



MEETING NOTICE AND AGENDA
AMENDED

Notice is hereby given that the Kaysville City Council will hold a regular council meeting on Thursday, October 20, 2022, starting at 7:00 P.M. in the **Council Chambers in Kaysville City Hall at 23 East Center Street, Kaysville, UT**. The meeting will be streamed on YouTube, and the link to the meeting will be posted on www.KaysvilleLive.com.

Public comment is only taken during a meeting for Action Items, "Call to the Public", or for a public hearing. **Those wishing to speak during these times must sign-up in person before the meeting begins.** Comments may also be directed to the City Council via email to publiccomment@kaysville.gov. Emailed comments will NOT be read out-loud at the meeting.

CITY COUNCIL Q&A – 6:30 P.M.

The City Council will be available to answer questions or discuss any matters the public may have.

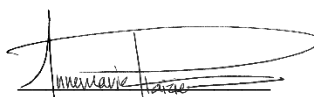
CITY COUNCIL MEETING – 7:00 P.M.

The agenda shall be as follows:

1. OPENING
 - a. Provided by Council Member John Adams.
2. CALL TO THE PUBLIC (3 MINUTE LIMIT, MUST SIGN UP IN PERSON)
3. PRESENTATIONS AND AWARDS
 - a. West Davis Corridor Economic Impact Study Report – Rob Sant.
4. DECLARATION OF ANY CONFLICTS OF INTEREST
5. CONSENT ITEMS
 - a. Approval of Minutes of October 6, 2022.
 - b. Appointment of Nephi Harvey as a Historic Preservation Committee member.
6. ACTION ITEMS
 - a. An Ordinance amending Section 15-3-6 of the Kaysville City Code regarding the number of dogs and cats allowed within a residence.
 - b. A Resolution amending the Kaysville City Rules of Procedure and Order for City Council.
 - c. Acceptance of Award of Contract to Diamond Tree Experts for energized line clearance services.
 - d. Purchase of Fire Engine Apparatus.
7. COUNCIL MEMBER REPORTS
8. CITY MANAGER REPORT
9. CLOSED SESSION
 - a. Discussion about the purchase or sale of real property.
 - b. Discussion about reasonably imminent litigation.
10. ADJOURNMENT

Kaysville City is dedicated to a policy of non-discrimination in admission to, access to, or operations of its programs, services, or activities. If you need special assistance due to a disability, please contact the Kaysville City Offices at (801) 546-1235 at least 24 hours in advance of the meeting to be held.

I hereby certify that I posted a copy of the foregoing Notice and Agenda and emailed copies to media representatives on October 18, 2022.



Annemarie Plaizier
City Recorder

WEST DAVIS CORRIDOR INTERCHANGE MARKET ANALYSIS



SEPTEMBER 2022
LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.
MHTN ARCHITECTS
FEHR & PEERS

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SECTION 1: EXECUTIVE SUMMARY

The West Davis Corridor (WDC) spans 16 miles within western Davis County and weaves throughout five main cities: West Point, Syracuse, Layton, Kaysville, Farmington, and Davis County (The WDC Entities). This market area will assist the WDC Entities with evaluating current economic trends within the region and determine the highest and best uses of developable land near the future West Davis Corridor (WDC) interchanges. This analysis will be utilized by the WDC Entities for planning, land use and zoning discussions and decisions related to the future vision for the seven corridor interchanges. The current General Plan, land use, and zoning information from each WDC Entity will be used to inform assets, opportunities, and constraints within each market area.

Approximate areas of change and areas of permanence have been designated for each corridor interchange within a half-mile buffer from the center of each interchange. Major development projects and proposed annexation areas have been considered in the market study for any long-term opportunities or constraints, which has caused some of the areas of analysis to be expanded.

The analysis is organized based on a demographic overview, taxable sales research, market conditions analysis, barriers to entry, and potential market supportable development. The following summarizes the significant findings of this analysis.

The WDC will have a significant impact on the WDC Entities. This analysis projects that the development within the 7 WDC Interchange Nodes may create 6,897 jobs, 15,469 new residents, and generate \$92,826,884 in fiscal revenues for the WDC Entities.

WDC ENTITIES DEMOGRAPHIC OVERVIEW

The WDC Entities have favorable demographic statistics. The median adjusted gross income (MAGI) in the WDC Entities is higher than average compared to other Utah municipalities. Overall, Davis County has a young, highly educated workforce with an unemployment rate of 1.8% lower than the State of Utah and the national average. In addition, most WDC Entities have a higher population with associate degrees than Davis County and the State of Utah.

SALES TAX ANALYSIS

Total taxable sales in the WDC Entities increased by an average of 11.46 percent from 2011 through 2020. A comparison of tax data for similarly sized cities (relative to population) shows a positive trend in taxable sales growth for all communities. Several of the West Davis Corridor communities have experienced double-digit increases. Each WDC Entity has a strong retail sales category that makes up between 13 and 52 percent of their respective gross taxable sales.

Services represent 11 to 16 percent of the WDC Entities' total taxable sales. Food services and drinking places represent the largest spending category for each Entity besides Farmington, where Lagoon bolsters their Arts, Entertainment & Recreation category. Industry-related categories represent 8 to 12 percent of the total taxable sales. Most of the taxable sales in this group are related to telecommunications and utility sales, representing the most significant spending categories. Taxable sales data illustrates that the existing market is focused on neighborhood-scale retail and regional retail, depending on the Entity.

A leakage analysis illustrates that most WDC Entities are leaking in all major categories relative to the State of Utah's average spending. WDC Entities capture between 34% (West Point and Syracuse) and 99% (Layton) of taxable sales. The total taxable sales leaking to other communities is estimated at \$1.01B. Assuming a sales tax levy of 0.5 percent based on point of sale equates to a loss of \$5.07M in tax revenues.

MARKET CONDITIONS

Unlike other regional markets, the Davis County office and industrial markets experienced little vacancy and lease rate disruption due to the COVID-19 pandemic. The pandemic

has impacted new office construction, with little office development happening over the last two years. Office vacancy rates remained at pre-pandemic levels and have continued to decline in 2022.

The industrial market is continuing to perform well in Davis County. Direct vacancy rates remained below 2 percent for the 11th straight quarter. Leasing activity remained low, as available supply remained low and newly completed construction was pre-committed. Lease rates grew 34.8 percent as robust demand, low vacancy, and rising costs continued to impact rents. Davis County needs to continue promoting industrial uses as the regional and national demand grows, outpacing the available industrial square footage in the region.

Several competitive market sites surround the WDC Entities, including office, industrial, and regional/neighborhood-scale retail. These competitive sites may limit the type of development within each WDC Interchange Node. However, future population projections, sales tax leakage numbers, and two-mile buffers of the competitive market sites illustrate smart growth potential in each Node.

SUPPORTABLE DEVELOPMENT ANALYSIS

A location quotient analysis was conducted to determine the supportable market development within each WDC Interchange Node to help assess the business concentration and competitiveness of industries in Davis County. This analysis identified which industries Davis County has a competitive advantage over other industries and locations in Weber and Salt Lake Counties. Identifying these emerging and growing industries help with understanding the future needed workspace in the region.

A commercial demand analysis was then completed that used future short-term and long-term employment projections within each emerging and growing industry to project the number of jobs that will be created in Davis County. Once calculated, industry-standard square footage per employee for office, industrial, and retail was used to project future square footages and acreage needed to support the forecasted jobs.

A residential location quotient analysis was used to identify the local concentration of residential unit types in each WDC Entity. For the residential analysis, competitiveness is less important. Each city needs a mix of development types to serve its population and all income levels. To calculate the residential demand, LYRB analyzed current existing households and housing stock in each WDC city. Using future population projects with available housing units and average household sizes, LYRB was able to calculate the additional number of housing units needed in a 10-year and 20-year timeframe.

WDC INTERCHANGE NODES

Using the information from the previous sections, LYRB evaluated the future market supportable development within each of the 7 WDC Interchange Nodes. In total, the WDC can support the following development:

TABLE 1.1: WDC INTERCHANGE NODES DEVELOPMENT

BUILDING TYPE	SQ. FT. OR UNIT
Industrial	5,580,748
Retail	1,222,189
Office	1,066,747
Residential Units	4,247

SECTION 2: DEMOGRAPHICS

In recent years, the State of Utah has experienced robust growth in both population and employment opportunities. As of April 2017, the State unemployment rate was measured at 2.0 percent, compared with the national average of 3.6 percent. Population and employment characteristics are helpful indicators of overall economic health. As economies expand, typically, the population increases and unemployment rates decline, which is true of both Utah and the national economy. Comparing population and employment trends is helpful in understanding the local economy.

Economic markets are heavily influenced by demographics, socioeconomics (income levels), education, availability of land, industry, infrastructure investment, and the existing workforce. This section focuses on many of these measurements to understand the current market characteristics causing the underlying economy to thrive or decline.

WEST POINT CITY

HISTORIC POPULATION

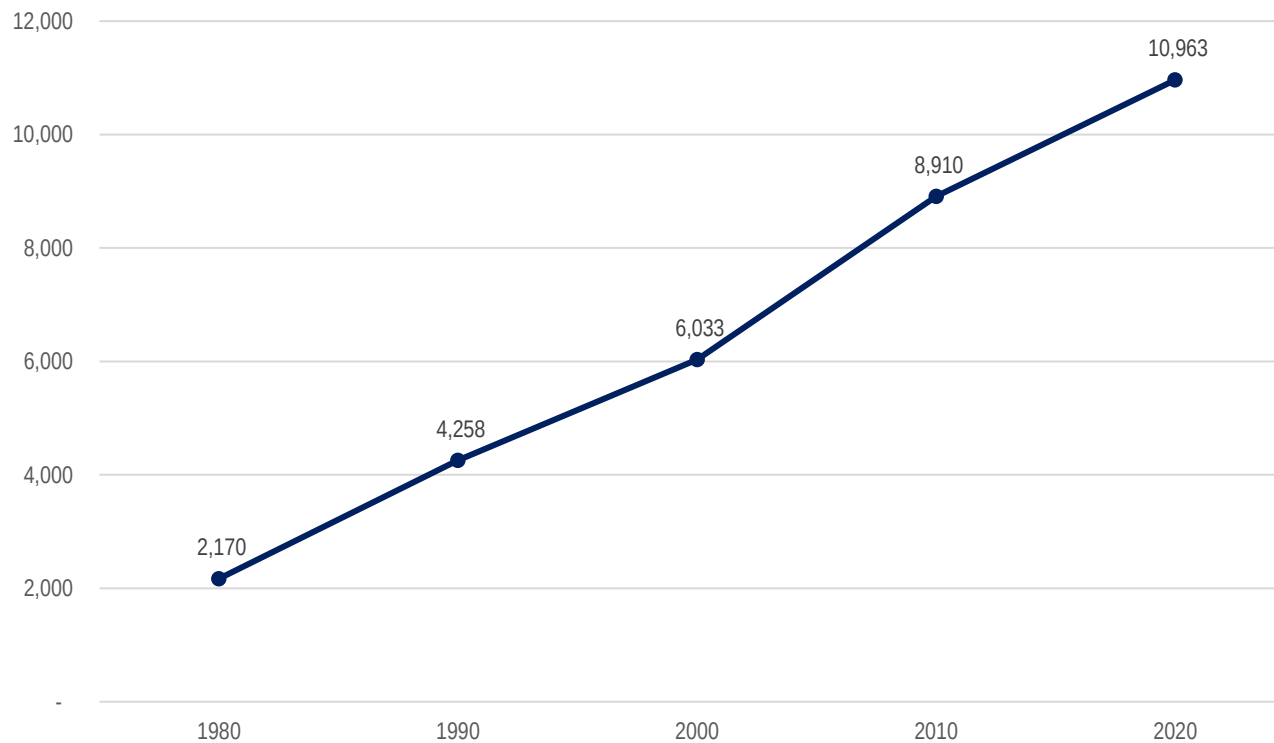
West Point City has experienced an increase in population, surpassing the State and the County based on an annual percentage increase. While West Point has experienced a higher growth rate, the population increase in terms of actual people is relatively small compared to the County. The City has grown by approximately 2,053 persons, or an average annual growth of 2.10 percent, from 2010 to 2020. The table below compares the other West Davis Corridor Entities, neighboring counties, and the State of Utah.

TABLE 2.1: HISTORIC POPULATION

NAME	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2010-2020 AAGR
Farmington	17,188	17,723	18,722	19,600	20,440	21,223	21,983	22,616	23,208	23,847	24,531	3.62%
Kaysville	26,051	26,728	27,353	27,928	28,480	29,213	29,799	30,328	30,961	31,494	32,945	2.38%
Layton	67,612	68,488	68,684	70,798	72,223	74,142	75,658	76,694	77,306	78,008	81,773	1.92%
Syracuse	21,689	22,911	23,914	24,715	25,374	25,977	26,668	27,444	28,342	29,331	32,141	4.01%
West Point	8,910	9,207	9,466	9,657	9,863	9,932	10,112	10,258	10,434	10,615	10,963	2.10%
Davis County	307,856	311,811	315,809	322,094	329,692	336,043	342,281	347,637	351,713	355,481	362,679	1.65%
Weber County	232,228	234,420	236,640	238,519	240,475	243,645	247,560	251,769	256,359	260,213	262,223	1.22%
Salt Lake County	1,033,910	1,048,985	1,063,842	1,079,721	1,091,742	1,107,314	1,121,354	1,135,649	1,152,633	1,160,437	1,185,238	1.38%
State of Utah	2,776,469	2,817,222	2,855,287	2,900,872	2,942,902	2,995,919	3,051,217	3,101,833	3,161,105	3,205,958	3,271,616	1.65%

Source: U.S. Census Population Estimates

FIGURE 2.1: WEST POINT CITY POPULATION

POPULATION STATISTICS
2010-2020

WEST POINT

AVERAGE ANNUAL GROWTH = 2.10%

TOTAL INCREASE = 2,053

% OF COUNTY INCREASE = 3.74%

DAVIS COUNTY

AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 54,823

% OF STATE INCREASE = 11.07%

STATE OF UTAH

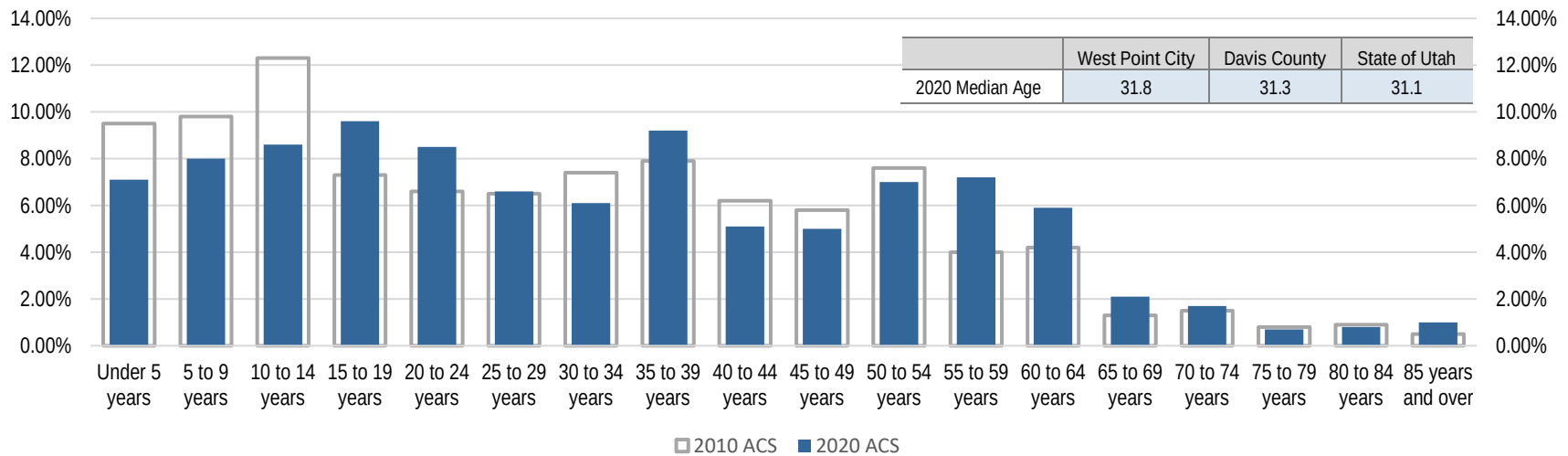
AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 495,147

AGE

The City's demographics relative to age have shifted from 2010 to 2020. 2010 data illustrates a younger population, with a concentration in the zero to 14 years of age and 30 to 39. In 2020, the concentration shifted to the age brackets of 15-24 and 35 to 39. Noticeable shifts also occurred in the age range of 55 to 64, with 2020 data showing a higher percentage of total in this range. However, a comparison of the median age illustrates the City is still slightly younger than the County on average. As the population ages and educational attainment increases, the City may experience an increase in income levels and buying power.

FIGURE 2.2: AGE DISTRIBUTION AS % OF TOTAL



HOUSEHOLDS

The total number of households in West Point as of the 2020 American Community Survey is 3,013. Of the total housing units, 98.9 percent are occupied, with 1.1 percent unoccupied. Davis County has an approximately 96.8 percent housing occupancy rate, compared to the State at 91.8 percent.

RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. West Point has seen permit activity steadily increasing through 2021. However, 2015 to 2016 showed a decrease in residential building permit activity by 37 percent. In contrast, new non-residential value added to the City increased from 2015 to 2016 by 348 percent.

FIGURE 2.3: NEW RESIDENTIAL VALUE AND UNITS

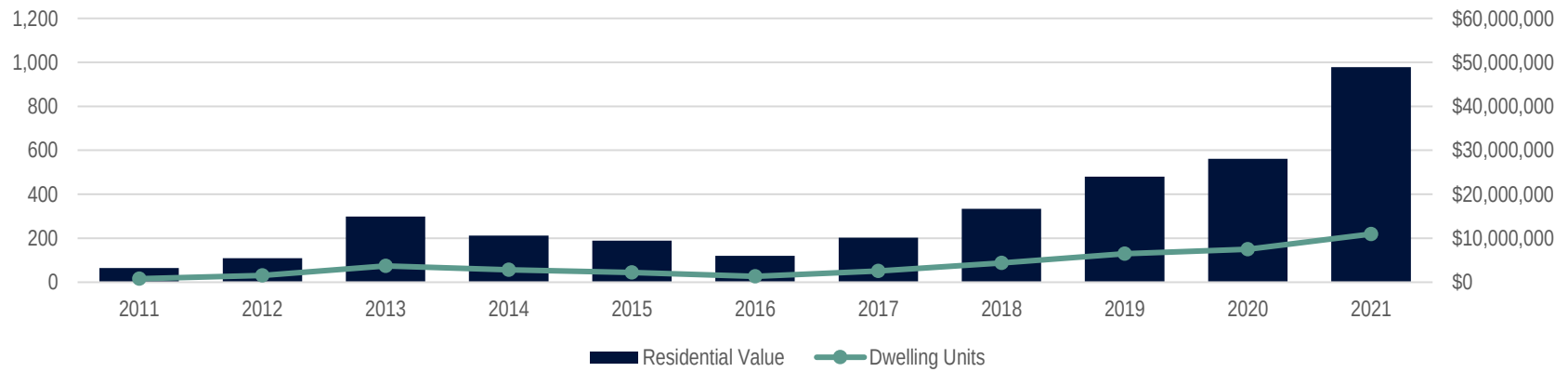
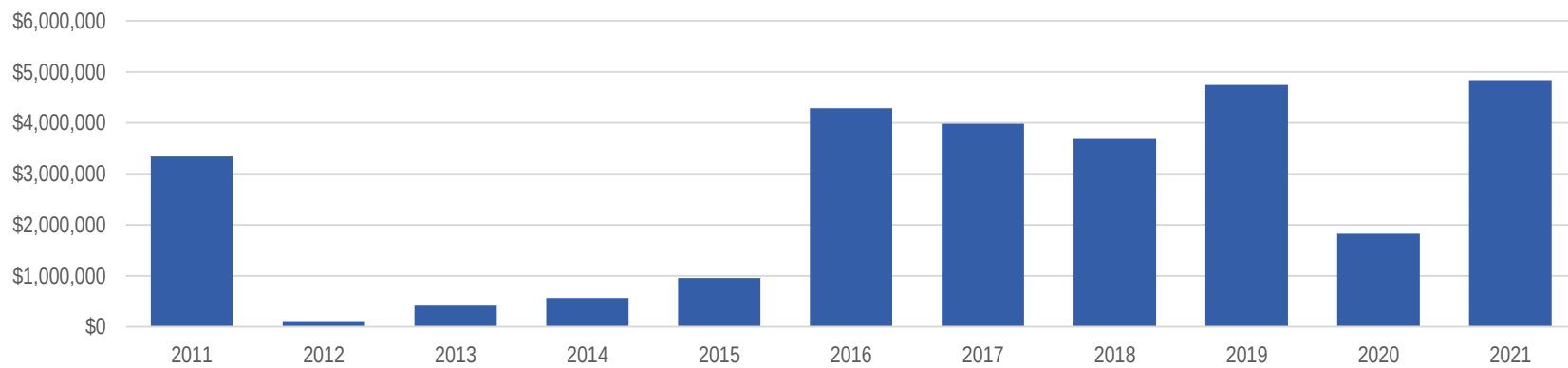


FIGURE 2.4: NEW COMMERCIAL VALUE



INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. MAGI in West Point is much higher than the County or State average. A comparison of 2020 data illustrates that West Point is higher than almost all other cities in the State.

FIGURE 2.5: HOUSEHOLD MEDIAN ADJUSTED GROSS INCOME

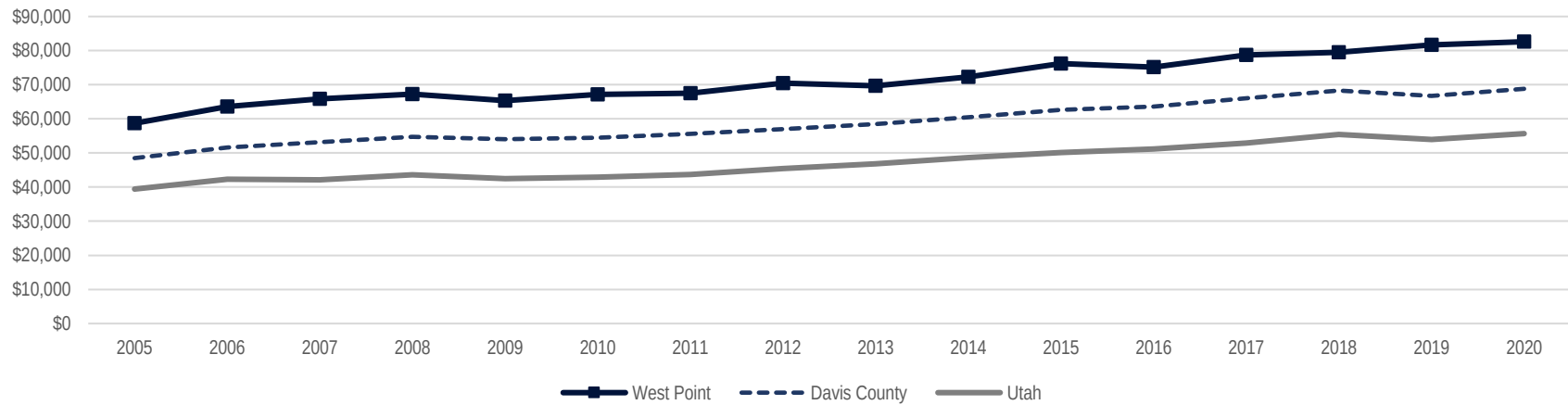
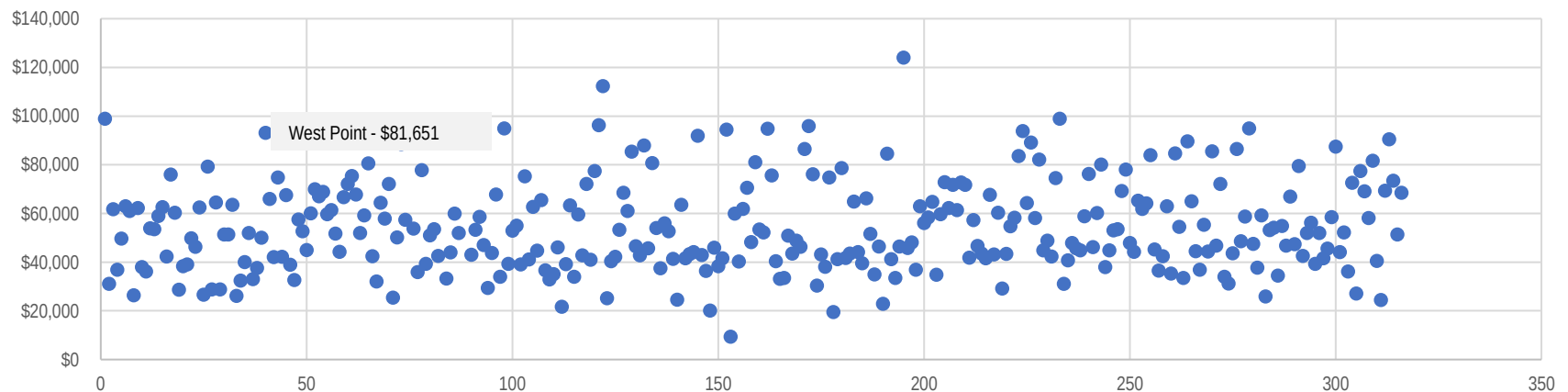


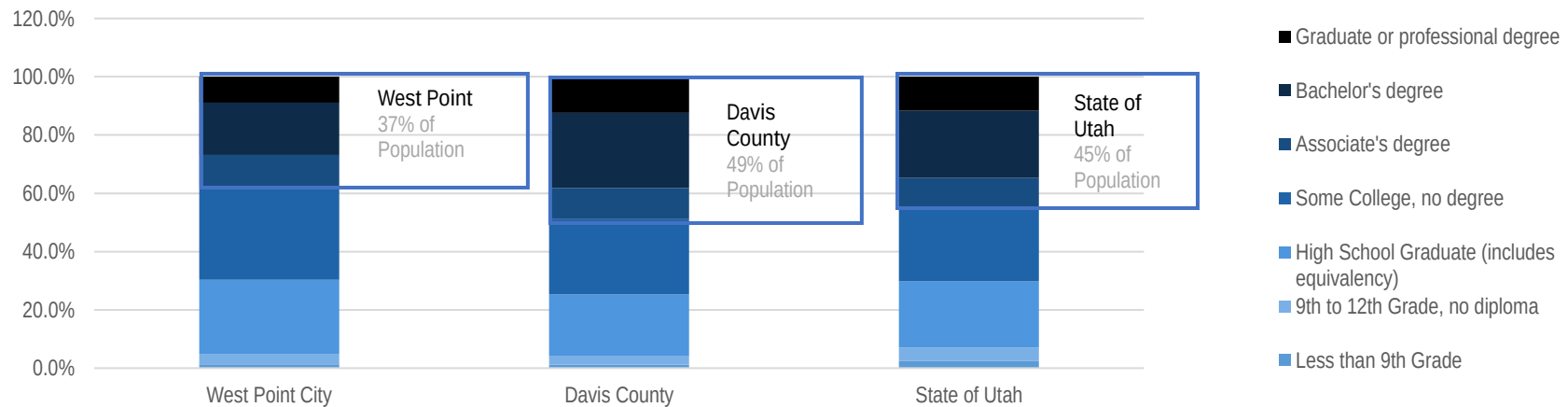
FIGURE 2.6: 2020 MEDIAN ADJUSTED GROSS INCOME



EDUCATION

According to the US Census 2020 ACS five-year estimates, approximately 37 percent of West Point's population has an associate degree or higher, compared to Davis County with 49 percent and the State of Utah at 45 percent.

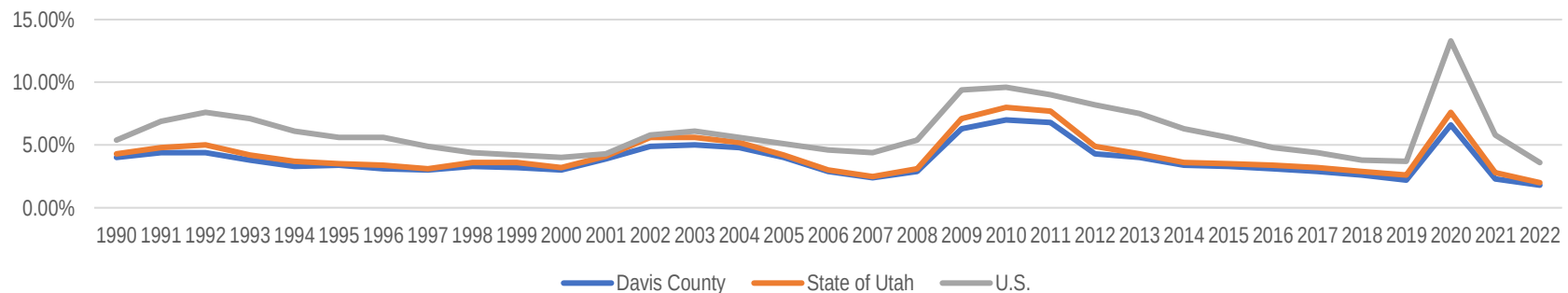
FIGURE 2.7: EDUCATIONAL ATTAINMENT AS % OF TOTAL



EMPLOYMENT

As of May 2022, the unemployment rate in Davis County was 1.8 percent, as shown in Figure 2.8. This is much lower than the national average unemployment rate of 3.6 percent. The State of Utah's unemployment rate is far more favorable at 2.0 percent.

Figure 2.8: Historic Unemployment Rate



SYRACUSE

HISTORIC POPULATION

Syracuse City has experienced the highest increase in population in Davis County of all the WDC Entities, surpassing the State and the County based on an annual percentage increase. Syracuse has experienced significant growth over the last 10 years, accounting for 19 percent of the overall County growth. Since 2010, the City has grown by approximately 10,452 persons or an average annual growth of 4.01 percent. The table below compares the other West Davis Corridor Entities, neighboring counties, and the State of Utah.

TABLE 2.2: HISTORIC POPULATION

NAME	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2010-2020 AAGR
Farmington	17,188	17,723	18,722	19,600	20,440	21,223	21,983	22,616	23,208	23,847	24,531	3.62%
Kaysville	26,051	26,728	27,353	27,928	28,480	29,213	29,799	30,328	30,961	31,494	32,945	2.38%
Layton	67,612	68,488	68,684	70,798	72,223	74,142	75,658	76,694	77,306	78,008	81,773	1.92%
Syracuse	21,689	22,911	23,914	24,715	25,374	25,977	26,668	27,444	28,342	29,331	32,141	4.01%
West Point	8,910	9,207	9,466	9,657	9,863	9,932	10,112	10,258	10,434	10,615	10,963	2.10%
Davis County	307,856	311,811	315,809	322,094	329,692	336,043	342,281	347,637	351,713	355,481	362,679	1.65%
Weber County	232,228	234,420	236,640	238,519	240,475	243,645	247,560	251,769	256,359	260,213	262,223	1.22%
Salt Lake County	1,033,910	1,048,985	1,063,842	1,079,721	1,091,742	1,107,314	1,121,354	1,135,649	1,152,633	1,160,437	1,185,238	1.38%
State of Utah	2,776,469	2,817,222	2,855,287	2,900,872	2,942,902	2,995,919	3,051,217	3,101,833	3,161,105	3,205,958	3,271,616	1.65%

Source: U.S. Census Population Estimates

FIGURE 2.9: YEAR OVER YEAR PERCENTAGE CHANGE IN POPULATION

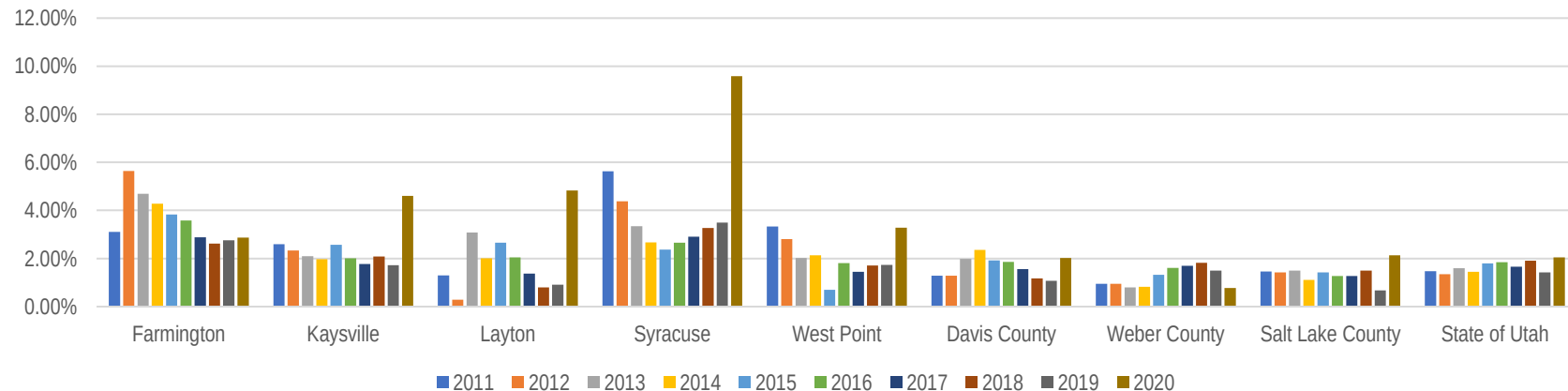
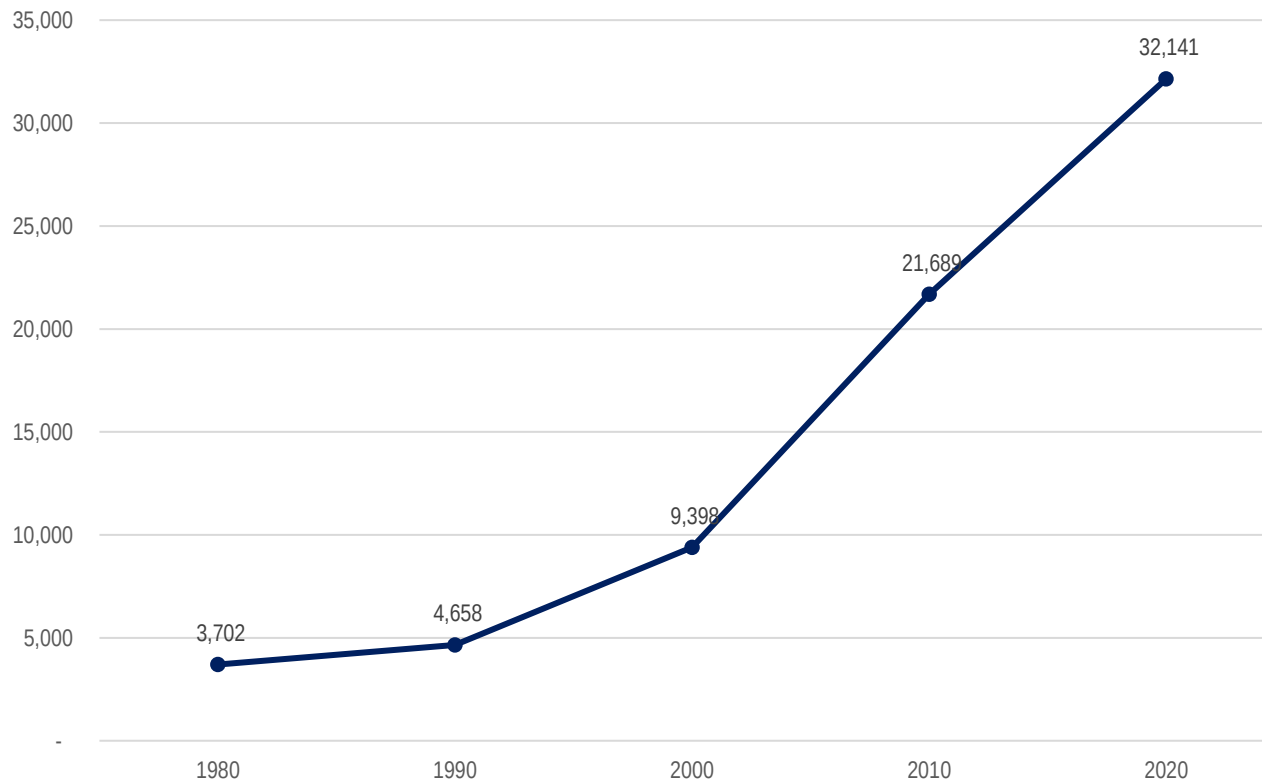


FIGURE 2.10: SYRACUSE CITY POPULATION

POPULATION STATISTICS
2010-2020

SYRACUSE

AVERAGE ANNUAL GROWTH = 4.01%

TOTAL INCREASE = 10,452

% OF COUNTY INCREASE = 19.01%

DAVIS COUNTY

AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 54,823

% OF STATE INCREASE = 11.07%

STATE OF UTAH

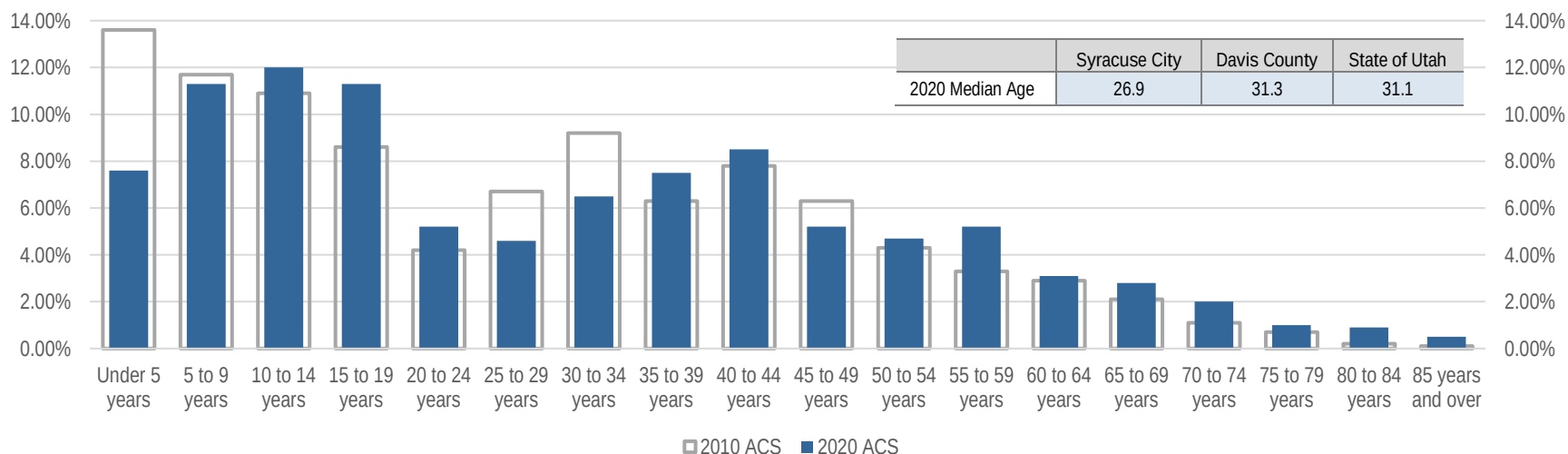
AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 495,147

AGE

The City's demographics relative to age have shifted from 2010 to 2020. 2010 data illustrates a slightly younger population, with a concentration in the zero to 14 years of age and 25 to 34. In 2020, the concentration shifted to the age brackets of 10-24 and 35 to 44. Noticeable shifts also occurred in the age range of 50 to 74, with 2020 data showing a higher percentage of total in this range. However, a comparison of the median age illustrates the City is still younger than the County on average. As the population ages and educational attainment increases, the City may experience an increase in income levels and buying power.

