the aerial ladder.

**19.3.1.2** The aerial ladder shall be capable of operating in any position while carrying its rated capacity on the outermost rung of the outermost fly section.

**19.3.1.3** If the aerial ladder has a permanently mounted water delivery system, the 250 lb (114 kg) rated capacity shall be determined without water in the system.

**19.3.2** The aerial ladder shall be able to carry its rated capacity on the outermost rung of the outermost fly section with the aerial ladder at 45 degrees to the horizontal and at maximum extension while discharging water at rated capacity through the full range of monitor or nozzle movements as permitted by the aerial manufacturer.

**19.3.3** Rated capacities in excess of 250 lb (114 kg) shall be stated in increments of 250 lb (114 kg) and shall be in addition to any fire-fighting equipment installed on the aerial ladder by the manufacturer.

**19.3.4\*** If the aerial ladder is rated in multiple configurations, the manufacturer shall describe these configurations, including the rated capacity at each operating position. This information shall be provided in the operations manual and on a capacity

label or on an electronic display at the operator's control station.

**19.4 Aerial Ladder Operating Position.**

**19.4.1** Indicating devices that are lighted and marked with a label shall be visible from the operator's position and shall indicate the following:

- (1) That the rungs are aligned for climbing
- (2) That the aerial ladder is aligned with the travel bed

**19.4.2** A system that is lighted and marked with labels shall be visible from the operator's position to indicate the elevation, extension, and rated capacities.

**19.4.3 Voice Communication System.**

**19.4.3.1\*** A weather-resistant two-way voice communication system shall be provided between the aerial ladder operator's position and the tip of the ladder.

**19.4.3.2** The speaker/microphone at the tip shall allow for hands-free operation.

**19.5 Aerial Ladder Operating Mechanisms.**

**19.5.1 Elevation.** A power-operated system for elevating and lowering the aerial ladder under all the rated conditions of loading shall be provided.

**19.5.1.1** Where hydraulic components are utilized, they shall meet the requirements of Section 19.19 and shall be designed to prevent damage at the top and bottom limits.

**19.5.1.2** An automatic locking device(s) shall be provided so that the desired elevated position can be maintained.

**19.5.1.3** A locking device shall be provided that will retain the aerial ladder in the bed when the fire apparatus is in motion.

**19.5.2 Rotation.** A power-operated turntable shall be provided that will allow continuous rotation in either direction under all the rated conditions of loading.

**19.5.2.1\*** The turntable rotation bearing shall be accessible for lubrication and torque verification of bolts.

**19.5.2.2** The turntable rotation mechanism shall be equipped with an automatically applied brake or self-locking drive that provides sufficient braking capacity when all power systems are nonfunctioning, to prevent turntable rotation under all rated conditions of loading.

**19.5.3 Extension.** A power-operated system for extending and retracting the fly section(s) under all rated conditions of loading shall be provided.

**19.5.3.1** Where hydraulic components are utilized, they shall meet the requirements of Section 19.19.

**19.5.3.2** An automatic locking device shall be provided so that the desired position of extension can be maintained.

**19.5.3.3** Rollers, pulleys, and roller guides shall be equipped with self-lubricating bearings or readily accessible grease fittings.

**19.5.3.4** Slide pads, rollers, and bearings, when used, shall be readily accessible for replacement.

**19.5.3.5** When wire ropes or chains are used to extend the ladder sections, the system shall be redundant with a minimum of two wire ropes or chains used per ladder section.

**19.5.3.6** A means shall be provided to prevent damage to the extension system at full retraction or full extension.

**19.5.4\* Secondary Operator's Position.** If a secondary aerial ladder operator's position is located at the tip of the outermost fly section, the following shall apply:

- (1) The lower control shall override the aerial tip control station.
- (2) The lower control station shall have a momentary switch that enables the tip controls when closed and disables the tip controls when opened or released.
- (3) The maximum speed of the ladder functions measured at the tip shall be as follows when operated from the tip control station:
  - (a) Rotation at 2 ft/sec (0.6 m/sec), when fully extended at 0 degrees elevation
  - (b) Elevation and lowering at 1 ft/sec (0.3 m/sec)
  - (c) Extension and retraction at 0.5 ft/sec (0.15 m/sec)
- (4) The step(s) for the tip operator shall be designed to keep the operator's feet from protruding through the outermost fly section.

**19.6\* Aerial Ladder Water Delivery System.** Where a prepped waterway is provided, 19.6.1 through 19.6.10 shall apply.

**19.6.1** The waterway system shall be capable of flowing 1000 gpm (4000 L/min) at 100 psi (700 kPa) nozzle pressure at full elevation and extension.

**19.6.2** For ladders with a rated vertical height of 110 ft (34 m) or less, the friction loss (total system loss less head loss) between the monitor outlet and a point below the waterway swivel shall not exceed 100 psi (700 kPa) at 1000 gpm (4000 L/min) flow with the ladder at full horizontal extension.

**19.6.3** A preset relief valve that is capable of protecting the waterway system by relieving pressure through the dumping of water to the environment shall be provided.

**19.6.3.1** Such dumping shall be through a system of piping terminating in an area away from the operator's position.

**19.6.3.2** The discharge end of the piping shall not have a threaded connection.

**19.6.4** A permanently attached monitor shall be provided.

**19.6.4.1** The monitor shall be capable of swiveling at least 135 degrees from a line parallel to the ladder and down.

**19.6.4.2** The monitor shall be capable of horizontal traverse at least 45 degrees from each side of center.

**19.6.4.3** Positive stops shall be provided to prevent the swivel or traverse of the monitor from exceeding the aerial ladder manufacturer's recommendation.

**19.6.4.4** If a power-operated monitor is provided, the primary controls shall be at the aerial operator's position, and those controls shall be capable of overriding all other monitor controls.

**19.6.4.5\*** A permanently installed monitor/nozzle shall not obstruct access to or from the tip of the ladder.

**19.6.4.6** For ladders that have a waterway design that allows the monitor to be connected to different ladder sections, a secondary means, not requiring operator intervention, shall be provided to prevent the monitor from being ejected from the ladder.

**19.6.5** A 1000 gpm (4000 L/min) nozzle shall be furnished.

**19.6.6\*** The water system shall be arranged so it can be supplied at ground level through an external inlet that is a minimum of 4 in. (100 mm) in size.

**19.6.7** If the apparatus is equipped with a fire pump capable of supplying the required flow and pressure, a permanent valved connection shall be provided between the pump and the waterway system.

**19.6.8** A flowmeter shall be installed in the waterway, with a display on either the pump operator's panel or the aerial ladder operator's control panel.

**19.6.9\*** A 1½ in. (38 mm) minimum drain valve shall be provided at the low point of the waterway inlet system.

**19.6.10** If the apparatus has a fire pump and normal operations are to supply the waterway through the pump, a cap meeting the requirements of 16.7.4 shall be provided on the external inlet.

## **19.7 Elevating Platform Requirements.**

**19.7.1** The elevating platform shall consist of an elevated tower of two or more booms or sections equipped with a passenger-carrying platform(s) assembly.

**19.7.2** The rated vertical height of the elevating platform shall be measured vertically from the top surface of the platform handrail to the ground, with the platform raised to its position of maximum elevation.

**19.7.3\*** The rated horizontal reach of the elevating platform shall be measured in a horizontal plane from the centerline of the turntable rotation to the outer edge of the platform handrail, with the elevating platform extended to its maximum horizontal reach.

**19.7.4** Height and reach dimensions shall be measured with the elevating platforms mounted on a chassis meeting the elevating platform manufacturer's minimum recommended fire apparatus specifications, with the fire apparatus on level ground, and with the stabilizers fully deployed.

**19.7.5** Where the rated vertical height of the elevated platform is 110 ft (34 m) or less, the elevating platform, with stabilizers set, shall be capable of being raised from the bedded position to maximum elevation and extension and rotated 90 degrees within 150 seconds. Two or more of these functions shall be permitted to be performed simultaneously.

## **19.7.6 Platform Construction.**

**19.7.6.1** The platform shall have a minimum floor area of 14 ft<sup>2</sup> (1.3 m<sup>2</sup>).

**19.7.6.2** A continuous guard railing, a minimum of 42 in. (1070 mm) high, shall be provided on all sides.

**19.7.6.2.1** The continuous guard railing shall be capable of withstanding a force of 225 lbf (1000 N) applied at any point from any direction without permanent deformation.

**19.7.6.2.2** The railing shall be constructed so there are no horizontal or vertical openings below it greater than 24 in. (610 mm) in either dimension.

**19.7.6.2.3** There shall be a minimum of two gates providing access to the platform.

**19.7.6.2.4** Each gate shall be provided with a self-engaging latch.

**19.7.6.2.5** The use of a vertical opening or inward opening, self-closing gate or door for access to and from the platform shall be permitted to meet the continuous railing requirement.

**19.7.6.2.6** Each gate shall be capable of withstanding a 1000 lb force (4000 N) applied at the least favorable position in the least favorable direction, without opening outward.

**19.7.6.3** A kick plate of not less than 4 in. (100 mm) high shall be provided around the floor and shall be permitted to swing with the gate.

**19.7.6.4** The steps and the floor of the platform shall be provided with skid-resistant surfaces that meet the requirements of 15.7.4.

**19.7.6.5** Drain openings shall be provided to prevent water accumulation on the platform floor.

**19.7.6.6\*** Provisions shall be made so that personnel working on the platform can attach fall protection harnesses.

**19.7.6.6.1** At least one attachment point shall be provided for each 250 lb. (114 kg) load rating of the platform.

**19.7.6.6.2** Anchorage points provided for fall protection harnesses shall be clearly labeled and rated for a minimum of 450 lb (205 kg).

#### **19.7.6.7 Heat Shield.**

**19.7.6.7.1** A heat-reflective shield shall be provided on the front, sides, and bottom of the platform.

**19.7.6.7.2** If necessary, openings for the movement and operation of the water monitor shall be permitted in the front heat shield.

#### **19.7.6.8 Water Curtain System.**

**19.7.6.8.1** A water curtain system capable of providing a cooling spray under the entire floor of the platform and flowing a minimum of 75 gpm (284 L/min) shall be provided.

**19.7.6.8.2** The system shall be controlled by a single, quick-acting valve with an actuator accessible from the platform.

**19.7.7 Breathing Air System.** Where a breathing air system is provided, it shall supply breathing air for a minimum of two persons on the platform and shall meet the requirements of 19.7.7.1 through 19.7.7.7.

**19.7.7.1** The system shall include storage for at least 400 ft<sup>3</sup> (11,320 L) of breathing air and shall meet the requirements of Section 24.5.

#### **19.7.7.2 Piping System.**

**19.7.7.2.1** All components of the piping system shall be designed for a pressure rating of three times the working pressure that they are expected to carry.

**19.7.7.2.2** The piping system shall be arranged with a high-pressure regulator at the air supply that shall limit the air pressure in the piping up the aerial device to the pressure required to supply 125 psi (862 kPa) at the outlet point.

**19.7.7.2.3** All piping, valves, and components shall be fabricated of corrosion-resistant materials and shall be sized for the number of outlets provided in the platform.

**19.7.7.2.4** A pressure relief valve set to relieve the pressure at 1½ times the working pressure of the piping system in the event of regulator failure shall be provided on the downstream side of the high-pressure regulator.

#### **19.7.7.3 Damage Prevention.**

**19.7.7.3.1** All valves, pressure regulators, and gauges shall be protected from accidental damage.

**19.7.7.3.2** The piping or hose system between the air cylinder(s) and the platform shall be installed so as to prevent damage due to abrasion, bending, pinching, or exposure to excessive heat.

**19.7.7.4** Holders shall be provided for the storage of the breathing air equipment when it is not in use.

**19.7.7.5** A low air warning system shall be provided that monitors the air volume and provides an audible and visual warning at both the upper and lower control stations when the air volume is at or below 20 percent.

**19.7.7.6** The quality of the breathing air shall meet the requirements of NFPA 1989.

**19.7.7.7** All components of the system that the breathing air will be in contact with shall be cleaned of oil, grease, contaminants, and foreign material.

#### **19.8 Elevating Platform Rated Capacity.**

**19.8.1** The rated capacity of the elevating platform shall be a minimum of 750 lb (340 kg), with no water in the water delivery system, with the elevating platform placed in the horizontal position at maximum horizontal extension, and with the stabilizers fully deployed.

**19.8.2** The rated capacity of the elevating platform shall be a minimum of 500 lb (227 kg) with the water delivery system full of water but not discharging, with the elevating platform placed in the horizontal position at maximum horizontal extension, and with the stabilizers fully deployed.

**19.8.3** The elevating platform shall be capable of operating in any position while carrying its rated capacity.

**19.8.4** The elevating platform shall be capable of delivering a minimum of 1000 gpm (4000 L/min) from the platform with the booms or sections and the monitors and nozzles positioned in any configuration allowed by the manufacturer while carrying a minimum load of 500 lb (227 kg) on the platform.

**19.8.5** All rated capacities shall be stated in increments of 250 lb (114 kg) and shall be in addition to any fire-fighting equipment installed on the elevating platform by the manufacturer.

**19.8.6\*** If the elevating platform is rated in multiple configurations, the manufacturer shall describe these configurations, including the rated capacity at each operating position. This information shall be provided in the operations manual and on

a capacity label or on an electronic display at the turntable and platform operator's control stations.

### 19.9 Elevating Platform Operating Positions.

**19.9.1** There shall be two control stations, one to be known as the platform control station and the other as the lower control station.

**19.9.1.1** All operational controls shall be operable from both of these positions.

**19.9.1.2** The lower control station shall be located so as to facilitate the operator's observation of the platform while at the controls.

**19.9.1.3** The lower station controls shall be capable of overriding the platform station controls.

### 19.9.2 Voice Communication System.

**19.9.2.1\*** A weather-resistant two-way voice communication system shall be provided between the platform control station and the lower control station.

**19.9.2.2** The speaker/microphone at the platform control station shall allow for hands-free operation.

### 19.10 Elevating Platform Operating Mechanisms.

**19.10.1\*** Power-operated elevating and extending devices designed and powered to allow multiple movements of the elevating platform booms or sections simultaneously under all rated conditions of loading shall be provided.

**19.10.1.1** Where hydraulic components are utilized, they shall meet the requirements of Section 19.19.

**19.10.1.2** An automatic locking device(s) shall be provided so that the desired elevated position can be maintained.

**19.10.1.3** Provisions shall be made to prevent damage at the top and bottom limits of elevation and extension.

**19.10.2** An automatic platform-leveling system shall be provided so that the platform, together with its rated load, is supported and maintained level in relation to the turntable or horizontal regardless of the positions of the booms or sections.

**19.10.3** A power-operated turntable shall be provided that allows continuous rotation in either direction under all the rated conditions of loading.

**19.10.3.1\*** The turntable rotation bearing shall be accessible for lubrication and torque verification of bolts.

**19.10.3.2** The turntable rotation mechanism shall be equipped with an automatically applied brake or self-locking drive that provides sufficient braking capacity when all power systems are nonfunctioning, to prevent turntable rotation under all rated conditions of loading.

**19.10.4** A locking device shall be provided that will retain the elevating platform booms or sections in the bed when the fire apparatus is in motion.

### 19.11 Ladders on the Elevating Platform.

**19.11.1** If the raising and extending booms or sections incorporate a ladder or ladder sections, the ladder shall meet the requirements of 19.2.1, 19.2.5 through 19.2.8, 19.2.10, 19.2.11, and Section 19.4.

**19.11.2** The transition step between the top rung of the ladder and the platform shall not be greater than 18 in. (457 mm).

**19.12 Elevating Platform Water Delivery System.** On elevating platforms of 110 ft (34 m) or less rated vertical height, a permanent water delivery system shall be installed.

**19.12.1** The water delivery system shall be capable of delivering 1000 gpm (4000 L/min) at 100 psi (700 kPa) nozzle pressure with the elevating platform at its rated vertical height.

**19.12.2** Friction loss (total system loss less head loss) between the monitor outlet and a point below the waterway swivel shall not exceed 100 psi (700 kPa) at a flow of 1000 gpm (4000 L/min).

**19.12.3** One or more permanently installed monitors with nozzles capable of discharging 1000 gpm (4000 L/min) shall be provided on the platform.

**19.12.3.1** The monitor(s) shall be supplied by the permanent water system.

**19.12.3.2** The monitor(s) shall allow the operator to control the aimed direction of the nozzle through a rotation of at least 45 degrees on either side of center and at least 45 degrees above and below horizontal.

**19.12.3.3** The horizontal and vertical traverse of the monitors shall not exceed the elevating platform manufacturer's recommendation.

**19.12.3.4\*** A slow-operating valve shall be provided at the base of any monitor.

**19.12.4** If a hose connection is provided, it shall be a minimum 2½ in. (65 mm) nominal diameter valved connection.

**19.12.5\*** The water system shall be arranged so it can be supplied at ground level through an external inlet that is a minimum of 4 in. (100 mm) in size.

**19.12.6** If the apparatus is equipped with a fire pump capable of supplying the required flow and pressure, a permanent valved connection shall be provided between the pump and the waterway system.

**19.12.7** A flowmeter shall be installed in the waterway with at least one display on the pump operator's panel or at the elevating platform operator's position.

**19.12.8** A preset relief valve capable of protecting the waterway system by relieving pressure through the dumping of water to the environment shall be provided.

**19.12.8.1** Such dumping shall be through a system of piping terminating in an area away from the operator's position.

**19.12.8.2** The discharge end of the piping shall not have a threaded connection.

### 19.12.9 Waterway Drains.

**19.12.9.1\*** A ½ in. (38 mm) minimum drain valve shall be provided at the low point of the waterway system.

**19.12.9.2** Additional drains shall be provided to drain any portions of the waterway that do not drain to the low point of the system.

**19.12.10** If the apparatus has a pump and normal operations are to supply the waterway through the pump, a cap meeting

the requirements of 16.7.4 shall be provided on the external inlet.

### 19.13 Water Tower Requirements.

**19.13.1** The water tower shall consist of two or more booms designed to telescope, articulate, or both and a waterway designed to supply a large capacity elevated water stream.

**19.13.2** The rated vertical height of the water tower shall be measured vertically from the discharge end of the nozzle to the ground, with the nozzle raised to its position of maximum elevation.

**19.13.3\*** The rated horizontal reach of the water tower shall be measured in a horizontal plane from the centerline of the turntable rotation to the end of the nozzle, with the water tower extended to its maximum horizontal reach.

**19.13.4** Height and reach dimensions shall be taken with the water tower mounted on a chassis meeting the water tower manufacturer's minimum recommended fire apparatus specifications, the fire apparatus on level ground, and stabilizers deployed in accordance with the manufacturer's instructions.

**19.13.5** The water tower, with stabilizers set if required, shall be capable of being raised from the bedded position to maximum elevation and extension and rotated 90 degrees within 105 seconds. Two or more of these functions shall be permitted to be performed simultaneously.

### 19.14 Water Tower Rated Capacity.

**19.14.1** The water tower shall be capable of delivering a minimum water stream of 1000 gpm (4000 L/min) at 100 psi (700 kPa) from the water tower nozzle with the booms or sections and nozzle positioned in any configuration permitted by the manufacturer.

**19.14.2** The rated capacity shall include the weight of the charged waterway and the maximum nozzle reaction force.

**19.14.3** If the water tower is rated in multiple configurations, the manufacturer shall describe these configurations, including the rated capacity of each, in the operations manual and on the label at the operator's control station.

### 19.15 Water Tower Operating Mechanisms.

**19.15.1** Power-operated elevating and extending devices shall be provided.

**19.15.1.1** They shall be so designed and powered to allow multiple movements of the water tower booms or sections simultaneously under all rated conditions of loading.

**19.15.1.2** Where hydraulic components are utilized, they shall meet the requirements of Section 19.19.

**19.15.1.3** An automatic locking device(s) shall be provided so that the desired elevated position can be maintained.

**19.15.1.4** Provisions shall be made to prevent damage at the top and bottom limits of elevation and extension.

**19.15.2** A lock shall be provided that will retain the water tower booms or sections in the bed when the fire apparatus is in motion.

**19.15.3** If the water tower has a rated water delivery capacity of 3500 gpm (14,000 L/min) or less, a power-operated turntable

shall be provided that will allow continuous rotation in either direction under all rated conditions of loading.

**19.15.3.1\*** The turntable rotation bearing shall be accessible for lubrication and torque verification of bolts.

**19.15.3.2** The turntable rotation mechanism shall be provided with an automatically applied brake or self-locking drive that is capable of preventing turntable rotation under all rated conditions of loading when all power systems are nonfunctioning.

### 19.16 Water Tower Water Delivery System.

**19.16.1** A permanent water system shall be installed capable of delivering 1000 gpm (4000 L/min) at 100 psi (700 kPa) nozzle pressure with the water tower and nozzle positioned in any configuration permitted by the manufacturer.

**19.16.2** For water towers with a rated vertical height of 110 ft (34 m) or less, the friction loss (total system loss less head loss) between the monitor outlet and a point below the waterway swivel shall not exceed 100 psi (700 kPa) at a flow of 1000 gpm (4000 L/min).

**19.16.3** A permanently installed monitor with a nozzle(s) capable of a discharge rate of at least 1000 gpm (4000 L/min) shall be provided at the top of the water tower and supplied by the permanent water system.

**19.16.3.1** The monitor shall be powered so as to allow the operator(s) to control its aimed direction.

**19.16.3.2** If the water tower has a rated water delivery capacity of 3500 gpm (14,000 L/min) or less, the monitor, as distinct from the supporting boom, shall allow the operator to control the aimed direction of the nozzle through a rotation of at least 45 degrees either side of center and at least 30 degrees above and 135 degrees below the centerline of the boom.

**19.16.3.3** The horizontal and vertical traverse of the monitor shall not exceed the water tower manufacturer's recommendation.

**19.16.4** If a variable pattern spray nozzle is provided, a control shall be provided at the operator's position to select the desired stream pattern.

**19.16.5\*** The water system shall be arranged so it can be supplied at ground level through an external inlet that is a minimum of 4 in. (100 mm) in size.

**19.16.6** If the apparatus is equipped with a fire pump capable of supplying the required flow and pressure, a permanent valved connection shall be provided between the pump and the waterway system.

**19.16.7** A flowmeter shall be installed in the water delivery system with the display on either the pump operator's panel or the water tower operator's control panel.

**19.16.8** A preset relief valve capable of protecting the waterway system by relieving pressure through the dumping of water to the environment shall be provided.

**19.16.8.1** Such dumping shall be through a system of piping terminating in an area away from the operator's position.

**19.16.8.2** The discharge end of the piping shall not have a threaded connection.

**19.16.9\*** A 1½ in. (38 mm) minimum drain valve shall be provided at the low point of the waterway system.

**19.16.10** If the apparatus has a pump and normal operations are to supply the waterway through the pump, a cap meeting the requirements of 16.7.4 shall be provided on the external inlet.

**19.17 Control Devices.**

**19.17.1** Controls shall be provided at the driver's position to transfer power to the aerial device.

**19.17.2** A visual signal shall be provided at the driver's position to indicate when the operating mechanisms are engaged.

**19.17.3** An interlock shall be provided that prevents operation of the aerial device until the parking brakes have been set and the transmission has been placed in neutral or the transmission is in the drive position with the driveline to the rear axle disengaged.

**19.17.4** A power-operated governed engine speed control shall be provided to limit the operating speed of the aerial device apparatus engine to within the operating parameters as determined by the manufacturer and this standard.

**19.17.4.1** An interlock shall be provided that allows operation of the engine speed control only after the parking brakes have been set and the transmission is in neutral.

**19.17.4.2** Where the apparatus is equipped with a fire pump, any high idle speed control shall be automatically disengaged when the fire pump is operating.

**19.17.5** An interlock system shall be provided to prevent the following:

- (1) Rotation of the aerial device before the stabilizer(s) is in a configuration to meet the stability requirements of Section 19.21
- (2) Movement of the stabilizers unless the aerial device is in the travel position
- (3) Operation of the aerial device into an unstable position when the aerial device can be operated with the stabilizers not fully deployed on at least one side of the vehicle

**19.17.6** Controls at the operator's position shall be lighted, marked with a label, and conveniently arranged.

**19.17.6.1** These controls shall allow the operator to perform the following:

- (1) Elevate and lower the aerial device
- (2) Extend and retract the aerial device, if applicable
- (3) Rotate the aerial device in either direction, if applicable
- (4) Operate the intercom, if applicable

**19.17.6.2** A method shall be provided to prevent unintentional movement of the aerial device.

**19.17.6.3** Each control shall allow the operator to regulate the speed of elevation, extension, and rotation of the aerial device within the limits determined by the manufacturer and this standard.

**19.17.6.4** Each control shall be arranged so it can be operated by an operator with a gloved hand without disturbing any other control(s).

**19.17.6.5** For aerial devices that can be operated over the side with the stabilizers not fully deployed, an indicator shall be

located at the operator's position to allow the operator to determine the maximum extension in relation to the angle of elevation and the extended length of the stabilizers.

**19.17.7** Where a three-lever system is used to control the basic functions of the aerial device, the levers shall be distinctively different from the other controls on the panel and arranged adjacent to each other, with the extension control being the left lever, the rotation control being the center lever, and the elevation control being the right lever, as shown in Figure 19.17.7.

**19.17.7.1** The aerial device shall extend when the extension control is pushed up or forward (away from the operator).

**19.17.7.2** If the rotation control has a forward/backward orientation or an up/down orientation, the turntable shall rotate clockwise when the rotation control is pushed up or forward (away from the operator). Otherwise, the rotational control handle shall move in the direction of rotation.

**19.17.7.3** The aerial device shall lower when the elevation control is pushed up or forward (away from the operator).

**19.17.8** Where a multifunction control lever is furnished, it shall move in the direction of the function it controls, where possible.

**19.17.9** Where a two-lever system is used, the extension control shall be to the left, and a combination lever for rotation and elevation shall be to the right.

**19.17.10** All controls regulating the movement of the aerial device shall automatically return to the neutral position upon release by the operator.

**19.17.11** When electric over hydraulic aerial device controls are incorporated, a readily accessible, manual means of overriding the electric controls shall be provided.

**19.18 Safety.**

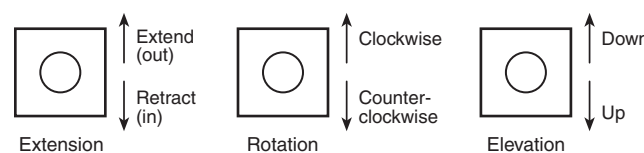
**19.18.1\*** If the operator's position is on the turntable, the turntable platform shall be provided with a railing at least 42 in. (1076 mm) high.

**19.18.1.1** The railing design shall be capable of withstanding a force of 225 lbf (1000 N) applied at any point from any direction without permanent deformation.

**19.18.1.2** Where the operator's position is equipped with an operator's seat, the seat shall be provided with a railing or an armrest capable of withstanding a force of 225 lbf (1000 N) applied at any point from the inside of the seat.

**19.18.2\*** Any aerial device operator's position at ground level shall be arranged so that the operator is not in contact with the ground.

**19.18.3** A sign(s) shall be placed at any ground level operator's position to warn the operator(s) of electrocution hazards.



**FIGURE 19.17.7 Control Lever Arrangement.**



**19.18.4** Where the aerial device includes moving cylinders or other moving parts, these shall be arranged so as to provide hand clearance, or hand guards shall be provided to prevent injury to the operator.

**19.18.5** Lighting shall be provided at the base of the aerial device and shall be arranged to illuminate the aerial device in any position of operation.

**19.18.6** A spotlight of not less than 75,000 beam cp (75,000 lumens per steradian) or a floodlight with a total luminous flux of not less than 4,000 lumens shall be provided on the apparatus by which the operator shall be able to observe the effect of the stream from the ladder pipe or monitor nozzle.

**19.18.6.1\*** Light output of the complete fixture, including the light source, shall be measured with the light source and fixture at a steady-state temperature.

**19.18.6.2** Measurements for a floodlight shall be made with a goniophotometer or other instrument that measures actual light output from the fixture in relation to positions around the fixture.

**19.18.6.3** Optical test data shall be certified by the device manufacturer, and the data shall be available from the device manufacturer upon request.

**19.18.7** Provisions shall be made so that in the event of failure of the primary operating power source, an auxiliary source of power shall be readily available that is capable of returning the aerial device to the road travel position.

**19.18.8** Where the operation of the aerial device is accomplished by hydraulic means, the system shall prevent motion of the aerial device in the event of any hydraulic hose failure.

**19.18.9** Where the operation of the aerial device is accomplished by means other than hydraulic, the system shall be designed to prevent motion of the aerial device in the event of a power failure.

**19.18.10** All components used to stabilize the apparatus on which the aerial device is mounted shall be designed to prevent instability in the event of a hydraulic hose failure or a power failure.

**19.18.11** Where the design of the aerial device incorporates a knuckle, the knuckle shall be as follows:

- (1) Equipped with position lights or continuously illuminated by boom lights
- (2) Painted with reflective paint or provided with retroreflective striping

#### **19.19 Hydraulic System.**

**19.19.1** The nonsealing moving parts of all hydraulic components whose failure results in motion of the aerial device shall have a minimum bursting strength of four times the maximum operating pressure to which the component is subjected.

**19.19.1.1** Dynamic sealing parts of all hydraulic components whose failure results in motion of the aerial device shall not begin to extrude or otherwise fail at pressures at or below two times the maximum operating pressure to which the component is subjected.

**19.19.1.2** Static sealing parts of all hydraulic components whose failure results in motion of the aerial device shall have a

minimum bursting strength of four times the maximum operating pressure to which the component is subjected.

**19.19.2** All hydraulic hose, tubing, and fittings shall have a minimum bursting strength of at least three times the maximum operating pressure to which the components are subjected.

**19.19.3** All other hydraulic components shall have a minimum bursting strength of at least two times the maximum operating pressure to which the components are subjected.

**19.19.4** The hydraulic system shall be provided with an oil pressure gauge at the lower operating position.

#### **19.19.5 Hydraulic Reservoir.**

**19.19.5.1** A means for checking and filling the hydraulic reservoir shall be readily accessible.

**19.19.5.2** The fill location shall be conspicuously marked with a label that reads "Hydraulic Oil Only."

**19.19.5.3** The manufacturer shall provide instructions for checking and filling the hydraulic reservoir.

**19.19.6** The hydraulic system components shall be capable of maintaining, under all operating conditions, oil cleanliness and temperature that comply with the component manufacturer's recommendations.

**19.19.7\*** The hydraulic system shall have adequate cooling for continuous operation of not less than 2½ hours.

**19.19.8** An hourmeter shall be provided that records any time the aerial device hydraulic system is engaged.

#### **19.20 Structure.**

**19.20.1\*** All structural load-supporting elements of the aerial device that are made of a ductile material shall have a design stress of not more than 50 percent of the minimum yield strength of the material based on the combination of the rated capacity and the dead load, which is equivalent to a 2:1 safety factor.

**19.20.2** All structural load-supporting elements of the aerial device that are made of a nonductile material shall have a design stress of not more than 20 percent of the minimum ultimate strength of the material, based on the combination of the rated capacity and the dead load, which is equivalent to a 5:1 safety factor.

**19.20.3** Wire ropes, chains, and attaching systems used to extend and retract the fly sections or booms shall have a 5:1 safety factor based on ultimate strength under all operating conditions allowed by the manufacturer.

**19.20.3.1** The factor of safety for the wire rope shall remain above 2:1 during any extension or retraction system stall.

**19.20.3.2** The minimum ratio of the diameter of wire rope used to the diameter of the sheave used shall be 1:12.

#### **19.21 Stabilization.**

**19.21.1\*** The stability requirements defined in 19.21.2 and 19.21.3 shall be met by the apparatus on which the aerial device is mounted when that apparatus is in a service-ready condition but with all normally removable items, such as water, hose, ground ladders, and loose equipment, removed.

**19.21.1.1** Items mounted on the aerial device by the manufacturer shall remain mounted.

**19.21.1.2** Stabilizers shall be provided, if required, to meet the stability requirements of 19.21.2 and 19.21.3.

**19.21.2** The aerial device shall be capable of sustaining a static load 1½ times its rated capacity in every position in which the aerial device can be placed when the apparatus is on a firm and level surface.

**19.21.2.1** The worst case for stability test shall be the greater of the following:

- (1) Rated capacity with no water in the waterway system.
- (2) Rated capacity while flowing the aerial waterway's rated flow. This test shall include 1.33 times the rated capacity plus the equivalent weight of the water in the aerial waterway and the downward load caused by nozzle reaction force applied at the aerial tip.

**19.21.3 Sloping Surface.**

**19.21.3.1** The aerial device shall be capable of sustaining a static load 1⅓ times its rated capacity in every position in which the aerial device can be placed when the apparatus is on a slope of 5 degrees (8.7 percent) downward in the direction most likely to cause overturning.

**19.21.3.2** If other capabilities, such as a means of turntable leveling, are provided to minimize the effect of the sloping surface, those capabilities shall be permitted to be utilized for the purpose of determining whether the apparatus meets this stability requirement.

**19.21.4** If a stabilizer system is provided, it shall meet the requirements of 19.21.4.1 through 19.21.4.4.

**19.21.4.1** If the stabilizer system is power operated, the controls shall be arranged so that the operator can view the stabilizers in motion.

**19.21.4.1.1** An audible alarm, of not less than 87 dBA measured at any position the stabilizer can be in, shall sound when a stabilizer is moving.

**19.21.4.1.2** An indicator(s) shall be provided to denote when the apparatus is operable within the manufacturer's range of level conditions.

**19.21.4.1.3** Where the rated vertical height of the aerial device is 110 ft (34 m) or less, all stabilizers shall be deployed from the stored position to the operating position within 90 seconds.

**19.21.4.2** The ground contact area for each stabilizer shall be such that a unit pressure of not greater than 75 psi (500 kPa) will be exerted over the ground contact area when the apparatus is loaded to its maximum in-service weight and the aerial device is carrying its rated capacity in every position permitted by the manufacturer.

**19.21.4.2.1** The requirement defined in 19.21.4.2 shall be permitted to be accomplished with stabilizer pads in conjunction with the permanently mounted stabilizer shoes to meet the loading requirement of 75 psi (500 kPa) or less.

**19.21.4.2.2** At a minimum, the stabilizer shoe shall be capable of swiveling on an axis parallel to the longitudinal axis of the apparatus.

**19.21.4.3** All stabilizers that protrude beyond the body of the apparatus shall be striped or painted with retroreflective material so as to indicate a hazard or obstruction.

**19.21.4.4** All stabilizers that protrude beyond the body of the apparatus shall be provided with one or more red warning lights located either on the stabilizer or in the body panel above the stabilizer visible on the side of the apparatus where the stabilizer is located.

**19.22 Quality Control.**

**19.22.1** The manufacturer and installer shall have in effect a complete and documented quality control program that will ensure complete compliance with the requirements of this standard.

**19.22.2** The quality control program shall include 100 percent nondestructive testing (NDT) of all critical structural components of the aerial device.

**19.22.2.1** The manufacturer shall determine the types of NDT to be conducted.

**19.22.2.2** The procedures used for NDT shall comply with the applicable standards defined in 19.22.5.

**19.22.2.3** All NDT procedures shall be fully documented with respect to the extent of the examination, the method of testing, and the inspection techniques.

**19.22.2.4** All testing shall be performed by Level II or Level III NDT technicians or by Level I NDT technicians or trainees under the direct supervision of an onsite Level II or Level III NDT technician, all of whom have been certified in the test methods used in accordance with ANSI/ASNT CP-189, *Standard for Qualification and Certification of Nondestructive Testing Personnel*.

**19.22.2.5** Personnel certified under ANSI/ASNT CP-189 shall be permitted to conduct NDT with limited certifications, so long as the certifications meet the training and experience requirements listed in Table 19.22.2.5 and any applicable requirements in Appendix B of ANSI/ASNT CP-189. The personnel shall be certified as Limited Level II, and the certification card shall indicate that a limited certification has been issued in the given technique.

**Table 19.22.2.5 Training and Experience Hours for Conducting Limited Level II Inspections**

Evaluation Technique	Required Training (hr)	Minimum Required Experience in Method (hr)
Magnetic particle — ac yoke, visible dry powder	8	120
Liquid penetrant — water washable or solvent removable, visible dye, penetrant	8	100
Visual inspection — eye, aided by magnifiers and measuring tools	8	100
Ultrasonic straight beam (A-scan) flaw detection	40	60



party certification organization. The certified test results shall be delivered with the fire apparatus.

**19.24.1** The aerial device shall be inspected and tested in accordance with the requirements of Chapter 19, Performance Testing of Aerial Devices, of NFPA 1911, including all NDT, prior to being subjected to the tests defined in 19.24.2 through 19.24.4.

**19.24.2 Stability Test.**

**19.24.2.1** The apparatus on which the aerial device is mounted shall be in a service-ready condition and shall be placed on a firm, level surface.

**19.24.2.2** All normally removable items, such as water, hose, ground ladders, and loose equipment, shall be removed, but items mounted on the aerial device by the manufacturer shall remain mounted.

**19.24.2.3** If having the stabilizers extended is part of the configuration, the stabilizers shall be deployed to the point where the interlock system allows operation of the aerial device.

**19.24.2.4** Systems that allow the aerial device to be operated with the stabilizers not fully deployed shall be tested in three positions:

- (1) Stabilizers at the minimum extension as defined by the manufacturer
- (2) Stabilizers extended to midpoint of the minimum extension and full extension
- (3) Stabilizers fully deployed

**19.24.2.5** A load of 1½ times the rated capacity as specified by the manufacturer shall be suspended from the tip of the aerial ladder or from the platform of the elevating platform when it is in the position of least stability.

**19.24.2.5.1** For aerial devices that have computer controlled or electronically controlled limitations to the range of aerial movement, a test as defined by the manufacturer shall be performed to validate the proper operation of the control system.

**19.24.2.6** If the manufacturer specifies a rated capacity while water is flowing, then one times the water load and the worst-case nozzle reaction shall be added to the stability test weights.

**19.24.2.7** For a water tower, the stability test shall include the weight of the water in the system and 1½ times the maximum nozzle reaction force when the aerial device is in the position of least stability.

**19.24.2.8\*** The apparatus shall show no signs of instability, and the test shall not cause permanent deformation of any components.

**19.24.2.9** The stability shall be further tested as defined in 19.24.2.9.1 through 19.24.2.9.6.

**19.24.2.9.1** The apparatus that the aerial device is mounted on shall be placed on a firm surface sloping downward at 5 degrees (8.7 percent grade) in the direction most likely to cause overturning and shall be configured as defined in 19.24.2.2.

**19.24.2.9.2** If having the stabilizers extended is part of the configuration, the stabilizers shall be deployed in accordance with the manufacturer's recommendations.

**19.24.2.9.3** Systems that allow the aerial device to be operated with the stabilizers not fully deployed shall be tested in three positions:

- (1) Stabilizers at the minimum extension as defined by the manufacturer
- (2) Stabilizers extended to midpoint of the minimum extension and full extension
- (3) Stabilizers fully deployed

**19.24.2.9.4** A load of 1⅓ times the rated capacity shall be suspended from the tip of the aerial ladder or the platform of the elevating platform when it is in the position of least stability.

**19.24.2.9.5** For a water tower, the stability test shall include the weight of the water in the system and 1⅓ times the maximum nozzle reaction when it is in the position of least stability.

**19.24.2.9.6** The apparatus shall show no signs of instability, and the test shall not cause permanent deformation of any components.

**19.24.3 Horizontal Rotation Load Test.**

**19.24.3.1** With the aerial device out of the cradle in the fully extended position at zero degrees elevation, a test load shall be applied in a horizontal direction normal to the centerline of the ladder or boom.

**19.24.3.1.1** For aerial devices with a prepiped waterway, a 350 lb (160 kg) test load shall be applied at the tip of the ladder or boom.

**19.24.3.1.2** For aerial ladders without a prepiped waterway, a 220 lb (100 kg) test load shall be applied at the tip of the ladder or boom.

**19.24.3.2** The turntable shall not rotate, and the ladder or boom shall not deflect beyond what the manufacturer's specification allows.

**19.24.4 Aerial Device Water System Test.**

**19.24.4.1** If the aerial device is equipped with a permanent water system and has a rated vertical height of 110 ft (34 m) or less, standard model flow test data shall be delivered with the fire apparatus.

**19.24.4.2** If the water system has been modified from the standard model configuration, a new flow test shall be conducted to determine that the friction loss in the water system between the base of the swivel and the monitor outlet does not exceed 100 psi (700 kPa) with 1000 gpm (4000 L/min) flowing and with the water system at full extension.

**19.24.4.3** A flow test shall be conducted on each vehicle to determine that the water system is capable of flowing 1000 gpm (4000 L/min) at 100 psi (700 kPa) nozzle pressure with the aerial device at full elevation and extension.

**19.24.4.3.1** Where the apparatus is equipped with a fire pump designed to supply the water system, the test shall be conducted using the onboard fire pump.

**19.24.4.3.2** The intake pressure to the fire pump shall not exceed 20 psi (138 kPa).

**19.25\* Manufacturer's Predelivery Test.** If the aerial device is equipped with a permanent water delivery system, the manufacturer shall, prior to delivery of the apparatus, hydrostatically

test the piping for the waterway system, including the monitor, at the maximum operating pressure required to flow 1000 gpm (4000 L/min) at 100 psi (700 kPa) nozzle pressure at maximum elevation and extension.

## Chapter 20 Foam Proportioning Systems

### 20.1 Application.

**20.1.1\*** If the fire apparatus is equipped with a proportioning system for foam or other water additives, it shall comply with the applicable sections of this chapter.

**20.1.2** References in this chapter to foam proportioning systems shall include systems to proportion all water additives.

### 20.2\* Requirements by Type of Foam Proportioning System.

**20.2.1\* Eductor System.** An eductor foam proportioning system shall meet the requirements of 20.3.1 through 20.3.7, 20.3.9, and Sections 20.4 through 20.6 and 20.9 through 20.11.

**20.2.2\* Self-Educting Master Stream Nozzle.** A self-educting master stream nozzle shall meet the requirements of Sections 20.3, 20.4, 20.6, and 20.9 through 20.11.

**20.2.3\* Intake-Side System.** An intake-side foam proportioning system shall meet the requirements of Sections 20.3 through 20.6 and 20.9 through 20.11.

**20.2.4\* Around-the-Pump System.** An around-the-pump foam proportioning system shall meet the requirements of Sections 20.3 through 20.6 and 20.9 through 20.11.

**20.2.5\* Balanced Pressure System.** A balanced pressure foam proportioning system shall meet the requirements of Sections 20.3 through 20.11.

**20.2.6\* Direct Injection System.** A direct injection foam proportioning system shall meet the requirements of Sections 20.3 through 20.7 and 20.9 through 20.11.

**20.2.7\* Water-Powered Direct Injection Foam Proportioning System.** A water motor or water turbine foam proportioning system shall meet the requirements of Sections 20.3 through 20.7 and 20.9 through 20.11.

### 20.3 Design and Performance Requirements of a Foam Proportioning System.

**20.3.1\*** The foam proportioning system shall be capable of proportioning foam concentrate(s) in accordance with the foam concentrate manufacturer's recommendations for the type of foam concentrate used in the system over the system's design range of flow and pressures.

**20.3.2** The purchaser shall specify the following:

- (1) Range of waterflows and pressures
- (2) Proportioning rates
- (3) Types of concentrate(s) (Class A, Class B, etc.)
- (4) Brand and viscosity of concentrate

**20.3.3** The fire apparatus shall be capable of supplying the power required by the foam proportioning system in addition to the requirements of the other power-dependent systems installed on the apparatus.

**20.3.4\*** Components of the foam proportioning system that are continuously wetted with foam concentrate shall be constructed of materials that will not be damaged in form, fit,

or function when exposed to foam concentrates, including the adverse effects of corrosion, formation of harmful solids, deterioration of gaskets and seals, binding of moving parts, and deterioration of the foam concentrate caused by contact with incompatible materials.

**20.3.5** The foam proportioning system components that can be flushed with water after use shall be constructed of materials that do not corrode after being flushed with water and allowed to dry. These components shall also be constructed of materials resistant to deterioration by foam concentrates.

**20.3.6** The foam concentrate supply line shall not collapse under any operating conditions specified by the manufacturer of the foam proportioning system.

**20.3.7\*** A means shall be provided to prevent water backflow into the foam proportioning system and the foam concentrate storage tank.

**20.3.8** A device that consists of a removable element that does not restrict the full flow capacity of the foam concentrate supply line shall be provided on the foam concentrate supply side of the foam proportioning system to prevent any debris that might affect the operation of the foam proportioning system from entering the system.

### 20.3.9 Flush Lines.

**20.3.9.1** A flush line(s) shall be provided as required by the foam proportioning system manufacturer to flush foam concentrate from the system.

**20.3.9.2** A means shall be provided in the flush line(s) to prevent water backflow into the foam concentrate tank or water tank during the flushing operation.

**20.3.9.3** Where the foam proportioning system is connected to more than one foam concentrate storage tank, provisions shall be made to flush all common lines to avoid contamination of dissimilar foam concentrates.

### 20.4 Controls for Foam Proportioning Systems.

**20.4.1\*** The foam proportioning system operating controls shall be located at the pump operator's position and shall be identified as required by 20.9.2.

**20.4.2** Foam proportioning systems that require flushing after use shall be provided with controls accessible to the operator to completely flush the system with water according to the manufacturer's instructions.

**20.4.3** Foam proportioning systems that incorporate foam concentrate metering valves shall have each metering valve calibrated and marked with a label to indicate the rate(s) of the foam concentrate proportioning available as determined by the design of the system.

**20.4.4** Foam proportioning systems that incorporate automatic proportioning features shall be equipped with controls that enable the operator to isolate the automatic feature and operate the system.

### 20.5 Foam Proportioning System Pressure Gauges, Flowmeters, and Indicators.

**20.5.1** The displays of all pressure gauges or flowmeters and other indicators (e.g., fluid-level indicators) shall be located so that they are visible from the pump operator's position and shall meet the requirements of 4.10.3.

**20.5.2** If an analog pressure gauge is used, it shall meet the requirements of 20.5.2.1 through 20.5.2.4.

**20.5.2.1** The gauge shall have a minimum accuracy of Grade B as defined in ASME B40.100, *Pressure Gauges and Gauge Attachments*.

**20.5.2.2** Numerals for master gauges shall be a minimum of  $\frac{5}{32}$  in. (4 mm) high.

**20.5.2.3** There shall be graduation lines showing at least every 10 psi (50 kPa), with major and intermediate graduation lines emphasized and figures at least every 100 psi (500 kPa).

**20.5.2.4** Analog pressure gauges shall be vibration and pressure pulsation dampened; be resistant to corrosion, condensation, and shock; and have internal mechanisms that are factory lubricated for the life of the gauge.

**20.5.3** If digital pressure gauges are used, they shall meet the requirements of 20.5.3.1 through 20.5.3.3.

**20.5.3.1** The digits shall be at least 0.25 in. (6.4 mm) high.

**20.5.3.2** Digital pressure gauges shall display pressure in increments of not more than 10 psi (50 kPa).

**20.5.3.3** Digital pressure gauges shall have an accuracy of  $\pm 3$  percent over the full scale.

**20.5.4** Each pressure gauge or flowmeter and its respective display shall be mounted and attached so it is protected from accidental damage and excessive vibration.

**20.5.5** A gauge(s) shall be provided for balanced pressure foam proportioning systems that simultaneously indicates water pressure and foam concentrate pressure.

**20.6 Atmospheric Foam Concentrate Tank.** If the foam proportioning system incorporates an atmospheric foam concentrate tank, the requirements of 20.6.1 through 20.6.12 shall apply.

**20.6.1** The foam concentrate tank(s) shall be constructed of noncorrosive materials or other materials that are protected against corrosion or deterioration and that will not be adversely affected by the foam concentrate to be stored in the tank.

**20.6.2 Swash Partitions.**

**20.6.2.1** All foam concentrate tanks shall be provided with swash partitions arranged such that the maximum dimension perpendicular to the plane of any partition shall not exceed 36 in. (900 mm).

**20.6.2.2** The swash partition(s) shall extend from wall to wall and cover at least 75 percent of the area of the plane of the partition.

**20.6.3** The foam concentrate tank shall be provided with a fill tower or expansion compartment having a minimum area of 12 in.<sup>2</sup> (7500 mm<sup>2</sup>) and having a volume of not less than 1 percent of the total tank volume.

**20.6.3.1** The fill tower opening shall be protected by a completely sealed airtight cover.

**20.6.3.2\*** The cover shall be attached to the fill tower by mechanical means.

**20.6.3.3\*** The fill opening shall incorporate a removable screen with a mesh not to exceed 0.25 in. (6 mm).

**20.6.3.4** The fill tower shall be arranged so that foam concentrate from a standard container [5 gal (19 L)] can be poured directly into the tank without the use of funnels or other special devices.

**20.6.4** The fill tower shall be equipped with a pressure/vacuum vent that enables the tank to compensate for changes in pressure or vacuum when filling or withdrawing foam concentrate from the tank.

**20.6.4.1** The pressure/vacuum vent shall not allow atmospheric air to enter the foam tank except during operation or to compensate for thermal fluctuations.

**20.6.4.2** The vent shall be protected to prevent foam concentrate from escaping or directly contacting the vent at any time.

**20.6.4.3** The vent shall be of sufficient size to prevent tank damage during filling or foam withdrawal.

**20.6.5** The foam concentrate tank shall not be equipped with an overflow pipe or any direct opening to the atmosphere.

**20.6.6\*** The foam concentrate tank(s) shall be designed and constructed to facilitate complete interior flushing and cleaning as required.

**20.6.7 Tank Drain.**

**20.6.7.1** A minimum 1 in. (25 mm) inside diameter full flow drain valve and piping shall be provided at the lowest point of any foam concentrate tank.

**20.6.7.2** The drain shall be piped to drain directly to the surface beneath the apparatus without contacting other body or chassis components.

**20.6.8\*** The foam concentrate tank shall be constructed and installed to be independent of the apparatus body.

**20.6.9** The foam concentrate discharge system design shall prevent the siphoning of foam concentrate.

**20.6.10 Labels.**

**20.6.10.1** A label that reads "Foam Tank Fill" shall be placed at or near any foam concentrate tank fill opening.

**20.6.10.2\*** A label that specifies the following shall be placed at or near any foam concentrate tank fill opening:

- (1) Type(s) of foam concentrate the system is designed to use
- (2) Any restrictions on the type of foam concentrate that can be used with the system
- (3) A warning message that reads "Warning: Do Not Mix Brands and Types of Foam"

**20.6.11** The foam concentrate tank outlet connection shall be designed and located to prevent aeration of the foam concentrate and shall allow withdrawal of 80 percent of the foam concentrate tank storage capacity under all operating conditions with the fire apparatus on level ground.

**20.6.12** The foam concentrate tank inlet connection, if provided, shall prevent aeration of the foam concentrate under all operating conditions.

**20.7\* Foam Concentrate Pump.** If the foam proportioning system is equipped with a foam concentrate pump, the requirements of 20.7.1 through 20.7.5 shall apply.

**20.7.1** The foam concentrate pump shall operate without cavitation when delivering maximum rated flow.

**20.7.2\*** The materials of construction for the foam concentrate pump shall be corrosion resistant and compatible with the type of foam concentrate(s) listed on the label required in 20.9.3.

**20.7.3** Drivetrain components that transmit power to the foam concentrate pump shall be in accordance with the fire apparatus manufacturer's design performance provided on the label required in 20.9.3.

**20.7.4** A means to relieve excess pressure in the foam concentrate pumping system shall be provided to protect the foam concentrate pump from damage.

**20.7.5\*** Foam concentrate pumps that are intended to be supplied from an external source of foam concentrate shall be provided with an external valved intake connection.

**20.8 Pressure Vessel Foam Concentrate or Foam Solution Tanks.** If the foam proportioning system incorporates a pressure vessel foam concentrate tank, or the foam solution is contained in a pressure vessel, the requirements of 20.8.1 through 20.8.8 shall apply.

**20.8.1** If the tank is charged with a compressed gas or a pressurized liquid, and it falls within the scope of the ASME *Boiler and Pressure Vessel Code*, Section VIII, Division 1, it shall be designed, fabricated, and stamped in accordance with the requirements of the ASME *Boiler and Pressure Vessel Code*, Section VIII, Division 1, for the rated pressure.

**20.8.2** Foam proportioning system piping and components shall be designed to withstand a minimum of 1½ times the maximum working pressure of the pressure vessel and shall be tested to the working pressure of the pressure vessel after installation.

**20.8.3** The pressure vessel tank shall be protected against corrosion from the foam concentrate or water stored in the tank.

**20.8.4** If the tank is equipped with a gravity fill (i.e., has a fill cap), the fill opening shall be a minimum of 2 in. (51 mm) inside diameter.

**20.8.4.1** The fill cap shall be equipped with nontapered threads and a compressible gasket.

**20.8.4.2** Special wrenches or tools required to tighten the fill cap shall be supplied by the manufacturer and shall be mounted adjacent to the fill cap.

**20.8.4.3** A safety vent hole shall be located in the fill cap so that it vents the tank pressure while at least 3½ threads remain engaged.

**20.8.5** A minimum ½ in. (13 mm) manually operated valved vent shall be provided on all pressure vessel tanks.

**20.8.6** If the pressure vessel is charged with a compressed gas or a pressurized liquid, a relief valve that meets the applicable requirements of the ASME *Boiler and Pressure Vessel Code*, Section VIII, Division 1, shall be installed on the pressure vessel and set to prevent the vessel pressure from exceeding 110 percent of the maximum allowable working pressure.

**20.8.7** A minimum 1 in. (25 mm) inside diameter full flow drain valve and piping shall be provided on all pressure vessel tanks.

**20.8.8** A device indicating the internal pressure of the pressure vessel shall be located at the operator's position.

**20.9 Labels and Instruction Plates.**

**20.9.1** An instruction plate shall be provided for the foam proportioning system that includes, at a minimum, a piping schematic of the system and basic operating instructions.

**20.9.2** Each control, gauge, and indicator necessary to operate the foam proportioning system shall be marked with a label as to its function.

**20.9.3** A label located at the operator's position shall provide the following information pertaining to the performance operating specifications of the foam proportioning system:

- (1) Foam classification type
- (2) Maximum and minimum proportioning rates (percent)
- (3) Maximum and minimum waterflow [gpm (L/min)]
- (4) Maximum and minimum operating pressures
- (5)\* The statement "Use only concentrates that are compatible with this foam proportioning system. Refer to the foam proportioning system manufacturer's operating manual."

**20.9.3.1** If an in-line eductor system is provided on the apparatus, the following information shall also be provided on the plate:

- (1) Maximum hose length using 1½ in., 1¾ in., and 2 in. (38 mm, 45 mm, and 52 mm) hose
- (2) Allowable elevation changes
- (3) The statement "The flow rate of the nozzle must match the flow rate of the system."

**20.9.3.2** If an around-the-pump system is provided on the apparatus, the following information shall also be provided on the plate:

- (1) Maximum intake pressure or required intake to discharge pressure differential
- (2) A table to indicate flow rate and the corresponding metering valve setting

**20.9.4 Operations and Maintenance Manual.**

**20.9.4.1** Two copies of an operations and maintenance manual shall be provided.

**20.9.4.2** The manual shall include a complete diagram of the system, operating instructions, system foam concentrate capabilities, original system calibration, and details outlining all recommended maintenance procedures.

**20.10\* Foam Proportioning System Accuracy.**

**20.10.1\*** The foam proportioning system shall be type tested and certified by the foam proportioning system manufacturer to be accurate throughout the foam proportioning system's declared range of waterflow, water pressure, foam percentage (or foam proportioning system capacity), and concentrate viscosity.

**20.10.1.1** At a minimum, this declaration shall include the test points listed in Table 20.10.1.1.

**Table 20.10.1.1 Test Points for Certification of Foam Proportioning System Performance**

Waterflow	Water Pressure	Foam Percentage or Foam Proportioning System Capacity
Minimum	Minimum	Minimum
Maximum	Maximum	Maximum*
Minimum	Minimum	Minimum
Maximum	Minimum	Maximum
Midrange	Midrange	Midrange†

\* See 20.10.1.3.

† See 20.10.1.2.

**20.10.1.2\*** Calibration at midrange shall be established by the foam proportioning system manufacturer.

**20.10.1.3** When testing to the maximum for waterflow and foam percentage or foam proportioning system capacity, the test shall be at the limits of the foam proportioning system or the water pump, whichever is more restrictive.

**20.10.2** Systems that produce foam solution at ratios of less than 1 percent shall proportion foam concentrate to an accuracy of -0/+40 percent.

**20.10.3** Systems that produce foam solution at ratios of 1 percent or greater shall proportion foam concentrate to an accuracy of -0/+30 percent or 1 percentage point, whichever is less.

**20.10.4** The foam proportioning system manufacturer shall provide the certification required by Section 20.10 to the final-stage apparatus manufacturer.

**20.10.4.1** The certification shall include the foam proportioning system manufacturer's viscosity performance specifications.

**20.10.4.2** The final-stage apparatus manufacturer shall deliver a copy of the certification with the fire apparatus.

**20.11 Testing and Documentation.**

**20.11.1** The final installer shall test and certify the following:

- (1) The foam proportioning system, as installed, complies with the foam equipment manufacturer's installation recommendations.
- (2)\* The foam proportioning system has been calibrated and tested to meet the foam equipment manufacturer's and the purchaser's performance specifications.
- (3)\* At a minimum, the foam proportioning system has been tested at the points defined in Table 20.11.1 for each foam system injection point.

**20.11.2** The final installer shall deliver documentation with the fire apparatus declaring the foam proportioning system as installed meets the requirements of 20.10.2 or 20.10.3 across the foam proportioning system manufacturer's declared range of waterflow, water pressure, foam percentage (or foam proportioning system capacity), and concentrate viscosity at the test points defined in Table 20.11.1.

**Table 20.11.1 Test Points for Installation Testing of Foam Proportioning System Performance**

Waterflow	Water Pressure	Foam Percentage or Foam Proportioning System Capacity
Minimum	Minimum	Minimum
Maximum	Maximum	Maximum*
Midrange	Midrange	Midrange†

\* See 20.10.1.3.

† See 20.10.1.2.

**Chapter 21 Compressed Air Foam Systems (CAFS)**

**21.1\* Application.** If the fire apparatus is equipped with a compressed air foam system (CAFS), it shall comply with the applicable sections of this chapter.

**21.2 General Requirements.**

**21.2.1** An automatic regulating foam proportioning system shall be used and shall comply with the applicable requirements of Chapter 20.

**21.2.2** The total CAFS rating shall be expressed in terms of airflow and waterflow.

**21.2.2.1\*** The airflow shall be expressed in standard cubic feet per minute (SCFM) [standard cubic meters per minute (SCMM)] and shall be based on the continuous flow capacity of the compressed air source(s) at a minimum gauge pressure of 125 psi (862 kPa).

**21.2.2.2** The waterflow shall be expressed in gallons per minute (gpm) [liters per minute (L/min)] at a gauge pressure of 125 psi (862 kPa).

**21.2.3** The fire apparatus shall be capable of supplying power for operating the CAFS at its rated capacity while simultaneously providing power to all other power-dependent systems installed on the apparatus.

**21.2.4\*** On a CAFS, the air pressures shall be automatically balanced to the water pressure to within -0/+10 percent throughout the operational range of the CAFS.

**21.2.5\*** A means shall be provided on the CAFS for the operator to relieve all pressure from the system after the system has been deactivated.

**21.3 Compressed Air System.**

**21.3.1** The compressed air system operating in clean environmental conditions shall be designed to provide a continuous rated air supply for a duration of 6 hours without needing adjustment, additional lubrication, or air filters changed.

**21.3.2 Relief Valve.**

**21.3.2.1** The compressed air system shall be equipped with a relief valve that is set to prevent the compressed air system from exceeding 110 percent of the maximum allowable working pressure of the system.

**21.3.2.2** The outlet of the relief valve shall be routed to an area that does not expose personnel to air blasts or cause the creation of dust.



**21.3.3** If the possibility exists for moisture to build up in the compressed air system, the system shall be equipped with moisture traps and drains.

**21.3.4** If an air receiver or holding, surge, or separator tank is provided and is 6 in. nominal pipe size or less, the tank shall be subjected to a hydrostatic test to a gauge pressure of 500 psi (3400 kPa) for a minimum of 10 minutes.

**21.3.4.1** The tank manufacturer shall provide a certificate of completion for the hydrostatic test.

**21.3.4.2** For air receiver or holding, surge, or separator tanks larger than 6 in. nominal pipe size, the tank shall be designed, fabricated, and stamped in accordance with the requirements of the ASME *Boiler and Pressure Vessel Code*, Section VIII, Division 1, for the maximum working pressure.

**21.3.4.3** Transportable air tanks shall comply with 49 CFR 178.37, "Specification 3AA and 3AAX seamless steel cylinders," or 29 CFR 1910.169.

**21.3.4.4** Relief valves on transportable air tanks shall be of the ASME type on ASME cylinders and of the DOT type on DOT cylinders or equal for the rated pressure.

**21.3.4.5** Valves installed on air tanks shall meet the requirements of the Compressed Gas Association or equivalent standards regarding pressure and usage with compressed air.

**21.3.4.6** If the installation utilizes cylinders that require periodic testing, a label shall be placed on the operator's panel indicating the test date stamped on the cylinders and the date the cylinders will next require testing.

#### **21.4\* Air Mixing.**

**21.4.1** An automatic means shall be provided to prevent the backflow of water or foam solution into the compressed air system or of air into the water pump or the foam proportioning equipment.

**21.4.2** A means of mixing air and foam solution that provides for a homogeneous mixture of compressed air and foam solution shall be provided on CAFS.

**21.5\* Compressed Air System Piping.** The discharge plumbing shall be configured to minimize the use of elbows or abrupt turns.

#### **21.6 Air System Controls.**

**21.6.1** All compressed air system controls shall be located on the pump operator's panel and shall be identified with an instruction plate in accordance with the requirements of 21.8.1.

**21.6.2** Compressed air systems that require flushing after use shall be provided with controls that are accessible to the operator and enable the operator to completely flush the system with water according to the manufacturer's instructions.

#### **21.7 Foam System Pressure Gauges, Flowmeters, and Indicators.**

**21.7.1** The displays of all pressure gauges, flowmeters, and indicators (e.g., fluid level indicators) shall be located so they are visible from the pump operator's position and shall meet the requirements of 4.10.3.

**21.7.2** Where analog pressure gauges are used, they shall meet the requirements of 21.7.2.1 through 21.7.2.4.

**21.7.2.1** Analog pressure gauges shall have a minimum accuracy of Grade B as defined in ASME B40.100, *Pressure Gauges and Gauge Attachments*.

**21.7.2.2** Numerals for master gauges shall be a minimum of  $\frac{5}{32}$  in. (4 mm) high.

**21.7.2.3** There shall be graduation lines showing at least every 10 psi (50 kPa), with major and intermediate graduation lines emphasized and figures at least every 100 psi (500 kPa).

**21.7.2.4** Analog pressure gauges shall be vibration and pressure pulsation dampened; be resistant to corrosion, condensation, and shock; and have internal mechanisms that are factory lubricated for the life of the gauge.

**21.7.3** If digital pressure gauges are used, they shall meet the requirements of 21.7.3.1 through 21.7.3.3.

**21.7.3.1** The digits shall be at least 0.25 in. (6.4 mm) high.

**21.7.3.2** Digital pressure gauges shall display pressure in increments of not more than 10 psi (50 kPa).

**21.7.3.3** Digital pressure gauges shall have an accuracy of  $\pm 3$  percent over the full scale.

**21.7.4** Each pressure gauge and flowmeter and its display shall be mounted and attached so it is protected from accidental damage and excessive vibration.

**21.7.5** If flowmeters are provided, they shall meet the requirements of 21.7.5.1 and 21.7.5.2.

**21.7.5.1** Flowmeter displays shall be located at the pump operator's panel and shall indicate the airflow in standard cubic feet per minute (SCFM) [standard cubic meters per minute (SCMM)] and indicate the waterflow in gallons per minute (gpm) [liters per minute (L/min)].

**21.7.5.2** Flowmeters shall be rated to a hydrostatic burst gauge pressure of 500 psi (3400 kPa) if located on the pressure side of the system.

**21.7.6\*** A pressure gauge shall be provided for the compressed air system.

#### **21.8 Labels and Instruction Plates.**

**21.8.1** An instruction plate indicating the identification, function, and operation shall be provided for each control, gauge, and indicator required to operate the CAFS.

**21.8.2** A label shall be provided that is visible from the pump operator's position that gives the rated continuous flow capacity of the compressed air system at a gauge pressure of 125 psi (862 kPa).

**21.8.3** An instruction plate shall be provided that is visible from the pump operator's position and states the following:

- (1) Open and close valves slowly.
- (2) Do not run with just air and water.
- (3) Shut off air when foam tank is empty.
- (4) Be prepared for high nozzle reactions — open nozzle slowly.

#### 21.8.4 Operations and Maintenance Manual.

**21.8.4.1** Two copies of an operations and maintenance manual shall be provided.

**21.8.4.2** The manual shall include a complete diagram of CAFS, operating instructions, the system rating, and details outlining all recommended maintenance procedures.

**21.9\* Manufacturer's Predelivery Tests.** The manufacturer shall conduct the tests in 21.9.1 and 21.9.2 prior to delivery of the fire apparatus and deliver documentation of the test results with the fire apparatus.

#### 21.9.1 CAFS Capacity Rating Test.

**21.9.1.1** The operation of the water pump and the compressed air source shall be tested simultaneously to determine the integrity of the system and to ensure that the power available is capable of operating these components of CAFS simultaneously.

**21.9.1.1.1\*** The compressed air system shall be operated at its flow capacity at a minimum gauge pressure of 125 psi (862 kPa), and the water pump shall discharge a minimum of 2 gpm of water at 125 psi net pump pressure for every 1 SCFM (250 L/min of water at 862 kPa net pump pressure for every 1 SCMM) of compressed air discharge.

**21.9.1.1.2** The discharge shall be through at least two separate discharge openings, one discharging air only and the other discharging water only.

**21.9.1.2** One or more lines of fire hose of sufficient diameter shall be provided to allow discharge of the required amount of water from the pump to a nozzle or other flow-measuring equipment without exceeding a flow velocity of 35 ft/sec (10.7 m/sec) [approximately 500 gpm (2000 L/min) for 2½ in. (65 mm) hose].

**21.9.1.2.1** The discharge shall be measured using a smooth-bore nozzle and pitot tube or other equipment such as flowmeters, volumetric tanks, or weigh tanks.

**21.9.1.2.2** Test gauges shall meet the requirements of 16.13.2.2.4 and 16.13.2.2.5.

**21.9.1.3** The airflow rate shall be measured using a pressure and temperature compensated flow-measuring device.

**21.9.1.3.1** The airflow shall be measured in standard cubic feet per minute (SCFM) [standard cubic meters per minute (SCMM)] at a minimum gauge pressure of 125 psi (862 kPa).