FIGURE 2.11: AGE DISTRIBUTION AS % OF TOTAL



HOUSEHOLDS

The total number of households in Syracuse as of the 2020 American Community Survey is 8,175. Of the total housing units, 97.2 percent are occupied, with 2.8 percent unoccupied. Davis County has an approximately 96.8 percent housing occupancy rate, compared to the State at 91.8 percent.

RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. Syracuse has seen permit activity steadily increasing through 2021, with 2021 being the highest year of permit activity over the last decade.

FIGURE 2.12: NEW RESIDENTIAL VALUE AND UNITS

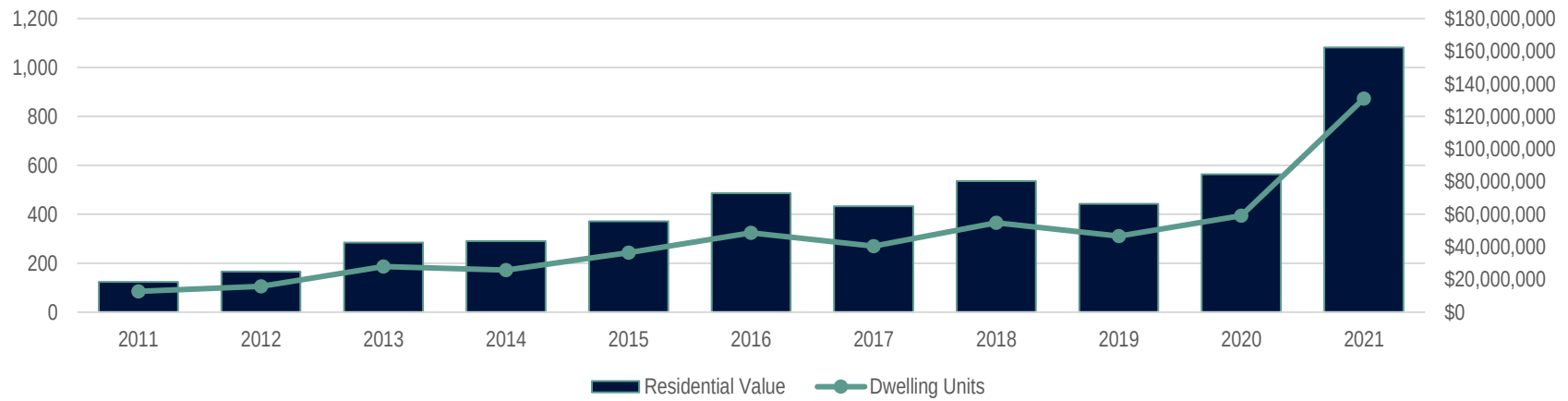
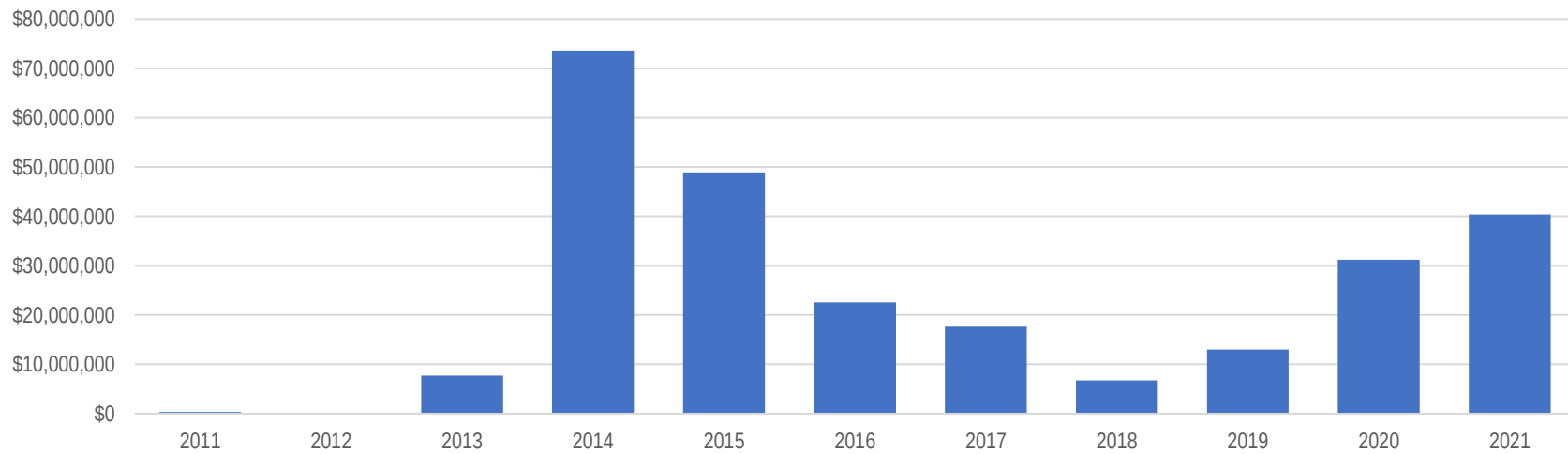


FIGURE 2.13: NEW COMMERCIAL VALUE



INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. MAGI in Syracuse is much higher than the County or State average. A comparison of 2020 data illustrates that Syracuse is higher than almost all other cities in the State.

FIGURE 2.14: HOUSEHOLD MEDIAN ADJUSTED GROSS INCOME

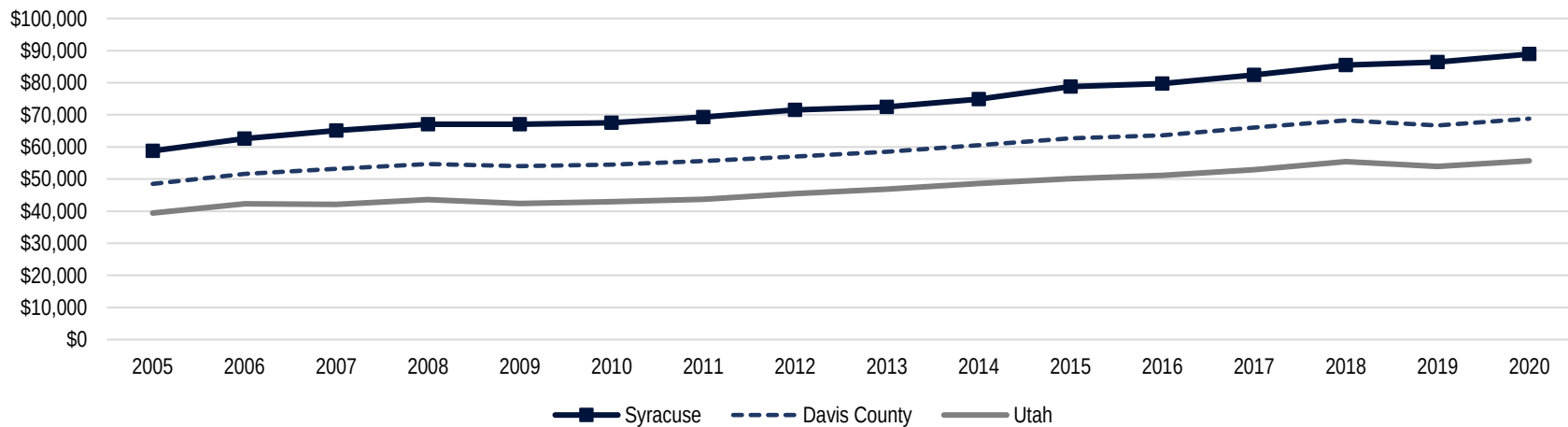
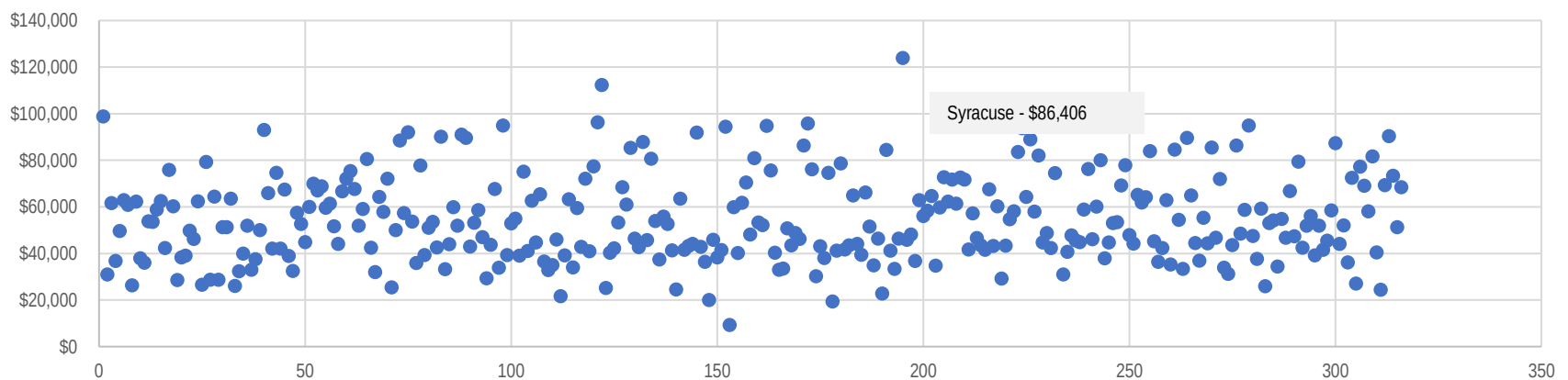


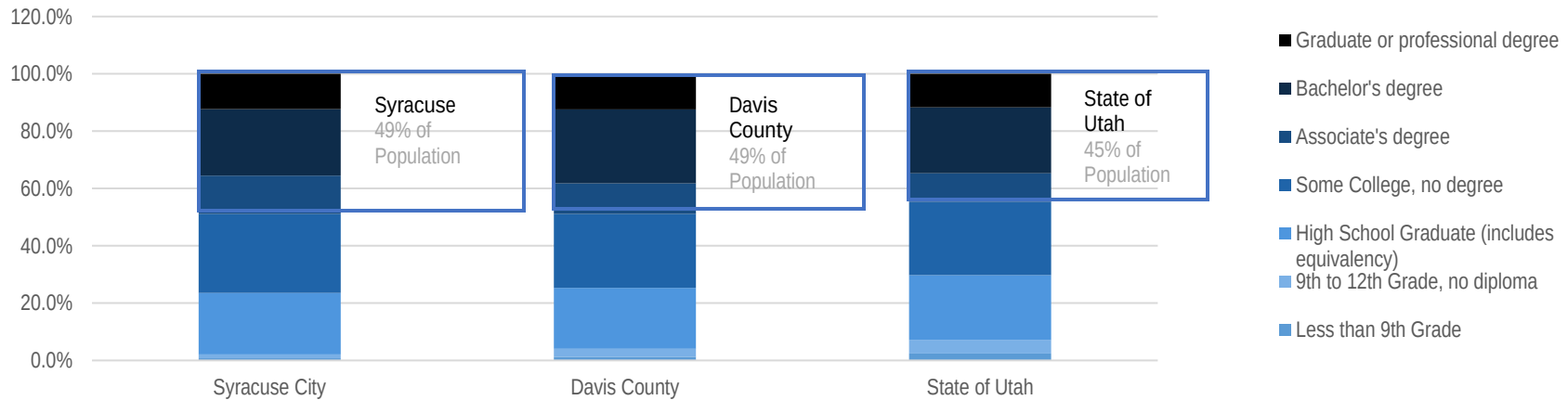
FIGURE 2.15: 2020 MEDIAN ADJUSTED GROSS INCOME



EDUCATION

According to the US Census 2020 ACS five-year estimates, approximately 49 percent of Syracuse's population has an associate degree or higher, compared to Davis County with 49 percent and the State of Utah at 45 percent.

FIGURE 2.16: EDUCATIONAL ATTAINMENT AS % OF TOTAL



LAYTON

HISTORIC POPULATION

Layton has experienced an increase in population, surpassing the State and the County based on an annual percentage increase. Layton's population increase accounted for 26 percent of the County's total increase. The City has grown by approximately 14,161 persons, or an average annual growth of 1.92 percent, from 2010 to 2020. The table below compares the other West Davis Corridor Entities, neighboring counties, and the State of Utah.

TABLE 2.3: HISTORIC POPULATION

NAME	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2010-2020 AAGR
Farmington	17,188	17,723	18,722	19,600	20,440	21,223	21,983	22,616	23,208	23,847	24,531	3.62%
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Layton	67,612	68,488	68,684	70,798	72,223	74,142	75,658	76,694	77,306	78,008	81,773	1.92%
Syracuse	21,689	22,911	23,914	24,715	25,374	25,977	26,668	27,444	28,342	29,331	32,141	4.01%
West Point	8,910	9,207	9,466	9,657	9,863	9,932	10,112	10,258	10,434	10,615	10,963	2.10%
Davis County	307,856	311,811	315,809	322,094	329,692	336,043	342,281	347,637	351,713	355,481	362,679	1.65%
Weber County	232,228	234,420	236,640	238,519	240,475	243,645	247,560	251,769	256,359	260,213	262,223	1.22%
Salt Lake County	1,033,910	1,048,985	1,063,842	1,079,721	1,091,742	1,107,314	1,121,354	1,135,649	1,152,633	1,160,437	1,185,238	1.38%
State of Utah	2,776,469	2,817,222	2,855,287	2,900,872	2,942,902	2,995,919	3,051,217	3,101,833	3,161,105	3,205,958	3,271,616	1.65%

Source: U.S. Census Population Estimates

FIGURE 2.17: YEAR OVER YEAR PERCENTAGE CHANGE IN POPULATION

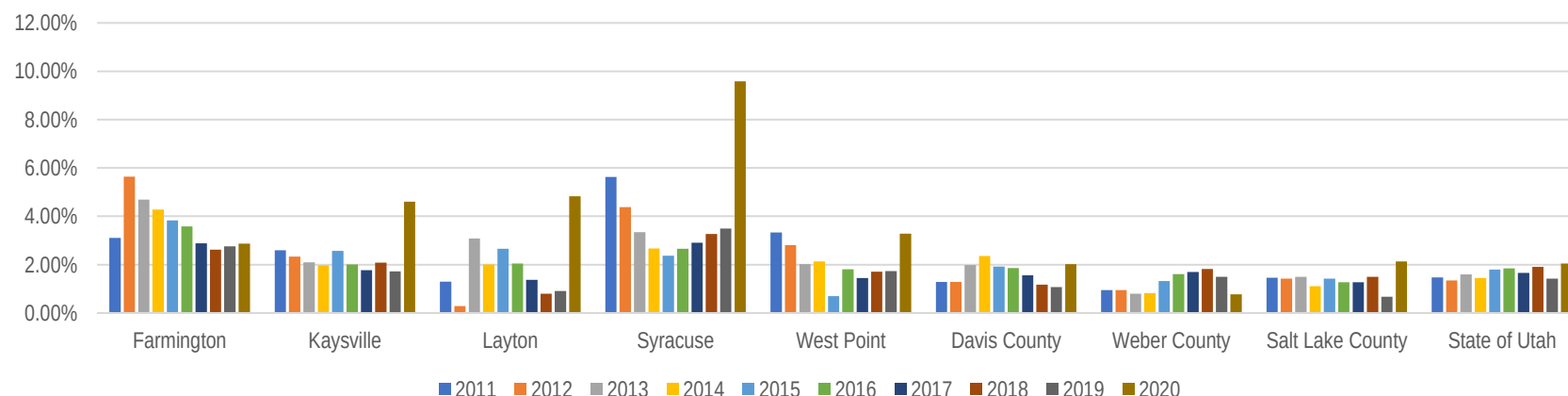
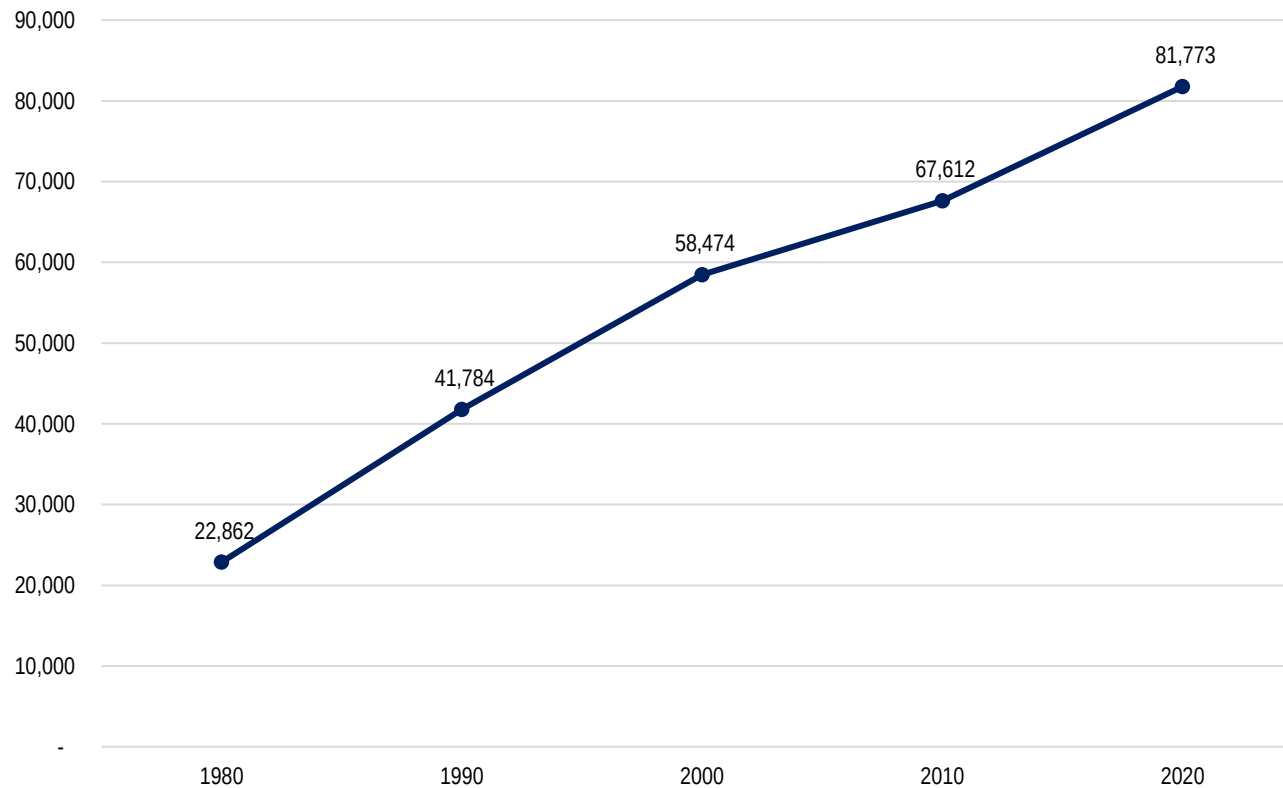


FIGURE 2.18: LAYTON CITY POPULATION

POPULATION STATISTICS
2010-2020

LAYTON

AVERAGE ANNUAL GROWTH = 1.92%

TOTAL INCREASE = 14,161

% OF COUNTY INCREASE = 25.83%

DAVIS COUNTY

AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 54,823

% OF STATE INCREASE = 11.07%

STATE OF UTAH

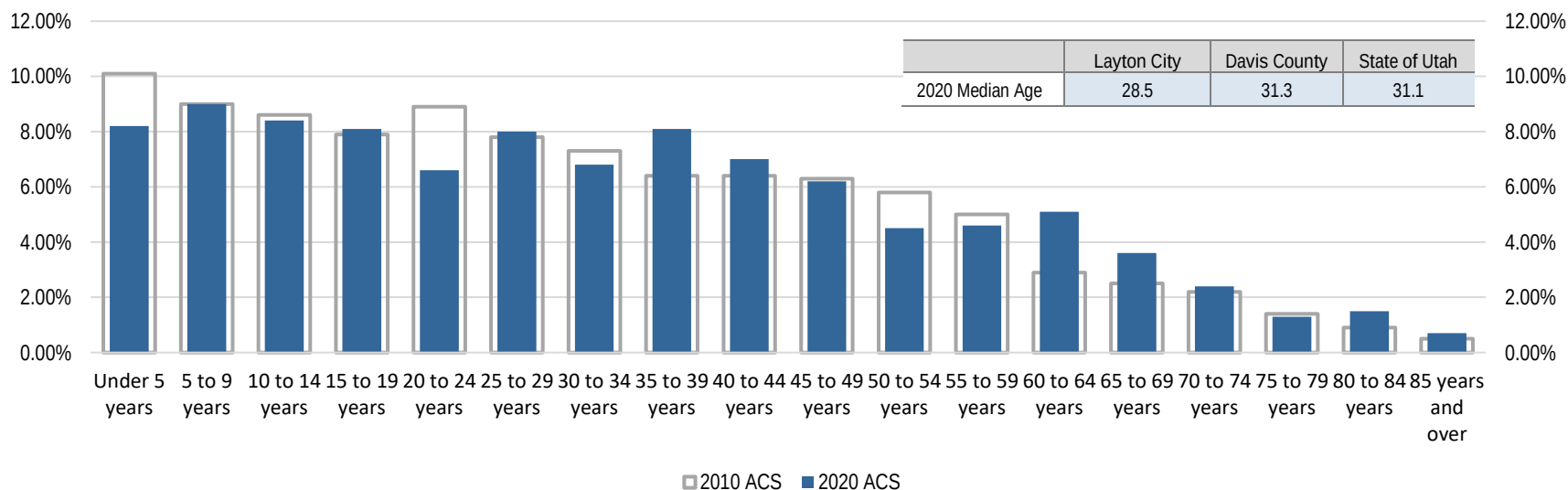
AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 495,147

AGE

The City's demographics relative to age have shifted from 2010 to 2020. 2010 data illustrates a younger population, with a concentration in the zero to 24 years of age. In 2020, the concentration shifted to the age brackets of 25-29 and 35 to 44. Noticeable shifts also occurred in the age range of 60 to 69, with 2020 data showing a higher percentage of total in this range. However, a comparison of the median age illustrates the City is still younger than the County on average. As the population ages and educational attainment increases, the City may experience an increase in income levels and buying power.

FIGURE 2.19: AGE DISTRIBUTION AS % OF TOTAL



HOUSEHOLDS

The total number of households in Layton as of the 2020 American Community Survey is 25,506. Of the total housing units, 96.9 percent are occupied, with 3.1 percent unoccupied. Davis County has an approximately 96.8 percent housing occupancy rate, compared to the State at 91.8 percent.

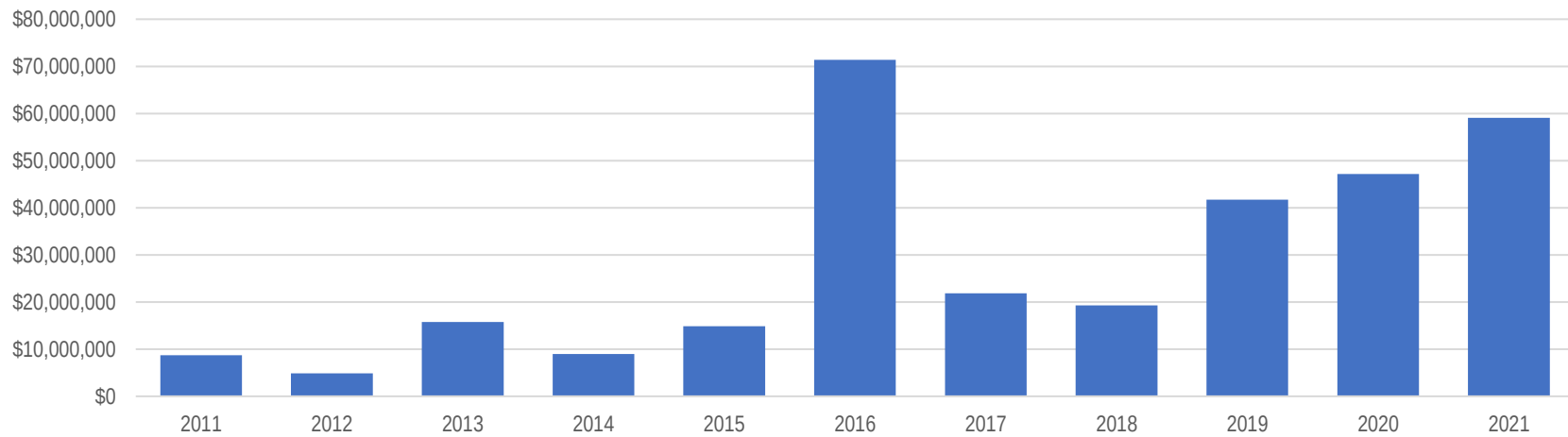
RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. Layton has seen up and down but consistent permit activity over the last decade.

FIGURE 2.20: NEW RESIDENTIAL VALUE AND UNITS



FIGURE 2.21: NEW COMMERCIAL VALUE



INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. MAGI in Layton is lower than the County but higher than the state average. A comparison of 2020 data illustrates that Layton is above average compared to all cities in the State.

FIGURE 2.22: HOUSEHOLD MEDIAN ADJUSTED GROSS INCOME

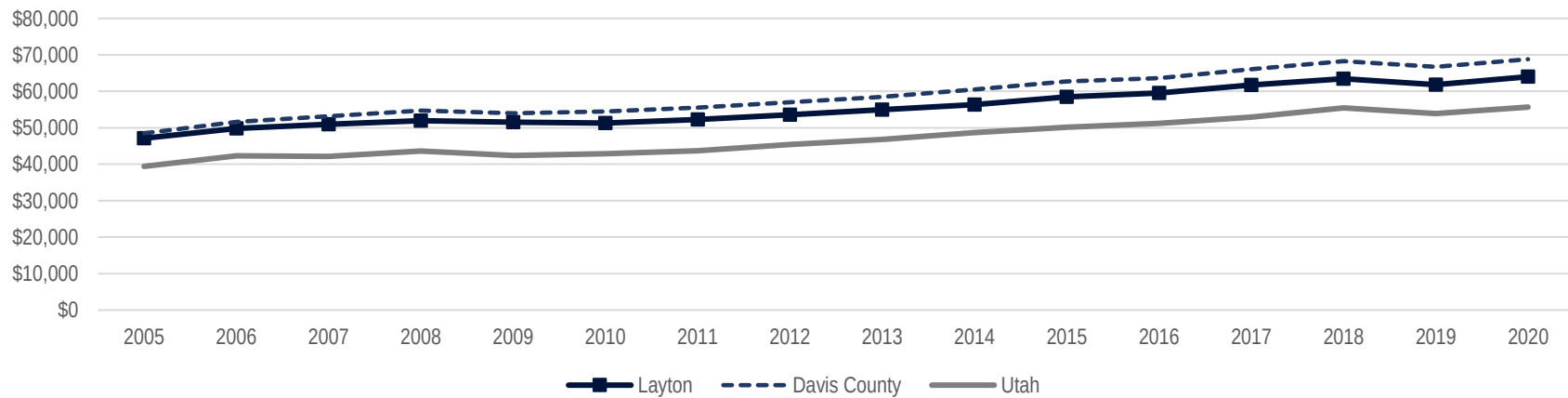
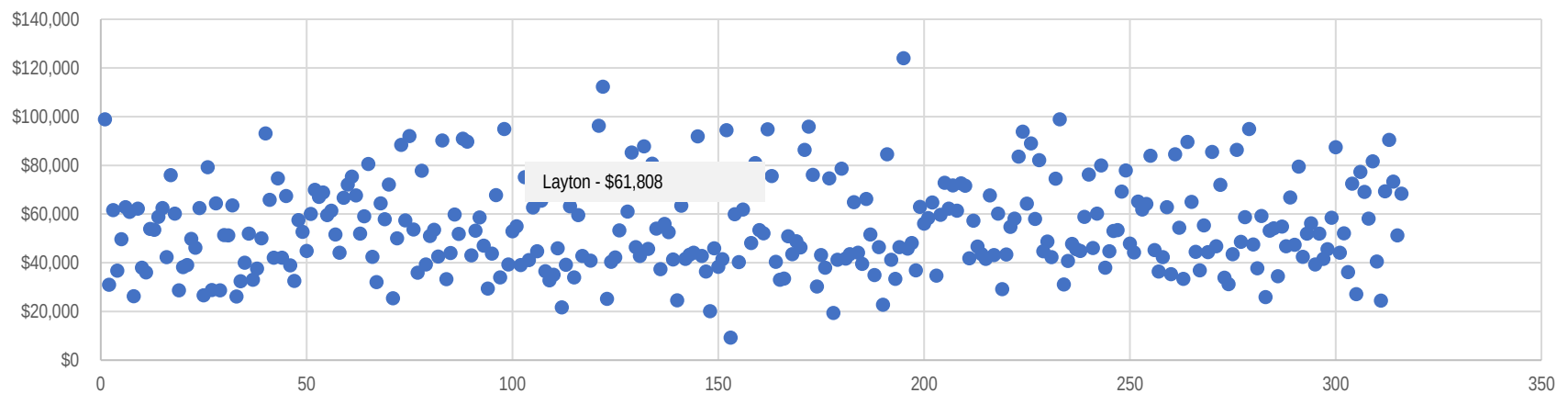


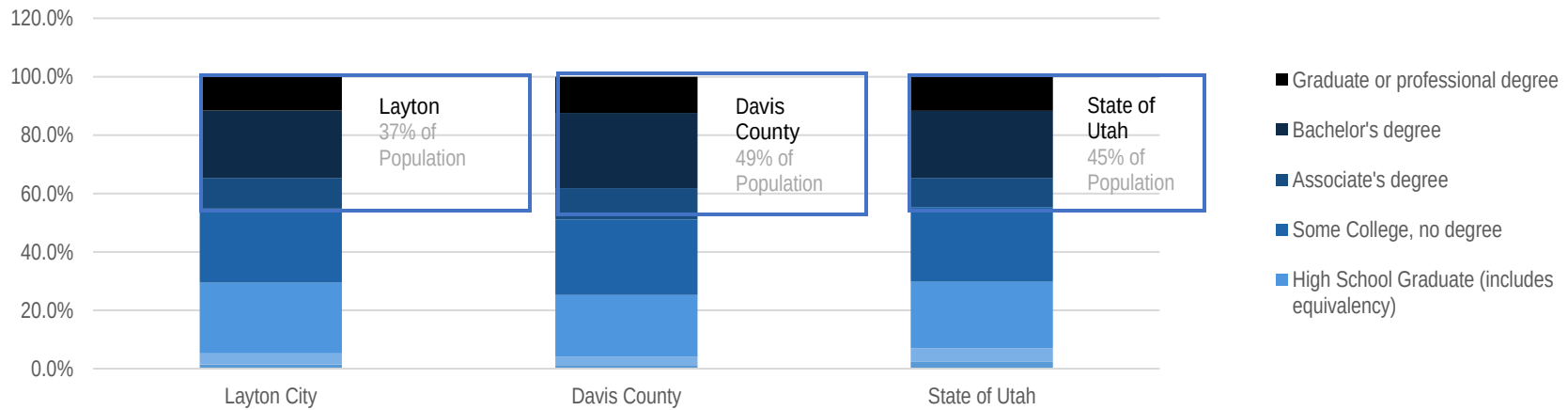
FIGURE 2.23: 2020 MEDIAN ADJUSTED GROSS INCOME



EDUCATION

According to the US Census 2020 ACS five-year estimates, approximately 45 percent of Layton's population has an associate degree or higher, compared to Davis County with 49 percent and the State of Utah at 45 percent.

2.24: EDUCATIONAL ATTAINMENT AS % OF TOTAL



KAYSVILLE

HISTORIC POPULATION

Kaysville has experienced an increase in population, surpassing the State and the County based on an annual percentage increase. While Kaysville has experienced a higher growth rate, the population increase in actual people is relatively small compared to the County. The City has grown by approximately 6,894 persons, or an average annual growth of 2.38 percent, from 2010 to 2020. The table below compares the other West Davis Corridor Entities, neighboring counties, and the State of Utah.

TABLE 2.4: HISTORIC POPULATION

NAME	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2010-2020 AAGR
Farmington	17,188	17,723	18,722	19,600	20,440	21,223	21,983	22,616	23,208	23,847	24,531	3.62%
Kaysville	26,051	26,728	27,353	27,928	28,480	29,213	29,799	30,328	30,961	31,494	32,945	2.38%
Layton	67,612	68,488	68,684	70,798	72,223	74,142	75,658	76,694	77,306	78,008	81,773	1.92%
Syracuse	21,689	22,911	23,914	24,715	25,374	25,977	26,668	27,444	28,342	29,331	32,141	4.01%
West Point	8,910	9,207	9,466	9,657	9,863	9,932	10,112	10,258	10,434	10,615	10,963	2.10%
Davis County	307,856	311,811	315,809	322,094	329,692	336,043	342,281	347,637	351,713	355,481	362,679	1.65%
Weber County	232,228	234,420	236,640	238,519	240,475	243,645	247,560	251,769	256,359	260,213	262,223	1.22%
Salt Lake County	1,033,910	1,048,985	1,063,842	1,079,721	1,091,742	1,107,314	1,121,354	1,135,649	1,152,633	1,160,437	1,185,238	1.38%
State of Utah	2,776,469	2,817,222	2,855,287	2,900,872	2,942,902	2,995,919	3,051,217	3,101,833	3,161,105	3,205,958	3,271,616	1.65%

Source: U.S. Census Population Estimates

FIGURE 2.25: YEAR OVER YEAR PERCENTAGE CHANGE IN POPULATION

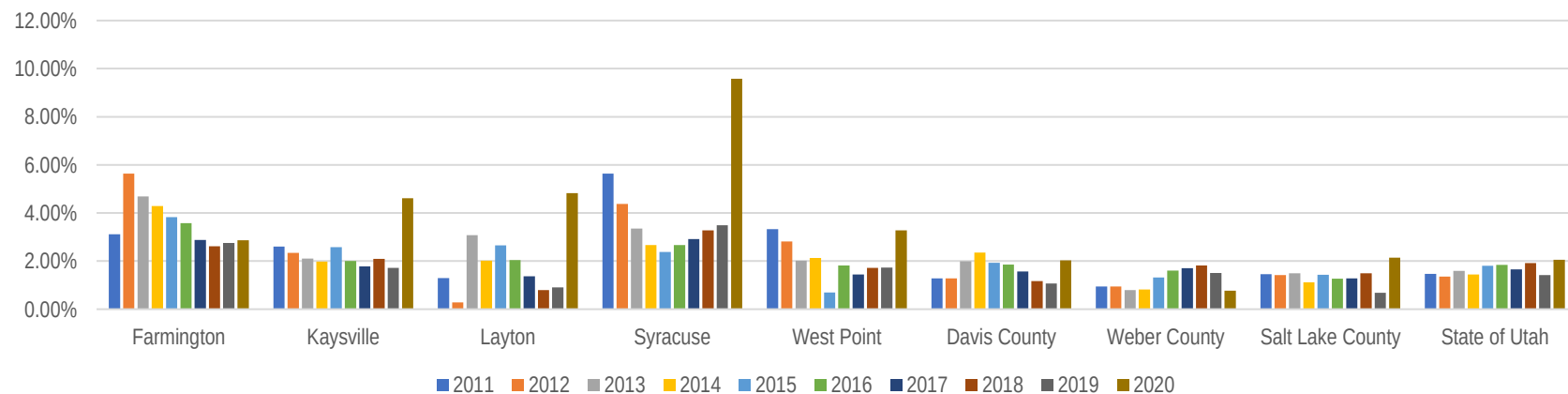
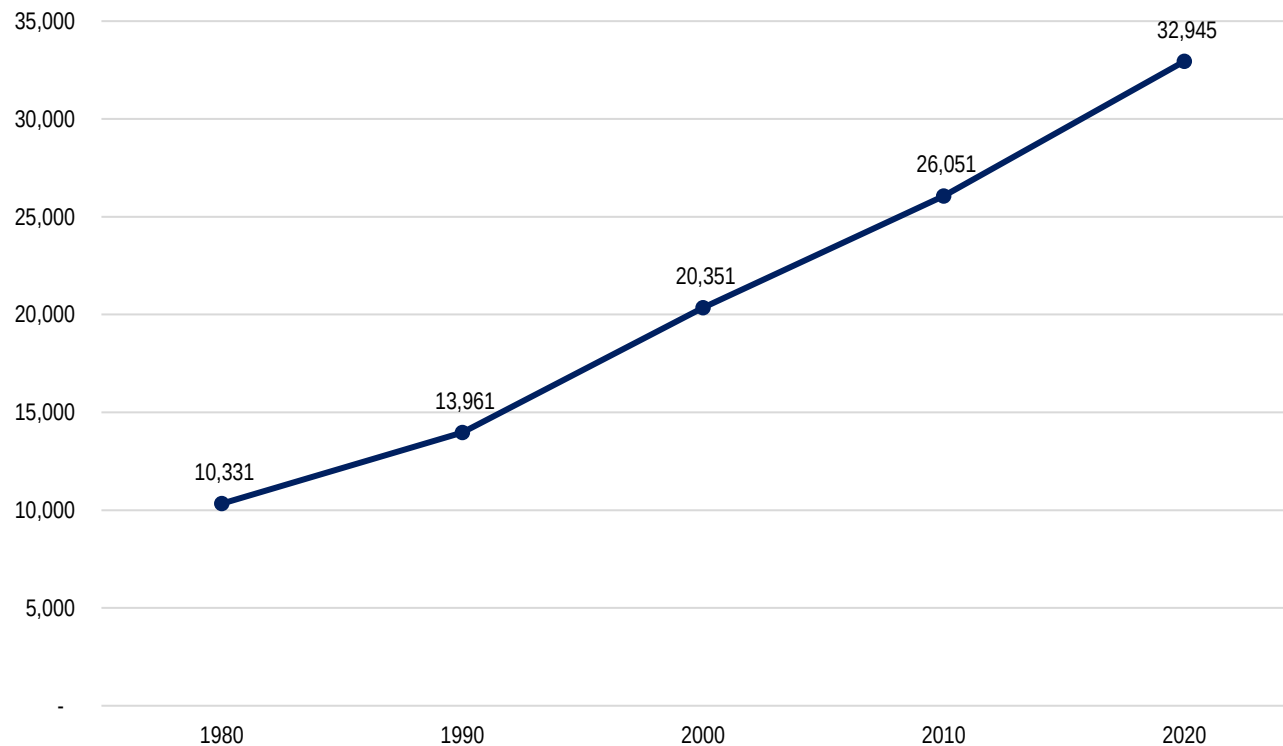


FIGURE 2.26: KAYSVILLE CITY POPULATION

POPULATION STATISTICS
2010-2020

KAYSVILLE

AVERAGE ANNUAL GROWTH = 2.38%

TOTAL INCREASE = 6,894

% OF COUNTY INCREASE = 12.58%

DAVIS COUNTY

AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 54,823

% OF STATE INCREASE = 11.07%

STATE OF UTAH

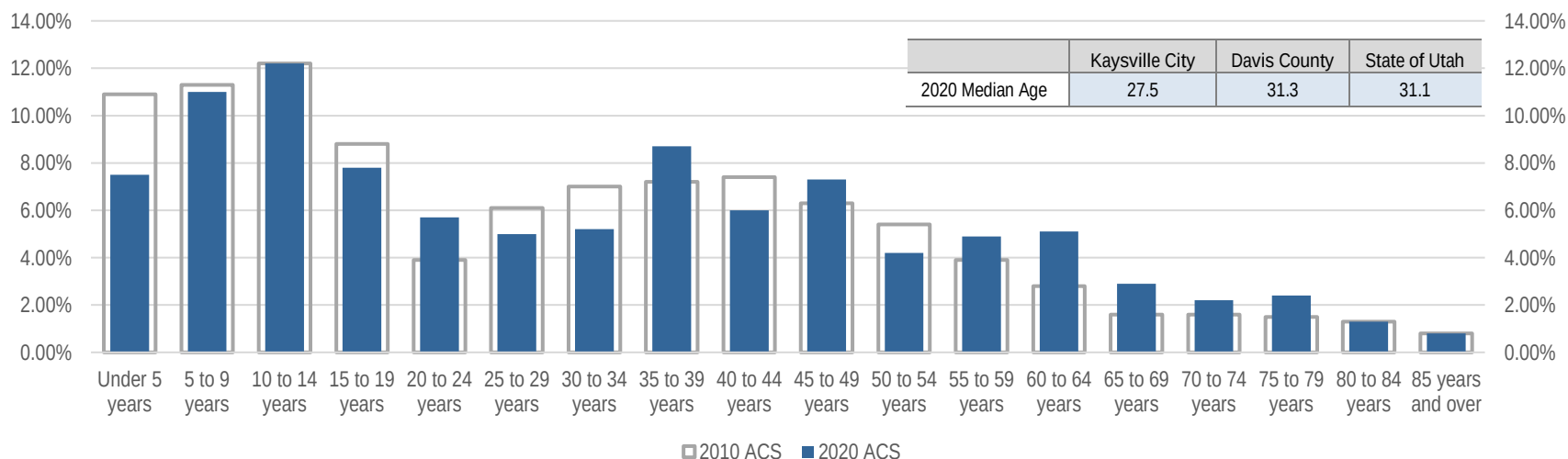
AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 495,147

AGE

The City's demographics relative to age have shifted from 2010 to 2020. 2010 data illustrates a younger population, with a concentration in the zero to 19 years of age and 25 to 34. In 2020, the concentration shifted to the age brackets of 20 to 24 and 35 to 39. Noticeable shifts also occurred in the age range of 55 to 79, with 2020 data showing a higher percentage of total in this range. However, a comparison of the median age illustrates the City is still younger than the County on average. As the population ages, the City may experience an increase in income levels and buying power.

FIGURE 2.27: AGE DISTRIBUTION AS % OF TOTAL



HOUSEHOLDS

The total number of households in Kaysville as of the 2020 American Community Survey is 8,920. Of the total housing units, 99.0 percent are occupied, with 1.0 percent unoccupied. Davis County has an approximately 96.8 percent housing occupancy rate, compared to the State at 91.8 percent.

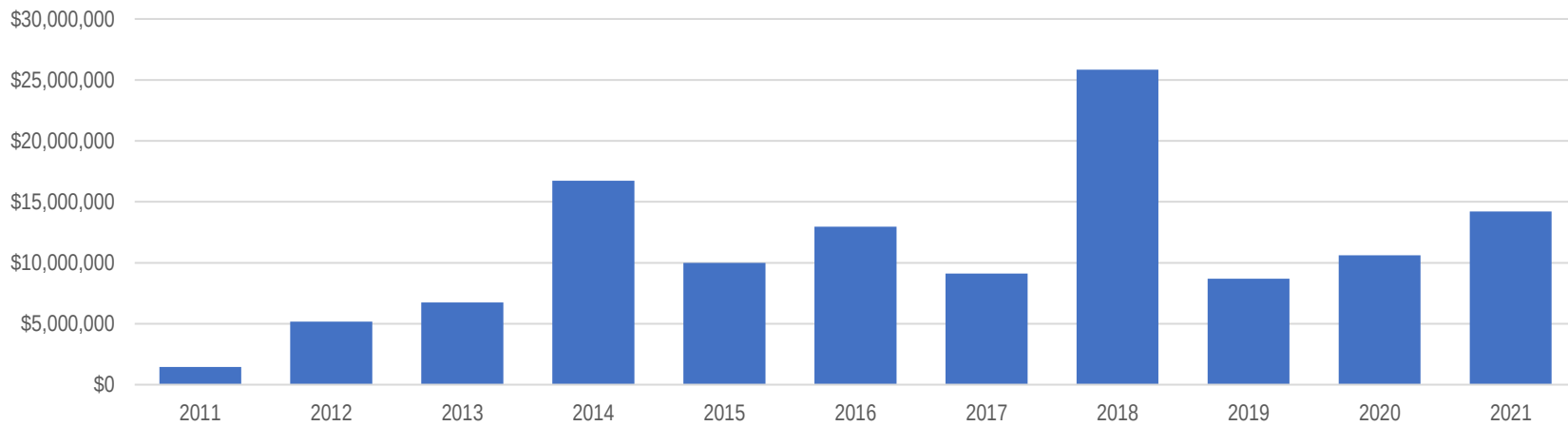
RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. Kaysville has seen permit activity steadily increasing through 2021. However, 2019 to 2020 showed a decrease in residential building permit activity.

FIGURE 2.28: NEW RESIDENTIAL VALUE AND UNITS



FIGURE 2.29: NEW COMMERCIAL VALUE



INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. MAGI in Kaysville is much higher than the County or State average. A comparison of 2020 data illustrates that Kaysville is higher than almost all other cities in the State.

FIGURE 2.30: HOUSEHOLD MEDIAN ADJUSTED GROSS INCOME

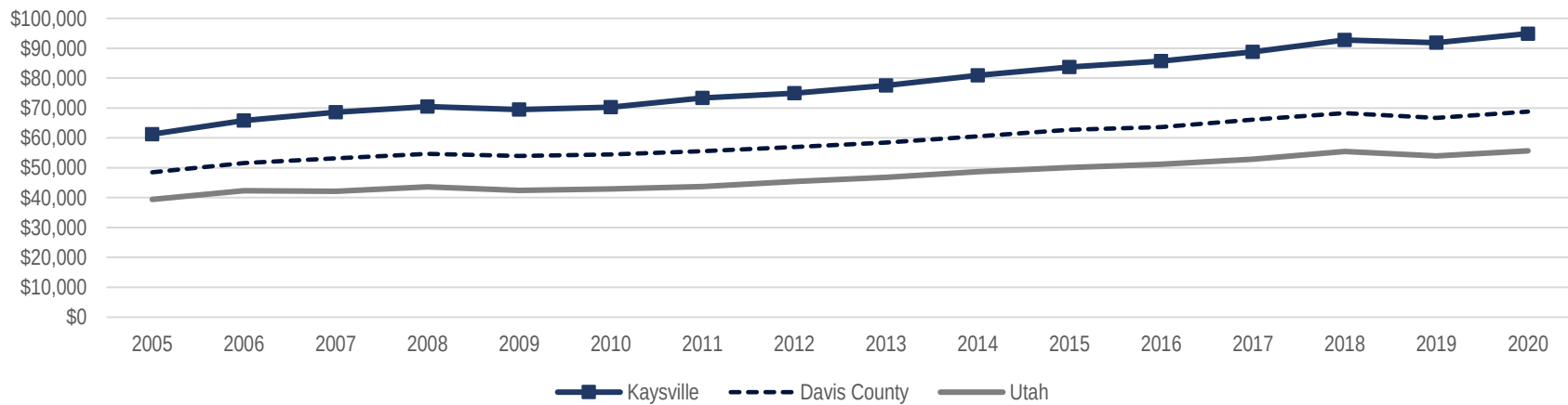
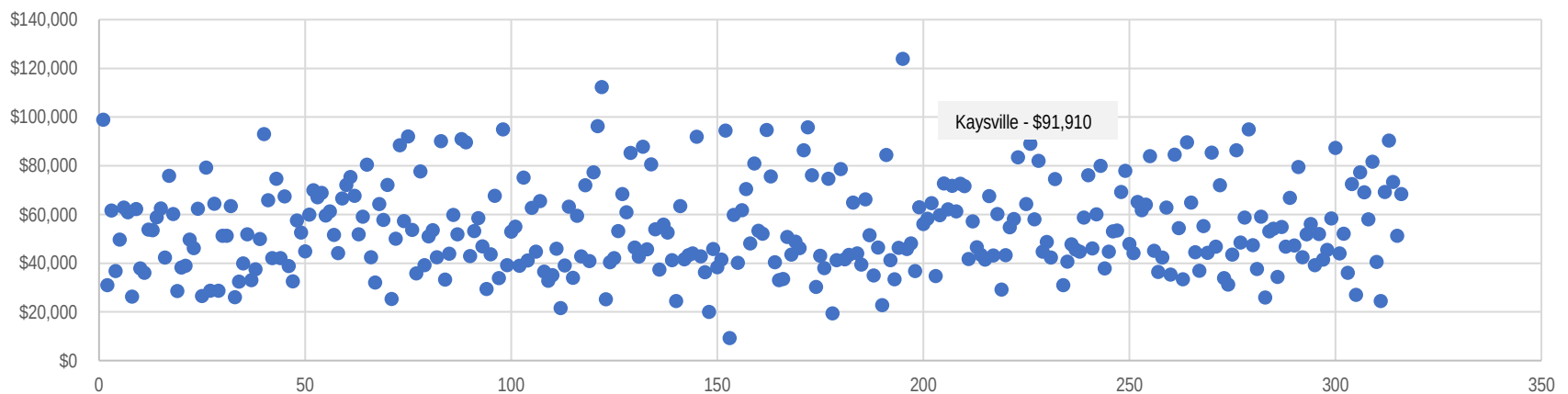


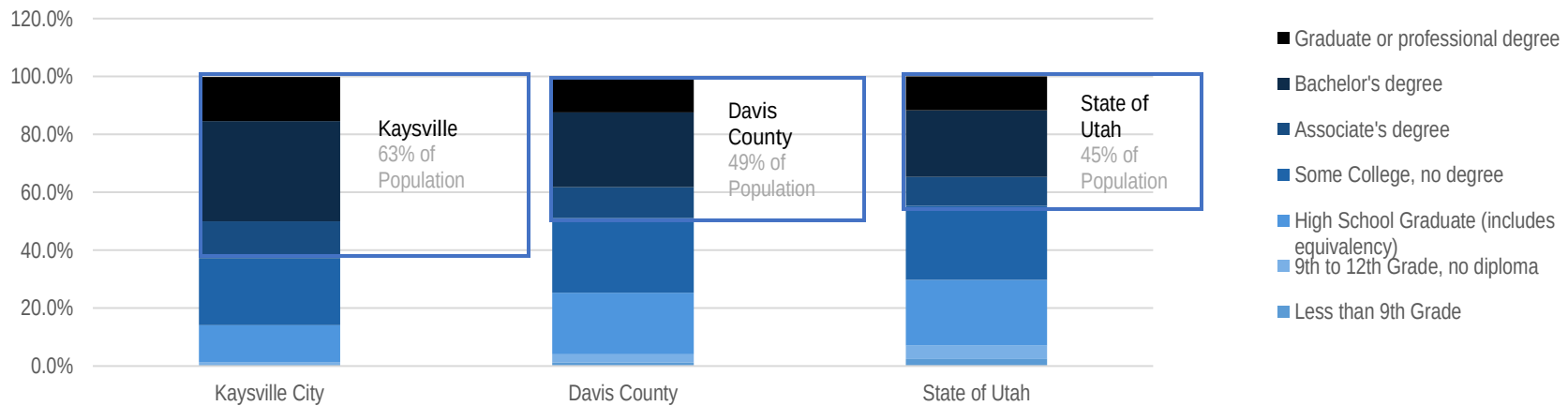
FIGURE 2.31: 2020 MEDIAN ADJUSTED GROSS INCOME



EDUCATION

According to the US Census 2020 ACS five-year estimates, approximately 63 percent of Kaysville's population has an associate degree or higher, compared to Davis County with 49 percent and the State of Utah at 45 percent.

FIGURE 2.32: EDUCATIONAL ATTAINMENT AS % OF TOTAL



FARMINGTON

HISTORIC POPULATION

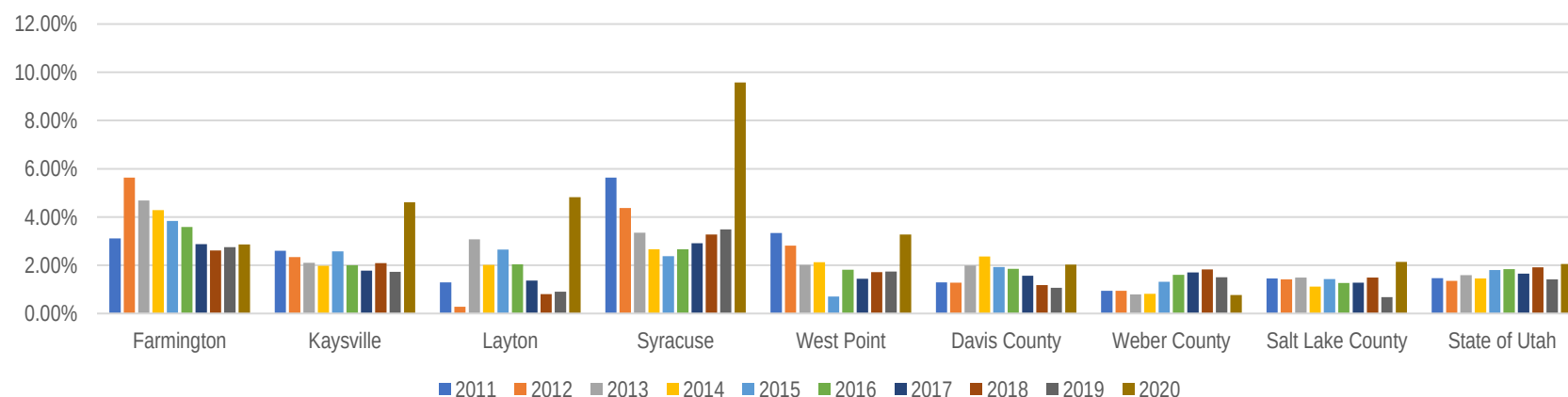
Farmington has experienced an increase in population, surpassing the State and the County based on an annual percentage increase. While Farmington has experienced a higher growth rate, the population increase in terms of actual people is relatively small compared to the County. The City has grown by approximately 7,343 persons, or an average annual growth of 3.62 percent, from 2010 to 2020. The table below compares the other West Davis Corridor Entities, neighboring counties, and the State of Utah.

TABLE 2.5: HISTORIC POPULATION

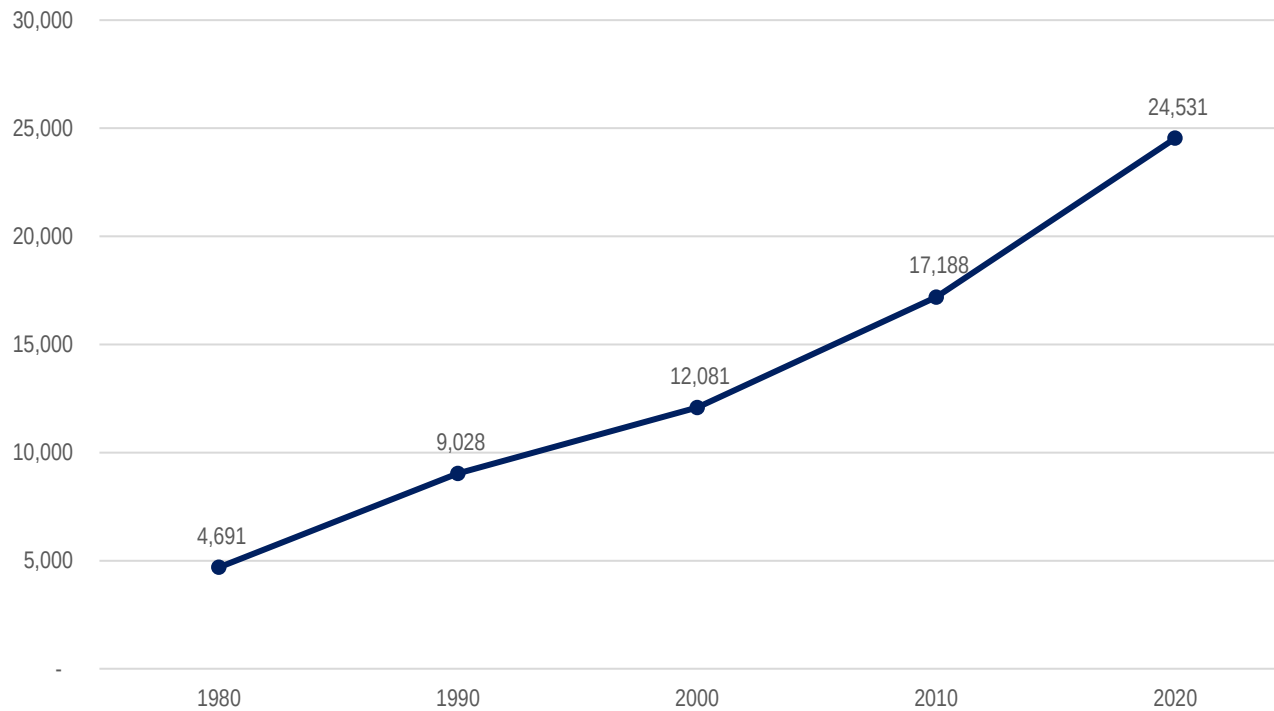
NAME	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2010-2020 AAGR
Farmington	17,188	17,723	18,722	19,600	20,440	21,223	21,983	22,616	23,208	23,847	24,531	3.62%
Kaysville	26,051	26,728	27,353	27,928	28,480	29,213	29,799	30,328	30,961	31,494	32,945	2.38%
Layton	67,612	68,488	68,684	70,798	72,223	74,142	75,658	76,694	77,306	78,008	81,773	1.92%
Syracuse	21,689	22,911	23,914	24,715	25,374	25,977	26,668	27,444	28,342	29,331	32,141	4.01%
West Point	8,910	9,207	9,466	9,657	9,863	9,932	10,112	10,258	10,434	10,615	10,963	2.10%
Davis County	307,856	311,811	315,809	322,094	329,692	336,043	342,281	347,637	351,713	355,481	362,679	1.65%
Weber County	232,228	234,420	236,640	238,519	240,475	243,645	247,560	251,769	256,359	260,213	262,223	1.22%
Salt Lake County	1,033,910	1,048,985	1,063,842	1,079,721	1,091,742	1,107,314	1,121,354	1,135,649	1,152,633	1,160,437	1,185,238	1.38%
State of Utah	2,776,469	2,817,222	2,855,287	2,900,872	2,942,902	2,995,919	3,051,217	3,101,833	3,161,105	3,205,958	3,271,616	1.65%

Source: U.S. Census Population Estimates

FIGURE 2.33: YEAR OVER YEAR PERCENTAGE CHANGE IN POPULATION



2.34: FARMINGTON CITY POPULATION

POPULATION STATISTICS
2010-2020

FARMINGTON

AVERAGE ANNUAL GROWTH = 3.62%

TOTAL INCREASE = 7,343

% OF COUNTY INCREASE = 13.39%

DAVIS COUNTY

AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 54,823

% OF STATE INCREASE = 11.07%

STATE OF UTAH

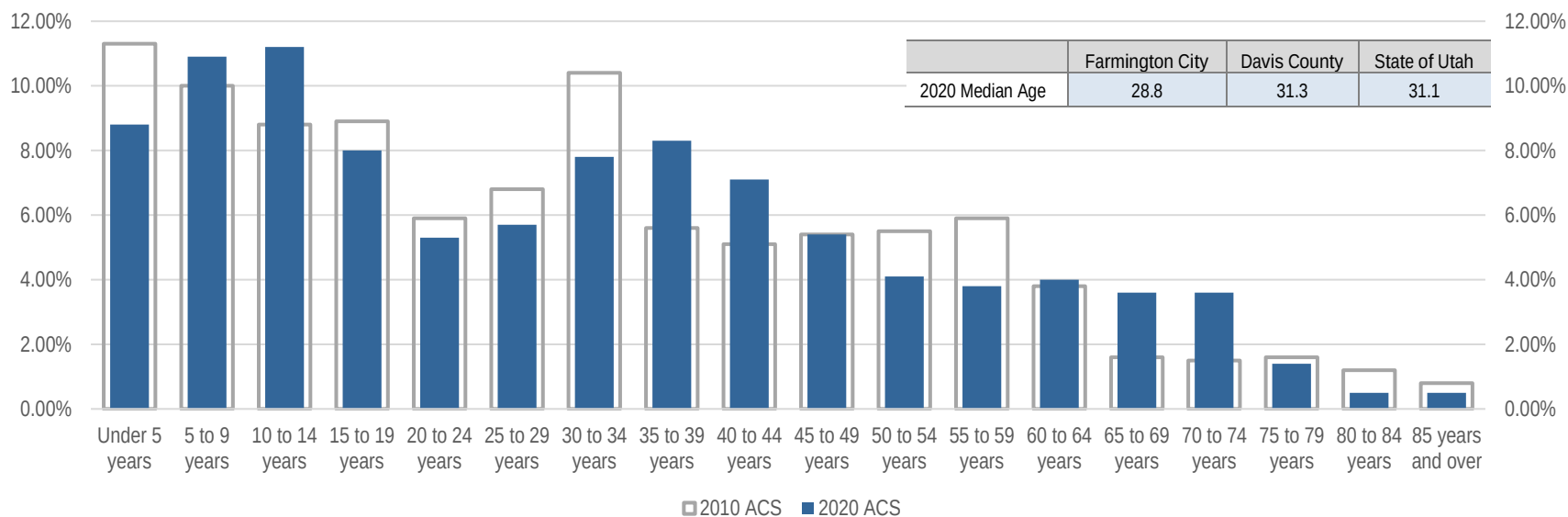
AVERAGE ANNUAL GROWTH = 1.65%

TOTAL INCREASE = 495,147

AGE

The City's demographics relative to age have shifted from 2010 to 2020. 2010 data illustrates a younger population, with 62 percent being under 35. In 2020, the percentage dropped to 58 percent. Noticeable shifts also occurred in the age range of 65 to 74, with 2020 data showing a higher percentage of total in this range. However, a comparison of the median age illustrates the City is still younger than the County on average.

FIGURE 2.35: AGE DISTRIBUTION AS % OF TOTAL



HOUSEHOLDS

The total number of households in Farmington as of the 2020 American Community Survey is 7,124. Of the total housing units, 96.9 percent are occupied, with 3.1 percent unoccupied. Davis County has an approximately 96.8 percent housing occupancy rate, compared to the State at 91.8 percent.

RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. Farmington has seen permit activity steadily increasing through 2021. However, 2019 showed a significant decrease in residential building permit activity.

FIGURE 2.36: NEW RESIDENTIAL VALUE AND UNITS

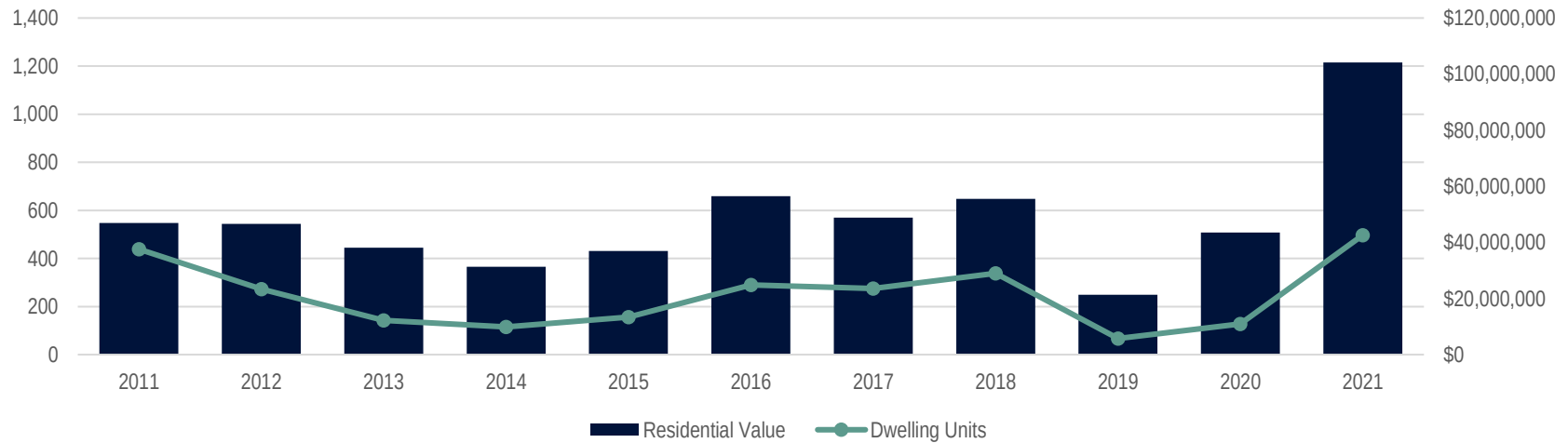
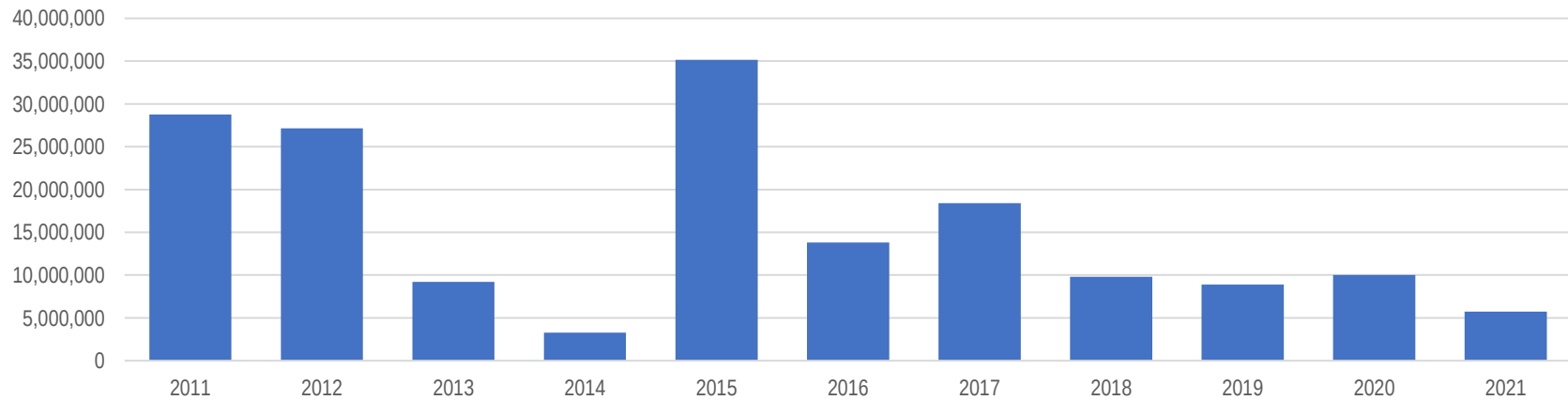


FIGURE 2.37: NEW COMMERCIAL VALUE



INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. MAGI in Farmington is much higher than the County or State average. A comparison of 2020 data illustrates that Farmington is higher than almost all other cities in the State.