**21.9.1.3.2** The airflow-measuring device shall have been calibrated for accuracy within the previous 3 months.

**21.9.1.3.3\*** The air discharge outlet shall have nothing attached directly to it except the test device(s).

**21.9.1.4** The water pump and the compressed air system shall be started, and the rated flows and pressures as specified in 21.9.1.1.1 shall be established and maintained.

**21.9.1.4.1** The system shall be run for 1 hour.

**21.9.1.4.2** Readings of the airflow rate and pressure and the water pump pressure and discharge rate shall be taken at least every 10 minutes.

**21.9.1.5** Failure of any component of the CAFS to maintain air and water pressures and discharge volumes at or above the system rating shall constitute failure of the test.

#### 21.9.2 Standby Run Test.

**21.9.2.1** One 200 ft (60 m) line of 1½ in. (38 mm) hose shall be connected to the discharge of the CAFS and shall be stretched out on level ground.

**21.9.2.2** A quarter-turn valve of the same nominal size as the hose shall be installed at the discharge end.

**21.9.2.3** The hose shall be restrained immediately behind the valve at the discharge end to prevent uncontrolled movement when the valve is opened.

**21.9.2.4** Operating as a CAFS, with a gauge pressure air output at 125 psi (862 kPa), a foam flow shall be established in the hose line.

**21.9.2.5** With the water tank at the half-full level, the valve at the discharge end of the hose shall be shut no faster than in 3 seconds and no slower than in 10 seconds.

**21.9.2.6** The engine's speed shall be maintained for 10 minutes without discharging water, air, or foam solution from the CAFS and without operator intervention.

**21.9.2.7** A bypass line shall be permitted to be opened temporarily, if needed, to keep the water temperature in the pump within acceptable limits.

**21.9.2.8** At the end of 10 minutes, the valve shall be reopened no faster than in 3 seconds and no slower than in 10 seconds.

**21.9.2.9** Damage to the CAFS that affects its rated performance characteristics or the lack of a fire stream immediately upon opening the hose line shall constitute failure of this test.

## Chapter 22 Line Voltage Electrical Systems

**22.1\* Application.** Where any part of a line voltage electrical system is provided as a fixed installation, the applicable requirements of this chapter shall apply.

### 22.2 General Requirements.

#### 22.2.1 Stability.

**22.2.1.1** Any fixed line voltage power source producing alternating current (ac) shall produce electric power at 60 Hz  $\pm$ 3 Hz when producing power at all levels between no load and full rated power.

**22.2.1.2** Any fixed line voltage power source shall produce electric power at the rated voltage  $\pm$ 10 percent when producing power at all levels between no load and full rated power.

**22.2.2** The maximum voltage supplied to portable equipment shall not exceed 275 volts to ground. Higher voltage shall be permitted only when used to operate fixed wired, permanently mounted equipment on the apparatus.

#### 22.2.3 Conformance with *National Electrical Code*.

**22.2.3.1** All components, equipment, and installation procedures shall conform to *NFPA 70*, except where superseded by the requirements of this chapter.

**22.2.3.2** Where the requirements of this chapter differ from those in *NFPA 70*, the requirements in this chapter shall apply.

**22.2.4\*** Where available, line voltage electrical system equipment and materials included on the apparatus shall be listed and used only in the manner for which they have been listed.

**22.2.5** All equipment and materials shall be installed in accordance with the manufacturer's instructions.

**22.2.6 Location Ratings.**

**22.2.6.1** Any equipment used in a dry location shall be listed for dry locations.

**22.2.6.2** Any equipment used in a wet location shall be listed for wet locations.

**22.2.6.3** Any equipment, except a PTO-driven generator, used in an underbody or underchassis location that is subject to road spray shall be either listed as Type 4 or mounted in an enclosure that is listed as Type 4.

**22.2.6.4\*** If a PTO-driven generator is located in an underbody or underchassis location, the installation shall include a shield to prevent road spray from splashing directly on the generator.

**22.3 Grounding and Bonding.**

**22.3.1\* Grounding.** Grounding shall be in accordance with 250.34(A) and 250.34(B) of *NFPA 70*.

**22.3.1.1\*** Ungrounded systems shall not be used.

**22.3.1.2** Only stranded or braided copper conductors shall be used for grounding and bonding.

**22.3.1.3** The grounded current-carrying conductor (neutral) shall be insulated from the equipment-grounding conductors and from the equipment enclosures and other grounded parts.

**22.3.1.4** The neutral conductor shall be colored white or gray in accordance with 200.6, "Means of Identifying Grounded Conductors," of *NFPA 70*.

**22.3.1.5** Any bonding screws, straps, or buses in the distribution panelboard or in other system components between the neutral and equipment-grounding conductor shall be removed and discarded.

**22.3.2 Bonding.**

**22.3.2.1** The neutral conductor of the power source shall be bonded to the vehicle frame.

**22.3.2.2** The neutral bonding connection shall occur only at the power source.

**22.3.2.3** In addition to the bonding required for the low voltage return current, each body and each driving or crew compartment enclosure shall be bonded to the vehicle frame by a copper conductor.

**22.3.2.3.1** The conductor shall have a minimum amperage rating, as defined in 310.15, "Ampacities for Conductors Rated 0–2000 Volts," of *NFPA 70*, of 115 percent of the rated amperage on the power source specification label.

**22.3.2.3.2** A single conductor that is sized to meet the low voltage and line voltage requirements shall be permitted to be used.

**22.3.3\* Ground Fault Circuit Interrupters.**

**22.3.3.1** In special service vehicles incorporating a lavatory, sink, toilet, shower, or tub, 120 V, 15 or 20 A receptacles within 6 ft (1.8 m) of these fixtures shall have ground fault circuit interrupter (GFCI) protection.

**22.3.3.2** GFCIs integrated into outlets or circuit breakers or stand-alone devices shall be permitted to be used in situations other than those described in 22.3.3.1.

**22.4 Power Source General Requirements.** The requirements in 22.4.1 through 22.4.10 shall apply to all line voltage power sources.

**22.4.1** All power source system mechanical and electrical components shall be sized to support the continuous duty nameplate rating of the power source.

**22.4.2** The power source shall be shielded from contamination that would prevent the power source from operating within its design specifications.

**22.4.3 Power Source Rating.**

**22.4.3.1\*** For power sources of 8 kW or larger, the power source manufacturer shall declare the continuous duty rating that the power source can provide when installed on fire apparatus according to the manufacturer's instructions and run at 120°F (49°C) air intake temperature at 2000 ft (600 m) above sea level.

**22.4.3.2** The rating on the power source specification label shall not exceed the declared rating from the power source manufacturer.

**22.4.4** Access shall be provided to permit both routine maintenance and removal of the power source for major servicing.

**22.4.5** The power source shall be located such that neither it nor its mounting brackets interfere with the routine maintenance of the fire apparatus.

**22.4.6 Instrumentation.**

**22.4.6.1** If the power source is rated at less than 3 kW, a "Power On" indicator shall be provided.

**22.4.6.2** If the power source is rated at 3 kW or more but less than 8 kW, a voltmeter shall be provided.

**22.4.6.3\*** If the power source is rated at 8 kW or more, the following instrumentation shall be provided at an operator's panel:

- (1) Voltmeter
- (2) Current meters for each ungrounded leg
- (3) Frequency (Hz) meter
- (4) Power source hourmeter

**22.4.6.4** The instrumentation shall be permanently mounted at an operator's panel.

**22.4.6.4.1** The instruments shall be located in a plane facing the operator.

**22.4.6.4.2** Gauges, switches, or other instruments on this panel shall each have a label to indicate their function.

**22.4.6.4.3** The instruments and other line voltage equipment and controls shall be protected from mechanical damage and not obstructed by tool mounting or equipment storage.

**22.4.7** An instruction plate(s) that provides the operator with the essential power source operating instructions, including the power-up and power-down sequence, shall be permanently attached to the apparatus at any point where such operations can take place.

**22.4.8\* Operation.**

**22.4.8.1** Provisions shall be made for placing the generator drive system in operation using controls and switches that are identified and within convenient reach of the operator.

**22.4.8.2\*** Any control device used in the generator system power train between the engine and the generator shall be equipped with a means to prevent unintentional movement of the control device from its set position in the power generation mode.

**22.4.9** If there is permanent wiring on the apparatus that is designed to be connected to the power source, a power source specification label that is permanently attached to the apparatus at the operator's control station shall provide the operator with the information detailed in Figure 22.4.9.

**22.4.10** The power source, at any load, shall not produce a noise level that exceeds 90 dBA in any driving compartment, crew compartment, or onboard command area with windows and doors closed or at any operator's station on the apparatus.

**22.5 Power Source Type Specific Requirements.**

**22.5.1\* Direct Drive (PTO) Generators.** If the generator is driven by any type of PTO, it shall meet the requirements of 22.5.1.1 through 22.5.1.3.

**22.5.1.1** The transmission's PTO port and PTO, or the split shaft PTO, and all associated drive shaft components shall be rated to support the continuous duty torque requirements of the generator's continuous duty rating as stated on the power source nameplate.

**22.5.1.2** The direct drive generator shall be mounted so that it does not change the ramp breakover angle, angle of departure, or angle of approach as defined by other components, and it shall not extend into the ground clearance area.

**22.5.1.3** The direct drive generator shall be mounted away from exhaust and muffler areas or provided with a heat shield to reduce operating temperatures in the generator area.

**22.5.2\* Hydraulically Driven Generators.** If the generator is driven using hydraulic components, it shall meet the requirements of 22.5.2.1 through 22.5.2.5.

**22.5.2.1\*** A means shall be provided to activate the hydraulic generator system.

**22.5.2.2** If the hydraulic generator system is not capable of output as stated on the power source specification label at all engine speeds, an automatic engine speed control system shall be provided.

**22.5.2.3** If the apparatus is equipped with a fire pump driven by the chassis engine, the generator shall be capable of output as stated on the power source specification label with the engine at idle.

**22.5.2.4 Hydraulic Components.**

**22.5.2.4.1** A hydraulic system filter and strainer shall be provided and shall be located in a readily accessible area.

**22.5.2.4.2** Hydraulic hose shall meet the hydraulic pump manufacturer's recommendations for pressure, size, vacuum, and abrasion resistance.

**22.5.2.4.3\*** Hydraulic fittings shall meet the hydraulic pump manufacturer's recommendations for pressure, size, and the type of hose used.

**22.5.2.5\*** Where the hydraulic hose comes into contact with other surfaces, the hose shall be protected from chafing.

**22.5.3\* Fixed Auxiliary Engine-Driven Generators.** If the generator is driven by a fixed auxiliary engine, it shall meet the requirements of 22.5.3.1 through 22.5.3.9.4.

**22.5.3.1** The generator shall be installed so that fumes, vapors, heat, and vibrations do not enter the driving or crew compartment.

**22.5.3.2\*** Generators rated at 8 kW or more shall be equipped with a high temperature automatic shutdown system and a low oil (pressure or level) automatic shutdown system.

**22.5.3.3** The generator shall be installed in accordance with the generator manufacturer's requirements for ventilation and service accessibility.

**22.5.3.4** If the generator is installed in a compartment and the compartment doors must be open during its operation, the generator shall be equipped with an interlock system to prevent its operation if the doors are not open, or the compartment shall be equipped with a high temperature alarm.

**22.5.3.5** If the generator is installed in a compartment on a slide tray and the slide tray must be in the extended or out position during operation, an interlock shall be provided to prevent operation unless the tray is in the correct position, or the compartment shall be equipped with a high temperature alarm.

**22.5.3.6** Permanently installed generators shall have readily accessible engine oil drain provisions or piping to a remote location for oil changing.

**22.5.3.7\*** If the generator is located in a position on the apparatus where the operator cannot see the instrumentation and operate the controls while standing at ground level or positioned at a specifically designated operator station, an operating panel with the required instrumentation, start and stop controls, and other controls necessary for safe operation shall be provided at a remote operator's panel.

Power Source Specifications	
Operational Category	Continuous Duty Rating
Rated voltage(s) and type (ac or dc)	
Phase	
Rated frequency	
Rated amperage	
Continuous rated watts	
Power source engine speed	

**FIGURE 22.4.9 Power Source Specifications Label.**

### 22.5.3.8 Fuel System.

**22.5.3.8.1** Fuel lines shall be protected from chafing at all wear points.

**22.5.3.8.2** If the fuel source is shared with the apparatus engine, a separate fuel pickup system shall be provided that is arranged to ensure that the generator cannot utilize more than 75 percent of the fuel tank's capacity.

### 22.5.3.9 Exhaust System.

**22.5.3.9.1\*** The exhaust piping and discharge shall be located or shielded to prevent thermal damage to the apparatus or equipment.

**22.5.3.9.2** The exhaust shall be piped to the exterior of the vehicle and discharged at a location away from any operator's position.

**22.5.3.9.3** Where parts of the exhaust system are exposed so that they can cause injury to operating personnel, protective guards shall be provided.

**22.5.3.9.4** Silencing devices shall be provided and shall not create exhaust backpressure that exceeds the limits specified by the engine manufacturer.

**22.5.4\* Belt-Driven Power Sources.** If the power source is belt driven, it shall meet the requirements of 22.5.4.1 through 22.5.4.3.

**22.5.4.1** A means shall be provided to mechanically engage and disengage the generator or alternator rotation or to electronically stop the production of electricity from the generator or alternator.

**22.5.4.2** A voltmeter shall be provided at an operator's panel for any system of this type.

**22.5.4.3** The belt drive system shall be rated to drive the generator or alternator at the nameplate rating.

**22.5.5\* Line Voltage Power Derived from the Apparatus Low Voltage Power Supply Systems.** If the power source derives its input energy from the apparatus low voltage electrical system, it shall meet the requirements of 22.5.5.1 and 22.5.5.2.

**22.5.5.1** The low voltage power supply system shall be installed in compliance with the requirements of Chapter 13.

**22.5.5.2\*** The alternator and/or battery system shall be adequate to provide power for continuous operation for a minimum of 2 hours at full output.

**22.5.6 Power Sources Requiring Elevated Engine Speed.** If the power source requires the chassis engine to be operating at a specific fixed speed or a specific speed range, it shall meet the requirements of 22.5.6.1 through 22.5.6.3.

**22.5.6.1** The main propulsion engine shall have a governor capable of maintaining the engine speed within the limits required by the power source to meet the frequency control, voltage control, and power output specifications.

**22.5.6.2** An interlock shall prevent engagement of the generator unless the parking brake is engaged and the transmission is in neutral or not connected to the drive wheels.

**22.5.6.3\*** Where the chassis engine drives the generator and electronic engine throttle controls are provided, an interlock shall prevent engine speed control from any other source that

would interfere with the generator while the generator is operating.

**22.5.7 Power Sources Requiring the Chassis Transmission to Be in a Specific Gear.** If the power source requires the chassis transmission be in a specific gear when producing line voltage power, it shall meet the requirements of 22.5.7.1 and 22.5.7.2.

**22.5.7.1** A label indicating the chassis transmission shift selector position to be used for generator operation shall be provided in the driving compartment and located so that it can be read from the driver's position.

**22.5.7.2** Interlocks shall be provided that prevent advancement of the engine throttle for generator operation unless the transmission is in the correct gear.

**22.5.8 Generators.** If the power source is mechanically driven, it shall comply with Article 445, "Generators," of *NFPA 70*.

**22.5.9 Chassis Engine-Driven Generators.** Where the generator is driven by the chassis engine, the requirements in 22.5.9.1 through 22.5.9.3 shall apply.

**22.5.9.1\*** Unless the generator is always engaged, a "Generator Engaged" indicator shall be provided in the driving compartment to indicate that the generator shift has been successfully completed.

**22.5.9.2** Unless the generator is always engaged and operating, an "OK to Operate Generator" indicator shall be provided in the driving compartment to indicate that the generator is engaged (if not always engaged), the transmission is in the proper gear (if required, automatic transmissions only), and the parking brake is engaged (if applicable).

**22.5.9.3** An interlock system shall be provided to prevent advancement of the engine speed in the driving compartment or at any operator's panel unless the parking brake is engaged, and the transmission is in neutral or the output of the transmission is correctly connected to a pump or generator instead of the drive wheels.

**22.5.10\* Waveform Created Electronically.** If the power output waveform is electronically created, the purchaser shall specify whether modified sine wave or pure sine wave output is required.

**22.6\* Portable Generator Installations.** The generator shall comply with Article 445, "Generators," of *NFPA 70*.

**22.6.1** Any portable generator that can be operated while mounted on the apparatus shall be as follows:

- (1) Installed so that fumes, vapors, heat, excessive noise, and vibrations do not enter interior driving or crew compartments or damage the generator during operation
- (2) Have the exhaust outlet located so that exhaust is directed away from any operator station located on the apparatus and guarded to protect the operator

**22.6.2** If the portable generator is remotely mounted, it shall have a remote operator's control station that shall provide a means for starting and stopping the generator and monitoring the same instrumentation as is required for fixed power sources.

**22.6.3 Wiring for Portable Generator Installations.** Wiring installed for the purpose of facilitating the distribution of power from a portable generator installation to fixed wiring on

the apparatus shall conform to the additional requirements of 22.6.3.1 through 22.6.3.5.

**22.6.3.1** Circuit conductors shall be sized in relation to the power source specification label rating and shall be protected by an overcurrent device commensurate with their amperage capacities.

**22.6.3.2** There shall be a single output connector cord with all of the conductors in the cord sized to carry a minimum of 115 percent of the nameplate amperage.

**22.6.3.3** If there is not an overcurrent protection device at the power source, the output connector cord shall not exceed 72 in. (1830 mm) in length and shall be connected to an overcurrent protection device.

**22.6.3.4** The rating of an external main overcurrent protection device shall equal the rated amperage on the power source specification label or the next larger available size overcurrent protection device where so recommended by the power source manufacturer.

**22.6.3.5** If a connecting plug is required, it shall be sized in relation to the system and conform to NEMA configurations for plugs.

**22.7 Line Voltage Supplied from an External Source.**

**22.7.1\*** If the apparatus is equipped with a fixed power inlet (shoreline inlet), it shall be a permanently mounted inlet (male-recessed type with cover), sized in accordance with the anticipated load, and wired directly to the system or device to be powered or wired to a transfer switch where required by 22.7.2.

**22.7.1.1** The protective ground from the shoreline inlet shall be bonded to the vehicle frame.

**22.7.2 Transfer Switch Applications.**

**22.7.2.1** A transfer switch shall be required to isolate one power source from the other where a circuit(s) is intended to be supplied from more than one power source.

**22.7.2.2** Transfer equipment, including transfer switches, shall operate such that all ungrounded conductors of one power source are disconnected before any ungrounded conductors of the second power source are connected.

**22.7.2.3** The neutral conductor shall be switched through the transfer switch.

**22.7.3** The apparatus shall have a label permanently affixed at the power inlet that indicates the information shown in Figure 22.7.3.

**22.8 Power Supply Assembly.**

**22.8.1** The conductors used in the power supply assembly between the output terminals of the power source and the

main overcurrent protection device shall not exceed 12 ft (4 m) in length.

**22.8.2** All power supply assembly conductors, including neutral and grounding conductors, shall have an equivalent amperage rating and shall be sized to carry not less than 115 percent of the amperage of the nameplate current rating of the power source.

**22.8.3\*** If the power supply assembly connects to the vibrating part of a generator (not a connection on the base), the conductors shall be flexible cord or other fine-stranded conductors enclosed in metallic or nonmetallic liquidtight flexible conduit rated for wet locations and temperatures not less than 194°F (90°C).

**22.9 Overcurrent Protection.** Manually resettable overcurrent devices shall be installed to protect the line voltage electrical system components.

**22.9.1 Power Source Protection.** A main overcurrent protection device shall be provided that is either incorporated in the power source or connected to the power source by a power supply assembly.

**22.9.1.1** The size of the main overcurrent protection device shall not exceed 100 percent of the rated amperage stated on the power source specification label or the rating of the next larger available size overcurrent protection device, where so recommended by the power source manufacturer.

**22.9.1.2** If the main overcurrent protection device is subject to road spray, the unit shall be housed in a Type 4-rated enclosure.

**22.9.2 Branch Circuit Overcurrent Protection.** Overcurrent protection devices shall be provided for each individual circuit and shall be sized at not less than 15 amps in accordance with 240.4, "Protection of Conductors," of *NFPA 70*.

**22.9.2.1** Any panelboard shall have a main breaker where the panel has six or more individual branch circuits or the power source is rated 8 kW or larger.

**22.9.2.2** Each overcurrent protection device shall be marked with a label to identify the function of the circuit it protects.

**22.9.2.3** Dedicated circuits shall be provided for any large appliance or device (air conditioning units, large motors, etc.) that requires 60 percent or more of the rated capacity of the circuit to which it is connected, and that circuit shall serve no other purpose.

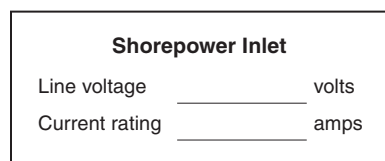
**22.9.3 Panelboards.** All fixed power sources shall be hardwired to a permanently mounted panelboard unless one of the following conditions exists:

- (1) All line voltage power connections are made through receptacles on the power source and the receptacles are protected by integrated overcurrent devices.
- (2) Only one circuit is hardwired to the power source, which is protected by an integrated overcurrent device.

**22.9.3.1** The panel shall be visible and located so that there is unimpeded access to the panelboard controls.

**22.9.3.2** All panelboards shall be designed for use in their intended location.

**22.9.3.3** The panel(s) shall be protected from mechanical damage, tool mounting, and equipment storage.



**FIGURE 22.7.3 Shorepower Inlet Label.**

**22.9.3.4\*** Where the power source is 120/240 V and 120 V loads are connected, the apparatus manufacturer or line voltage system installer shall consider load balancing to the extent that it is possible.

**22.10\* Wiring Methods.** Fixed wiring systems shall be limited to the following:

- (1) Metallic or nonmetallic liquidtight flexible conduit rated at temperatures not less than 194°F (90°C) with stranded copper wire rated for wet locations and temperatures not less than 194°F (90°C)
- (2) Type SOW, SOOW, SEOW, or SEOOW flexible cord rated at 600 V and at temperatures not less than 194°F (90°C)

**22.10.1** Electrical cord or conduit shall not be attached to chassis suspension components, water or fuel lines, air or air brake lines, fire pump piping, hydraulic lines, exhaust system components, or low voltage wiring and shall be arranged as follows:

- (1) Separated by a minimum distance of 12 in. (300 mm) from exhaust piping or shielded from such piping
- (2) Separated from fuel lines by a minimum distance of 6 in. (150 mm)

**22.10.2** A means shall be provided to allow “flexing” between the driving and crew compartment, the body, and other areas or equipment whose movement would stress the wiring.

**22.10.3** Electrical cord or conduit shall be supported within 6 in. (150 mm) of any junction box and at a minimum of every 24 in. (600 mm) of run.

**22.10.3.1** Supports shall be made of nonmetallic materials or of corrosion-resistant or corrosion-protected metal.

**22.10.3.2** All supports shall be of a design that does not cut or abrade the conduit or cord and shall be mechanically fastened to the apparatus.

**22.10.4** Only fittings and components listed for the type of cord or conduit being installed shall be used.

**22.10.5\*** Splices shall be made in a listed junction box or in accordance with Section 110.14(B) of *NFPA 70*, and they shall be in an accessible location that can be exposed without damaging the structure or finish of the vehicle.

**22.10.6 Additional Requirements for Flexible Cord Installations.**

**22.10.6.1\*** Where flexible cord is used in any location where it could be damaged, it shall be protected by installation in conduit, enclosures, or guards.

**22.10.6.2** Where flexible cord penetrates a metal surface, rubber or plastic grommets or bushings shall be installed.

**22.10.7 Wiring Identification.**

**22.10.7.1** Each line voltage circuit originating from the main panelboard shall be identified.

**22.10.7.2** The wire or circuit identification either shall reference a wiring diagram or wire list or shall indicate the final termination point of the circuit.

**22.10.7.3** Where prewiring for future power sources or devices exists, the unterminated ends shall be marked with a label showing their wire size and intended function.

**22.11 Wiring System Components.**

**22.11.1** Only stranded copper conductors with an insulation rated for temperatures of at least 194°F (90°C) and wet locations shall be used.

**22.11.1.1** Conductors in flexible cord shall be sized in accordance with Table 400.5(A) of *NFPA 70*.

**22.11.1.2** Conductors used in conduit shall be sized in accordance with 310.15, “Ampacities for Conductors Rated 0–2000 Volts,” of *NFPA 70*.

**22.11.1.3** Aluminum or copper-clad aluminum conductors shall not be used.

**22.11.2** All boxes shall conform to and be mounted in accordance with Article 314, “Outlet, Device, Pull, and Junction Boxes; Conduit Bodies; Fittings; and Manholes,” of *NFPA 70*.

**22.11.2.1** All boxes shall be accessible using ordinary hand tools.

**22.11.2.2** Boxes shall not be permitted behind welded or pop-riveted panels.

**22.11.2.3** The maximum number of conductors permitted in any box shall be in accordance with 314.16, “Number of Conductors in Outlet, Device, and Junction Boxes, and Conduit Bodies,” of *NFPA 70*.

**22.11.3\*** All wiring connections and terminations shall provide a positive mechanical and electrical connection.

**22.11.3.1** Connectors shall be installed in accordance with the manufacturer’s instructions.

**22.11.3.2** Wire nuts or insulation displacement and insulation-piercing connectors shall not be used.

**22.11.4\*** Each switch shall indicate the position of its contact points (i.e., open or closed) and shall be rated for the continuous operation of the load being controlled.

**22.11.4.1** All switches shall be marked with a label indicating the function of the switch.

**22.11.4.2\*** Circuit breakers used as switches shall be “switch rated” (SWD) or better.

**22.11.4.3** Switches shall simultaneously open all associated line voltage conductors.

**22.11.4.4** Switching of the neutral conductor alone shall not be permitted.

**22.11.4.5** Line voltage circuits controlled by low voltage circuits shall be wired through properly rated relays in listed enclosures that control all nongrounded current-carrying conductors.

**22.11.5\* Receptacles and Inlet Devices.**

**22.11.5.1 Wet and Dry Locations.**

**22.11.5.1.1** All wet location receptacle outlets and inlet devices, including those on hardwired, remote power distribution boxes, shall be of the grounding type, provided with a wet location cover, and installed in accordance with Section 406.8, “Receptacles in Damp or Wet Locations,” of *NFPA 70*.

**22.11.5.1.2** All receptacles located in a wet location shall be not less than 24 in. (600 mm) from the ground.

**22.11.5.1.3\*** Receptacles on offroad fire apparatus shall be a minimum of 30 in. (750 mm) from the ground.

**22.11.5.2** All receptacles located in a dry location shall be of the grounding type and shall be at least 12 in. (300 mm) above the interior floor height.

**22.11.5.3** No receptacle shall be installed in a face-up position.

**22.11.5.4** The face of any wet location receptacle shall be installed in a plane from vertical to not more than 45 degrees off vertical.

**22.11.5.5 Receptacle Label.**

**22.11.5.5.1** Each receptacle shall be marked with a label indicating the nominal line voltage (120 volts or 240 volts) and the current rating in amps of the circuit.

**22.11.5.5.2** If the receptacle is dc or other than single phase, that information shall also be marked on the label.

**22.11.5.6\*** All receptacles and electrical inlet devices shall be listed to UL 498, *Standard for Safety Attachment Plugs and Receptacles*, or other recognized performance standards.

**22.11.5.7** Receptacles used for dc voltages shall be rated for dc service.

**22.12 Cord Reels.** All permanently mounted cord reels shall be rated for continuous duty and installed to be accessible for removal, cord access, maintenance, and servicing.

**22.12.1** The power rewind cord reel spool area shall be visible to the operator during the rewind operation, or the reel spool shall be encapsulated to prevent cord from spooling off the reel.

**22.12.2** Rollers or guides shall be provided, where required, to prevent damage to the cord at reel spools or compartment openings.

**22.12.3 Rewind Provision.**

**22.12.3.1** Manually operated reels shall have a hand crank.

**22.12.3.2** Power rewind-type reels shall have the control in a position where the operator can observe the rewinding operation. If a reel is in an enclosure or out of direct view, the cord entry point to the enclosure shall be visible to the operator of the reel control.

**22.12.3.3** The rewind control or crank shall not be more than 72 in. (1830 mm) above the operator's standing position.

**22.12.3.4** The rewind control shall be marked with a label indicating its function and shall be guarded to prevent accidental operation.

**22.12.4\*** The reel shall be designed to hold 110 percent of the capacity needed for the intended cord length.

**22.12.5\*** The wire size shall be in accordance with *NFPA 70*, Table 400.5(A), but in no case shall it be smaller than 12 AWG.

**22.12.6\*** Electrical cord shall be Type SEOOW, Type SOOW, or Type STOOW.

**22.12.7\*** A label that indicates the following information shall be provided in a visible location adjacent to any permanently connected reel:

- (1) Current rating

- (2) Current type
- (3) Phase
- (4) Voltage
- (5) Total cord length

**22.12.8** Where a power distribution box is hardwired to the end of a cord that is stored on a fixed cord reel or other fixed storage means, the requirements in 22.12.8.1 through 22.12.8.6 shall apply.

**22.12.8.1** The remote power distribution box shall be listed for use in a wet location.

**22.12.8.2\*** The distribution box shall be as follows:

- (1) Protected from corrosion
- (2) Capable of being carried with a gloved hand
- (3) Designed to keep the exterior electrical components above 2 in. (51 mm) of standing water

**22.12.8.3** Inlets, receptacles, circuit breakers, or GFCI devices shall not be mounted on the top surface of the horizontal plane.

**22.12.8.4** Branch circuit breakers shall be installed in the remote power distribution box if the overcurrent device protecting the feed cord to the box is too large to protect the wiring supplying the devices plugged onto the distribution box.

**22.12.8.5\*** Remote power distribution boxes shall have a light on the box to indicate the power is on.

**22.12.8.5.1\*** The light shall be visible in a 360 degree plane from a minimum of 200 ft (60 m) in complete darkness.

**22.12.8.5.2** The light shall be mechanically protected to prevent damage.

**22.12.8.6** The hardwired portable cord connection to the box shall have strain relief and meet the intended usage requirements.

**22.13 Scene Lighting Systems.** Where fixed scene lights are supplied, the requirements in 22.13.1 through 22.13.4 shall apply.

**22.13.1** All scene lights shall be provided with a lens or a means for preventing damage from water spray and shall be listed for wet location usage.

**22.13.2 Handle on Lights.**

**22.13.2.1** If the light is adjustable, a handle shall be provided.

**22.13.2.2** The design of the light shall not allow the temperature of the handle to exceed 131°F (55°C).

**22.13.3** The manufacturer of the device shall have the scene light tested by a nationally recognized testing laboratory and listed to UL 153, *Standard for Portable Electric Luminaires*, or UL 1598, *Luminaires*.

**22.13.4** If manually operated floodlights are not operable from the ground, access steps that meet the requirements of Section 15.7 and handrails that meet the requirements of Section 15.8 shall be provided to allow the user to reach the floodlights.



## **22.14 Power-Operated Light Mast.**

### **22.14.1\* General.**

**22.14.1.1** The mast shall be designed to sustain the intended tip load with at least a 125 percent safety factor.

**22.14.1.2** The mast shall withstand a minimum of a 50 mph (80 kph) wind in a raised, unguyed position.

### **22.14.2\* Installation and Operational Requirements.**

**22.14.2.1** The mast shall be capable of being raised within 2 minutes.

**22.14.2.2** Where the installation precludes the operator from seeing the light in its nested position, a means shall be provided to allow the operator to align the light for nesting when the operator is at the operator's position.

**22.14.2.3\*** Appropriate warning labels on the hazards of electrocution shall be installed.

**22.14.2.4** A means shall be provided to prevent operations that could cause damage to the power supply conductors.

**22.14.2.5** In the event of a failure of the light tower's raising system while the tower is deployed or being deployed, a means shall be provided to limit the rate of descent in order to prevent injury to equipment or personnel.

**22.14.2.6** A secondary means of control shall be provided to allow for emergency lowering of the mast.

**22.14.2.7** Where the tower is powered by the chassis air brake system, the air supply shall be from an auxiliary air circuit that is equipped with a pressure protection valve and an auxiliary air tank(s).

**22.14.2.8\*** An automatic de-energizing means shall be provided so there is no electrical power to the mast or to the light wiring when the mast is in a stowed position.

**22.14.2.9** The hazard warning light required in Section 13.11 shall be illuminated whenever the light tower is not in the stowed position.

**22.14.2.10** The operational envelope of the mast shall be automatically illuminated whenever the mast assembly is being raised, lowered, or rotated.

### **22.14.3 Labeling.**

**22.14.3.1** An instruction plate showing the operation of the mast and operational warning signs shall be provided at the operator's position.

**22.14.3.2** A label shall be provided at the operator's position to indicate the following:

- (1) Extended tower height from the ground
- (2) Bulb replacement data

### **22.15\* Electrical System Testing.**

**22.15.1** The wiring and associated equipment shall be tested by the apparatus manufacturer or the installer of the line voltage system.

#### **22.15.2 Dielectric Voltage Withstand Test.**

**22.15.2.1** The wiring and permanently connected devices and equipment shall be subjected to a dielectric voltage withstand test of 900 volts for 1 minute.

**22.15.2.2** The testing shall be performed after all body work has been completed.

**22.15.2.3\*** The test shall be conducted as follows:

- (1) Isolate the power source from the panel board and disconnect any solid state low voltage components.
- (2) Connect one lead of the dielectric tester to all the hot and neutral buses tied together.
- (3) Connect the other lead to the fire apparatus frame or body.
- (4) Close any switches and circuit breakers in the circuit(s).
- (5) Apply the dielectric voltage for 1 minute in accordance with the testing equipment manufacturer's instructions.

**22.15.3\*** The electrical polarity of all permanently wired equipment, cord reels, and receptacles shall be tested to verify that wiring connections have been properly made.

**22.15.4** Electrical continuity shall be verified from the chassis or body to all line voltage electrical enclosures, light housings, motor housings, light poles, switch boxes, and receptacle ground connections that are accessible to fire fighters in normal operations.

**22.15.5** If the apparatus is equipped with a transfer switch, it shall be tested to verify operation and that all nongrounded conductors are switched.

**22.15.6** Electrical light towers, floodlights, motors, fixed appliances, and portable generators shall be operated at their full rating or capacity for 30 minutes to ensure proper operation.

#### **22.15.7\* Certification Test of Power Source.**

**22.15.7.1** The apparatus manufacturer or installer of the power source shall perform a certification test on the power source.

**22.15.7.2** The testing of the power source shall be witnessed, and the results of the tests of the power source shall be certified by an independent third-party certification organization.

#### **22.15.7.3 Test Procedure.**

**22.15.7.3.1** The prime mover shall be started from a cold start condition, and the unloaded voltage and frequency shall be recorded.

**22.15.7.3.2** The line voltage electrical system shall be loaded to at least 100 percent of the continuous rated wattage stated on the power source specification label. Testing with a resistive load bank shall be permitted.

**22.15.7.3.3** The power source shall be operated in the manner specified by the apparatus manufacturer as documented on instruction plates or in operation manuals.

**22.15.7.3.4** The power source shall be operated at a minimum of 100 percent of the continuous rated wattage as stated on the power source specification label for a minimum of 2 hours.

**22.15.7.3.4.1** The load shall be adjusted to maintain the output wattage at or above the continuous rated wattage during the entire 2-hour test.

**22.15.7.3.4.2** The following conditions shall be recorded at least every ½ hour during the test:

- (1) The power source output voltage, frequency, and amperes

- (2) The prime mover's oil pressure, water temperature, and transmission temperature, if applicable
- (3) The power source hydraulic fluid temperature, if applicable
- (4) The ambient temperature and power source air inlet temperature

**22.15.7.3.4.3** The following conditions shall be recorded once during the test for power sources driven by dedicated auxiliary internal combustion engines:

- (1) Altitude
- (2) Barometric pressure
- (3) Relative humidity

**22.15.7.3.5** If the generator is driven by the chassis engine and the generator allows for operation at variable speeds, the chassis engine speed shall be reduced to the lowest rpm allowed for generator operation and the voltage and frequency shall be recorded.

**22.15.7.3.6** The load shall be removed, and the unloaded voltage and frequency shall be recorded.

**22.15.7.3.7** Voltage shall be maintained within  $\pm 10$  percent of the voltage stated on the power source specification label during the entire test.

**22.15.7.3.8** Frequency shall be maintained within  $\pm 3$  Hz of the frequency stated on the power source specification label during the entire test.

**22.15.7.3.9** The total continuous electrical loads, excluding those loads associated with the equipment defined in 22.15.7.3.11.2, shall be applied during the testing unless an auxiliary engine drives the power source.

**22.15.7.3.10 Concurrent Pumping.**

**22.15.7.3.10.1\*** If the apparatus is equipped with a fire pump, the 2-hour certification test of the power source shall be completed with the fire pump pumping at 100 percent capacity at 150 psi (1000 kPa) net pump pressure.

**22.15.7.3.10.2** The test shall be permitted to be run concurrently with the pump certification test required in 16.13.1.

**22.15.7.3.10.3** Running the pump during testing of portable generators connected to fixed wiring on the apparatus shall not be required unless the generator is mounted in an area subjected to a rise in ambient temperature greater than 30°F (17°C) from the vehicle engine, pump, or other heat source.

**22.15.7.3.11 Prime Mover–Driven Accessories.**

**22.15.7.3.11.1** Accessories driven by the power source prime mover shall not be functionally disconnected or otherwise rendered inoperative during the line voltage electrical tests.

**22.15.7.3.11.2** The following devices shall be permitted to be turned off or not operating during the fixed power source test:

- (1) Aerial hydraulic pump
- (2) Foam pump
- (3) Hydraulically driven equipment other than a hydraulically driven line voltage generator
- (4) Winch
- (5) Windshield wipers
- (6) Four-way hazard flashers
- (7) Compressed air foam system (CAFS) compressor

**22.15.7.3.12** If the line voltage power is derived from the fire apparatus's low voltage system and is the primary source for line voltage, the power source shall not be shed by a load management system during the 2-hour test.

**22.15.8** The results of each test shall be recorded on an appropriate form and provided with the delivery of the fire apparatus.

**Chapter 23 Command and Communications**

**23.1 General.** If the fire apparatus is equipped with a separate communications area or if it is used as a totally dedicated command apparatus, it shall meet the requirements of this chapter.

**23.2\* Location.** The command center shall be enclosed within a vehicle crew area or body.

**23.3\* Climate Control.**

**23.3.1** The command area shall be provided with a heater capable of maintaining the temperature at a minimum of 60°F (16°C) with the fire apparatus's doors closed.

**23.3.2** If an air conditioner is provided, it shall be capable of maintaining a minimum temperature of 20°F (11°C) below ambient down to 72°F (22°C) with the fire apparatus's doors closed.

**23.4\* Noise Levels.** When the fire apparatus is stopped with all components on the apparatus required for continuous operation at an incident in operation, the noise levels in the command area shall not exceed 80 dBA.

**23.5 Lighting Levels.**

**23.5.1** The command area shall have a switch control at the door entry area for general entry lighting or automatic dome lighting.

**23.5.2\*** Lighting levels during command operations shall provide a continuous 25 fc (269 lx) in the command area.

**23.6\* Command Working Surfaces and Countertop.** Horizontal working surfaces shall be smooth and shall have corners and edges that will not cause injury or damage when rubbed up against.

**23.7 Seating in Command Center.**

**23.7.1\*** If seating is provided in the command center and that same seating is used during mobile operations (moving over the highway), the seat(s) and crew area(s) shall comply with Section 14.1.

**23.7.2** Storage shall be provided for all seating that is not permanently mounted in the fire apparatus so that the seating can be stored in such a way as to protect all passengers while the fire apparatus is in motion.

**23.7.3** Safety sign FAMA06 shall be visible from each seat that is not equipped with occupant restraint and is therefore not intended to be occupied while the vehicle is in motion.

**23.8\* Cabinets and Equipment Storage.** Cabinets for the storage of equipment shall be designed and engineered to contain the equipment during periods of transit.

### **23.9 Wall, Ceiling, and Floor Surfaces.**

**23.9.1\*** The interior surfaces of command areas shall be free of sharp corners, projections, and edges.

**23.9.2** Floor surfaces shall be capable of being routinely cleaned.

**23.9.2.1** Floor mats or coverings shall be durable and removable for cleaning.

**23.9.2.2** Floor surfaces, walking surfaces, and access steps shall comply with Section 15.7.

**23.9.2.3** Access handrails shall comply with Section 15.8.

**23.9.3** Dry-type greaseboards, corkboards, chalk-type boards, or similar bulletin- or command-type wall surfaces shall be fastened in place and shall be replaceable.

### **23.10 Communications and Electrical Consoles.**

**23.10.1\*** The communications equipment shall be installed in accordance with the component manufacturer's instructions and manuals.

**23.10.2** If a radio or electrical console is provided, it shall be enclosed on all sides to afford protection to equipment mounted in the console.

**23.10.2.1** The front surface shall be hinged or bolted in place.

**23.10.2.2** Additional hinged or removable panels shall be provided, as required, for access to equipment.

### **23.11\* Computer Equipment and Installation.**

**23.11.1** All computer equipment shall be installed in a manner to reduce shock, vibration, and mechanical injury.

**23.11.2** All equipment not used during transit, such as computer equipment, shall be stored in cabinets or mounted to comply with 14.1.10.

**23.11.3** Electrical outlets specifically for computer use, whether low voltage or line voltage, shall be marked with a label for their intended usage and power output.

### **23.12 Video Equipment and Installation.**

**23.12.1** The purchaser shall detail the exact video equipment that is to be mounted on and used with the apparatus.

**23.12.2** The storage of video equipment shall be in enclosed cabinets, with padding to prevent mechanical injury and quick release straps to hold the equipment in its designated storage area.

**23.12.3** If a video monitor is provided, it shall be mounted so as to prevent it from being damaged during transit.

**23.12.4** If the equipment is to be externally mounted, mounting brackets and outlet plugs shall be installed as necessary to accommodate the outside mounting of video equipment.

**23.12.5** Roof access ladders, steps, and safety railings shall meet the requirements of and be installed as required by Chapter 15.

**23.13 Power Operated Masts.** Where power operated masts are supplied, the requirements in 23.13.1 through 23.13.7 shall apply.

**23.13.1** The mast shall be designed to sustain the intended tip load with at least a 125 percent safety factor.

**23.13.2** The mast shall withstand a minimum of a 50 mph (80 kph) wind in a raised, unguyed position.

**23.13.3** In the event of a failure of the tower's raising system while the tower is deployed or being deployed, a means shall be provided to limit the rate of descent in order to prevent injury to equipment or personnel.

**23.13.4** A secondary means of control shall be provided to allow for emergency lowering of the mast.

**23.13.5** Where the tower is powered by the chassis air brake system, the air supply shall be from an auxiliary air circuit that is equipped with a pressure protection valve and an auxiliary air tank(s).

**23.13.6** The hazard warning light required in Section 13.11 shall be illuminated whenever the tower is not in the stowed position.

**23.13.7** The operational envelope of the mast shall be automatically illuminated whenever the mast assembly is being raised, lowered, or rotated.

## **Chapter 24 Air Systems**

### **24.1 Application.**

**24.1.1** Where a breathing air system or a utility air system is mounted on fire apparatus, the requirements of this chapter shall apply.

**24.1.2** This chapter shall not apply to a compressed air foam system (CAFS).

### **24.2\* Provisions Applying to All Air Systems.**

**24.2.1\*** Compressor and booster supplied systems shall be capable of storage and operation in any ambient temperature between 32°F and 110°F (0°C and 43°C).

**24.2.2** Cascade and bulk air systems shall be capable of storage and operation in any ambient temperature between 0°F and 110°F (-18°C and 43°C).

**24.2.3** The air system shall be designed so that it can be stored and operated in environments with relative humidity up to and including 100 percent.

**24.2.4** All materials used in the air system shall be corrosion resistant or treated to resist corrosion unless the finished product will be in continual contact with a noncorrosive lubricant.

### **24.2.5 Assembly and Installation Practices.**

**24.2.5.1** Installation of low voltage electrical components shall meet the requirements of Chapter 13, and installation of line voltage electrical components shall meet the requirements of Chapter 22.

### **24.2.5.2 Hot Surfaces.**

**24.2.5.2.1** Surfaces over 142°F (61°C) shall be covered with a thermal insulating material or shall be mechanically guarded to protect the operator.

**24.2.5.2.2** If covering or guarding the surface affects the operation of the component, a label shall be provided that states “Caution: Hot Surfaces When Operating.”

**24.2.5.3** The air system shall be designed and constructed to withstand the stresses, vibrations, and other conditions incident to being mounted on a fire apparatus and being used in mobile service.

**24.2.5.4 Locking Devices.**

**24.2.5.4.1** All screws, pins, bolts, and other fasteners whose failure would create a hazardous condition for personnel or equipment shall be equipped with locking devices.

**24.2.5.4.2** Safety wire, self-locking nuts, cotter pins, lock washers, and liquid-locking compounds shall be acceptable.

**24.2.6 Breathing Air Systems.**

**24.2.6.1** Each part utilized in the fabrication of the air system and its components shall be designed for use in compressed breathing air service at pressures, temperatures, and flow rates that will be encountered during actual air system operation.

**24.2.6.2** Discharge air from a compressor shall pass through a purification system prior to distribution.

**24.2.6.3** Prior to the initial air quality test and commissioning, the breathing air system shall be purged with pure air until moisture and other contaminants have been removed.

**24.2.7 General Piping and Installation.**

**24.2.7.1** All pneumatic fittings, tubing, and hose shall be rated for the maximum allowable working pressure that could be encountered, with a test safety factor of not less than 4:1.

**24.2.7.2** All pneumatic fittings, tubing, and hose shall be corrosion resistant or treated to resist corrosion.

**24.2.7.3** No threaded close nipples shall be used.

**24.2.7.4** Plugs shall be bar stock type with Allen head or hex heads.

**24.2.7.5** All piping and tubing shall be blown clean with clean, dry air before being installed.

**24.2.7.6** When making up threaded piping joints, the sealant shall be applied to the thread in a manner that will prohibit entry of the sealant into the piping system.

**24.2.7.7** Pipes or tubes installed but not connected shall have the ends closed with threaded caps or plugs to prevent the entry of foreign material.

**24.2.7.8** Air connections on equipment or panels shall be provided with a threaded dust cap on a safety chain or shall be a quick disconnect-type fitting.

**24.2.7.9** All exposed piping compressed air lines shall be clamped to a rigid body or chassis component at a minimum of every 24 in. (610 mm) and within 6 in. (150 mm) on each side of a coupling or elbow.

**24.2.7.9.1** Piping shall run in an orderly manner in accordance with the air system manufacturer’s installation requirements.

**24.2.7.9.2** The piping installation shall provide room for maintenance and repairs with access panels provided where applicable.

**24.2.7.10** Any rigid piping or flexible lines that run through a compartment shall be protected with removable mechanical protection to prevent wear and damage from equipment stored in the compartment.

**24.2.8 Flexible Hose.**

**24.2.8.1** Flexible hose shall be installed in such a manner as to prevent cuts, abrasions, exposure to damage, excessive temperatures, damage from loose equipment, and excessive bending.

**24.2.8.2** The hose shall be installed in a manner that permits removal of the hose without removal of major vehicle components or vehicle-mounted equipment.

**24.2.9 Operator's Panel and Controls.**

**24.2.9.1** The air operator's panel containing gauges, instruments, and valves shall face the operator's position and shall be lighted in compliance with 4.10.1.

**24.2.9.2** Any instrument that is to be used as a basis for manual control shall be visible and controlled from the operator's position.

**24.2.9.3** Accessory gauges or controls that are not critical to the mission of the air system shall be permitted to be mounted remotely from the operator's panel or at another location where they can be monitored.

**24.2.9.4** Pressure gauges or other devices shall not be mounted directly on lines where excessive vibration is likely to occur.

**24.2.9.5** With the exception of direct connected process instruments (e.g., pressure gauges), instruments shall not use instrument piping or electrical conduit for support.

**24.2.9.6** Any gauge shall be capable of reading at least 110 percent but not greater than 200 percent of maximum working air pressure.

**24.2.10 Maintainability.**

**24.2.10.1** The design of the air system shall provide for maintainability by including, but not necessarily being limited to, the following maintainability objectives and technical and operational constraints:

- (1) The design shall be such that faults can be isolated to allow access to removable assemblies or components.
- (2) Electrical panels, junction boxes, circuit breakers, and fuses shall be readily accessible.
- (3) The physical arrangement of components shall be such that they can be inspected, serviced, calibrated, and, if necessary, adjusted without being removed and with minimum disturbance to other parts.
- (4) The design shall be such that inspection, service, and replacement can be accomplished using a minimum of special tools and support equipment.
- (5) Test points shall be provided to facilitate malfunction isolation and the connection of calibration instrumentation.
- (6) If equipment requires oil or other liquid drainage, it shall be provided with a remote drainage system that is equipped with a control valve, threaded plug or cap, and a label to note usage.

**24.2.10.2** If special tools are required to service or maintain the air system, those tools shall be supplied by the manufacturer.

### 24.2.11 Labels and Plates.

**24.2.11.1** All major components and accessories shall be identified with a label.

**24.2.11.2** Caution and warning signs shall be affixed where necessary.

**24.2.11.3** Instruction plate(s) shall be installed, as applicable, to advise the operator on the proper adjustment or setting of controls for safe operation.

**24.2.11.4** Controls, gauges, valves, and other equipment shall be marked with a label indicating their function.

**24.2.11.5** All controls and valves shall have a label to indicate movement direction.

**24.2.11.6\*** The major component manufacturers and installers of the air system shall provide electrical diagrams and air piping drawings that document the system and its operation.

**24.2.11.6.1** All symbols used shall be described in key charts on the drawings.

**24.2.11.6.2** All diagrams and drawings shall be delivered with the fire apparatus.

**24.2.11.6.3** The following information shall be shown:

- (1) The general arrangement of the air system, including air storage, air compressor (if provided), air panel, SCBA fill station (if provided), and air inlets and outlets
- (2) The electrical wiring arrangement and controls, denoting shorepower equipment, low voltage equipment, and line voltage equipment
- (3) The air operator's control panel surface showing all controls, gauges, valves, outlets, and other specified equipment, including the labeling on the panel and controls
- (4) The air piping arrangement with airflow direction indicated and showing all valves, gauges, controls, air tanks, and furnished equipment

### 24.2.12 Documentation.

**24.2.12.1** Two complete sets of documentation that cover the operation and maintenance of the system shall be delivered with the fire apparatus.

**24.2.12.2** The documentation shall be permitted to be in printed format, electronic format, audiovisual format, or a combination thereof.

**24.2.12.3** Nomenclature for switches, controls, and indicators shall be consistent with that used on the diagrams required in 24.2.11.6 and on equipment nameplates.

**24.2.12.4** The manuals shall include, but not necessarily be limited to, the following:

- (1) An illustrated parts lists
- (2) A schedule of maintenance and adjustment checks
- (3) A lubrication schedule
- (4) Troubleshooting information to enable a technician to locate trouble and to make repairs or adjustments to the equipment
- (5) Step-by-step procedures for starting, operating, and stopping the equipment

### 24.2.13 Training and Instruction.

**24.2.13.1\*** If a breathing air system without a compressor/purification system is provided, the final installer of the air system shall supply a qualified person to provide operational training to the purchaser's designated personnel that includes the following:

- (1) A complete system component familiarization/walk-around
- (2) A complete review of the system and its safety features
- (3) A review of all operation, service, and maintenance documentation
- (4) Hands-on familiarization of the safe operation of the fill station and air management panel, including actual SCBA filling, air reel operations, and other pertinent operations of the system

**24.2.13.2\*** If a breathing air system that includes a compressor/purification system is provided, a person certified by the breathing air compressor manufacturer in the operation of the specified air compressor system shall provide training to the purchaser's designated personnel.

**24.2.13.2.1** The training shall include the items listed in 24.2.13.1.

**24.2.13.2.2** The training shall also include the following:

- (1) A review of the compressor/purification system operations and maintenance, including the operations and maintenance documentation and the name, address, and phone number of the local distributor
- (2) Procedures to change purification cartridges
- (3) Hands-on familiarization of the safe operation of the compressor and purification system

**24.2.13.3** The purchaser shall designate one or two individuals to be the resource persons for all the breathing air system training and equipment indoctrination.

**24.2.13.4** The purchaser shall designate where the training is to take place.

### 24.3\* Breathing Air Compressor.

**24.3.1** The purchaser shall determine the working pressure and capacity required from the compressor and state those requirements in the purchase specifications.

### 24.3.2 Compressor Intake.

**24.3.2.1\*** The air intake shall be located where it will not be contaminated by the exhaust of the fire apparatus or the exhaust of the gasoline or diesel engines used to power the compressor or other components on the apparatus.

**24.3.2.2** If an extended air intake pipe is used, it shall be installed in accordance with the compressor manufacturer's specifications.

### 24.3.3 Cooling.

**24.3.3.1** The final installer shall assemble and install all components in accordance with the component manufacturers' instructions and shall test the final assembled system in accordance with this standard and the operating parameters of the component manufacturers.

**24.3.3.2\*** Provisions shall be made by the final installer to ensure there is adequate cooling to keep the air compressor

within the compressor manufacturer's operating temperature range while the vehicle is operating in an ambient temperature range between 32°F and 110°F (0°C and 43°C).

**24.3.3.2.1** The final stage installer of the air compressor shall submit air system arrangement drawings, airflow schematic drawings, body drawings, and other pertinent data to the air compressor assembler for written approval.

**24.3.3.2.2** A copy of this approval shall be retained by the final assembler in apparatus documentation.

**24.3.3.3** The temperature of the compressed air shall not exceed 20°F (11°C) above ambient when measured at the discharge nozzle of the compressor aftercooler.

**24.3.3.4** The air compressor compartment shall be equipped with a temperature sensing device that will actuate an audible and visual alarm at the fill station operator's panel when the compartment temperature exceeds the compressor manufacturer's requirements.

**24.3.3.5\*** The final stage installer shall provide a warning label(s) cautioning: "Do not obstruct airflow path with equipment mounting."

**24.3.4** A relief valve shall be provided after each stage of compression.

**24.3.5** If interstage condensate traps are provided by the compressor manufacturer, they shall be plumbed with the final separator and to an automatic condensate drain system, which shall be plumbed to a reservoir to collect the discharged liquids.

**24.3.6 Compressor Drive System, Controls, and Air Quality Monitoring.**

**24.3.6.1** All compressors shall have automatic audible and visual alarms and controls at the main operator's panel that shut down the compressor and prevent automatic restart when any of the following conditions occurs:

- (1) Oil level or oil pressure is low.
- (2) Discharge air temperature is higher than recommended by the manufacturer.
- (3) Moisture in the compressed air at the purification system outlet exceeds the allowances established in NFPA 1989.
- (4) Carbon monoxide level within the processed air exceeds the allowances established in NFPA 1989.

**24.3.6.2\*** All compressors shall be equipped with the following:

- (1) An air pressure switch that controls the maximum operating pressure
- (2) Interstage pressure gauges after each compression stage
- (3) Final stage pressure gauge
- (4) Oil pressure gauge on pressure lubricated compressors or an oil level indicator or device on nonpressure lubricated compressors
- (5) Electric, nonresettable hourmeter(s)

**24.3.6.3\*** Compressors with electric motors shall be equipped with the following:

- (1) Magnetic motor starter with motor overload protection
- (2) Protective control to prevent automatic restart after power loss has been restored

**24.3.6.4** Compressors with gasoline and diesel engines shall be equipped with the following:

- (1) Means to allow the engine to be started, idled, and run with the compressor disengaged or unloaded
- (2) Electric, nonresettable hourmeter to record engine operating hours

**24.3.7** The compressor and driver assembly shall be mounted in accordance with the compressor manufacturer's requirements.

**24.3.7.1** The compressor frame shall have provision for safe handling or lifting.

**24.3.7.2** Frames for compressors with V-belt drives shall include a means to adjust the V-belt tension.

**24.3.8** The air compressor shall have a label affixed in a conspicuous location showing the name and address of the manufacturer, the serial number and model number, the date of manufacture, and the rated capacity.

**24.4 Purification System.** If the compressed air system is to supply breathing air, a purification system that meets the requirements of 24.4.1 through 24.4.8 shall be installed.

**24.4.1\*** If the processed air is to be used as breathing air, the purification system shall produce breathing air that meets the requirements of NFPA 1989.

**24.4.2** If the processed air is to be used for underwater diving, the purification system shall produce breathing air that meets the requirements of Grade E breathing air as specified by CGA G-7.1, *Commodity Specification for Air*.

**24.4.3** The purification system shall be capable of producing the required air quality at full capacity of the compressor for a minimum of 50 hours with inlet air of 80°F (27°C) at saturation.

**24.4.3.1** The purification system shall be equipped with purifier cartridges and filter elements.

**24.4.3.2\*** The design of the purification system shall permit replacement of the purifier cartridges without disconnecting piping or other components.

**24.4.3.3** The purifier system shall be protected from mechanical damage caused by loose equipment stored on the apparatus.

**24.4.4** A relief valve shall be provided in the purification system, set no higher than 10 percent above the maximum allowable working pressure.

**24.4.5** A mechanical separator shall be provided and shall be piped to the automatic drain system.

**24.4.5.1** A check valve shall be installed between the mechanical separator and the remainder of the purification system.

**24.4.5.2** The mechanical separator and the purifier housings shall be designed for a 4:1 safety factor at their maximum allowable working pressure.

**24.4.5.3** The mechanical separator and the purifier housings shall be corrosion resistant or treated to resist corrosion.

**24.4.6** A pressure gauge shall be installed ahead of the purifier to monitor depressurization before service, maintenance, or repairs of the compressor or purifier.

**24.4.7** A pressure regulator valve (back pressure regulator or minimum pressure valve) with a minimum setting of 2000 psi (14,000 kPa) shall be installed in the purification system downstream of the mechanical separator and purifier housings.

**24.4.7.1** A piping connection shall be provided downstream of the pressure regulator valve to provide an air sample for the air quality testing.

**24.4.7.2** A line valve shall be installed on the purifier outlet to allow the purifier to be isolated from the downstream air system during inspection, maintenance, and repairs.

**24.4.8** A warning label shall be installed at the purifier chambers as follows:

**WARNING:** Prior to changing purifier cartridges, or performing service or maintenance on the purifier system, release all air pressure in the air compressor system.

#### **24.5\* Air Storage Systems.**

##### **24.5.1 Transportable Air Tanks.**

**24.5.1.1** Transportable air tanks shall comply with 49 CFR 178.37, "Specification 3AA and 3AAX seamless steel cylinders," or 29 CFR 1910.169, "Air receivers."

**24.5.1.2\*** The cylinders shall have the data required by the UN/DOT or ASME permanently stamped or labeled (composite cylinders cannot be stamped) according to the regulating agency they are certified under. This data shall include but not be limited to the working pressure, date of manufacture, and date of the most recent test. Cylinders that are not new shall be verified by the supplier that they are acceptable for breathing air use.

**24.5.1.3** Relief valves on transportable air tanks shall be of the ASME type on ASME cylinders and of the UN/DOT type on UN/DOT cylinders or equal for the rated pressure.

**24.5.2** Valves installed on air tanks shall meet the requirements of the Compressed Gas Association regarding pressure and usage with compressed air.

**24.5.3** If the installation utilizes cylinders that require periodic testing, a label shall be placed on or near the operator's panel that provides the following:

- (1) The original cylinder test date stamped on the cylinders
- (2) The recommended testing interval
- (3) Five additional open spaces, appropriately labeled, for the user to enter actual retesting dates

**24.5.4** The manufacturer's test date (month and year) on each air tank shall be current within 12 months of the apparatus delivery date.

**24.5.5** Air tanks shall be marked with a label that reads "High Pressure \_\_\_\_ psi Breathing Air" or "High Pressure \_\_\_\_ kPa Breathing Air."

##### **24.5.6 Air Tank Mounting.**

**24.5.6.1\*** Air tanks shall be mounted in an arrangement that will hold the tanks in all types of mobile use.

**24.5.6.1.1** A protective device(s) shall be provided to protect the air tank valve(s) and associated piping from damage as a result of accidental impact.

**24.5.6.1.2** The protective device(s) shall not prevent access for operation and inspection.

**24.5.6.2** The air tank mounting shall facilitate removal of air tanks for inspection, testing, or service.

**24.5.6.2.1** Air tanks shall be installed so that all air tanks, control valves, and associated piping are readily accessible.

**24.5.6.2.2** Air tanks shall be mounted in such a fashion to permit visual inspection of external surfaces and emergency access to shutoff of tank valves.

**24.5.6.2.3** The air tank location shall be away from any heat-producing devices such as the generator engine or exhaust.

##### **24.5.7 Air Tank Valve Control and Monitoring.**

**24.5.7.1** A slow-operating valve(s) shall be provided to control airflow into and out of the storage system (if applicable).

**24.5.7.2** A separate inlet connection shall be provided so that the storage system can be refilled from a remote source.

**24.5.7.2.1** The inlet connection fitting shall be compatible with the rated pressure of the storage system as specified by CGA G-7, *Compressed Air for Human Respiration*, and shall be equipped with a dust cap with a chain and "pin hole" to release leaking pressure when not in use.

**24.5.7.2.2** A check valve or a line valve shall be provided on the inlet connection.

**24.5.7.3** Gauges shall be provided to allow for monitoring pressures from the air storage system or individual air tanks.

**24.5.7.3.1** For systems that are capable only of bulk filling, a minimum of a single gauge shall be provided.

**24.5.7.3.2** For systems capable of cascade filling, gauges shall be provided for each individually controlled tank or set of tanks.

##### **24.6\* Air Booster Systems.**

**24.6.1** Line valves shall be provided at the air control panel or on the air booster to control the booster inlet air supply line and the booster discharge airflow.

**24.6.2** A pressure gauge shall be provided on the supply line and the discharge line from the booster.

**24.6.3** A safety valve or high-pressure switch shall be installed on the discharge side of the air booster.

**24.6.4** The pressure setting on the safety valve or high-pressure switch shall not exceed the maximum allowable working pressure of the booster, the booster's distribution piping, or the air system components.

**24.7 Air Supply Regulation.** Air supply regulation shall include the following provisions on an operator's air control panel:

- (1) One air pressure gauge marked with a label that reads "Supply Pressure" between the air supply line valve and the pressure self-relieving regulator
- (2) One slow-operating air supply valve on the intake supply line
- (3) One self-relieving adjustable pressure regulator equipped with a device to prevent unintentional adjustment
- (4) One air pressure gauge downstream of the pressure regulator

- (5) One pressure relief valve preset at not over 10 percent above the pressure regulator output setting
- (6) A warning label installed next to the pressure regulator to indicate working pressure setting and that a relief valve will release at 10 percent higher than the working pressure

#### **24.8 Air Control Panel.**

**24.8.1** The air control panel and system piping arrangement for a compressor-supplied breathing air system shall allow the operator to perform the following functions:

- (1) Fill the storage system directly from the compressor/purification system
- (2) Fill SCBA cylinders directly from the compressor/purification system
- (3) Fill SCBA cylinders directly from the storage system (and air booster, if equipped)
- (4) Utilize the cascade method (if system is capable) or bulk fill method of filling SCBA cylinders
- (5) Bypass filling of the storage system to top off SCBA directly from the compressor/purification system
- (6) Regulate the maximum SCBA fill pressure
- (7) Control the SCBA fill rate with a slow-operating valve

**24.8.2** When a cascade system is installed without a compressor, an air control panel and the system piping arrangement shall allow the operator to perform the following functions:

- (1) Fill the storage system directly from a remote air compressor
- (2) Fill SCBA cylinders directly from a remote air compressor
- (3) Fill SCBA cylinders directly from the storage system
- (4) Fill SCBA cylinders directly from a booster pump that is supplied by the storage system, if provided
- (5) Utilize the cascade method, the bulk fill method, or both for filling SCBA cylinders, as appropriate to the design of the system
- (6) Regulate the maximum SCBA fill pressure
- (7) Meter airflow to control the SCBA fill rate with a slow-operating valve
- (8) Take an air sample to check air quality (at the panel or at the end of an air reel hose, if applicable)

#### **24.9 SCBA or SCUBA Air Cylinder Fill Station.**

**24.9.1** If SCBA and/or SCUBA air cylinders are to be filled from a fire apparatus-mounted air system, the fill station shall meet the requirements of 24.9.1.1 through 24.9.1.6.

**24.9.1.1** The fill station shall fully enclose the cylinder during filling to contain the fragments if a cylinder ruptures.

**24.9.1.2** The fill station shall fully enclose the refill lines to the cylinders.

**24.9.1.3** The fill station shall direct the concussive air blast away from the operator and bystanders.

**24.9.1.4** A fill station within an enclosed crew area shall have provisions to vent the concussive air blast to the exterior of the fire apparatus.

**24.9.1.5** A means shall be provided to prevent SCBA or SCUBA cylinders from being refilled unless the fill station is in the "cylinder fill operation position."

**24.9.1.6** A warning sign shall indicate the hazards inherent in the operation of filling SCBA or SCUBA cylinders.

**24.9.2** Pressure gauges, pressure-regulating devices, and controls shall be provided to allow the operator to control the SCBA cylinder fill pressure and fill rate on each SCBA fill hose.

**24.9.3** A valve(s) on a fill line(s) shall be a slow-operating valve.

**24.9.4** A method of bleeding each air cylinder fill hose shall be provided.

**24.9.5\*** The SCBA or SCUBA fill enclosure shall be installed in accordance with requirements of the fill enclosure manufacturer.

#### **24.9.6 Testing and Certification.**

**24.9.6.1** The manufacturer of the enclosed air refill station shall type test a standard production model to validate the design.

**24.9.6.1.1** If the enclosed air fill station is for SCBA cylinders, the test shall include pressurizing a composite SCBA cylinder that is capable of holding at least 111 SCF (3143) of air at 5500 psi (37,921 kPa) to failure. The failure shall occur when the pressure in the cylinder is not less than 5500 psi (37,921 kPa).

**24.9.6.1.2** If the enclosed air fill station is for SCUBA cylinders, the test shall include pressurizing an SCUBA cylinder that is capable of holding 80 ft<sup>3</sup> (2265 L) of air at 3000 psi (20,685 kPa) to failure. The failure shall occur when the pressure in the cylinder is not less than 3000 psi (20,685 kPa).

**24.9.6.1.3** If the enclosed air fill station is designed for both SCBA and SCUBA cylinders, the refill station shall be tested in accordance with 24.9.6.1.1.

**24.9.6.1.4** If the system provides for simultaneously refilling of multiple cylinders, the other chambers shall contain air cylinders equal in capacity and pressure to the cylinder in the chamber being tested.

**24.9.6.1.5** The test pressure shall be measured at the SCBA or SCUBA fill enclosure.

**24.9.6.1.6** The SCBA or SCUBA fill station shall be tested in a configuration that meets the fill station manufacturer's standard installation requirements.

**24.9.6.2** The testing shall prove the following:

- (1) The air refill station is capable of containing all fragments of a failed cylinder.
- (2) The cylinders in adjacent chambers do not rupture.
- (3) The venting provisions direct the air-concussive release away from the operator.