FIGURE 2.38: HOUSEHOLD MEDIAN ADJUSTED GROSS INCOME

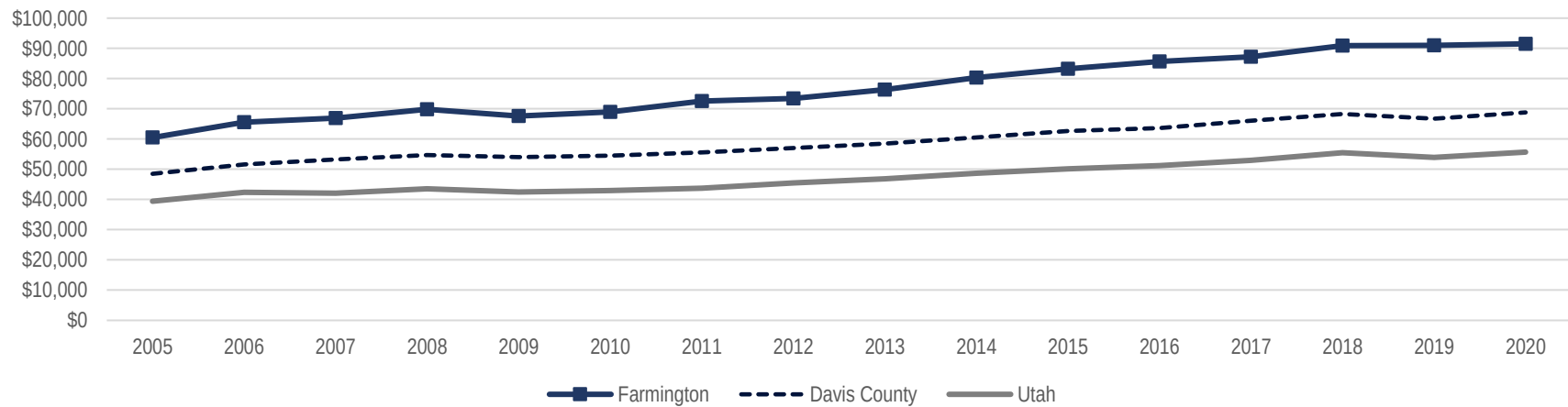
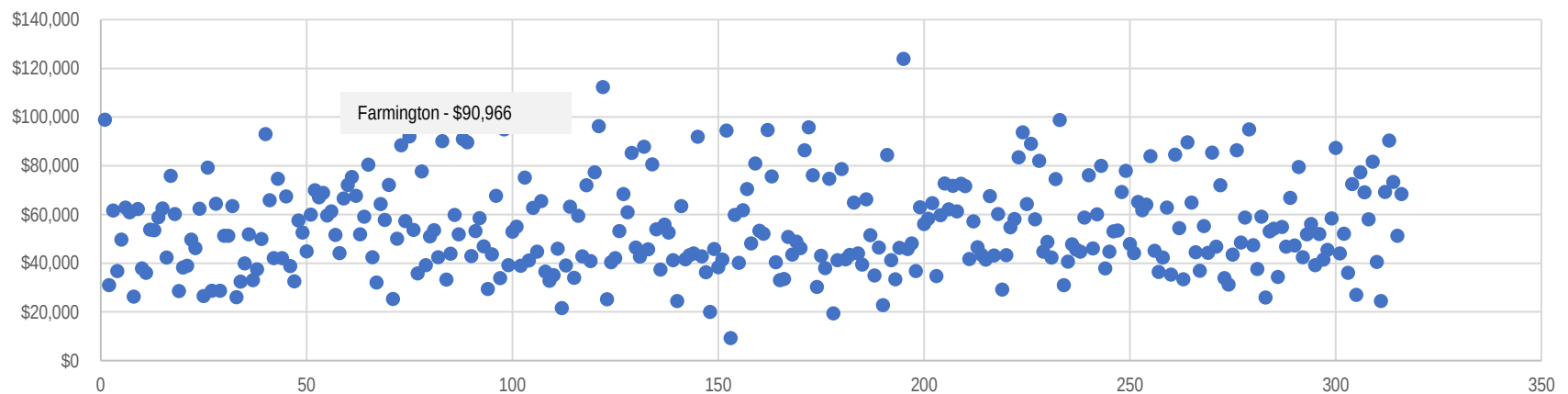


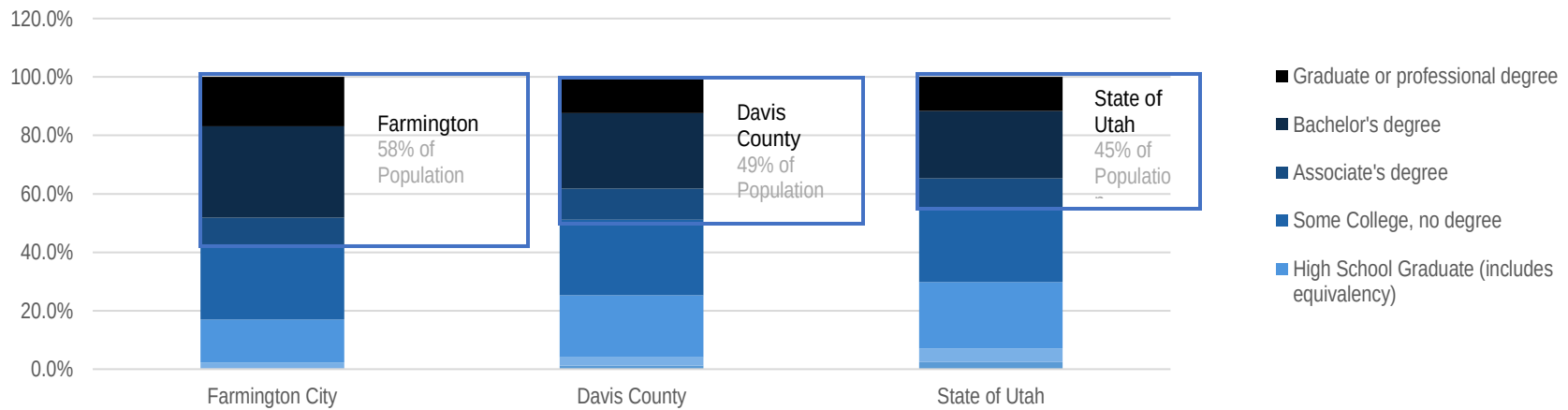
FIGURE 2.39: 2020 MEDIAN ADJUSTED GROSS INCOME



EDUCATION

According to the US Census 2020 ACS five-year estimates, approximately 58 percent of Farmington's population has an associate degree or higher, compared to Davis County with 49 percent and the State of Utah at 45 percent.

FIGURE 2.40: EDUCATIONAL ATTAINMENT AS % OF TOTAL



LABOR/EMPLOYMENT

A primary strength of Davis County is its young, educated workforce. 40 percent of the Davis County workforce hold a bachelor's degree or higher, and an additional 36 percent have attended some college or obtained their associate's degree. Additionally, 41 percent of Davis County's workforce is under 35. With 65 percent being under 45. This is slightly older than the State of Utah, with 44 percent under 35 and 66 percent under 45. Davis County and the State of Utah have an average younger workforce compared to the nation at 35 percent and 56 percent, respectively.

FIGURE 2.41: LABOR FORCE BY EDUCATION

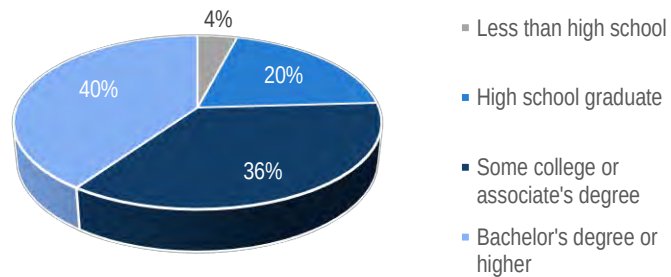
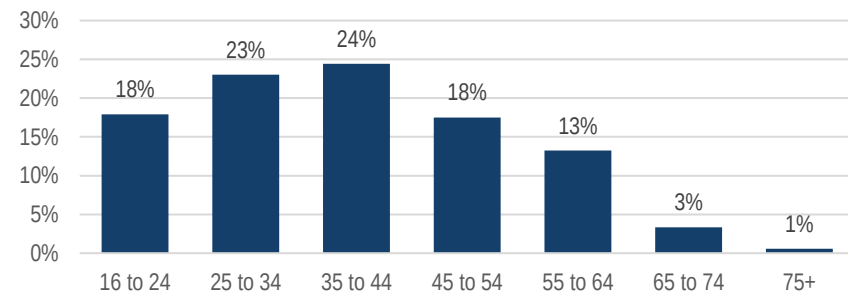


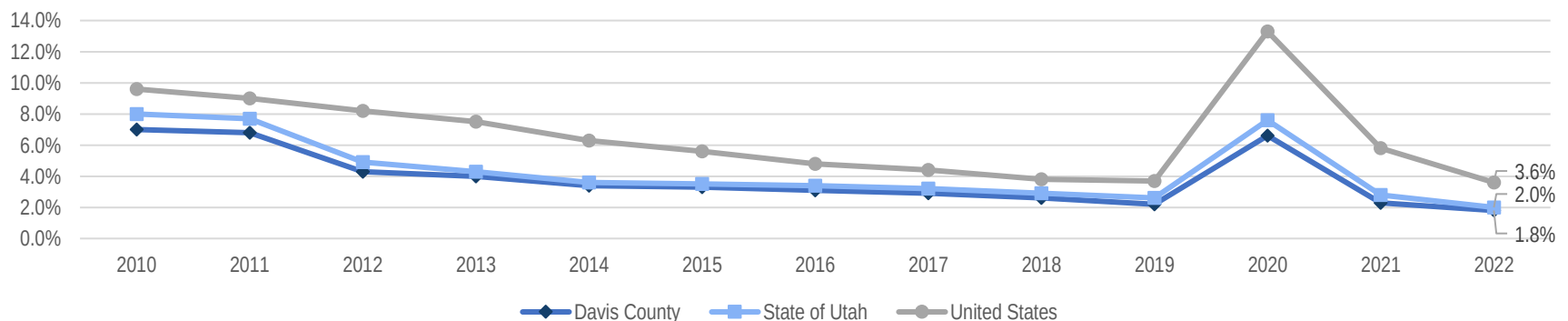
FIGURE 2.42: LABOR FORCE BY AGE



UNEMPLOYMENT

Overall, Davis County was able to avoid many of the job losses that plagued the rest of the country due to the COVID-19 pandemic. Like counties across the country, Davis County's job losses spiked in April 2020, but the unemployment percentage remained well below the national average. Davis County began to see an improvement in unemployment in the Summer of 2020 and dropped below pre-pandemic levels in January 2021. The current unemployment rate as of May 2022 is 1.8 percent.

FIGURE 2.43: UNEMPLOYMENT RATE



SECTION 3: ANALYSIS OF TAXABLE SALES

Taxable sales within the West Davis Corridor cities provide an essential metric to assess the general economic health of the cities. A sales gap (or “leakage”) analysis is used to identify economic development opportunities for a community by evaluating the total purchases made by residents inside and outside the community (hence, the term “leakage” for sales lost outside the community). This analysis first identifies sales within the State of Utah for each major NAICS code category and then calculates the average sales per capita in each NAICS category. Per capita sales in each respective city are compared to average per capita sales statewide to estimate what portion of resident purchases are being made within city boundaries and what amount is leaving the city. The resident purchases made outside the city represent an opportunity to recapture some of these lost sales. The analysis divides taxable sales into three major categories: retail sales, industry sales, and sales related to services.

HISTORIC TAXABLE SALES

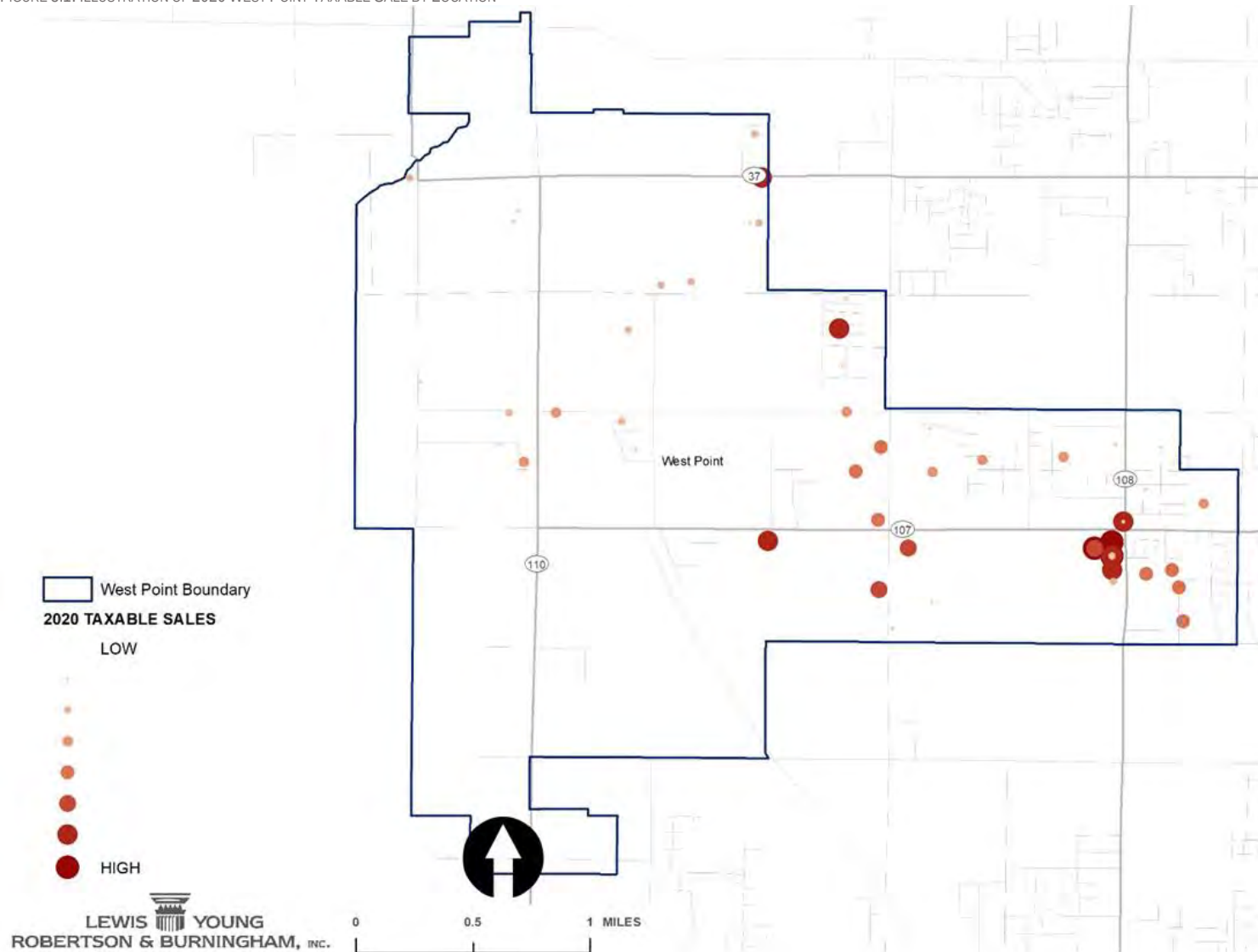
Total taxable sales in the WDC Entities increased by an average of 11.46 percent from 2011 through 2020. A comparison of tax data for similarly sized cities (relative to population) shows a positive trend in taxable sales growth for all communities (see Table 3.1). Several of the West Davis Corridor communities have experienced double-digit increases.

TABLE 3.1: HISTORIC TAXABLE SALES

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2011-2020 AAGR
Woods Cross	224,053,844	224,940,450	\$227,994,988	\$254,189,001	\$274,966,550	\$284,048,585	\$323,430,490	\$345,220,282	\$367,295,545	\$440,968,941	7.81%
Centerville	350,256,499	375,299,223	\$388,613,836	\$401,856,510	\$422,613,145	\$441,060,523	\$455,797,096	\$473,300,816	\$505,867,076	\$538,284,090	4.89%
West Point	15,340,497	17,995,071	\$19,588,228	\$21,395,481	\$22,899,409	\$49,917,341	\$64,116,362	\$72,968,817	\$82,922,546	\$105,922,035	23.95%
Riverdale	631,506,063	673,944,243	\$710,381,743	\$727,146,679	\$768,720,522	\$792,857,260	\$809,372,626	\$851,578,437	\$887,083,452	\$956,031,880	4.72%
Roy	234,687,570	243,341,067	\$258,982,597	\$268,575,150	\$285,983,286	\$295,478,369	\$307,952,569	\$318,880,941	\$333,128,089	\$409,130,226	6.37%
Kaysville	182,054,390	194,680,380	\$212,481,254	\$221,142,952	\$256,118,586	\$300,569,999	\$339,009,406	\$337,954,435	\$368,112,173	\$477,070,528	11.30%
Clearfield	211,847,885	204,202,515	\$206,132,681	\$223,944,344	\$245,322,797	\$245,328,807	\$266,774,979	\$273,362,743	\$301,995,920	\$348,140,362	5.67%
Syracuse	172,633,289	180,211,321	\$188,981,906	\$204,480,390	\$213,173,133	\$225,595,638	\$235,687,712	\$249,999,864	\$277,967,928	\$334,511,656	7.63%
Bountiful	448,163,451	460,838,808	\$505,040,461	\$528,762,700	\$581,894,982	\$613,574,189	\$602,357,122	\$633,467,221	\$670,040,787	\$728,717,723	5.55%
Holladay	186,498,262	193,767,928	\$202,408,714	\$223,293,690	\$234,822,256	\$252,714,080	\$260,106,911	\$286,075,507	\$310,795,512	\$369,778,654	7.90%
Farmington	159,225,437	196,256,265	\$238,345,161	\$299,238,597	\$350,956,219	\$419,322,743	\$476,334,261	\$508,172,311	\$553,027,348	\$522,278,132	14.11%
Brigham City	186,419,387	197,799,737	\$198,143,417	\$219,042,917	\$237,506,697	\$274,709,329	\$304,390,928	\$288,527,874	\$303,844,983	\$343,460,326	7.03%
Layton	1,167,389,098	1,233,409,397	\$1,282,601,176	\$1,337,501,643	\$1,423,791,574	\$1,463,418,945	\$1,554,892,935	\$1,610,148,135	\$1,656,701,924	\$1,858,707,143	5.30%
Ogden	1,291,344,587	1,375,911,408	\$1,425,628,194	\$1,495,050,980	\$1,571,405,354	\$1,627,881,176	\$1,767,442,445	\$1,927,965,683	\$1,994,165,686	\$2,149,933,027	5.83%
South Jordan	1,010,372,786	1,076,759,498	\$1,087,238,879	\$1,065,327,231	\$1,284,727,344	\$1,426,520,336	\$1,672,021,252	\$1,622,372,994	\$1,717,107,951	\$1,845,741,349	6.92%
Davis County	3,787,291,557	3,999,970,999	\$4,267,625,833	\$4,554,236,323	\$4,902,939,312	\$5,132,059,268	\$5,483,543,422	\$5,703,852,529	\$6,028,609,340	\$6,665,893,431	6.48%

WEST POINT

FIGURE 3.1: ILLUSTRATION OF 2020 WEST POINT TAXABLE SALE BY LOCATION



RETAIL TAXABLE SALES

Existing taxable sales within West Point are concentrated in The Point Development. West Point's greatest retail strength is the Food & Beverage category, accounting for 52 percent of total taxable sales, followed by sales at Non-Store Retailers.

TABLE 3.2: RETAIL SPENDING BY PERCENT OF TOTAL

	2019	2020
Wholesale Trade-Durable Goods	0.7%	0.7%
Wholesale Trade-Nondurable Goods	0.2%	0.2%
Wholesale Trade-Electronic Markets	0.0%	0.0%
Motor Vehicle	0.8%	0.7%
Furniture & Home Furnishing	0.1%	0.1%
Electronics & Appliance	0.2%	0.2%
Building & Garden Equipment	1.3%	1.4%
Food & Beverage	54.0%	52.2%
Health & Personal	0.2%	0.3%
Gas Station	1.8%	1.9%
Clothing & Accessories	1.3%	1.2%
Sporting Good	0.3%	0.3%
General Merchandise	0.6%	0.7%
Miscellaneous Retail Trade	0.5%	0.4%
Non-Store Retailers	7.8%	12.3%

SERVICES TAXABLE SALES

Services represent 11 percent of West Point's total taxable sales. Food Services and Drinking Places represent the largest spending category in this group. Industries in the Food Services and Drinking Places subsector are varied. Some provide food and drink only, while others provide various combinations of seating space.

TABLE 3.3: SERVICES SPENDING BY PERCENT OF TOTAL

CATEGORY	2019	2020
Finance & Insurance	0.4%	0.4%
Real Estate, Rental, & Leasing	0.9%	0.8%
Professional, Scientific, & Technical Services	0.3%	0.6%
Management of Companies & Enterprises	0.0%	0.0%
Admin & Support & Waste Management & Remediation	0.2%	0.1%
Educational	0.0%	0.0%
Health Care & Social Assistance	0.1%	0.0%
Arts, Entertainment & Recreation	1.5%	1.7%
Accommodation	0.0%	0.0%
Food Services & Drinking Places	7.3%	7.1%
Other Services-Except Public Administration	0.4%	0.2%
Public Administration	0.0%	0.0%

INDUSTRY TAXABLE SALES

11 percent of West Point's taxable sales are industry related. The majority of which are in the Utilities, Construction, and Information categories. The majority of the Information sales are in telecommunications.

TABLE 3.4: INDUSTRY TAXABLE SALE AS PERCENT OF TOTAL

CATEGORY	2019	2020
Agriculture, Forestry, Fishing & Hunting	0.0%	0.0%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.0%
Utilities	6.9%	5.9%
Construction	2.3%	2.0%
Manufacturing	0.3%	0.3%
Transportation & Warehousing	0.0%	0.2%
Information	3.9%	2.8%

SALE LEAKAGE ANALYSIS

The table below provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from West Point City to other communities. When leakage occurs, the capture rate is below 100 percent, indicating the City is not collecting the average sales expected based on a per capita basis relative to the State average. Positive numbers indicate that West Point City is attracting more than the State average relative to that category, suggesting shoppers from outside the City are attracted to the area for specific purchases or that there is a high concentration of this type of spending. This is reflected in the capture rate as a number above 100 percent.

TABLE 3.5: RETAIL SALES LEAKAGE

	WEST POINT DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Retail						
Building Material & Garden Equip	\$1,085,925	\$99	\$1,540	6%	(\$1,441)	(\$15,797,011)
Clothing & Accessories	\$1,066,089	\$97	\$346	28%	(\$249)	(\$2,729,682)
Electrical & Appliance	\$146,399	\$13	\$1,199	1%	(\$1,186)	(\$13,000,482)
Food & Beverage					Number of businesses is below the threshold for reporting.	
Furniture & Home Furnishing	\$58,923	\$5	\$392	1%	(\$386)	(\$4,236,802)
Gas Station					Number of businesses is below the threshold for reporting.	
General Merchandise	\$463,072	\$42	\$564	7%	(\$522)	(\$5,722,179)
Health & Personal	\$199,163	\$18	\$409	4%	(\$391)	(\$4,286,462)
Miscellaneous Retail Trade	\$425,527	\$39	\$2,291	2%	(\$2,252)	(\$24,686,924)
Motor Vehicle	\$683,358	\$62	\$343	18%	(\$280)	(\$3,072,556)
Non-store Retailers	\$6,501,993	\$593	\$1,002	59%	(\$409)	(\$4,480,587)
Sporting Good	\$234,268	\$21	\$2,220	1%	(\$2,199)	(\$24,108,779)
Wholesale Trade-Durable Goods	\$535,828	\$49	\$1,468	3%	(\$1,419)	(\$15,560,640)
Wholesale Trade-Electronic Markets					Number of Businesses is below the threshold for reporting.	
Wholesale Trade-Nondurable Goods	\$168,756	\$15	\$263	6%	(\$247)	(\$2,709,573)
Accommodation					Number of businesses is below the threshold for reporting.	
Arts, Entertainment, and Recreation					Number of businesses is below the threshold for reporting.	
Food Services & Drinking Places	\$6,036,987	\$551	\$1,654	33%	(\$1,103)	(\$12,090,717)
Other Services-Except Public Administration	\$322,490	\$29	\$521	6%	(\$492)	(\$5,393,323)
Total Retail	\$65,257,291	\$5,953	\$15,987	37%	(\$10,034)	(\$110,004,696)
Industry						
Agriculture, Forestry, Fishing & Hunting					Number of Businesses is below the threshold for reporting	
Construction	\$1,899,442	\$173	\$346	50%	(\$173)	(\$1,898,714)
Information	\$3,214,306	\$293	\$760	39%	(\$467)	(\$5,117,049)
Manufacturing	\$213,867	\$20	\$889	2%	(\$869)	(\$9,530,390)
Mining, Quarrying, & Oil & Gas Extraction					Number of Businesses is below the threshold for reporting	
Transportation & Warehousing					Number of Businesses is below the threshold for reporting	
Utilities					Number of Businesses is below the threshold for reporting	
Industry Total	\$11,062,554	\$1,009	\$2,833	36%	(\$1,824)	(\$19,998,849)

	WEST POINT DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Services						
Admin. & Sup & Waste Man.& Remed. Ser	\$187,017	\$17	\$91	19%	(\$74)	(\$812,590)
Educational Services	\$10,891	\$1	\$38	3%	(\$37)	(\$403,451)
Finance & Insurance	\$334,136	\$30	\$110	28%	(\$79)	(\$870,047)
Health Care & Social Assistance	\$50,138	\$5	\$44	10%	(\$39)	(\$432,903)
Management of Companies & Enterprises	Number of Businesses is below the threshold for reporting					
Professional, Scientific, & Technical Serv	\$282,431	\$26	\$352	7%	(\$326)	(\$3,577,979)
Public Administration	Number of Businesses is below the threshold for reporting					
Real Estate, Rental, & Leasing	\$712,329	\$65	\$546	12%	(\$481)	(\$5,274,130)
Services Total	\$1,584,385	\$145	\$1,272	11%	(\$1,127)	(\$12,355,125)
Other						
Other	\$0	\$0	\$781	0%	(\$781)	(\$8,562,583)
All Taxable Sales						
Total	\$77,904,230	\$7,106	\$20,873	34%	(\$13,766)	(\$150,921,253)

The City is leaking in all major categories relative to State average spending except for Food & Beverage. The per capita spending in West Point is approximately \$7,103, compared to the State average of \$20,873. The total taxable sales leaking to other communities is estimated at \$150M. Assuming a sales tax levy of 0.5 percent based on point of sale equates to a loss of \$754,606 in tax revenues. Factors influencing a community's capture rate include total population, proximity to major freeways or roadways, the population within a 360-degree trade area, geographic isolation, and competitive market sites. These factors will be explored further in the market analysis.

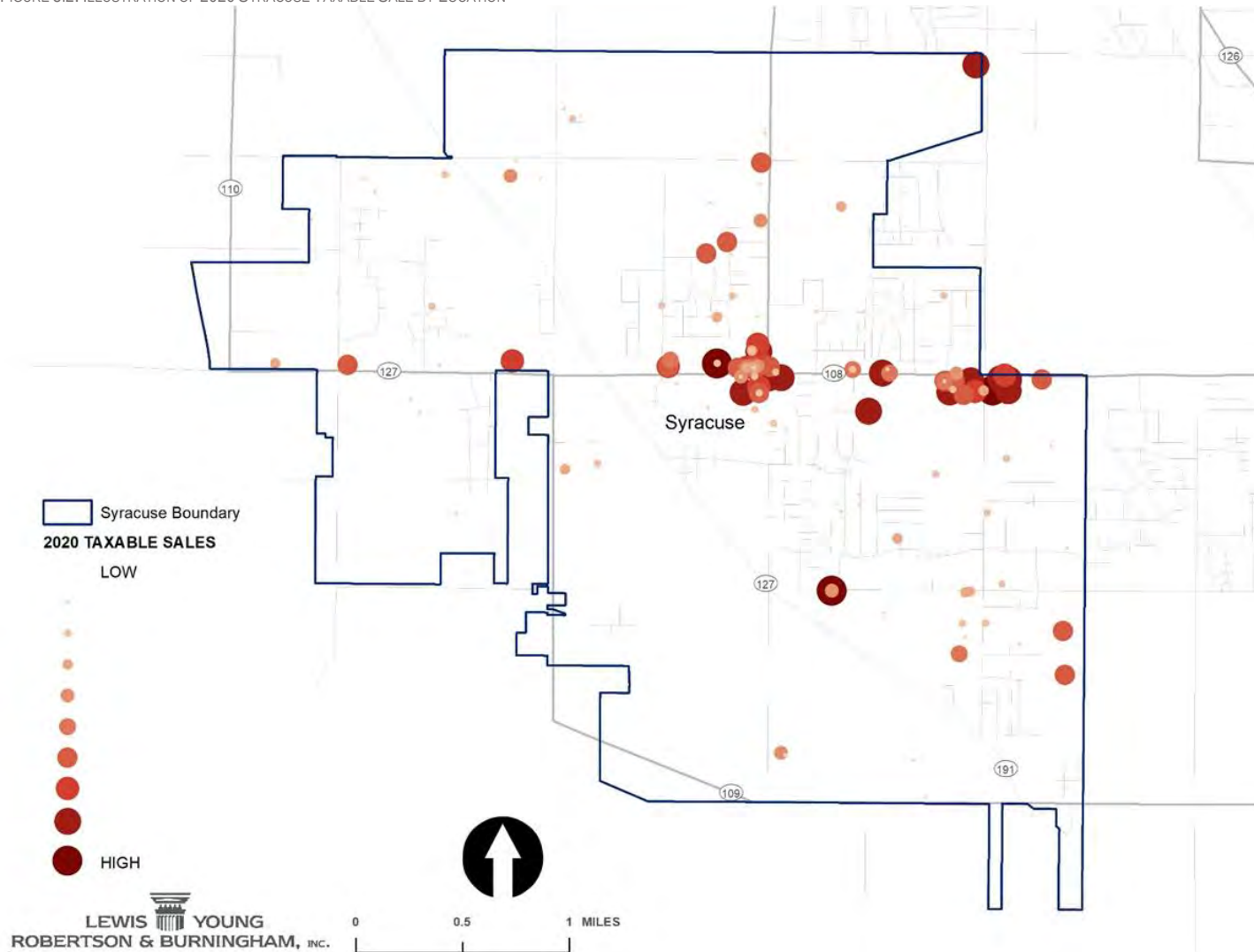
TABLE 3.6: TAXABLE SALES CAPTURE RATES COMPARISON

	WEST POINT		SYRACUSE		LAYTON		KAYSVILLE		FARMINGTON	
Population	10,963		32,141		81,773		32,945		24,531	
	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE
Total	(\$13,766)	34%	(\$13,595)	40%	(\$297)	99%	(\$11,683)	50%	(\$3,071)	88%

*Income Adjusted

SYRACUSE

FIGURE 3.2: ILLUSTRATION OF 2020 SYRACUSE TAXABLE SALE BY LOCATION



RETAIL TAXABLE SALES

Existing taxable sales within Syracuse are concentrated along Antelope Drive. Syracuse's greatest retail strength is the General Merchandise category, accounting for 25 percent of total taxable sales, followed by sales at Non-Store Retailers and Food & Beverage Stores.

TABLE 3.7: RETAIL SPENDING BY PERCENT OF TOTAL

	2019	2020
Wholesale Trade-Durable Goods	1.6%	2.5%
Wholesale Trade-Nondurable Goods	0.3%	0.4%
Wholesale Trade-Electronic Markets	0.0%	0.1%
Motor Vehicle	0.7%	0.8%
Furniture & Home Furnishing	14.8%	7.4%
Electronics & Appliance	1.2%	1.3%
Building & Garden Equipment	0.7%	1.3%
Food & Beverage	12.9%	13.9%
Health & Personal	0.6%	0.6%
Gas Station	0.6%	0.6%
Clothing & Accessories	0.6%	0.9%
Sporting Good	0.2%	0.4%
General Merchandise	26.2%	24.8%
Miscellaneous Retail Trade	0.7%	0.8%
Non-Store Retailers	9.1%	14.9%

SERVICES TAXABLE SALES

Services represent 12 percent of Syracuse's total taxable sales. Food Services and Drinking Places represent the largest spending category in this group. Industries in the Food Services and Drinking Places subsector are varied. Some provide food and drink only, while others provide various combinations of seating space.

TABLE 3.8: SERVICES SPENDING BY PERCENT OF TOTAL

CATEGORY	2019	2020
Finance & Insurance	0.7%	0.5%
Real Estate, Rental, & Leasing	1.2%	1.3%
Professional, Scientific, & Technical Services	0.8%	1.1%
Management of Companies & Enterprises	0.0%	0.0%
Admin & Support & Waste Management & Remediation	0.1%	0.2%
Educational	0.0%	0.0%
Health Care & Social Assistance	0.1%	0.1%
Arts, Entertainment & Recreation	1.4%	1.1%
Accommodation	0.1%	0.1%
Food Services & Drinking Places	6.6%	6.0%
Other Services-Except Public Administration	2.0%	1.8%
Public Administration	0.0%	0.0%

INDUSTRY TAXABLE SALES

11 percent of Syracuse's taxable sales are industry related. The majority of which are in the Utilities and Information categories. Most of the Information sales are in telecommunications.

TABLE 3.9: INDUSTRY TAXABLE SALE AS PERCENT OF TOTAL

CATEGORY	2019	2020
Agriculture, Forestry, Fishing & Hunting	0.0%	0.0%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.0%
Utilities	6.0%	5.3%
Construction	0.3%	1.1%
Manufacturing	0.6%	1.5%
Transportation & Warehousing	0.0%	0.0%
Information	4.1%	3.5%

SALE LEAKAGE ANALYSIS

The table below provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Syracuse City to other communities. When leakage occurs, the capture rate is below 100 percent, indicating the City is not collecting the average sales expected based on a per capita basis relative to the State average. Positive numbers indicate that West Point City is attracting more than the State average relative to that category, suggesting shoppers from outside the City are attracted to the area for certain purchases or that there is a high concentration of this type of spending. This is reflected in the capture rate as a number above 100 percent.