**24.9.6.3** All tests shall be witnessed and the test results certified by an independent third-party certification organization.

#### **24.10\* Air Hose Reels.**

**24.10.1\*** Any permanently mounted air hose reel shall be certified by the reel manufacturer for use at the maximum expected working pressure with a safety factor of at least 4:1.

**24.10.2** The air hose reel swivel joint, connecting feed hose, check valve, and air supply equipment shall be rated for the maximum working pressure with a safety factor of at least 4:1.

**24.10.3** The air hose reel shall be designed to hold at least 110 percent of the intended hose length with a minimum capacity of 100 ft (30 m).



#### 24.10.4 Size of Fluid Path.

**24.10.4.1** The air hose reel shall have a full flow–style swivel joint and a hose connection designed and sized to match the hose intended to be used.

**24.10.4.2** The air hose reel shall have a fluid path sized for its intended flow and working pressure.

**24.10.5** The reel shall be marked with a label to indicate its intended use and the following:

- (1) Utility air or breathing air
- (2) Operating pressure
- (3) Total hose length
- (4) Hose size (ID)

#### 24.10.6 Air Supply to Air Reel.

**24.10.6.1** The following equipment shall be provided on the intake air supply line to the reel where the air supply gauge pressure is up to 150 psi (1000 kPa):

- (1) One air pressure gauge
- (2) One slow-operating air supply valve
- (3) One check valve

**24.10.6.2** The following equipment shall be provided on the intake air supply line to the reel where the air supply gauge pressure is between 151 psi (1000 kPa) and 300 psi (2000 kPa):

- (1) One air pressure gauge upstream of the air pressure–regulating device
- (2) One slow-operating air supply valve
- (3) One adjustable pressure regulator equipped with a device to prevent inadvertent or accidental adjustment
- (4) One downstream pressure gauge [0 psi to 500 psi (0 kPa and 3400 kPa) range]

**24.10.6.3** The following equipment shall be provided on the intake air supply line to the reel where the air supply gauge pressure is over 300 psi (2000 kPa):

- (1) One air pressure gauge upstream of the air pressure–regulating device
- (2) One slow-operating air supply valve
- (3) One adjustable pressure regulator equipped with a device to prevent inadvertent or accidental adjustment
- (4) One downstream pressure gauge
- (5) One preset pressure relief valve set at not over 10 percent above maximum working pressure

**24.10.7** The inlet to an air hose reel with an operating gauge pressure of over 300 psi (2000 kPa) shall have a flow-limiting device, such as a velocity-type valve, or a manually adjustable orifice-type valve.

**24.10.7.1** The device shall be adjusted to restrict excessive flow and shall be located or covered to prevent readjustment.

**24.10.7.2** The metering device shall not be used for normal shutoff valve purposes.

**24.10.8** The final assembler of the air hose reel, piping, and valve system shall test the system at the maximum operating pressure of the system for 10 minutes with no pressure loss.

**24.10.8.1** This test shall include the hose, if supplied, on the reel.

**24.10.8.2** A permanent label shall be installed adjacent to the air reel controls to indicate the operating pressure range and

the type of air provided, low pressure utility air [gauge pressure under 300 psi (2000 kPa)], low pressure breathing air [gauge pressure under 125 psi (800 kPa)], or high-pressure breathing air [gauge pressure over 300 psi (2000 kPa)].

#### 24.10.9 Air Reel Installation.

**24.10.9.1** Reels installed in concealed locations shall be accessible for maintenance and servicing, hose access, and reel removal.

**24.10.9.2** Rollers and guides shall be installed, where necessary, to prevent damage to the hose at the reel spool or compartment openings and to allow deployment and rewinding of the hose.

**24.10.9.3** Reels shall be installed in such a manner so as not to expose the operator to the rewind components.

**24.10.9.4** Manually operated reels shall have an operable hand crank with its central midpoint or centerline located not over 72 in. (1830 mm) above the ground or platform that is designed to serve as the operator's standing position.

**24.10.9.5** Switches for power rewind–type reels shall be located in a position that allows the operator to safely rewind the hose.

**24.10.9.5.1** The rewind control shall not be more than 72 in. (1830 mm) above the operator's standing position.

**24.10.9.5.2** The rewind control shall be marked with a label indicating its function and shall be guarded to prevent accidental activation.

#### 24.10.10\* Low Pressure Breathing Air Reel.

**24.10.10.1** The regulation of the output pressure from the breathing air reel shall be at the reel or at an air control panel.

**24.10.10.2** No shutoff valves or flow control valves shall be installed downstream of the pressure regulator except at the end of the hose.

**24.10.10.3** The low pressure breathing air supply shall be equipped with a low air pressure audible warning device on the air supply.

#### 24.11 Air Hose.

**24.11.1\*** All low pressure [gauge pressure not over 300 psi (2000 kPa)] air hose and couplings supplied shall comply with their intended application and shall have a pressure rating equal to or greater than the highest pressure expected to be encountered as input to the hose with a test safety factor of at least 3:1.

**24.11.2** All high-pressure [gauge pressure over 300 psi (2000 kPa)] air hose and couplings supplied shall comply with their intended application and shall have a pressure rating equal to or greater than the highest pressure expected to be encountered as input to the hose with a test safety factor of at least 4:1.

**24.11.3** Where the hose is attached to an air reel, it shall be done in a manner that allows for its removal.

#### 24.11.4 Discharge Ends.

**24.11.4.1\*** The discharge end of any breathing air hose shall have a threaded connection.

**24.11.4.1.1** If no other fittings are installed at the end of the hose, a temporary protective cap shall be installed to prevent internal contamination of the hose during shipping.

**24.11.4.1.2** If the discharge end of hose will terminate with a threaded connection when in use, it shall be equipped with a slow-operating valve.

**24.11.4.1.3** If the threaded end of the hose terminates in a quick-connection fitting, a slow operating valve and protective cap shall not be required.

**24.11.4.1.4** Connections to hose shall comply with 24.2.7.

**24.11.4.2** The discharge end of utility air hose shall have either a threaded connection and slow-operating valve or a quick-connection fitting.

**24.11.5 Color Coding.**

**24.11.5.1** The ends of the hose shall be color coded or marked with a label to designate the operating pressure of the hose.

**24.11.5.2** If color coding is used, it shall be as follows:

- (1) Blue for utility air hose up to a gauge pressure of 300 psi (2000 kPa)
- (2) White for breathing air hose up to a gauge pressure of 300 psi (2000 kPa)
- (3) Yellow for breathing air hose from a gauge pressure of 301 psi to 3000 psi (2001 kPa to 20,000 kPa)
- (4) Red for breathing air hose over a gauge pressure of 3000 psi (20,000 kPa)

**24.11.6\*** Low pressure breathing air hose shall be a minimum  $\frac{3}{8}$  in. (10 mm) ID with a maximum hose length of not more than 300 ft (90 m).

**24.11.7** Utility air hose shall be of a flexible type, with a scuff abrasion-resistant outer covering.

**24.11.8** The hose shall be oil resistant and shall be compatible with oil, alkalis, kerosene, paraffin, grease, and salt solutions.

**24.11.9** The hose connections for utility air hose shall not be the same as for low pressure breathing air hose or high-pressure air hose.

**24.12\* Low Pressure Utility Air Supply.**

**24.12.1\*** The chassis air brake system shall not be used for emergency use applications such as airbags, tools, air reels, and other rescue applications.

**24.12.2\*** Where nonemergency applications are supplied by the chassis air brake system, the air supply shall be from an auxiliary air circuit that is equipped with a pressure protection valve (PPV) and auxiliary air tanks.

**24.13 Remote Breathing Air Systems.** Remote breathing air systems for pump panels or other remote locations shall comply with 24.13.1 through 24.13.7.

**24.13.1** A breathing air system shall be designed to supply breathing air for a minimum of two persons at the specified location.

**24.13.2** The system shall include storage for at least 400 ft<sup>3</sup> (11,320 L) of breathing air and shall meet the requirements of Section 24.5.

**24.13.3 Piping System.**

**24.13.3.1** The piping system shall be arranged with an air regulator that shall limit the air pressure in the piping to the desired operating pressure.

**24.13.3.2** A pressure relief valve set to relieve the pressure at 10 percent above the desired operating pressure shall be installed on the downstream side of the regulator.

**24.13.4** All valves, pressure regulators, and gauges shall be protected from accidental damage.

**24.13.5** The piping or hose system between the air tanks and point of use shall be installed to prevent damage due to abrasion, bending, or pinching.

**24.13.6** A holder or box shall be provided for the storage of the breathing air equipment when it is not in use.

**24.13.7** A low air warning system shall be provided that monitors the air volume and provides an audible warning when the air volume is at or below 20 percent.

**24.14\* Breathing Air System Testing and Delivery.**

**24.14.1** The complete air system shall be tested by the final system installer after its installation on the fire apparatus is complete, using the testing procedure prescribed by the system manufacturer.

**24.14.2** The following items shall be tested or verified on all air systems:

- (1) Pressure test the system to its maximum operational pressure and check all connections made as a part of the installation for leaks with a leak detection device, which could include bubble fluid or electronic means.
- (2) Verify that any leaks detected during the testing in 24.14.2(1) are repaired.
- (3) Visually verify the relief valve set points and working pressure of the air tank.
- (4) Verify the accuracy of all pressure gauges.
- (5) Fully test the operational capabilities of the fill station as established by the manufacturer of the fill station.
- (6) Seal all fill adapter connections to eliminate the introduction of contaminants prior to shipment.

**24.14.3** If the system's air supply includes a compressor/purification system, the following additional items shall be tested or verified:

- (1) Confirm that the fluid levels are at the manufacturer's recommended levels, including the lubricant and coolant if the system is liquid cooled.
- (2) Verify the expiration date of the purification filters and cartridges and that they have been installed as required by the manufacturer of the system.
- (3) Operate the air compressor for a minimum of 2 hours or the period required to completely fill the onboard air tanks, whichever is longer.
- (4) Confirm that all compressor interstage pressures are within guidelines as established by the compressor manufacturer.
- (5) Confirm the operation of the compressor shutdown switch at the pressure requested by the purchaser.
- (6) Confirm the set point of the final pressure safety relief valve and pressure maintaining valve.

- (7) Confirm the factory set limits of all electrical shutdown devices, including low oil pressure, automatic condensate drain system, high air temperature, excessive processed air moisture, high carbon monoxide, and motor amperage draw.
- (8) Confirm that the breathing air system is installed in accordance with the breathing air compressor manufacturer's requirements and drawings and confirm that the cooling airflow is adequate.

#### 24.14.4 Breathing Air Quality.

**24.14.4.1\*** Prior to delivery of the apparatus equipped with a breathing air system to the end user, the final system installer shall draw an air sample from the breathing air system and submit the sample to be tested in accordance with NFPA 1989.

**24.14.4.2** The breathing air shall meet the air quality standards defined in NFPA 1989.

**24.14.5** The results of all tests, including the air quality analysis, shall be documented and shall be delivered with the fire apparatus.

**24.14.6** The contractor shall deliver the apparatus with all air tanks, piping, hose, reels, and other fixed equipment charged with breathing air to a gauge pressure of at least 40 psi (275 kPa).

#### 24.15 Utility Air System Testing.

**24.15.1** Prior to delivery of an apparatus with a low pressure utility air compressor and piping, the final installer shall test and certify the performance of the system.

**24.15.2** The following items shall be tested or verified on all air systems:

- (1) Pressure test the system to its maximum operational pressure and check all connections made as a part of the installation for leaks with a leak detection device, which could include bubble fluid or electronic means.
- (2) Verify that any leaks detected during the testing in 24.15.2(1) are repaired.
- (3) Visually verify the relief valve set points and working pressure of the air tank.

**24.15.3** If the system's air supply includes a compressor system, the following additional items shall be tested or verified:

- (1) Confirm that the fluid levels are at the manufacturer's recommended levels, including the lubricant and coolant if the system is liquid cooled.
- (2) Operate the air compressor for a minimum of 1 hour.
- (3) Confirm operation of the compressor shutdown switch at the pressure requested by the purchaser.
- (4) Confirm that the utility air system is installed in accordance with the air compressor manufacturer's requirements and that the cooling airflow is adequate.

**24.15.4** The results of the testing and certification required by 24.15.1 through 24.15.3 shall be documented and shall be delivered with the fire apparatus.

### Chapter 25 Winches

**25.1 General.** If a chassis-mounted winch is installed on the apparatus, it shall meet the requirements of this chapter.

**25.1.1\*** The winch shall be designed for the intended use and shall be installed in accordance with the winch manufacturer's recommendations.

**25.1.2** All winches shall be equipped with rollers, guides, or both to prevent damage to the winch wire or synthetic rope or the apparatus.

**25.1.3** All rollers and guides shall be designed to match the winch capacity and rope size.

#### 25.2 Winch Wire or Synthetic Rope.

**25.2.1** The winch shall have a minimum wire rope or synthetic rope length of 75 ft (22 m).

**25.2.2** The wire rope or synthetic rope shall be of a type and size recommended by the winch manufacturer.

**25.2.3** The wire rope or synthetic rope assembly, including all hardware such as clevises, hooks, and snatch blocks provided for attachment to the winch, shall have a design load rating greater than the line pull capacity of the winch.

**25.3\* Clutch.** The winch shall be equipped with a clutch assembly to permit free spooling and quick removal of the wire or synthetic rope.

**25.3.1** The free spooling clutch shall be accessible without reaching under the apparatus.

**25.3.2** If the winch is installed under the apparatus or not visible to the operator, the free spooling clutch control shall be remotely controlled.

#### 25.4 Electric Powered Winches.

**25.4.1\* Controls.** Operation of the winch shall be from a remote location at least 12 ft from the winch or within an enclosed area.

##### 25.4.2 Power Supply.

**25.4.2.1** Dedicated power and ground circuits shall be utilized.

**25.4.2.2** Wiring shall be sized in accordance with the winch manufacturer's installation instructions and shall comply with Chapter 13 of this standard.

##### 25.4.3 Removable Electric Winches.

**25.4.3.1** Electric winches that are temporarily attached to the apparatus (at sides, rear, or front) shall meet the same requirements as permanently mounted winches.

**25.4.3.2** The attachment to the apparatus shall be with quick-release devices.

**25.4.3.3** The attachment system on the apparatus shall meet the requirements of Section 15.12.

##### 25.4.4 Electric Power for Removable Winches.

**25.4.4.1** The electrical power supply(ies) from the apparatus to the removable winch shall terminate at a quick disconnect receptacle with a connector plug.

**25.4.4.2** The receptacle shall have a label indicating its use.

**25.4.4.3** The power cord from the receptacle to the winch shall be sized for the power requirements of the winch.

**25.4.4.4** The power cord shall be highly flexible and shall be protected from mechanical damage.

## 25.5 Hydraulically Driven Winches.

### 25.5.1 Hydraulic Hose.

25.5.1.1 All hydraulic hose shall be designed for the hydraulic pressures expected to be encountered.

25.5.1.2 Hose shall be a wire-braided type with a female swivel on one end.

25.5.2 Operation of the hydraulic winch shall be from a remote location at least 12 ft from the winch or within an enclosed area.

### 25.5.3 Hydraulic Reservoir.

25.5.3.1 The hydraulic system components shall be capable of maintaining, under all operating conditions, oil cleanliness and temperature that comply with the manufacturer's recommendations.

25.5.3.2 A means for checking and filling the hydraulic reservoir shall be readily accessible.

25.5.3.3 The fill location shall be conspicuously marked with a label that reads "Hydraulic Oil Only."

25.5.3.4 The manufacturer shall provide instructions for checking and filling the hydraulic reservoir.

25.5.4 The hydraulic winch engagement controls shall be located in the driving compartment.

25.5.4.1\* A "Hydraulic Winch Engaged" indicator shall be provided in the driving compartment to indicate that the hydraulic pump engagement has been successfully completed.

## Chapter 26 Trailers

26.1 **General.** For the purposes of this standard, trailers transporting equipment or other vehicles under emergency response conditions shall be considered fire apparatus, and any components on the trailer designed to support emergency services operations shall meet the applicable requirements defined in Section 4.5.

26.2 **Classification of Trailers.** Trailers shall be classified as Type I, Type II, or Type III.

26.2.1\* Trailers that are designed to remain connected to their tow vehicle throughout the response event and that are dependent on the tow vehicle to provide the required electrical power and conspicuity shall meet the requirements of this chapter for Type I trailers.

26.2.2\* Trailers that are designed to allow separation from their tow vehicle after arrival at the response event and that are not dependent on the tow vehicle to provide the required electrical power and conspicuity shall meet the requirements of this chapter for Type II trailers.

26.2.3\* Open trailers designed to transport other vehicles, equipment, or containers that will be removed from the trailer after arrival at the response event and that will not be blocking the right-of way during the incident shall meet the requirements of this chapter for Type III trailers.

### 26.3 Carrying Capacity.

26.3.1 The GVWR of the trailer shall not be greater than the sum of the tongue weight and the GAWR.

26.3.2 The stated load capacity of the trailer shall be the GVWR of the trailer less the empty weight of the trailer and the weight of the permanently mounted equipment.

### 26.4 Information Labels and Instruction Plates.

26.4.1 In addition to the label required by 49 CFR 567, "Certification," the final stage manufacturer shall permanently affix an information label that includes the following:

- (1) The length and width of the completed trailer in feet/inches (meters)
- (2) The stated load capacity
- (3) For Type I and Type II trailers, the height of the completed trailer in feet/inches (meters)
- (4) The hitch size and type
- (5) Maximum tire pressure
- (6) The tire manufacturer's maximum speed rating
- (7) The proper hitch-locking procedures to secure the trailer to the tow vehicle
- (8) A statement that reads: "It is the vehicle operator's responsibility to ensure that the towing vehicle and hitch are adequate to pull this trailer."

26.4.2 For trailers requiring the use of safety chains, an instruction plate shall be provided at or near the hitch location on the trailer that indicates the proper method of chain attachment to the tow vehicle.

26.4.3 For trailers with a braking system, an instruction plate shall indicate the proper method of connecting the braking system and the breakaway cable connections that apply the emergency brakes in the event the hitch fails.

26.5 **Fluids and Pressures Specific to the Trailer Chassis.** A permanently mounted informational label shall be provided to specify the following information if it applies:

- (1) Brake fluid for trailer brake systems
- (2) Grease used for the lubrication of axle bearings
- (3) Any other special fluids, pressures, or lubricants required by the trailer manufacturer

### 26.6 Braking System.

26.6.1\* All trailers chassis with a GVWR of 3000 lb (1360 kg) or greater shall be equipped with a braking system on each axle.

26.6.2 All trailers equipped with brakes shall be equipped with a method to use the braking system to limit trailer movement in the event of failure of the hitch mechanism.

26.6.3 All brakes shall be readily accessible for adjustment.

26.6.4 When tow vehicles and trailers are equipped with air brake systems, the service brakes and parking brakes shall be applied by independent means.

### 26.7 Suspension and Wheels.

26.7.1 Each load-bearing tire and rim shall not carry a weight in excess of the recommended load for the operation of the tires used, as published in *Tire and Rim Association — Year Book* and as recommended by the tire manufacturer.

26.7.2\* Any trailer with an angle of departure of less than 8 degrees shall be equipped with means to prevent damage to the trailer if the rear contacts the ground.

## 26.8 Trailer Hitch.

**26.8.1** The trailer hitch shall be selected to meet or exceed the GVWR of the trailer.

**26.8.2** The construction and load supported by the trailer frame shall be distributed to maintain a tongue weight at or below the tongue weight rating.

### 26.8.3 Safety Chains.

**26.8.3.1** The installation and use of two safety chains shall be required for trailer hitches designed to use safety chains.

**26.8.3.2** Each safety chain and the method of attachment to the trailer and towing vehicle shall have an ultimate strength of not less than the gross weight of the trailer.

**26.8.4** When using a fifth wheel hitch, the fifth wheel hitch and trailer body design shall allow full 90-degree jackknifing of the tow vehicle-trailer combination when all doors and exterior mounted items are in the stowed position.

## 26.9 Wheel Chocks.

**26.9.1** For trailers classified as Type II or Type III, four wheel chocks shall be mounted in readily accessible locations.

**26.9.2** Each wheel chock shall be designed to hold the trailer on a 10 percent grade when the trailer is loaded to its GVWR and parked independently of the tow vehicle.

## 26.10 Low Voltage Electrical Systems and Warning Devices.

**26.10.1** Any low voltage systems, umbilical cables, and warning devices installed on trailers shall be appropriate for the mounting location and intended electrical load and shall meet the specific requirements of Chapter 13.

**26.10.2** If the trailer is classified as Type I or Type II, it shall meet the requirements of Section 13.11.

### 26.10.3 Power Supply.

**26.10.3.1** The final-stage trailer manufacturer shall state the minimum continuous electrical load required to be provided by the tow vehicle.

**26.10.3.2** If the trailer is classified as Type I, the combined tow vehicle and trailer shall meet the electrical requirements in Chapter 13.

**26.10.3.3** If the trailer is classified as Type II, the combined electrical load for the federally required clearance and marker lighting and the optical warning devices shall not exceed 45 amps.

**26.10.3.3.1** An on-board power source shall be provided and sized to power all trailer electrical loads on a continuous basis.

**26.10.3.3.2\*** If a line voltage power source is used, it shall meet the requirements of Chapter 22.

**26.10.3.4** If the trailer is classified as Type III, the combined electrical load for the federally required clearance and marker lighting and the optical warning devices shall not exceed 45 amps.

### 26.10.4\* Umbilical Cables and Connections.

**26.10.4.1** Umbilical cables shall be constructed of cable that complies with the requirements of Chapter 13.

**26.10.4.2** Umbilical cables shall be installed and supported to prevent abrasion or chafing damage during normal operation of the trailer.

**26.10.4.3** The umbilical cables shall move freely throughout the trailer's operating range of full turn right to full turn left without damage.

**26.10.4.4** For trailers using air brakes, the umbilical cable for the federally required clearance and marker lighting and the ABS brake system shall be connected using a green Type F cable meeting SAE J2394, *Seven-Conductor Cable for ABS Power — Truck and Bus*, and primary connectors meeting SAE J560, *Primary and Auxiliary Seven Conductor Electrical Connector for Truck-Trailer Jumper Cable*. Circuit identification shall conform to SAE J560, Table 4.

**26.10.4.5** For trailers using electric or hydraulic brakes, or small trailers without brakes, the umbilical cable for the federally required lighting and brake system shall be connected using a seven-wire heavy-duty cable and a seven-way flat-blade recreational vehicle connector meeting SAE J2863, *Automotive Trailer Tow Connector*.

**26.10.4.6** The optical warning device umbilical cable shall be a yellow cable meeting the requirements of SAE J2394 for Type F cable with auxiliary connectors meeting SAE J560.

**26.10.4.6.1** The auxiliary connectors shall have inverted ground terminals to prohibit connection to the primary receptacle (male ground terminal in the plug and the female ground terminal in the receptacle).

**26.10.4.6.2** Circuit identification shall conform to SAE J560, Table 4, with the unassigned circuits assigned as follows:

- (1) 12 — Green, hazard light signal from trailer (*see 13.11.1*)
- (2) 13 — Brown, calling for right-of-way warning lights
- (3) 14 — Blue, blocking right-of-way warning lights

### 26.10.5 Optical Warning Devices.

**26.10.5.1** If the trailer is a Type I trailer, the optical warning system requirements of Section 13.8 shall be met by considering the combined tow vehicle and trailer as a single unit with its overall length.

**26.10.5.2** If the trailer is a Type II trailer, the optical warning system shall meet the requirements of Section 13.8 when the trailer is considered a single unit.

**26.10.5.2.1** The trailer's Zone A lighting shall operate only when the trailer's onboard power source is operational and the tow vehicle is disconnected from the trailer.

**26.10.5.3** If the trailer is a Type III trailer, the optical warning system shall meet the requirements of Section 13.8 for lower zones B, C, and D.

### 26.10.6 Work Lighting.

**26.10.6.1** Type I and II trailers shall be equipped with ground lighting that meets the requirements of 13.10.1.2.

**26.10.6.2** If the trailer has work surfaces, steps, or walkways, those surfaces shall be equipped with surface lighting that meets the requirements of 13.10.3.

**26.10.6.3** If the trailer has interior spaces where a person can walk, the trailer shall be equipped with interior lighting that meets the requirements of 13.10.4.

**26.10.6.4** If the trailer has compartments, the compartments shall be equipped with compartment lighting that meets the requirements of 13.10.5.

**26.10.7 Stop, Tail, and Directional Lighting.** The trailer shall be equipped with stop, tail, and directional lighting meeting the requirements of Section 13.13.

**26.10.8 Electrical System Performance Tests.**

**26.10.8.1** Low voltage electrical systems shall be tested in accordance with the testing requirements of Chapter 13 as applicable.

**26.10.8.2** Line voltage electrical systems shall be tested in accordance with the testing requirements of Chapter 22 as applicable.

**26.11 Reflective Markings.**

**26.11.1** Type I trailers shall meet the requirements of 15.9.3 when the combined tow vehicle and trailer are considered a single unit with the overall length.

**26.11.2** Type II trailers shall meet the requirements of 15.9.3 when the trailer is considered a single unit.

**26.11.3** Reflex reflectors and conspicuity tape shall be installed when required by 49 CFR 571.108, “Lamps, reflective devices, and associated equipment.”

**Chapter 27 Reserved**

**Chapter 28 Ultra-High Pressure Fire Pumps and Associated Equipment**

**28.1 Application.** If the apparatus is equipped with an ultra-high pressure fire pump, the provisions of this chapter shall apply.

**28.2 Pump Performance.**

**28.2.1\*** An ultra-high pressure fire pump shall have a minimum rated capacity of 6 gpm (25 L/min) and shall have a rated discharge pressure greater than or equal to 1100 psi (7600 kPa).

**28.2.2** The rating for ultra-high pressure fire pumps shall be based on the pump taking water from the apparatus water tank.

**28.2.3** If the completed pumping system is capable of taking suction, it shall do so within 30 seconds under the following conditions:

- (1) At an altitude of 2000 ft (600 m) above sea level
- (2) Through 10 ft (3 m) of suction hose of the size specified in Table 28.2.3 and equipped with a suction hose strainer
- (3) With a lift of 3 ft (1 m)
- (4) At 29.9 in. Hg (101 kPa) atmospheric pressure (corrected to sea level)
- (5) At a water temperature of 60°F (16°C)

**28.2.4\*** The pump manufacturer shall certify for each ultra-high pressure fire pump the rated capacity in gpm (L/min), rated discharge pressure in psi (kPa), and net positive suction head required (NPSHR) in ft (m) of water at 60°F (16°C) and 29.9 in. Hg (101 kPa) atmospheric pressure (corrected to sea level) for an elevation up to 2000 feet (600 m).

**Table 28.2.3 Suction Hose Size by Pump Capacity Rating**

Flow Rate		Minimum Suction Hose Size	
gpm	L/min	in.	mm
20 and less	80 or less	1	25
30	120	1½	38
50	200	2	52
100	400	2½	65
150	600	2½	65
200	800	2½	65
250	1000	3	75
300	1200	3	75

**28.2.5 Vacuum.**

**28.2.5.1** If the completed pumping system is capable of taking suction per 28.2.3, it shall be capable of developing a vacuum of 17 in. Hg (57.4 kPa) at altitudes up to 2000 ft (600 m) by means of the pump priming system and sustaining the vacuum for at least 5 minutes with a loss not to exceed 10 in. Hg (34 kPa).

**28.2.5.2** The requirements of 28.2.5.1 shall be met with all intake valves open, with all intakes capped or plugged, with all discharge caps removed and valves closed, and without the use of the pump primer during the 5-minute period.

**28.3 Power Train Capability.**

**28.3.1** All components in the power train from the engine to the pump shall be capable of transmitting the continuous duty power required by the pump for at least 30 minutes at the pump’s rated capacity and pressure.

**28.3.2** When pumping rated capacity and pressure, lubricant temperatures in any power train component shall not exceed the component manufacturer’s recommendation for maximum temperature.

**28.4 Construction Requirements.**

**28.4.1** The pump body, discharge piping, and valves, excluding the tank fill line on the tank side of the valve, shall be capable of withstanding a minimum hydrostatic pressure of 1.4 times the rated discharge pressure.

**28.4.2** The pump intake, tank fill line on the tank side of the valve, and associated plumbing and valves, excluding the tank-to-pump line on the tank side of the valve, shall be capable of withstanding a minimum hydrostatic pressure of 250 psi (1700 kPa).

**28.4.3** The pump, piping, and valves shall be capable of delivering the rated capacity at the rated discharge pressure of the pump and withstanding closure of all discharges.

**28.4.4 Pump Body Integrity Test.** The pump body shall be subjected to either a hydrostatic test per 28.4.4.1 or a hydrodynamic test per 28.4.4.2.

**28.4.4.1** If the pump body is subjected to a hydrostatic test, it shall be hydrostatically tested to a gauge pressure of 1.4 times the rated discharge pressure for a minimum of 10 minutes.

**28.4.4.2** If the pump body is subjected to a hydrodynamic test, it shall be hydrodynamically tested to a gauge pressure of 1.4

times the rated discharge pressure for a minimum of 10 minutes.

**28.4.4.3** The pump manufacturer shall provide a certificate of completion for the hydrostatic or hydrodynamic test.

### **28.5 Pump Intakes.**

**28.5.1** Each pump intake shall be sized to permit the full rated performance of the pump.

**28.5.2\*** For any pump intake equipped with a valve, the valve shall be controlled from the pump operator's position.

**28.5.3\*** Each external intake shall be equipped with National Hose (NH) threads on the connection with a removable or accessible strainer.

**28.5.3.1** Adapters with special threads or other means for hose attachment shall be permitted on any intake connection.

**28.5.3.2** Each external valved intake larger than 1 ½ in. shall be equipped with a bleeder valve to bleed off air or water from a hose connected to the intake.

**28.5.3.3** All intake connections shall be provided with closures, caps, or plugs capable of withstanding a hydrostatic gauge pressure of 250 psi (1730 kPa).

**28.5.3.3.1** Intake connections having male threads shall be equipped with caps.

**28.5.3.3.2** Intake connections having female threads shall be equipped with plugs.

**28.5.3.3.3** Where adapters for special threads or other means for hose attachment are provided on the intake connections, closures shall be provided for the adapters in lieu of caps or plugs.

**28.5.3.4** Caps or closures for intake connections 3 in. (75 mm) and smaller shall remain secured to the apparatus when removed from the connection.

**28.5.4** The pump shall have a means to restrict debris that is too large to pass through the pump.

### **28.6 Pump Discharges.**

**28.6.1\*** Each pump discharge shall be equipped with a valve that can be controlled from a pump operator's position.

**28.6.2** Any discharge that can be supplied from another pump system on the apparatus shall have check valves in both supply lines to prevent backflow into either pump.

#### **28.6.3 Discharge Outlet Connections.**

**28.6.3.1** All discharge outlets, except connections to which a hose will be preconnected, shall be equipped with connectors that permit hose attachment or removal within 30 seconds.

**28.6.3.2** Adapters with special threads or other means for hose attachment shall be permitted to be attached to any discharge outlet connection.

**28.6.3.3** Discharge outlet connections shall not be permitted to be equipped with NH threads.

**28.6.4** All discharge outlet connections, except connections to which a hose will be preconnected, shall be equipped with caps or closures capable of withstanding a hydrostatic gauge pressure of 1.4 times the rated discharge pressure.

**28.6.4.1** If the apparatus has more than one discharge, the caps or closures shall be capable of withstanding closure of all discharges when pump controls are set to deliver rated capacity at rated discharge pressure.

**28.6.4.2** Where adapters are provided on the discharge outlet connection, the closures shall fit on the adapters.

**28.6.4.3** Caps or closures for outlet connections 3 in. (75 mm) and smaller shall remain secured to the apparatus when removed from the connection.

**28.6.5** All preconnected hose connections and preconnected hoses shall be capable of withstanding a hydrostatic gauge pressure of 1.4 times the maximum discharge pressure.

**28.6.6** All preconnected hose connections and preconnected hoses shall be capable of withstanding closure of all discharges when pump controls are set to deliver rated capacity at rated discharge pressure.

**28.6.7\*** If a water tank fill line is provided, the line shall be connected from the pump discharge manifold directly to the water tank.

**28.6.8** If a water tank fill line is provided, the line shall include a valve that can be controlled from the pump operator's position.

### **28.7 Pump Operator's Panel.**

**28.7.1** Each pump control, gauge, and other instrument necessary to operate the ultra-high pressure fire pump shall be marked with a label as to its function.

**28.7.2** All gauges, instruments, and controls located on the ultra-high pressure fire pump operator's panel shall be illuminated to a minimum lighting level of 5 fc (54 lx).

**28.7.3** Safety sign FAMA25, which warns of the need for training prior to operating the apparatus, shall be located on the pump operator's panel.

**28.7.4** Safety sign FAMA20, which warns of the hazards of ultra-high pressure, shall be located in a visible location adjacent to any discharge outlet.

### **28.8 Pump Controls.**

**28.8.1\*** Controls shall be provided for placing the pump in operation.

**28.8.2** If the pump requires engagement to operate, the control for the pump engagement mechanism shall be marked with a label to indicate when the pump is properly engaged in pumping position.

#### **28.8.3 Pressure Control System.**

**28.8.3.1** A system shall be provided or the pump shall have operating characteristics that are capable of limiting the increase of net pump pressure to a maximum pressure rise of 10 percent over the rated pump pressure when all discharges are closed when engine and pump controls are set to produce the rated capacity at the rated net pump pressure of the pump.

**28.8.3.2** If the pump is equipped with a governor system that controls engine speed, an indicator shall show when the system is turned on and whether it is controlling the engine speed or pump pressure.

**28.8.3.3** If the pump is equipped with a governor system, it shall be controllable by one person at the pump operator position.

**28.8.4** All pump controls and devices shall be installed so as to be protected against mechanical damage or the effects of adverse weather conditions on their operation.

**28.8.5 Drain Valve(s).**

**28.8.5.1** An accessible drain valve(s) that is marked with a label as to its function shall be provided to allow the pump and all water-carrying lines and accessories to be drained.

**28.8.5.2** The drain valve(s) shall be operational without the operator having to get under the apparatus.

**28.8.6 Pump Cooling.**

**28.8.6.1\*** A pump cooling/recirculation line of sufficient size to prevent the pump from overheating when no discharge lines are open shall be provided between the pump discharge and the water tank.

**28.8.6.2** Where the pump is of a positive displacement type an automatic bypass relief valve shall be permitted to be provided in place of the recirculation line.

**28.9 Pump Drive Systems.**

**28.9.1** Where the pump is driven by a split-shaft PTO transmission, chassis transmission-mounted (SAE) PTO, front-of-engine crankshaft PTO, or flywheel PTO, the provisions of 16.10.2 through 16.10.6 shall apply as applicable.

**28.9.2** Where the pump is driven by a chassis transmission-mounted (SAE) PTO and the pump system does not conform to 16.4.2, a visible or audible warning device shall be provided on the pump operator's panel that is actuated if the temperature of the lubricant in the chassis transmission exceeds the transmission manufacturer's recommended maximum temperature.

**28.9.3** If a separate pumping engine is provided, it shall meet the requirements of 12.2.1.1, 12.2.1.2, 12.2.1.7, 12.2.2, 12.2.3.1, 12.2.3.2, 12.2.4, 12.2.5, 12.2.6, Section 13.2, 13.4.3, 13.4.4, 13.4.4.1, 13.4.4.3, 13.4.4.4, 13.4.5, and Section 13.5.

**28.10\* Engine Controls.**

**28.10.1** A throttle control shall be provided to control the engine speed.

**28.10.2** This throttle control shall be permitted to be the same throttle control that is used for the main fire pump.

**28.11 Gauges and Instruments.**

**28.11.1 Master Pump Discharge Pressure Gauge.** A master discharge pressure gauge shall be provided.

**28.11.1.1** The master discharge pressure gauge shall read from a gauge pressure of 0 to not less than 500 psi (3500 kPa) higher than the maximum pressure that can be developed by the pump when it is operating with zero intake pressure.

**28.11.1.2** Where an analog pressure gauge is used, it shall have a minimum accuracy of Grade 1A as defined in ASME B40.100, *Pressure Gauges and Gauge Attachments*.

**28.11.1.2.1** Numerals for master gauges shall be a minimum 0.25 in. (6.4 mm) high.

**28.11.1.2.2** There shall be graduation lines showing at least every 50 psi (200 kPa), with major and intermediate graduation lines emphasized and figures at least every 500 psi (2000 kPa).

**28.11.1.2.3** Analog pressure gauges shall be vibration and pressure pulsation dampened; be resistant to corrosion, condensation, and shock; and have internal mechanisms that are factory lubricated for the life of the gauge.

**28.11.1.3** If a digital pressure gauge is used, the digits shall be at least 0.25 in. (6.4 mm) high.

**28.11.1.3.1** Digital pressure gauges shall display pressure in increments of not more than 50 psi (200 kPa).

**28.11.1.3.2** Digital master pressure gauges shall have an accuracy of  $\pm 3$  percent over the full scale.

**28.11.2 Protection of Gauges and Instruments.** Each pressure gauge or flowmeter and its respective display shall be mounted and attached so it is protected from accidental damage and excessive vibration.

**28.11.3\* Cab Gauges.** If the apparatus is designed for pump-and-roll operations, a second gauge that meets the same requirements as the discharge pressure gauge required by 28.11.1 shall be mounted in the driving compartment in view of the driver.

**28.12 Required Testing.**

**28.12.1 Apparatus Pump System Certification.**

**28.12.1.1 General.** The UHP pump shall be tested after the pump and all its associated piping and equipment have been installed on the fire apparatus.

**28.12.1.1.1** The testing shall include at least the 30-minute pumping test in 28.12.5, the pressure control test in 28.12.7, the gauge and flowmeter test in 28.12.11, the manufacturer's predelivery test in 28.12.12, the and the water tank capacity test in 28.12.13.

**28.12.1.1.2** If the 30-minute pumping test is not performed from the apparatus water tank, the water tank-to-pump flow test in 28.12.6 shall be included.

**28.12.1.1.3** If the pumping system is equipped with a priming system, the priming system test in 28.12.8 and the vacuum test in 28.12.9 shall be included.

**28.12.1.1.4** If the UHP pump is driven by the chassis engine, the engine speed advancement interlock test in 28.12.10 shall be included.

**28.12.1.1.5** The test results shall be certified by the manufacturer.

**28.12.1.2\* Test Label.**

**28.12.1.2.1** A test label shall be provided at the pump operator's position that gives the rated discharges and pressures.

**28.12.1.2.2** If powered by an engine, the speed of the engine as determined by the certification test for each unit and the governed speed of the engine as stated by the engine manufacturer on a certified brake horsepower curve shall be provided on the test label.

**28.12.1.2.3** The label shall be stamped with all information at the factory and attached to the vehicle prior to shipping.



## 28.12.2 Conditions for Tests.

**28.12.2.1** Tests shall be performed when conditions are as follows:

- (1) Air temperature: 0°F to 110°F (-18°C to 43°C)
- (2) Water temperature: 35°F to 90°F (2°C to 32°C)
- (3) Barometric pressure: 29 in. Hg (98.2 kPa), minimum (corrected to sea level)

**28.12.2.2** If it is necessary to perform the test outside the air or water temperature ranges or the minimum barometric pressure stated in 28.12.2.1 and the pump passes the certification test, the test results shall be acceptable.

**28.12.2.3** Engine-driven accessories shall not be functionally disconnected or otherwise rendered inoperative during the tests.

**28.12.2.3.1** If the chassis engine drives the UHP pump, the total continuous electrical loads, excluding those loads associated with the equipment defined in 28.12.2.3.3, shall be applied for the entire pumping portion of this test.

**28.12.2.3.2** If the vehicle is equipped with a fixed power source driven by the same engine that drives the ultra-high pressure fire pump, the fixed power source shall be running at a minimum of 50 percent of its rated capacity throughout the pumping portion of the pump test.

**28.12.2.3.3** The following devices shall be permitted to be turned off or not operating during the pump test:

- (1) Foam pump
- (2) Hydraulically driven equipment (other than hydraulically driven line voltage generator)
- (3) Winch
- (4) Windshield wipers
- (5) Four-way hazard flashers
- (6) Compressed air foam system (CAFS) compressor

**28.12.2.3.4** All structural enclosures, such as floorboards, gratings, grilles, and heat shields not furnished with a means for opening them in normal service shall be kept in place during the tests.

## 28.12.3 Equipment.

**28.12.3.1** One or more lines of UHP hose of sufficient diameter shall be provided to allow discharge of the rated capacity of the pump without exceeding a flow velocity of 35 ft/sec (10.7 m/sec) through the hose.

**28.12.3.2** Discharge rate shall be measured using equipment such as flowmeters, volumetric tanks, or weigh tanks.

### 28.12.3.3 Test Gauges.

**28.12.3.3.1** All test gauges shall meet the requirements for Grade A gauges as defined in ASME B40.100 and shall be at least size 3½ per ASME B40.100, *Pressure Gauges and Gauge Attachments*.

**28.12.3.3.2** The pump intake gauge shall have a range of 30 in. Hg (100 kPa) vacuum to zero for a vacuum gauge or 30 in. Hg (100 kPa) vacuum to a gauge pressure of 150 psi (1000 kPa) for a compound gauge.

**28.12.3.3.3** The discharge pressure gauge shall have a gauge pressure range of 0 psi (0 kPa) to not less than 500 psi (3500 kPa) over the rated pump discharge pressure.

**28.12.3.3.4** All gauges shall have been calibrated in the year preceding the tests using a deadweight gauge tester or a master gauge meeting the requirements for Grade 3A or Grade 4A gauges, as defined in ASME B40.100, that has been calibrated within the preceding year.

**28.12.3.3.5** Each test gauge connection shall include a means for snubbing, such as a needle valve to damp out rapid needle movements.

**28.12.3.4** Speed-measuring equipment shall consist of a tachometer or other device for measuring revolutions per minute.

## 28.12.4 Procedure.

**28.12.4.1\*** The ambient air temperature, water temperature, elevation of test site, and atmospheric pressure (corrected to sea level) shall be determined and recorded prior to the pump test.

**28.12.4.2\*** The engine, pump, transmission, and all parts of the fire apparatus shall exhibit no undue heating, loss of power, overspeed, leaks, or other defect during the entire test.

## 28.12.5 Thirty-Minute Pumping Test.

**28.12.5.1** The UHP pump shall be subjected to a 30-minute pumping test consisting of continuous pumping at rated capacity at rated pump discharge pressure.

**28.12.5.2** The 30-minute pumping test shall be permitted to be performed from the apparatus water tank with provisions to maintain tank level during the duration of the test.

**28.12.5.3** The 30-minute pumping test shall be permitted to be performed with water supplied to the pump intake from a separate water supply that provides positive pressure to the pump intake.

**28.12.5.4** If the 30-minute pumping test is performed with water supplied to the pump that provides positive pressure at the pump intake, the net pump pressure shall be equal to the rated pump discharge pressure.

**28.12.5.5** The 30-minute pumping test shall be permitted to be run at a test site that provides a supply of clear water and is close enough to allow the suction strainer to be submerged at least 2 ft (0.6 m) below the surface of the water when connected to the pump by a minimum of 10 ft (3 m) of suction hose.

**28.12.5.6** If the pump is stopped before the test is completed, the entire pump test shall be repeated.

**28.12.5.7\*** The flow discharge pressure, intake pressure, and engine speed shall be recorded at least every 15 minutes but not fewer than three times for each test sequence.

**28.12.5.8** The average net pump pressure shall be calculated and recorded based on the average values for discharge and intake pressure.

## 28.12.6 Water Tank-to-Pump Flow Test.

**28.12.6.1** If the 30-minute pumping test in 28.12.5 is not performed from the apparatus water tank, a water tank-to-pump flow test shall be performed with water supplied from the apparatus water tank to verify the tank to pump flow capability.

**28.12.6.2** The test shall consist of 5 minutes of continuous pumping at rated capacity at rated pump pressure taking water from the apparatus water tank.

**28.12.6.3** The flow, discharge pressure, and engine speed shall be recorded at the beginning and end of the test.

**28.12.7 Pressure Control Test.** At the pump-rated flow and pressure for pumps with two or more discharges, the pump system shall be tested for pressure rise as follows:

- (1) The pump shall be operated at rated capacity and rated discharge gauge pressure.
- (2) If a pressure control system is supplied, it shall maintain the rated discharge gauge pressure within 10 percent, or if it is adjustable, it shall be set in accordance with the manufacturer's instructions to maintain the rated discharge gauge pressure within 10 percent.
- (3) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 7 seconds.
- (4) The rise in discharge pressure shall not exceed 10 percent of the rated discharge pressure and shall be recorded.

**28.12.8 Priming System Test.** If the UHP pumping system is equipped with a priming system, it shall be operated in accordance with the manufacturer's instructions until the pump has been primed and is discharging water.

**28.12.8.1\*** This test shall be run at a test site that provides a supply of clear water and is close enough to allow 10 ft (3 m) of suction hose of the size specified in Table 28.2.3 and equipped with a suction hose strainer to be connected to the pump intake to be submerged at least 2 ft (0.6 m) below the surface of the water, with the water level at least 3 ft (0.91 m) below the center of the pump intake corrected for the following conditions:

- (1) At an altitude of 2000 ft (600 m) above sea level
- (2) At 29.9 in. Hg (101 kPa) atmospheric pressure (corrected to sea level)
- (3) At a water temperature of 60°F (16°C)

**28.12.8.2** The interval from the time the priming system is started until the time the pump is discharging water shall be noted.

**28.12.8.3** The time required to prime the pump shall not exceed 30 seconds.

**28.12.8.4** Only biodegradable products shall be permitted to be discharged onto the ground.

**28.12.9 Vacuum Test.** If the UHP pumping system is equipped with a priming system, a vacuum test shall be performed that consists of subjecting the interior of the pump, with all intake valves open, with all intakes capped or plugged, and with all discharge caps removed, to a vacuum of 17 in. Hg (57.6 kPa) by means of the pump priming system.

**28.12.9.1** At altitudes above 2000 ft (600 m), the vacuum attained shall be permitted to be less than 17 in. Hg (57.6 kPa) by 1 in. Hg (3.4 kPa) for each 1000 ft (300 m) of altitude above 2000 ft (600 m).

**28.12.9.2** The primer shall not be used after the 5-minute test period has begun.

**28.12.9.3** The engine shall not be operated at any speed greater than the governed speed during this test.

**28.12.9.4** The vacuum shall not drop more than 10 in. Hg (34 kPa) in 5 minutes.

**28.12.9.5** The vacuum test shall then be repeated with all intake valves closed and the caps or plugs on all gated intakes removed.

**28.12.10\* Engine Speed Advancement Interlock Test.** If the UHP pump is driven by the chassis engine, the engine speed advancement interlock system shall be tested to verify that engine speed cannot be increased at the pump operator's panel unless there is throttle-ready indication.

**28.12.10.1** If the apparatus is equipped with a stationary UHP pump driven through a split shaft PTO, the test shall verify that the engine speed control at the pump operator's panel cannot be advanced when either of the following conditions exists:

- (1) The chassis transmission is in neutral, the parking brake is off, and the UHP pump shift in the driving compartment is in the road position.
- (2) The chassis transmission has been placed in the position for pumping as indicated on the label provided in the driving compartment, the parking brake is on, and the UHP pump shift in the driving compartment is in the road position.

**28.12.10.2** If the apparatus is equipped with a stationary UHP pump driven through a transmission-mounted PTO, front-of-engine crankshaft PTO, or engine flywheel PTO, the test shall verify that the engine speed control on the pump operator's panel cannot be advanced when either of the following conditions exists:

- (1) The chassis transmission is in neutral, the parking brake is off, and the UHP pump shift status in the driving compartment is disengaged.
- (2) The chassis transmission is in any gear other than neutral, the parking brake is on, and the UHP pump shift in the driving compartment is in the "Pump Engaged" position.

**28.12.10.3** If the apparatus is equipped with a UHP pump driven by the chassis engine designed for both stationary pumping and pump-and-roll, the test shall verify that the engine speed control at the pump operator's panel cannot be advanced when any of the following conditions exists:

- (1) The chassis transmission is in neutral, the parking brake is off, and the UHP pump shift status in the driving compartment is disengaged.
- (2) The chassis transmission is in any gear other than neutral, the parking brake is on, and the UHP pump shift in the driving compartment is in the "Pump Engaged" position.
- (3) The chassis transmission is in any gear other than neutral, the parking brake is off, the UHP pump shift in the driving compartment is in the "Pump Engaged" position, and the "OK to Pump-and-Roll" indicator is on.

**28.12.10.4** If the apparatus is equipped with a stationary UHP pump driven through a transfer case PTO, the test shall verify that the engine speed control on the pump operator's panel cannot be advanced when one of the following conditions exists:

- (1) The chassis transmission is in neutral, the transfer case is in neutral, the parking brake is off, and the UHP pump shift in the driving compartment is in the road position.

- (2) The chassis transmission is in neutral, the transfer case is engaged, the parking brake is off, and the UHP pump shift in the driving compartment is in the road position.
- (3) The chassis transmission has been placed in the position for pumping as indicated on the label provided in the driving compartment, the parking brake is on, and the UHP pump shift in the driving compartment is in the road position.

**28.12.11 Gauge and Flowmeter Test.**

**28.12.11.1** Pump intake and discharge pressure gauges shall be checked for accuracy while pumping at rated capacity at pump rated pressure.

**28.12.11.2** Any gauge that does not meet Grade B ASME B40 requirements as compared to the calibrated test gauge shall be recalibrated, repaired, or replaced.

**28.12.11.3** Each flowmeter shall be checked for accuracy while pumping at rated capacity at pump rated pressure.

**28.12.11.4** Any flowmeter that is off by more than 10 percent shall be recalibrated, repaired, or replaced.

**28.12.12 Manufacturer's Predelivery Test.**

**28.12.12.1 Piping Integrity Test.** The UHP pump and its connected piping system shall be subjected to both a hydrostatic test per 28.12.12.2 and a hydrodynamic test per 28.12.12.3.

**28.12.12.2 Hydrostatic Test.** All system plumbing that will be exposed to rated pump discharge pressure shall be hydrostatically tested to at least 1.4 times the rated pump discharge pressure.

**28.12.12.2.1** The following system components shall not be required to be hydrostatically tested under this section:

- (1) Pump intake plumbing
- (2) Portions of a discharge path that vent to atmosphere
- (3) The pump body and any permanently mounted plumbing supplied by the pump manufacturer

**28.12.12.2.2** If the complete plumbing system is capable of withstanding the hydrostatic test pressure, or if the items listed in 28.12.12.2.1 can be isolated from hydrostatic test pressure through the use of permanently installed valves, the test procedure shall be as follows:

- (1) Establish the system boundaries by shutting all valves to components listed in 28.12.12.2.1. All other valves must be open with the discharge outlet capped, plugged, flanged, or otherwise sealed.
- (2) Fill the system with water and bleed all air from the system.
- (3) Use a hydrostatic test pump to establish a test pressure of at least 1.4 times the rated pump discharge pressure.
- (4) Maintain the hydrostatic test pressure for at least 3 minutes.

**28.12.12.2.3** If the design of the system will not allow the components listed in 28.12.12.2.1 to be isolated from hydrostatic test pressure when installed on the completed apparatus, and such components are not designed to withstand hydrostatic test pressure, the hydrostatic test shall be permitted to be performed on the discharge plumbing prior to installation on the apparatus.

**28.12.12.2.3.1** The plumbing connections that connect to the components listed in 28.12.12.2.1 shall be capped or plugged during the hydrostatic test.

**28.12.12.2.3.2** Once the section is isolated, the test procedure shall be as listed in 28.12.12.2.2(2) through 28.12.12.2.2(4).

**28.12.12.3** As installed on the apparatus, all piping that will be exposed to rated pump discharge pressure shall be hydrodynamically tested.

**28.12.12.3.1** The test procedure shall be as follows:

- (1) Establish the system boundaries by shutting all discharge valves
- (2) Establish a water supply to the UHP pump, either from the tank or from an external source
- (3) Fill the system with water and bleed all air from the system
- (4) Use the UHP pump to establish the maximum pump discharge pressure without disabling relief valves, governors, or automatic shutdown systems
- (5)\* Conduct the hydrodynamic test, which can be conducted with a bypass valve, relief valve, or discharge valve open as necessary to maintain pump temperature during the test
- (6) Maintain the hydrodynamic test pressure for a minimum of 5 minutes
- (7) Verify there is no leakage in any of the plumbing

**28.12.12.3.2** The hydrodynamic test in 28.12.12.3.1 shall be permitted to be performed in conjunction with the 30-minute pumping test in 28.12.5.

**28.12.13 Water Tank Capacity Test.** The water tank shall be tested for usable water capacity by either a totalizing flowmeter method or truck weight method.

**28.12.13.1** The water tank shall be filled until it overflows.

**28.12.13.2** If the unit is equipped with an automatic shutdown due to a low pressure feature, the feature shall be engaged.

**28.12.13.3** If a totalizing flowmeter is used, the meter shall be connected to a discharge and set to zero.

**28.12.13.3.1** If the totalizing flowmeter is connected to a discharge valve, the valve shall be opened and the unit run at between 50 and 100 percent of the pump's rated flow until it automatically shuts down or the pressure drops below 1000 psi (7000 kPa).

**28.12.13.3.2** The total volume that was discharged shall be recorded.

**28.12.13.4** If the truck weight method is used, the truck shall be weighed and the weight recorded.

**28.12.13.4.1** The pump shall be started and brought up to a flow rate of between 25 percent and 35 percent of the pump's rated flow by partly opening a discharge valve.

**28.12.13.4.2** The discharge valve shall be closed when the unit automatically shuts down or the pump pressure drops below 1000 psi (7000 kPa).

**28.12.13.4.3** The truck shall be reweighed.

**28.12.13.4.4** The water tank empty weight shall be subtracted from water tank full weight and the result divided by 8.33 lb/gal to obtain the usable water volume in gallons.

**Annex A Explanatory Material**

*Annex A is not a part of the requirements of this NFPA document but is included for informational purposes only. This annex contains explanatory material, numbered to correspond with the applicable text paragraphs.*

**A.1.1** The term *new* as applied in this standard is intended to refer to the original construction of a fire apparatus using all new materials and parts.

**A.1.3.1** The requirements of this standard apply to fire apparatus that have a GVWR of 10,000 lb (4500 kg) or greater. While the standard was not written specifically to cover vehicles below that size, fire departments should consider using those portions of this standard that address safety issues with smaller emergency vehicles. This would apply particularly to the restraint of equipment in the driving and crew areas and to providing adequate optical warning devices and reflective striping to increase the visibility of the vehicle.

**A.1.4** It is not intended that this standard be applied retroactively to existing apparatus. However, if major renovations are made to an existing piece of apparatus, it is suggested that the apparatus be brought into line with this standard as closely as possible. NFPA 1912 covers the requirements for refurbishing a fire apparatus.

**A.1.6.1** Metric units of measurement in this standard are in accordance with the modernized metric system known as the International System of Units (SI). The liter, a unit that is outside of but recognized by SI, is commonly used in international fire protection. Table A.1.6.1(a) and Table A.1.6.1(b) provide U.S.-to-SI conversion factors and SI-to-U.S. conversion factors as an aid to the user. Table A.1.6.1(c) provides other conversion factors that could be useful to the reader. Table A.1.6.1(d) provides a list of the abbreviations used in this standard and their meanings.

**Table A.1.6.1(a) Conversion Factors: U.S. Units to SI Units**

U.S. Units	SI Units
1 gallon per minute (gpm)	= 3.785 liters per minute (L/min)
1 imperial gallon per minute (igpm)	= 4.546 liters per minute (L/min)
1 pound per square inch (psi)	= 6.895 kilopascals (kPa)
1 inch of mercury (in. Hg) at 60°F (15.6°C)	= 3.377 kilopascals (kPa)
1 inch (in.)	= 25.40 millimeters (mm)
1 foot (ft)	= 0.305 meter (m)
1 cubic foot (ft <sup>3</sup> )	= 0.0283 cubic meter (m <sup>3</sup> )
1 square inch (in. <sup>2</sup> )	= 645.2 square millimeters (mm <sup>2</sup> )
1 mile per hour (mph)	= 1.609 kilometers per hour (km/hr)
1 pound (lb)	= 0.454 kilogram (kg)
1 horsepower (hp)	= 0.746 kilowatt (kW)
1 candlepower (cp)	= 12.566 lumens
1 pound per cubic foot (lb/ft <sup>3</sup> )	= 16 kilograms per cubic meter (kg/m <sup>3</sup> )
1 footcandle (fc)	= 10.764 lux (lx)
1 footlambert	= 3.427 candela/m <sup>2</sup>

**Table A.1.6.1(b) Conversion Factors: SI Units to U.S. Units**

SI Units	U.S. Units
1 liter per minute (L/min)	= 0.264 gallon per minute (gpm)
1 liter per minute (L/min)	= 0.22 imperial gallon per minute (igpm)
1 kilopascal (kPa)	= 0.145 pound per square inch (psi)
1 kilopascal (kPa)	= 0.2962 in. Hg at 60°F (15.6°C)
1 millimeter (mm)	= 0.0394 inch (in.)
1 meter (m)	= 3.281 feet (ft)
1 cubic meter (m <sup>3</sup> )	= 35.31 cubic feet (ft <sup>3</sup> )
1 square millimeter (mm <sup>2</sup> )	= 0.00155 square inch (in. <sup>2</sup> )
1 kilometer per hour (km/hr)	= 0.6214 mile per hour (mph)
1 kilogram (kg)	= 2.2 pounds (lb)
1 kilowatt (kW)	= 1.34 horsepower (hp)
1 lumen	= 0.08 candlepower (cp)
1 kilogram per cubic meter (kg/m <sup>3</sup> )	= 0.062 pound per cubic foot (lb/ft <sup>3</sup> )
1 lux (lx)	= 0.092 footcandle (fc)
1 candela/m <sup>2</sup>	= 0.292 footlambert

**Table A.1.6.1(c) Other Useful Conversion Factors**

1 gallon per minute (gpm)	= 0.833 imperial gallon per minute (igpm)
1 imperial gallon per minute (igpm)	= 1.2 gallons per minute (gpm)
1 foot (ft) of water	= 0.433 pound per square inch (psi)
1 pound per square inch (psi)	= 2.31 feet (ft) of water
1 metric ton (mton)	= 1000 kilograms (kg)
1 kilopascal (kPa)	= 0.01 bar
1 bar	= 100 kilopascals (kPa)

**A.3.2.1 Approved.** The National Fire Protection Association does not approve, inspect, or certify any installations, procedures, equipment, or materials; nor does it approve or evaluate testing laboratories. In determining the acceptability of installations, procedures, equipment, or materials, the authority having jurisdiction may base acceptance on compliance with NFPA or other appropriate standards. In the absence of such standards, said authority may require evidence of proper installation, procedure, or use. The authority having jurisdiction may also refer to the listings or labeling practices of an organization that is concerned with product evaluations and is thus in a position to determine compliance with appropriate standards for the current production of listed items.

**A.3.2.2 Authority Having Jurisdiction (AHJ).** The phrase “authority having jurisdiction,” or its acronym AHJ, is used in NFPA documents in a broad manner, since jurisdictions and approval agencies vary, as do their responsibilities. Where public safety is primary, the authority having jurisdiction may be a federal, state, local, or other regional department or individual such as a fire chief; fire marshal; chief of a fire prevention bureau, labor department, or health department; building

**Table A.1.6.1(d) Abbreviations Used in This Standard**

Abbreviation	Term
A	ampere(s)
ac	alternating current
C	Celsius
cd	candela(s)
dc	direct current
F	Fahrenheit
fc	footcandle(s)
ft	foot (feet)
gpm	gallon(s) per minute
hp	horsepower
in.	inch(es)
in. Hg	inch(es) of mercury
kg	kilogram(s)
km/hr	kilometer(s) per hour
kPa	kilopascal(s)
kW	kilowatts(s)
L	liter(s)
L/min	liter(s) per minute
lx	lux
m	meter(s)
mm	millimeter(s)
mph	mile(s) per hour
NH	National Hose
psi	pound(s) per square inch
rms	root mean square
V	volt(s)

official; electrical inspector; or others having statutory authority. For insurance purposes, an insurance inspection department, rating bureau, or other insurance company representative may be the authority having jurisdiction. In many circumstances, the property owner or his or her designated agent assumes the role of the authority having jurisdiction; at government installations, the commanding officer or departmental official may be the authority having jurisdiction.

**A.3.2.4 Listed.** The means for identifying listed equipment may vary for each organization concerned with product evaluation; some organizations do not recognize equipment as listed unless it is also labeled. The authority having jurisdiction should utilize the system employed by the listing organization to identify a listed product.

**A.3.3.10 Air Tank.** Air tanks might be designated as cylinders, receivers, or vessels.

**A.3.3.41 Compound Gauge.** On most gauges, zero equals atmospheric pressure. Gauges typically measure pressure above atmospheric pressure in pounds per square inch (psi) [kilopascals (kPa)] and below atmospheric pressure in inches of mercury (in. Hg) [kilopascals (kPa)].

**A.3.3.42 Compressed Air Foam System (CAFS).** A CAFS consists of a compressed air source, pressurized source of foam solution, and discharge hardware.

**A.3.3.46 Contractor.** The contractor might not necessarily manufacture the fire apparatus or any portion of the fire apparatus but is responsible for the completion, delivery, and acceptance of the entire unit.

**A.3.3.57 Eductor.** The pressure at the throat of a venturi is below atmospheric pressure, allowing foam concentrate or other fire-fighting agent at atmospheric pressure in storage to flow into the water stream.

**A.3.3.58 Electric Siren (Electromechanical).** Only one type of warning sound can be produced by electric sirens, but the level or pitch can be varied by the speed of the motor.

**A.3.3.60 Electronic Siren.** Varied types of warning sounds can be produced by electronic sirens, such as a wail, yelp, or simulated air horn.

**A.3.3.81 GAWR (Gross Axle Weight Rating).** It is a requirement of the National Highway Traffic Safety Administration (NHTSA) that the GAWR be posted in the vehicle on a permanently affixed label. The axle system includes, but is not limited to, the axle, tires, suspension, wheels, frame, brakes, and applied engine torque.

**A.3.3.82 GCWR (Gross Combination Weight Rating).** A combination vehicle is the combination of a towing vehicle and one or more towed units (trailers). When a trailer is detachable, the GCWR limits the maximum loaded weight for any replacement trailer. The in-service weight or gross combination weight, including any connected trailer, should always be equal to or less than the GCWR.

**A.3.3.84 Grade.** A 45-degree slope is equal to a 100-percent grade.

**A.3.3.86 Ground-Fault Circuit Interrupter (GFCI).** Class A ground-fault circuit interrupters trip when the current to ground is 6 mA or higher and do not trip when the current to ground is less than 4 mA. For further information, see UL 943, *Standard for Ground-Fault Circuit Interrupters*. [70:100]

**A.3.3.88 GVWR (Gross Vehicle Weight Rating).** It is a requirement of the National Highway Traffic Safety Administration (NHTSA) that the GVWR of a vehicle be posted in the vehicle on a permanently affixed label. The GVWR can be equal to or less than the sum of the front GAWR and the rear GAWR. The in-service weight or gross vehicle weight should always be equal to or less than the GVWR.

**A.3.3.111 Maximum Pump Close-Off Pressure.** Multistage series/parallel pumps are measured with the pump in the pressure (series) setting.

**A.3.3.120 Net Pump Pressure.** When operating from a hydrant, the net pump pressure typically is less than the discharge pressure. For example, if the discharge pressure gauge reads 150 psi (1034 kPa) and the intake (suction) gauge reads 20 psi (138 kPa), the net pump pressure equals 130 psi (896 kPa). When operating from draft, the net pump pressure will be above the discharge pressure. For example, if the discharge pressure gauge reads 145 psi (1000 kPa) and the intake (suction) gauge reads 10 in. Hg (34 kPa) vacuum, the net pump pressure will be 150 psi (1034 kPa) (1 in. Hg = 0.5 psi = 3.4 kPa).

**A.3.3.122 Neutral Point.** At the neutral point of the system, the vectorial sum of the nominal voltages from all other phases within the system that utilize the neutral, with respect to the neutral point, is zero potential.

**A.3.3.128 Optical Source.** An optical source can consist of a single optical element or a fixed array of any number of optical elements whose geometric positioning relative to each other is

fixed by the manufacturer of the optical source and is not intended to be modified. A light bar is a typical example of an optical source that consists of multiple optical elements.

**A.3.3.135 Portable Generator.** The device has an integral distribution panel with overcurrent protection and receptacle outlets.

**A.3.3.139 Preconnected Hose Line.** A preconnected hose line is commonly called a bucket line, cross lay, speed lay, or matty-dale.

**A.3.3.151 Quint.** The primary purpose of this type of apparatus is to combat structural and associated fires and to support fire-fighting and rescue operations by positioning personnel-handling materials, providing continuous egress, or discharging water at positions elevated from the ground.

**A.3.3.164 Special Services Fire Apparatus.** These services could be rescue, command, hazardous material containment, air supply, electrical generation and floodlighting, or transportation of support equipment and personnel.

**A.3.3.181 Turning Clearance Radius.** An aerial fire apparatus might have a larger overall clearance diameter if measured at the forwardmost point of the aerial device.

**A.3.3.182 Turntable.** Some turntables contain an operator's control station.

**A.3.3.184 Type 4 Rating.** Equipment rated NEMA Type 4 will be undamaged by the formation of ice on the equipment.

**A.4.3.1** Just specifying that an apparatus to be purchased must be compliant with NFPA 1901 is not enough information to purchase a specific vehicle. There are many items described in NFPA 1901 that must be specified by the purchaser. For example, does the purchaser want a pumper, an aerial ladder, a rescue, and so on. NFPA 1901 is a minimum standard and most purchasers want to include additional features.

Annex B contains detailed descriptions of considerations to include in the decision-making process for purchasing an apparatus. Figure B.2.12 can be used as a guide for collecting information. Many items in the figure are marked with an asterisk (\*). These items should be specified for every apparatus. Those items without an asterisk should be specified if desired.

**A.4.7.4** If the third-party certification of the pump test results uses verifiable automated data collection and image recording equipment, then the third-party organization should refuse to certify any test results for a system if all components of that system requiring testing do not pass the testing required by this standard. The process for acquiring test data should include the following:

- (1) The equipment for securing verifiable automated data collection and image recording should be designed to monitor, collect, and transmit test data from the test site to a microprocessor and compatible software.
- (2) Electronic components should record all pump test data.
- (3) Hardware, software, and data output should be configured into a tamper-free design and operation.
- (4) Date and time displays should be provided and recorded as part of the electronic data acquisition.
- (5) Cameras and data recorders should record all sequences of pump testing and video snapshot clips can be provided for specific test points.

- (6) The equipment should have provisions for manual entry to record information specific to the purchaser, chassis, OEM manufacturer, vertical suction lift distance, no-load governed speed, altitude, barometric pressure, and other required test documentation.
- (7) Data acquisition should record the following at intervals required by the appropriate sections of this standard:
  - (a) Master pump pressure
  - (b) Master vacuum (in. of Hg)
  - (c) Fire pump drive engine RPM — tachometer
  - (d) Pitot pressure and/or flowmeter display(s)
  - (e) Date and time (i.e., day, hour, minute, second)
  - (f) Flow measurement
  - (g) Water temperature of test pit and ambient temperature
  - (h) Coolant temperature from the fire pump drive engine radiator
  - (i) Oil pressure monitoring from the fire pump drive engine
  - (j) Low-voltage monitoring during entire test sequence in addition to alarm to operator
  - (k) If applicable, line voltage monitoring and recording (i.e., frequency, voltage, amps, and ambient temperature in the generator area)
- (8) Following the OEM apparatus test, the test data and video/photo segments should be transmitted to a third-party accredited organization in compliance with the requirements of this standard as it pertains to review and certification of test results.

**A.4.7.6** Refer to typical forms, data sheets, and test protocols for pump and aerial testing in Section C.3 of NFPA 1911. Additional forms for testing foam, CAFS, air systems, and low and line voltage are provided if the authority having jurisdiction requires third-party testing of these systems.

**A.4.8.4** Refer to typical forms, data sheets, and test protocols for pump and aerial testing in Section C.3 of NFPA 1911. Additional forms for testing foam, CAFS, air systems, and low and line voltage are provided if the authority having jurisdiction requires third-party testing of these systems.

**A.4.9.1** The engine compartment and the underside of the vehicle are not considered areas of normal nonmaintenance operation.

**A.4.9.4** Uniformity of safety signage is a desirable objective. Examples of common safety sign solutions are depicted in FAMA TC010, *Standard Product Safety Sign Catalog for Automotive Fire Apparatus*, and should be considered where deemed applicable by the manufacturer.

**A.4.9.4.3** Font size, scaling, and aspect ratio can be adjusted if required to fit the physical restrictions of the apparatus.

**A.4.10.1** Drain controls for the fire pump and associated plumbing, when located below the truck body, are not required to be illuminated.

**A.4.10.2** All required signs, instruction plates, and labels should be highly visible and placed on the vehicle where they are not subject to damage from wear and tear.

**A.4.12.1** The attachment of electric, air, hydraulic, and other control lines and hoses should be with removable mechanically attached fastening devices. The attachment of such equipment with adhesive or glue-on clamps or clips has been found to be

inadequate for long-term performance on fire apparatus. The use of plastic ties to bundle wire harnesses and hose is permissible, but ties should not be used to attach such items to a cab, body, frame, or other major structure.

**A.4.13.1** Several features and factors affect vehicle safety in a rollover.

*Custom Fire Apparatus Cab.* The nature of the custom fire apparatus cab makes it much stronger in rollover than typical conventional commercial chassis cabs. There is much anecdotal evidence to indicate that the crashworthiness of a typical custom fire apparatus cab is significantly greater than a typical commercial cab, and most custom chassis manufacturers can provide test data on cab integrity.

*Lateral Acceleration Alert Device.* There are both mechanical and electronic devices available that will measure the lateral acceleration of a vehicle. Although these devices will not prevent rollover, they can be used effectively as a driver training tool to indicate when the vehicle is approaching the roll threshold and as a reminder to the driver that excessive lateral acceleration can lead to a rollover event.

*Side Roll Protection.* Many custom fire apparatus manufacturers offer side air bags or curtains that inflate during a roll event and that are usually combined with seat belt pretensioning devices and suspension seat pull-down devices. This option can reduce injury during a rollover as long as the occupants are seated and belted.

*Roll Stability Control.* This technology electronically senses the lateral acceleration of the vehicle and takes action by depowering the engine and applying the brakes if the vehicle approaches a roll threshold. The effectiveness of this product is limited to events on relatively flat pavement, since it cannot do much to help the situation once a vehicle is off the road and leaning into a ditch.

*Electronic Stability Control (ESC).* ESC uses a steering wheel position sensor, a vehicle yaw sensor, a lateral accelerometer, and individual wheel brake controls in conjunction with the antilock brake system (ABS). The system tracks the direction that the driver intends to steer and uses brake application at individual wheels to help straighten out the vehicle.

*Driver Skill and Experience.* While the design and features of the vehicle are important to safe driving, the most important aspect of crash prevention is the skill and experience of the operator. The operator's attitude, training, experience, qualifications, and the application of those qualities are the most important elements in crash prevention. The operator must ensure that the physical limits of the vehicle are not exceeded. Driver skill is developed only through training and practice.

**A.4.13.1.1(1)** When a vehicle is on a tilt table, the point of instability is when the vehicle is "balanced" on the verge of rollover, and very little constraining force, if any, is required to restrain the vehicle. This can occur with the front wheels still in contact with the surface of the tilt table or with other wheels in contact with the surface of the tilt table.

**A.4.13.2.1** The distribution of the weight between the front wheels and the rear wheels should be a major consideration, because improper design will seriously affect the handling characteristics of the fire apparatus. Too little weight on the front wheels can cause a front-end skid and, on bumpy roads, can cause the front of the fire apparatus to veer from side to

side. At the very least, it would be difficult to keep the fire apparatus under control. Too much weight on the front wheels reduces the traction of the rear wheels and can result in a rear-end skid or difficulty in traveling over unpaved roads or in mud.

**A.4.13.3.1** It is critical that the purchaser provide the manufacturer the equipment inventory and mounting locations for equipment on the apparatus. This information should include existing equipment and estimated future equipment to be carried. The projections of total equipment payload and mounting locations are essential for proper engineering of a new fire apparatus. It is the responsibility of the purchaser to properly load the fire apparatus and place equipment to comply with the GVWR, the front-to-rear weight distribution, and the right-to-left load balance requirements of this standard.

**A.4.13.3.3** The projections of total equipment payload and mounting locations are essential for proper engineering of a new fire apparatus. The purchaser of the fire apparatus should maintain the side-to-side loading requirement in 4.13.3.3 as equipment is loaded or installed on the apparatus.

The percentage difference in side-to-side tire load should be calculated as shown in the following formula:

[A.4.13.3.3]

$$\frac{(\text{Heavier weight} - \text{Lighter weight})}{\text{Total weight}} \times 100 = \text{Percent difference}$$

**A.4.13.4** A frequent killer of fire fighters is apparatus rollover. Proper tire inflation improves the handling characteristics and minimizes rollover.

**A.4.14.1** The power generated by internal combustion engines can decrease with an increase in altitude. The loss varies with the type of engine, the fuel it uses, and the amount of air inlet supercharging. If the apparatus is going to be regularly used at elevations above 2000 ft (600 m), the manufacturer needs to know the operating elevation to provide an engine that will deliver proper performance. (See Section 4.3.)

**A.4.14.2** Although the purchaser needs to specify grades in excess of 6 percent (see Section 4.3), the fire department should evaluate where the apparatus will be expected to operate in a stationary position on such grades. The occasional exposure to excessive grades while moving over roadways is different from prolonged stationary operations. Apparatus might require special lubrication systems for engines and other modifications to ensure the apparatus will not be damaged by operation on the increased grades.

**A.4.14.3** The temperature conditions, either hot or cold, where the fire apparatus will be used or stored should be considered in the design of the vehicle. If the fire apparatus will be used in conditions that exceed 110°F (43°C), additional cooling of the engine, pump, and other components might be necessary. Likewise, if the apparatus is to be used or stored in subfreezing conditions, special system drains, engine heaters, pressure gauge protectors, or other components might be needed to prevent damage or to allow continued use.

**A.4.15.1(2)** Although this standard recognizes the need for the fire apparatus to be able to accelerate to a high speed while

traveling on public roads, caution should be taken with regard to how fast the fire apparatus can travel.

Where fire apparatus has to operate off paved roads, all-wheel drive, a two-speed rear axle, an auxiliary transmission, an automatic transmission, or any combination of these might enhance the fire apparatus's off-road capability.

**A.4.15.1(3)** The purchaser should specify the performance required on grades in excess of 6 percent. The occasional exposure to excessive grades is different from an everyday occurrence. A combination of steep grades and narrow, winding roads might require consultation with manufacturers prior to finalizing the apparatus specifications and then the designation of special road tests. If the apparatus will be subjected to a class of service not normally encountered, a manufacturer cannot be expected to anticipate the need without sufficient specification details.

**A.4.15.2** Special fire service tire ratings could apply that are different from the sidewall rating on the tire. The purchaser might want to consider requesting the tire manufacturer's rating documentation. Fire service ratings are based on the assumption that the truck will never drive at this speed for more than 50 mi (80 km) (1 hour for some manufacturers) without stopping to cool the tires. If longer responses or trips are anticipated, the fire service ratings should not be used.

**A.4.16.1** Purchasers might want to specify that all routine lubricant and fluid level checks be performed from ground level to reduce the risks of injury from falling from apparatus.

**A.4.17.5** The variations in the brake performance testing requirements reflect the differences between 49 CFR 571.105, "Hydraulic and Electric Brake Systems," and 49 CFR 571.121, "Air Brake Systems."

**A.4.18.1** Where the point of delivery is over 2000 ft (600 m) of elevation and a fire pump is provided, the pumping engine overload test described in 16.13.3 should be performed to ensure that the engine can develop adequate power at point of delivery. This test should be performed with the pump supplied from draft per Table 16.13.2.2.1.1, with the net pressure maintained at 165 psi (1100 kPa).

**A.4.19** It is important for the purchaser and the contractor to agree on the format in which the documentation is to be delivered. It is also important that the purchaser consider the long-term ramifications of changing media technology if electronic format is used for delivery of the documentation. Software and hardware will need to be maintained over the years to utilize electronic documentation.

**A.4.20.2.3(6)(g)** The equivalent circuit logic could be described in several ways. It might be shown as an equivalent schematic, a word-based description, or a table. In any case, it should define the relationship between input status and output status.

**A.4.20.2.4** Suppliers of components and equipment installed or supplied by the contractor often supply operations and maintenance documents with those components or equipment. This standard requires that the contractor deliver these documents to the purchaser. The purchaser should specify if multiple copies of these documents are required.

**A.4.21** Specifications, standards, and vehicles have become more complex over time. Complexity, experience level, and lack of familiarity can make it difficult to know for certain if an

apparatus, all its components, and the manufacturer of the component comply with all applicable NFPA standards. The fire department and/or purchasing agency might want to consider requiring the apparatus manufacturer to provide, from an independent third-party certification organization, a certification that the apparatus fully complies with all requirements of this standard or, alternatively, a statement of exceptions specifically describing each aspect of the completed apparatus that is not fully compliant with the requirements of this standard at the time of delivery.

**A.5.5** Fire departments should carefully evaluate their water supply needs and the available water delivery systems when considering water tank size. The minimum tank size of 300 gal (1100 L) might not meet the needs of the department. Fire departments servicing areas with wide hydrant spacing or areas with no hydrants should strongly consider increasing the water tank size. The department should choose a water tank size that will best support efficient and effective fireground operations.

**A.5.6** Additional compartmentation might be required to accommodate the size, shape, and weight of special equipment. Any special equipment to be carried on the apparatus should be identified in the specifications so the apparatus manufacturer can ensure the equipment will be properly accommodated within the design of the apparatus.

**A.5.7** Hose storage areas are not required to be contiguous. The purchaser should consider arrangements for hose storage that will best support operational procedures. The purchaser should also consider specifying some type of cover for the hose compartment(s). Hinged or removable covers might be advantageous.

**A.5.8** The recommended minimum equipment listed in this standard (nozzles, hose, ladders, etc.) might not maximize a community's grading by the insurance rating authority. Individual fire departments should check with the insurance rating authority for their state or jurisdiction for information on what tools and equipment should be carried to maximize their community's grading.

**A.5.8.1.2** Where there are no ladder trucks in service, pumpers should normally be equipped with a 35 ft (10.7 m) extension ladder. It might be advantageous to standardize on the 35 ft (10.7 m) extension ladder, regardless of available ladder truck service. The purchaser should consider specifying an extension ladder length that will allow the ladder tip to extend a minimum of 2 ft (0.6 m) above or into a hazard area to be an accessible and visible emergency egress.

**A.5.8.2.3** The size of the suction hose specified in Table 16.2.4.1(a) relates to pump certification only. Other sizes of suction hose, compatible with local operations, could be used and should be specified if they are desired.

**A.5.9** See A.5.8.

**A.5.9.3** Many departments now find it useful to use large diameter supply hose [4 in. (100 mm) or 5 in. (125 mm)] to effectively move water from its source to the fire scene. Fire departments serving areas with wide hydrant spacing or areas with no hydrants often find it desirable to carry additional hose.

It is recommended that the department carry at least 200 ft (60 m) of 2½ in. (65 mm) hose for handline operation. If the operations of the department are geared to using multiple



large handlines from single apparatus, the department should consider carrying more 2½ in. (65 mm) hose and additional nozzles. Likewise, the amount and size of hose used to supply large stream devices should be considered in planning the amount and size of hose to be carried.

The department should evaluate its needs and choose the size and amount of hose that will best support its operation and then discuss those hose storage needs with the contractor to ensure the fire apparatus hose storage space will be properly laid out and of sufficient size to accommodate the department's needs.

**A.5.9.4** The requirements of service in different communities might necessitate additions to the equipment required. The operational objective is to arrive at the scene of the emergency with the necessary equipment for immediate life safety operations and emergency control.

The mandatory miscellaneous equipment required to be carried on the pumper fire apparatus weighs approximately 600 lb (270 kg). This leaves a capacity of approximately 1400 lb (640 kg), to 1900 lb (865 kg), depending on the volume of cabinetry, for storage of optional equipment. The purchaser should advise the contractor if equipment in excess of the allowance in Table 12.1.2 is to be carried so that the contractor can provide a chassis of sufficient size. (See Sections 4.3 and 12.1.)

The following additional equipment is recommended to be carried on pumper fire apparatus. The equipment list provided does not detail each item sufficiently for purchasing purpose. The purchaser should clarify the detailed specifications for these items.

- (1) One fire service claw tool
- (2) One smoke ejector, 5000 ft<sup>3</sup>/min (140 m<sup>3</sup>/min) minimum capacity, and, if the ejector is electrically driven, a suitable adapter cord to fit standard house "U" ground outlets and extension cords and outlets on line voltage power sources used in fire departments
- (3) One crowbar [36 in. (1 m) minimum] with brackets
- (4) One pair of insulated bolt cutters with 7/16 in. (11 mm) minimum cut
- (5) One Halligan-type tool with brackets
- (6) One 2½ in. (65 mm) hydrant valve (screw-type gate)
- (7) One double-gated reducing leader wye, sized to fit hose used in department
- (8) Two shovels (one pointed and one scoop)
- (9) Four hose straps
- (10) One 125 ft (38 m) length of utility rope having a breaking strength of at least 5000 lb (2200 kg)
- (11) One 3000 W (minimum) portable generator if the apparatus does not have a fixed line voltage power source
- (12) Two 500 W portable lights
- (13) Two cord reels or other means to store and deploy 400 ft (120 m) of electric cord sized for the expected electric loads (see Table A.22.12.5) with connectors that are compatible with those on the lights, generator, and smoke ejector
- (14) One portable pump
- (15) Toolbox with hammers, wrenches, screwdrivers, and other assorted tools
- (16) Master stream appliance, 1000 gpm (4000 L/min) minimum
- (17) Foam delivery equipment compatible with onboard foam system

- (18) One hose clamp
- (19) Hose adapters for water supply connections in neighboring communities

Departments should consider the addition of a sodium chloride fire extinguisher for use on combustible metal fires. Combustible metals, such as magnesium, can react violently with water and pose a hazard to personnel.

**A.6.6** Additional compartmentation might be required to accommodate the size, shape, and weight of special equipment. Any special equipment to be carried on the apparatus should be identified in the specifications, so the apparatus manufacturer can ensure the equipment will be properly accommodated within the design of the apparatus.

**A.6.7** It should be recognized that apparatus of 500 gpm (2000 L/min) rated pump capacity or more normally require more than 300 ft (90 m) of 2½ in. (65 mm) hose to utilize their pumping capacity and their 2½ in. (65 mm) or larger discharge connections. For example, the 300 ft (90 m) load provides only 150 ft (45 m) lines from the two outlets of a 500 gpm (2000 L/min) apparatus. Experience has shown that, with large capacity pumps, 600 ft to 1000 ft (180 m to 300 m) of hose might be desirable to utilize the available pumping capacity. Additional hose capacity might also be desirable for pumps rated at less than 500 gpm (2000 L/min).

Hose storage areas are not required to be contiguous. The purchaser should consider arrangements for hose storage that will best support operational procedures. The purchaser should also consider specifying some type of cover for the hose compartment(s). Hinged or removable covers might be advantageous.

**A.6.8** The recommended minimum equipment listed in this standard (nozzles, hose, ladders, etc.) might not maximize a community's grading by the insurance rating authority. Individual fire departments should check with the insurance rating authority for their state or jurisdiction for information on what tools and equipment should be carried to maximize their community's grading.

**A.6.8.2.3** The size of the suction hose specified in Table 16.2.4.1(a) relates to pump certification only. Other sizes of suction hose, compatible with local operations, could be used and should be specified if they are desired.

**A.6.9** See A.6.8.

**A.6.9.4** The requirements of service in different communities might necessitate additions to the equipment required. The operational objective is to arrive at the scene of the emergency with the necessary equipment for immediate life safety operations and emergency control.

The mandatory miscellaneous equipment required to be carried on the initial attack fire apparatus weighs approximately 350 lb (160 kg). This leaves a capacity of approximately 550 lb (250 kg) for storage of optional equipment while staying within the allowance of 900 lb (410 kg) for the smallest GVWR chassis. The purchaser should advise the contractor if equipment in excess of the allowance in Table 12.1.2 is to be carried so that the contractor can provide a chassis of sufficient size. (See Sections 4.3 and 12.1.)

The following additional equipment is recommended to be carried on initial attack fire apparatus. The equipment list provided does not detail each item sufficiently for purchasing

purpose. The purchaser should clarify the detailed specifications for these items.

- (1) One 6 lb (2.7 kg) flathead axe
- (2) One fire service claw tool
- (3) One 8 ft (2.4 m) or longer pike pole
- (4) One 10 ft (3 m) folding ladder that meets the requirements of NFPA 1931 and mounting brackets
- (5) One crowbar [36 in. (1 m) minimum] with brackets
- (6) One pair insulated bolt cutters with  $\frac{7}{16}$  in. (11 mm) minimum cut
- (7) One Halligan-type tool with brackets
- (8) One 2½ in. (65 mm) hydrant valve (screw-type gate)
- (9) Two shovels (one pointed and one scoop)
- (10) Two hose straps
- (11) One 125 ft (38 m) length of utility rope having a breaking strength of at least 5000 lb (2200 kg)
- (12) One 1500 W (minimum) portable generator if the apparatus does not have a fixed line voltage power source
- (13) Two 500 W portable lights
- (14) One cord reel or other means to store and deploy 100 ft (30 m) of electric cord sized for the expected electric loads (see Table A.22.12.5) with connectors that are compatible with those on the lights and generator
- (15) Toolbox with hammers, wrenches, screwdrivers, and other assorted tools
- (16) Foam delivery equipment compatible with onboard foam system
- (17) One hose clamp
- (18) Hose adapters for water supply connections in neighboring communities

**A.7.6** Additional compartmentation might be required to accommodate the size, shape, and weight of special equipment. Any special equipment to be carried on the apparatus should be identified in the specifications so that the apparatus manufacturer can ensure the equipment will be properly accommodated within the design of the apparatus.

**A.7.7** The purchaser might want to specify the location and the arrangement of the hose storage area to allow carrying the hose preconnected to the tank inlet.

The purchaser should consider specifying some type of cover for the hose compartment. Hinged or removable covers might be desirable.

**A.7.8** The recommended minimum equipment listed in this standard (nozzles, hose, ladders, etc.) might not maximize a community's grading by the insurance rating authority. Individual fire departments should check with the insurance rating authority for their state or jurisdiction for information on what tools and equipment should be carried to maximize their community's grading.

**A.7.8.2.3** The size of the suction hose specified in Table 16.2.4.1(a) relates to pump certification only. Other sizes of suction hose, compatible with local operations, could be used and should be specified if they are desired.

**A.7.9** See A.7.8.

**A.7.9.3.2** The purpose of a mobile water supply apparatus does not include attack fire fighting. However, if a pump is provided, the provision of handlines will allow limited fire-fighting capability, particularly in protecting the apparatus if that becomes necessary.

**A.7.9.4** The requirements of service in different communities might necessitate additions to the equipment required. The operational objective is to arrive at the scene of the emergency with the necessary equipment for immediate life safety operations and emergency control.

The mandatory miscellaneous equipment required to be carried on the mobile water supply fire apparatus weighs approximately 700 lb (320 kg). This leaves a capacity of approximately 300 lb (135 kg) for storage of optional equipment while staying within the allowance of 1000 lb (455 kg). The purchaser should advise the contractor if equipment in excess of 1000 lb (455 kg) is to be carried so that the contractor can provide a chassis of sufficient size. (See Sections 4.3 and 12.1.)

The following additional equipment is recommended to be carried on mobile water supply apparatus. The equipment list provided does not detail each item sufficiently for purchasing purpose. The purchaser should clarify the detailed specifications for these items.

- (1) One fire service claw tool
- (2) One crowbar [36 in. (1 m) minimum] with brackets
- (3) One pair of insulated bolt cutters with  $\frac{7}{16}$  in. (11 mm) minimum cut
- (4) One Halligan-type tool with brackets
- (5) One 2½ in. (65 mm) hydrant valve (screw-type gate)
- (6) Two shovels (pointed with long handle)
- (7) Four hose straps
- (8) One 125 ft (38 m) length of utility rope having a breaking strength of at least 5000 lb (2200 kg)
- (9) One portable pump
- (10) One low-level strainer for use with portable tanks
- (11) Toolbox with hammers, wrenches, screwdrivers, and other assorted tools
- (12) One water transfer device to be used between portable tanks
- (13) One 1500 gal (6000 L) (minimum) collapsible, portable tank
- (14) Hose adapters for water supply connections in neighboring communities

**A.8.2** The purchaser should consider the department's need for suction or supply hose if a fire pump is installed and should specify the appropriate hose to meet this need.

**A.8.6** Additional compartmentation might be required to accommodate the size, shape, and weight of special equipment. Any special equipment to be carried on the apparatus should be identified in the specifications so that the apparatus manufacturer can properly accommodate the equipment within the design of the apparatus.

**A.8.7.1** If the aerial fire apparatus is to carry hose, the purchaser needs to specify the amount and size of hose to be carried and any special requirements for the location in which it is to be carried.

**A.8.8** The recommended minimum equipment listed in this standard (nozzles, hose, ladders, etc.) might not maximize a community's grading by the insurance rating authority. Individual fire departments should check with the insurance rating authority for their state or jurisdiction for information on what tools and equipment should be carried to maximize their community's grading.

**A.8.8.1.2** The fire department should study its needs for ground ladders, evaluating which ladders will be arriving at a

fire scene with pumpers as well as aerial fire apparatus. Many communities have multiple three- and four-story buildings around which a power-operated aerial device cannot be positioned and that require longer or additional extension ladders to support fire-fighting operations. However, it should be recognized that as requirements for additional ground ladders are added, space for other equipment can become limited.

**A.8.8.1.3** The following list can be used as a ground ladder complement:

- (1) One folding ladder a minimum of 10 ft (3 m) in length
- (2) Two roof ladders (with folding roof hooks) a minimum of 16 ft (4.9 m) in length
- (3) One combination ladder a minimum of 14 ft (4.3 m) in length
- (4) One extension ladder a minimum of 24 ft (7.3 m) in length
- (5) One extension ladder a minimum of 35 ft (10.7 m) in length

**A.8.9** See A.8.8.

**A.8.9.3** Axes and long-handled ventilation, salvage, and overhaul poles are now available with wood, fiberglass, or plastic handles. The fire department should specify the handle material desired.

The requirements of service in different communities might necessitate additions to the equipment required. The operational objective is to arrive at the scene of the emergency with the necessary equipment for immediate life safety operations and emergency control.

The mandatory miscellaneous equipment required to be carried on the aerial fire apparatus weighs approximately 1000 lb (455 kg). This leaves a capacity of approximately 1500 lb (680 kg) for storage of optional equipment while staying within the allowance of 2500 lb (1135 kg). The purchaser should advise the contractor if equipment in excess of 2500 lb (1135 kg) is to be carried so that the contractor can provide a chassis of sufficient size. (See Sections 4.3 and 12.1.)

The following additional equipment is recommended to be carried on aerial fire apparatus. The equipment list provided does not detail each item sufficiently for purchasing purpose. The purchaser should clarify the detailed specifications for these items.

- (1) Three portable floodlights (500 W)
- (2) Two shovels (round point)
- (3) Two cord reels or other means to store and deploy 400 ft (120 m) of electric cord sized for the expected electric loads (see Table A.22.12.5) with connectors that are compatible with those on the lights, generator, and smoke ejector
- (4) Three 2-wire to 3-wire adapters
- (5) One smoke ejector, 5000 ft<sup>3</sup>/min (140 m<sup>3</sup>/min) minimum capacity, and, if ejector is electrically driven, suitable adapter cord to fit standard house “U” ground outlets and extension cords and outlets on line voltage power sources used in fire departments
- (6) Two 10 ton (9000 kg) hydraulic jacks
- (7) Two 20 ton (18,000 kg) hydraulic jacks
- (8) One pair of insulated wire cutters capable of cutting 6 AWG wire
- (9) Four additional salvage covers, at least 12 ft × 18 ft (3.6 m × 5.5 m)

- (10) Two floor runners, at least 3 ft × 18 ft (1 m × 5.5 m)
- (11) Four mops
- (12) Four brooms
- (13) Four squeegees with handles
- (14) Two mop wringers with buckets
- (15) One roll 15 lb (6.8 kg) tar paper or plastic sheeting at least 8 mil thick
- (16) Twelve standard sprinkler heads (assorted temperatures and types)
- (17) Two claw hammers, each with assorted nails
- (18) One heavy-duty stapler
- (19) Six sprinkler stops or wedges
- (20) One set of sprinkler head wrenches for the type of heads carried
- (21) Two pairs of safety goggles
- (22) One power saw (chain or heavy-duty rotary type)
- (23) Four assorted handsaws
- (24) One portable thermal cutting unit designed for cutting metal
- (25) One rescue-type tool with extension rams and assorted lengths of chain
- (26) One set of air bags
- (27) One power-operated deodorizer unit
- (28) One water pickup vacuum
- (29) Assorted rolls of tape (duct tape, electrical tape, cellophane tape, etc.)
- (30) One pneumatic rescue cushion
- (31) One stokes basket
- (32) One gas shutoff wrench
- (33) One submersible-type pump
- (34) Two pairs of lineman's gloves with leather glove protectors
- (35) Four bale/mattress hooks
- (36) Two four-tine forks
- (37) Two blankets
- (38) One block and tackle
- (39) One line gun with ammunition
- (40) One water shutoff wrench
- (41) One 3000 W (minimum) portable generator if the apparatus does not have a fixed line voltage power source

**A.8.9.5** If the purchaser wants extra length on the hose, a two- or three-inlet siamese, or a shutoff at the base of the ladder, these should be specified. The purchaser might also wish to specify a 500 gpm (2000 L/min) minimum spray nozzle.

The size of hose used to supply the ladder pipe will have been considered by the aerial ladder manufacturer in the design of the ladder. Use of larger size hose could overload the ladder with excessive weight and should be avoided until the aerial ladder manufacturer is consulted.

The hose should be fastened in a straight line up the middle of the aerial ladder. Hose straps not only secure the hose in place but take the strain off couplings and fittings that might otherwise fail and cause injury.

Where the purchaser wants pulleys and rope for vertical control of the stream from the turntable, the purchaser should specify these.

**A.9.6** Additional compartmentation might be required to accommodate the size, shape, and weight of special equipment. Any special equipment to be carried on the apparatus should be identified in the specifications so that the apparatus manufacturer can ensure the equipment will be properly accommodated within the design of the apparatus.

**A.9.7** Many departments now find it useful to use large diameter supply hose [4 in. or 5 in. (100 mm or 125 mm)] to effectively move water from its source to the fire scene. Fire departments serving areas with wide hydrant spacing or areas with no hydrants often find it advantageous to carry additional hose. The hose storage area provided for in this standard is a minimum to accommodate the smallest size of the amount of hose required to be carried. The department should evaluate its needs and choose the size and amount of hose that will best support its operation and then discuss those hose storage needs with the contractor to ensure the fire apparatus hose storage space will be properly laid out and of sufficient size to accommodate the department's needs.

Hose storage areas are not required to be contiguous. The purchaser should consider arrangements for hose storage that will best support operational procedures. The purchaser should also consider specifying some type of cover for the hose compartment(s). Hinged or removable covers might be desirable.

**A.9.8** The recommended minimum equipment listed in this standard (nozzles, hose, ladders, etc.) might not maximize a community's grading by the insurance rating authority. Individual fire departments should check with the insurance rating authority for their state or jurisdiction for information on what tools and equipment should be carried to maximize their community's grading.

**A.9.8.2.3** The size of the suction hose specified in Table 16.2.4.1(a) relates to pump certification only. Other sizes of suction hose, compatible with local operations, could be used and should be specified if they are desired.

**A.9.9** See A.9.8.

**A.9.9.3** It is recommended that the department carry at least 200 ft (60 m) of 2½ in. (65 mm) hose for handline operation. If the operations of the department are geared to using multiple large handlines from single apparatus, the department should consider carrying more 2½ in. (65 mm) hose and additional nozzles. Likewise, the amount and size of hose used to supply large stream devices should be considered in planning the amount and size of hose to be carried.

**A.9.9.4** The requirements of service in different communities might necessitate additions to the equipment required. The operational objective is to arrive at the scene of the emergency with the necessary equipment for immediate life safety operations and emergency control.

The mandatory miscellaneous equipment required to be carried on the quint fire apparatus weighs approximately 700 lb (318 kg). This leaves a capacity of approximately 1800 lb (817 kg) for storage of optional equipment while staying within the allowance of 2500 lb (1135 kg). The list of equipment required to be carried on a quint contains all the equipment required on a pumper as well as life safety rope. It is recommended that the purchaser review the list of equipment required to be carried on an aerial fire apparatus (*see 8.9.5*) as well as the lists in A.5.9.4 and A.8.9.3 for other tools and equipment needed to meet the functional objectives for which the quint is being purchased. The purchaser should advise the contractor if equipment in excess of 2500 lb (1135 kg) is to be carried so that the contractor can provide a chassis of sufficient size. (*See Sections 4.3 and 12.1.*)

**A.10.6** Additional compartmentation might be required to accommodate the size, shape, and weight of special equipment. Any special equipment to be carried on the apparatus should be identified in the specifications so that the apparatus manufacturer can ensure the equipment will be properly accommodated within the design of the apparatus.

**A.10.8** The recommended minimum equipment listed in this standard (nozzles, hose, ladders, etc.) might not maximize a community's grading by the insurance rating authority. Individual fire departments should check with the insurance rating authority for their state or jurisdiction for information on what tools and equipment should be carried to maximize their community's grading.

**A.10.8.2.3** The size of the suction hose specified in Table 16.2.4.1(a) relates to pump certification only. Other sizes of suction hose, compatible with local operations, could be used and should be specified if they are desired.

**A.10.9** See A.10.8.

**A.10.9.3** The mandatory miscellaneous equipment required to be carried on a special service fire apparatus weighs approximately 200 lb (90 kg). This leaves a capacity of approximately 1800 lb (820 kg) for storage of optional equipment while staying within the allowance of 2000 lb (910 kg) for the smallest GVWR chassis. The purchaser should advise the contractor if equipment in excess of the allowance in Table 12.1.2 is to be carried so that the contractor can provide a chassis of sufficient size. (*See Sections 4.3 and 12.1.*)

Special service fire apparatus can be designed to provide a wide variety of support functions (rescue, command, hazardous material containment, air services, electrical generation and floodlighting, and transportation of support equipment and personnel). Because of this variety, the required list of equipment is minimal and the purchaser needs to develop an appropriate equipment list based on a review of the functions and operations that the apparatus will be expected to support.

The following two lists of equipment are provided for consideration where a fire apparatus is to support rescue operations and hazardous materials containment operations. The equipment lists provided do not detail each item sufficiently for purchasing purpose. The purchaser should clarify the detailed specifications for these items.

The equipment in the following list should be considered when deciding what to carry on a rescue apparatus:

- (1) 500 ft (150 m) of plastic "Emergency Scene" or equivalent crowd control tape
- (2) Forty-eight 30-minute road flares
- (3) Twelve road hazard traffic control devices
- (4) One 6 lb (2.7 kg) flathead axe
- (5) One 6 lb (2.7 kg) pickhead axe
- (6) One 6 ft (2 m) pike pole or plaster hook
- (7) One 8 ft (2.4 m) or longer nonconductive pike pole
- (8) One crowbar [36 in. (1 m) minimum] with brackets
- (9) One pair of insulated bolt cutters with 7/16 in. (11 mm) minimum cut
- (10) One Halligan-type tool with brackets
- (11) Two shovels (one pointed and one scoop)
- (12) Two 12 lb (5.4 kg) sledgehammers
- (13) Two Class I life safety harnesses meeting the requirements of NFPA 1983

- (14) One 150 ft (45 m) length of general-use life safety rope meeting the requirements of NFPA 1983
- (15) One 150 ft (45 m) length of light-use life safety rope meeting the requirements of NFPA 1983
- (16) One 150 ft (45 m) length of utility rope having a breaking strength of at least 5000 lb (2200 kg)
- (17) One box of tools to include the following:
  - (a) One hacksaw with three blades
  - (b) One keyhole saw
  - (c) One 18 in. (450 mm) pipe wrench
  - (d) One hammer
  - (e) One pair of tin snips
  - (f) One pair of pliers
  - (g) One pair of lineman's pliers
  - (h) Assorted types and sizes of screwdrivers
  - (i) Assorted adjustable wrenches
  - (j) Assorted combination wrenches
- (18) Two salvage covers, each a minimum of 12 ft × 14 ft (3.7 m × 4.3 m)
- (19) One 3000 W (minimum) portable generator if the apparatus does not have a fixed line voltage power source
- (20) Two 500 W portable lights
- (21) Two cord reels or other means to store and deploy 400 ft (120 m) of electric cord sized for the expected electric loads (*see Table A.22.12.5*) with connectors that are compatible with those on the lights, generator, and smoke ejector
- (22) One smoke ejector, 5000 ft<sup>3</sup>/min (140 m<sup>3</sup>/min) minimum capacity, and, if the ejector is electrically driven, suitable adapter cord to fit standard house "U" ground outlets and extension cords and outlets on line voltage power sources used in fire departments
- (23) Two 10 ton (9000 kg) hydraulic jacks
- (24) Two 20 ton (18,000 kg) hydraulic jacks
- (25) One roll 15 lb (6.8 kg) tar paper or plastic sheeting at least 8 mil (0.203 mm) thick
- (26) Two pairs of safety goggles
- (27) One power saw (chain or heavy-duty rotary type)
- (28) Four assorted handsaws
- (29) One portable cutting device
- (30) Resuscitator equipment with oxygen administration capability and spare cylinders, which should be compatible with the performance of cardiopulmonary resuscitation
- (31) One powered rescue tool capable of cutting and spreading with associated accessory equipment
- (32) Shoring of various sizes and lengths
- (33) One 10 ft (3 m) and one 15 ft (4.5 m) log chain with hooks
- (34) One 4 ton (3500 kg) minimum hydraulic portapower kit
- (35) One set of air bags
- (36) Assorted rolls of tape (duct tape, electrical tape, cellophane tape, etc.)
- (37) One stokes basket
- (38) One gas shutoff wrench
- (39) Two pairs of lineman's gloves with leather glove protectors
- (40) Two blankets
- (41) One block and tackle
- (1) One copy of the current edition of the U.S. DOT *Emergency Response Guidebook*
- (2) One copy of the Bureau of Explosives *Emergency Action Guide* or equivalent reference guide
- (3) One copy of NFPA *Fire Protection Guide to Hazardous Materials* or equivalent reference guide
- (4) Two pairs of binoculars
- (5) One gas detection instrument that complies with OSHA standards
- (6) One radiation-monitoring instrument
- (7) One pH test kit
- (8) One colorimetric chemical detector tube kit with 20-chemical minimum detection capability
- (9) Six vapor-protective suits meeting the requirements of NFPA 1991
- (10) Twelve liquid splash-protective suits meeting the requirements of NFPA 1992
- (11) Twenty-four pairs of disposable boot covers
- (12) Twenty-four pairs of disposable glove liners or inner gloves
- (13) Forty-eight pairs of disposable chemical protective gloves of three different materials as a minimum
- (14) Six additional SCBA complying with NFPA 1981
- (15) One spare SCBA cylinder for each SCBA
- (16) Ten traffic cones, 18 in. (0.5 m) minimum height
- (17) Four rolls 1000 ft × 3 in. (300 m × 76 mm) banner tape
- (18) Two rolls 6 mil (0.152 mm) minimum 10 ft × 100 ft (3 m × 30 m) plastic sheeting
- (19) Two rolls 2 in. (51 mm) wide duct tape
- (20) Two decontamination containment pools
- (21) One decontamination shower
- (22) Two 50 ft (15 m) lengths of heavy-duty garden hose with adapters for connection to a fire pump
- (23) Two spray nozzles with garden hose thread
- (24) Four 30 gal (100 L) open-top containers with sealed covers
- (25) Four long-handle scrub brushes
- (26) Twenty 50 gal (190 L) capacity heavy-duty garbage bags
- (27) One assortment decontamination solution
- (28) Four round-point shovels
- (29) Four portable explosionproof hand lights with mounting brackets
- (30) Four nonspark, plastic, square-point shovels
- (31) One 6 lb (2.7 kg) flathead axe or forcible entry tool
- (32) Two street brooms
- (33) Two floor squeegees with handles
- (34) One 6 lb (2.7 kg) sledgehammer
- (35) Two nonspark bung wrenches
- (36) One gas shutoff wrench
- (37) One pair 24 in. (0.6 m) bolt cutters
- (38) One drum upender
- (39) One nonspark 28 in. (0.7 m) crowbar
- (40) One plug and patch kit
- (41) One tool box (wrenches, sockets, screwdrivers; minimum 100 units)
- (42) Six MC #306/DOT #406 dome clamps
- (43) 400 pads 18 in. × 18 in. × 3/8 in. (450 mm × 450 mm × 9.5 mm) hydrophobic polypropylene-type absorbents
- (44) 150 lb (68 kg) of dry granular or loose absorbent in ruptureproof 5 gal (19 L) containers that can be disposed of by approved methods
- (45) Four 10 ft (3 m) sorbent booms
- (46) 50 lb (22.7 kg) dry lime in ruptureproof 5 gal (19 L) containers

Equipment in the following list should be considered if the primary use of the apparatus is for hazardous material containment:

- (47) One manually operated product transfer pump with minimum 15 gpm (57 L/min) capacity and appropriate hose
- (48) One 55 gal (208 L) drum (UN-1A2)
- (49) One 85 gal (322 L) drum (UN-1A2)

**A.11.6** Additional compartmentation might be required to accommodate the size, shape, and weight of special equipment. Any special equipment to be carried on the apparatus should be identified in the specifications so that the apparatus manufacturer can ensure the equipment will be properly accommodated within the design of the apparatus.

**A.11.7** Many departments now find it useful to use large diameter supply hose [4 in. or 5 in. (100 mm or 125 mm)] to effectively move water from its source to the fire scene. Fire departments serving areas with wide hydrant spacing or areas with no hydrants often find it desirable to carry additional hose. The hose storage area provided for in this standard is a minimum to accommodate the smallest size of the amount of hose required to be carried. The department should evaluate its needs and choose the size and amount of hose that will best support its operation and then discuss those hose storage needs with the contractor to ensure that the fire apparatus hose storage space will be properly laid out and of sufficient size to accommodate the department's needs.

Hose storage areas are not required to be contiguous. The purchaser should consider arrangements for hose storage that will best support their operational procedures. The purchaser should also consider specifying some type of cover for the hose compartment(s). Hinged or removable covers might be advantageous.

**A.11.8** The recommended minimum equipment listed in this standard (nozzles, hose, ladders, etc.) might not maximize a community's grading by the insurance rating authority. Individual fire departments should check with the insurance rating authority for their state or jurisdiction for information on what tools and equipment should be carried to maximize their community's grading.

**A.11.8.2.3** The size of the suction hose specified in Table 16.2.4.1(a) relates to pump certification only. Other sizes of suction hose compatible with local operations could be used and should be specified if they are desired.

**A.11.9** See A.11.8.

**A.11.9.3** It is recommended that the department carry at least 200 ft (60 m) of 2½ in. (65 mm) hose for handline operation. If the operations of the department are geared to using multiple large handlines from single apparatus, the department should consider carrying more 2½ in. (65 mm) hose and additional nozzles. Likewise, the amount and size of hose used to supply large stream devices should be considered in planning the amount and size of hose to be carried.

**A.11.9.4** The requirements of service in different communities might necessitate additions to the equipment required. The operational objective is to arrive at the scene of the emergency with the necessary equipment for immediate life safety operations and emergency control.

The mandatory miscellaneous equipment required to be carried on the mobile foam fire apparatus weighs approximately 700 lb (320 kg). This leaves a capacity of approximately 1300 lb (590 kg) for storage of optional equipment while stay-

ing within the allowance of 2000 lb (910 kg). The purchaser should advise the contractor if equipment in excess of 2000 lb (910 kg) is to be carried so that the contractor can provide a chassis of sufficient size. (See Sections 4.3 and 12.1.)

**A.12.1** The carrying capacity of a vehicle is one of the least understood features of design and one of the most important. All vehicles are designed for a GVWR, which should not be exceeded by the apparatus manufacturer or by the purchaser after the vehicle has been placed in service. For tractor-drawn vehicles, the in-service weight of the apparatus should not exceed the GCWR. There are many factors that make up the GVWR, including the design of the springs or suspension system, the rated axle capacity, the rated tire and wheel loading, and the distribution of the weight between the front and rear wheels.

*Water Tank.* One of the most critical factors is the size of the water tank. Water weighs approximately 8.3 lb/gal (1 kg/L). A value of 10 lb/gal (1.2 kg/L) can be used when estimating the weight of the tank and its water, making a 500 gal (2000 L) tank and its water about 5000 lb (2400 kg).

*Miscellaneous Equipment.* If the finished apparatus is not to be overloaded, the purchaser should provide the contractor with the weight of equipment to be carried if it is in excess of the allowance shown in Table 12.1.2. (See Section 4.3.)

*Large Compartment Capacity.* The manufacturer is obligated by this standard to provide only a miscellaneous equipment allowance in compliance with the minimum allowance listed in Table 12.1.2. Purchasers who specify vehicles with large compartment capacity should work closely with the vehicle manufacturer to ensure that the GVWR is sufficient to carry the intended equipment. A vehicle with average compartment loading will have a miscellaneous equipment weight of about 8 lb/ft<sup>3</sup> (125 kg/m<sup>3</sup>) of compartment space available for miscellaneous equipment. A lightly loaded vehicle could have as little as 4 lb/ft<sup>3</sup> (65 kg/m<sup>3</sup>). A heavily loaded vehicle can reach 12 lb/ft<sup>3</sup> (200 kg/m<sup>3</sup>). This volume does not include space occupied by generators, reels, air systems, ladders, hose, and so forth, that are not in the miscellaneous equipment allowance. Total equipment weight varies significantly depending on the density of the equipment and how tightly the fire department chooses to pack it.

*Overloading.* Overloading of the vehicle by the manufacturer through design or by the purchaser adding a great deal of equipment after the vehicle is in service will materially reduce the life of the vehicle and will undoubtedly result in increased maintenance costs, particularly with respect to the springs, tires, axles, transmissions, clutches, and brakes. Overloading can also seriously affect handling characteristics, making steering particularly difficult.

*Underloading.* Brake equipment on heavy vehicles can be sensitive to the weight distribution of the vehicle. Specifying a GVWR significantly greater than the estimated in-service weight can lead to poor brake performance, chatter, and squeal. Purchasers who specify configurations with limited compartment volume on a high capacity chassis should consult the manufacturer to ensure that a vehicle with an underloaded condition will not result.

*Purchaser Responsibility.* The purchaser should specify the weight of the equipment to be carried if it is in excess of the allowance for miscellaneous equipment. This weight specifica-

tion allows a chassis with an adequate GAWR and GVWR to be supplied. Specific additional equipment is often necessary to meet the operational requirements of the department.

*Severe Service.* Fire apparatus have to be able to perform their intended service under adverse conditions that might require operation off paved streets or roads. Chassis components should be selected with the rigors of service in mind.

**A.12.1.2(4)** The 250 lb (114 kg) per person used here does not include the weight of SCBA and tools carried by a fire fighter, because the weight of this equipment is accounted for elsewhere.

Agencies may want to also consider the weight of personal gear when the apparatus could be used for responses of anticipated long duration, such as wildland fire responses, where the crew must take their personal gear with them.

**A.12.1.2(5)** If the purchaser or dealer will be installing generators, reels, air systems, or other fixed equipment, the purchaser should notify the manufacturer, and allowance for this weight should be provided by the manufacturer in addition to the miscellaneous equipment allowance.

**A.12.1.4** Final-stage manufacturers of motor vehicles are required to affix certification labels or tags to all motor vehicles sold in the United States, stating that the vehicle meets all applicable Federal Motor Vehicle Safety Standards (49 CFR 571) and Federal Theft Prevention Standards (49 CFR 541). The location for affixing the certification label on the motor vehicle is a requirement of the federal standard requiring this label. See 49 CFR 567, "Certification," for more information.

**A.12.1.5.1** It is important for fire apparatus drivers to understand the height, length, and weight of the vehicle compared to their personally owned vehicles. It is also important that this information be accurate. Because the height of the apparatus could change after delivery, depending on what equipment might be added, the fire department should note such changes on the label. Suggested wording for the label is shown in Figure A.12.1.5.1.

**A.12.2.1** The standard does not contain any minimum for the size of engine because the size of the engine needs to be chosen to correspond with the conditions of design and service.

Many fire departments favor high-torque low-speed engines for fire department service because such engines have good performance characteristics both when powering the apparatus through city traffic and when driving the pump. However, high-speed engines are frequently employed for fire apparatus, particularly in the case of commercial vehicle chassis. Where high-speed gasoline engines are selected for use in fire apparatus that might have to operate off paved highways, it is recom-

When manufactured, this vehicle was:  
XX ft YY in. High  
XX ft YY in. Long  
ZZZ tons GVWR  
  
Changes in height since the apparatus was manufactured shall be noted on this label by the fire department.

**FIGURE A.12.1.5.1 Suggested Label Showing Dimensions of Fire Apparatus.**

mended that either a two-speed rear axle with high numerical ratio in low range or an auxiliary transmission be specified.

**A.12.2.1.1** The maximum governed speed is established by the engine manufacturer as a safe limit of engine speed. The engine governor or electronic fuel control system should prevent the engine from exceeding the safe speed. Most engine manufacturers allow a plus tolerance of 2 percent for maximum governed speed.

**A.12.2.1.3** A shutdown beyond the control of the pump operator during fire-fighting operations can result in loss of water-flow from the pump that could severely endanger personnel. Automatic fuel line safety shutoff as required by DOT regulations is not considered an automatic engine shutdown.

**A.12.2.1.5.1** An increase in engine speed provides increased alternator output, increased engine cooling, increased air conditioner output, and increased output or performance from other devices that derive their power from the chassis engine.

**A.12.2.1.5.2** The purpose of the interlock is to ensure that the chassis engine speed cannot be advanced without disengaging the driving wheels of the apparatus either at the transmission (having it in park or neutral) or by having a split shaft PTO fully engaged in the correct position to drive the component.

**A.12.2.2.1** Where a regular production model commercial chassis is used, it is recommended that the heavy-duty radiator option be included when such is available. Radiators with bolted top and bottom tanks and removable side braces, if available, are considered preferable. Optional features that might be desirable include a coolant conditioner, radiator sight gauges, and automatic radiator shutters, any of which, if used, should be of a type approved by the engine manufacturer.

Where local environmental extremes exist — that is, high humidity and temperatures or extreme low temperatures — the purchaser should state specifically under what environmental conditions the apparatus is expected to operate.

**A.12.2.2.2.2** It is important to have drain valves on the coolant systems of the apparatus for routine maintenance and repairs. The drain valve(s) should be located at low points in the system for complete drainage of the coolant. The design of the valve should be such that the valve will not inadvertently open from vehicle or engine vibration. It is also critical, especially on wildland vehicles or other vehicles subject to go off-road, that the drain valves are located out of the angle of approach or angle of departure or other areas where the valve could be subjected to damage. Accidental opening of or damage to the coolant drain valve could allow sudden loss of the engine coolant, causing severe or catastrophic damage to the engine.

**A.12.2.3.1** Full flow oil filters are mandatory with some diesel engines.

**A.12.2.3.3(15)** Tire cold pressure should be based on the tire manufacturer's load and inflation tables for the load to be carried and the rim pressure rating, not necessarily the maximum load at maximum pressure listed on the tire sidewall.

**A.12.2.3.3(16)** Tire cold pressure should be based on the tire manufacturer's load and inflation tables for the load to be carried and the rim pressure rating, not necessarily the maximum load at maximum pressure listed on the tire sidewall.

**A.12.2.4** On a diesel engine, a manual emergency engine shutdown might be provided in addition to the normal engine shutdown switch. It could be of the type that will close off either the air supply or the exhaust gas flow of the engine. The activation mechanism should be provided with a guard and marked with a sign that reads “Emergency Shutdown.” Provisions to prevent restarting of the engine without a special reset procedure should be included.

**A.12.2.4.1** Caution needs to be used because air intake filters might affect the engine manufacturer’s air restriction requirements.

**A.12.2.4.3** The extent to which air inlet protection is required could depend on specific fire department operations. Departments operating in ember-rich environments, such as wildland fires, should consider specifying a multiscreen ember separator capable of meeting the test requirements defined in the Parker Hannafin, Racor Division, publication LF 1093-90, *Ember Separation Test Procedure*, or an equivalent test. Purchasers of apparatus utilizing commercial chassis should be aware that ember separators capable of meeting these test requirements may have a screen and housing externally mounted on or around the commercial chassis hood or bumper extension.

**A.12.2.5.1.1** To prevent engine shutdown due to fuel contamination, dual filters in parallel, with proper valving so that each filter can be used separately, might be preferable. The purchaser should specify if dual filters are desired. Installation of two or more pumps should be designed so that failure of one pump will not nullify the performance of the other pump(s). It should be remembered that commercial vehicles are designed for over-the-road operation, and the fuel system and battery are at least partially cooled by the flow of air resulting from the motion.

**A.12.2.5.1.6.1** With the use of diesel engines, the concern for vapor lock common with gasoline engines does not exist, and electric fuel pumps usually are not compatible for connection in series with a diesel engine fuel system. As a result, when an electric fuel pump is specified with a diesel engine, it is arranged as a fuel priming pump only. When not properly marked with a label or when the control valves are not properly set, the auxiliary priming system can cause the diesel engine to lose its prime. In addition, operation of a priming pump during diesel engine operation can boost fuel inlet pressure to the engine’s fuel system. This could cause erratic engine behavior and loss of engine speed control. Control systems for priming pumps should allow only momentary operation and prevent the operation of the pump while the engine is operating.

**A.12.2.6.1** Emissions from exhaust discharge pipes should be directed away from any fire-fighting tools, since such emissions contain an oily substance that could make the tools difficult to handle and possibly dangerous to use.

**A.12.2.6.7** Exhaust temperature while the diesel particulate filter (DPF) is actively regenerating can reach 900°F to 1300°F (480°C to 704°C). The purchaser should be aware that these temperatures are much higher than normal engine idle exhaust temperatures.

Apparatus that make short runs with extended idle time might tend to build up soot in the DPF without giving the engine sufficient opportunity to passively regenerate. If the DPF light illuminates, the vehicle should be driven above

5 mph (8 km/hr) for a period of time to allow the DPF to regenerate either actively or passively, or it should be parked in a controlled area and a manual regeneration initiated.

Those fire departments that employ in-station exhaust venting equipment while performing DPF regeneration should consult their vent supplier to ensure that the vent system will handle any potential DPF active regeneration event or perform the regeneration outside while not connected to exhaust venting equipment.

**A.12.2.6.7.4** The DPF regeneration inhibit switch allows the operator to keep the DPF from regenerating during times when the apparatus is operating in an environment where extremely hot exhaust gas would be a hazard.

The inhibit function must be used carefully. Repeated use of the inhibit function can lead to soot buildup. Excessive buildup of soot can produce an uncontrolled burn inside the DPF, causing significant vehicle damage and dangerous exhaust temperatures. Watch the DPF indicator and provide opportunity to regenerate the DPF soon after using the inhibit function.

**A.12.2.6.7.7** Exhaust system temperature mitigation devices might be required to meet the temperature requirement. Exhaust temperature mitigation devices might be affected by the addition of adapters commonly used to hook up to exhaust extraction equipment. The purchaser should ensure that this adaptation is certified by the manufacturer/installer of the adapter that it will not adversely affect the performance of the device.

**A.12.3.1.2** Adequate braking capacity is essential for the safe operation of fire apparatus. While this subject is normally covered in state highway regulations, it should be noted that fire apparatus might have a special problem compared with normal vehicles of the same gross vehicle weight. Fire apparatus could have to make successive brake applications in a short period of time when attempting to respond to alarms with minimal loss of time. Thus, the problem of brake “fade” and braking capacity could become critical unless the brakes provided take into account the service requirements. Air-actuated brakes are recommended for fire service vehicles of over 25,000 lb (11,000 kg) GVWR.

Where air brakes are provided, it is important that they be of a quick buildup type with dual tanks and a pressure-regulating valve. The rated compressor capacity should be not less than 12 ft<sup>3</sup>/min (0.34 m<sup>3</sup>/min) for this class of service. Air brakes require attention to guard against condensation in the air lines, such as might occur in areas subject to changes in climate that affect the moisture content of the air. Automatic moisture ejection of nonfreezing type is recommended. Air pressure drop should be limited to normal air losses. The presence of either of the following conditions indicates the need for immediate service:

- (1) Air brake pressure drop of more than 2 psi (14 kPa) in 1 minute for single vehicles or more than 3 psi (21 kPa) in 1 minute for vehicle combinations, with the engine stopped and the service brakes released
- (2) Air pressure drop of more than 3 psi (21 kPa) in 1 minute for single vehicles or more than 4 psi (28 kPa) in 1 minute for vehicle combinations, with the engine stopped and the service brakes fully applied

**A.12.3.1.2.2** If an onboard automatic electric compressor is provided, it might be low voltage driven or line voltage driven.



If it is low voltage driven, it is important that the required battery conditioner or charger be utilized. The shoreline receptacle might be a manual disconnect-type receptacle or an automatic ejection-type receptacle.

**A.12.3.1.3** There have been occurrences of the driver becoming disabled while driving a fire apparatus. The purchasers might want to specify the placement of the parking brake control to a location where it can be reached from the officer's seat or require a second control so the officer can stop the vehicle if the driver becomes disabled.

**A.12.3.1.4** Purchasers of fire apparatus with a GVWR less than 36,000 lb (16,300 kg) should also consider equipping the apparatus with an auxiliary braking system. Fire apparatus commonly make repeated stops from high speeds that cause rapid brake lining wear and brake fade, sometimes leading to accidents.

Auxiliary braking systems are recommended on apparatus that are exposed regularly to steep or long grades, operate in congested areas where repeated stops are normal, or respond to a high number of emergencies.

Examples of auxiliary braking systems include engine retarders, transmission retarders, exhaust retarders, and driveline retarders. These devices have various levels of effectiveness on braking. In addition, the systems can be activated by various means and settings, both automatic and manual in operation. The purchaser should carefully evaluate all auxiliary braking systems based on vehicle weight, terrain, duty cycle, and many other factors.

Some auxiliary braking devices should be disconnected when the apparatus is operated on slippery surfaces. Follow the auxiliary braking device manufacturer's recommendations for proper instructions.

**A.12.3.1.5** See A.12.3.1.4.

**A.12.3.2.1** Fire departments with vehicles that could be subject to continuous long-distance driving need to specify tire rating for continuous operation in place of intermittent operation.

**A.12.3.2.1.2** Special fire service tire ratings could apply that are different from the sidewall rating on the tire. The purchaser might want to consider requesting the tire manufacturer's rating documentation. Fire service ratings are based on the assumption that the truck will never drive at this speed for more than 50 mi (80 km) (or 1 hour for some manufacturers) without stopping to cool the tires. If longer responses or trips are anticipated, the fire service ratings should not be used.

**A.12.3.2.3** The angle of approach or departure affects the road clearance of the vehicle going over short steep grades such as would be found in a driveway entrance, crossing a high crowned road at a right angle, or off-road service. Too low an angle of approach or departure will result in the apparatus scraping the ground. Figure A.12.3.2.3 shows the method of determining the angle of departure. The angle of approach (front of vehicle) is measured in the same fashion.

In Figure A.12.3.2.3, the line *AT* represents the circumstance in which the tailboard is the determining lowest point. The line *BT* represents a circumstance in which the tailboard is not the lowest point (in this case, the lowest point is a fuel tank). The angle of departure is shown as *XA* or *XB*. To determine the angle of departure, place a thin steel strip against the rear of the tires where they touch the ground or stretch a string tight

from one rear tire to the other at the rear of where they touch the ground. Determine the lowest point (the tailboard, fuel tank, or other equipment or component) that would make the smallest angle of departure. Hang a plumb bob from the lowest point and mark the point on the ground where the point of the plumb bob touches. Measure the vertical distance from the ground to the point where the plumb bob was hung (distance *V*). Measure the horizontal distance from the plumb bob point to the front of the steel strip or to the string running from rear tire to rear tire (distance *H*). Divide the vertical distance (*V*) by the horizontal distance (*H*). The ratio of *V/H* is the tangent of the angle of departure. If this ratio is known, the angle of departure can be determined from a table of trigonometric functions of angles or from a math calculator. The standard requires a minimum angle of departure of 8 degrees; since the tangent of 8 degrees is 0.1405, if *V* divided by *H* is 0.1405 or larger, the angle of departure is 8 degrees or greater.

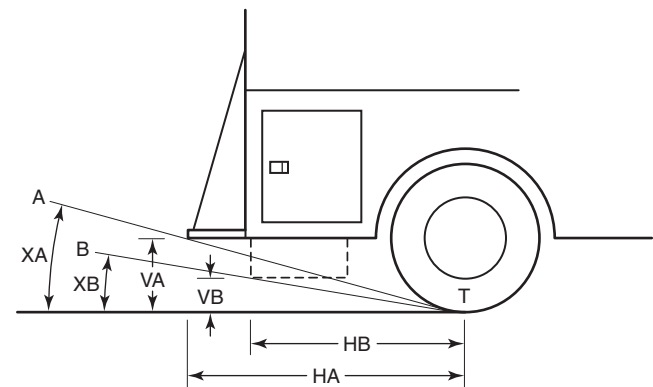
**A.12.3.3** Where automatic transmissions are used, the power takeoff applications could present problems, especially where dual PTO drives are required. In some instances, the PTO drive can be engaged only in torque converter range, with resultant chances of overheating with prolonged use. If the vehicle is accidentally left in gear and high engine rpm occurs, there is a possibility of the output torque overcoming the parking brake and moving the vehicle. Proper operational instructions are essential with automatic transmissions.

**A.12.3.3.3** The purchaser can consider adding a device that will shift the transfer case from all-wheel drive back to standard 4 × 2 or 6 × 4 drive when the vehicle speed exceeds the manufacturer's recommended maximum speed for all-wheel drive operations.

**A.12.3.4.1** Where a large-capacity fuel tank is desired, as in the case of apparatus designed for rural service, the capacity should be specified by the purchaser.

**A.12.3.5** If the purchaser wants the hooks or rings to be accessible without compartment doors having to be opened, the specifications should state that fact.

**A.13.1** This chapter defines the requirements for alternators, batteries, load management, and instrumentation to detect incipient electrical system failure. The intent is to require an electrical system that will operate the apparatus using power supplied by the alternator, shed nonessential electrical loads



**FIGURE A.12.3.2.3** Dimensions for Determining Angle of Departure.

where necessary, and provide early warning of electrical failure in time to permit corrective action.

**A.13.2.1** The 125 percent requirement for wiring and circuits is intended to provide reduced voltage drop over wire rated based on ampacity due to heating. In low voltage wiring, voltage drop becomes a problem before the thermal limit of current carrying capacity of a wire is reached. This requirement also ensures that the circuit protection will prevent damage to the wire in the event of a short or an overload. It is not the intent of this requirement to have the final-stage manufacturer replace the chassis manufacturer's original equipment wiring to meet the 125 percent requirement. It is also not the intent of this requirement to have electrical accessories purchased by the apparatus manufacturer rewired to meet the 125 percent requirement. Electrical device manufacturer-supplied wiring can be used to the point where it connects to the apparatus manufacturer's installed wiring.

**A.13.2.4.2** If the terminals are accessed only during normal maintenance operations, they are considered protected.

Good engineering practices should be followed to ensure that electrical connections and components are protected from physical and environmental damage.

**A.13.2.6** It is the intent of 13.2.6 to provide a unique means of identifying a wire or circuit to prevent confusing it with another wire or circuit if electrical system repairs become necessary. If a color coding scheme is used instead of some other unique identification, that color should not be reused for a wire in any unrelated circuits within the same harness. However, 13.2.6 covers low voltage wiring only and does not apply to shielded cables commonly used for communication purposes or wiring used in line voltage circuits.

**A.13.3.2** When that load is exceeded and larger alternators are not available, the purchaser and the manufacturer need to work together to determine how to reduce the minimum continuous electrical load to one that can be sustained under the conditions defined in 13.3.2.

The minimum alternator size is developed using the loads required to meet the minimum continuous electrical load. Most apparatus will actually have loads exceeding the minimum requirements of this standard. The purchaser should review the maximum current output of the alternator versus the load study supplied for the apparatus from the manufacturer for on-scene and responding modes.

**A.13.3.3.1(7)** The purchaser should analyze the electrical loads that need to be maintained to fulfill the mission of the apparatus and define those loads for the manufacturer of the apparatus. The purchaser needs to understand, however, that there is a limit to the output capacity of an alternator system on the apparatus's engine and that this standard requires that the apparatus be capable of maintaining the minimum continuous electrical load under the conditions defined in 13.3.2.

**A.13.3.4** The unexpected shutdown of a fire apparatus at a fire can place fire fighters in mortal danger and seriously affect the fire attack. With computer-controlled engines and transmissions as well as electric valves and other controls, an electrical system failure could result in an immediate and total shutdown of the apparatus. The low voltage monitoring system is intended to provide an early warning of an impending electrical failure and provide enough time to permit operator intervention.

**A.13.3.6.1** Reduced crew sizes have forced the apparatus operator to assume many new fireground tasks in addition to that of operating an apparatus. Even if the operator is at the apparatus, he or she is too busy with higher priority tasks to pay much attention to monitoring the condition of the electrical system.

Electrical loads on modern fire apparatus frequently exceed the alternator capacity and can be supplied only by the deep discharge of the apparatus batteries. The high-cycle batteries that are designed to provide the large amount of amperage to crank modern diesel engines are severely damaged when deeply discharged. The automatic load management is intended to protect the electrical system from needless damage while maintaining the operation of essential devices.

It is important that the priority of all managed loads be specified by the purchaser so that, as electrical loads are disconnected from the apparatus's electrical systems, they are shed in an order least likely to affect emergency operations. The optical warning devices in excess of the minimum required in this standard can and should be load managed.

**A.13.4** Batteries on fire apparatus should be larger than those used on commercial vehicles because, in addition to starting the vehicle, they need to provide the supplemental energy to power high-amperage, intermittent operation devices such as mechanical sirens and electric rewind hose reels.

Batteries usually have two ratings: "cold cranking amperes," which determine the size engine that can be started, and "reserve capacity," which provides a measure of the total power that can be provided at a much lower constant rate of discharge. Fire apparatus batteries should be sized to have enough cold cranking amperage and reserve capacity to restart the engine after being substantially discharged.

**A.13.4.4.4** Overheating of a battery will cause rapid deterioration and early failure; evaporation of the water in the battery electrolyte can also be expected. Batteries in commercial chassis are often installed to take advantage of the cooling effect of the flow of air from motion in over-the-road operation and could be subject to overheating when the apparatus is operated in a stationary position, such as during pumping operations.

**A.13.4.5** The power cord from the onboard charger or battery conditioner should be plugged only into a receptacle protected by a ground-fault circuit interrupter (GFCI) at the shoreline origination point.

**A.13.4.6** The purchaser might want to consider a second pilot light on the outside of the apparatus to warn that the master disconnect is on when the apparatus is parked in the fire station.

**A.13.4.6.4** The purchaser might consider specifying that the indicator light dim automatically or be located in an area of the cab where it does not distract the driver when driving at night. The purchaser might consider a second "battery on" pilot light on the outside of the apparatus to warn that the batteries are on when the apparatus is parked in the fire station.

**A.13.4.7** Sequential switching devices are sometimes used to minimize the load placed on the electrical system during apparatus startup for an emergency response.

**A.13.7** SAE J551/1 provides test procedures and recommended levels to assist engineers in the control of broadband electromagnetic radiation and in the control of radio interference resulting from equipment installed on the apparatus. Adher-

ence to the recommended levels will minimize the degradation effects of potential interference sources on fireground communication equipment or other devices susceptible to electromagnetic interference.

Procedures are included to measure the radiation from a single device or the entire apparatus. Compliance could be determined through actual tests on the completed apparatus or predictions based on tests previously conducted on similarly equipped apparatus. If compliance certification is required, it should be so indicated in the apparatus specifications.

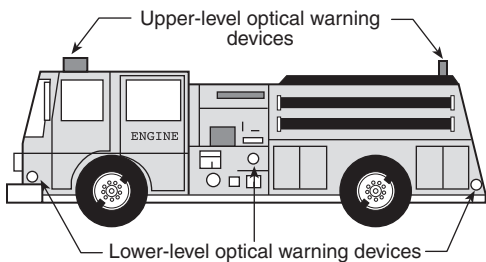
**A.13.8.1** The upper-level optical warning devices provide warning at a distance from the apparatus, and the lower-level optical warning devices provide warning in close proximity to the apparatus. (See Figure A.13.8.1.)

**A.13.8.7.3** Under typical conditions, the specified optical warning system provides effective, balanced warning. In some situations, however, the safety of the apparatus can be increased by turning off some warning devices. For example, if other vehicles need to pass within close proximity to the parked apparatus, the possibility of distracting other drivers can be reduced if the headlights and lower-level warning lights are turned off. In snow or fog, it might be desirable to turn off forward-facing strobes or oscillating lights to reduce visual disorientation of the apparatus driver.