TABLE 3.10: RETAIL SALES LEAKAGE

	SYRACUSE DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Retail						
Building Material & Garden Equip	\$2,047,762	\$70	\$1,669	4%	(\$1,599)	(\$46,899,196)
Clothing & Accessories	\$1,793,500	\$61	\$375	16%	(\$314)	(\$9,211,189)
Electrical & Appliance	\$3,314,065	\$113	\$1,299	9%	(\$1,187)	(\$34,801,333)
Food & Beverage	\$35,901,164	\$1,224	\$203	603%	\$1,021	\$29,952,246
Furniture & Home Furnishing	\$41,261,923	\$1,407	\$425	331%	\$982	\$28,807,770
Gas Station	Number of businesses is below the threshold for reporting.					
General Merchandise	\$72,697,701	\$2,479	\$611	405%	\$1,867	\$54,765,438
Health & Personal	\$1,572,203	\$54	\$443	12%	(\$390)	(\$11,432,508)
Miscellaneous Retail Trade	\$1,993,175	\$68	\$2,482	3%	(\$2,414)	(\$70,812,771)
Motor Vehicle	\$1,873,237	\$64	\$371	17%	(\$307)	(\$9,015,898)
Non-store Retailers	\$25,491,971	\$869	\$1,086	80%	(\$216)	(\$6,348,694)
Sporting Good	\$620,625	\$21	\$2,406	1%	(\$2,385)	(\$69,954,666)
Wholesale Trade-Durable Goods	\$4,332,362	\$148	\$1,591	9%	(\$1,443)	(\$42,334,472)
Wholesale Trade-Electronic Markets	Number of Businesses is below the threshold for reporting.					
Wholesale Trade-Nondurable Goods	\$961,750	\$33	\$285	12%	(\$252)	(\$7,383,094)
Accommodation	Number of businesses is below the threshold for reporting.					
Arts, Entertainment, and Recreation	\$5,283,518	\$180	\$323	56%	(\$143)	(\$4,204,777)
Food Services & Drinking Places	\$18,868,998	\$643	\$1,792	36%	(\$1,149)	(\$33,686,790)
Other Services-Except Public Administration	\$5,603,189	\$191	\$565	34%	(\$374)	(\$10,968,080)
Total Retail	\$225,503,972	\$7,688	\$17,324	44%	(\$9,635)	(\$282,615,072)
Industry						
Agriculture, Forestry, Fishing & Hunting	Number of Businesses is below the threshold for reporting.					
Construction	\$962,461	\$33	\$375	9%	(\$343)	(\$10,049,141)
Information	\$11,413,062	\$389	\$824	47%	(\$434)	(\$12,741,177)
Manufacturing	\$1,773,320	\$60	\$963	6%	(\$903)	(\$26,477,200)
Mining, Quarrying, & Oil & Gas Extraction	Number of Businesses is below the threshold for reporting.					
Transportation & Warehousing	Number of Businesses is below the threshold for reporting.					
Utilities	Number of Businesses is below the threshold for reporting.					
Industry Total	\$30,956,064	\$1,055	\$3,070	34%	(\$2,015)	(\$59,097,066)

	SYRACUSE DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Services						
Admin. & Sup & Waste Man.& Remed. Ser	\$317,867	\$11	\$99	11%	(\$88)	(\$2,580,192)
Educational Services	\$92,845	\$3	\$41	8%	(\$38)	(\$1,108,414)
Finance & Insurance	\$1,880,569	\$64	\$119	54%	(\$55)	(\$1,610,595)
Health Care & Social Assistance	\$154,251	\$5	\$48	11%	(\$42)	(\$1,246,181)
Management of Companies & Enterprises	Number of Businesses is below the threshold for reporting					
Professional, Scientific, & Technical Serv	\$2,225,318	\$76	\$382	20%	(\$306)	(\$8,966,770)
Public Administration	Number of Businesses is below the threshold for reporting					
Real Estate, Rental, & Leasing	\$3,381,456	\$115	\$592	19%	(\$476)	(\$13,974,469)
Services Total	\$8,180,664	\$279	\$1,378	20%	(\$1,099)	(\$32,232,723)
Other						
Other	\$0	\$0	\$846	0%	(\$846)	(\$24,824,615)
All Taxable Sales						
Total	\$264,640,700	\$9,023	\$22,618	40%	(\$13,595)	(\$398,769,476)

The City is leaking in most major categories relative to State average spending except for Food & Beverage, General Merchandise, and Furniture & Home Furnishing¹. The per capita spending in Syracuse is approximately \$9,023, compared to the State average of \$22,618. The total taxable sales leaking to other communities is estimated at \$399M. Assuming a sales tax levy of 0.5 percent based on point of sale equates to a loss of \$1.99M in tax revenues. Factors influencing a community's capture rate include total population, proximity to major freeways or roadways, the population within a 360-degree trade area, geographic isolation, and competitive market sites. These factors will be explored further in the market analysis.

TABLE 3.11: TAXABLE SALES CAPTURE RATES COMPARISON

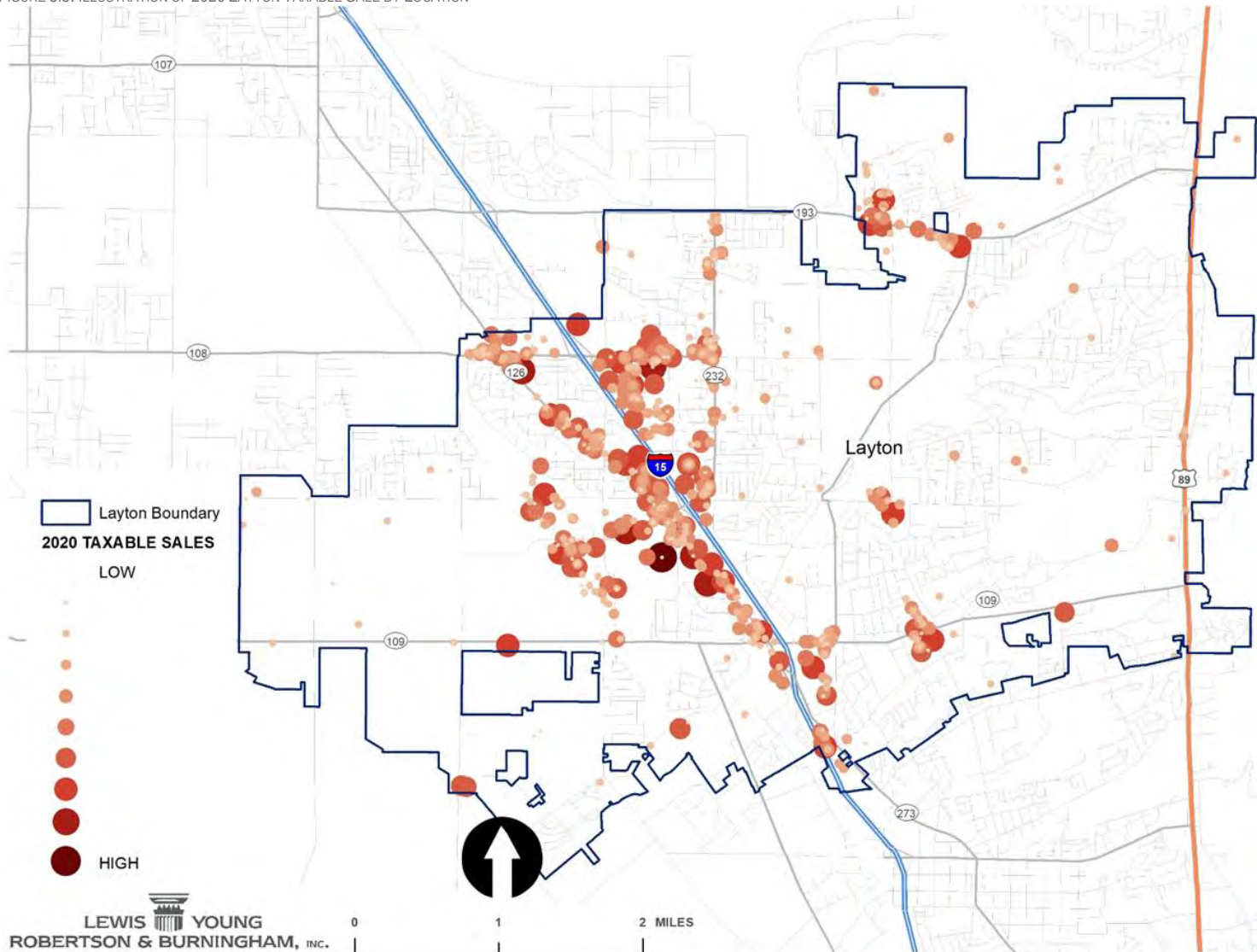
	WEST POINT		SYRACUSE		LAYTON		KAYSVILLE		FARMINGTON	
Population	10,963		32,141		81,773		32,945		24,531	
	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE
Total	(\$13,766)	34%	(\$13,595)	40%	(\$297)	99%	(\$11,683)	50%	(\$3,071)	88%

*Income Adjusted

¹ When the sales tax leakage data was collected, RC Willey was still in Syracuse. This category is now likely leaking as well.

LAYTON

FIGURE 3.3: ILLUSTRATION OF 2020 LAYTON TAXABLE SALE BY LOCATION



RETAIL TAXABLE SALES

Existing taxable sales within Layton are concentrated along the I-15 Corridor and Antelope Drive. Layton's greatest retail strength is the General Merchandise category, accounting for 16 percent of total taxable sales, followed by sales at Motor Vehicles, Building & Gardening, and Food & Beverage.

TABLE 3.12: RETAIL SPENDING BY PERCENT OF TOTAL

	2019	2020
Wholesale Trade-Durable Goods	3.1%	3.6%
Wholesale Trade-Nondurable Goods	1.4%	1.6%
Wholesale Trade-Electronic Markets	0.0%	0.1%
Motor Vehicle	11.9%	12.7%
Furniture & Home Furnishing	1.1%	2.6%
Electronics & Appliance	1.0%	0.9%
Building & Garden Equipment	8.8%	9.7%
Food & Beverage	7.5%	7.4%
Health & Personal	1.1%	1.1%
Gas Station	1.2%	1.0%
Clothing & Accessories	4.0%	3.3%
Sporting Good	1.8%	1.8%
General Merchandise	16.5%	15.7%
Miscellaneous Retail Trade	3.9%	3.3%
Non-Store Retailers	4.4%	7.0%

SERVICES TAXABLE SALES

Services represent 16 percent of Layton's total taxable sales. Food Services and Drinking Places represent the largest spending category in this group. Industries in the Food Services and Drinking Places subsector are varied. Some provide food and drink only, while others provide various combinations of seating space.

TABLE 3.13: SERVICES SPENDING BY PERCENT OF TOTAL

CATEGORY	2019	2020
Finance & Insurance	0.3%	0.3%
Real Estate, Rental, & Leasing	2.4%	2.4%
Professional, Scientific, & Technical Services	0.7%	1.0%
Management of Companies & Enterprises	0.1%	0.1%
Admin & Support & Waste Management & Remediation	0.4%	0.3%
Educational	0.1%	0.1%
Health Care & Social Assistance	0.2%	0.2%
Arts, Entertainment & Recreation	0.6%	0.4%
Accommodation	1.5%	0.8%
Food Services & Drinking Places	10.0%	8.8%
Other Services-Except Public Administration	2.1%	1.8%
Public Administration	0.1%	0.0%

INDUSTRY TAXABLE SALES

10 percent of Layton's taxable sales are industry related. The majority of which are in the Utilities, Manufacturing, and Information categories. Most of the Information sales are in telecommunications.

TABLE 3.14: INDUSTRY TAXABLE SALE AS PERCENT OF TOTAL

CATEGORY	2019	2020
Agriculture, Forestry, Fishing & Hunting	0.0%	0.0%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.1%
Utilities	3.3%	3.0%
Construction	0.4%	0.5%
Manufacturing	2.5%	2.5%
Transportation & Warehousing	0.0%	0.0%
Information	4.7%	3.5%

SALE LEAKAGE ANALYSIS

The table below provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Layton City to other communities. When leakage occurs, the capture rate is below 100 percent, indicating the City is not collecting the average sales expected based on a per capita basis relative to the State average. Positive numbers indicate that Layton City is attracting more than the State average relative to that category, suggesting shoppers from outside the City are attracted to the area for specific purchases or that there is a high concentration of this type of spending. This is reflected in the capture rate as a number above 100 percent.

TABLE 3.15: RETAIL SALES LEAKAGE

	LAYTON DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Retail						
Building Material & Garden Equip	\$145,335,430	\$1,863	\$1,574	118%	\$289	\$22,536,895
Clothing & Accessories	\$66,822,205	\$857	\$354	242%	\$503	\$39,213,549
Electrical & Appliance	\$16,659,113	\$214	\$1,226	17%	(\$1,012)	(\$78,965,115)
Food & Beverage	\$125,360,327	\$1,607	\$191	840%	\$1,416	\$110,435,632
Furniture & Home Furnishing	\$17,590,625	\$225	\$401	56%	(\$175)	(\$13,654,458)
Gas Station	\$19,469,694	\$250	\$630	40%	(\$381)	(\$29,696,833)
General Merchandise	\$273,370,363	\$3,504	\$577	608%	\$2,928	\$228,381,752
Health & Personal	\$18,817,153	\$241	\$418	58%	(\$177)	(\$13,809,173)
Miscellaneous Retail Trade	\$64,295,352	\$824	\$2,342	35%	(\$1,517)	(\$118,360,812)
Motor Vehicle	\$197,967,307	\$2,538	\$350	725%	\$2,188	\$170,648,555
Non-store Retailers	\$73,007,751	\$936	\$1,024	91%	(\$88)	(\$6,874,374)
Sporting Good	\$30,358,263	\$389	\$2,270	17%	(\$1,881)	(\$146,701,615)
Wholesale Trade-Durable Goods	\$51,323,873	\$658	\$1,501	44%	(\$843)	(\$65,754,269)
Wholesale Trade-Electronic Markets	\$347,205	\$4	\$14	33%	(\$9)	(\$709,311)
Wholesale Trade-Nondurable Goods	\$23,171,171	\$297	\$268	111%	\$29	\$2,235,557
Accommodation	\$25,541,818	\$327	\$674	49%	(\$347)	(\$27,030,768)
Arts, Entertainment, and Recreation	\$11,108,232	\$142	\$305	47%	(\$163)	(\$12,696,081)
Food Services & Drinking Places	\$168,024,377	\$2,154	\$1,690	127%	\$464	\$36,171,978
Other Services-Except Public Administration	\$35,488,642	\$455	\$533	85%	(\$78)	(\$6,085,496)
Total Retail	\$1,364,058,901	\$17,486	\$16,342	107%	\$1,145	\$89,285,613
Industry						
Agriculture, Forestry, Fishing & Hunting	\$96,100	\$1	\$7	18%	(\$6)	(\$446,621)
Construction	\$7,126,300	\$91	\$354	26%	(\$263)	(\$20,499,698)
Information	\$77,875,384	\$998	\$777	129%	\$221	\$17,277,028
Manufacturing	\$41,651,073	\$534	\$909	59%	(\$375)	(\$29,224,067)
Mining, Quarrying, & Oil & Gas Extraction				Number of Businesses is below the threshold for reporting		
Transportation & Warehousing	\$429,597	\$6	\$46	12%	(\$41)	(\$3,195,248)
Utilities				Number of Businesses is below the threshold for reporting		

	LAYTON DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Industry Total	\$181,874,598	\$2,331	\$2,896	81%	(\$565)	(\$44,051,446)
Services						
Admin. & Sup & Waste Man.& Remed. Ser	\$6,055,013	\$78	\$93	83%	(\$16)	(\$1,215,661)
Educational Services	\$1,410,510	\$18	\$39	47%	(\$21)	(\$1,603,217)
Finance & Insurance	\$5,353,803	\$69	\$112	61%	(\$44)	(\$3,404,857)
Health Care & Social Assistance	\$3,628,087	\$47	\$45	103%	\$1	\$114,672
Management of Companies & Enterprises	\$2,115,612	\$27	\$8	329%	\$19	\$1,472,978
Professional, Scientific, & Technical Serv	\$11,349,852	\$145	\$360	40%	(\$214)	(\$16,728,952)
Public Administration	Number of Businesses is below the threshold for reporting					
Real Estate, Rental, & Leasing	\$39,008,444	\$500	\$558	90%	(\$58)	(\$4,534,245)
Services Total	\$69,726,693	\$894	\$1,300	69%	(\$406)	(\$31,662,749)
Other						
Other	\$25,565,319	\$328	\$798	41%	(\$471)	(\$36,714,881)
All Taxable Sales						
Total	\$1,641,225,511	\$21,039	\$21,336	99%	(\$297)	(\$23,143,462)

Overall, the City is capturing 107% of retail sales. However, this is mainly captured in three categories: Food & Beverage, Motor Vehicle, and General Merchandise. The per capita spending in Layton is approximately \$21,039, compared to the State average of \$21,336. The total taxable sales leaking to other communities is estimated at \$23M. Assuming a sales tax levy of 0.5 percent based on point of sale equates to a loss of \$115,717 in tax revenues. Factors influencing a community's capture rate include total population, proximity to major freeways or roadways, the population within a 360-degree trade area, geographic isolation, and competitive market sites. These factors will be explored further in the market analysis.

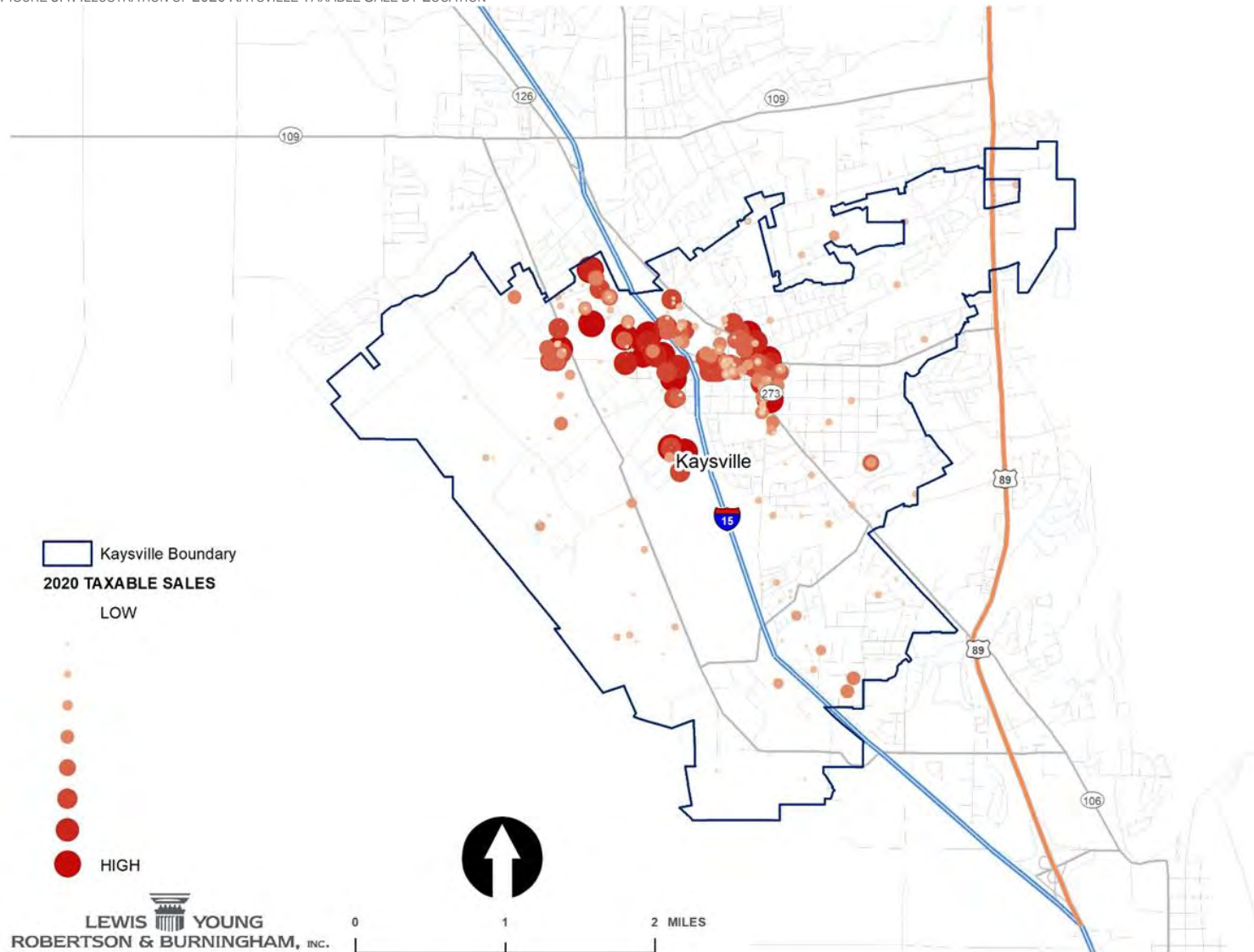
TABLE 3.16: TAXABLE SALES CAPTURE RATES COMPARISON

	WEST POINT		SYRACUSE		LAYTON		KAYSVILLE		FARMINGTON	
Population	10,963		32,141		81,773		32,945		24,531	
	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE
Total	(\$13,766)	34%	(\$13,595)	40%	(\$297)	99%	(\$11,683)	50%	(\$3,071)	88%

*Income Adjusted

KAYSVILLE

FIGURE 3.4: ILLUSTRATION OF 2020 KAYSVILLE TAXABLE SALE BY LOCATION



RETAIL TAXABLE SALES

Existing taxable sales within Kaysville are concentrated along the I-15 Corridor and 200 North. Kaysville's greatest retail strength is the Motor Vehicle & Parts category, accounting for 14 percent of total taxable sales, followed by sales at Gasoline Stations and Non-Store Retailers.

TABLE 3.17: RETAIL SPENDING BY PERCENT OF TOTAL

	2019	2020
Wholesale Trade-Durable Goods	6.8%	7.7%
Wholesale Trade-Nondurable Goods	2.5%	2.1%
Wholesale Trade-Electronic Markets	0.0%	0.1%
Motor Vehicle	13.9%	14.0%
Furniture & Home Furnishing	0.3%	0.4%
Electronics & Appliance	1.2%	1.2%
Building & Garden Equipment	1.7%	2.1%
Food & Beverage	5.1%	4.1%
Health & Personal	5.7%	5.1%
Gas Station	14.0%	12.9%
Clothing & Accessories	1.6%	1.6%
Sporting Good	2.1%	2.6%
General Merchandise	2.2%	2.1%
Miscellaneous Retail Trade	2.1%	2.0%
Non-Store Retailers	8.7%	12.7%

SERVICES TAXABLE SALES

Services represent 13 percent of Kaysville's total taxable sales. Food Services and Drinking Places represent the largest spending category in this group. Industries in the Food Services and Drinking Places subsector are varied. Some provide food and drink only, while others provide various combinations of seating space.

TABLE 3.18: SERVICES SPENDING BY PERCENT OF TOTAL

CATEGORY	2019	2020
Finance & Insurance	0.5%	0.4%
Real Estate, Rental, & Leasing	1.6%	1.4%
Professional, Scientific, & Technical Services	2.0%	1.7%
Management of Companies & Enterprises	0.1%	0.1%
Admin & Support & Waste Management & Remediation	0.2%	0.2%
Educational	0.4%	0.2%
Health Care & Social Assistance	0.2%	0.2%
Arts, Entertainment & Recreation	1.9%	0.8%
Accommodation	0.1%	0.0%
Food Services & Drinking Places	6.9%	5.7%
Other Services-Except Public Administration	3.0%	2.4%
Public Administration	0.0%	0.0%

INDUSTRY TAXABLE SALES

12 percent of Kaysville's taxable sales are industry related. The majority of which are in the Utilities, Manufacturing, and Information categories. Most of the Information sales are in telecommunications.

TABLE 3.19: INDUSTRY TAXABLE SALE AS PERCENT OF TOTAL

CATEGORY	2019	2020
Agriculture, Forestry, Fishing & Hunting	0.0%	0.0%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.1%
Utilities	5.2%	4.2%
Construction	2.0%	1.4%
Manufacturing	3.5%	2.8%
Transportation & Warehousing	0.0%	0.0%
Information	3.9%	3.2%

SALE LEAKAGE ANALYSIS

The table below provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Kaysville City to other communities. When leakage occurs, the capture rate is below 100 percent, indicating the City is not collecting the average sales expected based on a per capita basis relative to the State average. Positive numbers indicate that Kaysville City is attracting more than the State average relative to that category, suggesting shoppers from outside the City are attracted to the area for specific purchases or that there is a high concentration of this type of spending. This is reflected in the capture rate as a number above 100 percent.

TABLE 3.20: RETAIL SALES LEAKAGE

	KAYSVILLE DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Retail						
Building Material & Garden Equip	\$6,353,406	\$202	\$1,342	15%	(\$1,141)	(\$35,922,109)
Clothing & Accessories	\$5,946,129	\$189	\$690	27%	(\$501)	(\$15,790,415)
Electrical & Appliance	\$4,486,826	\$142	\$439	32%	(\$296)	(\$9,326,639)
Food & Beverage	\$18,764,556	\$596	\$1,724	35%	(\$1,128)	(\$35,524,733)
Furniture & Home Furnishing	\$1,026,809	\$33	\$383	9%	(\$351)	(\$11,050,824)
Gas Station					Number of Businesses is below the threshold for reporting	
General Merchandise	\$8,198,109	\$260	\$2,485	10%	(\$2,225)	(\$70,080,144)
Health & Personal	\$20,942,856	\$665	\$210	317%	\$455	\$14,344,642
Miscellaneous Retail Trade	\$7,957,216	\$253	\$632	40%	(\$379)	(\$11,932,270)
Motor Vehicle	\$51,294,867	\$1,629	\$2,564	64%	(\$935)	(\$29,457,507)
Non-store Retailers	\$32,273,608	\$1,025	\$1,121	91%	(\$97)	(\$3,042,316)
Sporting Good	\$7,929,090	\$252	\$388	65%	(\$136)	(\$4,276,710)
Wholesale Trade-Durable Goods	\$24,955,484	\$792	\$1,643	48%	(\$851)	(\$26,804,816)
Wholesale Trade-Electronic Markets	\$83,606	\$3	\$15	18%	(\$12)	(\$383,480)
Wholesale Trade-Nondurable Goods	\$9,136,644	\$290	\$294	99%	(\$4)	(\$119,001)
Accommodation					Number of Businesses is below the threshold for reporting	
Arts, Entertainment, and Recreation	\$6,961,168	\$221	\$334	66%	(\$113)	(\$3,562,730)
Food Services & Drinking Places	\$25,801,512	\$819	\$1,851	44%	(\$1,032)	(\$32,490,494)
Other Services-Except Public Administration	\$11,159,928	\$354	\$584	61%	(\$229)	(\$7,220,018)
Total Retail	\$294,676,737	\$9,357	\$17,895	52%	(\$8,538)	(\$268,901,121)
Industry						
Agriculture, Forestry, Fishing & Hunting					Number of Businesses is below the threshold for reporting	
Construction	\$7,663,245	\$243	\$388	63%	(\$144)	(\$4,550,221)
Information	\$14,610,176	\$464	\$851	55%	(\$387)	(\$12,180,385)
Manufacturing	\$12,978,106	\$412	\$995	41%	(\$583)	(\$18,355,826)
Mining, Quarrying, & Oil & Gas Extraction					Number of Businesses is below the threshold for reporting	
Transportation & Warehousing					Number of Businesses is below the threshold for reporting	
Utilities					Number of Businesses is below the threshold for reporting	
Industry Total	\$54,237,717	\$1,722	\$3,171	54%	(\$1,449)	(\$45,644,291)
Services						

	KAYSVILLE DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Admin. & Sup & Waste Man.& Remed. Ser	\$746,506	\$24	\$102	23%	(\$78)	(\$2,467,862)
Educational Services	\$1,364,450	\$43	\$42	102%	\$1	\$32,080
Finance & Insurance	\$1,756,323	\$56	\$123	45%	(\$67)	(\$2,115,885)
Health Care & Social Assistance	\$918,337	\$29	\$49	59%	(\$20)	(\$634,945)
Management of Companies & Enterprises	Number of Businesses is below the threshold for reporting					
Professional, Scientific, & Technical Serv	\$7,891,903	\$251	\$394	64%	(\$144)	(\$4,521,749)
Public Administration	Number of Businesses is below the threshold for reporting					
Real Estate, Rental, & Leasing	\$5,861,995	\$186	\$611	30%	(\$425)	(\$13,388,248)
Services Total	\$18,958,635	\$602	\$1,423	42%	(\$821)	(\$25,865,684)
Other						
Other	\$0	\$0	\$874	0%	(\$874)	(\$27,534,105)
All Taxable Sales						
Total	\$367,873,089	\$11,681	\$23,364	50%	(\$11,683)	(\$367,945,200)

The City is leaking in most major categories relative to State average spending except for Motor Vehicle, Gasoline Stations (not shown), and Educational Services. The per capita spending in Kaysville is approximately \$11,681, compared to the State average of \$23,364. The total taxable sales leaking to other communities is estimated at \$367M. Assuming a sales tax levy of 0.5 percent based on point of sale equates to a loss of \$1.84M in tax revenues. Factors influencing a community's capture rate include total population, proximity to major freeways or roadways, the population within a 360-degree trade area, geographic isolation, and competitive market sites. These factors will be explored further in the market analysis.

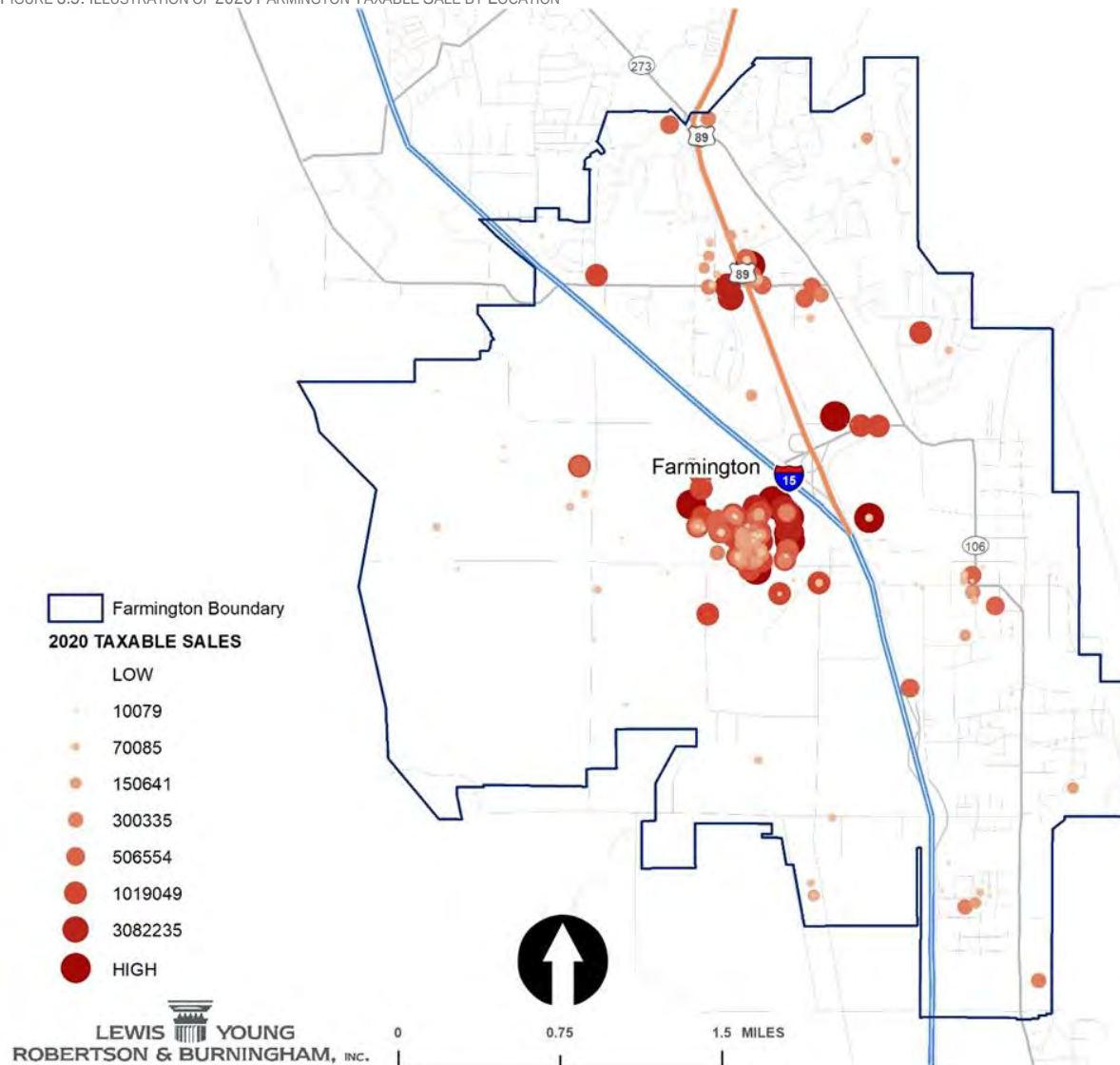
TABLE 3.21: TAXABLE SALES CAPTURE RATES COMPARISON

	WEST POINT		SYRACUSE		LAYTON		KAYSVILLE		FARMINGTON	
Population	10,963		32,141		81,773		32,945		24,531	
	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE
Total	(\$13,766)	34%	(\$13,595)	40%	(\$297)	99%	(\$11,683)	50%	(\$3,071)	88%

*Income Adjusted

FARMINGTON

FIGURE 3.5: ILLUSTRATION OF 2020 FARMINGTON TAXABLE SALE BY LOCATION



RETAIL TAXABLE SALES

Existing taxable sales within Farmington are concentrated along the I-15 Corridor and Hwy 89. Farmington's greatest retail strength are the Food & Beverage and Clothing & Accessories categories, each accounting for 13 percent of total taxable sales, followed by sales at Non-Store Retailers.

TABLE 3.22: RETAIL SPENDING BY PERCENT OF TOTAL

	2019	2020
Wholesale Trade-Durable Goods	7.8%	5.1%
Wholesale Trade-Nondurable Goods	0.3%	0.2%
Wholesale Trade-Electronic Markets	0.0%	0.1%
Motor Vehicle	6.5%	6.5%
Furniture & Home Furnishing	0.5%	0.6%
Electronics & Appliance	4.6%	4.2%
Building & Garden Equipment	0.2%	0.4%
Food & Beverage	11.0%	13.3%
Health & Personal	1.0%	1.3%
Gas Station	0.9%	1.0%
Clothing & Accessories	15.6%	13.3%
Sporting Good	4.4%	6.4%
General Merchandise	1.0%	1.2%
Miscellaneous Retail Trade	1.3%	1.6%
Non-Store Retailers	5.2%	10.5%

INDUSTRY TAXABLE SALES

8 percent of Farmington's taxable sales are industry related. The majority of which are in the Utilities and Information categories. Most of the Information sales are in telecommunications.

TABLE 3.24: INDUSTRY TAXABLE SALE AS PERCENT OF TOTAL

CATEGORY	2019	2020
Agriculture, Forestry, Fishing & Hunting	0.0%	0.0%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.0%
Utilities	3.1%	3.4%
Construction	0.6%	0.7%
Manufacturing	0.6%	0.7%
Transportation & Warehousing	0.0%	0.0%
Information	3.2%	2.8%

SERVICES TAXABLE SALES

In 2020, Services represented 23 percent of Farmington's total taxable sales. Arts, Entertainment, and Recreation represent the largest spending category in this group.