The intent of the warning light system is to provide full coverage signals through the operation of a single master switch when the apparatus is either responding or blocking the right-of-way. There is no intent to prevent the use of lower levels of warning when the apparatus driver believes such reductions are appropriate, given the vehicle's mission, the weather, or other operational factors. Additional switches downstream of the master switch can be specified by the purchaser to control individual devices or groups of devices.

Purchasers might want to specify traffic flow-type lighting such as amber directional indicators for use in alerting approaching motorists of blocked or partially blocked highways.

**A.13.8.10** When a component such as a flasher or power supply is used to operate more than one optical source, the optical sources should be connected so that the failure of this component does not create a measurement point without a warning signal at any point in any zone on either the upper or lower level. Although a single optical source can be used to provide warning signals into more than one zone, the possibility of a total signal failure at a measurement point is increased when the same flasher or power supply is used to operate multi-



**FIGURE A.13.8.1** Upper- and Lower-Level Optical Warning Devices.

ple optical sources, each providing signals into more than one zone.

**A.13.8.12** Flashing headlights are used in many areas as warning lights and provide an inexpensive way to obtain additional warning to the front of the apparatus. Daylight flashing of the high beam filaments is very effective and is generally considered safe. Nighttime flashing could affect the vision of oncoming drivers as well as make driving the apparatus more difficult.

In some jurisdictions, headlight flashing is prohibited or limited to certain types of emergency vehicles. If flashing headlights are employed on fire apparatus, they are to be turned off when the apparatus headlights are on. They should also be turned off along with all other white warning lights when the apparatus is in the blocking mode.

Steady burning headlights are not considered warning lights and can be illuminated in the blocking mode to light the area in front of the apparatus. Consideration should be given, however, to avoid shining lights into the eyes of oncoming drivers.

**A.13.8.13** The minimum optical warning system should require no more than an average of 40 A for the operation of the upper-level and lower-level devices in the blocking mode. On apparatus whose length requires midship lights, no more than 5 A of additional current should be required for the operation of each set of midship lights. Optical warning systems drawing more than 40 A might necessitate modification of the electrical system specified in Section 13.3 in order to supply the additional power required.

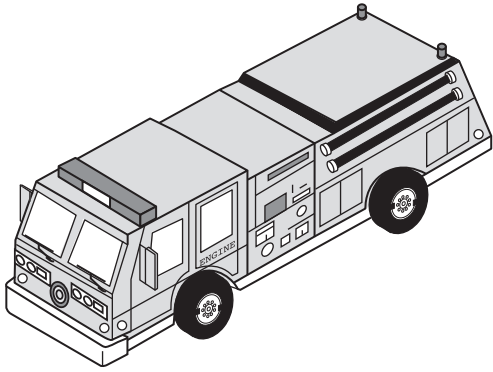
See Figure A.13.8.13(a) and Figure A.13.8.13(b) for illustrations of an optical warning system on a large fire apparatus.

**A.13.8.13.5** The zone totals reflect the combined performance of the individual optical warning devices oriented as intended on the apparatus when viewed along the perimeter of a circle of 100 ft (30.5 m) radius from the geometric center of the apparatus.

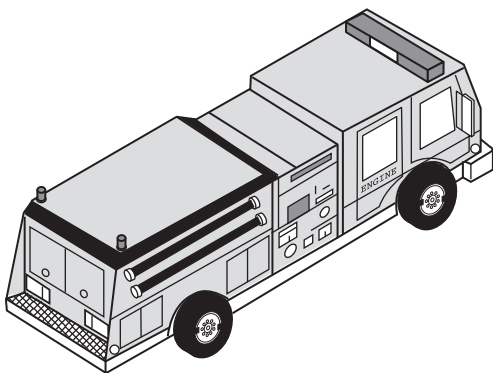
The zone total is the sum of the optical power of all optical sources projecting signals of permissible color into the zone as measured at 5 degree increments along the horizontal plane passing through the optical center *H* throughout the 90 degrees included in the zone (19 data points). The calculation of zone totals assumes that all optical sources are mounted at the geometric center of the apparatus. With the optical center of each optical source oriented as installed, the optical power of each optical source oriented at a given point is taken from the test report, and they are added together to determine the total optical power at that point. The zone total is the sum of the optical power at the 19 measurement points in the zone. The upper- and lower-level optical sources are calculated independently.

The engineering basis of Section 13.8 permits both the design and the certification of an optical warning system by mathematical combination of the individual test reports for any number of optical warning devices of different color, flash rate, optical source, and manufacturer.

Using the test reports provided by the device manufacturer, the contribution of optical energy from each optical source is determined for every data point. The total candela-seconds per minute of optical energy is determined at each point, and then the zone totals are calculated and compared to Table 13.8.13.5.



**FIGURE A.13.8.13(a) Front and Left Side of an Apparatus with an Optical Warning System.**



**FIGURE A.13.8.13(b) Rear and Right Side of an Apparatus with an Optical Warning System.**

**A.13.8.14** The minimum optical warning system should require no more than an average of 35 A for the operation of the devices in the blocking mode.

**A.13.8.14.3.4** These lights are not a substitute for required brake lights.

**A.13.8.16** In a few cases, a manufacturer might wish to type certify by actual measurement of the optical warning system on an apparatus.

Certification of the actual measurement of the performance of the optical warning system is made with each optical source either mounted on the apparatus or on a frame duplicating the mounting of the device on the apparatus. The performance of the system can be directly measured along the perimeter of a circle with a 100 ft (30.5 m) radius from the geometric center of the apparatus. Each optical warning device used should be certified by its manufacturer as conforming to all the requirements of this standard pertaining to mechanical and environmental testing. Photometric testing of the system should be performed by qualified personnel in a laboratory for such optical measurements.

The test voltages and other details should be as called for in this standard for the photometric testing of individual optical warning devices. The elevation of the photometer, however, could be set at the elevation that maximizes the performance of the upper-level devices and at a second, different elevation that maximizes the performance of the lower-level devices.

With the optical center of each device oriented as installed, the sum of the actual value of the optical power contributed by every optical source is then determined at each measurement point. The zone total is the sum of the optical power at the 19 measurement points in the zone.

Measurements are made to determine all the optical requirements of this standard, including the optical power at each of the required measurement points, the zone totals at the horizontal plane passing through the optical center, and the zone totals at 5 degrees above and 5 degrees below the horizontal plane passing through the optical center. Any upper-level warning devices mounted above the maximum height specified by the manufacturer(s) should be tested to demonstrate that at 4 ft (1.2 m) above level ground and 100 ft (30.5 m) from the mounted device, the optical energy exceeds 50 percent of the minimum required at the horizontal plane passing through the optical center.

**A.13.9.1.2** If the purchaser wishes to have the siren controls within convenient reach of persons riding in both the right and left front seat positions, that should be specified. In some apparatus, multiple control switches might be necessary to achieve convenient reach from the two positions. If other signal devices, such as an additional siren, bell, air horn(s), or buzzer are desired, the type of device and its control location also should be specified.

**A.13.10.1.1** The purchaser might want to specify work area (scene) lighting along the side of the vehicle. This can be provided by low voltage or line voltage lighting.

**A.13.10.2** The hose bed lighting can be line voltage lighting provided by mounted line voltage lights that can be directed to provide the required light. The intent of the standard is to provide lighting for personnel unloading or packing hose in the hose bed. Each department requests varying configurations of hose bed divider and many are adjustable and/or removable. It would be impractical to provide lighting that would illuminate every corner of the hose bed with dividers installed.

**A.13.10.3** Lighting should be directed at working surfaces, steps, and walkways. Backlighting can create shadow areas and glare to the user in low ambient light conditions and does not meet the requirement of the standard.

**A.13.10.4** The user may want to consider a map light or additional task lighting in the cab. For the purposes of illumination, interior driving or crew compartment seating are those designated seating positions provided with seat belts. Other seating areas that would be used with the vehicle stationary will typically have work lighting specified by the purchaser depending on the work being performed. Minimum lighting levels in these cases will be subject to the purchaser's specification.

**A.13.11.3** Manually operated floodlights on telescoping poles are not required to be tied into the hazard light in the driving compartment. If the purchaser wishes that these devices be tied into the hazard light or otherwise equipped with an indicator to warn the operator the floodlights are in the up position, that should be specified in the purchase specification.

**A.13.12** The purchaser might wish to add camera(s) at the sides or rear of a vehicle with cab monitoring screens or automatic vehicle-stopping devices that sense an obstruction at the rear of the vehicle. In addition, angled backup lights mounted in the wheel well areas will provide additional scene lighting for personnel who might be at the side of the vehicle or light-

ing of folding tanks or other obstacles on the side of the apparatus. Any such devices will improve safety while vehicles are backing.

**A.13.14.1** The purchaser might wish to have the entire low voltage electrical system and warning device system certified by an independent third-party certification organization.

**A.13.14.3.4** This test can be run concurrently with the pump test.

**A.14.1.3** The ability of a fire fighter to enter the driving or crew riding area, get seated, and properly buckle the seat belt is critical. NIOSH studies of fire fighter size have shown that it is not possible to seat four of the largest fire fighters (95th percentile males) wearing their protective clothing side by side across the crew riding area without rubbing shoulders. Departments with populations of larger-than-average fire fighters and whose policy is to ride fully equipped with bunker gear and equipment should consider a seating configuration to ensure that all occupants will be able to be buckled into a seating position effectively and efficiently before the apparatus is moving. Alternative seating configurations that can be considered include three or two seats across the width of the riding area and cab configurations that maximize driver and officer space. The NIOSH data suggest that the optimum seating space to accommodate 95th percentile fire fighters would be 31.3 in. (795 mm) at the shoulder and 26.7 in. (678 mm) at the hip.

**A.14.1.3.1** The minimum effective belt length dimensions were determined from a survey of 300 fire fighters wearing bunker gear. For a lap belt only, the 95th percentile male fire fighter required 48 in. (1220 mm) of belt length, and the largest subject in the survey required 54 in. (1370 mm) The 60 in. (1525 mm) minimum will accommodate the largest subject and provide 12 in. (305 mm) spare for the 95th percentile subject.

**A.14.1.3.2** For a lap and shoulder belt assembly, the 95th percentile fire fighter required 98 in. (2490 mm) of effective belt length, and the largest subject in the survey required 109 in. The 110 in. (2800 mm) minimum will accommodate the largest subject and provide 12 in. (305 mm) spare for the 95th percentile subject.

**A.14.1.3.2.3** If the H-point of the seat is unknown, it can be estimated by the method outlined in A.14.1.7.1.

**A.14.1.3.4** Some models of commercial vehicles with a GVWR of 19,500 lb (8,845 kg) or less do not have bright red or bright orange seat belts available. However, if seat belts meeting these requirements are commercially available on the required cab model, purchasers should consider specifying the bright red or bright orange color. Alternatively, a patch or slipcover might be available to make the seat belts more visible.

**A.14.1.7.1** The H point is the mechanically hinged hip point of the torso and thigh on the devices used in defining and measuring vehicle seating accommodation in SAE J826, *Devices for Use in Defining and Measuring Vehicle Seating Accommodation*. It is an imaginary point located in two-dimensional space above the seat cushion. The H point is measured using a tool that simulates human hips and torso of a specific size and weight. The H point will vary with the size, shape, and material of the seat back, seat frame, and seat cushion. If the H point measurement is not available, it can be approximated by measuring 5 in. (130 mm) ahead of the seat back and 3 in. (75 mm) up from the nondepressed seat cushion surface.

Suspension-style seats have been developed for long-haul truck operations where the operator is driving for many hours at a time. Acceleration and braking are controlled, with an eye to fuel economy. The suspension-style seat in this duty profile provides a smoother ride and reduces fatigue from long hours in the seats. In contrast, the operator of a fire apparatus typically is making short runs with fast acceleration, quick maneuvers, and sudden braking. The bouncing motion of the suspension seat could hinder the driver's ability to maintain precise control of the throttle, brake, steering wheel, and other driving controls.

Selection of seating options should be made with consideration to the frequency of time that the driver will spend in the vehicle each day, and whether the fire department strictly enforces not wearing head gear during travel. The use of head-gear reduces headroom and increases the chance of injury should the vehicle encounter unexpected road undulation or speed bumps. The effect of such road conditions during high-speed operation might be intensified by the action of a seat suspension. Potential for injury is greatly increased by failure to use or properly adjust the seat belt.

Proper seat adjustment is another issue that should be addressed by the fire department SOPs if apparatus are equipped with suspension seats. Too much pressure in a suspension seat air bag will reduce static headroom height and will negate the potential benefits of the suspension. Too little pressure will cause the seat to bounce excessively. The proper amount of pressure is dependent on the weight of the occupant. Departments where multiple drivers share an apparatus should recognize that adjustments need to be made between each shift. Seat adjustment should not be postponed until the driver is exiting the station on the way to a call.

**A.14.1.7.4** The minimum seat head height values in this standard assume that the occupants are not wearing fire helmets. The use of a helmet puts the occupant at greater risk of neck or back injury during a rollover or a severe road event.

**A.14.1.9.1** SCBA units and other equipment stored in the crew compartment can cause injuries to occupants of the compartment if they fly around the compartment as the result of an accident or other impact. Departments should check their pack and bottle weight to ensure that it does not exceed the published rating of the SCBA holder to be provided.

**A.14.1.9.1(4)** A new holder can be employed for each test.

**A.14.3.1** With the requirements for fully enclosed driving and crew compartments, the potential for heat buildup in these areas is greater. The purchaser should be aware of this condition and might wish to specify ventilation fans or air conditioning to keep the ambient temperature in the driving and crew compartment(s) lower.

**A.14.3.2** The U.S. standards developed by SAE and the United Nations ECE regulation mirror each other except that SAE J2422 requires a roof preload impact prior to the roof crush. The ECE standard was established in 1958, while the SAE standards did not add performance criteria until 2003. Both the SAE and ECE standards are viable minimum measures of cab integrity. Manufacturers may test in excess of the standards.

**A.14.3.4** The purchaser should realize that local conditions or operating procedures could cause the passenger to project into the sight pattern of the driver and therefore cause vision obstructions. Seats should be arranged so that SCBA and any

passengers wearing protective clothing do not cause vision obstructions. Movement of the passengers should be considered when installing radios, computers, and other equipment so that forward movement or shifting is reduced to a minimum and does not block the driver's vision.

When specifying new apparatus, the purchaser should consider remotely controlled mirrors, especially on the passenger side. The location and mounting of the mirrors should not be placed where door pillars or other obstructions block the driver's view. The location and mounting should be placed so warning lights do not reflect in the mirror to blind the driver's view. The location and mounting should not be placed so that the driver must look through the windshield area that is not wiped by the windshield wiper when viewing the passenger side mirror. Convex and other secondary mirrors should be considered to eliminate blind spots not covered by primary mirrors. Where necessary, heated mirrors should also be considered.

**A.14.4.3** In many areas, the overall height of the vehicle needs to be restricted in order to clear bridges, station doors, and so forth. The tiller operator's compartment roof is normally the highest point on the vehicle. Careful consideration should be given to the packaging of the tiller body in deciding ground ladder and body compartmentation design to achieve the required seat head height.

**A.15.1** Compartmentation that is designed to meet the size, shape, and weight requirements of special equipment might be required. Any special equipment to be carried on the apparatus should be identified in the specifications.

**A.15.1.1** A water tank can sweat moisture. Ventilation and drainage should be provided in compartments sharing a common wall with a water tank.

**A.15.2** The purchaser needs to provide the apparatus manufacturer with the details of, and any special needs for, communication equipment, such as radio size, power consumption, and location(s) for communication equipment.

**A.15.3.1** Fire fighter injuries resulting from climbing on apparatus to retrieve, store, and operate equipment can be minimized if specifications require that equipment be accessible from ground level. Examples of ways to reduce the need to climb on the apparatus include, but are not limited to, using powered equipment racks, using remote control deck guns, lowering of storage areas for preconnected attack lines and using pull-out trays, using slide-out or pull-down storage trays, and providing for the checking of fluid levels from ground level.

**A.15.3.2** Where equipment other than that originally mounted on the apparatus is to be carried, the fire department should ensure that the equipment is securely attached to the vehicle with appropriate holders.

**A.15.5** SCBA units are typically stored in crew seats, behind bench seats, and on walls, doors, or shelves of storage compartments.

The area where the complete SCBA unit is to be mounted should be arranged to prevent damage to hose, straps, belts, facepiece, regulator, and other attachments. This arrangement should include prevention of wear and tear on the delicate facepiece due to vehicle movement. The facepiece should be stored in a nylon or plastic bag to prevent such abrasion.

Storage of spare hose assemblies, facepieces, regulators, and other SCBA pack accessories should be in a clean and dry area, away from heat-producing devices or mechanical damage. Preferably, the equipment should be stored individually in plastic or noncorrosive bins with dust-free covers. The contents of each bin should be noted on a label on the bin exterior.

**A.15.5.5** SCBA cylinders should always be stored with the valve assemblies at the top.

**A.15.5.6** SCBA cylinders should be stored with valve assemblies exposed to the compartment opening or storage area to permit inspection of valves or gauges.

**A.15.6.5** The purchaser should consider specifying additional doors or removable panels for service, maintenance, or replacement of components in the fire pump installation.

**A.15.7.1** Ascending into and descending from certain types of driving and crew compartments is ergonomically difficult and sometimes results in falls and subsequent fire fighter injuries. When designing and specifying apparatus, it is strongly suggested that chassis and apparatus manufacturers be consulted concerning available alternatives to make driving and crew compartment access as ergonomically convenient and as safe as possible.

**A.15.7.1.2** The intent of step size and placement requirements is to ensure that the fire fighter's foot is supported 7 in. to 8 in. (175 mm to 200 mm) from the toe when the foot is placed on the step in the normal climbing position. The leading edge is not necessarily the side opposite the fastening location.

**A.15.7.4** Apparatus are constructed with surface areas that are not intended to be used as stepping, standing, and walking areas. These include cosmetic and protective coverings on horizontal surfaces. During the design stage of the vehicle, purchasers should designate which areas are stepping, standing, or walking areas. It is important that proper materials are selected for the application and local conditions.

When selecting stepping, standing, and walking surfaces, the purchaser should take into consideration the long-term use of the vehicle. The slip resistance of certain surfaces might deteriorate over time. It is also important for the fire department to properly maintain or replace slip-resistant materials as they deteriorate.

**A.15.7.4.1** When selecting stepping, standing, and walking surfaces, the purchaser should take into consideration the long-term use. The slip resistance of certain surfaces might deteriorate over time. It is also important for the fire department to properly maintain or replace slip-resistant materials as they deteriorate.

**A.15.8.4** Exterior access handrails should be mounted in a way so as to minimize the chances of damage or removal by brushing objects such as trees.

**A.15.8.6** The intent is that the apparatus manufacturer does not need to remove and replace those grab handles designed and built into the chassis by a commercial chassis manufacturer. Grab handles inside the door are acceptable.

**A.15.9.2** Corrosion protection, commonly known as undercoating, might be advantageous in areas where climatic conditions or road treatment will corrode vehicle components. The material, its application method, and the areas to be protected should be carefully specified so the corrosion protection will

adequately protect the vehicle's cab and body sheet metal components subject to corrosive conditions that might be encountered in the fire department's response area.

**A.15.9.2.1** The purchaser should give consideration to the choice of paint color(s) as it relates to the total vehicle conspicuousness. In addition, the purchaser needs to specify whether nonferrous body components are to be painted and whether any lettering, numbering, or decorative striping is to be furnished.

**A.15.9.3** The purchaser should specify whether the striping required under this standard will be provided by the manufacturer on delivery of the apparatus or will be installed by the purchaser or its designee following delivery. In any event, the required striping must be installed before the unit is placed in emergency service.

**A.15.9.3.1** If the purchaser specifies roll-up doors, consideration should be given to affixing a strip of reflective material to the rail area below the door. If the purchaser specifies vertically hinged compartment doors, consideration should be given to affixing 4 in. (100 mm) minimum width reflective stripes or chevron-type reflective stripes on the inside of the doors.

**A.15.10** Apparatus provided with booster hose and reel assemblies should have power rewind capability. However, if a manual rewind is provided, attention should be paid to the location of the hand crank. It should be placed in a location that allows the operator to rewind the hose onto the reel without having to climb onto the apparatus.

If the apparatus is to be used or stored in subfreezing conditions, the reel should be equipped with an air chuck mechanism to allow connection of an external source of compressed air to facilitate removal of water within the booster hose assembly. This mechanism should be located on the discharge side of the booster reel valve.

The purchaser should specify whether a single or split hose bed is desired and any special arrangements desired for preconnected hose lines.

It is also recommended that the purchaser consider specifying some type of cover for the hose compartment. Hinged or removable covers might be advantageous.

**A.15.10.5** Many fire departments have experienced fire hose inadvertently coming off apparatus traveling to and from incidents. Several incidents have resulted in injuries, damage to property, and death. Fire departments and manufacturers have developed various methods of preventing inadvertent deployment, including fully enclosed hose bed covers, buckled straps, hook-and-loop straps, fabric covers, webbing mesh, wind deflectors, and other material restraints or combination of restraints. It is also important that fire departments develop methods of storing hose and appliances in a manner that does not promote the inadvertent deployment of the hose and appliances.

**A.15.12** Trailer hitch-type receivers are commonly used as anchor points for both removable winches and rope operations. Removable winches are intended for equipment recovery operations only. Rope operations could involve personnel rescue, which requires the receiver and its anchorage to be designed using higher safety factors.

**A.15.13.4.4** If the unit is going to be moved onto and off a chassis periodically, the purchaser might wish to specify lifting

eyes or forklift slots to facilitate the unit's movement. Provisions to prevent accidental breakaway from the chassis should be provided.

**A.16.2.2** If the apparatus is equipped with an automatic transmission, it is acceptable to lightly apply throttle and brakes for short periods of time to maintain this requirement.

If the vehicle is to be used for simultaneous pump-and-roll and fire fighting while the vehicle is moving, remote controlled nozzle(s) or turret(s) should be considered. See also A.6.3.1 of NFPA 1500.

**A.16.2.3.2** Pumps of 3000 gpm (12,000 L/min) or greater capacity are used for specialized industrial fire-fighting applications, where the apparatus is typically supplied by a high-pressure feed system.

**A.16.2.3.3** High points in the suction plumbing should be avoided. If there are high points in the intake plumbing, a prime or suction should also be taken at the top of the high point as well as at the top of the pump suction inlet.

**A.16.2.3.3.4** Parallel operation can be referred to as "volume," and series operation can be referred to as "pressure."

**A.16.2.4.1** At an altitude of 2000 ft (600 m), the actual (uncorrected) atmospheric pressure equivalent to the sea level reading of 29.9 in. Hg (101 kPa) is 27.8 in. Hg (94.1 kPa).

The values given in Table 16.2.4.1(b) and Table 16.2.4.1(c) are representative values of pressure losses due to flow entrance, velocity, and friction sources through 20 ft (6 m) of suction hose (including strainer) of the diameter indicated.

The basis of the tables on friction loss is tabular data from 1953 testing and other accumulated data and testing. In 1976, the data were reviewed and incorporated in Table 16.2.4.1(b). The data include a velocity head component, and the values account for bending, because the actual values were derived from suction hose bent from the suction intake into the test pit.

**A.16.2.4.2** Where the community to which the apparatus is to be delivered is at a considerably higher altitude than the factory or other test location, sufficient excess power should be provided to compensate for the fact that the power of a naturally aspirated internal combustion engine decreases with elevation above sea level. The performance of a fire pump can be adversely affected by the design of the suction piping or the addition of valves to the suction side of the pump. Losses due to additional piping or valves that are added to the fire pump suction reduce pump performance.

**A.16.3.1** The purchaser might want to consider a supplementary heat exchanger cooling system for the pump drive engine. If utilized, valving should be installed to permit water from the discharge side of the pump to cool the coolant circulating through the engine cooling system without intermixing. The heat exchanger should maintain the temperature of the coolant in the pump drive engine not in excess of the engine manufacturer's temperature rating under all pumping conditions. A drain(s) should be provided to allow draining of the heat exchanger to prevent damage from freezing.

**A.16.3.4** A separate pumping engine could use the vehicle chassis battery system, or it could have a separate set of dedicated batteries. Whichever system is used, the battery charging and electrical supply should be designed to meet this standard.

**A.16.4.3** Each component in the driveline has a continuous duty torque rating. At this level of usage, each component also has a design life expressed as hours of use at rated torque. The design life of some components can be substantially less than the remaining drive system components. An hourmeter activated by the pumping system and marked with a label should be provided to log the number of hours of drive system usage.

Programming the engine to use an alternate torque curve or sizing the pump and pump gear ratio to limit the torque required is an acceptable means of limiting the net engine output torque.

**A.16.5.1** Pumps and piping that are frequently used to pump saltwater, water with additives, or other corrosive waters should be made of bronze or other corrosion-resistant materials. For occasional pumping of such water, pumps made of other materials are satisfactory if properly flushed out with freshwater after such use. Where corrosive water is being pumped and the pump and piping are not made of corrosion-resistant materials, the placement of anodes in the pump might minimize the corrosive effects.

The term *all bronze* indicates that the pump's main casing, impeller, intake and discharge manifolds, and other principal components that are exposed to the water to be pumped, with the exception of the shaft bearings and seals, are made of a high-copper alloy material. It is preferable to use similar materials for the pump and piping.

Corrosion effects are proportional to the mass relationship of bronze to iron. It is, therefore, preferable to use similar materials for the pump and piping. Where both iron and bronze are used, it is preferable to keep the mass of the iron larger than that of the bronze.

**A.16.6.1** Intakes can be larger than the size of the suction hose specified in Table 16.2.4.1(a). The sizing of suction hose in Table 16.2.4.1(a) is for the pump manufacturer's certification of the pump's capability only. It is recommended that a fire department standardize suction hose size regardless of fire pump size on its apparatus, which will allow extra suction hose to be available if a long horizontal reach is needed to get to the water source. Regional standardization of suction hose sizes will improve interoperability within the region in the event of a major disaster.

It is also advantageous to have valves on one or more of the intakes. The purchaser should specify if larger intakes are to be provided and if any of the intakes are to be equipped with valves.

Intakes at the front or rear of the apparatus or otherwise specially situated might not allow drafting rated capacity at rated pressure. The purchaser should specify the flow rates required from auxiliary intakes, especially front and rear intakes or other intakes located 10 ft (3 m) or more away from the pump. If auxiliary intakes are provided, the purchaser should also consider requiring the manufacturer to certify the actual flow rates from auxiliary intakes.

It is recommended that permanently gated intakes 4 in. (102 mm) or larger be controlled from the pump operator's position.

**A.16.6.1.1** Apparatus used outside the United States can have intake connections other than NH if specified by the authority having jurisdiction.

**A.16.6.1.3** Pressurizing a suction inlet could create a dynamic water hammer that might cause a hose or fitting failure, resulting in injury or death to anyone in the immediate vicinity. Valves should be opened and closed slowly, and lines should be charged slowly.

**A.16.6.2.2** Sizing of the openings of the strainer(s) is intended for debris of generally uniform dimensions. It is recognized that debris of nonuniform dimensions — that is, long in relation to cross section — might be able to pass through the strainer(s) while not being able to pass through the pump.

**A.16.6.5** The bleeder valve should be used prior to the removal of a hose, a cap, or other closure connected to an intake. The bleeder valve should also be used while filling a hose connected to an intake with water. Failure to use the bleeder valve in these situations might result in serious injury or death.

**A.16.7** Consideration should be given to providing an additional pump cooling/recirculation line or thermal relief valve that is automatic in operation. Pumps on fire apparatus are often left unattended, and a cooling/recirculation line or thermal relief valve that is automatic in operation will help ensure that the pump does not overheat.

**A.16.7.1** The flows listed for each outlet size are minimum and are for rating purposes only. If piping and valving are sufficient, much higher flows for a given outlet size might be achievable. The purpose of this section is to provide sufficient discharge outlet connections to allow the apparatus to relay-supply the rated capacity of the pump for a distance of 1200 ft (366 m) or greater. If a 1500 gpm pump (6000 L/min) is chosen, six 2.5 in. (65 mm) lines, or two 2.5 in. (65 mm) lines and one 5 in. (125 mm) line, or one 6 in. (150 mm) line will be needed.

Section 16.7.1 allows the customer the option of using LDH hose instead of many 2.5 in. (65 mm) lines. A 1500 gpm (6000 L/min) pump could be supplied with a 5 in. (125 mm) connection and two 2.5 in. (65 mm) connections and be totally compliant and functional, because the LDH connection equals four 2.5 in. (65 mm) connections.

This section is based on discharge outlet connections, not valve sizes or piping. The valve size friction loss is not normally as great as the hose loss attached to the outlet connection. A 3 in. (75 mm) valve can easily supply a 5 in. (125 mm) connection at 1000 gpm (4000 L/min), with little noticeable loss through the valve and the pipe. (*See Table A.16.7.1.*)

**A.16.7.2.1** Apparatus intended for use outside the United States can have outlet connections other than NH if specified by the authority having jurisdiction.

**Table A.16.7.1 Common Valve/Pipe Size by Connection Size**

Connection Size	Required Flow	Common Valve/Pipe Size to Meet the Requirement
2.5 in.	250	2.5 in. or 3 in.
3 in.	375	2.5 in. or 3 in.
4 in.	635	3 in.
5 in.	1000	3 in. or 4 in.
6 in.	1500	4 in.



**A.16.7.2.2** For interoperability among fire departments at major incidents, National Hose threads are required. Adapters can then be used to adapt to locally used hose connections.

**A.16.7.3** If flows greater than 200 gpm (750 L/min) through preconnected lines are needed, piping from the pump to preconnected hose lines should be larger than 2 in. (52 mm) in order to keep the friction loss to a reasonable level. If additional preconnected lines are wanted, the location and hose size should be specified.

**A.16.7.5.3** Control of discharges on apparatus is available as pull-type actuators, trunnion or swing valves, flexible push/pull controls, gear-operated hand wheel controls, and hydraulic, air, and electric operators. These controls are available with either quick-operating or slow-operating valve mechanisms. The nozzle and hose reaction and “operational effort” for high flow or high-pressure discharges are critically important to many fire departments. Because of the variations in types of individuals and characteristics of operators involved with pump operations, a purchaser should carefully evaluate valve controls.

**A.16.7.9** Where possible, discharge outlets should be positioned in an area away from the pump operator’s position.

If a deck gun or monitor is to be mounted on the top of the apparatus, consideration should be given to designing the system so it can be operated without the need for a person to climb to the top of the apparatus. This can be accomplished by using a remotely operated monitor or by positioning the device so it is operable from the pump operator’s position.

**A.16.9.1** Ideally, having no intake or discharge connections at the operator’s position would simplify and improve safety for the operator. If complete removal of these connections is impractical, the reduction and careful placement of these connections, with operator safety in mind, would improve the situation considerably.

Operation of pump and discharge controls should not compromise the clearances of the operator’s space on a top-mount pump panel or provide sharp edges, projections, or barriers to movement. The purchaser might want to state the clear walkway minimum space that is required.

Many fire departments have found it useful to color code the labels that identify the various discharge and intake controls. While this process can simplify pump operations, it can also create confusion if a pattern is not followed on all apparatus in the department. For standardization, the color-coding scheme in Table A.16.9.1 is recommended for all new apparatus labels.

**A.16.10** The indicator lights and interlocks specified in this section are minimums. Some manufacturers or users might choose to add additional indicator lights or interlocks.

**A.16.10.1.2** Pumps are operated from the side, top, front, or rear of the vehicle, and stationary pumping requires that no power is applied to the wheels during pumping. Therefore, it is essential that any controls that could apply power to the wheels while pumping be equipped with a means to prevent dislocation of the control from its set position in the pumping mode.

**A.16.10.2** There are several ways to drive a pump from the chassis engine through a PTO. Each of them can be used with either an automatic or a manual transmission, but the interlocks and indicators with a manual transmission do not sense or depend on the gear selected. Generally, a driveshaft connects the PTO to the pump, except in the case of a split

**Table A.16.9.1 Color Scheme for Labels on Discharge and Intake Controls**

Discharge	Color
Preconnect #1 or front bumper jump line	Orange*
Preconnect #2	Red*
Preconnect #3 or discharge #1	Yellow*
Preconnect #4 or discharge #2	White*
Discharge #3	Blue
Discharge #4	Black
Discharge #5	Green
Deluge/deck gun	Silver
Water tower	Purple
Large-diameter hose	Yellow with white border
Foam line(s)	Red with white border
Booster reel(s)	Gray
Inlets	Burgundy

\*Because the vast majority of fires are extinguished using preconnected lines, a fire department should give consideration to matching the hose jacket color to the color of the labels. Fire departments using this system have reported an improvement in fireground operations.

shaft PTO with a midship pump. In some cases, the PTO drives a hydraulic pump which drives a hydraulic motor driving the pump. The following are common PTO types:

- (1) *Pump driven through a split shaft PTO.* The driveline goes through a gearbox that either powers the rear driveline (road position) or the pump (pump position). This PTO can transmit the full power of the vehicle engine but cannot provide pump-and-roll functionality.
- (2) *Pump driven through a transmission-mounted PTO, front-of-engine crankshaft PTO, or engine flywheel (rear engine) PTO.* Each of these PTOs can be designed for stationary pumping only or for stationary pumping and pump-and-roll. Generally, there is a limit on the power available, but in some cases pumps as large as 1500 gpm (6000 lpm) can be driven. Each type of PTO has its advantages and disadvantages. Front-of-engine crankshaft PTOs are used for front-mount pumps. These drive choices are usually the only options if pump-and-roll capability is required from the chassis engine.
- (3) *Pump driven through a transfer case PTO or auxiliary transmission PTO.* The transfer case is part of the 4-wheel-drive system and can provide a PTO output for driving the pump. An auxiliary transmission PTO-driven pump functions much like a transfer case PTO-driven pump for 2-wheel-drive apparatus. These PTOs are suitable only for stationary pumping. These have been largely replaced by transmission-mounted or engine flywheel PTOs.

The following are descriptions of the interlocks and indicators for each type of chassis transmission and pump drive arrangement:

*Stationary pump driven through split shaft PTO — automatic chassis transmission.* Where the apparatus is equipped with an automatic chassis transmission, the water pump is driven by the chassis engine through the transmission’s main driveline, and the apparatus is to be used for stationary pumping only; an interlock system is provided to ensure that the pump drive

system components are engaged in pumping mode so that the pumping system can be operated from the pump operator's position. A "Pump Engaged" indicator is provided in the driving compartment to indicate that the pump shift process has successfully completed. An "OK to Pump" indicator is provided both in the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged and the chassis transmission is in pump gear. A "Throttle Ready" indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the "OK to Pump" indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the chassis transmission is in neutral and the parking brake is on.

*Stationary pump driven through split shaft PTO — manual chassis transmission.* Where the apparatus is equipped with a manual chassis transmission, the water pump is driven by the chassis engine through the transmission's main driveline, and the apparatus is to be used for stationary pumping only; an interlock system is provided to ensure that the pump drive system components are engaged in pumping mode so that the pumping system can be operated from the pump operator's position. A "Pump Engaged" indicator is provided in the driving compartment to indicate that the pump shift has successfully completed. An "OK to Pump" indicator is provided in the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged. A "Throttle Ready" indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the "OK to Pump" indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the parking brake is on.

*Stationary pump driven through transmission-mounted PTO, front-of-engine crankshaft PTO, or engine flywheel PTO — automatic chassis transmission.* Where the apparatus is equipped with an automatic chassis transmission; the water pump is driven by a transmission-mounted (SAE) PTO, front-of-engine crankshaft PTO, or engine flywheel PTO; and the apparatus is to be used for stationary pumping only with the chassis transmission in neutral; an interlock system is provided to ensure that the pump drive system components are engaged in pumping mode so that the pump system can be operated from the pump operator's position. A "Pump Engaged" indicator is provided both in the driving compartment and on the pump operator's panel to indicate that the pump shift has successfully completed. An "OK to Pump" indicator is provided both in the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged and the chassis transmission is in neutral. A "Throttle Ready" indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the "OK to Pump" indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the chassis transmission is in neutral and the parking brake is on.

*Stationary pump driven through transmission-mounted PTO, front-of-engine crankshaft PTO, or engine flywheel PTO — manual chassis transmissions.* Where the apparatus is equipped with a manual chassis transmission; the water pump is driven by a transmission-mounted (SAE) PTO, front-of-engine crankshaft PTO, or engine flywheel PTO; and the apparatus is to be used for stationary pumping only with the chassis transmission in neutral; an interlock system is provided to ensure that the

pump drive system components are engaged in pumping mode so that the pump system can be operated from the pump operator's position. A "Pump Engaged" indicator is provided both in the driving compartment and on the pump operator's panel to indicate that the pump shift has successfully completed. An "OK to Pump" indicator is provided both in the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged. A "Throttle Ready" indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the "OK to Pump" indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the parking brake is on.

*Stationary and "pump-and-roll" pump — automatic chassis transmissions.* Where the water pump is driven by a transmission-mounted (SAE) PTO, front-of-engine crankshaft PTO, or engine flywheel PTO, and the apparatus is designed to be used in both stationary pumping mode with the automatic chassis transmission in neutral and "pump-and-roll" pumping mode in a road gear, an interlock system is provided to ensure that the pump drive system components are properly engaged so that the apparatus can be operated in either stationary or pump-and-roll pumping mode. A "Pump Engaged" indicator is provided both in the driving compartment and at the pump operator's panel to indicate that the pump shift has successfully completed. An "OK to Pump" indicator is provided both in the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged and the chassis transmission is in neutral. A "Throttle Ready" indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the "OK to Pump" indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the chassis transmission is in neutral and the parking brake is on. An "OK to Pump and Roll" indicator is provided in the driving compartment and is energized when the pump is engaged, the chassis transmission is in road gear, and the parking brake is released. When the "OK to Pump and Roll" indicator is energized, the "OK to Pump" indicator is not energized.

*Stationary and "pump-and-roll" pumps — manual chassis transmissions.* Where the water pump is driven by a transmission-mounted (SAE) PTO, front-of-engine crankshaft PTO, or engine flywheel PTO, and the apparatus is designed to be used in both stationary pumping mode with the chassis transmission in neutral and "pump-and-roll" pumping mode in a road gear; an interlock system is provided to ensure that the pump drive system components are properly engaged so that the apparatus can be operated in either stationary or pump-and-roll pumping mode. A "Pump Engaged" indicator is provided both in the driving compartment and at the pump operator's panel to indicate that the pump shift has successfully completed. An "OK to Pump" indicator is provided in both the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged. A "Throttle Ready" indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the "OK to Pump" indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the parking brake is on. An "OK to Pump and Roll" indicator is provided in the driving compartment and is energized when the pump is engaged and the parking brake is

released. When the “OK to Pump and Roll” indicator is energized, the “OK to Pump” indicator is not energized.

*Stationary pumps driven through transfer case PTOs or auxiliary transmission — automatic chassis transmissions.* Where the apparatus is equipped with an automatic chassis transmission, the water pump is driven by the chassis engine through the transmission's main driveline and through a transfer case, and the apparatus is to be used for stationary pumping only; an interlock system is provided to ensure that the pump drive system components are properly engaged so that the pumping system can be operated from the pump operator's position. A “Pump Engaged” indicator is provided in the driving compartment to indicate that the pump shift has successfully completed. An “OK to Pump” indicator is provided both in the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged, the chassis transmission is in pump gear, and the transfer case drive to the chassis wheels is in neutral. A “Throttle Ready” indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the “OK to Pump” indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the chassis transmission is in neutral and the parking brake is on.

*Stationary pumps driven through transfer case PTOs or auxiliary transmission PTO — manual chassis transmissions.* Where the apparatus is equipped with a manual chassis transmission, the water pump is driven by the chassis engine through the transmission's main driveline and through a transfer case, and the apparatus is to be used for stationary pumping only; an interlock system is provided to ensure that the pump drive system components are properly engaged so that the pumping system can be operated from the pump operator's position. A “Pump Engaged” indicator is provided in the driving compartment to indicate that the pump shift has successfully completed. An “OK to Pump” indicator is provided in both the driving compartment and at the pump operator's panel to indicate that the pump and parking brake are engaged, and the transfer case drive to the chassis wheels is in neutral. A “Throttle Ready” indicator is provided at the pump operator's panel to indicate throttle control at the pump operator's panel when either the “OK to Pump” indicator is on or if the apparatus is designed so that the chassis engine speed control is available at the pump operator's panel when the parking brake is on.

**A.16.10.2.2** Completion of the pump shift might require that the chassis transmission be shifted into pump gear.

**A.16.10.2.4** When the “OK to Pump-and-Roll” indicator is energized, the “OK to Pump” indicator is not energized.

**A.16.10.2.5.3** The purchaser should specify if they want throttle control at the pump panel when not in “OK to Pump” mode. Engine speed advancement control at the operator's panel might be required for apparatus with the need to control the engine speed during operation of a generator, aerial device, alternator, or other chassis engine-driven device. The indicating device for this “Throttle Ready” condition is the same indicating device as in 16.10.2.5.2.

Other apparatus might not have equipment for which it is necessary to control engine speed from the pump operator's panel. Engine speed control at the pump operator's panel for these apparatus might not be desirable because, on many chassis engines, activating remote throttle operation automatically

disables the in-cab accelerator pedal. For such apparatus, engine speed advancement control at the pump operator's panel is not required when the chassis transmission is in neutral and the parking brake is engaged, so a “Throttle Ready” indication is not required.

**A.16.10.3.1** See A.16.10.2.2.

**A.16.10.4** The purpose of a pressure control system is to control the discharge pressures in order to protect fire fighters who are operating hose streams as well as to protect discharge hose from damage in the event attack hose streams are shut off or other valves are closed, reducing flow rates.

The system could consist of a discharge relief valve, a pressure regulator that controls the speed of the pump, an intake relief valve, or any combination of these devices. Pressure control systems will relieve excess pressure when valves are closed in a normal manner, but some water hammer conditions could occur due to valves being closed so quickly that the system cannot respond fast enough to eliminate damage to equipment. Proper fireground procedures are still required.

**A.16.10.4.1** Pressure control systems can be supplied in the following forms:

- (1) Integral with the pump and supplied by the pump manufacturer
- (2) As an external system of components supplied by the apparatus manufacturer
- (3) As an external control system provided by a pressure control manufacturer
- (4) Properly selected pump, PTO ratio, and discharge sizes to limit pressure rise to less than 30 psi (207 kPa)

Pressure governors control the engine speed, which relates directly to the net pump pressure: If the speed is raised, the pressure goes up; if the speed is lowered, the pressure goes down.

Discharge relief valves control pressure by passing water from the discharge side of the pump back into the intake side of the pump. This type of system works in a pressure differential of at least 70 psi to 90 psi (500 kPa to 600 kPa) between the intake and discharge sides of the pump. If the pressure differential is not present, the discharge relief valve might not control a pressure rise completely.

If either a discharge relief valve or a pressure governor is used with high incoming inlet pressures, an intake relief valve or total control system should be added.

In the case where an intake relief valve is selected, it should be of sufficient size and response time to handle the pump performance range. It should also be easily controlled by the pump operator so that this incoming pressure can be adjusted for each incident. For best results, the operator should set the intake relief valve to operate at 90 psi (600 kPa) below the desired discharge operating pressure.

The pressure control system should be certified by the appropriate manufacturer or an independent third-party certification organization. Because of the importance of these systems, the purchaser might wish to have performance tests conducted on the installed system.

**A.16.10.5** Departments that need to attain a draft while conducting operations off tank water will find that adding a primer selector valve or second priming control valve to allow

attaining a draft on the outboard side of the gated pump suction valve will reduce the potential loss of continuous water flow while supplying attack lines. A vacuum line is run to the outboard side of the valve and connected through a selector valve to the primer. Side, front, and rear selector settings can be arranged to allow priming off any side of the unit with one primer. Automatic priming is available from several manufacturers and offers added convenience to the pump operator.

**A.16.11.1** The electronic throttle control systems that are currently available will provide greater flexibility for the operator because they can be set like a traditional throttle or a pressure governor.

**A.16.12.1.1** A pumping engine fuel level indicator or red warning light indicating when the fuel level falls below one-fourth of the capacity of the tank(s) should be provided on the pump operator's panel.

**A.16.12.3.2** Because the rated operating pressure of large-diameter supply hose is substantially less than that of attack fire hose, an individual pressure gauge is required to allow the operator to control the discharge pressure even where a flowmeter is provided.

**A.16.13.1.2.4** The purchaser might wish to have an independent third-party certification organization certify the test results, particularly where the pump is required to meet extended continuous duty pumping applications.

**A.16.13.2.1.2** Where tests are performed inside a structure or elsewhere that has limited air circulation, carbon monoxide monitoring equipment should be used. Such equipment should be checked and calibrated regularly and should include a suitable warning device.

**A.16.13.2.1.2(4)** The suction lift capability of a fire pump is certified by the pump manufacturer for specific conditions of altitude above sea level, atmospheric pressure, water temperature, and friction and entrance loss caused by the flow of water through the intake strainers and hose as stated in 16.2.4.1. As the temperature of the water increases and barometric pressures decreases, the suction lift capability of the fire pump is reduced. While the minimum lift of the test site for the pumping test is 3 ft, the test site configuration must not provide a vertical lift that exceeds the suction lift capability of the pump as a result of elevated water temperatures and reduced barometric pressure. See Table A.16.13.2.1.2(4).

**A.16.13.2.2.6** If a counter speed shaft is not provided, the engine speed can be read with a phototachometer or strobe light off a rotating element.

**A.16.13.2.3.1** Figure C.3(c) of NFPA 1911 shows a test data form for recording the test readings and other necessary data.

**Table A.16.13.2.1.2(4) Effect of Water Temperature and Barometric Pressure on Suction Lift Capability**

Water Temperature		Effect on Lift		Barometric Pressure		Effect on Lift	
°F	°C	ft	m	in. Hg	kPa	ft	m
60	16	0	0	29.9	101.3	0	0
90	32	-1	-0.3	29.0	98.2	-1	-0.3
110	43	-2.3	-0.7				
120	49	-3.3	-1.0				

**A.16.13.2.3.2** Where an engine is operating at or near full power while stationary, the heat generated could raise the temperature of certain chassis or pumping system components above the level that, when touched, could cause extreme discomfort or injury. However, as long as the apparatus can be operated and used satisfactorily for the required duration of the test under such conditions, it should be considered acceptable.

The suction lift can be determined either by measuring the negative pressure (vacuum) in the pump intake manifold with a test gauge that measures vacuum accurately or by adding the vertical lift and the value of friction and entrance loss from Table 16.2.4.1(b) or Table 16.2.4.1(c). To be accurate, gauge readings should be corrected for the difference between the height of the gauge and the centerline of the pump intake, but usually this is not a significant amount and could be ignored. Thus, the net pump pressure can be calculated by using the following formulas.

For inch-pound units:

$$P = D + (H \times 0.5)$$

[A.16.13.2.3.2a]

or

$$P = D + 0.43(L + F)$$

[A.16.13.2.3.2b]

where:

- $P$  = net pump pressure (psi)
- $D$  = discharge pressure (psi gauge)
- $H$  = vacuum gauge reading (in. Hg)
- $L$  = vertical lift (ft)
- $F$  = friction and entrance loss (ft of water)

For SI units:

$$P_m = D_m + H_m$$

[A.16.13.2.3.2c]

or

$$P_m = D_m + F_m + 9.8L_m$$

[A.16.13.2.3.2d]

where:

- $P_m$  = net pump pressure (kPa)
- $D_m$  = discharge pressure (kPa)
- $H_m$  = vacuum gauge reading (kPa)
- $F_m$  = friction and entrance loss (kPa)
- $L_m$  = vertical lift (m)

**A.16.13.6.5** When the test is done with intake valves open and intakes capped, the apparatus could have a bad intake valve that would not be detected. By conducting a second test with the intake valves closed and intakes not capped, a leaking intake valve would be detected.

**A.16.13.8** The engine speed advancement interlock system test verifies the proper functioning of the throttle controls and

indicator for various conditions of chassis transmission(s), parking brake, and pump shift control action status. Testing should be performed with a qualified person positioned in the driving compartment and a qualified person verifying indicators and engine speed control status at the pump operator's panel. Shifting of the pump transmission/PTO should be done in accordance with the manufacturer's instructions.

**A.16.13.10** If the tests of some components of the apparatus are being certified by an independent third-party certification organization, the purchaser might wish to specify that these tests also be certified by the independent third-party certification organization.

**A.17.1** Auxiliary pumps come in a variety of different styles: gear, piston, and centrifugal designs. Where centrifugal designs are specified, the purchaser also has to select if it is to be a single-stage, series-only multistage, or series/parallel multistage-type pump.

The purchaser should indicate the type of operation and performance required from the auxiliary pump. Auxiliary pumps are predominantly for fighting grass, brush, and other small outside fires. Low capacity with high pressure through  $\frac{3}{4}$  in. (19 mm) or 1 in. (25 mm) booster hose is commonly used for these fires. Pump-and-roll capability is often specified.

**A.17.4** Various types of pump drive systems are available. These pumps are often driven by power takeoff units attached to SAE PTO openings on the chassis transmission. There are also front-of-engine PTO systems, flywheel PTO systems, split drive-line PTO systems, and separate engine drive systems.

**A.17.4.1** The volume and pressure that can be obtained safely depend on the torque capacity of the apparatus's transmission or transfer case, power takeoff, and pump driveline. In most cases, the torque rating of the PTO will determine the maximum pump performance. Power takeoff manufacturers assign a torque rating to their products. This torque rating is based on intermittent service, as in operating the PTO at the full torque limit for a period of 5 minutes or less. For continuous duty, the intermittent torque rating is devalued 30 percent.

**A.17.4.2** Sustained operations at either high volume, high pressure, or both high volume and high pressure could cause excessive heating of the transmission lubricant. To maintain lubricant temperatures below the component manufacturer's published limits, it might be necessary to employ oil-to-oil or oil-to-water heat exchangers. The latter should be of a type that will not trap water, which would cause serious damage if the water subsequently freezes.

**A.17.6.1** The purchaser should indicate the number, size, and location of the pump intake connections or combination of connections desired. The types of pump intake connections are as follows:

- (1) External intake
- (2) Direct supply line from the water tank
- (3) Supply line from the discharge side of the fire pump

**A.17.7** The purchaser should indicate the size, number, and location of the pump discharge connections desired. The types of pump discharge connections are as follows:

- (1) Discharge line(s) for non-preconnected hose lines
- (2) Discharge line(s) to preconnected hose lines
- (3) Discharge line(s) to booster reel(s) (if provided)

**A.17.7.3.1** For interoperability among fire departments at major incidents, National Hose threads are required. Adapters can then be used to adapt to locally used hose connections.

**A.17.10.3** A separate pumping engine could use the vehicle chassis battery system, or it could have a separate set of dedicated batteries. Whichever system is used, battery charging and electrical supply should be designed to meet this standard.

**A.18.2.3** Water tanks should have provisions that allow for complete inside cleaning. The purchaser should indicate in the specifications if access to the interior of the tank is required.

**A.18.2.4** Water tanks can appear in several different configurations, such as round, elliptical, rectangular, or T-shaped. Handling characteristics of the apparatus can be greatly affected by its vertical and horizontal centers of gravity. The purchaser should indicate the filling and dumping rates required if those rates exceed the requirements of this standard, and any other local needs, and let the apparatus manufacturer design the tank shape to best meet the axle-loading and center-of-gravity requirements.

If the tanks are made as one unit with the body and compartments, the material used is important. It should be corrosion-proof and should not easily cause condensation.

**A.18.2.6** The design of a water tank can be a critical factor in the handling characteristics of fire apparatus. If water is free to travel either longitudinally or laterally in a tank, as would be the case if the tank were half full, a tremendous amount of inertia can build up that will tend to force the fire apparatus in the direction the water has been traveling. When the water reaches the end of the tank, the sudden application of force can throw the fire apparatus out of control and has been known to cause fire apparatus to turn over or skid when going around a curve or coming to a sudden stop. The only way to prevent such accidents is to restrict or disrupt the movement of the water so that the inertia will not build up in one direction. This is done with the installation of swash partitions to either contain the water in smaller spaces within the tank (containment method) or disrupt its momentum by changing its direction of motion (dynamic method). The partitions in a containment system create compartments that are interconnected by openings between them so that air and water can flow at the specified rate when the tank is being filled or emptied. The partitions in a dynamic system are often staggered in an arrangement designed to change the direction of the water and turn it into a turbulent motion that absorbs much of its own energy.

**A.18.3.3** A check valve installed in the tank-to-pump line is the most common method used to prevent water from backflowing into the tank at an excessive rate if the pump is being supplied from a hydrant or relay pumper and the tank-to-pump line valve has been inadvertently left in the open position.

A hole up to  $\frac{1}{4}$  in. (6 mm) is sometimes provided in the check valve to release steam or other pressure buildup.

**A.18.4.1** Where rapid filling of the water tank from an external source is desired, the purchaser should consider an inlet directly into the tank that is capable of allowing the tank to be filled at a rate of 1000 gpm (4000 L/min). Where such a fill connection is provided, it should conform to the requirements of 18.5.1.

**A.18.4.1.1** The intent of 18.4.1.1 is to allow filling the tank by the insertion of a common 2½ in. (65 mm) hose with coupling into the fill opening. The opening does not need to be round in shape.

**A.18.4.1.4** An excessive flow rate when a tank is being filled could result in a pressure buildup in the tank that could cause permanent damage or failure.

**A.18.4.2.2** A vent/overflow outlet is necessary so that overpressurization does not occur within the tank while it is being filled. However, water is likely to spill out of the vent/overflow while the fire apparatus is moving (e.g., accelerating, decelerating, or cornering). The fill tower and vent/overflow outlet should be arranged so that water spillage is minimized and is directed behind the rear tires.

The purchaser might wish to specify a sealed water tank and overflow system design that will eliminate water spill while the vehicle is in motion.

**A.18.4.3.1** If a larger fill line is desired, the buyer should consult with the manufacturer on construction of the tank inlet location and any required reinforcement or alternation of the tank baffles. It is necessary to design the tank with venting and overflow capability for the maximum fill rate.

**A.18.4.3.2** See A.18.4.3.1.

**A.18.4.3.3** A locking-type ball valve, globe valve, needle valve, or other type of valve capable of regulating flows should be used. A gate valve is not recommended.

**A.18.5.1.1** Where large filling rates are used, fill connections should be equipped with a diffuser inside the tank to minimize potential structural damage. It is important that the purchaser evaluate how the apparatus will be used and define the location and type of fittings desired on this tank fill.

Where rapid filling of the water tank on another type of apparatus from an external use is desired, the purchaser should consider an inlet directly into the tank that is capable of allowing the tank to be filled at a rate of 1000 gpm (4000 L/min). Where such a fill connection is provided, it should conform to the requirements of 18.5.1.

**A.18.5.2** It is important that the purchaser evaluate how the apparatus will be used and define the location(s) and types of fittings for these outlets.

Where rapid dumping of the contents of the water tank to an external use is desired on other types of apparatus, the purchaser should consider an outlet directly from the tank that is capable of allowing water to be transferred from the tank at an average rate of at least 1000 gpm (4000 L/min).

**A.18.5.2.2** Additional methods might be desired to improve the off-loading rate of gravity dumps. These methods include a jet assist or a pneumatic pump. Control should be from the pump operator's position. Two types of jet assists can be used, one directed into the throat of the gravity dump and the other a peripheral jet system. Figure A.18.5.2.2(a) shows how the traditional jet is installed. A smooth-tipped "jet" nozzle is supplied by a pump that is capable of delivering at least 250 gpm (1000 L/min) at a gauge pressure of 150 psi (1000 kPa). Jet nozzles range in size from ¾ in. to 1¼ in. (19 mm to 32 mm). The diameter of the tip will be determined by the capacity of the pump being used and the diameter of the discharge piping and dump valve.

The peripheral application of jet assist nozzles has proved highly effective. This approach utilizes two or more jets installed in the sides of the discharge piping just outside the quick dump valve. In addition to the reported discharge advantages of peripheral discharge streams, the externally fed system is easier to plumb and has fewer maintenance problems. The jets, installed 25 degrees to 30 degrees from the piping wall, contact more surface area of the discharging water, thereby increasing water discharge efficiency. Because the water is drawn through the dump valve, less turbulence is created, and the eddy effect often present with traditional in-line jets is overcome. Nozzles made by welding reducer pipe fittings work very effectively as jets. Flow rates of 2000 gpm (8000 L/min) have been obtained using a 300 gpm (1100 L/min) pump to supply two ¾ in. (19 mm) nozzles in a 6 in. (150 mm) dump valve configuration. Figure A.18.5.2.2(b) shows a diagram of a peripheral jet assist arrangement.

A pneumatic system can be used to pressurize a tank and assist in expelling water. The vacuum pumps can also be used for filling the tank.

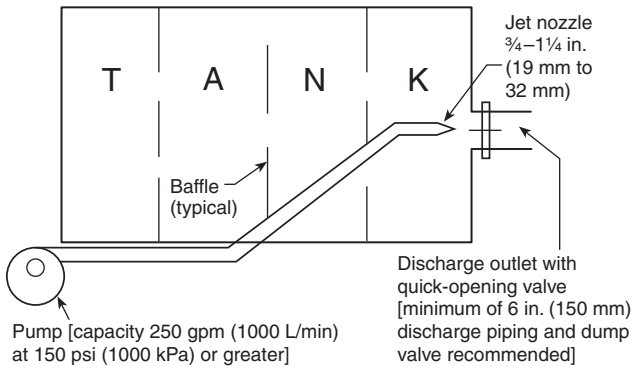
**A.18.6.1** If the tests of some components of the apparatus are being certified by an independent third-party certification organization, the purchaser might wish to specify that the water tank capacity also be certified by the independent third-party certification organization.

**A.19.1** If the purchaser intends to suspend personnel or equipment from the aerial device using wire ropes or chains, the purchaser should inform the manufacturer of the intended use so proper mounting devices and locations as well as associated capacities can be determined. Equipment users have the potential to overload the aerial device components if improper methods are used.

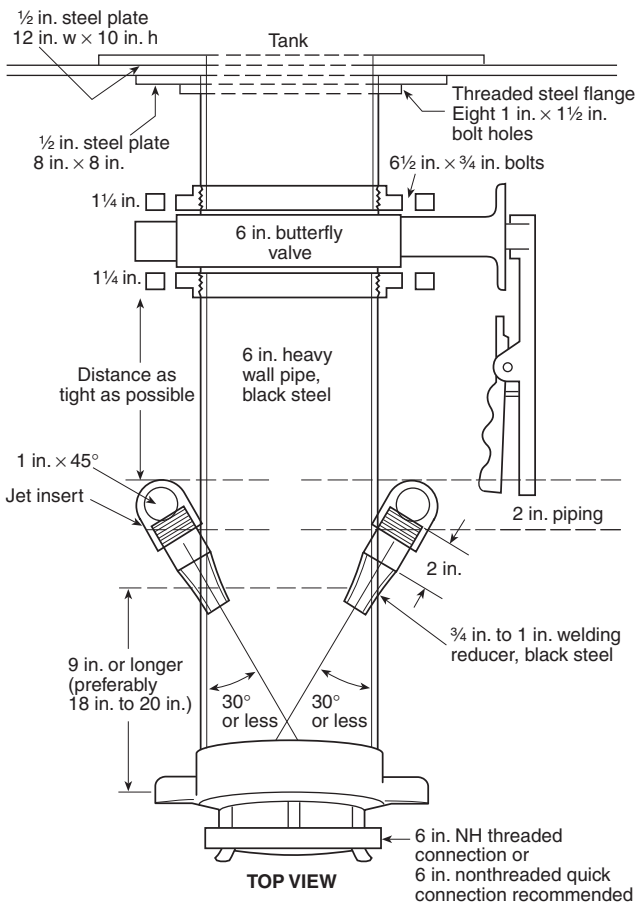
**A.19.2.3** The rated horizontal reach of the aerial ladder could be less than the extended length of the aerial that is used to determine the rated vertical height. This might be necessary to maintain the defined stability requirements as outlined in Section 19.21.

**A.19.2.13** Air can be supplied to a secondary operator's position at the tip of the aerial, to the tip of an aerial without a secondary operator's position, and/or the turntable operator's position. If the fire department expects to engage in operations where they will need to supply remote breathing air from the system on the aerial ladder to fire fighters working away from the end of an aerial ladder, such as during a rescue operation in a fuel or chemical tank, coal bin, or silo storage tower, it will be necessary to be able to supply breathing air for at least two persons.

**A.19.3.4** Ladder capacity ratings are established in many different operating positions other than full extension and zero degrees elevation. Ladders are often rated at higher tip capacities as elevation angles increase or when the ladder is not fully extended. Most manufacturers provide distributed load capacities (several persons), depending on the ladder's extension and elevation. Combination ratings that include capacity at the tip while discharging water are normally provided. These can vary with elevation and extension and are examples of multiple configurations. It is important that the manufacturer define for the user the ladder's rated capacity in various positions and operation modes.



**FIGURE A.18.5.2.2(a) Traditional Internal Jet Dump.**



For SI units, 1 in. = 25.4 mm.

**FIGURE A.18.5.2.2(b) Peripheral Jet Assist Arrangement (Top View).**

Aerial control systems can now limit the motion of the aerial device based on the following conditions:

- (1) Geometric position of the aerial device
- (2) Weights and loads (ice, wind, nozzle reactions, slope conditions, etc.) applied to the aerial device that create overturning loads
- (3) Stabilizer extension at each location

- (4) Position of the aerial device with respect to the centerline of the truck

These geometric conditions are complex, and the electronic systems should clearly monitor the required inputs and validate the range of motion with the loads applied while maintaining the required safety factors for vehicle stability and structural safety.

**A.19.4.3.1** A two-way communication system at two positions on the apparatus is considered a minimum. Depending on the configuration of the apparatus, the purchaser might want to consider communication systems at additional positions, such as at a pump panel or at the monitor operating position on the ladder.

**A.19.5.2.1** Turntable bearing bolts are required to be checked through torque verification at regular intervals. The apparatus body should be constructed so as to make this task relatively simple by unbolting access panels, ladder slides, and other obstructions. Space should be provided for checking and torquing of the bearing bolts above and below the turntable using the appropriate tools.

**A.19.5.4** The controls located at the tip of an aerial ladder are intended primarily to perform the final positioning of the aerial ladder in rescue or other fire-fighting operations. These controls are not intended to replace the lower control position as the primary operating position for the aerial ladder. Where the tip control is used, the operator(s) needs to take the following precautions:

- (1) Tip control operators need to be aware of personnel who are on the ladder sections behind them.
- (2) Lower control operators need to remain in position and deactivate the tip controls when anyone is moving on the ladder.
- (3) Tip control operators need to take care to place their feet on the steps at the tip to avoid injury to their feet from the moving ladder sections below.
- (4) Tip control operators need to be belted in position to protect against abrupt or unexpected ladder movements.

**A.19.6** The arrangement of the waterway could be a telescoping pipe to a fly section or a nontelelescoping pipe to the tip of the base section.

**A.19.6.4.5** The tip of an aerial ladder should be capable of being positioned up to a window or other location to allow fire fighters and civilians to climb onto the aerial ladder easily. It might be preferable to keep the monitor behind the last rung of the fly section to protect it in the road position.

**A.19.6.6** The arrangement of the external inlet should be specified by the purchaser based on the intended local operation in supplying water to the waterway.

If the normal operations are to supply the waterway through the external inlet, a valve should be provided where large diameter hose is to be used. A valved three- or four-inlet siamese should be provided when 2 1/2 in. or 3 in. (65 mm or 75 mm) supply lines are used. Attention should be given to the inlet arrangement to limit friction loss. Also, if the apparatus is equipped with a fire pump and the purchaser wants to use the auxiliary inlet as a discharge, a slow-operating valve needs to be installed in the riser to the swivel.

**A.19.6.9** Where freezing conditions are expected, an automatic drain valve should be specified in order to drain the waterway when water is not flowing.

**A.19.7.3** The rated horizontal reach of the aerial platform may be less than the extended length of the aerial that is used to determine the vertical height. This could be necessary to maintain the defined stability requirements as outlined in Section 19.21.

**A.19.7.6.6** Anchorage systems for fall protection systems exist in several different classes, and the purchaser should be aware of the following differences in fall protection harnesses:

- (1) Travel restraint system. Used to limit movement in the confines of the aerial platform and uses a belt hook and 450 lb (205 kg) rated anchorage point
- (2) Fall restraint system. Similar to item 1 with more freedom of movement in the platform and uses a belt, 18 in. to 24 in. (45.7 cm to 60.96 cm) lanyard, and 900 lb (408 kg) rated anchorage point
- (3) Fall arrest system. Used to arrest an occupant in a fall from a working level. System uses a body harness, shock absorbing lanyard, and an 1800 lb (815 kg) rated anchorage point

The rating of the fall protection harness is a rating of the anchorage itself. The rated capacity of the aerial is not to be exceeded because of the fall protection harness attachment rating.

**A.19.8.6** Platform capacity ratings can be established in many different operating positions other than full extension and zero degrees elevation. Platforms are often rated at higher capacities as elevation angles increase or when the device is not fully extended. Most manufacturers provide distributed load capacities (several persons), depending on the aerial's extension and elevation. Combination ratings that include capacity at the tip while discharging water are normally provided. These can vary with elevation and extension and are examples of multiple configurations. It is important that the manufacturer clearly define for the user the ladder's rated capacity in various positions and operation modes.

Aerial control systems can now limit the motion of the aerial device based on the following conditions:

- (1) Geometric position of the aerial device
- (2) Weights and loads (ice, wind, nozzle reactions, slope conditions, etc.) applied to the aerial device that create overturning loads
- (3) Stabilizer extension at each location
- (4) Position of the aerial device with respect to the centerline of the truck

These geometric conditions are complex, and the electronic systems should clearly monitor the required inputs and validate the range of motion with the loads applied while maintaining the required safety factors for vehicle stability and structural safety.

**A.19.9.2.1** A two-way communication system at two positions on the apparatus is considered a minimum. Depending on the configuration of the apparatus, the purchaser might want to consider communication systems at additional positions such as the pump panel.

**A.19.10.1** Position lights on the outer corners of the platform can be helpful in providing increased visibility of the platform's location from the ground operator's position.

**A.19.10.3.1** See A.19.5.2.1.

**A.19.12.3.4** Because the water system can be closed at both the top and the bottom of the waterway, the purchaser might want to require a vacuum relief valve.

**A.19.12.5** The arrangement of the external inlet should be specified by the purchaser based on the intended local operation in supplying water to the waterway. If the normal operations are to supply the waterway through the external inlet, a valve should be provided where large diameter hose is to be used. A valved three- or four-inlet siamese should be provided when 2½ in. or 3 in. (65 mm or 75 mm) supply lines are used. Attention should be given to the inlet arrangement to limit friction loss. Also, if the apparatus is equipped with a fire pump and the purchaser wants to use the auxiliary inlet as a discharge, a slow-operating valve needs to be installed in the riser to the swivel.

**A.19.12.9.1** Where freezing conditions are expected, an automatic drain valve should be specified in order to drain the waterway when water is not flowing.

**A.19.13.3** The rated horizontal reach of the water tower could be less than the extended length of the water tower that is used to determine the vertical height. This may be necessary to maintain the defined stability requirements as outlined in Section 19.21.

**A.19.15.3.1** See A.19.5.2.1.

**A.19.16.5** See A.19.12.5.

**A.19.16.9** Where freezing conditions are expected, an automatic drain valve should be specified in order to drain the waterway when water is not flowing.

**A.19.18.1** If the operator's position is located on the turntable, the operator should have at least 5 ft<sup>2</sup> (0.46 m<sup>2</sup>) of standing and working space exclusive of other space required. The purchaser should specify any special requirements for the operator's position or for other space required on the turntable for personnel to stand or work.

**A.19.18.2** Aerial ladder operational controls should be located such that the operator can see the tip of the aerial ladder in all operating positions. The operator's position is often located on the turntable.

**A.19.18.6.1** For LED lights, steady-state temperature typically takes 2 hours or more of continuous operation. For halogen lights, steady-state temperature typically takes about 30 minutes of continuous operation.

**A.19.19.7** While this standard requires the hydraulic system to have adequate cooling for continuous operation for 2½ hours, prolonged operation under adverse environmental conditions could cause the hydraulic oil to rise in temperature beyond its recommended temperature range. The purchaser might wish to specify an indicator and an alarm that warns the operator if the fluid temperature begins to overheat.

**A.19.20.1** Structural safety factors are widely recognized terms in good engineering practice but can be unfamiliar to those using this standard.



The following combination of loads should be evaluated to determine compliance with this standard. To clarify, the terms are defined as follows:

*Dead Load Stress (DL).* Stress produced by the aerial device structure and all materials, components, mechanisms, or equipment permanently fastened thereto. If this equipment is installed by the manufacturer before delivery, it is included in the dead load. Equipment added to the aerial device by the fire department that exceeds the manufacturer's recommendations needs to be subtracted from the rated capacity.

*Rated Capacity Stress (RL).* Stress produced by the rated capacity of the aerial device applied at the tip of the fly section for an aerial ladder [minimum 250 lb (114 kg) at an elevation of zero degrees and full extension] or on the platform of an elevating platform apparatus [minimum 750 lb (340 kg) at an elevation of zero degrees and full extension].

*Water Reaction Stress (WL).* Stress produced by nozzle reaction force and the weight of the water in the water delivery system.

*Material Yield Strength (FY).* The stress at which a material exhibits a specified permanent distortion or set.

- (1) With no water in the system, the aerial device positioned at full extension, zero-degree elevation and loaded at the rated capacity, the criterion for structural safety is as follows: The stress produced by two times the dead load stress (*DL*) plus the stress produced by two times the rated capacity stress (*RL*) should not exceed the material yield strength (*FY*), as shown in the following equation. This is a 2:1 safety factor.

[A.19.20.1a]

$$2 \times DL + 2 \times RL \leq FY$$

- (2) With water flowing in the system and the aerial device in the position that creates the highest stress, the criterion for structural safety is as follows: The stress produced by two times the dead load stress (*DL*) plus the stress produced by two times the rated capacity stress (*RL*) plus the stress produced by the water reaction stress (*WL*) should not exceed the material yield strength (*FY*), as shown in the following equation:

[A.19.20.1b]

$$2 \times DL + 2 \times RL + WL \leq FY$$

Other combinations of loading, including wind loads, ice loads, and impact loads, can be included as additional live loads in determining structural safety factors and rated capacities.

**A.19.21.1** Water, hose, ground ladders, and other equipment on the apparatus all provide stability when they are in place. However, at a fire, this equipment and water are often removed. Therefore, stability needs to be measured under worst conditions, which is with the equipment removed.

**A.19.24.2.8** The lifting of a tire or stabilizer on the opposite side of the apparatus from the load does not necessarily indicate a condition of instability.

**A.19.25** The purchaser might want to specify that this test be conducted with the certification tests required by Section 19.24

and that the test results be certified by the independent third-party certification organization.

**A.20.1.1** It is important for the purchaser to understand the types and properties of mechanical foam and its application to specify a foam proportioning system properly. Specific information regarding foam concentrates and their application is available in NFPA 11. Information on foam concentrates for Class A fires is available in NFPA 1150.

The following terms are not used in this document but are associated with foam proportioning systems and are included here to aid understanding.

*Aerated Foam.* The end product of a discharge of foam solution and air.

*Aspirate.* To draw in air. Nozzle aspirating systems draw air into the nozzle to mix with the agent solution.

*Aspirated Foam.* The end product of a mechanically induced air stream that is drawn into the foam solution at atmospheric pressure to create foam. The aeration is generated by the energy of the foam solution stream.

*Automatic Regulating Proportioning System.* A proportioning system that automatically adjusts the flow of foam concentrate into the water stream to maintain the desired proportioning ratio. These automatic adjustments are made based on changes in waterflow or conductivity.

*Batch Mix.* The manual addition of foam concentrate to a water storage container or tank to make foam solution.

*Foam Blanket.* A body of foam used for fuel protection that forms an insulating and reflective layer from heat.

*Injector.* A device used in a discharge or intake line to force foam concentrate into the water stream.

*Manually Regulated Proportioning System.* A proportioning system that requires manual adjustment to maintain the proportioning ratio when there is a change of flow or pressure through the foam proportioner.

*Proportioning Ratio.* The ratio of foam concentrate to water, usually expressed as a percentage.

*Surface Tension.* The elastic-like force in the surface of a liquid that tends to bring droplets together to form a surface.

*Wetting Agent.* A chemical that reduces the surface tension of water and causes it to spread and penetrate more effectively than plain water but does not foam.

**A.20.2** Foam proportioning systems can be designed with the following features:

- (1) The ability to proportion different types of foam concentrate, including Class A and Class B foam concentrates
- (2) The ability to proportion foam concentrate at fixed or variable proportioning ratios
- (3) The ability to proportion foam concentrate into single or multiple discharge outlets
- (4) The ability to supply foam solution and water simultaneously from multiple discharge outlets
- (5) Manual or automatic foam proportioning system operation

**A.20.2.1** In-line eductor foam proportioning systems are installed in the water pump discharge as a permanently installed

device or as a portable device. Water is forced through the eductor venturi by water pump discharge pressure, creating a vacuum that causes foam concentrate to be pushed by atmospheric pressure into the eductor (into the water stream) at the design rate of the device [see Figure A.20.2.1(a)]. By design, a nonrecoverable pressure drop of 30 percent or greater is required for eductor operation. The maximum recovered pressure, including friction loss and static head pressure, is nominally 65 percent of the inlet pressure to the eductor. The in-line eductor is a manually regulated foam proportioning system.

A variable flow bypass eductor system is a modification of the in-line eductor foam proportioning system. An eductor is placed in a bypass line around the main line waterflow control valve so that when the valve is adjusted to produce waterflow through the bypass eductor, foam concentrate is drawn into the eductor (into the water stream) [see Figure A.20.2.1(b)]. The foam solution in the bypass line is then joined with the main line waterflow downstream of the waterflow control valve. The variable flow bypass eductor is a manually regulated foam proportioning system.

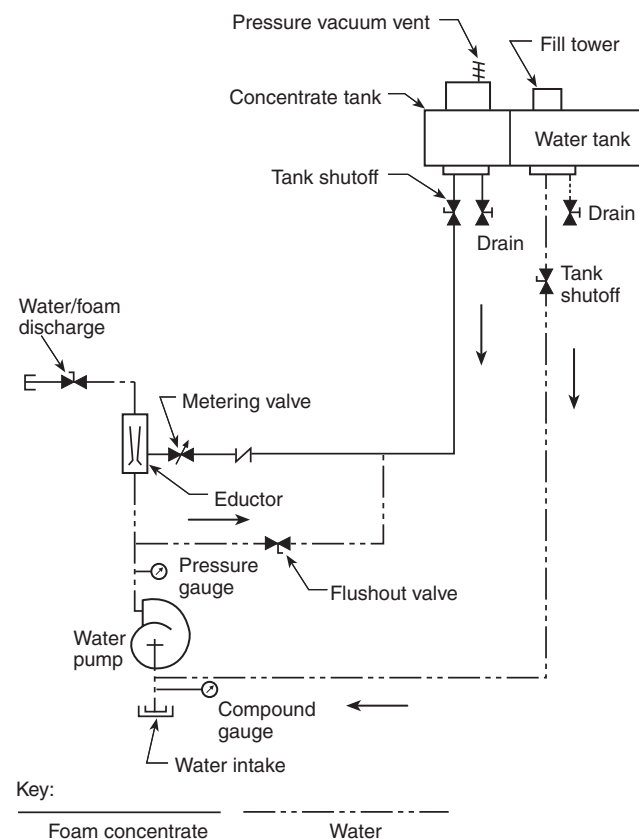
A variable pressure eductor is another modification of the in-line eductor foam proportioning system. This type of eductor is designed to automatically adjust the area of the eductor venturi to compensate for changes in water pressure at the inlet of the device. Better performance (less pressure loss) can be achieved by having the eductor in the straight line position with the main line and the waterflow control valve in the offset position. The reason for this is that the small eductor sets the pressure drop and the water control valve merely matches the pressure losses of the eductor and fittings directing flow to the eductor. If the eductor flow has to flow through two branching tees and two elbows, the water control valve must match those pressure losses. If the eductor is in the straight line position, pressure losses of two branching tees and two elbows are not present in the eductor branch of the variable flow bypass eductor; therefore, the total pressure loss across the proportioning system is only that of the eductor. The variable pressure eductor is a manually regulated foam proportioning system.

**A.20.2.2** Self-educating master stream nozzles are mounted on the discharge side of the pump. These devices make up a complete foam proportioning system consisting of a foam proportioner and application device (nozzle). Self-educating master stream nozzles have the following operating characteristics:

- (1) Automatic or operator-adjustable foam solution rates
- (2) Minimal pressure drop

**A.20.2.3** An intake-side foam proportioning system is a manually regulated system. An in-line device installed in the water pump intake line provides a connection through a foam concentrate metering valve to the foam concentrate tank. The vacuum created by the water pump allows atmospheric pressure to push foam concentrate directly into the pump intake. Hydrant or relay operation is not possible with this type of foam proportioning system.

**A.20.2.4** Around-the-pump proportioning systems operate with an eductor installed between the water pump discharge and the intake. A small flow of water from the water pump discharge passes through the eductor, which creates a vacuum that causes foam concentrate to be pushed into the eductor and discharged into the pump intake. Around-the-pump foam



**FIGURE A.20.2.1(a) In-Line Eductor Foam Proportioning System.**

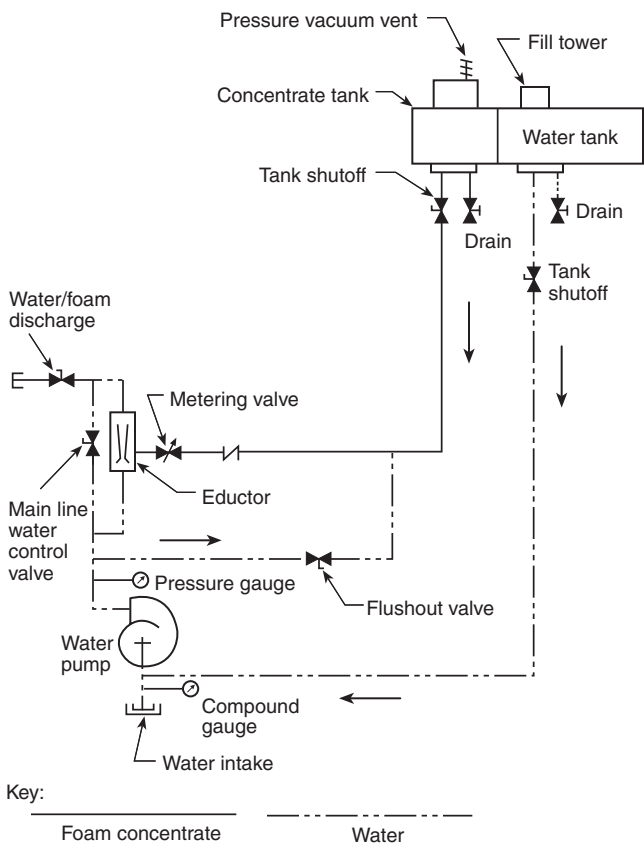
proportioning systems require a pressure differential of 30 percent to 50 percent of inlet pressure for efficient operation.

A manual around-the-pump proportioning system utilizes a manually adjustable foam concentrate metering valve to control the proportioning ratio. [See Figure A.20.2.4(a).]

A flowmeter sensing around-the-pump proportioning system utilizes a flowmeter sensing system to monitor total solution flow and foam concentrate flow. The flow data are transmitted to an electronic control that regulates the proportioning ratio through a foam concentrate metering valve. [See Figure A.20.2.4(b).]

**A.20.2.5** Balanced pressure foam proportioning systems are installed on the discharge side of the water pump. Two orifices discharge water and foam concentrate into a common ratio controller (proportioner) located in the water pump discharge. By adjusting the area of the orifices to a particular ratio, the percentage of injection can be controlled if the intake pressures are equal. The method of controlling or balancing the foam concentrate pressure with the water pressure varies with different balanced pressure system designs. The two basic types of balanced pressure systems are systems without a foam concentrate pump and systems with a concentrate pump. Balanced pressure foam proportioning systems generally are automatic regulating foam proportioning systems.

Balanced pressure systems without a foam concentrate pump are referred to as “pressure proportioning systems” [see Figure



**FIGURE A.20.2.1(b) Variable Flow Bypass Eductor System.**

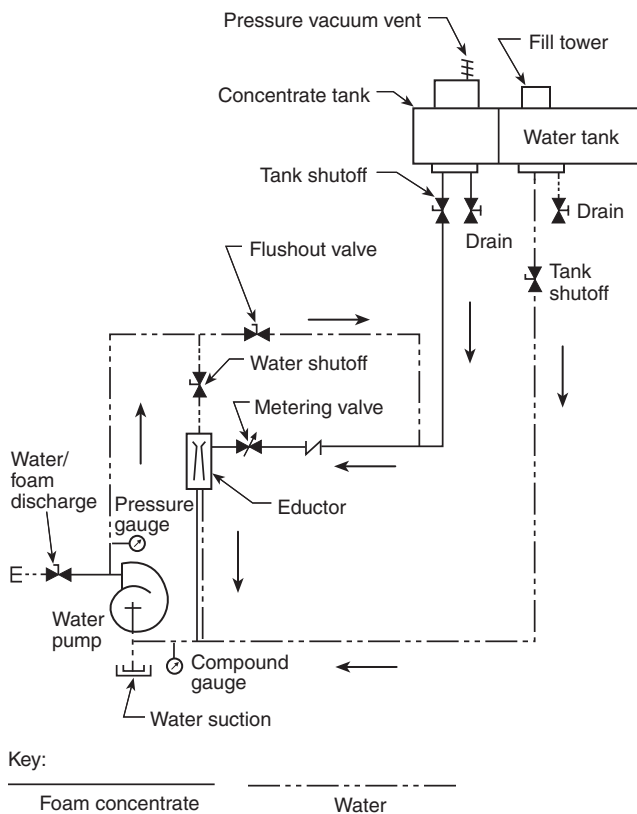
A.20.2.5(a)]. These systems utilize a pressure vessel with an internal bladder to contain the foam concentrate. When in operation, water pump pressure is allowed to enter the pressure vessel between the shell and the internal bladder to exert pressure on the internal bladder. The foam concentrate is forced out of the bladder to the foam proportioner at a pressure equal to the water pump pressure.

Two basic types of balanced pressure foam proportioning systems utilize a foam concentrate pump: a bypass system and a demand system. Foam proportioning system operation is not affected by water pump intake pressure or interrupted while refilling the foam concentrate tank in these types of foam proportioning systems.

The bypass system utilizes a valve in the foam concentrate pump recirculating line that balances the foam concentrate and water pressure by bypassing excess foam concentrate. [See Figure A.20.2.5(b).]

The demand system is designed to control the speed of the foam concentrate pump, resulting in control of the pump discharge pressure to achieve a balance of foam concentrate and water pressure within the system. [See Figure A.20.2.5(c).]

**A.20.2.6** Direct injection foam proportioning systems utilize a foam concentrate pump to inject foam concentrate directly into the water pump discharge. Foam proportioning system operation is not affected by water pump intake pressure or interrupted while the foam concentrate tank is being refilled.



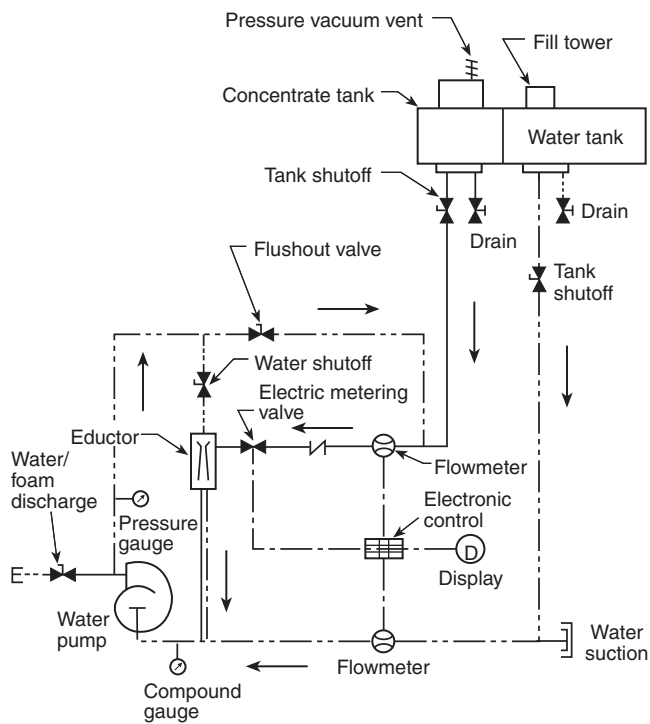
**FIGURE A.20.2.4(a) Manual Around-the-Pump Proportioning System.**

Direct injection foam proportioning systems generally are automatic regulating foam proportioning systems.

Automatic flow-sensing direct injection foam proportioning systems utilize an in-line flowmeter(s) to monitor the system operating conditions. System operating data are transmitted to an electronic control, which controls the proportioning ratio. Two different flow-sensing systems are available:

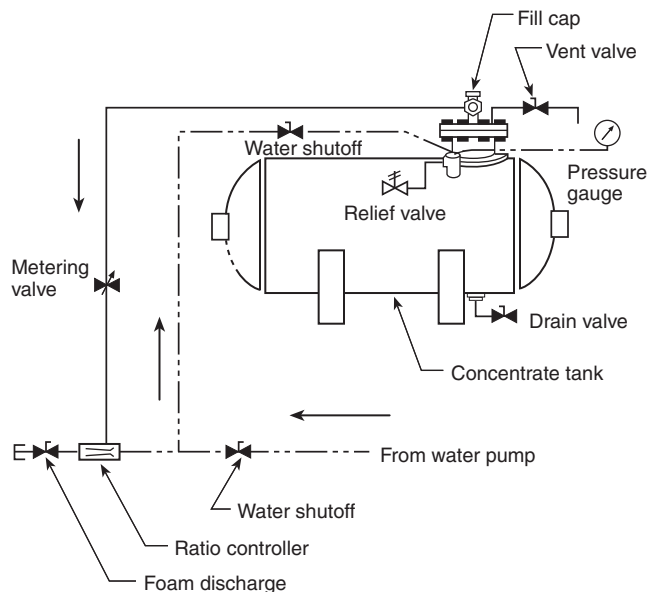
- (1) An electronic control receives electronic signals corresponding to the proportioning ratio from the control panel and waterflow data from the flowmeter. The electronic control then commands the foam concentrate pump module to deliver foam concentrate at the proportional rate. [See Figure A.20.2.6(a).]
- (2) An electronic control receives electronic signals corresponding to the foam concentrate flow from a foam concentrate flowmeter, the proportioning ratio from the control panel, and waterflow data from the water flowmeter. The electronic control regulates the proportioning ratio through a foam concentrate metering valve. [See Figure A.20.2.6(b).]

A conductivity-sensing direct injection foam system utilizes an electrical conductivity sensor(s) to sample the fire pump discharge water prior to foam concentrate injection and transmits this information to an electronic control. A second electrical conductivity sensor samples the foam solution and transmits this information to the electronic control that regulates the foam pump motor speed based on the ratio selected by the operator. Since flow rate affects conductivity readings, a flow-



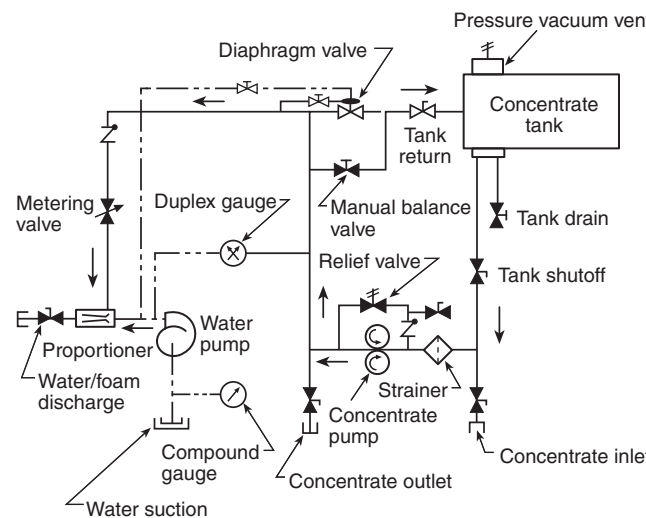
Key:  
 Foam concentrate      Water      Electric

**FIGURE A.20.2.4(b) Flowmeter Sensing Around-the-Pump Proportioning System.**



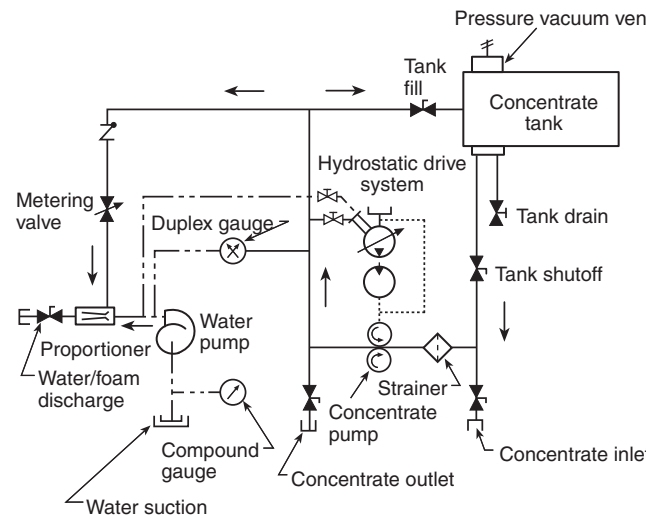
Key:  
 Foam concentrate      Water

**FIGURE A.20.2.5(a) Pressure Proportioning Balanced Pressure Proportioning System.**



Key:  
 Foam concentrate      Water

**FIGURE A.20.2.5(b) Bypass Balanced Pressure Proportioning System.**



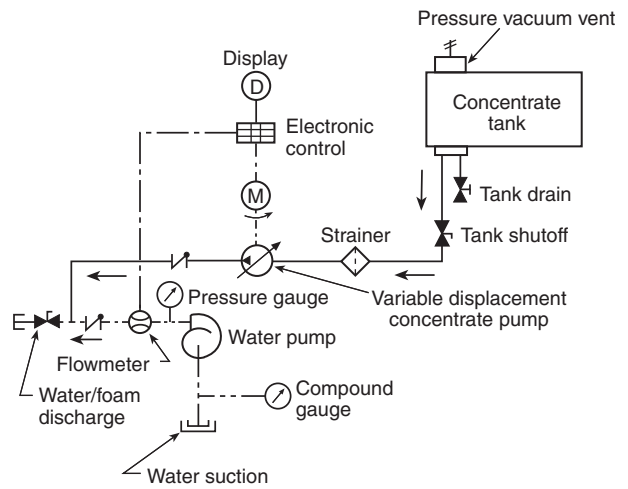
Key:  
 Foam concentrate      Water      Hydraulic

**FIGURE A.20.2.5(c) Demand Balanced Pressure Proportioning System.**

meter transmits the flow rate through the process manifold to the electronic control. [See Figure A.20.2.6(c).]

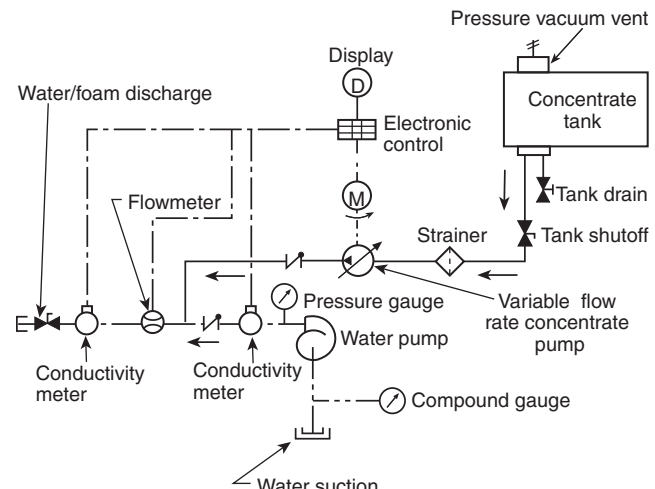
**A.20.2.7** In a water motor foam proportioning system, a water motor drives a positive displacement foam concentrate pump. The water motor can be either a positive displacement type or a turbine type. Water motor foam proportioning systems are automatic regulating foam proportioning systems.

Where a positive displacement water motor drives the foam concentrate pump, the ratio of the water motor displacement to the displacement of the foam concentrate pump is the ratio



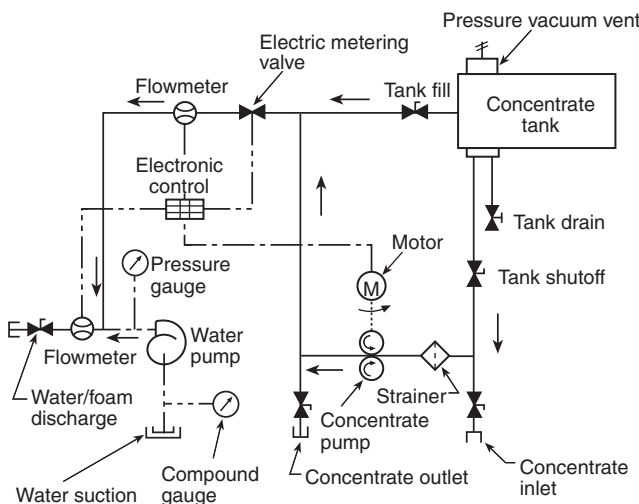
Key:  
 \_\_\_\_\_ Foam concentrate  
 - - - - - Water  
 \_\_\_\_\_ Electric

**FIGURE A.20.2.6(a) Single-Meter Flow-Sensing Direct Injection Foam Proportioning System.**



Key:  
 \_\_\_\_\_ Foam concentrate  
 - - - - - Water  
 \_\_\_\_\_ Electric

**FIGURE A.20.2.6(c) Conductivity-Sensing Direct Injection Foam Proportioning System.**

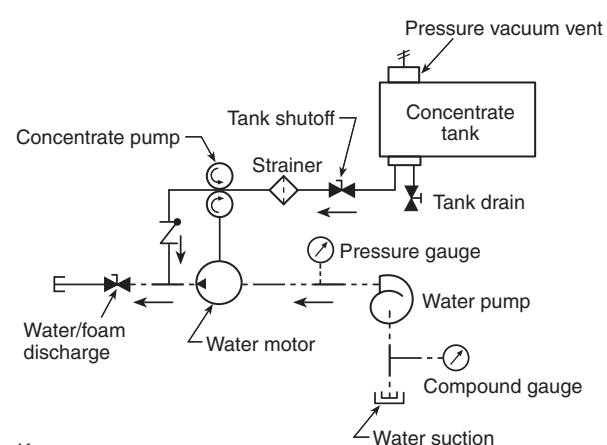


Key:  
 \_\_\_\_\_ Foam concentrate  
 - - - - - Water  
 - - - - - Hydraulic  
 \_\_\_\_\_ Electric

**FIGURE A.20.2.6(b) Dual-Meter Flow-Sensing Direct Injection Foam Proportioning System.**

of the desired foam solution. A positive displacement water motor proportioning system requires no external power. [See Figure A.20.2.7(a).]

A water turbine-driven foam proportioning system uses a water turbine to power a positive displacement foam concentrate pump. Flowmeters sense the foam concentrate pump output and the waterflow, sending signals to an electronic control that regulates the proportioning ratio by adjusting the water turbine speed. [See Figure A.20.2.7(b).]

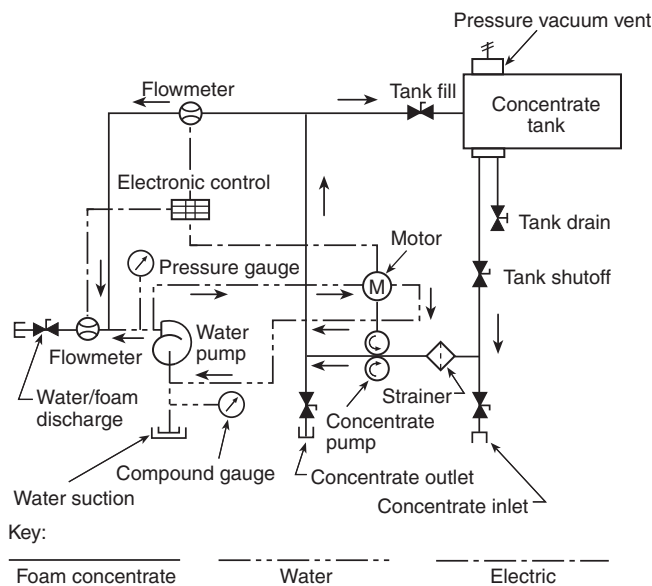


Key:  
 \_\_\_\_\_ Foam concentrate  
 - - - - - Water

**FIGURE A.20.2.7(a) Water Motor Foam Proportioning System.**

**A.20.3.1** Proportioning systems that introduce foam concentrate or other additives into the water pumping system have the potential to backflow solution into an external water source. Backflow prevention devices utilized in the water piping prior to the introduction of the water additive are designed to prevent such occurrences. Use of these devices could create additional friction loss in the system and should be used or installed following the proportioning system manufacturer's recommendations.

**A.20.3.4** Most foam concentrate manufacturers differentiate between the materials they recommend for foam proportioning system components that are designed to be flushed with water after operation and those components that are intended to be continuously wetted with foam concentrate.



**FIGURE A.20.2.7(b) Water Turbine-Driven Flow-Sensing Direct Injection Foam Proportioning System.**

**A.20.3.7** The use of fire chemicals, including foam, might be restricted in sensitive natural and cultural resource areas. Some land management agencies prohibit fire chemicals from being used within a specified distance of any waterway to protect critical habitats, including threatened and endangered species. To operate in these areas, the purchaser should consider specifying a water-only (no foam) discharge. In addition, the purchaser should specify that the pump recirculation line be plumbed such that the water returning to the water tank is free of foam solution if a foam proportioner is installed on the apparatus.

**A.20.4.1** It is desirable to have a visual indicator on the operator's panel that shows whether the foam proportioning system is in the "operating" position or the "off" position. A visual means of indicating positive foam concentrate flow at the operator's panel is also helpful.

**A.20.6.3.2** Suitable means to attach the cover to the fill tower could include a threaded cap or a hinged cover with a mechanical latching device.

**A.20.6.3.3** The purchaser might want to consider a foam tank refill system to allow refilling the foam tank with a pump, so fire fighters do not need to climb on top of the apparatus and lift foam pails to the top of the apparatus. It should discharge to the bottom of the tank to minimize aeration.

**A.20.6.6** On fire apparatus where a single foam storage tank is used, provisions should be made to flush the tank and all foam concentrate plumbing to avoid contamination of dissimilar foam concentrates when switching types or brands.

**A.20.6.8** The foam concentrate tank(s) can be an integral part of the water tank.

**A.20.6.10.2** Different types and brands of concentrates can be incompatible with each other and should not be mixed in storage. Concentrate viscosity varies with different types of products and temperatures.

**A.20.7** The foam concentrate pump is a critical component of both balanced pressure and direct injection foam proportioning systems. Positive displacement pumps are recommended for several reasons. Positive displacement pumps are relatively slow in speed compared to centrifugal pumps, which is advantageous with viscous foam concentrates that are difficult to shear. Centrifugal pumps can become air bound when trying to pump viscous foam concentrates, which results in a complete shutdown of the system. The self-priming feature of positive displacement pumps allows them to draw foam concentrate from drums or any external source without priming the pump.

**A.20.7.2** Corrosion-resistant materials are materials such as brass, copper, Monel®, stainless steel, or equivalent materials.

**A.20.7.5** A suitable intake connection is required for the type of system being utilized to operate from an external source as specified by the purchaser.

**A.20.9.3(5)** It is necessary for the operator to be familiar with the specific types of foam concentrates the foam proportioning system manufacturer has designed the system to operate with and proportion accurately. The foam proportioning system might require modification or recalibration if a foam concentrate is introduced into the system that was not intended by the system's manufacturer for use in the system.

**A.20.10** If the tests of some components of the apparatus are being certified by an independent third-party certification organization, the purchaser might wish to specify that these tests also be certified by the independent third-party certification organization.

**A.20.10.1** There are four methods for testing a foam proportioning system for calibration accuracy. They are:

- (1) Substituting water for foam concentrate
- (2) Measuring foam concentrate pump output directly
- (3) Determining foam percentage by use of a refractometer
- (4) Determining foam percentage by use of a conductivity meter

*Test Method 1: Substituting Water for Foam Concentrate.* The foam proportioning system is operated at the waterflow rates at which the system is to be tested. Water is used as a substitute for foam concentrate. The substitute water for the foam concentrate is drawn from a calibrated tank instead of foam concentrate from the foam concentrate tank. The volume of water drawn from the calibrated tank divided by the volume of water pumped over the same time period multiplied by 100 represents the percentage of foam the foam proportioning system is producing.

*Test Method 2: Measuring Foam Concentrate Pump Output Directly.* With some direct injection systems, it is possible to directly measure the foam concentrate pump output. With the foam proportioning system operating at a given waterflow rate and either foam concentrate or water used as a substitute for foam concentrate, the output of the foam concentrate pump is measured by diverting that output into a calibrated container for direct measurement over a given period of time. An alternative is to measure the foam concentrate flow or water substitute with a calibrated meter.

*Test Method 3: Determining Foam Percentage by Use of a Refractometer.* A refractometer is used to measure the refractive index of a foam solution sample.

First, a base calibration curve is prepared using the same water and foam concentrate that will be used with the system to be tested. Three known foam solution samples are needed and should include the following:

- (1) The nominal intended percentage
- (2) The nominal intended percentage plus 1 percent
- (3) The nominal intended percentage minus 1 percent

If the nominal intended percentage is 1 percent or less, the three samples should be as follows:

- (1) The nominal intended percentage
- (2) The nominal intended percentage plus 0.3 percent
- (3) The nominal intended percentage minus 0.3 percent

The required amount of water is placed in a 100 mL or larger graduated cylinder, leaving space for the foam concentrate. A 10 mL pipette or 10 cc syringe is used to carefully add the required amount of foam concentrate to the water. Each measured foam solution is then poured from the graduated cylinder into a 100 mL or larger plastic bottle, and the bottle is marked indicating the percentage solution it contains. The bottle is capped and thoroughly shaken to mix the foam solution.

An alternative method for making the three foam solution samples is to use a very accurate scale. The density of the foam concentrate must be known and can be found on the product data sheet or the Material Safety Data Sheet (MSDS) for the foam concentrate. For example, to make a 100 ml sample of a 3 percent foam solution using a foam concentrate with a density of 1.04, 97 g of water is measured into a beaker and 3.12 g of foam concentrate is added to the beaker ( $1.04 \times 3 \text{ g} = 3.12 \text{ g}$ ).

After the foam solution samples are thoroughly mixed, a refractive index reading is taken of each foam solution sample. This is done by placing a few drops of the solution on the refractometer prism, closing the cover plate, and observing the scale reading at the dark field intersection. Because the refractometer is temperature compensated, it could take 10 seconds to 20 seconds for the sample to be read properly. It is important to take all refractometer readings at ambient temperatures of 50°F (10°C) or above.

Using standard graph paper, the refractive index readings are plotted on one axis and the percentage of concentration on the other. This plotted curve serves as the known baseline for the test series. The solution samples should be set aside in the event the measurements need to be checked.

Foam solution samples are then collected from the proportioning system, making certain that the samples are taken at an adequate distance downstream from the foam proportioning system being tested to allow for complete mixing of the water and the foam concentrate. Refractive index readings of the samples are taken and compared to the plotted curve to determine the percentage of foam.

This method might not be accurate for aqueous film-forming foam (AFFF), alcohol-resistant foam, or certain other types of foam that typically exhibit very low refractive index readings. Also, the refractometer method should not be used when testing foam percentages of 1 percent or lower because the accuracy for determining the percentage of foam concentrate in a solution when using a refractometer is  $\pm 0.1$  percent, at best. For that reason, Test Method 4, the conductivity

method, might be preferable where AFFF, alcohol-resistant foam, or 1 percent or less foam (Class A foam) is to be tested.

*Test Method 4: Determining Foam Percentage by Use of a Conductivity Meter.* The conductivity test method is based on changes in electrical conductivity as foam concentrate is added to water. Conductivity is a very accurate method, provided there are substantial changes in conductivity as foam concentrate is added to the water in relatively low percentages. Because saltwater and brackish water are very conductive, this method might not be suitable where these waters are used because of the small conductivity changes as foam concentrate is added. If saltwater or brackish water is used, it is necessary to make foam solutions in advance to determine if adequate changes in conductivity can be detected. This method cannot be used if the water has more total solids than the foam concentrate.

The following three variations of this test method can be used to determine the foam percentage by the conductivity method:

- (1) *Direct reading conductivity method.* A sample of the water to be used in the test is put in a 100 mL or larger container. The conductivity meter head is immersed in the water sample, and the meter display is set at zero. If the direct reading foam solution conductivity meter is mounted in a discharge line, the meter should be set at zero with plain water flowing.

If the conductivity meter manufacturer does not indicate that the percentage of foam solution can be read directly for the foam concentrate being used, a calibration curve needs to be developed. The calibration curve might show that the direct meter readings are correct for the foam concentrate being used, or it might indicate that the calibration curve needs to be used when that foam concentrate is used in the test.

The foam proportioning system is operated, and a sample of the foam solution produced by the system is collected using a 100 mL or larger container. The conductivity meter head is immersed in the foam solution sample, and the percentage of the foam solution is read on the meter display. If the conductivity meter is mounted in a discharge line, the percentage of the foam solution is read on the meter display while foam solution is being discharged.

- (2) *Conductivity comparison method.* A sample of the water to be used in the test is put in a 100 mL or larger container. Using a conductivity meter reading in microsiemens per centimeter (mscm), the conductivity value of the water sample is determined. The foam proportioning system is operated, and a sample of the foam solution produced by the system is collected in a 100 mL or larger container. Using the conductivity meter, the conductivity value of the foam solution sample is determined. The conductivity value of the water sample is subtracted from the conductivity value of the foam solution sample, and the result is divided by 500 to obtain the percentage of foam concentrate in the solution.

[A.20.10.1]

$$\% \text{ foam} = \frac{\text{Conductivity of foam solution} - \text{Conductivity of water}}{500}$$

Note that the divisor is 500 only if the conductivity meter units are microsiemens per centimeter. Other units of conductivity can be used, but the value of the divisor (500) will need to be adjusted.

- (3) *Conductivity calibration curve method.* A base calibration curve is prepared using the water and foam concentrate from the system to be tested. Three known foam solution samples are made using the procedure in Test Method 3. After the foam solution samples are thoroughly mixed, the conductivity of each solution is measured using a conductivity meter. Care should be taken to ensure that the proper procedures are used for taking readings and that the meter is switched to the correct conductivity range. Most synthetic-based foams used with freshwater result in foam solution conductivity readings of less than 2000 mscm. Protein-based foams used with freshwater generally produce conductivity readings in excess of 2000 mscm. Because of the temperature-compensation feature of the conductivity meter, it could take a short time to obtain a consistent reading.

Once the solution samples have been measured and recorded, the bottles should be set aside as control sample references. The conductivity readings then should be plotted on standard graph paper. It is more convenient to place the foam solution percentage on the horizontal axis and the conductivity readings on the vertical axis.

A straight line should be drawn that approximates the connection of all three points. While it might not be possible to connect all three points with a straight line, they should be very close. If not, the conductivity measurements should be repeated, and, if necessary, new control sample solutions should be prepared and used until all three points plot in a nearly straight line. This plot serves as the known base (calibration) curve to be used for the test series.

Once a base curve has been plotted, foam solution samples are collected from the proportioning system. The conductivity of the test samples is measured, and the percentage of foam solution is determined from the base curve. Foam solution samples that have been allowed to drain from expanded foam should not be used, because they can produce misleading conductivity readings.

**A.20.10.1.2** Depending on the foam proportioner technology, the manufacturer could require the system to be calibrated at the low end, at the high end, or somewhere midrange, to ensure the system meets the accuracy requirements in the standard. For example, if the system runs richer as percentages increase, the manufacturer could anchor the low percentage during calibration. Therefore, the manufacturer needs to have the flexibility to pick this point, knowing how the technology reacts over the full operating range.

**A.20.11.1(2)** Users may want to specify additional test points and viscosities to ensure that their full range of operational requirements is satisfied.

**A.20.11.1(3)** See A.20.10.1.

**A.21.1** The following terms are not used in this document but are associated with CAFS and are included here to aid in understanding.

*CAFS-Capable Fire Apparatus.* A fire apparatus equipped with a compressed air foam system (CAFS) with the following capabilities:

- (1) Automatic regulating foam proportioning system capable of injecting foam concentrate into the discharge or pressure side of the pump
- (2) Air compressor with the capacity to supply the required standard cubic feet per minute (SCFM) of air and automatic air pressure controls
- (3) Controls to mix the air and foam solution

*Chatter.* An unacceptable flow condition wherein air is not fully mixed with the foam solution.

*High-Energy Foam Generator.* A foam generator that uses a large amount of external energy to aerate the foam.

*Low-Energy Foam Generator.* A foam generator that uses the energy of the foam stream to aerate the foam.

*Mixing Chamber.* A device used to produce fine, uniform bubbles in a short distance as foam solution and airflow through it.

*Scrubbing.* The process of agitating foam solution and air in a confined space such as a hose, pipe, or mixing chamber to produce tiny, uniform bubbles.

*Slug Flow.* The discharge of distinct pockets of water and air due to the insufficient mixing of foam concentrate, water, and air in a CAFS.

*Surge.* The sudden decompression of a discharge line caused by the rapid opening of the discharge appliance.

**A.21.2.2.1** The airflow in standard cubic feet per minute (SCFM) [stand cubic meters per minute (SCCM)] at 125 psi (862 kPa) represents a rating of the air compressor capacity. Air compressor capacity varies according to the delivery pressure of the compressor. The basis for rating air compressors for CAF systems in NFPA 1901 and NFPA 1906 is 125 psi (862 kPa). It is recognized that in actual operation the air pressure of the CAF stream might vary from this rating basis due to operational characteristics of the CAF system.

The 125 psi (862 kPa) rating point utilized in determining the pressure rating for air compressors used in compressed air foam systems (CAFS) has been identified as a minimum requirement based on significant testing by multiple fire-fighting agencies. The ability of the compressor to perform at 125 psi (862 kPa) ensures that the CAFS will perform in instances where long hose lays are used, ensures a safe amount of reach in fire-fighting activities, and allows for lines to be safely charged without risk of kinking during interior attack or other instances where hoses might be wrapped around obstructions.

**A.21.2.4** It is recommended that compressed air not be injected into the discharge piping until the flow of foam solution has been established. The nozzle reaction at the end of a hose can be quite high if air and water are flowing in the discharge line. The nozzle reaction could be a safety issue if the operator is not expecting or not properly braced to withstand this reaction force. The reaction force is substantially reduced when a foam solution is flowing in the discharge hose. Also, a charged CAFS line should be opened slowly to lower the nozzle reaction force that can be very high if opened rapidly.

**A.21.2.5** Pressure in the form of compressed air can remain trapped in a CAFS as a result of the system being deactivated. It is important for the operator to relieve any pressure in the foam proportioning system and connected hose lines before



disconnecting hose lines or performing any operation that opens the system to atmosphere.

**A.21.4** If the expansion ratio is to be tested, the following equipment and test procedures are recommended:

- (1) *Equipment.*
  - (a) Gram scale, 1500 g capacity accurate to 0.1 g
  - (b) One 1000 mL container that can be struck at 1000 mL (a 1000 mL graduated cylinder cut off at 1000 mL works well)
- (2) *Procedure.* The empty container is placed on the scale, and the scale is set to zero. Using the container, a full sample of foam is collected, and the foam is struck at the 1000 ml level. The container is placed on the scale and the mass is read in grams.

[A.21.4]

$$\text{Expansion} = \frac{1000}{\text{Foam mass in grams}}$$

The foam mass in grams assumes that 1 g of foam solution occupies 1 mL of volume.

**A.21.5** Any components of the piping system exposed to pressurized air from the CAFS should be designed for a burst gauge pressure of at least 500 psi (3400 kPa).

**A.21.7.6** Some systems provide automatic regulation of the waterflow; however, instrumentation is still useful to the operator. Even automatic systems have adjustments and performance limits that warrant instrumentation. Where the system design does not allow for such automatic regulation or where the operator has the ability to control waterflow or airflow, air and water flowmeters are necessary for the operator to monitor the operational performance of the CAFS where the nozzle person cannot be seen. Where pumping long hose lays or pumping to great heights, the operator needs to know what is flowing in order to be certain the proper product is being delivered.

**A.21.9** If the tests of some components of the apparatus are being certified by an independent third-party certification organization, the purchaser might want to specify that these tests also be certified by the independent third-party certification organization.

**A.21.9.1.1.1** The CAFS capacity rating test is performed with the system discharging 2 gpm of water for every 1 SCFM (250 L/min of water for every 1 SCMM) of compressed air discharge. This test verifies that the system is capable of these capacities without failure of any component of the CAFS. It is recognized that in actual fire-fighting use, the ratio of waterflow to airflow might vary depending on how wet or dry the CAF stream is desired for a particular application.

**A.21.9.1.3.3** Care should be taken to avoid injuries to personnel from the discharging airstream. Only those persons actually conducting the tests should be in the test area, and they should wear protection for their ears, eyes, and face from noise and dust during the airflow test.

**A.22.1** A typical electrical system might consist of a generator system that is bonded to the chassis frame rail. Conductors making up the power supply assembly include the neutral conductor (*N*), grounding conductor (*G*), and line voltage conductors (*L*<sub>1</sub>, *L*<sub>2</sub>, *L*<sub>3</sub>).

The neutral conductor of the power supply assembly is grounded to the generator frame. This is the only location that the neutral conductor is grounded in the entire system. The power supply assembly terminates at the panelboard for distribution to the rest of the system. Figure A.22.1 shows a typical system on a fire apparatus.

It is the responsibility of the purchaser to provide the contractor with sufficient information to enable the contractor to supply an electrical system that will meet the needs of the fire department.

For each piece of line voltage electrical equipment installed on the apparatus or operated using the apparatus line voltage electrical system, the purchaser should provide the following information:

- (1) The type of electrical current required, that is, alternating current (ac), direct current (dc), or either ac or dc, as follows:
  - (a) If ac is required, the nominal operating voltage, the maximum amperage, and whether it is single-phase or three-phase. For electronic equipment and some motors, the required quality of the ac power should also be stated, including the upper and lower limits of voltage and the allowable variation of frequency and waveform.
  - (b) If dc is required, the nominal operating voltage and the maximum operating current. For special equipment, the required quality of the dc power should also be stated, including the upper and lower limits of voltage and the amount of ripple voltage.
- (2) The required minimum continuous output wattage of the electrical source or sources that power the system, or if more than one type of current or voltage is required, the maximum output wattage for each type of current or voltage.

Generally, the line voltage electrical system should be sized based on the total amount of fixed and portable equipment that is likely to be operated at the same time. In view of the increasing use of line voltage devices on apparatus, the provision of a line voltage electrical system of sufficient capacity is strongly recommended.

Where only incandescent lighting is involved, ac or dc power can be used. Where other electrical devices such as motor-driven equipment or electronic equipment are involved, single-phase ac power at 60 Hz is normally required. However, because of the substantial reduction of size and cost that results from three-phase operation, ac motors larger than 5 hp are usually designed to operate on three-phase ac current. Attempting to operate electrical equipment using the wrong type of electrical power will almost always damage the electrical equipment.

The following factors are guidelines for determining the line voltage electrical loads present on an apparatus and determining the size of power source required. Various electrical loads are placed on apparatus for specific purposes, yet a number are installed for convenience usage. The purchaser should start by creating a tabulated list of line voltage electrical items (lights, cord reels, receptacles, etc.) and their wattage ratings so a total electrical load can be determined. It is the responsibility of the purchaser to specify the ratings to be used when calculating power source loads.

*Loads or Receptacles.* For plug-connected equipment and receptacles, either work with the loads that can be connected or with the power available from receptacles that could have equipment connected to them. Do not add both in the calculation. If the power source will normally power only equipment carried on that piece of apparatus, use a total of loads carried on the apparatus. If the power source might power equipment carried on other apparatus as well, work with the total capacity represented by the receptacles provided. Fixed loads permanently connected are always included. The following loads and receptacles should be specified:

- (1) *Fixed mounted lighting.* All lighting that is mounted directly to the apparatus should be itemized with the manufacturer's wattage ratings. This includes light towers, brow lights, scene lights, and interior lights.
- (2) *Removable lighting.* All lights mounted on the apparatus using a plug and receptacle connection scheme should be itemized with the light manufacturer's wattage rating. This includes tripod lights mounted on the top or back of apparatus bodies that can be unplugged, removed from the apparatus, set up on the ground or inside a building, and powered with the use of an extension cord.
- (3) *Dedicated receptacles.* For receptacles located and intended to always power a specific piece of equipment such as a hydraulic rescue tool (HRT) power unit, battery charger, light, or other piece of equipment, use the wattage of the connected equipment.
- (4) *Cord reels.* Rate cord reels to their circuit breaker rated amperage when determining generator loads. Wattage rating should be voltage times circuit breaker amperage. For 120/240 volt cord reels, use 240 times the circuit breaker rating.
- (5) *Side-of-body receptacles.* Rate side-of-body receptacles at half their amperage capacity when determining generator loads. If specific devices will be connected to side-of-body receptacles most of the time, the higher wattage rating of the specific device should be used.
- (6) *Interior receptacles.* Rate interior duplex receptacles at 180 watts. If specific devices will be connected to specific receptacles, use the higher wattage rating of the specific device connected to the receptacle.
- (7) *Motor loads.* Motor loads put large ac demands on generators. Consult the system manufacturer for wattage ratings for motor-driven systems. A general rule is that motors require about 740 W/hp for running. An allowance should be added for the largest motor for starting at about twice the running wattage or the manufacturer's stated starting wattage. Some variable speed motors for smoke fans have little or no additional starting power draw. If equipment with large motors are to be driven, consult with the manufacturer of the equipment for their

experience on what size and types of generators have been successfully used for driving their equipment.

*Power Source Sizing.* Once all the line voltage devices and receptacles on the apparatus have been identified and their wattage rating determined, the size of the generator needed can be determined. It is always a good idea to make an allowance for future additions and spare capacity.

Table A.22.1(a) shows an example of a calculation for sizing a generator that is intended to power the electrical equipment onboard a rescue unit but is not intended to typically power electrical equipment from other apparatus. Note that for the largest motor load, the HRT power unit, the starting load is used. For other motors, the running power is used.

For the equipment in Table A.22.1(a), a 15,000 watt generator would be the minimum that should be considered. A significant driving factor in requiring this size generator is the starting draw of the HRT power unit. Once the power unit is started, the total draw with all equipment running would drop to about 10,000 watts, giving a comfortable safety margin. Some generators have a peak or intermittent rating that exceeds the continuous power rating. This peak capability can be used for motor starting, since such loads last only a few seconds.

Table A.22.1(b) shows the calculations for the electrical load for the equipment and receptacles that might be on an attack pumper.

For this example, a 15,000 watt generator also would be the minimum that should be considered. Because that would allow little reserve capacity for future use, a larger generator might be considered. Even though the pumper might not carry this much equipment, if the apparatus is at the front of the fire building, lights and fans from other apparatus can be brought to the scene and plugged into the electrical system on this apparatus.

The selection of a smaller generator puts the generator at risk of being overloaded and potentially damaged.

It is recommended the purchaser review the line voltage components and review the generator size to verify that proper operation of the apparatus can be achieved. If there is more load than power supply, reducing line voltage loads or selecting a larger generator is recommended.

**A.22.2.4** Portable line voltage electrical equipment added by the fire department should also be listed and utilized only in accordance with the manufacturer's instructions.

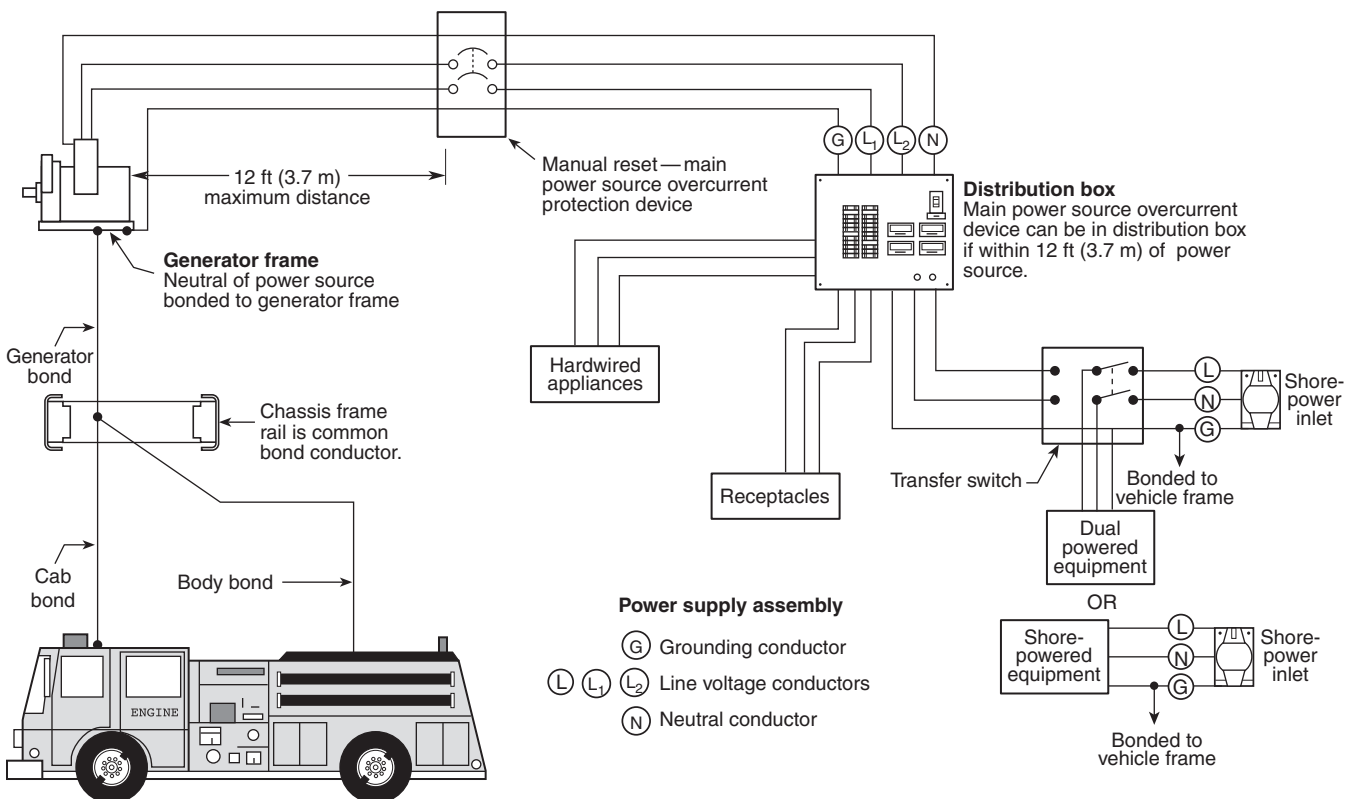
**A.22.2.6.4** Although a splash shield will lessen the amount of road spray that reaches the generator, it will not protect the generator if the apparatus is driven through deep water. Care

**Table A.22.1(a) Sample Calculation of Electric Loads for Equipment Carried on a Rescue Unit**

Device	Notes	Rated Voltage	Rated Amperage	Number Carried	Generator Load Wattage
Brow light	Permanently connected	240		1	750
Pole lights	1000 W lights	240		2	2,000
Portable lights	500 W lights	120		4	2,000
16 in. smoke fan	800 W run, 2000 W start	120		1	800
HRT power unit	4000 W run, 9000 W start	240		1	9,000
Battery charger	On transfer switch	120		1	200
<b>Total</b>					<b>14,750</b>

**Table A.22.1(b) Sample Calculation of Electric Loads for Equipment Carried on an Attack Pumper**

Device	Notes	Rated Voltage	Rated Amperage	Number Carried	Generator Load Wattage
Brow light	Permanently connected	240		1	750
Pole lights	1500 W light	240		2	3,000
Rear scene light	1500 W light	240		1	1,500
Body receptacles	20 amp, at 50%	120	20	4	4,800
Cord reel	120/240 V, 20 A breaker	240	20	1	4,800
<b>Total</b>					<b>14,850</b>



**FIGURE A.22.1 Typical Line Voltage Electrical System.**

should also be taken if the apparatus is driven off-road, because a splash shield is not a skid pan and will not protect the generator from physical abuse.

**A.22.3.1** It is important that all metal parts of the apparatus and the electrical system be bonded to the vehicle chassis. Any electrical boxes, conduits, or fixtures that are not permanently mounted to the metal body should be bonded to the protective ground wire. It is especially important that the metal light fixtures or housings of pole lights, light towers, and portable lights be grounded through the protective ground wire. *NFPA 70* requires the following:

The normally non-current-carrying metal parts of equipment and the equipment grounding conductor terminals of the receptacles are connected to the generator frame. [70:250.34(A)(2), 250.34(B)(3)]

Use of a ground rod on apparatus is not recommended. If one is used, the requirements of *NFPA 70*, Article 250, should be followed. These requirements are difficult to achieve in a portable application.

Supplying a building electrical system from a fire apparatus is not recommended, because it commits the apparatus to the task and requires a significantly different grounding scheme, at least while being used for this application, in accordance with *NFPA 70*, 250.20, “Alternating-Current Systems to Be Grounded”; 250.30, “Grounding Separately Derived Alternating-Current Systems”; and other applicable sections of *NFPA 70*. In this situation, the grounding allowed by 250.34 is no longer applicable.

**A.22.3.1.1** This refers to the protective ground (green wire), not the “neutral” wire. The ground is the chassis/body of the vehicle, not a connection to an earth ground.

**A.22.3.3** Ground fault circuit interrupters (GFCIs) are intended to provide protection from electrical shock, but experience in the fire service has pointed out several considerations about using them:

- (1) Due to the presence of water in the fireground environment, GFCIs are much more prone to trips due to leakage currents that do not involve personnel.
- (2) Where possible, GFCIs should be located at the end of cords (i.e., in the distribution box at the end of a cord reel) to reduce tripping associated with long cord lengths and to put the reset function closer to the user.
- (3) GFCIs might not be compatible with 120/240 volt 4-wire cord reels frequently used in the fire service unless the GFCI is located at the end of the cord reel.
- (4) Many plugs and receptacles used in the fire service are twist lock instead of standard nonlocking household plugs and receptacles, and in these cases, the GFCIs integrated with an outlet cannot be used, requiring circuit breaker GFCIs or standalone GFCIs.
- (5) The manufacturers of some ventilation fans state that they should not be used on circuits with GFCIs. Others are available that are compatible with GFCIs.

**A.22.4.3.1** The 120°F (49°C) requirement is for air inlet temperature to the power source. The completed apparatus is required to operate at an ambient temperature of 110°F (43°C). This difference of only 10°F (6°C) is difficult to achieve due to heat produced by the apparatus engine. The installer should take this temperature into consideration in selecting a location for the power source. If the apparatus is intended to operate at high temperatures, the purchaser may want to specify a larger nameplate rating on the generator and derate it to allow for a higher temperature capability. Consult with the power source manufacturer for more information on extended temperature range operation. In the testing required in 22.15.7 the ambient and air inlet temperatures are recorded, giving a measure of the temperature difference in actual operation.

The following factors could be relevant to power source testing, depending on the type of power source:

- (1) *Sampling.* The selection of test unit(s) should be representative of the construction and settings for units that will be supplied to the apparatus manufacturer. The standard does not require that all production units be tested; however, the power source manufacturer should test as needed to maintain confidence in its declaration of the continuous duty rating for all production units.
- (2) *Clearances, cooling, and ventilation.* Testing should be conducted at the worst-case clearance (usually minimum clearance or minimum compartment size) and worst-case ventilation conditions (minimum inlet/outlet dimensions and maximum inlet/outlet restrictions) specified in the literature. If not in the literature, the power source manufacturer’s declaration should indicate the clearances, compartment size, and ventilation that are applicable to the declared continuous duty rating.
- (3) *Test duration.* “Continuous” ratings are usually established by tests run until thermal stabilization is achieved. A minimum test of 2 hours, matching the in-apparatus test duration indicated in 22.15.7.3.4, is recommended.

- (4) *Air inlet temperature.* Power sources should be tested in a chamber or room where the air temperature supplied to all inlet ducts (radiators, engine induction, windings, heat sinks, etc.), and the air surrounding the test unit, is maintained at 120°F (49°C).
- (5) *Barometric pressure.* Pressure (air density) varies with changes in altitude and weather. Its effect is generally greatest on engines, where it affects combustion and cooling efficiency. There is a lesser effect on wound machines due to cooling only. To show compliance with the 2000 ft (600 m) requirement, a test in a chamber simulating 2000 ft (600 m) would be ideal, but it is not expected. Alternatively, connecting more or less than the rated load can be used to simulate/demonstrate that the engine is capable of the power required for rated output at 2000 ft (600 m). (Several standards organizations, such as SAE and ISO, have standards that describe how to compute load/output correction factors for barometric pressure.)
- (6) *Fuel temperature.* Fuel supply for the test should be stabilized at 120°F (49°C) before testing. Increases in fuel tank temperature that can occur as a result of fuel returned to the tank should be controlled so as to provide a result that is representative of expected fuel temperature conditions for the fire apparatus.
- (7) *Intake and exhaust restrictions, accessories, hydraulic pumps, and reservoirs.* Components and accessories that might reduce engine power available for electrical output or that consume electrical output from the power source should be installed and be of the type used for the model that will be ordered for fire apparatus use, or their effect should be separately determined and reflected in the certified output.
- (8) *Break-in.* Acceptance of a reduced output rating until completion of an in-use break-in period is subject to the prior agreement of the apparatus manufacturer, who might request test evidence. When applicable, the reduced output amount and duration of the break-in period should be indicated in the power supply literature.
- (9) *Voltage and frequency.* Tests should be run while maintaining the ±10 percent voltage and ±3 Hz frequency required by 22.2.1. Furthermore, settings for voltage and frequency should be representative of production units.
- (10) *Engine speed and hydraulic flow/pressure.* The engine speed and/or hydraulic flow and pressure ranges indicated in the power source’s literature should be used to verify that the declared ratings are achievable.
- (11) *Hydraulic fluid temperature.* The entire hydraulic power supply system, including hydraulic fluid piping and reservoir, should be located within a test chamber where temperature is controlled to maintain 120°F (49°C). Hydraulic fluid reservoirs should be stabilized at the ambient air test temperature [120°F (49°C)] prior to the testing.
- (12) *Component and material temperatures.* Although not specified in the standard, when a power supply designed for light-duty use in open air is proposed for fixed fire apparatus use, the power source manufacturer should evaluate the components to determine whether they will operate within their rated or design temperature limits.

**A.22.4.6.3** The instrumentation should be protected from vibration, which can lead to false readings. Particular attention should be paid to reed-type frequency indicators. Digital elec-

tronic instrumentation should be selected that incorporates sample times and intervals that accurately report system performance under varying conditions.

**A.22.4.8** The indicator lights and interlocks specified in this section are minimums. Some manufacturers or users might choose to add additional indicator lights or interlocks.

**A.22.4.8.2** Generators are operated from the side, top, front, or rear of the apparatus, and stationary operation requires that no power is applied to the wheels while operating. Therefore, it is essential that any generator system controls that shift the apparatus out of the road mode of operation to place the generator system in operation be equipped with a means to prevent dislocation of the control from its set position in the power generation mode.

**A.22.5.1** A PTO generator system typically consists of a propulsion engine, a controller to regulate the propulsion engine's speed (if required), an appropriate PTO arrangement, drivetrain components, a generator, and other miscellaneous parts.

When a generator and fire pump are both direct driven by the same engine and are both operated at the same time and the generator requires a fixed engine speed, fire pump performance is limited to the generator set speed, and pump pressure is controlled by a pressure relief valve.

Due to variable engine speeds causing uncontrolled voltage and frequency variation with most direct drive generators, most direct drive generators are not acceptable for fire apparatus where "generate and roll" capability is required. Hydraulically driven or separate engine driven generators are suited for these applications.

Where possible, the generator PTO system should be prevented from engaging if engine speed is above idle.

PTO gear ratios and engine governor components should be selected and matched to provide an engine speed high enough to maintain rated performance of the alternator and air conditioning system (if provided). Engine speed should be high enough to maintain rated performance of the low voltage electrical system. Continuous excessive engine speed will result in premature generator drivetrain component failure and unnecessary fuel consumption.

The purchaser should consider specifying a means to automatically disconnect the generator or reduce engine speed to idle in the event of engine overspeed.

**A.22.5.2** A hydraulic generator system generally consists of a variable displacement hydraulic pump deriving its power from the propulsion engine, a controller to regulate the hydraulic fluid flow rate, a hydraulic motor driving the generator, hydraulic fluid cooler, reservoir, and other miscellaneous parts.

All hydraulic generator systems have a window of operation (speed range). When selecting the power output of the hydraulic generator system, its speed range should be compared to the operating window of the fire apparatus's engine and the PTO ratios available. By selecting the hydraulic generator system and PTO ratio to match the application, electrical power can be provided over a wide operating range.

The selected PTO should have a gear ratio that will allow the widest possible range of engine speeds without overspeeding the hydraulic pump.

Where possible, engagement of the generator PTO system should be prevented if engine speed is above idle.

**A.22.5.2.1** The means can be a mechanical, hydraulic, or electronic device.

**A.22.5.2.4.3** The use of 90-degree fittings should be avoided.

**A.22.5.2.5** Hose runs should not include "S" turns that would allow air to be trapped.

**A.22.5.3** Engine-driven generator systems use an internal combustion engine close-coupled to a generator. Some installations are capable of producing power while the apparatus is in motion. Generators used in these applications should be specifically designed for mobile applications. Remote generator controls in the driving compartment should be considered and specified if desired.