TABLE 3.23: SERVICES SPENDING BY PERCENT OF TOTAL

CATEGORY	2019	2020
Finance & Insurance	0.3%	0.3%
Real Estate, Rental, & Leasing	0.7%	0.7%
Professional, Scientific, & Technical Services	1.5%	2.1%
Management of Companies & Enterprises	0.4%	0.4%
Admin & Support & Waste Management & Remediation	0.2%	0.2%
Educational	0.1%	0.1%
Health Care & Social Assistance	0.2%	0.2%
Arts, Entertainment & Recreation	14.6%	8.7%
Accommodation	1.2%	0.8%
Food Services & Drinking Places	8.1%	8.2%
Other Services-Except Public Administration	2.1%	1.5%
Public Administration	0.1%	0.0%

SALE LEAKAGE ANALYSIS

The table below provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Farmington City to other communities. When leakage occurs, the capture rate is below 100 percent, indicating the City is not collecting the average sales expected based on a per capita basis relative to the State average. Positive numbers indicate that Farmington City is attracting more than the State average relative to that category, suggesting shoppers from outside the City are attracted to the area for specific purchases or that there is a high concentration of this type of spending. This is reflected in the capture rate as a number above 100 percent.

TABLE 3.25: RETAIL SALES LEAKAGE

	FARMINGTON DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Retail						
Building Material & Garden Equip	\$1,230,057	\$52	\$1,929	3%	(\$1,878)	(\$44,773,909)
Clothing & Accessories	\$86,505,488	\$3,628	\$434	836%	\$3,194	\$76,162,468
Electrical & Appliance	\$25,301,976	\$1,061	\$1,502	71%	(\$441)	(\$10,521,691)
Food & Beverage	\$61,376,364	\$2,574	\$234	1098%	\$2,339	\$55,785,132
Furniture & Home Furnishing	\$2,596,656	\$109	\$491	22%	(\$382)	(\$9,108,677)
Gas Station					Number of Businesses is below the threshold for reporting	
General Merchandise	\$5,257,288	\$220	\$707	31%	(\$486)	(\$11,596,778)
Health & Personal	\$5,404,501	\$227	\$513	44%	(\$286)	(\$6,818,287)
Miscellaneous Retail Trade	\$7,950,957	\$333	\$2,869	12%	(\$2,536)	(\$60,477,449)
Motor Vehicle	\$35,832,985	\$1,503	\$429	350%	\$1,073	\$25,598,572
Non-store Retailers	\$29,167,572	\$1,223	\$1,255	97%	(\$32)	(\$758,637)
Sporting Good	\$24,141,891	\$1,012	\$2,782	36%	(\$1,769)	(\$42,189,981)
Wholesale Trade-Durable Goods	\$42,912,505	\$1,799	\$1,839	98%	(\$40)	(\$948,433)
Wholesale Trade-Electronic Markets	\$44,809	\$2	\$17	11%	(\$15)	(\$350,993)
Wholesale Trade-Nondurable Goods	\$1,482,649	\$62	\$329	19%	(\$267)	(\$6,360,452)
Accommodation	\$6,677,447	\$280	\$826	34%	(\$546)	(\$13,017,800)
Arts, Entertainment, and Recreation	\$80,715,982	\$3,385	\$374	905%	\$3,011	\$71,798,182
Food Services & Drinking Places	\$45,507,435	\$1,908	\$2,071	92%	(\$163)	(\$3,888,377)
Other Services-Except Public Administration	\$11,852,321	\$497	\$653	76%	(\$156)	(\$3,722,582)
Total Retail	\$478,735,885	\$20,075	\$20,026	100%	\$49	\$1,168,075
Industry						
Agriculture, Forestry, Fishing & Hunting					Number of Businesses is below the threshold for reporting	
Construction	\$3,073,926	\$129	\$434	30%	(\$305)	(\$7,275,591)
Information	\$17,671,280	\$741	\$952	78%	(\$211)	(\$5,030,658)
Manufacturing	\$3,569,073	\$150	\$1,113	13%	(\$964)	(\$22,982,853)
Mining, Quarrying, & Oil & Gas Extraction					Number of Businesses is below the threshold for reporting	
Transportation & Warehousing					Number of Businesses is below the threshold for reporting	
Utilities					Number of Businesses is below the threshold for reporting	
Industry Total	\$41,315,509	\$1,733	\$3,549	49%	(\$1,817)	(\$43,323,075)

	FARMINGTON DIRECT TAXABLE SALES	PER CAPITA SPENDING	UTAH INCOME ADJUSTED PER CAPITA SPENDING	CAPTURE RATE	PER CAPITA SALE LEAKAGE	TOTAL LEAKAGE
Services						
Admin. & Sup & Waste Man.& Remed. Ser	\$1,309,923	\$55	\$114	48%	(\$59)	(\$1,413,887)
Educational Services	\$777,033	\$33	\$47	69%	(\$15)	(\$351,998)
Finance & Insurance	\$1,823,595	\$76	\$138	56%	(\$61)	(\$1,457,658)
Health Care & Social Assistance	\$1,133,237	\$48	\$55	86%	(\$8)	(\$182,992)
Management of Companies & Enterprises	Number of Businesses is below the threshold for reporting					
Professional, Scientific, & Technical Serv	\$8,424,747	\$353	\$441	80%	(\$88)	(\$2,094,404)
Public Administration	Number of Businesses is below the threshold for reporting					
Real Estate, Rental, & Leasing	\$4,124,349	\$173	\$684	25%	(\$511)	(\$12,188,031)
Services Total	\$19,642,773	\$824	\$1,593	52%	(\$769)	(\$18,340,713)
Other						
Other	\$10,586,978	\$444	\$978	45%	(\$534)	(\$12,745,029)
All Taxable Sales						
Total	\$550,281,145	\$23,075	\$26,147	88%	(\$3,071)	(\$73,240,742)

Overall, the City is capturing 100% of retail sales. However, this is mainly captured in three categories: Food & Beverage, Arts, Entertainment and Recreation, and Clothing & Accessories. The per capita spending in Farmington is approximately \$23,075, compared to the State average of \$26,174. The total taxable sales leaking to other communities is estimated at \$73M. Assuming a sales tax levy of 0.5 percent based on point of sale equates to a loss of \$366,204 in tax revenues. Factors influencing a community's capture rate include total population, proximity to major freeways or roadways, the population within a 360-degree trade area, geographic isolation, and competitive market sites. These factors will be explored further in the market analysis.

TABLE 3.26: TAXABLE SALES CAPTURE RATES COMPARISON

	WEST POINT		SYRACUSE		LAYTON		KAYSVILLE		FARMINGTON	
Population	10,963		32,141		81,773		32,945		24,531	
	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE	PER CAPITA LEAKAGE*	CAPTURE RATE
Total	(\$13,766)	34%	(\$13,595)	40%	(\$297)	99%	(\$11,683)	50%	(\$3,071)	88%

*Income Adjusted

SECTION 4: MARKET ANALYSIS

EXISTING MARKET CONDITIONS

The following section will address existing market conditions within the WDC Entities, including property taxation, vacancy rates, an illustration of competitive market sites, projected growth within the WDC Entities, future travel demand, market supportable development, and potential barriers to future economic growth.

PROPERTY TAX COMPARISON

Utah's municipal tax rate-setting process is designed to achieve budget neutrality. An entity's prior year budgeted revenue serves as the baseline for current year certified tax rate calculations. According to the Utah State Tax Commission:

The county assessor and State Tax Commission provide valuation information to the county auditor, including changes in value resulting from reappraisal, new growth, factoring and legislative adjustments. The State Tax Commission and the county auditor calculate certified tax rates and the county auditor provides taxing entities with valuation and certified tax rate information. The certified tax rate provides a taxing entity with the same amount of property tax revenue it received in the previous tax year plus any revenue generated by additional growth in its taxable value. When this information is received, taxing entities compute and adopt proposed tax rates.

To adopt a tax rate that exceeds the Certified Tax Rate, an entity must go through what is known as the "Truth-in-Taxation" process. Truth-in-Taxation statutes require that entities proposing a tax increase advertise the increase and hold a public hearing. Standard 10.9 "Truth in Taxation" discusses this procedure in more detail. If adopted, the Certified Tax Rate or the proposed rate is applied to all taxable value within the boundaries of the taxing entity. For a historical overview of Utah's property tax system, see: <https://propertytax.utah.gov/media/historic-overview.pdf>.

TABLE 4.1: TAX RATE COMPARISONS

	POPULATION	RANK	2021 TAX RATE	RANK	2020	2019	2018	2017	2016	2015	2014	2013	2012
Bountiful	45,762	2	0.000967	12	0.000789	0.000814	0.000880	0.000832	0.000890	0.000957	0.000946	0.001063	0.001094
Centerville	16,884	9	0.001197	10	0.001158	0.001192	0.001275	0.001354	0.000983	0.001088	0.001072	0.001141	0.001165
Clearfield	31,909	5	0.001437	8	0.001437	0.001437	0.001607	0.001745	0.001800	0.001800	0.001800	0.001800	0.001800
Clinton	23,386	7	0.001936	2	0.001608	0.001660	0.001794	0.001925	0.002082	0.002198	0.002253	0.001831	0.001871
Farmington	24,531	6	0.001607	5	0.001491	0.001640	0.001765	0.001942	0.002132	0.002226	0.002127	0.002290	0.002269
Fruit Heights	6,101	13	0.001950	1	0.001950	0.001887	0.002027	0.002117	0.002295	0.002369	0.001863	0.002023	0.002054
Kaysville	32,945	3	0.001663	3	0.001589	0.001589	0.001589	0.001589	0.001717	0.001782	0.001826	0.000999	0.001028
Layton	81,773	1	0.001593	6	0.001645	0.001666	0.001521	0.001635	0.001805	0.001928	0.001896	0.002046	0.002084
North Salt Lake	21,907	8	0.001141	11	0.001233	0.001284	0.001355	0.001450	0.001622	0.001517	0.001541	0.001613	0.001637
South Weber	7,867	12	0.001522	7	0.001403	0.001441	0.000769	0.000815	0.000881	0.000941	0.000954	0.000993	0.000998
Sunset	5,475	15	0.000858	13	0.001543	0.001587	0.001766	0.001950	0.002121	0.002290	0.002258	0.002357	0.002492
Syracuse	32,141	4	0.001653	4	0.001593	0.001512	0.001512	0.001573	0.001573	0.001639	0.001659	0.001787	0.001832
West Bountiful	5,917	14	0.001301	9	0.001363	0.001315	0.001449	0.001566	0.001684	0.001806	0.001788	0.001946	0.001951
West Point	10,963	12	0.000831	14	0.000910	0.000917	0.000945	0.000984	0.000984	0.001036	0.001036	0.001111	0.001111
Woods Cross	11,410	10	0.000811	15	0.000867	0.000891	0.000935	0.001003	0.001057	0.000927	0.000913	0.001007	0.001058

West Point City

The total West Point tax rate is made up of levies by Davis County, Multicounty and County Assessing, Davis School District, West Point City, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, North Davis Sewer District, North Davis Fire District, and the Davis County Library. As shown in Figure 4.1, the Davis School District has historically accounted for approximately 60 percent of the tax rate. The West Point City municipal tax rate as a percent of the total tax rate has fluctuated historically between 6 percent and 7 percent, as shown in Figure 4.2.

FIGURE 4.1: WEST POINT PROPERTY TAX RATES

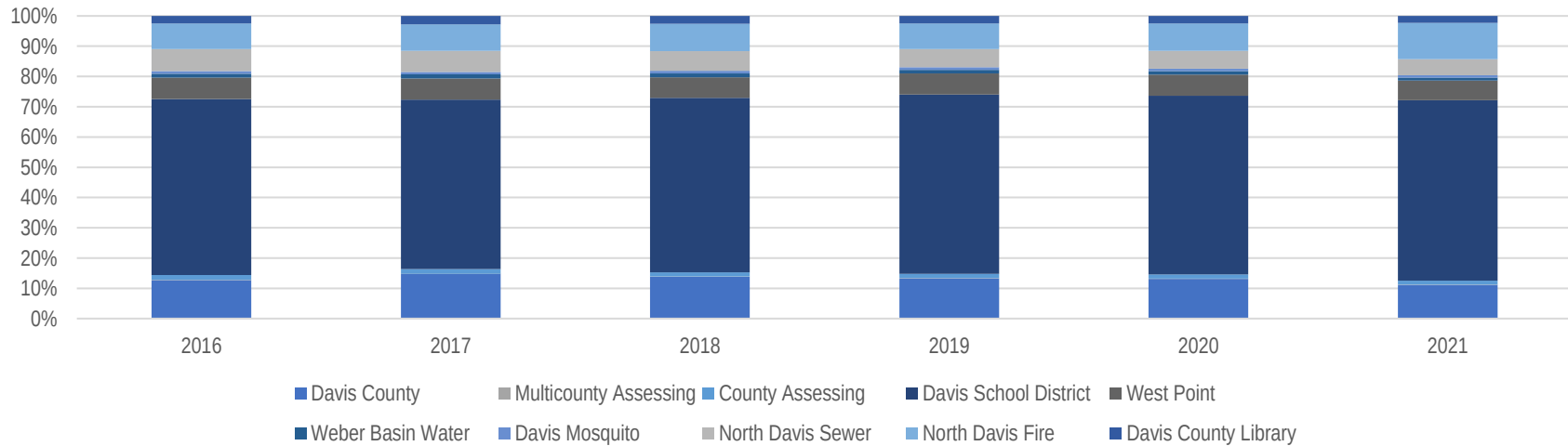
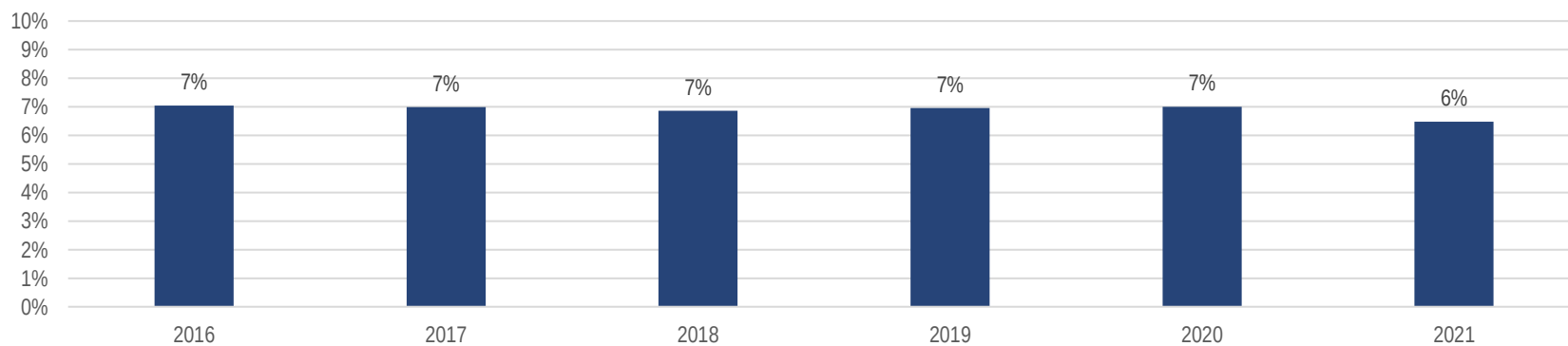


FIGURE 4.2: WEST POINT TAX RATE AS A PERCENT OF TOTAL



Syracuse City

The total Syracuse tax rate is made up of levies by Davis County, Multicounty and County Assessing, Davis School District, Syracuse City, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, North Davis Sewer District, and the Davis County Library. As shown in Figure 4.3, the Davis School District has historically accounted for approximately 61 percent of the tax rate. The Syracuse City municipal tax rate as a percent of the total tax rate has fluctuated historically between 12 percent and 14 percent, as shown in Figure 4.4.

FIGURE 4.3: SYRACUSE PROPERTY TAX RATES

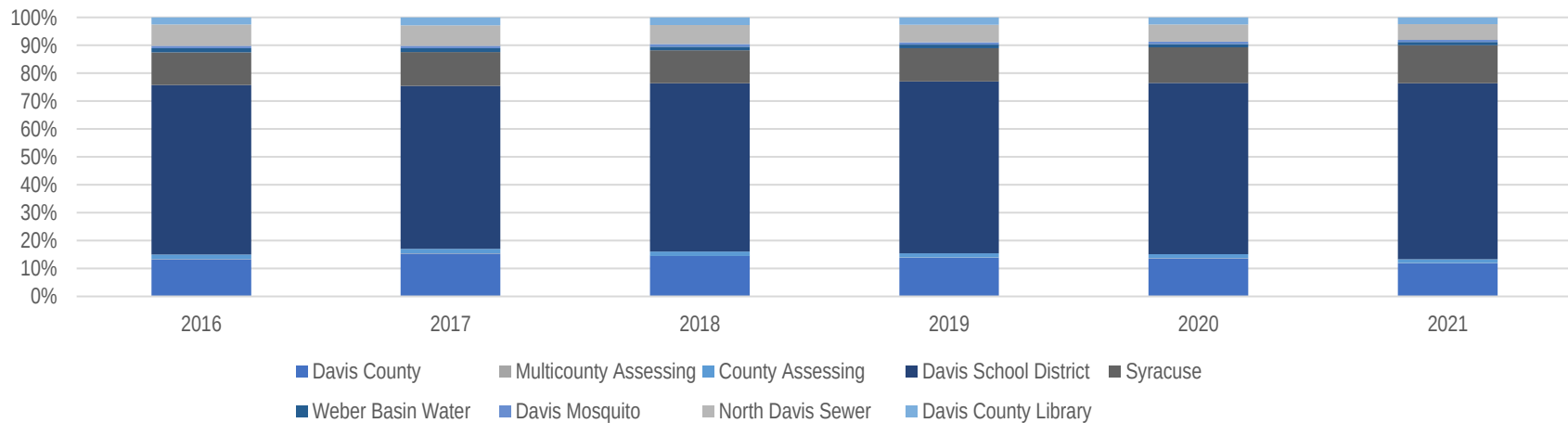
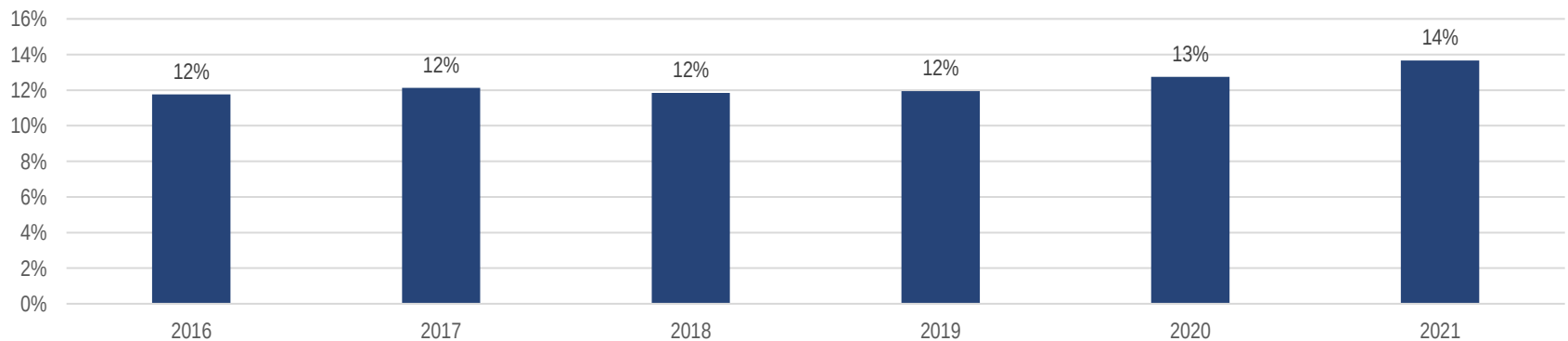


FIGURE 4.4: SYRACUSE TAX RATE AS A PERCENT OF TOTAL



Layton City

The total Layton tax rate is made up of levies by Davis County, Multicounty and County Assessing, Davis School District, Layton City, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, North Davis Sewer District, and the Davis County Library. As shown in Figure 4.5, the Davis School District has historically accounted for approximately 61 percent of the tax rate. The Layton City municipal tax rate as a percent of the total tax rate has fluctuated historically between 12 percent and 13 percent, as shown in Figure 4.6.

FIGURE 4.5: LAYTON PROPERTY TAX RATES

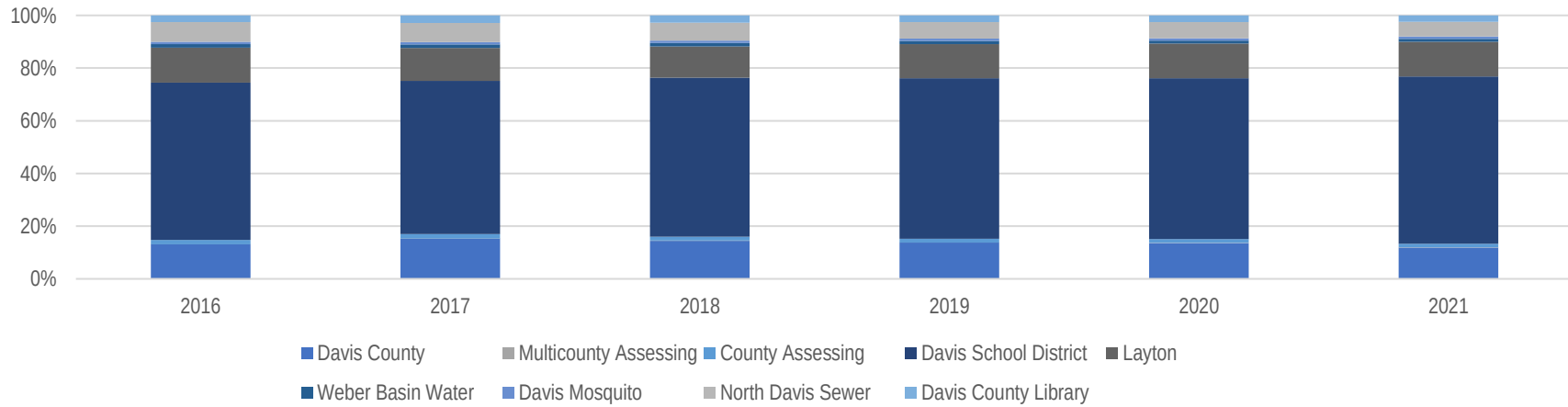
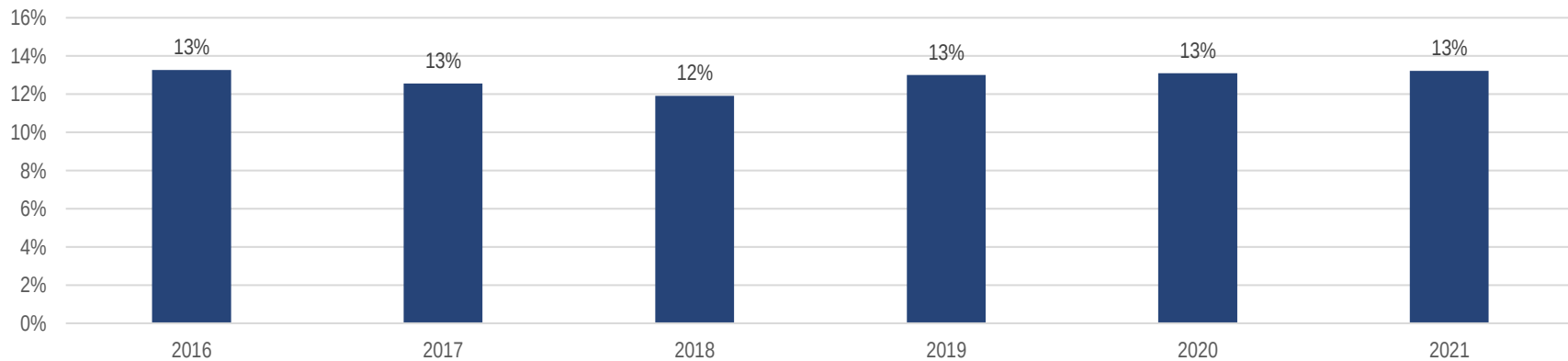


FIGURE 4.6: LAYTON TAX RATE AS A PERCENT OF TOTAL



Kaysville City

The total Kaysville tax rate is made up of levies by Davis County, Multicounty and County Assessing, Davis School District, Kaysville City, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis Sewer District, and the Davis County Library. As shown in Figure 4.7, the Davis School District has historically accounted for approximately 64 percent of the tax rate. The Kaysville City municipal tax rate as a percent of the total tax rate has fluctuated historically between 13 percent and 14 percent, as shown in Figure 4.8.

FIGURE 4.7: KAYSVILLE PROPERTY TAX RATES

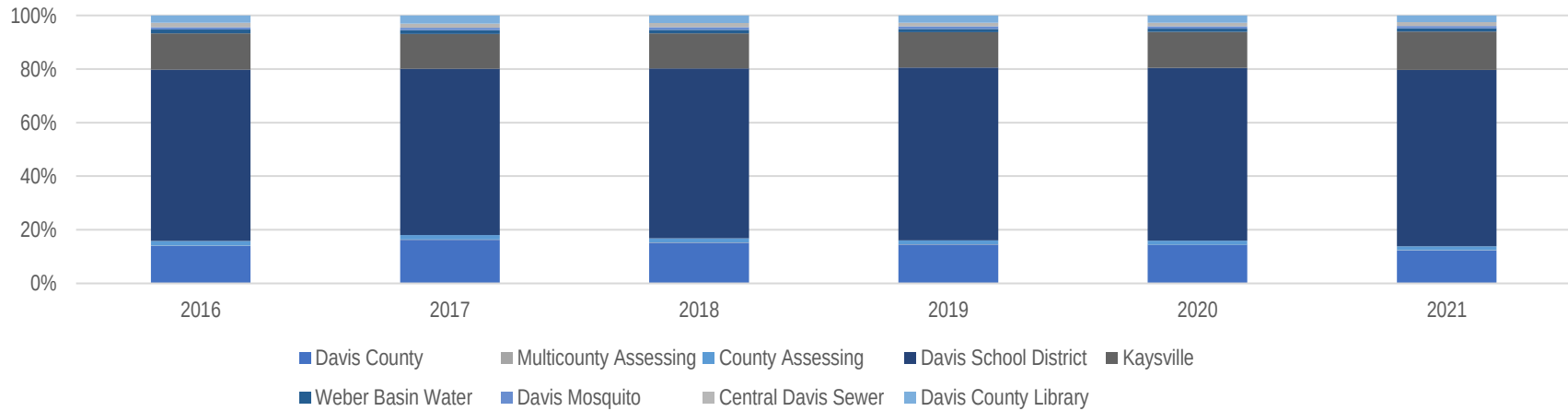
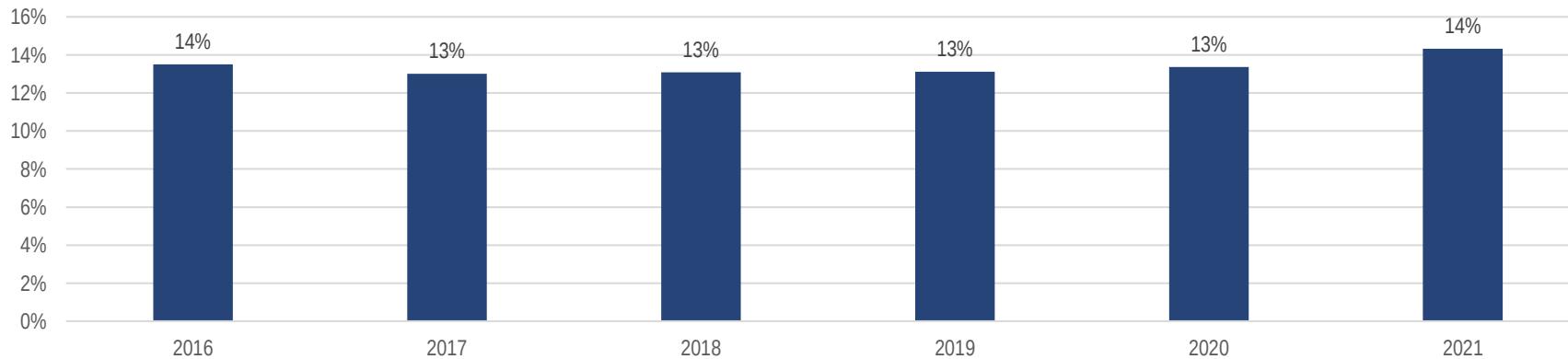


FIGURE 4.8: KAYSVILLE TAX RATE AS A PERCENT OF TOTAL



Farmington City

The total Farmington tax rate is made up of levies by Davis County, Multicounty and County Assessing, Davis School District, Farmington City, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis Sewer District, and the Davis County Library. As shown in Figure 4.9, the Davis School District has historically accounted for approximately 63 percent of the tax rate. The Farmington City municipal tax rate as a percent of the total tax rate has fluctuated historically between 13 percent, and 16 percent as shown in Figure 4.10.

FIGURE 4.9: FARMINGTON PROPERTY TAX RATES

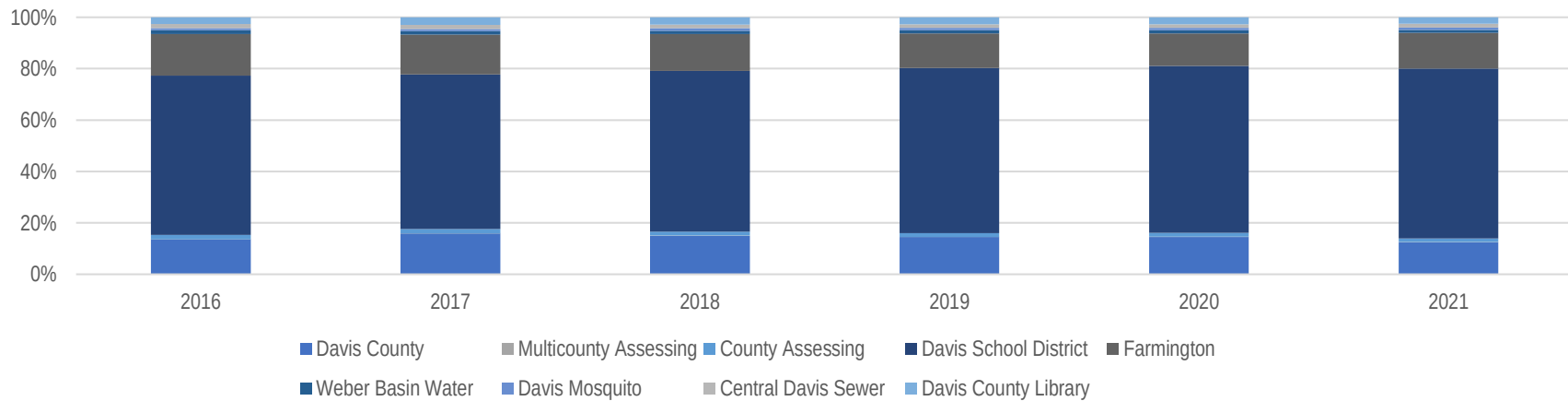
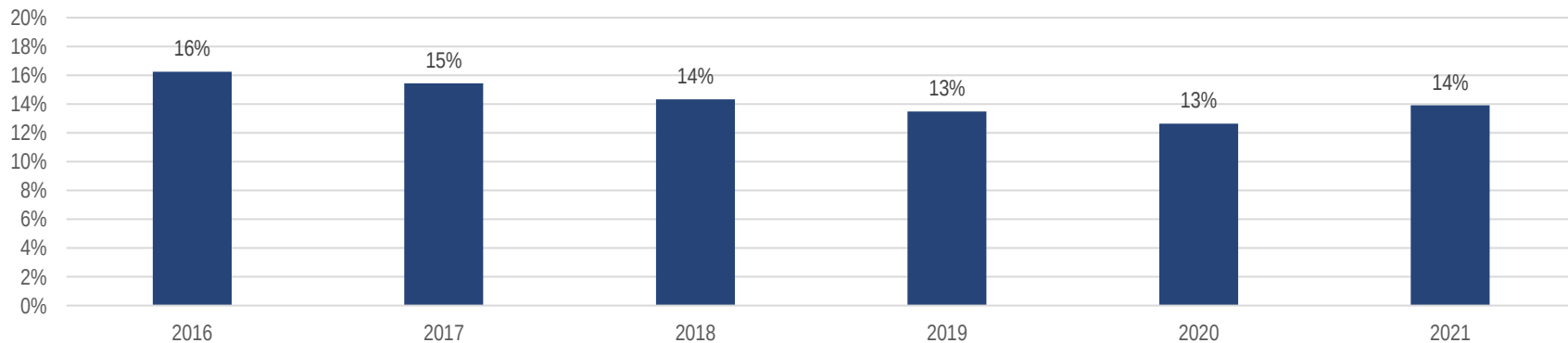


FIGURE 4.10: FARMINGTON TAX RATE AS A PERCENT OF TOTAL



VACANCY AND MARKET SNAPSHOT

The vacancy rates and market snapshot demonstrate the overall health of the Davis County office and industrial markets. Newmark releases a quarterly market report on the Davis and Weber Counties collectively. The following shows that Davis experienced little disruption in terms of vacancy and lease rates due to the COVID-19 pandemic.

Office Market

Unlike other portions of the Wasatch Front, Davis and Weber counties experienced little office vacancy disruption at the beginning of the pandemic. Vacancy rates remained at pre-pandemic levels and have continued to decline into 2022. New office construction has remained quiet since 2020, with only 22,560 square feet under construction. Developers are hesitant to start new construction on new office developments due to national uncertainty regarding the workplace. Davis County will need to promote the development of office supply to bring life to the office market within the region.

TABLE 4.2: OFFICE MARKET SUMMARY

	Q1 - 2022	Q4 - 2021	Q1- 2021	12-MONTH FORECAST
Direct Vacancy Rate	6.3%	6.8%	9.0%	↓
Sublease Vacancy Rate	0.3%	0.9%	1.2%	→
Quarterly Net Absorption	53,279	144,809	(11,428)	→
Average Asking Rent per SF	\$20.76	\$20.91	\$20.10	↑
Under Construction SF	22,560	22,560	27,247	↑
Delivered SF	0	0	0	↑
Leased SF	95,956	95,519	63,739	↑
Average Achieved Rent per SF	\$22.19	\$24.18	\$21.00	↑

Source: Newmark Q1 2022 – Davis and Weber Counties Office Market Report

Industrial Market

The industrial market is continuing to perform well in Davis County. Direct vacancy rates remained below 2 percent for the 11th straight quarter. The industrial market experienced a five-year quarterly high in net absorption, primarily due to the new 670,000 square foot Lifetime Distribution Center in Clearfield. Leasing activity remained low, as available supply remained low and newly completed construction was pre-committed. Lease rates grew 34.8 percent as robust demand, low vacancy, and rising costs continued to impact rents. Davis County needs to continue promoting industrial uses as the regional and national demand grows, largely outpacing the available industrial square footage in the region.

TABLE 4.3: INDUSTRIAL MARKET SUMMARY

	Q1 - 2022	Q4 - 2021	Q1- 2021	12-MONTH FORECAST
Direct Vacancy Rate	6.3%	6.8%	9.0%	↓
Sublease Vacancy Rate	0.3%	0.9%	1.2%	→
Quarterly Net Absorption	53,279	144,809	(11,428)	→
Average Asking Rent per SF	\$20.76	\$20.91	\$20.10	↑
Under Construction SF	22,560	22,560	27,247	↑
Delivered SF	0	0	0	↑

Source: Newmark Q1 2022 – Davis and Weber Counties Industrial Market Report

COMPETITIVE MARKET SITES

Several competitive market sites surround the West Davis Corridor cities, including office, industrial, and regional/neighborhood-scale retail. Most competitive office sites are within the County's I-15 cities. The major industrial competitive site is the Freeport Center in Clearfield, with various industrial areas in each of the WDC cities. The following figures depict a selection of the different competitive market sites in the region.