**A.22.5.3.2** The purchaser should consider the following additional remote instruments where a prime mover, other than the propulsion engine, is used to drive a generator:

- (1) Oil pressure gauge and low pressure indicator light and audible alarm
- (2) Engine temperature gauge and high temperature indicator light and audible alarm

The purchaser might want to specify a high temperature indicator to help troubleshoot automatic shutdowns.

**A.22.5.3.7** Generators are often positioned away from or remote from the main operator's area (top of apparatus, over pump, hidden in body, etc.). In these cases, the operator needs to be able to control the generator and monitor the instrumentation without having to climb to these remote locations.

**A.22.5.3.9.1** Emissions from exhaust discharge pipes should be directed away from any fire-fighting tools, because such emissions contain an oily substance that could make the tools difficult to handle and possibly dangerous to use.

**A.22.5.4** Belt-driven generator systems use a voltage regulator and a generator driven off the propulsion engine. The complexity of modern engine drive belt configurations limits power output to about 6000 watts. This system will generally maintain acceptable voltage, but in most units the frequency will vary with engine speed. Motor loads should not be powered by this type of power source unless the frequency is regulated.

An alternative system uses a separately driven alternator to supply electrical energy to an inverter, which in turn produces line voltage electrical power. These systems are separate from and do not affect the performance of the low voltage electrical system. These systems are voltage regulated and provide ample power for scene lighting. Due to the belt-driven configuration, the system is still subject to low voltage at idle conditions, which could damage motors.

**A.22.5.5** Brief descriptions of several different types of systems follow. All of these systems can overload the low voltage electrical system and cause the load management system to terminate the generation of line voltage. As a result, the amount of line voltage power that can be supplied at any given time is totally dependent on the other, higher priority demands placed on the low voltage system.

*Dynamic Power Inverter.* A dynamic power inverter converts alternator output power to 120 volts ac (or 120/240 volts ac).

Power is electronically inverted to ac. Usually the largest system of this type is 7500 watts. Voltage and frequency control are typically very good.

*Static Power Inverter.* A static power inverter converts 12 volt to 14 volt dc power to 120 volt ac (or 120/240 volts ac) power. Power is electronically inverted to ac. Usually the largest system of this type is 2000 watts. Voltage and frequency control are typically very good.

*Motor-Driven Generators.* A motor-driven generator system converts 12 volt dc power to 120 volt ac (or 120/240 volts ac) power. The 12 volt dc motor drives an ac generator. Typical power ratings are less than 1600 watts. Voltage and frequency control are less precise than some of the other systems available. These types of systems are suited to providing electric power while the apparatus is in motion.

*Transformers.* Transformer systems convert energy from the alternator, which is then rectified to 120 volt dc power. Typical installations provide 1000 watts. Output voltage is directly dependent on input voltage. Input voltage is dependent on engine and alternator speed.

In most cases, other power sources that do not draw power from the low voltage system are preferable.

**A.22.5.5.2** In order to provide adequate power, it may be necessary to provide a means to advance engine speed as described in 22.5.6.

**A.22.5.6.3** Operations in conjunction with a fire pump, aerial device, or other component driven off the fire apparatus's engine could require special or alternate interlock systems.

**A.22.5.9.1** When a split shaft PTO is used, completion of the generator shift might require that the chassis transmission be shifted into the proper gear.

**A.22.5.10** Devices that produce modified sine waves may be less expensive than devices that produce pure sine waves. Power from electric utilities and most traditional mechanical generators are close to a pure sine wave. A modified sine wave output is satisfactory for many types of equipment but may cause problems with some types of equipment, including the following:

- (1) Some computer and electronic equipment
- (2) Some fluorescent lights with electronic ballasts
- (3) Some tools with variable speed motor controls
- (4) Some battery chargers
- (5) Some medical equipment
- (6) Some other equipment

The purchaser should identify what equipment is intended to be powered from the power source and verify with the equipment manufacturers that the equipment is compatible with modified sine wave power sources before specifying such a power source.

**A.22.6** Portable generator systems are generally designed with an integral fuel tank and controls in one modular package. This allows the system to be picked up and transported to a remote location from the apparatus. Generators designed for portable use should be accessible for removal. These generators are generally not suited for "enclosed" compartment operation or should be mounted on a slide-out tray for adequate ventilation. Such installations require interlocks or a high

temperature alarm to ensure that the generator is operated in slide-out condition.

The generator performance specifications should be evaluated carefully to ensure that the required level of performance can be met. Article 445, "Generators," of *NFPA 70* requires that overcurrent protection be provided on portable generators.

**A.22.7.1** The purchaser should specify the location on the apparatus for the power inlet. Consideration should be given to placement of the power inlet so that it disconnects if the apparatus is moved forward. The shoreline and circuit breaker in the fire station should be sized for the anticipated electrical load.

**A.22.8.3** Where the wire could be exposed to temperatures above 194°F (90°C), higher temperature rated wire should be used.

**A.22.9.3.4** Similar fixed loads should be paired on opposite legs of the power source where practical. If pairs of receptacles are provided on the same side of the apparatus or on the front or rear of the apparatus, they should be connected to opposite legs of the power source. If two 120 volt cord reels are provided, they should be connected to opposite legs of the power source. 120/240 volt cord reels should always be connected to both legs of the power source.

**A.22.10** Where the wire could be exposed to temperatures above 194°F (90°C), higher temperature rated wire should be used.

**A.22.10.5** Some apparatus manufacturing processes do not allow for initial installation of flexible cord in continuous runs. These processes also might inhibit the installation of junction boxes in locations easily accessible. In those cases, splicing outside a junction box might be necessary. If splices are used, the manufacturer should follow Section 110.14(B) of *NFPA 70*: "110.14(B) Splices. Conductors shall be spliced or joined with splicing devices identified for the use or by brazing, welding or soldering with a fusible metal alloy. Soldered splices shall first be spliced or joined so as to be mechanically and electrically secured without solder and then be soldered. All splices and joints and the free ends of the conductors shall be covered with an insulation equivalent to the conductors or with an insulating device identified for the purpose."

**A.22.10.6.1** Locations in which flexible cord might be damaged include but are not limited to compartment walls and floors, exposed outside areas, and exposed interior areas near equipment or walkways.

**A.22.11.3** Common connectors and terminations that comply with these requirements include the following:

- (1) Welded or brazed connectors
- (2) Crimped connectors
- (3) Soldered connections that are mechanically secured before soldering
- (4) Screw-type positive pressure connectors
- (5) Ring terminals
- (6) Hooks
- (7) Uprturned spade
- (8) Crimped-on pins
- (9) Other methods providing a positive mechanical and electrical connection that are acceptable to the authority having jurisdiction

**A.22.11.4** The following switch terminology can be helpful in understanding the different types of switches.

*One Pole (1P) or Single Pole (SP).* A switch device that opens, closes, or changes connections in a single conductor of an electrical circuit.

*Two Pole (2P) or Double Pole (DP).* A switch device that opens, closes, or changes connections in both conductors of the same circuit.

*Two Circuit (2 CIR).* A switch device that opens, closes, or changes connections in a single conductor of two independent circuits.

*Single Throw (ST).* A switch that opens, closes, or completes a circuit at only one of the extreme positions of its actuator.

*Double Throw (DT).* A switch that opens, closes, or completes a circuit at both extreme positions of its actuator.

*Normally Open (NO).* A switch in which one or more circuits are open when the switch actuator is at its normal or rest position.

*Normally Closed (NC).* A switch in which one or more circuits are closed when the switch actuator is at its normal or rest position.

Switches are rated for the type of load they are designed to control. Switch ratings include the following:

- (1) Resistive
- (2) Inductive
- (3) Horsepower (i.e., motor loads)
- (4) Tungsten (i.e., incandescent lamp loads)
- (5) Alternating current
- (6) Direct current

The ampere rating of a given switch is dependent on the type of load. In particular, switches used to control dc circuits should have the appropriate dc rating.

**A.22.11.4.2** In lieu of a switch-rated circuit breaker, a standard circuit breaker could be used with a separate switching device.

**A.22.11.5** The purchaser should specify the number and location of receptacles that are needed to operate the devices to be powered by the system. The purchaser should specify the NEMA number (if applicable), manufacturer, and style of the receptacles desired. For other than NEMA-type receptacles, the purchaser should additionally specify the wiring configuration.

**A.22.11.5.1.3** If the offroad fire apparatus is to ford water, the receptacle distance should be increased above 30 in. (750 mm). The purchaser should review the proposed height for any receptacles on the apparatus and specify a higher mounting height if desired.

**A.22.11.5.6** While NEMA configurations as defined in NEMA WD 6, *Wiring Devices — Dimensional Requirements*, are recommended to promote compatibility of equipment during mutual aid operations, other configurations are in use and have been adopted by various fire departments.

Acceptable NEMA-type plug and receptacle configurations for various ac voltage and current ratings are shown in Figure A.22.11.5.6.

The letter “R” following the configuration number indicates a receptacle, and the letter “P” denotes a plug. For example,

the nonlocking, 15-ampere, grounding receptacle found in most homes is configuration 5-15R and accepts a three-prong plug in the configuration of 5-15P.

Locking-type plugs and receptacles are designed to prevent accidental disconnection when subjected to moderate pull-apart loads. Neither locking nor nonlocking connectors are designed to withstand the loads that can be created when pulling long cords up buildings and stairs.

**A.22.12.4** A suggested minimum capacity of a reel is at least 100 ft (30 m) of cord rated to carry 20 amps at 120 volts ac. When sizing the reel, extra capacity should be provided when multiple receptacles are attached to the cord stored on the reel.

A cord reel to supply a single 120 volt circuit requires three collector rings and three conductors in the cord, for line, neutral, and ground. If the power source has 120/240 volt outputs, as most power sources do, a second equivalent circuit with the same rating requires only one additional conductor, because the neutral and ground can be common to both circuits. Thus, with approximately 25 percent more reel space and cord cost, the cord reel can supply twice the number of lights or other loads.

**A.22.12.5** Table A.22.12.5 lists the suggested cord size for cord reels based on the desired circuit ampacity and the cord length. All cord reels with one or more outlets should be rated at 15 amps or greater.

For heavy loads such as large smoke fans and hydraulic rescue tool power plants, the purchaser should consider 240 volt units instead of 120 volt units. This will allow the use of smaller cords and reels. For example, a 200 ft (60 m) reel to supply a hydraulic rescue tool (HRT) power plant that draws 15 amps at 240 volts would require 12 gauge wire. The same power unit in a version to run on 120 volts would draw 30 amps and would require 8 gauge wire.

Cord reels for three-phase power or other specialized applications should be designed with the assistance of a qualified electrical engineer.

**A.22.12.6** The purchaser may want to specify that the cord on the reel be provided with a disconnect means within 18 in. (457 mm) from the reel for cord removal if the cord is 8 AWG or smaller. A disconnect makes it easier to replace damaged cord or to use the cord to extend another cord, although it reduces the capacity of the reel and makes it harder to coil the cord on the reel.

**A.22.12.7** The purchaser might want to color code the cord or cord reel to identify the voltage.

**A.22.12.8.2** It might be advantageous to specify a remote power distribution box that has a provision for hanging the unit from a door or ladder.

**A.22.12.8.5** The lamps used in this application should be rough-service type. Scene lighting around the remote power distribution box can be provided with an integral, mechanically protected light fixture.

**A.22.12.8.5.1** For increased visibility, reflective tape can be applied to the distribution box.

**NONLOCKING PLUGS AND RECEPTABLES**

		15 Ampere		20 Ampere		30 Ampere		50 Ampere		60 Ampere	
		Receptacle	Plug	Receptacle	Plug	Receptacle	Plug	Receptacle	Plug	Receptacle	Plug
2-pole 3-wire grounding	5 125 V	5-15R	5-15P	5-20R	5-20P	5-30R	5-30P	5-50R	5-50P		
	6 250 V	6-15R	6-15P	6-20R	6-20P	6-30R	6-30P	6-50R	6-50P		
3-pole 4-wire grounding	14 125/ 250 V	14-15R	14-15P	14-20R	14-20P	14-30R	14-30P	14-50R	14-50P	14-60R	14-60P
	15 3 Ø 250 V	15-15R	15-15P	15-20R	15-20P	15-30R	15-30P	15-50R	15-50P	15-60R	15-60P

**LOCKING PLUGS AND RECEPTABLES**

		15 Ampere		20 Ampere		30 Ampere		50 Ampere		60 Ampere	
		Receptacle	Plug	Receptacle	Plug	Receptacle	Plug	Receptacle	Plug	Receptacle	Plug
2-pole 3-wire grounding	5 125 V	L5-15R	L5-15P	L5-20R	L5-20P	L5-30R	L5-30P	L5-50R	L5-50P	L5-60R	L5-60P
	6 250 V	L6-15R	L6-15P	L6-20R	L6-20P	L6-30R	L6-30P	L6-50R	L6-50P	L6-60R	L6-60P
3-pole 4-wire grounding	14 125/ 250 V			L14-20R	L14-20P	L14-30R	L14-30P	L14-50R	L14-50P	L14-60R	L14-60P
	15 3 Ø 250 V			L15-20R	L15-20P	L15-30R	L15-30P	L15-50R	L15-50P	L15-60R	L15-60P
4-pole 5-wire grounding	21 3 Ø Y 120/ 208V			L21-20R	L21-20P	L21-30R	L21-30P	L21-50R	L21-50P	L21-60R	L21-60P

**FIGURE A.22.11.5.6 Common NEMA Plug Configurations.** (Source: Reprinted from NEMA WD-6, *Wiring Devices—Dimensional Requirements*, by permission of National Electrical Manufacturers Association. Copyright 2002 by National Electrical Manufacturers Association.)



**Table A.22.12.5 Wire Size (AWG) for Various Electrical Cord Lengths**

Circuit Ampacity	Cord Length					
	50 ft (15 m)	100 ft (30 m)	150 ft (45 m)	200 ft (60 m)	250 ft (75 m)	300 ft (90 m)
15	12	12	12	12	10	10
20	12	12	12	10	10	8
25	12	12	10	10	8	8
30	10	10	10	8	8	6
35	8	8	8	8	6	6
40	8	8	8	8	6	6
50	6	6	6	6	6	4

**A.22.14.1** The purchaser should specify the type of rotating, telescoping, panning, and tilting operations as well as other features that are required.

**A.22.14.2** When the light mast is mounted above the apparatus driving and crew compartment or the body, a brush and tree limb guard should be considered to protect the mast and floodlights.

**A.22.14.2.3** To reduce the electrocution hazards associated with the operation of masts above the apparatus, the purchaser should consider specifying a slide-out operator's platform, a wireless remote control, or both.

**A.22.14.2.8** The lighting assembly should be supported when it is in transport mode, to prevent damage to the lighting assembly from vibration.

**A.22.15** The purchaser should consider the range of temperatures in which the power source is to be operated. If extreme conditions are anticipated, the purchaser should specify the test conditions that are desired.

**A.22.15.2.3** Solid state equipment is generally hi-pot tested by the manufacturer. It is very important to connect all hot and neutral buses together so that no current flows through connected loads.

**A.22.15.3** The fire department should check the polarity of the wiring in a building prior to interconnecting the fire apparatus-mounted electrical system to the electrical system in a building.

**A.22.15.7** It is important that the power source meet the fire department requirements for output. Power sources not specifically designed and tested for the fire service are often advertised with power ratings for operating conditions that are more favorable than the conditions that might be encountered in fire apparatus use. Some power sources are advertised at peak output or intermittent duty ratings and not the continuous duty output required for fire apparatus. The power source manufacturer and apparatus manufacturer might need to establish a reduced rating that is appropriate for fire apparatus. The standard calls for two steps. The power source manufacturer provides a declared rating for 120°F (49°C) air inlet temperature and 2000 ft (600 m) altitude for the minimum clearance and ventilation indicated on the declaration (*see 22.4.3.1 and A.22.4.3.1*). Then the apparatus manufacturer verifies that the rating printed on the power source specification label can be attained during the apparatus test (*see 22.15.7*).

*Generator Set Rating.* Auxiliary engine-powered generator sets are the type of power source most likely to require a reduction from advertised ratings, and generator set literature usually provides rating correction factors for altitude and temperature. These factors could be based on standards for engines, such as ISO 3046-1, *Reciprocating internal combustion engines — Performance — Part 1: Declarations of power, fuel and lubricating oil consumptions, and test methods — Additional requirements for engines for general use*, and SAE J1349, *Engine Power Test Code — Spark Ignition and Compression Ignition — Net Power Rating*; standards for generators, such as NEMA MG 1, *Motors and Generators*; or manufacturer testing. As an example of how altitude and temperature affect output capability, consider a typical 10 kW generator set with 0.8 generator efficiency and naturally aspirated diesel engine that is rated at 500 ft (150 m) and 85°F (30°C) for continuous operation without overload or reserve capacity. ISO 3046-1 indicates a factor of -2.1 percent output per 10°F (5.5°C) ambient increase, and a -2.6 percent per 1000 ft (300 m) altitude increase. Generator output is also affected by temperature [about -0.5 percent per 10°F (5.5°C)] and altitude (small and ignored in this example). There is also an effect from combining engine and generator into a generator set due to each heating the other. This may require an additional factor of -1 to -4+ percent per 10°F (5.5°C), depending on the effectiveness of the cooling system and temperature (the factor increases with increasing temperature). Altogether, these factors suggest the 10 kW generator set in this example is capable of about 8.4 kW at the maximum temperature of 120°F (49°C) and altitude of 2000 ft (600 m) specified in the standard. Another way to view this result is that a 12 kW generator set would be required to provide 10 kW at 120°F (49°C) and 2000 ft (600 m).

*Apparatus Test.* Where there is concern that installation or operational circumstances could cause power source intake air to heat above 120°F (49°C) or where the flow of cooling, induction, or exhaust air is more restricted than what is allowed by the manufacturer's literature, advance consultation with the power source manufacturer(s) could help in the selection of a power source that will pass the apparatus test with an output that meets the fire departments needs. Also, weather, like altitude, can affect air density and thus engine and generator set output. The combined effect of altitude and weather is reported as barometric pressure on local weather reports. Low barometric pressure will reduce engine and generator set output capability. High barometric pressure (usually clear cold days) will increase engine and generator set output capacity.

*Other Power Source Types.* Some output correction factors described in the generator set example apply to other types of

power sources, depending on circumstances. For example, PTO and hydraulically driven generators also rely on engine power, but the engine will usually have substantial reserve power, so increased altitude or temperature will not affect their power supply rating. Regardless, best practice for longest life and lowest maintenance is to provide unrestricted airflow at the lowest temperature.

**A.22.15.7.3.10.1** For fire pumps rated at less than 750 gpm, the generator test of 2 hours is longer than the pump test portion at 100 percent of capacity at 150 psi (1000 kPa) net pump pressure. The generator test is still required to be 2 hours with the pump running at 100 percent of capacity, the last 30 minutes of which could be the start of the pump test.

**A.23.2** The command center could be an area of the crew compartment or the apparatus body or a portion of either of these areas. The environment for the area is subject to wide variations in size, noise levels, facilities, and appointments. Command areas in enclosed body areas could be designed to accommodate several personnel. It is common to separate the crew or equipment areas from command areas. A separate entry and enclosed area might be required by the purchaser.

The exact layout, design, and usage of the command area should be determined by the purchaser. If a separately enclosed area is desired, the purchaser should specify the arrangements desired and whether a locking door is necessary.

**A.23.3** If such equipment is to be thermostatically controlled automatically, the purchaser should so state. Powered or nonpowered ventilation equipment should be provided as required by the purchaser.

**A.23.4** Supplemental floor, wall, and ceiling acoustical material should be added where required to reduce noise levels below 80 dBA.

**A.23.5.2** Command areas in the driving or crew compartments should be provided with 120 volt lighting systems to reduce 12 volt loads. The purchaser might want to specify additional lighting and/or switching to allow a reduced lighting level for computer operation or red lighting to preserve night vision.

**A.23.6** Removable Plexiglas® or wired safety glass-type surfaces can be added to the top of work surfaces. Chair-level work surfaces should be 28 in. to 30 in. (710 mm to 760 mm) above the floor. Standup work surfaces should be 36 in. to 40 in. (900 mm to 1000 mm) above the floor.

**A.23.7.1** The seating equipment and arrangement can vary considerably. The equipment could include swing-down seats, stools, permanent chairs, or portable chairs, as required.

**A.23.8** The enclosures for cabinets or storage areas could be rollup-type doors, hinged doors, or sliding doors, with protective latches to hold the doors closed in transit. Synthetic netting could also be used in lieu of cabinet doors.

**A.23.9.1** The interior surfaces should be bright and easily cleaned.

**A.23.10.1** The purchaser needs to provide the manufacturer of the apparatus with all the details of the equipment that is to be installed in the communications area, regardless of who is to install the equipment, so that the area can be laid out properly and appropriate cabinets and consoles can be provided to house this equipment.

The purchaser should also specify the number, size, and type of conduits for wiring and antennas from the communications area to the driving compartment, power supply area, exterior surfaces, or secondary operational or control panels that are necessary to support the installation of equipment by persons other than the body manufacturer. These conduits should have a pull wire installed to pull future wiring into place.

**A.23.11** Due to the cost of complying with the special power and installation requirements for most computer equipment, the use of office-type computers and peripherals in mobile applications is not cost effective. Consideration should be given to the use of laptop equipment, which is designed to be transported and used in less-than-ideal environments. Laptop computers and printers can be powered from the vehicle's 12 volt dc power supply or from a 120 volt ac power supply. Laptops run off an internal battery that is rechargeable by one of these two power resources. The input power purity requirements are not that difficult to meet.

The purchaser should obtain technical assistance from the manufacturer of the computer equipment that is selected. The manufacturer's engineering staff can advise the purchaser and the builder in the areas of initial installation and actual startup of the installed computer system.

**A.24.2** The type of fire department air system and its size is determined by the number of SCBA units that will be used simultaneously, the number of SCBAs available, and the length of the event requiring the use of SCBA.

The number of users wearing SCBAs simultaneously should be considered under both peak demand and continuous demand. Peak demand is the maximum number of simultaneous SCBA users needed under the worst emergency conditions for which the fire department feels preparation is necessary. Continuous demand is the minimum number of simultaneous SCBA users necessary to maintain operations for a long-term duration.

To allow a specified number of SCBA users to be deployed without interruption, as many as three times that number of SCBA units should be available on the scene. That allows for backup personnel to have their equipment in readiness to immediately relieve those personnel who have exhausted their air supply as well as providing extra units in the event of failures or equipment problems.

The resupply rate of SCBA cylinders on the scene could be accomplished by an air compressor alone, air cascade alone, or a combination of both, and with or without a booster system. The users should determine the supply rate and duration, then determine what system will meet this requirement.

An analysis of the existing fire department SCBAs and breathing air system should be performed to determine what needs, if any, exist. This analysis should include the following:

- (1) SCBA units: type, quantity, designed duration
- (2) Extra SCBA cylinders: type, quantity, designed duration
- (3) Air storage system capability
- (4) Air compressor capability

**A.24.2.1** Special operating conditions such as high temperatures or cold weather might require special equipment modifications or design requirements by component manufacturers and body manufacturers. Fire departments need to be specific in stating their operating temperature range and special

requirements. Because of the presence of moisture, special provisions should be made for moisture separator freeze protection in very cold weather operations.

**A.24.2.11.6** The purchaser might want to require the air compressor assembler and final-stage installer of the proposed air system to provide drawings of the air equipment arrangement, operator's panel layout, and air piping, to allow prepurchase evaluation of the operational characteristics of the system proposed.

**A.24.2.13.1** Expectations for training should be carefully defined in the purchaser's specifications.

**A.24.2.13.2** Because of the extremely complicated nature of breathing air compressor systems, training is a critical component of the safe use of the system. Expectations for training should be carefully defined in the purchase specifications.

**A.24.3** If filling is to be accomplished with a compressor and a filled air storage system in simultaneous operation, the amount of SCBA fills in the first 1 to 2 hours will increase considerably. The number of SCBA fills from the air storage system should be calculated and added to the air compressor fill rate. The total fills per hour would have to be an estimate, because the compressor could be refilling the air storage system during SCBA connection and disconnection.

**A.24.3.2.1** To reduce or prevent contaminated air from entering the compressor, consider the following:

- (1) Park the fire apparatus as far from the scene as is practical and attempt to remain upwind from smoke or chemical fumes.
- (2) Direct or extend fire apparatus and other engine exhaust outlets away from the point of compressor intake. Locate the air intake to the compressor as remotely as possible.

**A.24.3.3.2** Special airflow engineering, supplemental fans, additional doors, and vents might be required for the release of heated air from the air compressor during long periods of operation. These could include automatic operating doors in the roof of the apparatus, manually opened roof doors, large electric driven exhaust fans, and so forth. These extra provisions installed by the final-stage installer could ensure there is adequate cooling to keep the air compressor within the compressor manufacturer's operating temperature range.

**A.24.3.3.5** The purchaser should be extremely careful when mounting or storing equipment in compartment areas to not obstruct open airflow paths to a breathing air compressor required for cooling purposes.

**A.24.3.6.2** A final-stage pressure gauge might also be desired at the air control panel, in addition to the gauge near the compressor. The hourmeter could be located at either the compressor or the main operator's panel. Interstage pressure gauges should be mounted at the compressor location. The oil gauge or level indicator should be located at the compressor, with alarms located at the main air operator's panel.

**A.24.3.6.3** The purchaser might want to require the apparatus to be equipped with a shoreline to permit external electric power to supply the air compressor's electric motor when the vehicle is in the fire station.

The purchaser might also require a compatible shorepower cord and plugs, sized to match electric motor requirements.

It is important to have a transfer switch or other means to isolate the generator power from the shorepower connection.

Three-phase electric motors with "soft starting" provisions are the most practical electric motors for air compressors. The fire station electrical supply should be checked for capacity and compatibility with the breathing air compressor. The generator should be sized to provide additional capacity for floodlight, emergency power applications, and other utility usage. A general guideline would be to specify a generator output with twice the capacity required for the breathing air compressor.

**A.24.4.1** The purchaser might require a quality of air other than that used for fire fighting. In those situations, it is important that the purchaser specify the standards that such air quality has to meet.

**A.24.4.3.2** The purification system cartridges and filter elements should be located for ease of service. These units can be remote mounted from the air compressor and the operator's panel.

**A.24.5** In some states in the United States, the regulations of the Occupational Safety and Health Administration (OSHA) of the Department of Labor have been interpreted to require that UN/DOT cylinders be used for mobile air tanks to transport air on state highways. If UN/DOT cylinders are not required by state regulations, ASME cylinders should be utilized as air tanks if the design of the apparatus presents a severe difficulty in the removal of cylinders for testing.

**A.24.5.1.2** The purchaser might want to request the cylinder manufacturer to supply an acceptance certificate for UN/DOT cylinders or a "Form U1A Manufacturer's Data Report for Pressure Vessels" for ASME cylinders. A statement on the invoice, such as the following, is recommended for used cylinders and is adequate to verify that the cylinders are acceptable for breathing air use: "These used cylinders have been in breathing air service or have been cleaned to be acceptable for breathing air service."

If the purchaser is supplying the cylinders, they should include this statement on their form or letterhead and sign and date it.

**A.24.5.6.1** Air tanks should be mounted as low as possible to minimize the adverse effect on the center of gravity of the vehicle.

**A.24.6** Booster-type high-pressure air compressors, used in conjunction with air tank storage arranged for air cascading, serve the purpose of extracting greater quantities of air from high-pressure air storage systems. By adding a high-pressure air booster/amplifier to the system, the yield can be increased by over 100 percent.

**A.24.9.5** Exterior venting provisions should be considered to provide proper venting of pressure in the event of a cylinder failure during filling. This allows debris to be directed away from the operator.

If the fill station is installed in an interior walk-in compartment, the department should establish procedures to keep this compartment door open while filling.

**A.24.10** The size of the air supply piping, air compressor output, air hose size, and size of auxiliary storage reservoirs are of critical importance for supplying utility air-powered tools, confined-space breathing air, and high pressure air supplies to

remote locations. The purchaser needs to specify the following information about the air reels that are to be installed on the apparatus so that the manufacturer can design an appropriate system:

- (1) Source of air supply to the air reel
- (2) Operating pressure range desired
- (3) Type of air desired (low or high pressure, utility or breathing air)
- (4) Cubic feet (cubic meters) of air output or cubic feet (cubic meters) of air per minute required by air tools or equipment to be used and whether to be used alone or in combination
- (5) Specific air tools, air bags, and other devices to be used from the air system

The use of chassis air brake systems for utility air tools is not recommended. Air brake system-supplied air outlets should be used only for nonemergency applications. Rescue air tools, air bags, or other emergency uses should not be supplied from air brake systems but from a high-pressure cascade tank system or a high capacity utility air compressor especially designed for air tool usage. SCBA or SCUBA air cylinders are suitable for intermittent air supply with limited airflow requirements. Where used for this purpose, additional SCBA cylinders should be defined and segregated on the fire apparatus for such usage.

**A.24.10.1** Generally, reels for use with air tools or air bags will be rated to a gauge pressure of 300 psi (2000 kPa), while reels for use with high pressure breathing air cascade systems will be rated to a gauge pressure of 6000 psi (40,000 kPa).

To assist in differentiating air pressures on reels on the same apparatus or on multiple apparatus within the fire department, it is suggested the reels be painted distinctive colors. Suggested colors are as follows:

*Blue:* Reels for utility air hose up to a gauge pressure of 300 psi (2000 kPa)

*White:* Reels for breathing air hose up to a gauge pressure of 300 psi (2000 kPa)

*Yellow:* Reels for breathing air hose from a gauge pressure of 301 psi to 3000 psi (2001 kPa to 20,000 kPa)

*Red:* Reels for breathing air hose more than a gauge pressure of 3000 psi (20,000 kPa)

**A.24.10.10** The intent of the low pressure breathing air reel is to supply breathing air through up to 300 ft (90 m) of breathing air hose at an operating gauge pressure of 125 psi (862 kPa) at the outlet point for connection to specific types of breathing apparatus. These arrangements provide for a longer operating duration in toxic or oxygen-deficient atmospheres.

**A.24.11.1** The purchaser should evaluate conditions under which utility air hose, high-pressure air hose, or low pressure breathing air hose could be used and advise the contractor if special hose is required.

**A.24.11.4.1** The discharge end of any breathing air hose could have various fittings, threads, or quick connections installed on the threaded end of the discharge hose. The purchaser needs to specify the particular hose termination, thread size, valve control, quick connection fitting, expected application of hose, and other pertinent information if the manufacturer is to provide appropriate connections.

**A.24.11.6** Confined-space low pressure hose supplying multiple users or hose lengths greater than 300 feet (90 m) could require larger hose sizes.

**A.24.12** Air supply for low pressure utility applications should be from dedicated air compressors or air cascade storage tanks.

Selection of a low pressure utility compressor should be based on the fire department's air equipment and requirements for cubic foot per minute (liter per minute) capacity and duration of air supply. The compressor drive determines the cost of the compressor, installation requirements, type of operating controls and procedures, and frequency and cost of routine service and maintenance. Air tank storage should be considered to improve air system performance. The following compressor drives are available:

- (1) Electric drive
- (2) Hydraulic drive
- (3) Gasoline or diesel drive
- (4) PTO drives

**A.24.12.1** The chassis air brake system is not intended to be used for rescue air bags, air tools, air reels, and other rescue applications, due to its limited duration, volume, and pressure.

**A.24.12.2** The size of the air supply piping, chassis air compressor cubic feet per minute (liters per minute) rating, and auxiliary air reservoir(s) cubic foot (liter) capacity are of critical importance in supplying nonemergency application utility air outlets. These air outlets could be used to fill truck tires, pressurized water fire extinguishers, and so forth.

**A.24.14** If the tests of some components of the apparatus are being certified by an independent third-party certification organization, the purchaser might want to specify that these tests also be certified by the independent third-party certification organization.

**A.24.14.4.1** Prior to delivery of the apparatus equipped with a breathing air system to the end user, the authority having jurisdiction might wish to require additional point of use air quality testing. This could include SCBA fill stations, additional auxiliary air outlets, or at the end of breathing air reels (high or low pressure). The final system installer should draw an air sample from the specified outlets and submit the sample(s) to be tested in accordance with NFPA 1989. The results of such testing should be included in the required delivery documentation and as required by 24.14.5.

**A.25.1.1** Winches are classified by manufacturers for different applications and uses. The purchaser might want to specify that winches meet the requirements of SAE J706, *Rating of Winches*. Winches installed on fire apparatus are not designed or suited for lifting or lowering personnel in rescue applications. Winches rated at under 20,000 lbf (89 kN) on fire apparatus are not designed for removal of apparatus from "buried" offroad conditions. A heavy-duty wrecker should be used for towing and lifting of fire apparatus.

Most electric (12 volt or 24 volt dc) winches used for fire apparatus applications are rated at between 5000 lbf (22.2 kN) and 25,000 lbf (111.2 kN) line pull. Smaller winches of the removable type might be specified by the purchaser. Hydraulically driven winches are typically rated for 6000 lbf to 30,000 lbf (26.7 kN to 133.5 kN) line pull.

**A.25.3** A fast-idle switch might also be useful to provide additional electric or hydraulic power. The switch should be inter-

locked with the neutral position of the transmission and to the parking brake to prevent accidental movement of the apparatus.

**A.25.4.1** There is virtually no control over the speed of a single-speed electric winch. The winch runs at the speed the load dictates — faster with light loads and slower with heavy loads.

Two-speed electric winches provide only for preselection of the winch gear ratio — that is, one gear ratio for pulling heavy loads, a second for light loads — and are not designed for shifting under load to improve line speed.

**A.25.5.4.1** Completion of the engagement might require that the chassis transmission be shifted into the proper gear (split shaft PTOs only).

**A.26.2.1** Type I trailers include trailers used as fire apparatus such as hazmat or rescue vehicles that are designed as a tow vehicle–trailer combination rather than a straight vehicle.

**A.26.2.2** Type II trailers include trailers towed to the scene and then left at the scene while the tow vehicle performs other functions that could include bringing another trailer to the scene.

**A.26.2.3** Type III trailers include boat trailers and construction equipment–style trailers transporting bulldozers, tractor-plows, and other types of motorized equipment.

**A.26.6.1** The tow vehicle must be capable of supplying the necessary means to activate the trailer braking system when the tow vehicle brakes are applied. Tow vehicles must not be retrofitted with braking systems that are not compatible.

**A.26.7.2** Use of skid plates, roller wheels, or another means will meet this requirement.

**A.26.10.3.3.2** If a line voltage power source is used to provide low voltage power, the power source should be sized to accommodate the line voltage power needs as well as all low voltage power needs. The purchaser must specify any other devices or receptacles that will require electrical power while the trailer is operating separated from its tow vehicle.

**A.26.10.4** The importance of standardizing on specific trailer umbilical connectors is to drive the industry toward a goal of interoperability. This is critical on Type II and Type III trailers that might be shared by mutual aid departments or need to be pulled by multiple vehicles within a department. Initially, these standards may require some modification to the fleet of apparatus that the fire department intends to use for towing. Adapters might be available, but it is preferable to have the towing vehicles wired to permanently conform to these requirements. American Trucking Association TMC Recommended Practice RP 107B, *Seven Conductor Truck — Trailer & Converter Dolly Jumper Cable & Connector*, provides additional guidance on this subject.

**A.28.2.4** For apparatus with the rating for the ultra-high pressure fire pump based on the pump taking water from the apparatus water tank, the supply of water from the water tank through the plumbing to the pump should provide adequate pressure at the pump intake to avoid cavitation while pumping. By the pump manufacturer certifying the Net Positive Suction Head Required (NPSHR) value for the rated capacity and discharge pressure, the apparatus manufacturer can design

water tank–to–pump plumbing to ensure that the performance as installed on the finished apparatus will meet requirements.

**A.28.5.2** The arrangement of ultra-high pressure fire pumps and associated equipment, including the apparatus water tank and associated intake piping and valves, might require controls at more than one pump operator’s position.

**A.28.5.3** Apparatus used outside of the United States can have intake connections other than NH if specified by the authority having jurisdiction.

**A.28.6.1** The arrangement of ultra-high pressure fire pumps and associated equipment, including the discharges, might require controls at more than one pump operator’s position. Discharges designed to be operated while the apparatus is moving can be controlled only from the cab pump operator’s position.

**A.28.6.7** On UHP systems on which a tank fill line is included, the large pressure drop that exists between the UHP pump discharge should be considered when sizing the line and material and for choosing the design and type of valve. The use of an orifice or other means of providing the pressure drop should be considered.

**A.28.8.1** The pump system discharge manifold can be equipped with a start/run valve to bypass the normal operating discharge system and primary pressure valve. This start/run valve would divert water flow from the pump discharge to atmosphere or the tank providing easy starting of the pump engine or drive system and avoiding pressure buildup in the discharge manifold until it is needed for operation.

**A.28.8.6** A large pressure drop exists between the UHP pump discharge and the water tank that should be considered when sizing the line and material. The use of an orifice or other means of providing the pressure drop should be considered. Consideration should be given to using thermally activated overheat protection devices that are available that sense water temperature within the pump. When the water reaches a predetermined temperature, the device releases water from the pump discharge to ground or back to the apparatus water tank.

**A.28.8.6.1** For apparatus that will be exposed to freezing temperatures, consideration should be given to a winterization system that includes a small tank for antifreeze solution and proper valves to inject a mixture of antifreeze into the pump and hose reel system. It can be very difficult to drain a piston- or plunger-type pump and hose reel with a standard drain valve. Air blow out systems can be used on trucks with air systems. An antifreeze injection system is a simple and effective way to winterize the pump and hose reel system.

**A.28.10** UHP systems can experience issues with high operating temperatures, or damage due to cavitation or running dry without an adequate water supply. Consideration should be given to specifying an oversight system that can monitor discharge pressure, water temperature, and water tank level/water supply and that can reduce engine speed or shut off the engine if system parameters fail to meet established values and the pump operator is not able to take corrective action in a timely manner.

**A.28.11.3** It might also be desirable to have a pressure gauge in the cab in view of the driver when the pump that is being used in a pump-and-roll operation is driven by a separate engine.

**A.28.12.1.2** The purchaser might want to consider an instruction plate mounted at the pump operator’s position giving basic instructions on valve positions for UHP fire-fighting operations.

**A.28.12.4.1** Figure C.3(c) of NFPA 1911 shows a test data form for recording the test readings and other necessary data.

**A.28.12.4.2** Where an engine is operating at or near full power while stationary, the heat generated could raise the temperature of certain chassis or pumping system components above the level that, when touched, can cause extreme discomfort or injury. However, as long as the apparatus can be operated and used satisfactorily for the required duration of the test under such conditions, it should be considered acceptable.

**A.28.12.5.7** Values for intake and discharge pressure can be obtained with test gauges in 28.12.3.3 connected to the pump intake and discharge. Alternatively, if the pumping test is performed from the apparatus water tank and the intake plumbing does not include provisions for connection of a test gauge, the pressure at the pump intake can be determined by calculating the tank head pressure less the friction loss through the intake plumbing. If the pump discharge does not include provisions for connection of a test gauge and the pump has more than one discharge outlet, the pump discharge pressure can be measured at an unused discharge outlet connection.

**A.28.12.8.1** The ability for a priming system to evacuate the UHP fire pump is affected by altitude above sea level, atmospheric pressure, and water temperature. As the temperature of the water increases or barometric pressure decreases, the evacuation or lift capability of the priming system is reduced. Table A.28.12.8.1 provides the effect of water temperature and barometric pressure on lift. Conditions at the test site should not cause a vertical lift requirement that exceeds the lift capability required of the priming system in 28.12.8.1.

**A.28.12.10** See A.16.13.8.

**A.28.12.12.3.1(5)** The cooling flow should be as low as possible to prevent damage to the pump while maximizing the hydrodynamic test pressure.

**Annex B Specifying and Procuring Fire Apparatus**

*This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.*

**B.1 General.** The purchase of new fire apparatus involves a major investment and should be treated as such. Fire apparatus are complex mechanical equipment that should not be purchased in a haphazard manner. A purchase should be made only after a detailed study of the fire department’s apparatus needs, taking into consideration other equipment the department owns or plans to buy.

The local fire chief and fire department staff know the conditions under which the apparatus will be used. However, competent advice should also be obtained from knowledgeable and informed sources such as other experienced fire service personnel, trade journals, training instructors, maintenance personnel, and fire equipment and component manufacturers. The fire insurance rating authority should also be consulted.

The study should look not only at current operations and risks to be protected but also at how these might change over the life of the fire apparatus.

**B.2 Writing the Specifications.** This standard provides the minimum technical requirements that new fire apparatus are expected to meet. It is recognized that many purchasers will want additional features of operation over and above these minimum requirements. The requirements in this standard, together with the annex material, should be studied carefully. Details, such as anywhere that the apparatus being specified needs to exceed the minimum requirements or where a specific arrangement is desired, should be carefully defined in the specifications for the apparatus. This might include special performance requirements, defining the number of seats and the seating arrangement for fire fighters riding on the apparatus, or providing space for extra hose or equipment the apparatus will be required to carry.

If a trailer is being purchased, the purchaser needs to provide the contractor with sufficient information about how the trailer will be towed, used, and equipped so the trailer manufacturer can provide a trailer appropriate for the application. Hitches, axles, frames, and brake systems need to be sized to handle the equipment loads installed inside the trailer. Tow vehicles need to be carefully selected to prevent overloading of the tow vehicle chassis and to ensure the safe stopping distances required by federal regulations. For trailers being designed for use under emergency response conditions, the trailer must include the reflective striping and emergency lighting required by this standard to provide adequate visibility.

If the purchaser owns a vehicle that will be the intended tow vehicle for the trailer, the purchaser needs to make that vehicle available for the contractor to inspect to validate compatibility and connectivity of the tow vehicle to the trailer before delivery of the trailer.

**B.2.1** The first consideration in the design of a fire apparatus is a definition of the mission of the apparatus. The purchaser should define the basic specifications as follows:

- (1) The type of apparatus to be purchased (pumper, aerial, initial attack, other)
- (2) Types of responses (structure fires, wildland fires, automobile accidents, suburban environment, downtown city, medical assistance, rural water supply, etc.)

**Table A.28.12.8.1 Effect of Water Temperature and Barometric Pressure on Suction Lift Capability**

Water Temperature		Effect on Lift		Barometric Pressure		Effect on Lift	
°F	°C	ft	m	in. Hg	kPa	ft	m
60	16	0	0	29.9	101.3	0	0
90	32	-1	-0.3	29.0	98.2	-1	-0.3
110	43	-2.3	-0.7				
120	49	-3.3	-1.0				

- (3) The response environment (old city downtown with narrow streets and alleys, suburban neighborhoods, garden apartments, rural roads, major expressways, distances of hundreds of miles, etc.)
- (4) Crew size (number of seats)
- (5) Size of pump, if any
- (6) Size of tank(s), if any
- (7) Aerial device type and length, if any
- (8) Hose load, if any
- (9) EMS capability, if any
- (10) Commercial or custom chassis
- (11) Chassis configuration (conventional, cab over, cab forward, rear engine)
- (12) Size or weight limitations due to firehouse, roads, bridges, terrain, neighborhoods
- (13) Budget considerations
- (14) Expected service life (years) and duty cycle (runs per day or month)

**B.2.2** The second consideration in the design of a fire apparatus is the fixed equipment components. These major “support function” components can represent the most concentrated and heaviest load elements of the vehicle. It is vital that these elements be laid out early in the initial designs and be situated on the vehicle to provide for the following:

- (1) Good load distribution
- (2) Balance (both front to rear and right to left)
- (3) Low center of gravity

Fixed components can be located in exterior compartments or in the interior of the vehicle to be functional and organized in a layout to be user friendly in emergency applications. The following are examples of fixed equipment:

- (1) Electrical generators
- (2) Water tanks, fire pumps, and other fire-fighting equipment
- (3) Air cascades or compressors
- (4) Reels of all types

**B.2.3** A major support function of any fire apparatus, no matter the type, is the portable equipment. That is why this document places so much emphasis on final GVWR and carrying capacity of the completed vehicle, which includes both fixed and portable equipment.

The listings of portable and fixed equipment are so variable, depending on the mission of the vehicle, that the fire department needs to measure and weigh its specific equipment.

The fire department should classify the equipment as follows:

- (1) Existing — currently owned equipment that will be carried
- (2) Proposed — new equipment that will be carried as the apparatus goes in service
- (3) Future — equipment that might be carried in the future

In this way, a chassis with an adequate GVWR can be provided to ensure that the vehicle will not be overloaded in the future.

**B.2.4** After determining the list of present, proposed, and future equipment, the fire department should analyze the “actual” cubic feet (cubic meters) of space necessary for the equipment. One source of information is a comparison of the equipment to be carried on the new apparatus with the equip-

ment carried on existing apparatus and thus the relative space requirements. The actual usable space in compartments also should be considered, in addition to the individual cubic feet (cubic meters) for each item of equipment to be carried. The following factors might increase the required cubic feet (cubic meters) of storage space required and thus the size of the vehicle body:

- (1) Compartment door and box pan interference
- (2) Mounting implications
- (3) Compartment shelving
- (4) Slide trays
- (5) Components of the body such as compartment flanges, notches, and other interferences that affect removal of equipment from compartments
- (6) Ventilation of generator, air compressor, or other equipment

**B.2.5** Where local operating conditions necessitate apparatus of unusual design, the purchaser needs to define carefully the special requirements in the specifications. Height, width, under-vehicle clearance, wheelbase, turning radius, length, and so forth, might occasionally need special attention. For example, a community with many narrow, winding streets should have apparatus capable of easily negotiating switchbacks.

**B.2.6** This standard is designed to ensure sound equipment that is capable of good performance, with the inclusion of restrictive features only where needed to specify minimum requirements. The tests are an important feature, and the results should be carefully analyzed to ensure that the completed apparatus meets the specified performance.

Since the passage of Public Law 89-563, the National Traffic and Motor Vehicle Safety Act of 1966, the federal government has adopted certain motor vehicle safety standards applicable to all manufacturers of trucks, including fire apparatus. It is unlawful for a manufacturer to deliver a truck not in compliance with these federal standards. These federal safety standards are frequently changed, and their provisions make the incorporation of certain features and devices mandatory. Apparatus manufacturers cannot build apparatus to specifications that would require them to delete required items or to include any that are illegal, and they face substantial penalties for infraction of these rules.

Additional requirements are placed on both apparatus and engine manufacturers by the Clean Air Act, which is enforced by the Environmental Protection Agency (EPA). These EPA standards have resulted in major changes in the performance of many engines. Neither the engine manufacturer nor the apparatus manufacturer is permitted to modify an engine once it has been certified to EPA standards. Because of the EPA standards, it is often necessary to install larger engines than might have been previously used in order to obtain the same apparatus performance.

**B.2.7** It is often useful, especially for complex apparatus, to plan an engineering meeting with the apparatus manufacturer's design team before construction begins. This allows for the optimum combination of the user's understanding of the requirements and the manufacturer's design experience in creating solutions.

Many apparatus purchasers find it favorable to provide for an interim inspection at the apparatus assembly plant. The advantages of such a provision include the opportunity to evaluate construction prior to final assembly and painting. The

specifications should detail the particulars of such an inspection trip.

These trips sometimes are viewed as vacation paid for by the manufacturer rather than as a constructive part of the procurement process; one way to avoid this perception is to budget the travel separately rather than making it part of the bid package. An analogy would be to compare the apparatus purchase to the construction of a public building. Municipalities do not contract a new building and then not meet with the contractor or not view the construction process until the building is complete. In reality, the municipality assigns someone to manage the process. Travel is more visible than the monitoring of a project within the municipality. If the apparatus were built near the municipality, visits during the production would not be questioned.

The chief of the fire department (or a designated representative) normally exercises the acceptance authority following satisfactory completion of tests and inspections for compliance with purchase specifications. The specifications should provide details of delivery expectations, including the desired instruction, the required acceptance tests, and who is responsible for the various costs associated with the delivery and acceptance.

**B.2.8** Instruction and demonstrations for designated fire department personnel are essential to ensure that the purchaser and user are aware of and instructed in the proper operation, care, and maintenance of the apparatus acquired. The instruction and demonstrations should provide the initial instruction on the new apparatus. This is typically delivered by a qualified representative of the contractor in the user's community. The specifications should clearly identify the arrangement for furnishing the instruction, including where it is to be provided, its duration, and what instructional aids, such as video tapes or manuals, are to be furnished.

**B.2.9** The purchaser should also define in the specifications the warranty desired for the completed apparatus. The warranty is a written guarantee of the integrity of the apparatus or its components that defines the manufacturer's responsibility within a given time period. The warranty is sometimes extended for a second warranty period beyond the terms of the basic warranty for specific components, such as the engine, pump, frame, and water tank. If a secondary manufacturer is involved in modifying components that are warranted by the original manufacturer, the responsibility for warranty work should be clearly understood by the original manufacturer, the secondary manufacturer, the contractor, and the purchaser.

**B.2.10** The purchaser might want a warranty bond to ensure that any warranty work will be performed, even if the apparatus manufacturer should go out of business. A warranty bond is a third-party secured bond established by the manufacturer before delivery of a vehicle to guarantee workmanship, quality of material, or other stated performance of the vehicle components.

**B.2.11** Finally, it is recommended that the fire chief, fire department staff, or committee assigned to develop the specifications consult with the purchaser's attorney, engineer, and other appropriate officials for assistance in developing the detailed specifications.

**B.2.12** The form in Figure B.2.12 is a good way to document the specifications. Completion of the form should assist the purchaser in developing the specifications and provide the

information required in the various sections of this document. The purchaser should fill in only the required sections (marked with \*) and only those other sections where there are specific requirements over and above the standard. All the items of information marked with an asterisk (\*) generally are required for the manufacturer to bid on and build the apparatus. The other items are details about which the purchaser might want to specify special requirements. In many cases, the purchaser should specify additional details only if the purchaser is experienced in that area and has specific, unusual requirements. Consult with manufacturers or others with experience in apparatus architecture and specifications if necessary. Care must be taken not to specify incompatible requirements, such as a 3000 gal (11,400 L) water tank, which weighs approximately 30,000 lb (13,600 kg), and a 10,000 lb (4500 kg) GVWR chassis. When more restrictive details are specified, fewer manufacturers will be able to bid, and the cost of the apparatus might be higher.

**B.3 Obtaining and Studying Proposals.** When the specifications are complete, they should be distributed to apparatus manufacturers and contractors with a request for bids or proposals to furnish the specified apparatus. The request should specify a date, time, and place for the formal opening of the bids. This date should allow at least 1 month for the engineering departments of apparatus manufacturers to study the specifications and estimate the cost of the apparatus. More time could be required if engineering drawings of the proposed apparatus are required.

**B.3.1** The request also should state the time period during which the purchaser expects the bidder to honor the bid price and whether a bid bond is required. A bid bond guarantees that if a contract is offered to the bidder within the defined time period, the bidder will enter into the contract under the terms of the bid.

**B.3.2** It is recommended that a pre-bid meeting be held between the purchaser of a piece of fire apparatus and the apparatus manufacturers or their agents prior to the official release of the apparatus specifications. Such a meeting is designed to allow for a detailed review of the draft specifications by all present at the meeting. Problems with the specifications, ideas on how to provide the purchaser with the desired apparatus in other ways, clarification of the purchaser's intent, and other questions can be resolved prior to the formal bid process. The meeting can often resolve misunderstandings or prevent problems before they occur.

**B.3.3** With a performance specification, it is usually possible to obtain more favorable bids, since there is genuine competition and the specifications are not overly restrictive. The bid should be accompanied by a detailed description of the apparatus, a list of equipment to be furnished, and other construction and performance details, including, but not limited to, estimated weight, wheelbase, principal dimensions, transmission, and axle ratios. The purpose of the contractor's specifications is to define what the contractor intends to furnish and deliver to the purchaser.

**B.3.4** Manufacturers' proposals might include amendments and exceptions. Frequently, these changes are offered to meet price requirements or because individual manufacturers prefer to build apparatus in a manner more convenient to them. If the intent of the original specification is not changed and the bid is favorable, the purchaser should consider accepting these amendments with the approval of the purchasing authority. On



**APPARATUS PURCHASING SPECIFICATION FORM**

**Procurement Issues**

\* Date of bid opening: \_\_\_\_\_

\* Purchaser's name and address: \_\_\_\_\_  
\_\_\_\_\_

\* Contact name and telephone number: \_\_\_\_\_  
\_\_\_\_\_

\* Sealed bid envelope information, address, and identification marking: \_\_\_\_\_  
\_\_\_\_\_

\* The bidder is to honor the bid price for \_\_\_\_\_ days.

\* If an interim inspection trip(s) to the assembly plant is to be provided, indicate:

number of trips \_\_\_\_\_ number of participants \_\_\_\_\_

who will pay expenses \_\_\_\_\_

How many service and operation manuals are to be provided? \_\_\_\_\_

\* Where is the delivery of the apparatus to occur? \_\_\_\_\_  
\_\_\_\_\_

\* Where and when is the acceptance to occur? \_\_\_\_\_  
\_\_\_\_\_

\* The operation and service instruction and demonstration are to be conducted at \_\_\_\_\_  
\_\_\_\_\_

for \_\_\_\_\_ persons for \_\_\_\_\_ days.

Specify the details of any special payment plan or schedule required: \_\_\_\_\_  
\_\_\_\_\_

Is an approval drawing required?  Yes  No

Is a bid bond required?  Yes  No

What percent of the bid price? \_\_\_\_\_

Is a performance bond required?  Yes  No

What percent of the bid price? \_\_\_\_\_

If an extended warranty on specific components is required, indicate which components and the length of the warranty:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is a warranty bond required?  Yes  No

In what amount? \_\_\_\_\_

**\* Required information**

**FIGURE B.2.12 A Sample Apparatus Purchasing Specification Form.**

**General Requirements — Chapter 4**

Special design features required on this apparatus: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

What are the maximum allowable dimensions of the apparatus?

- Overall height in inches (millimeters): \_\_\_\_\_ (measured at the highest projection)
- Overall length in inches (millimeters): \_\_\_\_\_ (measured at the front and rearmost projections)
- Wheelbase in inches (millimeters): \_\_\_\_\_ (measured from the center of the front axle to the center of the rear axle)
- Width in inches (millimeters): \_\_\_\_\_ (measured at the outside of the mirrors)
- Gross vehicle weight in pounds (kilograms): \_\_\_\_\_
- Maximum weight on the front axle in pounds (kilograms): \_\_\_\_\_
- Maximum weight on the rear axle in pounds (kilograms): \_\_\_\_\_

What is the maximum wall-to-wall turning radius allowable? \_\_\_\_\_ ft (m)  
 Maximum elevation at which the apparatus will operate if over 2000 ft (600 m): \_\_\_\_\_

Maximum grade that apparatus will climb if over 6 percent: \_\_\_\_\_

Specify the minimum ambient air temperature in which the apparatus is to operate: \_\_\_\_\_ °F (°C)  
 Specify the maximum ambient air temperature in which the apparatus is to operate: \_\_\_\_\_ °F (°C)  
 Specify the apparatus road performance if it is to exceed the minimum specified in this standard: \_\_\_\_\_

- \* Specify the maximum road speed required: \_\_\_\_\_
- \* Specify the number of crew riding positions required: \_\_\_\_\_

**Hose Thread Size Information**

TPI × OD or size and type (e.g., 2½ in. NH or 4 in. storz)	
1 in. =	1½ in. =
2 in. =	2½ in. =
3 in. =	3½ in. =
4 in. =	4½ in. =
5 in. =	6 in. =
Hydrant =	

\* Required information

FIGURE B.2.12 *Continued*

**Testing and Acceptance**

If independent certification of tests is required for the pump system, aerial device, line voltage power source, or other systems, what independent testing organization is to certify the tests? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is anyone to witness the manufacturer's predelivery tests? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Where are the road tests to be conducted? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\*What tests will the contractor be required to perform on delivery? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Apparatus Type — Chapters 5 through 11**

\*This apparatus is to be used as a(n):

- Pumper (see Chapter 5)
- Initial attack apparatus (see Chapter 6)
- Mobile water supply apparatus (see Chapter 7)
- Aerial fire apparatus (see Chapter 8)
- Quint fire apparatus (see Chapter 9)
- Special service apparatus (see Chapter 10)
- Mobile foam fire apparatus (see Chapter 11)
- Other

\*What functions or services is this apparatus to perform? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\***Suction Hose** (See 5.8.2, 6.8.2, 7.8.2, 9.8.2, 10.8.2, and 11.8.2.)

\*Is suction hose required?  Yes  No

\*Soft or hard: \_\_\_\_\_

\*Size and length: \_\_\_\_\_

\*Connection type and size: \_\_\_\_\_

Mounting arrangement, bracket style, and location: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\* **Required information**

FIGURE B.2.12 Continued

**\* Ground Ladders to Be Carried** (See 5.8.1, 6.8.1, 8.8.1, 9.8.1, and 10.8.1.)

Number	Length	Type	Mounting Location and Bracket Type

Indicate if a specific type or make of ladder is desired: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**\* Breathing Apparatus**

Quantity	Make/Model	Mounting Location

\*The breathing apparatus is to be supplied by the  contractor  purchaser.  
 Special requirements for the breathing apparatus or its mounting, including diameters of SCBA cylinders to be utilized: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**\* Equipment Carried on Apparatus** (See Sections 5.9, 6.9, 7.9, 8.9, 9.9, 10.9, and 11.9.)

\*Miscellaneous equipment allowance if it exceeds the standard's minimum weight: \_\_\_\_\_  
 \_\_\_\_\_

- \* Attach a list of equipment and tools to be supplied by the contractor with the apparatus, stating the item, quantity, where it is to be mounted or carried, the weight of each item, and its dimensions (L x W x D).
- \* Attach a list of equipment and tools to be supplied by the fire department to be carried on the apparatus, stating the item, quantity, where it is to be mounted or carried, contractor's responsibility for mounting, the weight of each item, and its dimensions (L x W x D).
- \* Attach a list of equipment and tools that might be carried on the apparatus in the future, stating the item, quantity, the desired mounting location or compartment where it is likely to be carried, the weight of each item, and its dimensions (L x W x D).
- \* Attach a list of fixed and permanent components required on the apparatus, showing the item, quantity, weight of each, and dimensions (L x W x H), as well as the location where it is to be carried.  
 If additional compartment space is required in addition to what is necessary to store the equipment on the attached four lists, indicate space requirements. \_\_\_\_\_  
 \_\_\_\_\_

**\* Required information**

FIGURE B.2.12 Continued

### Chassis and Vehicle Components — Chapter 12

Desired chassis make and model or style: \_\_\_\_\_

\_\_\_\_\_

Specify the desired location of the engine: \_\_\_\_\_

Type of propulsion engine: \_\_\_\_\_

Is an electric fuel pump or repriming pump required?  Yes  No

Specify any special lubrication system requirements: \_\_\_\_\_

\_\_\_\_\_

Specify any special cooling system requirements: \_\_\_\_\_

\_\_\_\_\_

Is a manual emergency engine shutdown required?  Yes  No

Type of fuel filters required: \_\_\_\_\_

\_\_\_\_\_

Type of air filters required: \_\_\_\_\_

\_\_\_\_\_

Enhanced performance ember separator requirements: \_\_\_\_\_

\_\_\_\_\_

Specify the exiting location of the exhaust system: \_\_\_\_\_

Specify the type of brake system required: \_\_\_\_\_

\_\_\_\_\_

Is an auxiliary brake system required?  Yes  No

Specify the type and control: \_\_\_\_\_

Specify the style and type of tires required: \_\_\_\_\_

\_\_\_\_\_

Indicate whether cast spoke, hub piloted, stud piloted, steel disc, or aluminum wheels are required: \_\_\_\_\_

\_\_\_\_\_

Are rear fender liners required?  Yes  No

Are automatic tire chains required?  Yes  No

Should the apparatus be designed to operate "off paved roads?"  Yes  No

Specify if an increased underbody clearance is required: \_\_\_\_\_

\_\_\_\_\_

Specify if a greater angle of approach is required: \_\_\_\_\_

Specify if a greater angle of departure is required: \_\_\_\_\_

Specify the steering system cramp angle if it exceeds the standard's minimum: \_\_\_\_\_

\_\_\_\_\_

Specify if a drive axle traction control or no-spin differential is required: \_\_\_\_\_

\_\_\_\_\_

Specify if rear wheel steering is required: \_\_\_\_\_

Specify if a special suspension system is required: \_\_\_\_\_

FIGURE B.2.12 *Continued*

Is an automatic or manual transmission required? \_\_\_\_\_

Specify the fuel tank capacity required: \_\_\_\_\_ gal (L)

Must tow hooks be accessible without opening compartment doors?  Yes  No

Special cab trim features: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Low Voltage Electrical Systems and Warning Devices — Chapter 13**

\* Indicate whether a battery charger, conditioner, or a polarized receptacle is to be provided (see 13.4.5): \_\_\_\_\_

If a built-in battery charger or conditioner is provided, indicate the required charging rate: \_\_\_\_\_

\_\_\_\_\_

Specify the location of the receptacle for the battery charger or conditioner: \_\_\_\_\_

\_\_\_\_\_

Is a second “battery on” pilot light on the outside of the vehicle required?  Yes  No

Where? \_\_\_\_\_

Specify any electrical loads beyond those defined in the standard that are to be part of the minimum continuous electrical load: \_\_\_\_\_

\_\_\_\_\_

If a load management system is required, specify the sequence of control (shutdown): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Warning Light Information**

Location	Make and Model	Color
Upper level, forward facing		
Upper level, side-facing, front		
Upper level, side-facing, midship		
Upper level, side-facing, rear		
Upper level, rear facing		
Lower level, forward facing		
Lower level, side-facing, front		
Lower level, side-facing, midship		
Lower level, side-facing, rear		
Lower level, rear facing		

Specify the make, model, location, and controls of the siren: \_\_\_\_\_

\_\_\_\_\_

\*Required information

FIGURE B.2.12 Continued

Are air horns required?  Yes  No If yes, specify the make preferred, type of control, and their location: \_\_\_\_\_  
\_\_\_\_\_  
Specify any special emergency lighting or warning features or equipment that is required: \_\_\_\_\_  
\_\_\_\_\_  
Are cab hand lights or mounted adjustable spotlights required?  Yes  No  
Specify if additional work lighting is required: \_\_\_\_\_  
\_\_\_\_\_  
Specify if additional driving or crew compartment lighting is required: \_\_\_\_\_  
\_\_\_\_\_  
Are provisions needed for rechargeable equipment?  Yes  No  
If yes, make and model of equipment: \_\_\_\_\_  
\_\_\_\_\_  
Is a backup camera system required?  Yes  No  
If yes, make and model: \_\_\_\_\_  
\_\_\_\_\_  
Describe any scene lighting required: \_\_\_\_\_  
\_\_\_\_\_  
  
**Driving and Crew Areas — Chapter 14**  
Specify any special seating requirements or arrangements for the driver: \_\_\_\_\_  
\_\_\_\_\_  
Specify any special seating requirements or arrangements for the officer: \_\_\_\_\_  
\_\_\_\_\_  
Specify any special seating requirements or arrangements for the crew: \_\_\_\_\_  
\_\_\_\_\_  
Helmets will be stored:  
 In the driving/crew compartment in holders  
 In the driving/crew compartment in compartments  
 In body compartments  
Is an intercom system required?  Yes  No  
Make, model, or type: \_\_\_\_\_  
Locations: \_\_\_\_\_  
Radio interface: \_\_\_\_\_  
Special requirements: \_\_\_\_\_  
Specify any special requirements for carrying tools or equipment within the driving or crew compartment: \_\_\_\_\_  
\_\_\_\_\_  
Specify any special requirements for carrying EMS equipment within the driving or crew compartment: \_\_\_\_\_  
\_\_\_\_\_  
Specify any special step or handrail arrangements required: \_\_\_\_\_  
\_\_\_\_\_

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FIGURE B.2.12 Continued

If a tiller-steered apparatus is to be provided, specify the type of communication system required between the tiller operator and the apparatus driver: \_\_\_\_\_  
\_\_\_\_\_

Is a tilt or telescoping steering column required? \_\_\_\_\_

Specify any extra driving compartment instrument panel features required: \_\_\_\_\_  
\_\_\_\_\_

Specify the type and style of driving compartment mirrors: \_\_\_\_\_  
\_\_\_\_\_

**Body, Compartments, and Equipment Mounting — Chapter 15**

Body material: \_\_\_\_\_  
\_\_\_\_\_

Compartment capacity required: \_\_\_\_\_ ft<sup>3</sup> (m<sup>3</sup>)

Specify any special compartment features and finish required: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Specify if a special compartment floor material or covering is required: \_\_\_\_\_  
\_\_\_\_\_

Specify the type and style of compartment doors required: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Specify the style of door latches, locks, or stays required: \_\_\_\_\_  
\_\_\_\_\_

Specify the type of compartment lighting required: \_\_\_\_\_  
\_\_\_\_\_

Radio equipment to be used:

Is the manufacturer to provide the radio?  Yes  No

Is the manufacturer to install the radio?  Yes  No

Make and model: \_\_\_\_\_

Mounting location for radio: \_\_\_\_\_

Mounting location for control(s) and speaker(s): \_\_\_\_\_  
\_\_\_\_\_

Provisions required for computer equipment or electronics: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Type of body tread plate material required: \_\_\_\_\_  
\_\_\_\_\_

FIGURE B.2.12 *Continued*



Type of step and platform material required: \_\_\_\_\_  
 \_\_\_\_\_

\* Color of apparatus: \_\_\_\_\_  
 Paint number and manufacturer, if known: \_\_\_\_\_  
 Striping, decoration, and lettering required: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

List any areas not to be painted: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Miscellaneous body trim: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Is rustproof treatment required?  Yes  No Provide details of locations to be treated: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

\* **Hose to Be Carried for Preconnected Lines** (See Sections 5.7, 6.7, 7.7, 8.7, 9.7, and 11.7.)

Length	Size	Location	Bed or Reel

\* **Hose to Be Carried in Hose Bed or on Reels** (See Sections 5.7, 6.7, 7.7, 8.7, 9.7, and 11.7.)