FIGURE 4.11: COMPETITIVE OFFICE MARKET SITES

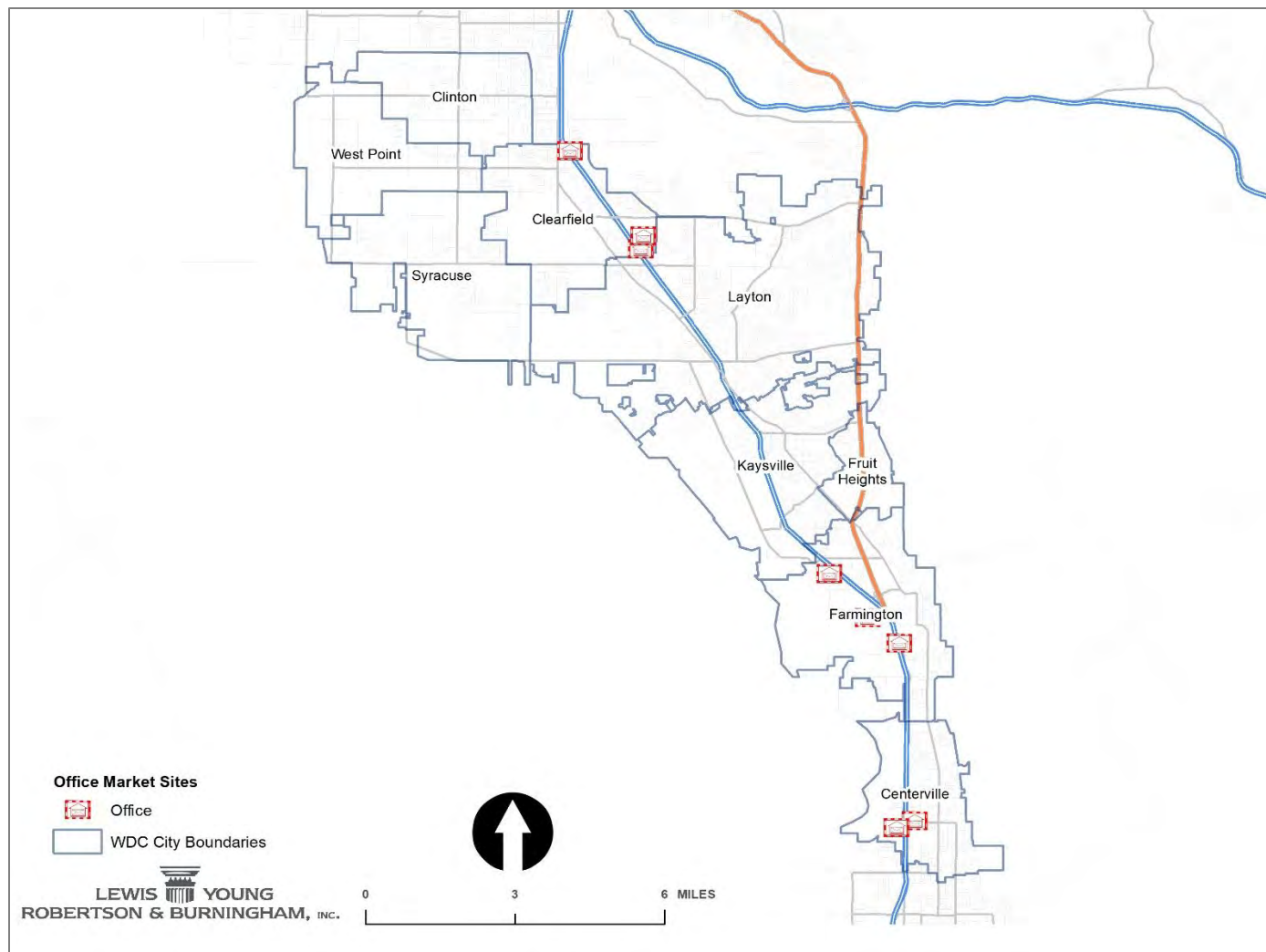


FIGURE 4.12: COMPETITIVE INDUSTRIAL MARKET SITES

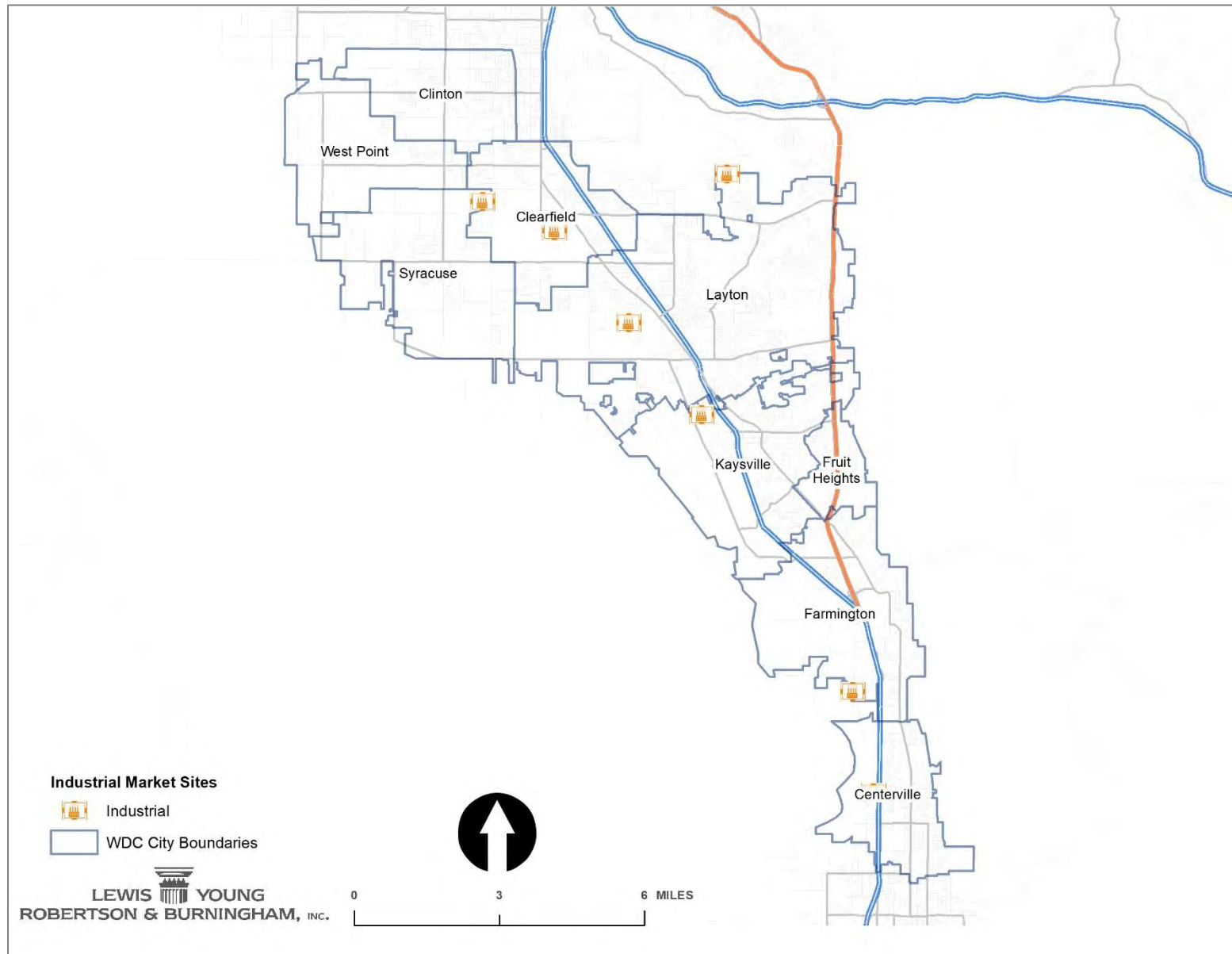
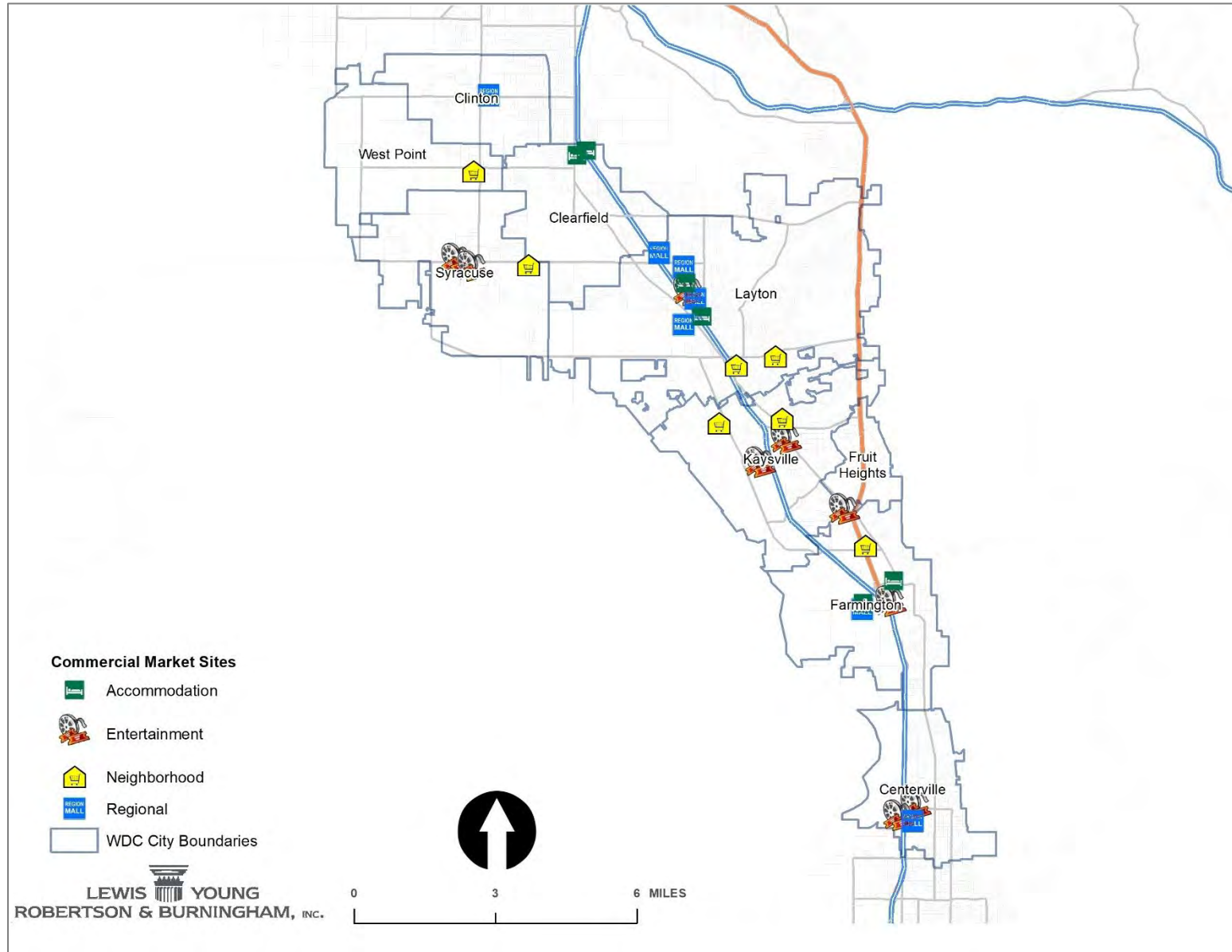


FIGURE 4.13: COMPETITIVE RETAIL/COMMERCIAL MARKET SITES



A two-mile buffer of the competitive market sites illustrates significant growth potential for office and industrial uses within the western portion of Davis County. While some regional/neighborhood retail is more present, opportunities exist for future commercial growth to follow rooftops which are shifting concentration toward the west, as discussed in the General Growth paragraphs below.

FIGURE 4.14: BUFFER OF COMPETITIVE OFFICE MARKET SITES

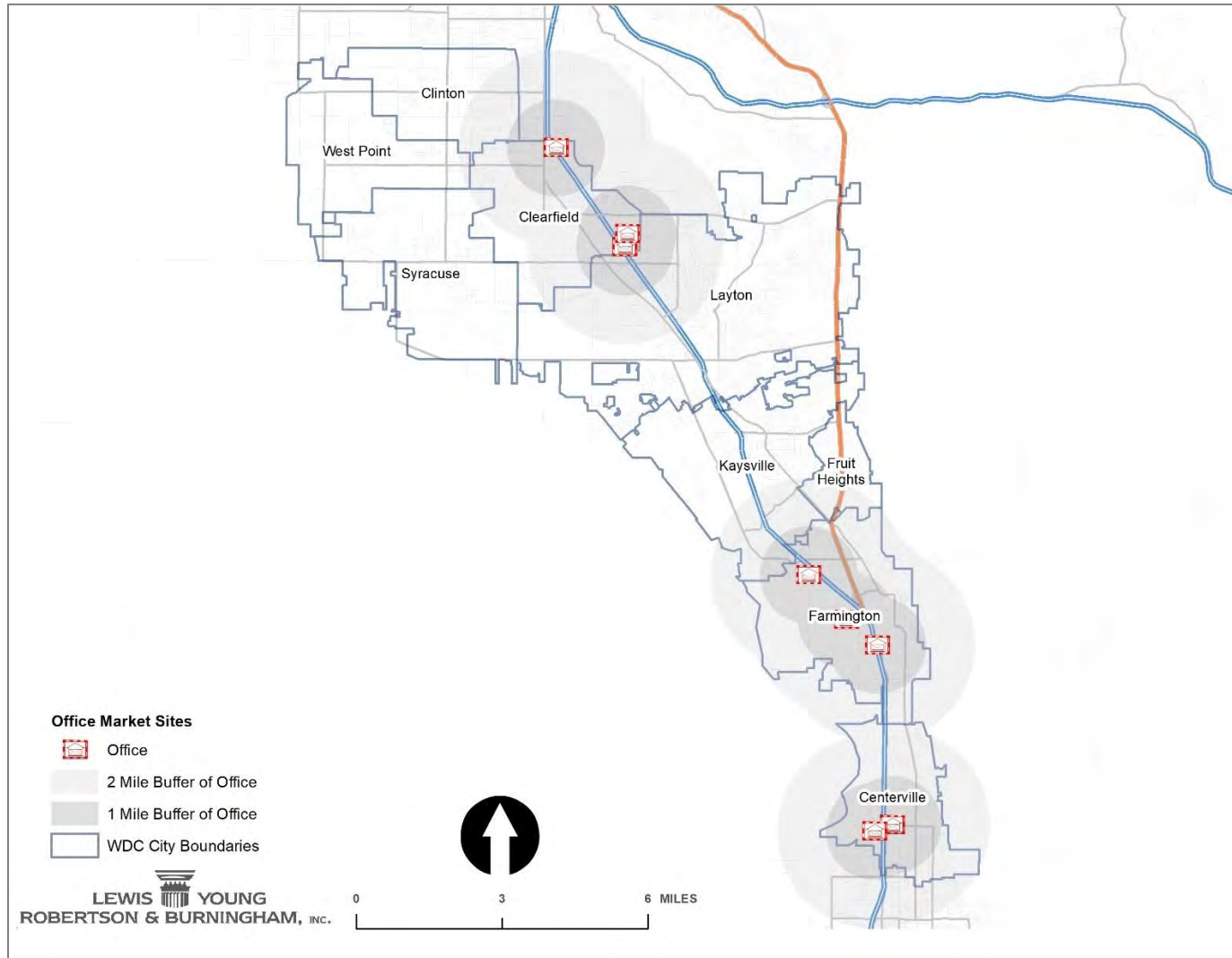


FIGURE 4.15: BUFFER OF COMPETITIVE INDUSTRIAL MARKET SITES

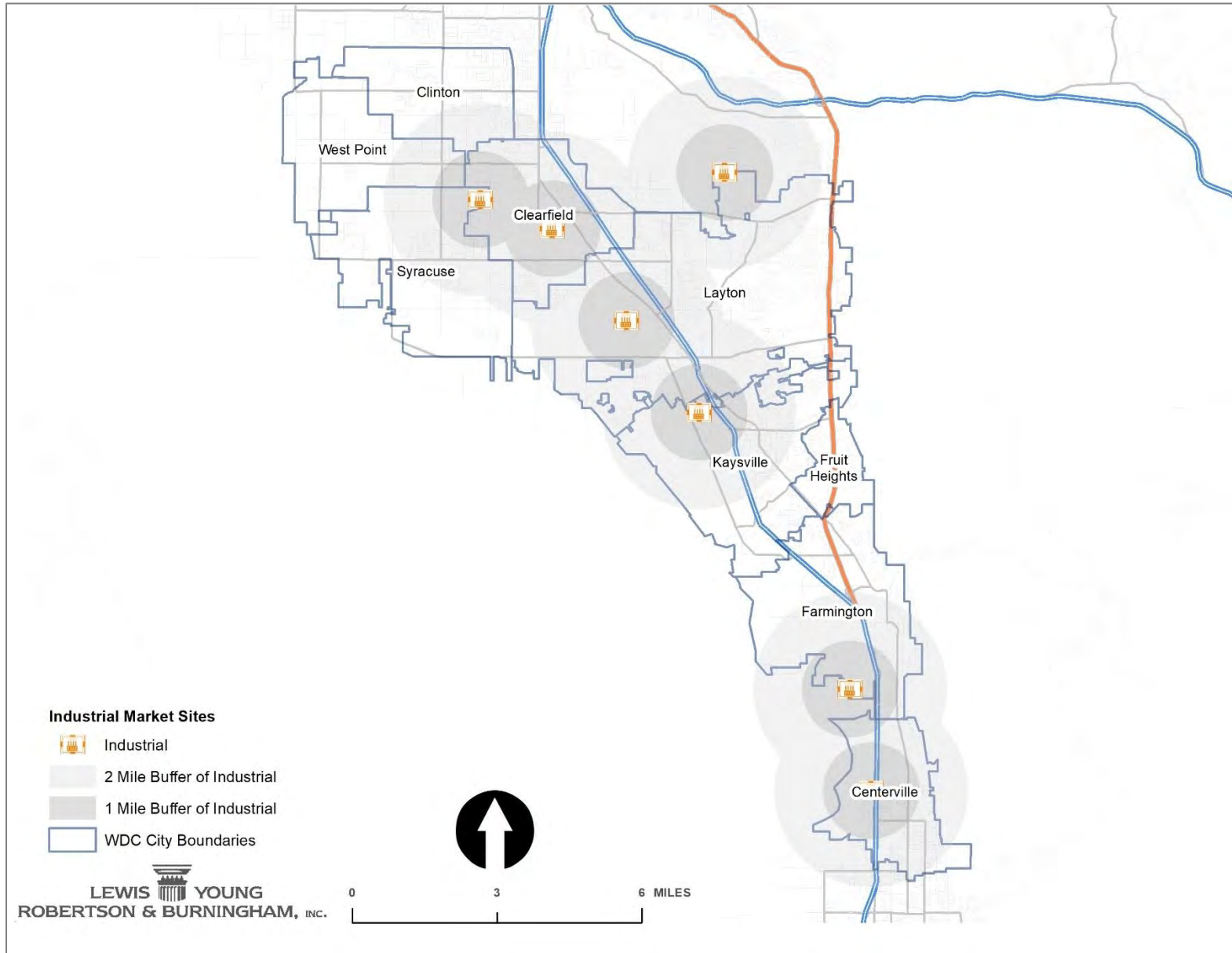
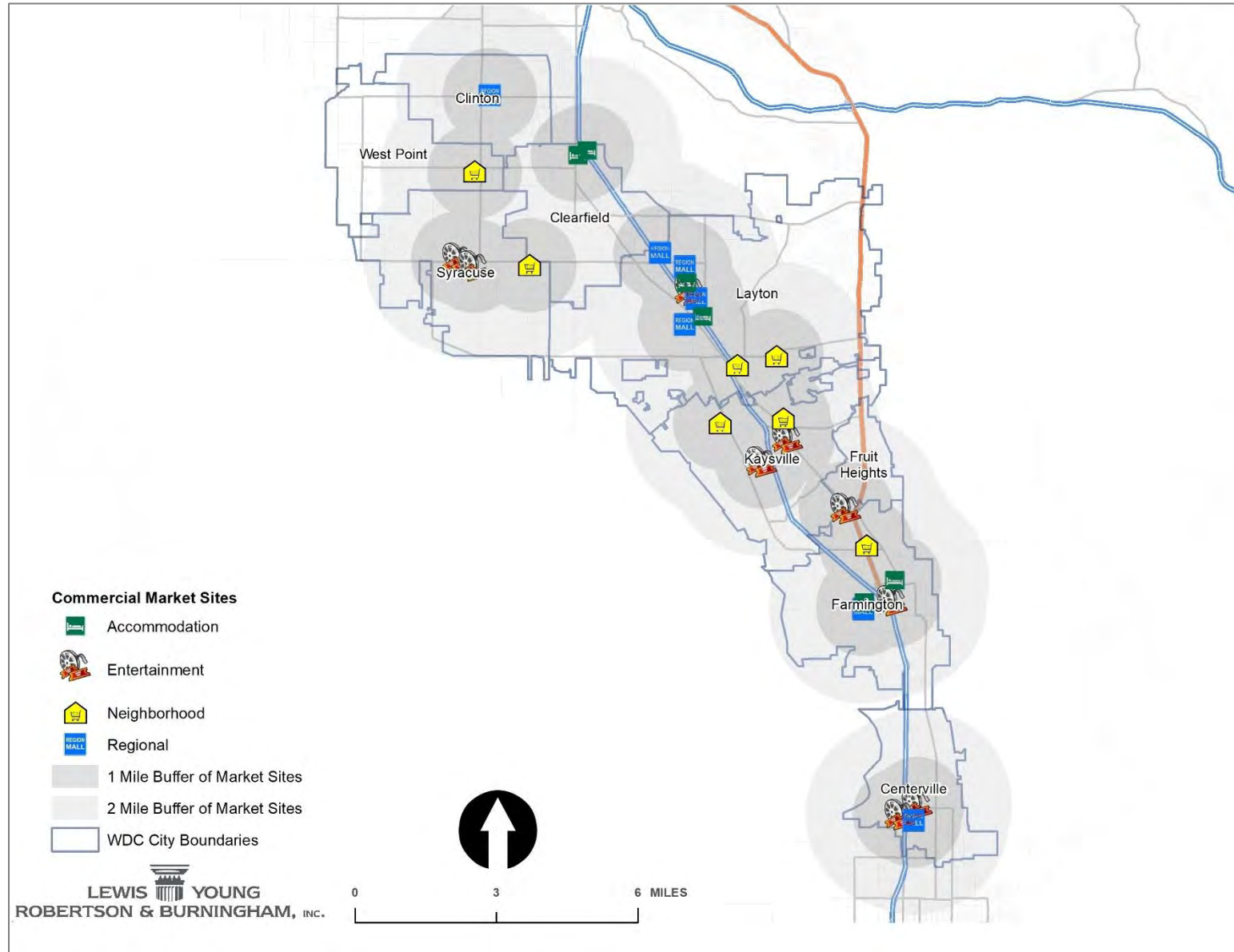


FIGURE 4.16: BUFFER OF COMPETITIVE RETAIL/COMMERCIAL MARKET SITES



GENERAL GROWTH WITHIN THE REGION

The WDC Entities' population is projected to continue to increase through 2040. Population growth in Davis County will continue to grow in the west, as the available land and WDC connectivity will lead to substantial future growth.

FIGURE 4.17: ILLUSTRATION OF POPULATION GROWTH BY TRAFFIC AREA ZONE (TAZ) DATA IN CENTRAL/NORTHERN DAVIS COUNTY (2022 – LEFT, 2040 – RIGHT)

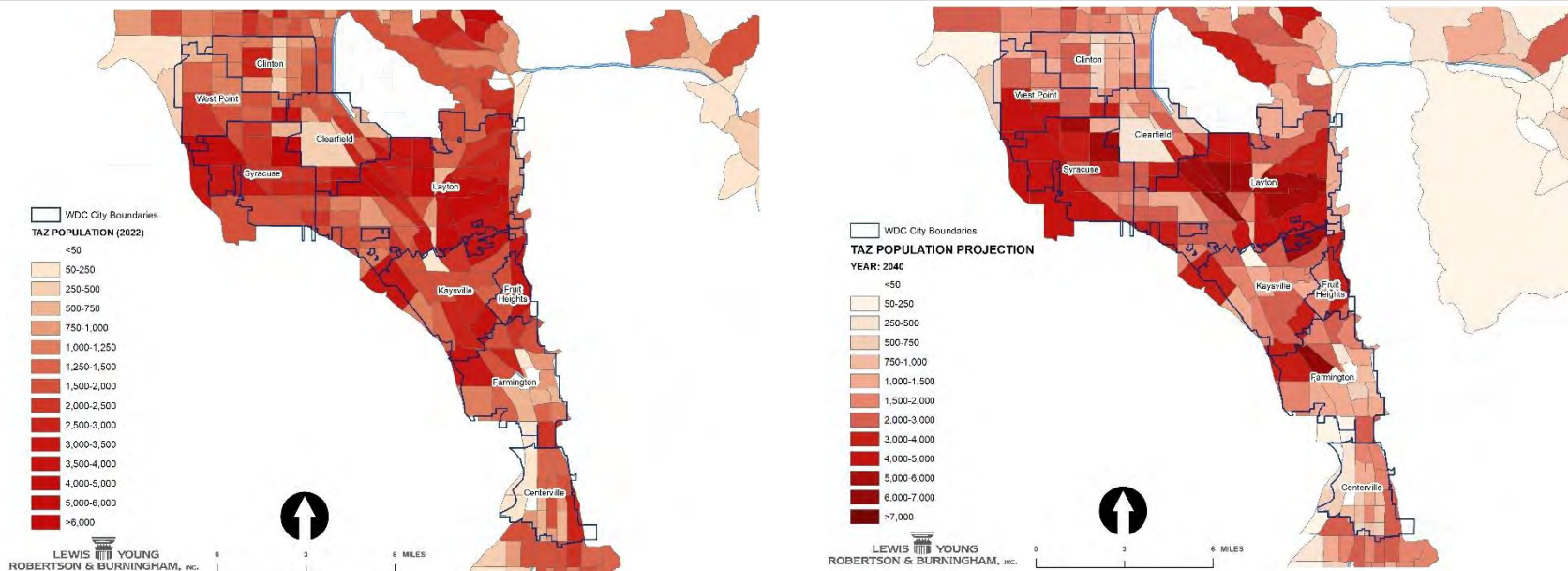


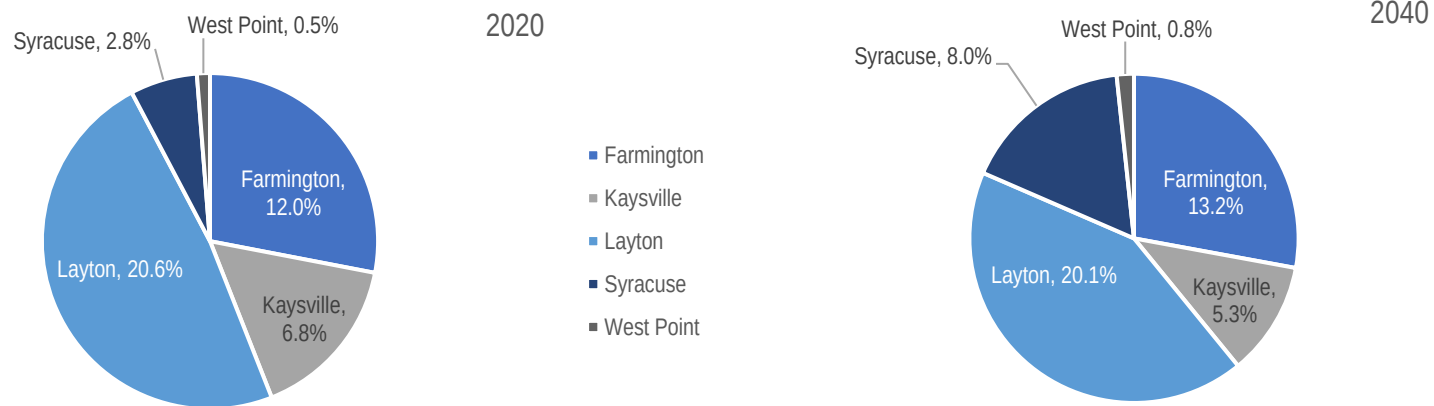
TABLE 4.4: DAVIS COUNTY POPULATION PROJECTION

CITIES	POPULATION			GROWTH (2020-2040)		EMPLOYMENT			GROWTH (2020-2040)	
	2020	2030	2040	ACTUAL	%	2020	2030	2040	ACTUAL	%
Bountiful	45,762	50,754	52,834	7,072	15.45%	16,333	16,836	16,823	490	3.00%
Centerville	16,884	19,664	20,734	3,850	22.80%	5,144	6,495	7,535	2,391	46.48%
Clearfield	31,909	33,432	35,999	4,090	12.82%	14,976	17,349	19,754	4,778	31.90%
Clinton	23,386	23,726	24,824	1,438	6.15%	1,823	1,966	2,135	312	17.11%
Farmington	24,531	28,741	32,857	8,326	33.94%	11,925	14,645	18,893	6,968	58.43%
Fruit Heights	6,101	6,932	7,410	1,309	21.46%	748	772	760	12	1.60%
Kaysville	32,945	34,576	37,503	4,558	13.84%	6,806	7,337	7,600	794	11.67%
Layton	81,773	97,914	114,613	32,840	40.16%	20,542	24,648	28,732	8,190	39.87%
North Salt Lake	21,907	22,845	23,823	1,916	8.75%	10,107	11,102	12,033	1,926	19.06%

CITIES	POPULATION			GROWTH (2020-2040)		EMPLOYMENT			GROWTH (2020-2040)	
	2020	2030	2040	ACTUAL	%	2020	2030	2040	ACTUAL	%
South Weber	7,867	8,227	8,603	736	9.36%	272	834	1,271	999	367.28%
Sunset	5,475	5,994	6,246	771	14.08%	1,640	4,162	5,160	3,520	214.63%
Syracuse	32,141	40,754	47,839	15,698	48.84%	2,749	7,243	11,376	8,627	313.82%
West Bountiful	5,917	6,187	6,469	552	9.33%	1,579	2,530	3,391	1,812	114.76%
West Point	10,963	13,762	16,436	5,473	49.92%	533	841	1,147	614	115.20%
Woods Cross	11,410	12,540	12,837	1,427	12.51%	4,609	5,785	6,466	1,857	40.29%
Total	358,971	406,048	449,027	90,056	25.09%	99,786	122,545	143,076	43,290	43.38%

Employment is also expected to increase in Davis County. All the WDC Entities will see an increase in the percentage of total employment. It is important to note that this data represents employment populations within a community and not the amount of workforce living within a community.

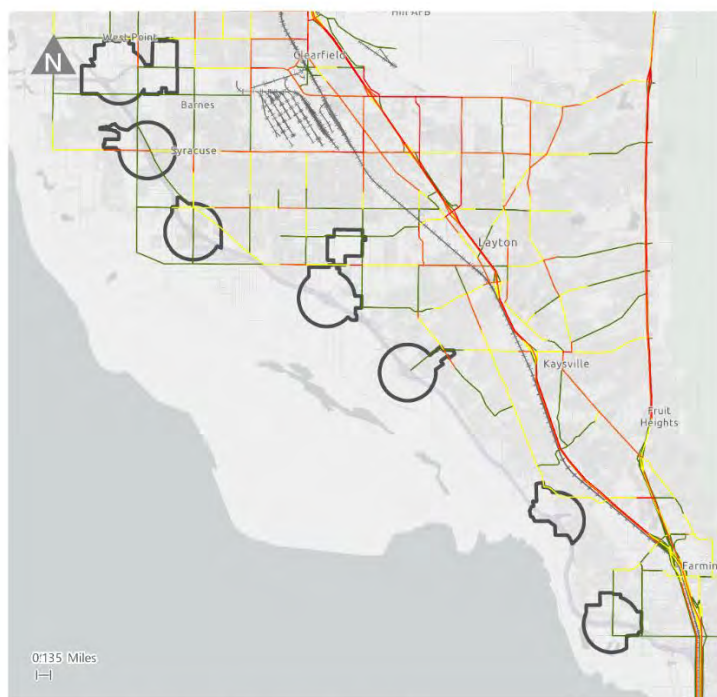
FIGURE 4.18: PROPORTIONATE SHARE OF COUNTY EMPLOYMENT BY WDC ENTITY, 2020 AND 2040



FUTURE TRAFFIC DEMAND

Fehr & Peers created a regional-scale model based on current, and future land uses and major transportation infrastructure to forecast future travel demands. The model is calibrated for regional planning and focuses on major collectors, arterials, freeways, and transit services, not intersections and local roads. Additionally, the model compared 2019 and 2050 segment-level PM volume-to-capacity ratios (worst direction) and examined 2050 forecasts for potential issues. Figure 4.19 depicts the current travel demand vs. the projected demand in 2050.