Length	Size	Location	Bed or Reel

If a hose bed cover(s) is desired, specify type: \_\_\_\_\_  
 \_\_\_\_\_

Is the fire-fighting system to be a slip-on unit?  Yes  No  
 Specify the lifting arrangement required: \_\_\_\_\_  
 \_\_\_\_\_

Specify the anchoring system required: \_\_\_\_\_  
 \_\_\_\_\_

\* **Required information**

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FIGURE B.2.12 Continued

### Fire Pump — Chapter 16

\* Is a fire pump required?  Yes  No

\* Pump rated capacity: \_\_\_\_\_ gpm (L/min)

\* Number of pump stages required: \_\_\_\_\_

\* Pump type: \_\_\_\_\_

Pump location: \_\_\_\_\_

How is the pump to be driven? \_\_\_\_\_

Type of engine to drive pump if other than the chassis propulsion engine: \_\_\_\_\_

\_\_\_\_\_

Pump testing authority: \_\_\_\_\_

\_\_\_\_\_

If pump-and-roll is required, specify:

Flow \_\_\_\_\_ gpm (L/min) at \_\_\_\_\_ psi (kPa)

Vehicle speed \_\_\_\_\_ mph (kmph)

Type of primer system: \_\_\_\_\_

\_\_\_\_\_

Special pump performance requirements:

If altitude over 2000 ft (600 m), specify altitude: \_\_\_\_\_

If lift over 10 ft (3 m), specify lift: \_\_\_\_\_

If through more than 20 ft (6 m) of suction hose, specify length: \_\_\_\_\_

Do local water conditions require special materials for pump construction and piping? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Location of pump operator's panel: \_\_\_\_\_

Pump panel and gauge panel material: \_\_\_\_\_

Type of intake and discharge valve controls desired: \_\_\_\_\_

\_\_\_\_\_

Specify the size of the master gauges: \_\_\_\_\_

\_\_\_\_\_

Are individual line pressure gauges required?  Yes  No

If yes, are there any special requirements? \_\_\_\_\_

\_\_\_\_\_

Are individual line flow meters required?  Yes  No

If yes, are there any special requirements? \_\_\_\_\_

\_\_\_\_\_

Are any special gauges, instruments, or other features required at the pump operator's panel? \_\_\_\_\_

\_\_\_\_\_

Should the engine speed control at the pump operator's panel be enabled when the apparatus is parked but not in pump mode?  Yes  No

Are special pump and piping features required to deal with extremely low temperatures? \_\_\_\_\_

\_\_\_\_\_

\* **Required information where equipment/system to be provided**

FIGURE B.2.12 *Continued*

Is the intake relief system to be adjustable at the panel?  Yes  No  
 If no, where: \_\_\_\_\_  
 \_\_\_\_\_

Is a pump pressure governor or a relief valve to be supplied? \_\_\_\_\_  
 \_\_\_\_\_

**\* Pump Intake Connections**

Size	Type of Connection	Location	Valved (Y/N)	Control Location

Are special adapters required on the pump intakes? \_\_\_\_\_

\* Will a valve, siamese, or adapter be carried on any intakes?  Yes  No  
 If yes, specify where, make, and model (*see 16.6.11*): \_\_\_\_\_  
 \_\_\_\_\_

**\* Pump Discharge Outlets Without Preconnected Hose Lines**  
 List the 2½ in. (65 mm) or larger discharge outlets required:

Quantity	Size	Type of Connection	Location	Flow Requirement

**\* Pump Discharge Outlets for Preconnected Hose Lines**

Quantity	Size	Type of Connection	Location	Flow Requirement

**\* Required information where equipment/system to be provided**

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FIGURE B.2.12 Continued

Is a deck gun required?  Yes  No

Type: \_\_\_\_\_

Mounting location: \_\_\_\_\_

Piping size and arrangement: \_\_\_\_\_

Is pump panel color coding required?  Yes  No

Specify details: \_\_\_\_\_

\_\_\_\_\_

Is a booster reel required?  Yes  No

How many reels? \_\_\_\_\_

Location: \_\_\_\_\_

Hose size and length: \_\_\_\_\_

Reel rewind type: \_\_\_\_\_

Piping to reel: \_\_\_\_\_

**Auxiliary Pump — Chapter 17**

\* Is an auxiliary pump required?  Yes  No

Type of auxiliary pump operations: \_\_\_\_\_

\_\_\_\_\_

Auxiliary pump performance: \_\_\_\_\_

\_\_\_\_\_

Type of auxiliary pump: \_\_\_\_\_

\_\_\_\_\_

How is the auxiliary pump to be driven? \_\_\_\_\_

\_\_\_\_\_

Auxiliary pump location: \_\_\_\_\_

\_\_\_\_\_

Is the auxiliary pump to be connected to the fire pump?  Yes  No

Do local water conditions require special materials for pump construction and piping? \_\_\_\_\_

\_\_\_\_\_

**\* Auxiliary Pump Intake Connections**

Size	Type of Connection	Location	Valved (Y/N)

**\* Required information where equipment/system to be provided**

FIGURE B.2.12 *Continued*

**\* Auxiliary Pump Discharge Outlet Connections**

Quantity	Size	Type of Connection	Location	Flow Requirement

Where are the auxiliary pump controls to be located? \_\_\_\_\_

Is a booster reel required?  Yes  No

How many reels? \_\_\_\_\_

Location: \_\_\_\_\_

Hose size and length: \_\_\_\_\_

Reel rewind type: \_\_\_\_\_

Piping to reel: \_\_\_\_\_

**Water Tank — Chapter 18**

\* Is a water tank required?  Yes  No

\* Water tank capacity (see Sections 5.5, 6.5, 7.5, 8.5, and 9.5): \_\_\_\_\_

Tank construction material: \_\_\_\_\_

Is an internal coating required?  Yes  No

Is a removable tank lid required?  Yes  No

Type of tank level indicator(s): \_\_\_\_\_

Location of additional tank level indicator(s): \_\_\_\_\_

Tank to pump flow rate required: \_\_\_\_\_

Pump to tank fill rate required: \_\_\_\_\_

Is a tank dump valve required?  Yes  No

Style of valve: \_\_\_\_\_

Size: \_\_\_\_\_

Performance required: \_\_\_\_\_

Location: \_\_\_\_\_

Type of connector: \_\_\_\_\_

Is a direct tank fill required?  Yes  No

Style of valve: \_\_\_\_\_

Size: \_\_\_\_\_

Performance required: \_\_\_\_\_

Location: \_\_\_\_\_

Type of connector: \_\_\_\_\_

**\* Required information where equipment/system to be provided**

FIGURE B.2.12 Continued

### Aerial Devices — Chapter 19

\*Is an aerial device required?  Yes  No

\*Indicate whether the aerial device is to be an aerial ladder, elevating platform, or water tower: \_\_\_\_\_

Indicate maximum slope for aerial device operation if it exceeds 5 degrees (8.7 percent): \_\_\_\_\_

Communication system type, locations, radio interface, head set connections: \_\_\_\_\_

#### Aerial Ladder

\*Rated vertical height required: \_\_\_\_\_ ft (m)

\*Rated horizontal reach required: \_\_\_\_\_ ft (m)

\*Capacity rating (tip load) required: \_\_\_\_\_ lb [250 lb (114 kg) minimum]

Is a breathing air system to be supplied to the operator's position?  Yes  No

Is a breathing air system to be supplied to the tip of the ladder?  Yes  No

If a breathing air system is to be supplied, are there any special requirements, makes, or models for the components of the breathing air system desired? \_\_\_\_\_

Location of any secondary speaker/microphone required on the aerial ladder: \_\_\_\_\_

Is a prepped waterway required?  Yes  No

If yes, to what ladder section is the pipe to be extended? \_\_\_\_\_

Should the prepped waterway be pinnable to multiple sections?  Yes  No

What make and model of monitor are required [minimum flow 1000 gpm (4000 L/min) at 100 psi (700 kPa)]? \_\_\_\_\_

If the monitor is power operated, are additional sets of controls beyond those required at the ladder operator's position required?  Yes  No

If yes, describe arrangement and location: \_\_\_\_\_

What make and model of nozzle are required? \_\_\_\_\_

Indicate the external inlet arrangement desired, including size, type, and number of inlets and valving arrangement: \_\_\_\_\_

Is a hose connection required at the ladder tip?  Yes  No

If yes, describe size and arrangement: \_\_\_\_\_

\* Required information where equipment/system to be provided

FIGURE B.2.12 Continued

Is a three-lever, two-lever, or single-lever control system required? \_\_\_\_\_  
\_\_\_\_\_

List any aerial ladder equipment or features required: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Elevating Platform**

\* Rated vertical height required: \_\_\_\_\_ ft (m)  
\* Rated horizontal reach required: \_\_\_\_\_ ft (m)  
\* Capacity rating (tip load) required: \_\_\_\_\_ lb (kg) [750 lb (340 kg) minimum]

Is the elevating platform to be equipped with a ladder that provides continuous access between the platform and the turntable?  Yes  No  
If yes, specify details: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is a breathing air system to be supplied to the platform?  Yes  No  
Is a breathing air system to be supplied to the lower control station?  Yes  No  
If a breathing air system is to be supplied, are there any special requirements, makes, or models for the components of the breathing air system desired? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Specify the number of monitors to be supplied on the platform: \_\_\_\_\_  
What make and model of monitor are required [minimum flow 1000 gpm (4000 L/min) at 100 psi (700 kPa)]? \_\_\_\_\_  
\_\_\_\_\_

What make and model of nozzle are required? \_\_\_\_\_  
\_\_\_\_\_

Is a hose connection to be provided on the platform from the water delivery system?  Yes  No  
If yes, describe number, size, and arrangement: \_\_\_\_\_  
\_\_\_\_\_

Are any special arrangements to be provided for hose lines from the platform water delivery system? \_\_\_\_\_  
\_\_\_\_\_

Indicate the external inlet arrangement required, including the size, type, and number of inlets and the valving arrangement: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is a three-lever, two-lever, or single-lever control system required? \_\_\_\_\_  
\_\_\_\_\_

**\* Required information where equipment/system to be provided**

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FIGURE B.2.12 Continued

**Low Voltage Lighting Requirement**

Quantity	Spot/Flood	Location	Specify Details

**Line Voltage Lighting Requirement**

Quantity	Spot/Flood	Wattage	Location	Specify Details

List any elevating platform equipment or features required: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Water Tower**

\* Is the water tower to be telescoping, articulating, or both? \_\_\_\_\_  
 \_\_\_\_\_

\* Rated vertical height required: \_\_\_\_\_ ft (m)

\* Rated horizontal reach required: \_\_\_\_\_ ft (m)

Waterway capacity required if in excess of 1000 gpm (4000 L/min): \_\_\_\_\_  
 \_\_\_\_\_

What make and model of monitor are required [minimum flow 1000 gpm (4000 L/min) at 100 psi (700 kPa)]?  
 \_\_\_\_\_  
 \_\_\_\_\_

What make and model of nozzle are required? \_\_\_\_\_  
 \_\_\_\_\_

Where are the monitor and nozzle controls to be located? \_\_\_\_\_  
 \_\_\_\_\_

Indicate the external inlet arrangement desired, including the size, type, and number of inlets and the valving arrangement: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Is a three-lever, two-lever, or single-lever control system required? \_\_\_\_\_  
 \_\_\_\_\_

\* **Required information where equipment/system to be provided**

FIGURE B.2.12 *Continued*



List any water tower equipment or features required: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Foam System — Chapter 20**

\* Is a foam system required?  Yes  No

\* Type of foam system required: \_\_\_\_\_  
 \_\_\_\_\_

\* Type of foam(s) to be used: \_\_\_\_\_  
 \_\_\_\_\_

\* Foam concentrate storage capacity: \_\_\_\_\_ gal (L)

**\* Discharge Outlets to Be Used with Foam and Their Performance**

Discharge Location	Required Flow	Proportioning Rate	Hose Length	Hose Diameter

\* Is an outside foam system inlet or pickup required?  Yes  No

Type: \_\_\_\_\_

Is a foam tank refill system required?  Yes  No

If yes, performance requirements: \_\_\_\_\_  
 \_\_\_\_\_

**Compressed Air Foam System — Chapter 21**

\* Is a CAFS required?  Yes  No

\* What is the total SCFM required? \_\_\_\_\_

What type of compressor and driver is required? \_\_\_\_\_  
 \_\_\_\_\_

What is the total water pump capacity required? \_\_\_\_\_  
 \_\_\_\_\_

Specify the type of system controls and interlocks required: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**\* Required information where equipment/system to be provided**

FIGURE B.2.12 *Continued*

**\* Discharge Outlets to Be Used with the CAFS and Their Performance**

Discharge Location	Required Flow	Hose Length	Hose Diameter

Specify if an airflow meter is required (SCFM): \_\_\_\_\_  
 Specify the type of wet/dry control required: \_\_\_\_\_

**Line Voltage Electrical System — Chapter 22**

\* Is a line voltage electrical system required?  Yes  No

\* Continuous rated wattage of power source: \_\_\_\_\_

\* Voltage of power source: \_\_\_\_\_

\* Type of power source:

- Portable generator
- Hydraulically driven generator
- Direct drive generator
- Auxiliary engine driven generator
- Belt driven generator or alternator
- Derived from apparatus low voltage power supply system
- Other: \_\_\_\_\_

Make, model, or other details of power source: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Location of power source: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Mounting of power source: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Panelboard location: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**\* Required information where equipment/system to be provided**

FIGURE B.2.12 *Continued*

<b>* Receptacle Information</b>				
Quantity	Amps/Volts	Style of Receptacle	Location	
<b>* Circuit Remote Control Information</b>				
Controlled Circuit		Switch Location		
<b>* 120/240 Volt Lighting Information</b>				
Style/Make	Location	Wattage/Bulb	Type Mounting	
<b>* Cord Reel Information</b>				
	Reel #	Reel #	Reel #	Reel #
Mounting location				
Amperage				
Voltage				
Length of cord in feet				
Receptacle style				
Distribution box				
Rewind system				
<p>* Is a power-operated light mast required? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="margin-left: 20px;">If yes, specify the make and model required: _____</p> <p style="margin-left: 20px;">_____</p> <p>List any equipment to be powered from a shorepower inlet: _____</p> <p style="margin-left: 20px;">_____</p>				
<b>* Required information where equipment/system to be provided</b>				
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FIGURE B.2.12 Continued

**Command and Communications — Chapter 23**

\* Is a separate command area required?  Yes  No

\* Is the area to be enclosed by walls and doors? \_\_\_\_\_  
\_\_\_\_\_

\* Size of the area: \_\_\_\_\_ ft (m) × \_\_\_\_\_ ft (m) or \_\_\_\_\_ ft<sup>2</sup> (m<sup>2</sup>)

\* Number of persons to be seated and able to work in the area: \_\_\_\_\_

Is special lighting required?  Yes  No

Describe \_\_\_\_\_  
\_\_\_\_\_

List the make and model for each piece of communication equipment to be in the command and communications area and whether the contractor or the purchaser is to provide and install the equipment: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

List the make and model for each piece of computer equipment to be in the command and communications area and whether the contractor or the purchaser is to provide and install the equipment: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

List the make and model for each other piece of equipment to be in the command and communications area and whether the contractor or the purchaser is to provide and install the equipment: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\* Is external video equipment to be used on the apparatus?  Yes  No

\* If yes, where is it to be mounted? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Air Systems — Chapter 24**

\* Is an air system required?  Yes  No

\* What is the function of the air system?

- Refill SCBA cylinders
- Supply remote breathing air
- Supply high pressure breathing air hose
- Supply utility air

\* **Required information where equipment/system to be provided**

FIGURE B.2.12 *Continued*

\* Is a cascade system to be supplied?  Yes  No

\* How many SCBA cylinders are to be filled? \_\_\_\_\_

\* What is the size of the cylinders to be filled? \_\_\_\_\_ ft<sup>3</sup> (m<sup>3</sup>)

\* To what pressure are the cylinders to be filled? \_\_\_\_\_ psi (kPa)

\* Is a compressor required?  Yes  No

\* If yes, what free air delivery (FAD) rating is required? \_\_\_\_\_ ft<sup>3</sup> (m<sup>3</sup>) at \_\_\_\_\_ psi (kPa)

\* Is a SCBA refill station required?  Yes  No

If yes, what is the location of the refill station? \_\_\_\_\_

Number of refill lines: \_\_\_\_\_

\* For each air hose required, specify the following:

- (a) Discharge flow required in CFM \_\_\_\_\_
- (b) Discharge pressure required in psi \_\_\_\_\_
- (c) Whether breathing air or utility air is to be supplied \_\_\_\_\_
- (d) Length of hose in feet \_\_\_\_\_
- (e) Whether hose is to be stored on a reel \_\_\_\_\_
- (f) Mounting location of reel, if applicable \_\_\_\_\_
- (g) Fitting or device at the end of the hose \_\_\_\_\_

What ambient temperatures will be expected if beyond 32°F (0°C) to 110°F (43°C)? \_\_\_\_\_

**Winches — Chapter 25**

\* Is a winch required?  Yes  No

\* What is the single line pull rating required? \_\_\_\_\_

What is the wire rope length required? \_\_\_\_\_

Is the power source for the winch to be electric or hydraulic? \_\_\_\_\_

Specify the winch location: \_\_\_\_\_

Type of control required: \_\_\_\_\_

Location of control: \_\_\_\_\_

**Trailers — Chapter 26**

\* Classification of trailer:

- Type I (remain connected)
- Type II (operate at scene with independent power)
- Type III (transport only)

\* What will the purpose/function of the trailer be? \_\_\_\_\_

\* What will the trailer carry? List equipment or total weight: \_\_\_\_\_

\_\_\_\_\_

\* Tow hitch type and size preferred/required: \_\_\_\_\_

Other requirements should be specified in the appropriate sections above.

\* **Required information where equipment/system to be provided**

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FIGURE B.2.12 Continued

### Ultra-High Pressure Fire Pump — Chapter 28

\*Is an ultra-high pressure fire pump required?  Yes  No

\*What is the rated flow capacity and rated discharge pressure required? \_\_\_\_\_ gpm (L/min) at \_\_\_\_\_ psi (kPa)

\*Is drafting capability required?  Yes  No Type of primer system: \_\_\_\_\_

\*Pump type: \_\_\_\_\_

**\* Required information where equipment/system to be provided**

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FIGURE B.2.12 *Continued*

the other hand, extreme care should be taken to avoid allowing exceptions that devalue the apparatus and give one bidder an advantage.

**B.3.5** The purchaser should study the proposals, look for deviations from the specifications, and obtain clarification where necessary. If the purchaser has specifically provided for alternatives when calling for bids, extra care should be exercised when evaluating the proposals because combinations of complicated bid information will need careful analysis. The financial arrangements, a delivery date, and the method of delivery should be stipulated and agreed to by the purchasing authority.

**B.4 Awarding the Contract.** With the award of a contract, it is important for the purchasing authority to understand exactly whom the contract is with and the nature of the relationship with the apparatus manufacturer. Some apparatus manufacturers work through a dealer network in which the dealer purchases the apparatus from a manufacturer, including taking title, and then resells the apparatus to the purchasing authority. Other manufacturers work through sales agents or representatives who solicit and negotiate a contract between a purchasing authority and a manufacturer but who never take title to the apparatus. This difference can affect where the responsibility lies for the proper fulfillment of the contract.

**B.4.1** Some purchasing authorities require a performance bond as part of the contract. A performance bond is a bond executed in connection with a contract that guarantees that the contractor will fulfill all the undertakings, covenants, terms, conditions, and agreements contained in the contract. Should the contractor fail to meet the terms of the contract, the bonding company will be responsible for the difference in cost between the original contract price and the new price of the apparatus when it has to be supplied by another contractor.

**B.4.2** Before signing a contract, the purchaser should make certain that the successful bidder has a complete and thorough understanding of the specifications. If there are any disagreements, these should be resolved in writing and made part of the contract. If any changes are agreed upon, they should be stated in writing and be signed by both parties. The contract should not be signed until the fire chief (or a designee) and the purchasing authority are satisfied.

**B.5 Acceptance.**

**B.5.1** When the apparatus is ready for delivery and acceptance, the purchaser has a responsibility to check the completed apparatus carefully against the specifications, the contract, and the requirements of this document to ensure that all that was

required is being delivered. This includes witnessing any required acceptance tests and verifying that the gross vehicle weight and the axle weight distribution are within the chassis and axle ratings. The delivery inspection form shown as Figure B.5.1(a) and the as-delivered weight analysis calculation worksheet shown as Figure B.5.1(b) can be useful in the inspection process. The weight distribution of in-service fire apparatus is critical to the safe operation of the apparatus. Figure B.5.1(b) and Table B.5.1 can help evaluate weight issues to confirm that the apparatus weight and distribution are within the chassis manufacturer's safe limits.

The instructions for completing the as-delivered weight analysis calculation worksheet in Figure B.5.1(b) are as follows:

- (1) In row (a), fill in the vehicle weights from a certified scale, measured under the following conditions:
  - (a) All manufacturing work completed
  - (b) Water, fuel, and foam tanks full
  - (c) Ground ladders stored on the vehicle
- (2) In rows (b) through (k), calculate the expected hose load by multiplying the length of hose by the standard values for weight per unit length and enter the result in column 7. Use the values in Table B.5.1 or obtain specific values for the brand of hose being used.
- (3) In row (l), multiply the number of seat belt-equipped seating positions by the NFPA allowance of 250 lb (113 kg) per person and enter the result in column 7.
- (4) In row (m), enter the miscellaneous equipment allowance from 12.1.2(7) in column 7.
- (5) Divide the hose, personnel, and equipment weights in column 7 in rows (b) through (m) between the front and rear axles according to the indicated percentages (or, as appropriate, from a detailed weight analysis).
- (6) In row (n), enter the sum of the values from rows (a) through (m) for each of columns 7 through 10.
- (7) In row (o), record the gross vehicle and gross axle weight ratings from the manufacturer's data label affixed inside the driving compartment.
- (8) Subtract the values in row (n) from row (o) and enter the difference in row (p). This is the expected reserve axle capacity of the in-service vehicle. If this number is negative, consult the vehicle manufacturer.

**B.5.2** The purchaser also should arrange for any instruction and demonstration included as part of the delivery and ensure that it is properly delivered.

Only when the purchaser is totally satisfied that the contract has been fulfilled should payment be authorized.

**Table B.5.1 Typical Hose Weight Data**

Nominal Hose Diameter		Weight per Unit Length	
in.	mm	lb/ft	kg/m
1	25	0.30	0.41
1½	38	0.38	0.53
1¾	44	0.43	0.59
2	52	0.50	0.69
2½	65	0.70	0.97
3	75	0.80	1.10
4	100	0.85	1.18
5	125	1.10	1.52
6	150	1.35	1.87

<b>FIRE APPARATUS DELIVERY INSPECTION FORM</b>					
<b>NFPA 1901 Paragraph</b>	<b>Topic</b>	<b>Description</b>	<b>Yes (Pass)</b>	<b>No (Fail)</b>	<b>N/A</b>
4.9.1	Personnel protection	Guards or shields are provided around hot, moving, or rotating parts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.9.2	Personnel protection	Isolation or insulation is provided to protect personnel from electrical shock.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.10.1	Controls and gauges	All controls, switches, instructions, gauges, and instruments needed for operation are illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.17.5 4.17.6	Brakes	Stopping distance measurement provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.1	Documentation and manuals	Required manufacturer's data provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2	Documentation and manuals	Chassis operation and maintenance manual provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2	Documentation and manuals	Pump operation and maintenance manual provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2	Documentation and manuals	Aerial device operation and maintenance manual provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2	Documentation and manuals	Aerial device load chart provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2.3(4)	Documentation and manuals	Parts replacement information provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2.3(6)	Documentation and manuals	Wiring diagram provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2.3(7)	Documentation and manuals	Lubrication chart provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.20.2.4	Documentation and manuals	Major component manufacturers' manuals provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.3.3	Pump operator's panel	Platform for pump operator provided — pumper with aerial device.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.3.4	Warning signs	Electrocution hazard sign is visible to pump operator — pumper with aerial device.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.2.1	Pump operator's panel	Platform for pump operator provided — aerial apparatus with pump.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.2.2	Warning signs	Electrocution hazard sign is visible to pump operator — aerial apparatus with pump.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.2.3	Pump operator's panel	Platform for pump operator provided — quint.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.2.4	Warning signs	Electrocution hazard sign is visible to pump operator — quint.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11.3.3	Pump operator's panel	Platform for pump operator provided — mobile foam with aerial device.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11.3.4	Warning signs	Electrocution hazard sign is visible to pump operator — mobile foam with aerial device.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.1.4	Documentation and manuals	Federal Motor Vehicle Safety weight certification label.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.1.5.1	Information label	Label indicating the height, length, and GVWR of the vehicle is visible to the driver.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.3.1.4	Brakes	Auxiliary braking system functions [required above 36,000 lb (16,000 kg) GVWR].	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.3.2.3	Approach angle	Angle of approach at least 8 degrees (vertical / horizontal greater than 0.1405).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.3.2.3	Departure angle	Angle of departure at least 8 degrees (vertical / horizontal greater than 0.1405).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.3.4.2	Engine and fuel tank	Label is provided at the fuel fill to indicate type of fuel.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.8.12.1	Warning lights — responding	No yellow lights in Zone A in the “calling for right-of-way” mode.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.8.12.1	Warning lights — responding	No white lights in Zone C in the “calling for right-of-way” mode.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**FIGURE B.5.1(a) Delivery Inspection Form.**



NFPA 1901 Paragraph	Topic	Description	Yes (Pass)	No (Fail)	N/A
13.8.12.1	Warning lights — blocking	No white lights in any zone in the “blocking right-of-way” mode.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.8.16	Warning lights	Compliance documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.9.1.1	Audible warning	Sirens certified to SAE J1849.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.9.2	Driving and crew compartment occupant protection	Audible warning devices and sirens are mounted low and in front of vehicle.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.10.1.1	Ground lighting	Rear of apparatus is illuminated for working.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.10.1.2	Ground lighting	Ground lighting is provided at areas where personnel will be stepping or climbing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.10.1.3	Ground lighting	Ground lighting illuminates automatically with the cab doors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.10.2.1	Work lighting	Hose bed is illuminated for working.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.10.5.1	Pump compartment	Pump compartment is illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.10.5.2	Pump compartment	Priming lubricant or reservoir area is illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.11.1(1)	Hazard light	Red light in driving compartment flashes if the parking brake is released and passenger or compartment doors are not closed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.11.1(2)	Hazard light	Red light in driving compartment flashes if the parking brake is released and a ladder or equipment rack is not stowed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.11.1(3)	Hazard light	Red light in driving compartment flashes if the parking brake is released and stabilizers are not stowed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.11.1(4)	Hazard light	Red light in driving compartment flashes if the parking brake is released and a powered light tower is not stowed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.11.1(5)	Hazard light	Red light in driving compartment flashes if the parking brake is released and other permanently attached device is extended or deployed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.14.3.2	Electrical, low voltage	Reserve capacity test documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.14.3.3	Electrical, low voltage	Alternator performance test at idle documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.14.3.4	Electrical, low voltage	Alternator performance test at full load documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.14.4	Electrical, low voltage	Low voltage alarm test documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.15	Electrical, low voltage	Load analysis documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.1.1	Cab occupant protection	Driving and crew compartment(s) fully enclosed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.1.2	Warning signs	Cab occupant capacity sign provided and visible to the driver.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.1.3	Driving and crew compartment occupant protection	Seat belts are provided for each driving and crew compartment occupant.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.1.3.8	Warning signs	A “Seat Belts Required” sign is visible from every seating position.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.1.8	Driving and crew compartment occupant protection	Headroom at each seating position meets 14.1.8 requirement.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.1.10.1	Driving and crew compartment occupant protection	Each SCBA bracket is provided with a positive latching mechanical retaining device.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

FIGURE B.5.1(a) *Continued*

NFPA 1901 Paragraph	Topic	Description	Yes (Pass)	No (Fail)	N/A
14.1.11.1	Driving and crew compartment occupant protection	All equipment required to be used during a response is fastened.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.1.11.2	Driving and crew compartment occupant protection	Equipment not required to be used during a response is contained or fastened.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.4.2	Powered equipment rack	The rack has a device to lock it in the stowed position.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.4.4	Powered equipment rack	Operator can watch the rack from the controls while it is being deployed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.4.6	Powered equipment rack	The rack is equipped with lights that flash when it is not stowed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.4.7	Powered equipment rack	The rack has retroreflective devices to make it more visible when deployed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.6.2	Pump compartment	Pump compartment access — no dimension less than 18 in. (460 mm).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.1.1	Step height	First step no more than 24 in. (610 mm) and no more than 18 in. (460 mm) between any other step.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.1.2	Step size	All steps have minimum area of 35 in. <sup>2</sup> (22,580 mm <sup>2</sup> ).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.1.2	Step size	All steps have at least 8 in. (200 mm) clearance between leading edge and any obstruction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.1.2	Step size	All steps can have a 5 in. (125 mm) diameter disk placed on them without overlapping the edge.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.1.3	Platform size	All platforms have at least 8 in. (200 mm) clearance between leading edge and any obstruction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.1.4	Ladder rungs	All ladder rungs have at least 8 in. (200 mm) between the leading edge and the body or other obstruction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.2	Step surfaces	Steps, platforms, and ladders sustain 500 lb (227 kg) load	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.4.5	Step surfaces	Step surface slip-resistance documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.5	Warning signs	Sign warning that riding is prohibited should be visible at rear platform.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.7.5	Warning signs	Sign warning that riding is prohibited should be visible at cross walkway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.8.1	Handrails	Handrails are provided at each entrance to a driving or crew compartment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.8.1	Handrails	Handrails are provided at each position where steps or ladders for climbing are provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.8.3	Handrails	All handrails have a diameter between 1 in. and 1½ in. (25 mm and 42 mm).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.8.3	Handrails	All handrails have 2 in. (50 mm) of clearance to any other surface.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.8.4	Handrails	All handrails are designed to reduce the possibility of hand slippage.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.9.3.1	Reflective trim	Side of vehicle has stripe at least 4 in. (100 mm) wide and 50 percent of vehicle length.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.9.3.1	Reflective trim	Front of vehicle has stripe at least 4 in. (100 mm) wide and 25 percent of the front width.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.9.3.1	Reflective trim	Rear of vehicle has alternating yellow and red stripes 6 in. (150 mm) wide in chevron pattern covering at least 50% of rear vertical surfaces.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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FIGURE B.5.1(a) *Continued*

NFPA 1901 Paragraph	Topic	Description	Yes (Pass)	No (Fail)	N/A
16.6.1.3	Warning signs	A “serious injury or death” sign is visible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.7.9.1	Pump operator’s panel	All discharge connections at pump panel are 2½ in. (65 mm) or less.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.9.2	Pump operator’s panel	All gauges, intakes, outlets, and controls are illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.11.2	Pump operator’s panel	Engine throttle control is between 42 in. (1070 mm) and 72 in. (1830 mm) above operator’s standing position for vertical pump panel.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.11.3	Pump operator’s panel	Engine throttle control is between 32 in. (810 mm) and 50 in. (1270 mm) above operator’s standing position for horizontal pump panel.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.12.1.1	Pump operator’s panel	The instruments listed in 16.12.1.1 are all located on the pump panel in a group.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.12.1.4	Pump operator’s panel	Visible and audible warnings are provided for low engine oil pressure and high coolant temperature.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.12.2.1	Pump operator’s panel	Master intake and pump discharge gauges no more than 8 in. (200 mm) apart edge to edge.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.12.2.1	Pump operator’s panel	Master intake is located to the left of or below the pump discharge gauge.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.12.2.1.4	Pump operator’s panel	Gauges are labeled as “Pump Intake” and “Pump Discharge.”	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.12.3.3	Pump operator’s panel	Discharge instrumentation is within 6 in. (150 mm) of the control.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16.13.7	Tank and piping capacity	Tank-to-pump flow documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18.6.2	Tank and piping capacity	Tank capacity certification provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19.18.2	Aerial operator’s station	Platform for aerial device operator provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19.18.3	Warning signs	Electrocution hazard sign is visible to aerial device operator.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19.25	Piping test	Aerial device water system hydrostatic test documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20.9.4	Documentation and manuals	Foam system operations and maintenance manual provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20.11	Calibration and testing	Foam system calibration and testing documentation provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21.8.4	Documentation and manuals	CAFS operation and maintenance manual provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21.9	Testing	CAFS testing documentation provided	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22.4.9	Electrical, line voltage	Power source specification label located at the operator’s control station.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22.15.7	Electrical, line voltage	Third-party certification of testing provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24.9.6	SCBA fill station	Test certification is provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24.14.4	Air purification	Test documentation or certification that pure air is being produced is provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

FIGURE B.5.1(a) *Continued*

**AS-DELIVERED WEIGHT ANALYSIS CALCULATION WORKSHEET**

**Axle Rating Reserve Capacity Determination**

		1	2	3	4	5	6	7	8	9	10	
								<b>Total Vehicle</b>	<b>Front Axle</b>	<b>Rear Axle or Tandem</b>	<b>Tiller Axle</b>	
a	Weight at delivery (with water)											
				<b>Hose Length (ft or m)</b>		<b>Weight per Unit Length (lb or kg)</b>						<b>(100%)</b>
b	Hose allowance	Main hose bed		(x)		(=)						
c	Hose allowance	Main hose bed		(x)		(=)						
d	Hose allowance	Main hose bed		(x)		(=)						
								<b>(50%)</b>	<b>(50%)</b>			
e	Hose allowance	Cross lay		(x)		(=)						
f	Hose allowance	Cross lay		(x)		(=)						
g	Hose allowance	Cross lay		(x)		(=)						
								<b>(100%)</b>				
h	Hose allowance	Front bumper		(x)		(=)						
i	Hose allowance	Suction hose		(x)		(=)						
j	Hose allowance	Other		(x)		(=)						
k	Hose allowance	Other		(x)		(=)						
				<b>Seating Capacity (people)</b>		<b>Weight per person</b>						<b>(100%)</b>
l	Personnel allowance		(x)	250 lb (113 kg)	(=)							
								<b>(100%)</b>				
m	Miscellaneous equipment allowance [from 12.1.2(7)]											
n	Total expected in-service weight (sum of rows a through m)											
o	Axle weight ratings (from chassis manufacturer's data label)											
p	Expected reserve capacity											

FIGURE B.5.1(b) As-Delivered Weight Analysis Calculation Worksheet.

### Annex C Weights and Dimensions for Common Equipment

*This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.*

**C.1** The Fire Apparatus Manufacturers Association (FAMA) provides a worksheet for use by purchasers to calculate the portable equipment load anticipated to be carried on an apparatus. To ensure that the apparatus chassis is capable of carrying the installed equipment (pump, tank, aerial device, etc.) plus the specified portable equipment load with an appropriate margin of safety, the purchaser should use this worksheet to provide apparatus vendors with the weight of the equipment they anticipate carrying when the apparatus is placed in service.

**C.1.1** The approximate measurements and weights of equipment that are commonly available and used during fire department operations are listed on the worksheet. The purchaser should fill in the number of units of each piece of anticipated equipment in the column titled “Quantity” and multiply that by the weight per unit to get the total weight. The dimensions of each piece of equipment are given to assist in planning compartment size or the location on the fire apparatus. Where the purchaser wants to carry specific equipment in a specific compartment, that compartment designation should be shown in the column titled “Compartment Location.”

**C.1.2** The worksheet can be downloaded as an Excel spreadsheet from the FAMA website, [www.fama.org](http://www.fama.org), and customized to show only the equipment a department expects to carry. There are additional columns on the spreadsheet to assist the fire department in maintaining records of the equipment it carries on the apparatus.

### Annex D Guidelines for First-Line and Reserve Fire Apparatus

*This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.*

**D.1 General.** To maximize fire fighter capabilities and minimize risk of injuries, it is important that fire apparatus be equipped with the latest safety features and operating capabilities. In the last 10 to 15 years, much progress has been made in upgrading functional capabilities and improving the safety features of fire apparatus. Apparatus more than 15 years old might include only a few of the safety upgrades required by the recent editions of the NFPA fire department apparatus standards or the equivalent Underwriters Laboratories of Canada (ULC) standards. Because the changes, upgrades, and fine tuning to NFPA 1901 have been truly significant, especially in the area of safety, fire departments should seriously consider the value (or risk) to fire fighters of keeping fire apparatus more than 15 years old in first-line service.

It is recommended that apparatus more than 15 years old that have been properly maintained and that are still in serviceable condition be placed in reserve status; be upgraded in accordance with NFPA 1912; and incorporate as many features as possible of the current fire apparatus standard (*see Section D.3*). This will ensure that, while the apparatus might not totally comply with the current editions of the automotive fire apparatus standards, many of the improvements and upgrades required by the current editions of the standards are available to the fire fighters who use the apparatus.

Apparatus that were not manufactured to the applicable NFPA fire apparatus standards or that are over 25 years old should be replaced.

**D.2 Evaluating Fire Apparatus.** It is a generally accepted fact that fire apparatus, like all types of mechanical devices, have a finite life. The length of that life depends on many factors, including vehicle mileage and engine hours, quality of the preventative maintenance program, quality of the driver training program, whether the fire apparatus was used within the design parameters, whether the apparatus was manufactured on a custom or commercial chassis, quality of workmanship by the original manufacturer, quality of the components used, and availability of replacement parts, to name a few.

In the fire service, there are fire apparatus with 8 to 10 years of service that are simply worn out. There are also fire apparatus that were manufactured with quality components, that have had excellent maintenance, and that have responded to a minimum number of incidents that are still in serviceable condition after 20 years. Most would agree that the care of fire apparatus while being used and the quality and timeliness of maintenance are perhaps the most significant factors in determining how well a fire apparatus ages.

Critical enhancements in design, safety, and technology should also play a key role in the evaluation of an apparatus' life cycle. Previous editions of the fire department apparatus standards featured many requirements advancing the level of automotive fire apparatus safety and user friendliness. Contained within the 2009 edition were requirements for roll-over stability; tire pressure indicators; seat belt warning systems requiring all occupants be properly seated and belted; extended seat belt length requirements resulting from an in-depth anthropometric study evaluating the average size of today's fully dressed firefighter; roadability, including minimum accelerations and top speed limitations; enhanced step and work surface lighting; cab integrity testing; increased use of retro-reflective striping in the rear of apparatus, providing a consistent identifiable set of markings for all automotive fire apparatus; and enhanced aerial control technologies, enabling short jacking and envelope controls.

**D.3 Upgrading Fire Apparatus.** Any apparatus, whether in first-line or reserve service, should be upgraded in accordance with NFPA 1912, as necessary, to ensure that the following features are included as a minimum:

- (1) Seat belts with seat belt warning systems are available for every seat and are new or in serviceable condition.
- (2) Warning lights meet or exceed the current standard.
- (3) Reflective striping meets or exceeds the current standard.
- (4) Slip resistance of walking surfaces and handrails meets the current standard.
- (5) A low-voltage electrical system load manager is installed if the total connected load exceeds the alternator output.
- (6) The alternator output is capable of meeting the total continuous load on the low voltage electrical system.
- (7) Where the gross vehicle weight rating (GVWR) is 36,000 lb (16,000 kg) or more, an auxiliary braking system is installed and operating correctly.
- (8) Ground and step lighting meets or exceeds the current standard.

- (9) Noise levels in the driving and crew compartment(s) meet the current standard, or appropriate hearing protection is provided.
- (10) All horns and sirens are relocated to a position as low and as far forward as possible.
- (11) Signs are present stating that no riding is allowed on open areas.
- (12) A pump shift indicator system is present and working properly for vehicles equipped with an automatic chassis transmission.
- (13) For vehicles equipped with electronic or electric engine throttle controls, an interlock system is present and working properly to prevent engine speed advancement at the operator's panel, unless either the chassis transmission is in neutral with the parking brake engaged, or the parking brake is engaged, the fire pump is engaged, and the chassis transmission is in pumping gear.
- (14) All loose equipment in the driving and crew areas is securely mounted in accordance with the current standard.

**D.4 Proper Maintenance of Fire Apparatus.** In addition to needed upgrades to older fire apparatus, it is imperative that all fire apparatus be checked and maintained regularly to ensure that they will be reliable and safe to use. The manufacturer's instructions should always be followed when maintaining the fire apparatus. Special attention should be paid to ensure that the following conditions, which are particularly critical to maintaining a reliable unit, exist:

- (1) Engine belts, fuel lines, and filters have been replaced in accordance with the manufacturers' maintenance schedule(s).
- (2) Brakes, brake lines, and wheel seals have been replaced or serviced in accordance with the manufacturers' maintenance schedule.
- (3) Tires and suspension are in serviceable condition, and tires are not more than 7 years old.
- (4) The radiator has been serviced in accordance with the manufacturer's maintenance schedule, and all cooling system hoses are new or in serviceable condition.
- (5) The alternator output meets its rating.
- (6) A complete weight analysis shows the fire apparatus is not over individual axle rating or total GVWR.
- (7) The fire pump meets or exceeds its original pump rating.
- (8) The water tank and baffles are not corroded or distorted.
- (9) If the apparatus is equipped with an aerial device, a complete test to original specifications has been conducted and certified by a certified testing laboratory.
- (10) If so equipped, the generator and line voltage accessories have been tested and meet the current standard.

**D.5 Refurbishing or Replacing Fire Apparatus.** Fire department administrators and fire chiefs should exercise special care when evaluating the cost of refurbishing or updating an apparatus versus the cost of a new fire apparatus. Apparatus that are refurbished should comply with the requirements of NFPA 1912. A thorough cost-benefit analysis of the value of upgrading or refurbishing a fire apparatus should be conducted. In many instances, it will be found that refurbishing costs will greatly exceed the current value of similar apparatus.

Some factors to consider and evaluate when determining whether to refurbish or replace a fire apparatus include the following:

- (1) What is the true condition of the existing apparatus? Has it been in a major accident, or has something else happened to it that would make spending significant money on it ill advised?
- (2) What advancements in design, safety, and technology have improved the efficiency and safety of personnel?
- (3) Does the current apparatus meet the program needs of the area it is serving? Is it designed for the way the fire department operates today and is expected to operate in the foreseeable future, or is the apparatus functionally obsolete? Can it carry everything that is needed to do the job without being overloaded?
- (4) If the apparatus is refurbished, will it provide the level of safety and operational capability of a new fire apparatus? It should be kept in mind that in many cases, refurbishing does not mean increasing the GVWR, so it is not possible to add a larger water tank or additional foam agent tanks or to carry massive amounts of additional equipment. Enclosing personnel riding areas might add enough weight to the chassis that existing equipment loads need to be reduced to avoid overloading the chassis.
- (5) What is the anticipated cost per year to operate the apparatus if it were refurbished? What would the cost per year be for a new apparatus? Insurance costs, downtime costs, maintenance costs, depreciation, reliability, and the safety of the users and the public all have to be considered. At what rate are those costs rising each year? Are parts still readily available for all the components on the apparatus? A refurbished 15-year-old apparatus still has 15-year-old parts in it. How long could the fire department operate without the apparatus if it suddenly needed major repairs?
- (6) Is there a current trade-in value that will be gone tomorrow? Most apparatus over 12 years old have little trade-in value. Are there creative financing plans or leasing options that can provide a new fire apparatus for little more than the cost of refurbishing or maintaining an older apparatus?

**D.6 Conclusion.** A fire apparatus is an emergency vehicle that must be relied on to transport fire fighters safely to and from an incident and to operate reliably and properly to support the mission of the fire department. A piece of fire apparatus that breaks down at any time during an emergency operation not only compromises the success of the operation but might jeopardize the safety of the fire fighters relying on that apparatus to support their role in the operation. An old, worn-out, or poorly maintained fire apparatus has no role in providing emergency services to a community.

## Annex E History of NFPA 1901

*This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.*

**E.1 History of Specification.** A report of the NFPA Committee on Fire Engines adopted at the 1906 NFPA Annual Meeting included many of the provisions and test procedures since followed in standards for fire department pumping apparatus.

In 1911, at the convention of the International Association of Fire Engineers, the Committee of Exhibits conducted

performance tests on automobile pumping engines. The following year, with the assistance of engineers of the National Board of Fire Underwriters, tests were conducted on pumping engines discharging under net pump pressures of 120 psi, 200 psi, and 250 psi. By the 1913 convention of the International Association of Fire Engineers, the committee had developed a standard test procedure of specified duration.

The first national specification on municipal fire apparatus was NFPA 19, which was adopted by NFPA in 1914. This was followed in 1916 by specifications adopted by NFPA covering an automobile combination chemical and hose wagon and an automobile service ladder truck. These specifications received the endorsement of the Committee on Fire Department Engineering of the International Association of Fire Engineers and were adopted and published in 1920 by the National Board of Fire Underwriters. The work of the original NFPA Committee on Automobile Apparatus was suspended in 1920.

A new NFPA Committee on Municipal Fire Apparatus was organized in 1938, and NFPA adopted revised editions of NFPA 19 in 1938, 1939, and 1942. In 1948, the Committee on Fire Department Equipment was organized. The scope of the committee was broadened to include fire department tools and appliances as well as motorized fire apparatus for both municipal and rural service. There were numerous revisions of the standard to keep it abreast of current practice, and editions were issued in 1949, 1950, 1951, 1952, 1954, 1955, 1956, 1957, 1958, 1960, 1961, 1963, and 1965.

The work of the Committee on Municipal Fire Apparatus was an outstanding example of cooperation among the various fire service organizations concerned with standards for fire department apparatus and equipment. A chief engineer of the former National Board of Fire Underwriters was chairman of the original committee. A significant contribution of the National Board for over half a century was the listing of thousands of pump and engine combinations that met the specified pumper performance requirements. Recognition is also due the various insurance rating and inspection bureaus, most of which are now part of the Insurance Services Office, whose representatives witnessed the acceptance tests of apparatus built under these specifications.

The International Association of Fire Chiefs has actively participated in this work since 1912. A fire chief has served as chairman of the committee responsible for these specifications since 1938. In 1952, the Technical Committee of the Fire Apparatus Manufacturers Association was reactivated and has made significant contributions to each subsequent edition of these specifications.

In 1965, the American Insurance Association (AIA), which replaced the National Board of Fire Underwriters, decided to terminate its field testing by rating bureaus and recordkeeping by the AIA. The Fire Department Equipment Committee in conjunction with Underwriters Laboratories Inc. (UL) and the Technical Committee of the Fire Apparatus Manufacturers Association worked with AIA to transfer the testing program to UL. This program appeared in the standard in the 1966 edition and has been an accepted testing program.

Further revisions were completed and editions issued in 1967, 1968, 1969, 1970, 1971, and 1973. In 1975, the numerical designation of the document was changed to NFPA 1901 in a general renumbering of public fire protection standards, and the name was changed to *Standard on Automotive Fire Apparatus*.

Partial revisions were made, and new editions were issued in 1979 and 1985.

In 1991, NFPA 1901 was extensively rewritten and split into four documents. These documents were NFPA 1901, NFPA 1902, NFPA 1903, and NFPA 1904.

Significant changes to the 1991 edition included requiring total enclosure of driving and crew areas, limiting the maximum stepping height, requiring access handrails, and requiring additional warning lights and reflective striping. The minimum pump size for a fire pump on a pumper was raised to 750 gpm (3000 L/min), and the minimum water tank size was set at 500 gal (1900 L). The documents also addressed line voltage electrical systems and foam systems for the first time.

The test and delivery data requirements were updated to ensure that more of the performance requirements of the standards were tested as part of the delivery process and that proper documentation was provided to the purchaser. Appendix A was expanded to provide more discussion of the requirements in the standard, and a new appendix was added to provide a form that a purchaser could use to define the information needed by the contractor to properly design, build, and deliver the fire apparatus.

Recognizing that many apparatus are multifunctional and that the process of maintaining separate documents for the traditional types of fire apparatus did not always address the need for nontraditional types or use of fire apparatus, the committee combined the four documents back into a single fire apparatus standard for the 1996 edition and organized the standard to cover not only the traditional types of fire apparatus but also multifunctional and nontraditional use apparatus. New chapters were added to cover compressed air foam systems, air systems, command and communication areas, and winches.

Many requirements were added throughout the document to improve the safety for fire fighters using the apparatus. These requirements included limiting the height of controls to 72 in. (1830 mm) above the standing position of the operator, requiring equipment in driving and crew areas to be securely fastened or in a compartment, increasing work lighting around the apparatus, and better grouping of pump controls to keep the operator away from the intake and discharge outlets. The low voltage electrical chapter was totally rewritten to require load analysis and load management if the total connected load could not be supplied by the vehicle's alternator. The requirements for warning lights were also rewritten to provide for different lighting for "calling for right-of-way" versus "blocking right-of-way." Requirements for warning lights were increased to provide more visibility of the fire apparatus.

New requirements were added for powered equipment racks, SCBA and cylinder storage, pump and plumbing access, and slip-on fire-fighting modules. The baffling requirements for water tanks were changed to allow either containment or dynamic baffling to be used. As a fundamental change in the aerial device chapter, water towers were redefined as aerial devices with elevated stream capability only. If water towers had a ladder on them, they were considered aerial ladders. Requirements were also added for secondary controls at the tip of an aerial ladder if such controls were provided.

The 1999 edition was a general update of the 1996 edition. Two new chapters were added, one covering the requirements

for quint fire apparatus, the other covering the requirements for mobile foam fire apparatus. NFPA 11C, which was the basis for the chapter on mobile foam fire apparatus, was withdrawn.

Among the significant changes were the addition of a coefficient of friction for steps and walkways, the establishment of 10,000 GVWR chassis size as the smallest fire apparatus covered by the standard, the definition of the ambient temperatures the apparatus is to operate in, the allowance of more versatility in the selection of ground ladders for fire apparatus, the allowance of more flexibility in the placement of warning lights on the sides of fire apparatus, and the addition of a requirement that SCBA air refill stations on fire apparatus be fully enclosed so as to contain the fragments if a cylinder ruptures during refilling.

The 2003 edition reorganized the standard to comply with the *Manual of Style for NFPA Technical Committee Documents* and added text to clarify requirements. All metric values were reviewed and revised where necessary to provide a complete set of metric values to which a piece of fire apparatus could be built. Requirements were added governing third parties and manufacturers that certify test results.

The requirements for head height at seating positions and for storage of SCBAs in seat backs were modified, both aimed at reducing fire fighter injuries. The requirement for slip resistance of standing and walking surfaces was revised to allow a second method of measurement, and the testing protocol was better defined. There was a general cleanup of the requirements in the chapter on line voltage systems, including ensuring that the performance stated on the power source specification label could be met on a continuous basis. New requirements were added for receivers and anchors for rope and removable winches. Performance requirements were established for wheel chocks.

The chapter on transfer pumps was deleted, and a new chapter on industrial supply pumps added. More specific rating points were established for auxiliary pumps. Annex B was expanded to include the discussion on developing specifications and procuring fire apparatus, and material was added to assist the purchaser in evaluating the delivered fire apparatus. A new Annex C was added showing the dimensions and weight of most equipment carried on fire apparatus to help purchasers determine the amount of storage space and the weight allowance needed for such equipment. A new Annex D was added to establish guidelines for first line and reserve fire apparatus.

## Annex F Informational References

**F.1 Referenced Publications.** The documents or portions thereof listed in this annex are referenced within the informational sections of this standard and are not part of the requirements of this document unless also listed in Chapter 2 for other reasons.

**F.1.1 NFPA Publications.** National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02169-7471, [www.nfpa.org](http://www.nfpa.org).

*Fire Protection Guide to Hazardous Materials*, 13th edition, 2001.

NFPA 11, *Standard for Low-, Medium-, and High-Expansion Foam*, 2015 edition.

NFPA 70®, *National Electrical Code*®, 2014 edition.

NFPA 1150, *Standard on Foam Chemicals for Fires in Class A Fuels*, 2010 edition.

NFPA 1500, *Standard on Fire Department Occupational Safety and Health Program*, 2013 edition.

NFPA 1906, *Standard for Wildland Fire Apparatus*, 2016 edition.

NFPA 1911, *Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Automotive Fire Apparatus*, 2012 edition.

NFPA 1912, *Standard for Fire Apparatus Refurbishing*, 2011 edition.

NFPA 1931, *Standard for Manufacturer's Design of Fire Department Ground Ladders*, 2015 edition.

NFPA 1981, *Standard on Open-Circuit Self-Contained Breathing Apparatus (SCBA) for Emergency Services*, 2013 edition.

NFPA 1983, *Standard on Life Safety Rope and Equipment for Emergency Services*, 2012 edition.

NFPA 1989, *Standard on Breathing Air Quality for Emergency Services Respiratory Protection*, 2013 edition.

NFPA 1991, *Standard on Vapor-Protective Ensembles for Hazardous Materials Emergencies*, 2005 edition.

NFPA 1992, *Standard on Liquid Splash-Protective Ensembles and Clothing for Hazardous Materials Emergencies*, 2012 edition.

### F.1.2 Other Publications.

**F.1.2.1 American Trucking Association Publications.** American Trucking Association, 950 North Glebe Road, Arlington, VA 22203-4181, [www.truckline.com](http://www.truckline.com).

TMC Recommended Practice RP 107B, *Seven Conductor Truck — Trailer & Converter Dolly Jumper Cable & Connector*, 2007.

**F.1.2.2 Bureau of Explosives Publications.** TTCI/BOE, P.O. Box 1020, Sewickley, PA 15143, [www.boexpublications.com](http://www.boexpublications.com).

*Emergency Action Guide*, 2006.

**F.1.2.3 FAMA Publications.** Fire Apparatus Manufacturers Association, P.O. Box 397, Lynnfield, MA 01940-0397, [www.fama.org](http://www.fama.org).

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**F.1.2.4 ISO Publications.** International Standards Organization, 1 rue de Varembe, Case Postale 56, CH-1211 Geneve 20, Switzerland, [www.standardsinfo.net](http://www.standardsinfo.net).

ISO 3046-1, *Reciprocating internal combustion engines — Performance — Part 1: Declarations of power, fuel and lubricating oil consumptions, and test methods — Additional requirements for engines for general use*, 2007.

**F.1.2.5 NEMA Publications.** National Electrical Manufacturers Association, 1300 North 17th Street, Suite 1847, Rosslyn, VA 22209, [www.NEMA.org](http://www.NEMA.org).

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WD 6, *Wiring Devices — Dimensional Requirements*, 2002.

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LF 1093-90, *Ember Separation Test Procedure*, January 2003.



**F.1.2.7 SAE Publications.** Society of Automotive Engineers, 400 Commonwealth Drive, Warrendale, PA 15096, www.SAE.org.

SAE J551/1, *Performance Levels and Methods of Measurement of Electromagnetic Compatibility of Vehicles, Boats (up to 15 m), and Machines (16.6 Hz to 18 GHz)*, 2006.

SAE J706, *Rating of Winches*, 2003.

SAE J826, *Devices for Use in Defining and Measuring Vehicle Seating Accommodation*, 2008.

SAE J1349, *Engine Power Test Code — Spark Ignition and Compression Ignition — Net Power Rating*, 2008.

SAE J2422, *Cab Roof Strength Evaluation — Quasi-Static Loading Heavy Trucks*, 2003.

**F.1.2.8 UL Publications.** Underwriters Laboratories Inc., 333 Pfingsten Road, Northbrook, IL 60062, www.ul.com.

UL 943, *Standard for Ground-Fault Circuit Interrupters*, 2006, Revised 2010.

**F.1.2.9 U.S. Government Publications.** U.S. Government Printing Office, Washington, DC 20402, www.gpo.gov.

Department of Transportation (DOT), *Emergency Response Guidebook*, current edition.

Title 49, Code of Federal Regulations, Part 541, “Federal Theft Prevention Standards.” 49 CFR 541.

Title 49, Code of Federal Regulations, Part 567, “Certification.” 49 CFR 567.

Title 49, Code of Federal Regulations, Part 571, “Federal Motor Vehicle Safety Standards.” 49 CFR 571.

Title 49, Code of Federal Regulations, Part 571.105, “Hydraulic and Electric Brake Systems.” 49 CFR 571.105.

Title 49, Code of Federal Regulations, Part 571.121, “Air Brake Systems.” 49 CFR 571.121.

## **F.2 Informational References. (Reserved)**

## **F.3 References for Extracts in Informational Sections.**

NFPA 70®, *National Electrical Code®*, 2014 edition.

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## Sequence of Events for the Standards Development Process

As soon as the current edition is published, a Standard is open for Public Input

### Step 1: Input Stage

- Input accepted from the public or other committees for consideration to develop the First Draft
- Committee holds First Draft Meeting to revise Standard (23 weeks)
- Committee(s) with Correlating Committee (10 weeks)
- Committee ballots on First Draft (12 weeks)
- Committee(s) with Correlating Committee (11 weeks)
- Correlating Committee First Draft Meeting (9 weeks)
- Correlating Committee ballots on First Draft (5 weeks)
- First Draft Report posted

### Step 2: Comment Stage

- Public Comments accepted on First Draft (10 weeks)
- If Standard does not receive Public Comments and the Committee does not wish to further revise the Standard, the Standard becomes a Consent Standard and is sent directly to the Standards Council for issuance
- Committee holds Second Draft Meeting (21 weeks)
- Committee(s) with Correlating Committee (7 weeks)
- Committee ballots on Second Draft (11 weeks)
- Committee(s) with Correlating Committee (10 weeks)
- Correlating Committee First Draft Meeting (9 weeks)
- Correlating Committee ballots on First Draft (8 weeks)
- Second Draft Report posted

### Step 3: Association Technical Meeting

- Notice of Intent to Make a Motion (NITMAM) accepted (5 weeks)
- NITMAMs are reviewed and valid motions are certified for presentation at the Association Technical Meeting
- Consent Standard bypasses Association Technical Meeting and proceeds directly to the Standards Council for issuance
- NFPA membership meets each June at the Association Technical Meeting and acts on Standards with "Certified Amending Motions" (certified NITMAMs)
- Committee(s) and Panel(s) vote on any successful amendments to the Technical Committee Reports made by the NFPA membership at the Association Technical Meeting

### Step 4: Council Appeals and Issuance of Standard

- Notification of intent to file an appeal to the Standards Council on Association action must be filed within 20 days of the Association Technical Meeting
- Standards Council decides, based on all evidence, whether or not to issue the Standards or to take other action

## Committee Membership Classifications<sup>1,2,3,4</sup>

The following classifications apply to Committee members and represent their principal interest in the activity of the Committee.

1. M *Manufacturer*: A representative of a maker or marketer of a product, assembly, or system, or portion thereof, that is affected by the standard.
2. U *User*: A representative of an entity that is subject to the provisions of the standard or that voluntarily uses the standard.
3. IM *Installer/Maintainer*: A representative of an entity that is in the business of installing or maintaining a product, assembly, or system affected by the standard.
4. L *Labor*: A labor representative or employee concerned with safety in the workplace.
5. RT *Applied Research/Testing Laboratory*: A representative of an independent testing laboratory or independent applied research organization that promulgates and/or enforces standards.
6. E *Enforcing Authority*: A representative of an agency or an organization that promulgates and/or enforces standards.
7. I *Insurance*: A representative of an insurance company, broker, agent, bureau, or inspection agency.
8. C *Consumer*: A person who is or represents the ultimate purchaser of a product, system, or service affected by the standard, but who is not included in (2).
9. SE *Special Expert*: A person not representing (1) through (8) and who has special expertise in the scope of the standard or portion thereof.

NOTE 1: "Standard" connotes code, standard, recommended practice, or guide.

NOTE 2: A representative includes an employee.

NOTE 3: While these classifications will be used by the Standards Council to achieve a balance for Technical Committees, the Standards Council may determine that new classifications of member or unique interests need representation in order to foster the best possible Committee deliberations on any project. In this connection, the Standards Council may make such appointments as it deems appropriate in the public interest, such as the classification of "Utilities" in the National Electrical Code Committee.

NOTE 4: Representatives of subsidiaries of any group are generally considered to have the same classification as the parent organization.

## Submitting Public Input / Public Comment through the Electronic Submission System (e-Submission):

As soon as the current edition is published, a Standard is open for Public Input.

Before accessing the e-Submission System, you must first sign-in at [www.NFPA.org](http://www.NFPA.org). *Note: You will be asked to sign-in or create a free online account with NFPA before using this system:*

- a. Click in the gray Sign In box on the upper left side of the page. Once signed-in, you will see a red “Welcome” message in the top right corner.
- b. Under the Codes and Standards heading, Click on the Document Information pages (List of Codes & Standards), and then select your document from the list or use one of the search features in the upper right gray box.

*OR*

- a. Go directly to your specific document page by typing the convenient short link of [www.nfpa.org/document#](http://www.nfpa.org/document#), (Example: NFPA 921 would be [www.nfpa.org/921](http://www.nfpa.org/921)) Click in the gray Sign In box on the upper left side of the page. Once signed in, you will see a red “Welcome” message in the top right corner.

To begin your Public Input, select the link The next edition of this standard is now open for Public Input (formally “proposals”) located on the Document Information tab, the Next Edition tab, or the right-hand Navigation bar. Alternatively, the Next Edition tab includes a link to Submit Public Input online

At this point, the NFPA Standards Development Site will open showing details for the document you have selected. This “Document Home” page site includes an explanatory introduction, information on the current document phase and closing date, a left-hand navigation panel that includes useful links, a document Table of Contents, and icons at the top you can click for Help when using the site. The Help icons and navigation panel will be visible except when you are actually in the process of creating a Public Input.

Once the First Draft Report becomes available there is a Public comment period during which anyone may submit a Public Comment on the First Draft. Any objections or further related changes to the content of the First Draft must be submitted at the Comment stage.

To submit a Public Comment you may access the e-Submission System utilizing the same steps as previous explained for the submission of Public Input.

For further information on submitting public input and public comments, go to: <http://www.nfpa.org/publicinput>

### Other Resources available on the Doc Info Pages

**Document information tab:** Research current and previous edition information on a Standard

**Next edition tab:** Follow the committee’s progress in the processing of a Standard in its next revision cycle.

**Technical committee tab:** View current committee member rosters or apply to a committee

**Technical questions tab:** For members and Public Sector Officials/AHJs to submit questions about codes and standards to NFPA staff. Our Technical Questions Service provides a convenient way to receive timely and consistent technical assistance when you need to know more about NFPA codes and standards relevant to your work. Responses are provided by NFPA staff on an informal basis.

**Products/training tab:** List of NFPA’s publications and training available for purchase.

**Community tab:** Information and discussions about a Standard

## Information on the NFPA Standards Development Process

**I. Applicable Regulations.** The primary rules governing the processing of NFPA standards (codes, standards, recommended practices, and guides) are the NFPA *Regulations Governing the Development of NFPA Standards (Regs)*. Other applicable rules include NFPA *Bylaws*, NFPA *Technical Meeting Convention Rules*, NFPA *Guide for the Conduct of Participants in the NFPA Standards Development Process*, and the NFPA *Regulations Governing Petitions to the Board of Directors from Decisions of the Standards Council*. Most of these rules and regulations are contained in the *NFPA Standards Directory*. For copies of the *Directory*, contact Codes and Standards Administration at NFPA Headquarters; all these documents are also available on the NFPA website at “[www.nfpa.org](http://www.nfpa.org).”

The following is general information on the NFPA process. All participants, however, should refer to the actual rules and regulations for a full understanding of this process and for the criteria that govern participation.

**II. Technical Committee Report.** The Technical Committee Report is defined as “the Report of the responsible Committee(s), in accordance with the Regulations, in preparation of a new or revised NFPA Standard.” The Technical Committee Report is in two parts and consists of the First Draft Report and the Second Draft Report. (See *Regs* at 1.4)

**III. Step 1: First Draft Report.** The First Draft Report is defined as “Part one of the Technical Committee Report, which documents the Input Stage.” The First Draft Report consists of the First Draft, Public Input, Committee Input, Committee and Correlating Committee Statements, Correlating Input, Correlating Notes, and Ballot Statements. (See *Regs* at 4.2.5.2 and Section 4.3) Any objection to an action in the First Draft Report must be raised through the filing of an appropriate Comment for consideration in the Second Draft Report or the objection will be considered resolved. [See *Regs* at 4.3.1(b)]

**IV. Step 2: Second Draft Report.** The Second Draft Report is defined as “Part two of the Technical Committee Report, which documents the Comment Stage.” The Second Draft Report consists of the Second Draft, Public Comments with corresponding Committee Actions and Committee Statements, Correlating Notes and their respective Committee Statements, Committee Comments, Correlating Revisions, and Ballot Statements. (See *Regs* at Section 4.2.5.2 and 4.4) The First Draft Report and the Second Draft Report together constitute the Technical Committee Report. Any outstanding objection following the Second Draft Report must be raised through an appropriate Amending Motion at the Association Technical Meeting or the objection will be considered resolved. [See *Regs* at 4.4.1(b)]

**V. Step 3a: Action at Association Technical Meeting.** Following the publication of the Second Draft Report, there is a period during which those wishing to make proper Amending Motions on the Technical Committee Reports must signal their intention by submitting a Notice of Intent to Make a Motion. (See *Regs* at 4.5.2) Standards that receive notice of proper Amending Motions (Certified Amending Motions) will be presented for action at the annual June Association Technical Meeting. At the meeting, the NFPA membership can consider and act on these Certified Amending Motions as well as Follow-up Amending Motions, that is, motions that become necessary as a result of a previous successful Amending Motion. (See 4.5.3.2 through 4.5.3.6 and Table1, Columns 1-3 of *Regs* for a summary of the available Amending Motions and who may make them.) Any outstanding objection following action at an Association Technical Meeting (and any further Technical Committee consideration following successful Amending Motions, see *Regs* at 4.5.3.7 through 4.6.5.3) must be raised through an appeal to the Standards Council or it will be considered to be resolved.

**VI. Step 3b: Documents Forwarded Directly to the Council.** Where no Notice of Intent to Make a Motion (NITMAM) is received and certified in accordance with the Technical Meeting Convention Rules, the standard is forwarded directly to the Standards Council for action on issuance. Objections are deemed to be resolved for these documents. (See *Regs* at 4.5.2.5)

**VII. Step 4a: Council Appeals.** Anyone can appeal to the Standards Council concerning procedural or substantive matters related to the development, content, or issuance of any document of the Association or on matters within the purview of the authority of the Council, as established by the *Bylaws* and as determined by the Board of Directors. Such appeals must be in written form and filed with the Secretary of the Standards Council (See *Regs* at 1.6). Time constraints for filing an appeal must be in accordance with 1.6.2 of the *Regs*. Objections are deemed to be resolved if not pursued at this level.

**VIII. Step 4b: Document Issuance.** The Standards Council is the issuer of all documents (see Article 8 of *Bylaws*). The Council acts on the issuance of a document presented for action at an Association Technical Meeting within 75 days from the date of the recommendation from the Association Technical Meeting, unless this period is extended by the Council (See *Regs* at 4.7.2). For documents forwarded directly to the Standards Council, the Council acts on the issuance of the document at its next scheduled meeting, or at such other meeting as the Council may determine (See *Regs* at 4.5.2.5 and 4.7.4).

**IX. Petitions to the Board of Directors.** The Standards Council has been delegated the responsibility for the administration of the codes and standards development process and the issuance of documents. However, where extraordinary circumstances requiring the intervention of the Board of Directors exist, the Board of Directors may take any action necessary to fulfill its obligations to preserve the integrity of the codes and standards development process and to protect the interests of the Association. The rules for petitioning the Board of Directors can be found in the *Regulations Governing Petitions to the Board of Directors from Decisions of the Standards Council* and in 1.7 of the *Regs*.

**X. For More Information.** The program for the Association Technical Meeting (as well as the NFPA website as information becomes available) should be consulted for the date on which each report scheduled for consideration at the meeting will be presented. For copies of the First Draft Report and Second Draft Report as well as more information on NFPA rules and for up-to-date information on schedules and deadlines for processing NFPA documents, check the NFPA website ([www.nfpa.org/aboutthecodes](http://www.nfpa.org/aboutthecodes)) or contact NFPA Codes & Standards Administration at (617) 984-7246.



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