FIGURE 4.19: ILLUSTRATION OF TRAVEL DEMAND (2019 – LEFT, 2050 – RIGHT)



WEST DAVIS CORRIDOR
— West Davis Corridor Alignment

2019 PM V/C

- 0.000 - 0.500
- 0.501 - 0.750
- 0.751 - 1.000
- 1.001 - 2.102



WEST DAVIS CORRIDOR
— West Davis Corridor Alignment

2050 PM V/C

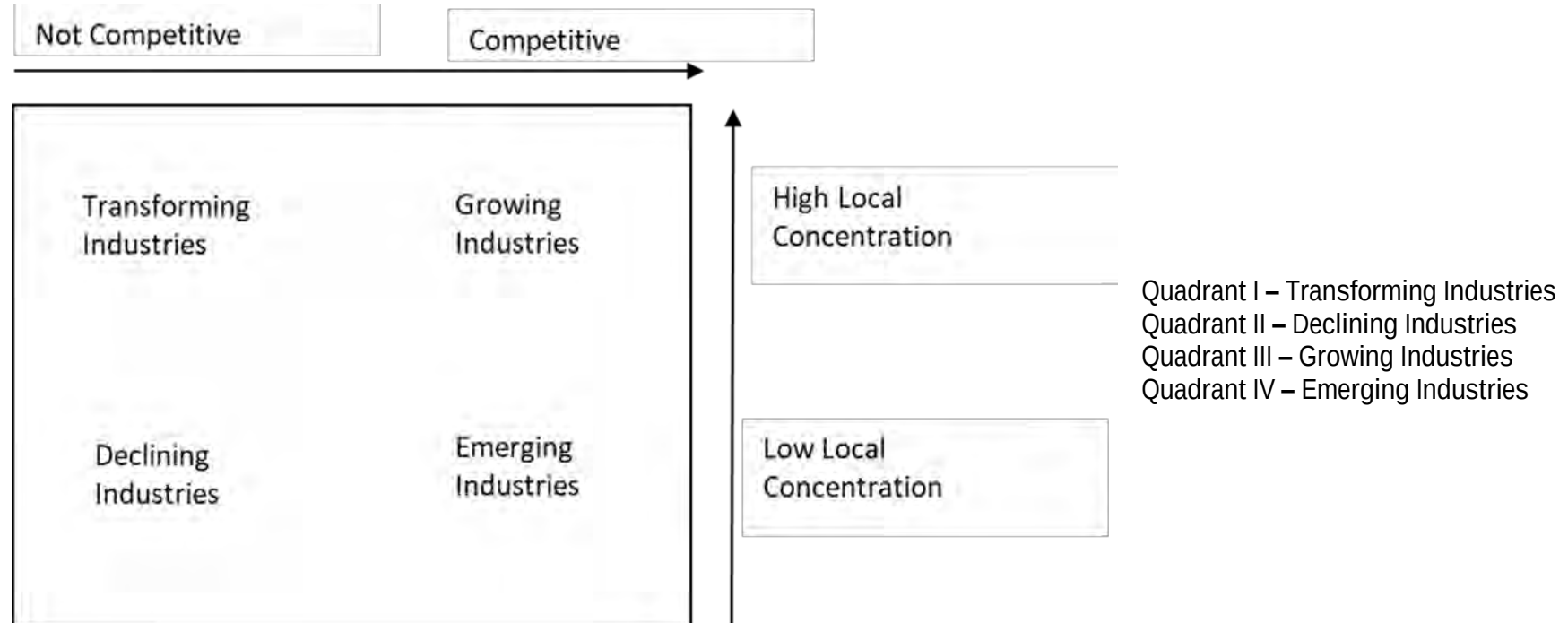
- 0.000 - 0.500
- 0.501 - 0.750
- 0.751 - 1.000
- 1.001 - 3.000

MARKET SUPPORTABLE DEVELOPMENT

COMMERCIAL LOCATION QUOTIENT ANALYSIS

LYRB conducted an employment base-cluster and location quotient analysis to help assess the business concentration and competitiveness of industries in Davis County. Using historical employment data from Utah's Department of Workforce Services and the Census and comparing the employment trends of Davis County with those of the Weber and Salt Lake Counties, LYRB grouped the employment sectors of Davis County into a four-category matrix according to high concentration, low concentration, declining competitiveness, and increasing competitiveness (again as compared to Weber and Salt Lake County). Figure 4.20 shows a diagram of the quadrants.

FIGURE 4.20: LOCATION QUOTIENT ANALYSIS INDUSTRY CATEGORIES



The industries in quadrants 3 & 4 are industries in which Davis County has a competitive advantage over other industries and locations in Weber and Salt Lake Counties. Specifically, the best industries to focus on are the ones that are emerging or growing in Davis County while transforming or declining in Salt Lake County and Weber County. The competitive related industries are the most likely to be needing workspace.

TABLE 4.5: GROWING AND EMERGING SECTORS IN DAVIS COUNTY

Sector	Sub-Sectors	Davis County
Information	All	Emerging
Management of Companies and Enterprises	All	Emerging
Warehousing and Storage	All	Growing
Arts, Entertainment, and Recreation	All	Growing
Manufacturing	Food, Wood Products, and Primary Metal	Growing
Manufacturing	Textile, Chemical, Computer and Electronic Products, and Electrical Equipment and Appliances	Emerging
Retail Trade	Motor Vehicle and Parts Dealers, Furniture and Home Furnishings, and Health and Personal Care	Growing
Retail Trade	Electronics and Appliance Stores	Emerging
Transportation and Warehousing	Air, Rail, Pipeline, and Couriers and Messengers	Emerging
Real Estate, Rental and Leasing	Real Estate	Emerging

COMMERCIAL DEMAND ANALYSIS

The internal growth demand forecasts are based on a mix of the State of Utah's sectoral employment forecasts generated by the Department of Workforce Services. LYRB calculated growth rates based on employment change data from the location quotient analysis. The short-term estimates are from 2020 through 2021. The long-term forecasts are from 2020 through 2040. The Demand Analysis was conducted for sectors categorized by office, industrial and retail and is based on the entire Ogden-Clearfield Metropolitan Statistical Area.

Office Market Demand Analysis

The sectors categorized as office include Information, Finance and Insurance, Real Estate, Rental and Leasing, Professional, Scientific, and Technical Services, and Management of Companies and Enterprises. The short-term forecasts have AAGR ranging from 0.7 to 10.9 percent. The long-term forecasts have AAGR ranging from 0.2 to 4.8 percent.

TABLE 4.6: SHORT-TERM OFFICE DEMAND

INDUSTRY	2020	AAGR	2021	PROJECTED JOBS
Information	10,010	2.6%	10,270	260
Finance and Insurance	3,017	0.7%	3,038	21
Real Estate and Rental and Leasing	1,654	4.0%	1,721	67
Professional Scientific and Technical Services	9,086	4.6%	9,504	418
Management of Companies and Enterprises	1,177	10.9%	1,306	129
			Total	895

TABLE 4.7: LONG-TERM OFFICE DEMAND

INDUSTRY	2020	AAGR	2040	PROJECTED JOBS
Information	10,270	1.0%	12,408	2,137
Finance and Insurance	3,038	4.8%	7,404	4,366
Real Estate and Rental and Leasing	1,721	1.4%	2,241	520
Professional Scientific and Technical Services	9,504	4.0%	20,023	10,519
Management of Companies and Enterprises	1,306	0.2%	1,356	51
			Total	17,593

Assuming 250 square feet of office space per employee the region is projected to have a demand for 4,622,018 square feet of office space. Using a floor area ratio (FAR) of 0.25, that equates to approximately 424 acres of office development.

TABLE 4.8: TOTAL OFFICE DEMAND

INDUSTRY	PROJECTED JOBS	NEEDED SQUARE FEET	FAR	ACRES
Information	2,398	599,398	0.25	55.04
Finance and Insurance	4,387	1,096,779	0.25	100.71
Real Estate and Rental and Leasing	587	146,690	0.25	13.47
Professional Scientific and Technical Services	10,937	2,734,350	0.25	251.09
Management of Companies and Enterprises	179	44,800	0.25	4.11
Total	18,488	4,622,018	-	424.43

Industrial Market Demand Analysis

The sectors categorized as industrial include Manufacturing, Wholesale Trade, Transportation and Warehousing, and Warehousing and Storage. The short-term forecasts have AAGR ranging from 1.7 to 5.9 percent. The long-term forecasts have AAGR ranging from 2.1 to 3.2 percent.

TABLE 4.9: SHORT-TERM INDUSTRIAL DEMAND

INDUSTRY	2020	AAGR	2021	PROJECTED JOBS
Manufacturing	13,167	1.7%	13,391	224
Wholesale Trade	2,370	2.6%	2,432	62
Transportation and Warehousing	5,610	5.9%	5,941	331
Warehousing and Storage	1,046	5.9%	1,108	62
			Total	678

TABLE 4.10: LONG-TERM INDUSTRIAL DEMAND

INDUSTRY	2020	AAGR	2040	PROJECTED JOBS
Manufacturing	13,391	3.20%	24,363	10,972
Wholesale Trade	2,432	2.10%	3,609	1,177
Transportation and Warehousing	5,941	3.20%	10,809	4,868
Warehousing and Storage	1,108	3.20%	2,015	908
			Total	17,924

Assuming 2,000 square feet of industrial space per employee the region is projected to have a demand for 27,903,740 square feet of industrial space. Using a FAR of 0.35, that equates to approximately 1,830 acres of office development.

TABLE 4.11: TOTAL INDUSTRIAL DEMAND

INDUSTRY	PROJECTED JOBS	NEEDED SQUARE FEET	FAR	ACRES
Manufacturing	11,196	16,793,266	0.35	1,101.49
Wholesale Trade	1,239	1,858,474	0.35	121.90
Transportation and Warehousing	5,199	7,798,035	0.35	511.48

INDUSTRY	PROJECTED JOBS	NEEDED SQUARE FEET	FAR	ACRES
Warehousing and Storage	969	1,453,965	0.35	95.37
Total	18,602	27,903,740	-	1,830.23

Retail Market Demand Analysis

The sectors categorized as retail include Retail Trade, Arts, Entertainment, and Recreation, Accommodation and Food Services, and Other Services (Except Public Administration). The short-term forecasts have AAGR ranging from 1.6 to 11.1 percent. The long-term forecasts have AAGR ranging from 1.4 to 3.9 percent.

TABLE 4.12: SHORT-TERM RETAIL DEMAND

INDUSTRY	2020	AAGR	2021	PROJECTED JOBS
Retail Trade	16,627	1.60%	16,893	266
Arts, Entertainment, and Recreation	5,056	11.10%	5,617	561
Accommodation and Food Services	10,420	6.00%	11,045	625
Other Services (except Public Administration)	3,872	6.58%	4,127	255
			Total	1,707

TABLE 4.13: LONG-TERM RETAIL DEMAND

INDUSTRY	2020	AAGR	2040	PROJECTED JOBS
Retail Trade	16,893	1.40%	22,000	5,107
Arts, Entertainment, and Recreation	5,617	3.90%	11,620	6,003
Accommodation and Food Services	11,045	2.80%	18,666	7,620
Other Services (except Public Administration)	4,127	1.50%	5,476	1,349
			Total	20,080

Assuming 500 square feet of retail space per employee the region is projected to have a demand for 10,893,589 square feet of retail space. Using a FAR of 0.11, that equates to approximately 2,273 acres of retail development.

TABLE 4.14: TOTAL RETAIL DEMAND

INDUSTRY	PROJECTED JOBS	NEEDED SQUARE FEET	FAR	ACRES
Retail Trade	5,373	2,686,654	0.11	560.70
Arts, Entertainment, and Recreation	6,564	3,282,139	0.11	684.98
Accommodation and Food Services	8,246	4,122,817	0.11	860.43
Other Services (except Public Administration)	1,604	801,979	0.11	167.37
Total	21,787	10,893,589	-	2,273.48

RESIDENTIAL LOCATION QUOTIENT ANALYSIS

LYRB conducted a residential location quotient analysis. For the residential analysis, competitiveness is less important. Each city needs a mix of development types to serve its populations and all income levels. The most important factor for determining the area of the market with the most opportunity is the local concentration. Using census data LYRB determined whether a housing type in Davis County was high concentration or low concentration in comparison to Salt Lake County and Weber County.

4.15: RESIDENTIAL LOCATION QUOTIENT ANALYSIS

UNIT TYPE	FARMINGTON	KAYSVILLE	LAYTON	SYRACUSE	WEST POINT
1-unit, detached	High Local Concentration	High Local Concentration	Low Local Concentration	High Local Concentration	High Local Concentration
1-unit, attached	High Local Concentration	Low Local Concentration	Low Local Concentration	Low Local Concentration	Low Local Concentration
2 units	High Local Concentration	High Local Concentration	High Local Concentration	Low Local Concentration	Low Local Concentration
3 or 4 units	Low Local Concentration	Low Local Concentration	Low Local Concentration	Low Local Concentration	Low Local Concentration
5 to 9 units	Low Local Concentration	Low Local Concentration	Low Local Concentration	Low Local Concentration	Low Local Concentration
10 to 19 units	Low Local Concentration	Low Local Concentration	High Local Concentration	Low Local Concentration	Low Local Concentration
20 or more units	High Local Concentration	Low Local Concentration	High Local Concentration	Low Local Concentration	Low Local Concentration

RESIDENTIAL DEMAND ANALYSIS

To calculate the residential demand, LYRB analyzed current existing households and housing stock in each WDC city. Using future population projects with available housing units and average household sizes, LYRB was able to calculate the additional number of housing units needed in a 10-year and 20-year timeframe. The 10-year forecast shows an additional 16,039 needing housing units. The 20-year time from increases that number to 26,754. Cities should consider development that includes a mix of all types of units to meet the future housing demand.

4.16: RESIDENTIAL DEMAND

UNIT TYPE	FARMINGTON	KAYSVILLE	LAYTON	SYRACUSE	WEST POINT	TOTAL
Existing Households	6,901	8,832	24,722	7,946	2,979	-
Existing Stock	7,124	8,920	25,506	8,175	3,013	-
Avg. Household Size	3.4	3.6	3.1	3.8	3.6	-
Available Housing Units	223	88	784	229	34	-
Additional Households Within Next 10 Years	2,058	1,562	11,409	2,129	165	-
Additional Units Needed Within Next 10 Years	1,718	1,497	10,847	1,837	139	16,039
Additional Households Within Next 20 Years	3,522	2,310	17,395	4,079	733	-
Additional Units Needed Within Next 20 Years	3,182	2,245	16,833	3,787	707	26,754

Source: U.S. Census Data, WFRC TAZ Data

BARRIERS TO ENTRY

Some development may be impacted by factors that serve as barriers toward unconstrained growth within the community. These barriers may include city ordinances, development costs, or geographic challenges. These barriers may hinder future development in the West Davis Corridor Entities. The following paragraphs discuss some barriers to entry that may exist within the WDC Entities.

CONSTRUCTION COSTS AND INFLATION

The COVID-19 pandemic significantly impacted the construction market, disruptions to supply chains and high inflation is causing construction costs to rise rapidly so that most higher density products fail to pencil, especially vertical mixed-use. Developers have reported 15-25% increases in costs. As of May, the annual inflation rate was 8.6%, its highest level since 1981. High inflation erodes purchasing power and reduces levels of investment, which will likely continue impacting investment in the near future.

DEVELOPABLE LAND

Davis County has a limited supply of large tracts of undeveloped land. Rapidly expanding single-family housing construction threatens to encroach on the limited amount of land appropriate for large-scale industrial and office park investment.

DEVELOPMENT COST: IMPACT FEES

Many communities within Utah assess impact fees to offset the cost of needed infrastructure related to growth. Total impact fees vary from community based on service level, infrastructure age, proportional allocation of buy-in to new facilities, and the inclusion of financing mechanisms and inflation. While impact fees can be a barrier to limiting economic growth, municipalities have tools to mitigate this impact. These include waiving or reducing impact fees, establishing redevelopment areas to fund infrastructure, or allowing developers to provide information that may result in a reduced fee.

SECTION 5: WDC INTERCHANGE NODES

The West Davis Corridor (WDC) spans 16 miles within western Davis County and weaves throughout the WDC Entities. The WDC Entities will utilize this market area analysis for planning, land use, and zoning discussions and decisions related to the future vision for the seven corridor interchanges. The current General Plan, land use, and zoning information from each municipality and Davis County will be used to inform assets, opportunities, and constraints within each market area.

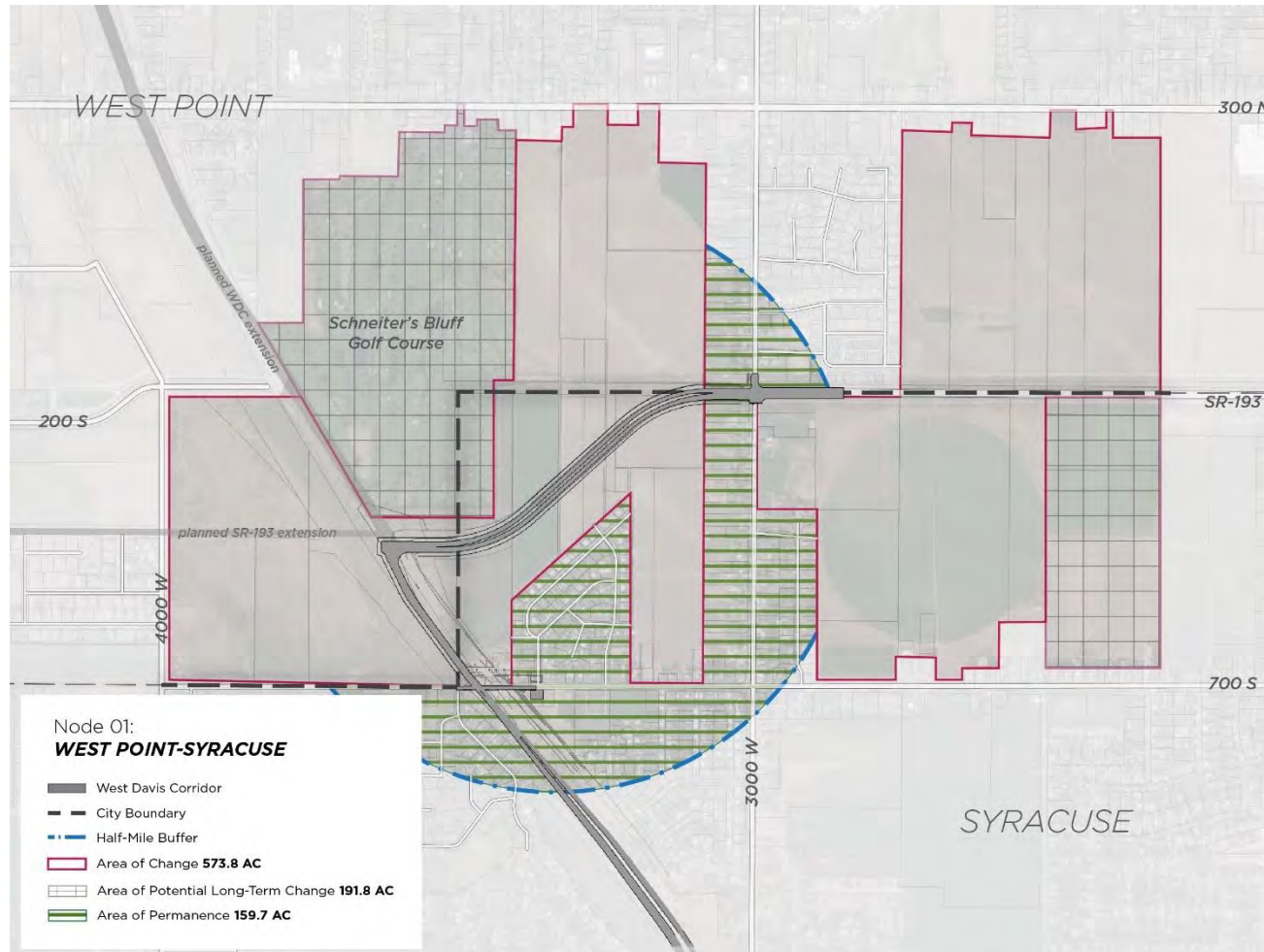
Approximate areas of change and areas of permanence have been designated for each corridor interchange within a half-mile buffer from the center of each interchange. Major development projects and proposed annexation areas have also been considered in the market study for any long-term opportunities or constraints, which has caused some of the areas of analysis to be expanded. This section will discuss each node's current land use and zoning, the highest and best market supportable uses for each node within a 20-year planning horizon, and the fiscal benefit analysis based on the highest and best land uses.

FIGURE 5.1: WDC INTERCHANGES



NODE 01: WEST POINT – SYRACUSE

FIGURE 5.2: NODE 1: WEST POINT - SYRACUSE

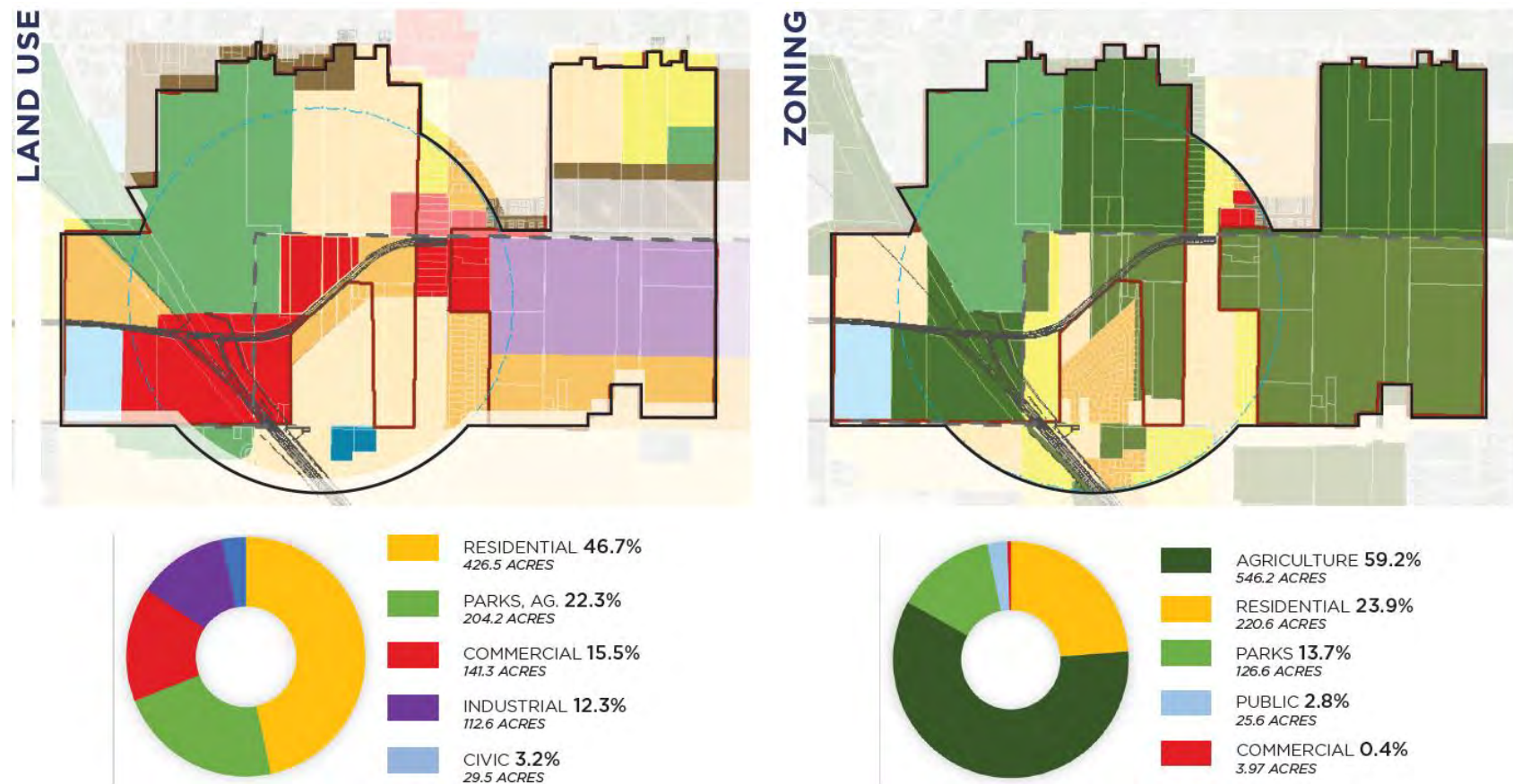


LAND USE AND ZONING

The interchange furthest north starts along the border of West Point and Syracuse on 3000 West and SR-193. The area surrounding the interchange shows significant opportunity with 557.3 acres of short-term change and an additional 191.8 acres of potential long-term change. The area has seen an annual population growth rate of 3.8% from 2010 to 2021. The area can be characterized by the established neighborhoods, vast agricultural properties, and the Schneider's Bluff Golf Course.

Residential land uses dominate the area of analysis at 46.7%, with the remaining including parks/agriculture (22.3%), commercial (15.5%), industrial (12.3%), and civic use (3.2%). Regarding the zoning, 59.2% is agriculture, 23.9% residential, 13.7% parks, and the remaining includes public and commercial uses. There are two recently completed developments and one anticipated. The node may see some increased connectivity with a potential extension of 3200 West. Although the node has an extensive area for potential development, obtaining the land may come with some hurdles, as large amounts are owned by the Church of Jesus Christ of Latter-day Saints who recently sold land near the node, which makes selling additional land difficult through 2026. This node is also unique as it represents one of the few remaining large undeveloped tracts of land within Davis County.

FIGURE 5.3: NODE 1: LAND USE AND ZONING



SUPPORTABLE DEVELOPMENT

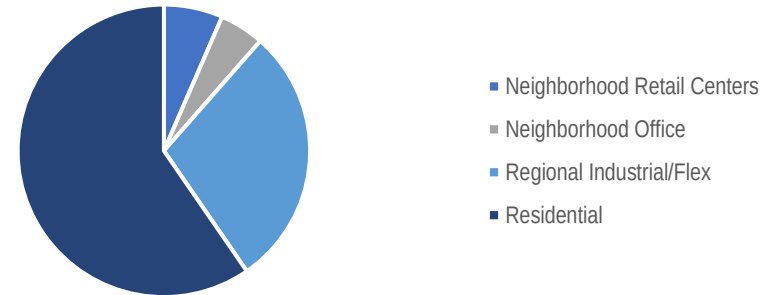
To evaluate future market supported development within Node 1, this analysis evaluated future projected needed square footage of, as outlined in the Market Demand pages of this study, expert opinion from regional developers and real estate brokers, market trends, and proximity of competitive and complimentary uses. Using these factors, this analysis provides estimates of supportable acreage, square footage, and residential units that have been identified as the highest and best use of land for this node. Approximately 94 acres

have been identified for neighborhood type retail development, 57 acres of neighborhood and regional medical office development, 158 acres of industrial/flex space development, and 300 acres of mixed residential development. Table 5.1 outlines the supported square feet and units of each use.

TABLE 5.1: NODE 1: SUPPORTABLE DEVELOPMENT

LAND USE	ACREAGE	SQUARE FEET/UNITS
Neighborhood Retail	94.98	503,615
Neighborhood and Regional Office	57.31	381,101
Regional Industrial/Flex Space	158.45	2,232,299
Residential Units	300.45	2,404

FIGURE 5.4: WEST POINT - SYRACUSE NODE USES



ILLUSTRATIONS OF SUPPORTABLE DEVELOPMENT TYPE

Figure 5.5 shows the type of development envisioned for Node 1.

FIGURE 5.5: ILLUSTRATION OF DEVELOPMENT TYPE



NODE DIAGRAM

Figures 5.6 and 5.7 depict a diagram view and 3D rendering of Node 1. The diagram illustrates the proposed land uses, density, and transportation connectivity.

FIGURE 5.6: NODE 1 - DIAGRAM

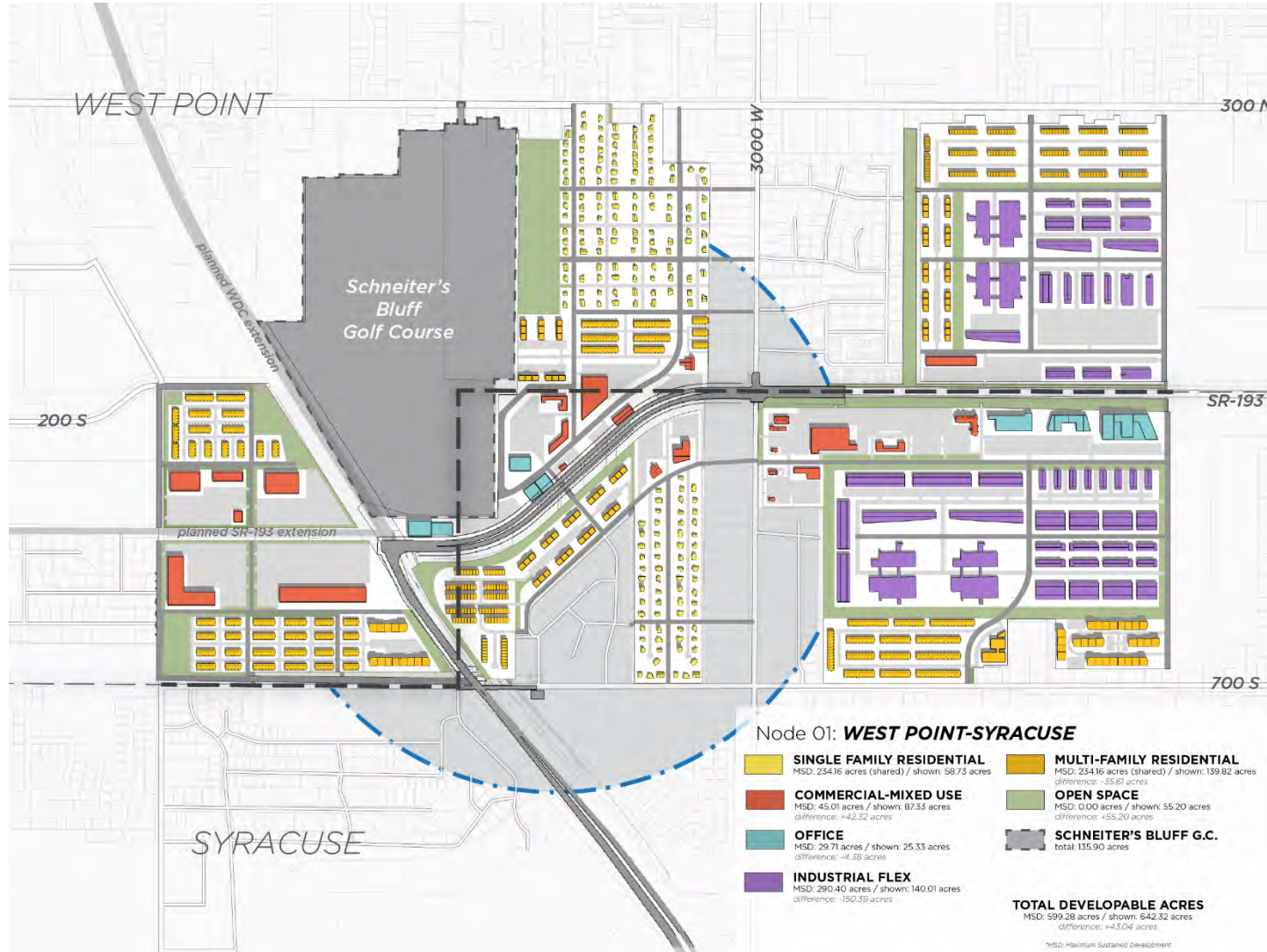


FIGURE 5.7: NODE 1 – 3D RENDERING



Node 01:

WEST POINT - SYRACUSE

FISCAL BENEFIT ANALYSIS

The supportable development will generate a significant fiscal benefit to West Point and Syracuse during the 20-year planning horizon (2023-2042). This analysis assumes the development outlined in Table 5.1 will materialize over a 15-year timeframe (2024-2038). Further, the analysis assumes that the golf course in the northwest section will eventually develop into the uses outlined in Figure 5.6. If developed as outlined above, Node 1 could generate approximately \$35.9 million in combined fiscal revenues for the two cities. Tables 5.3 and 5.4 summaries the fiscal revenues for each city.

5.2: NODE 1 DEVELOPMENT ASSUMPTIONS

BUILDING TYPE	\$/Sq. Ft. OR UNIT	BUILD OUT TAXABLE VALUE	CONSTRUCTION ABSORPTION	POTENTIAL JOBS/RESIDENTS
Retail	\$195.00	\$98,204,925	2025-2038	1,007
Office	\$187.00	\$71,265,887	2025-2038	1,524
Industrial	\$125.00	\$279,037,402	2024-2038	1,116
Residential	\$250,000	\$600,900,000	2024-2038	8,893

5.3: WEST POINT FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.000831	\$254,911	\$5,098,219
Sales Tax	0.50%	\$350,387	\$7,007,741
Franchise Tax	6.00%	\$162,193	\$3,243,946
Total		\$767,491	\$15,349,906

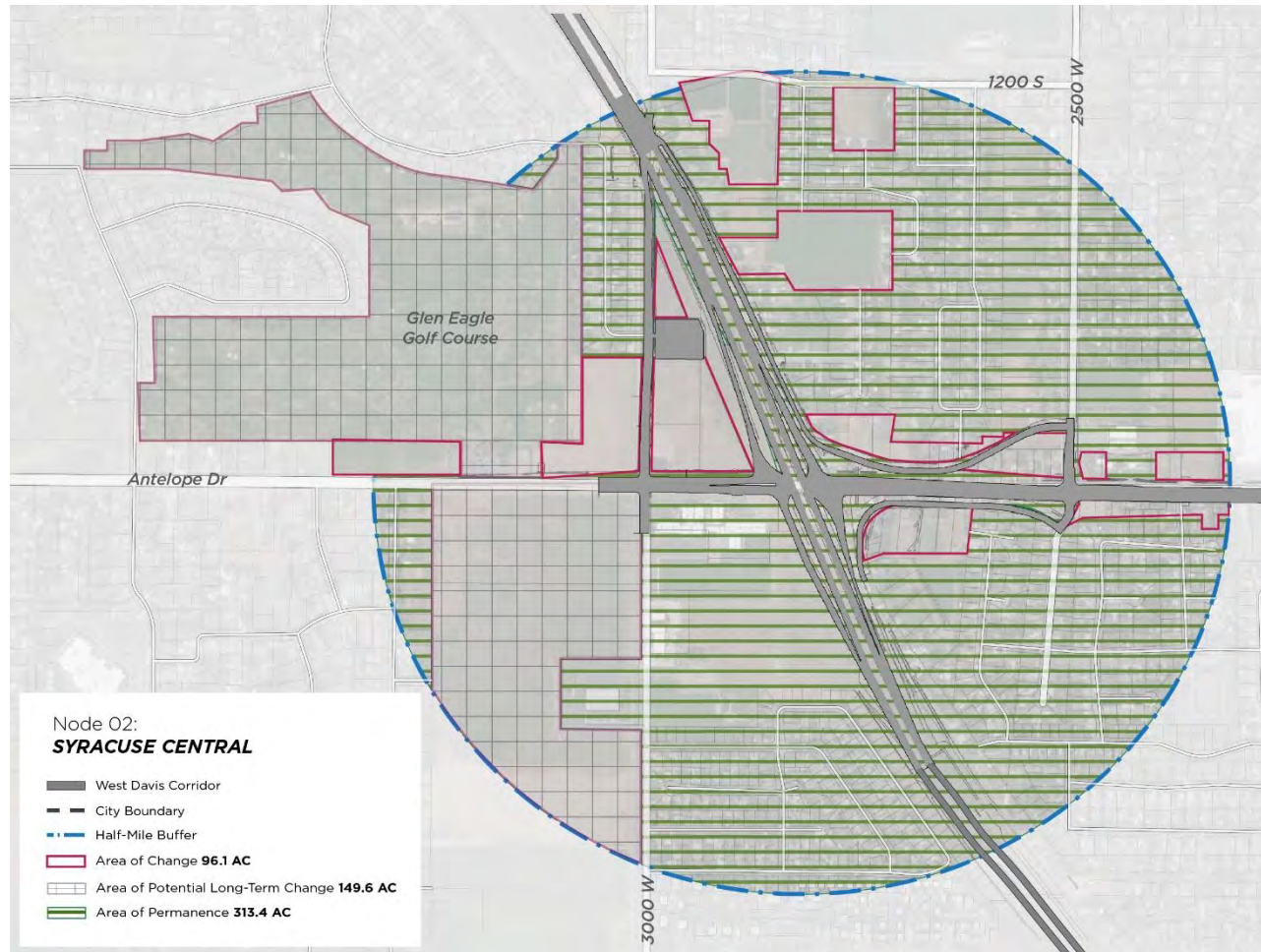
5.4: SYRACUSE FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.001653	\$450,156	\$9,003,118
Sales Tax	0.60%	\$420,464	\$8,409,289
Franchise Tax	6.00%	\$162,193	\$3,243,946
Total		\$1,032,813	\$20,656,353

The actual fiscal benefit to the cities will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business and living supplies purchased by the new businesses, employees and residents. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

NODE 02: SYRACUSE CENTRAL

FIGURE 5.8: NODE 2: SYRACUSE CENTRAL



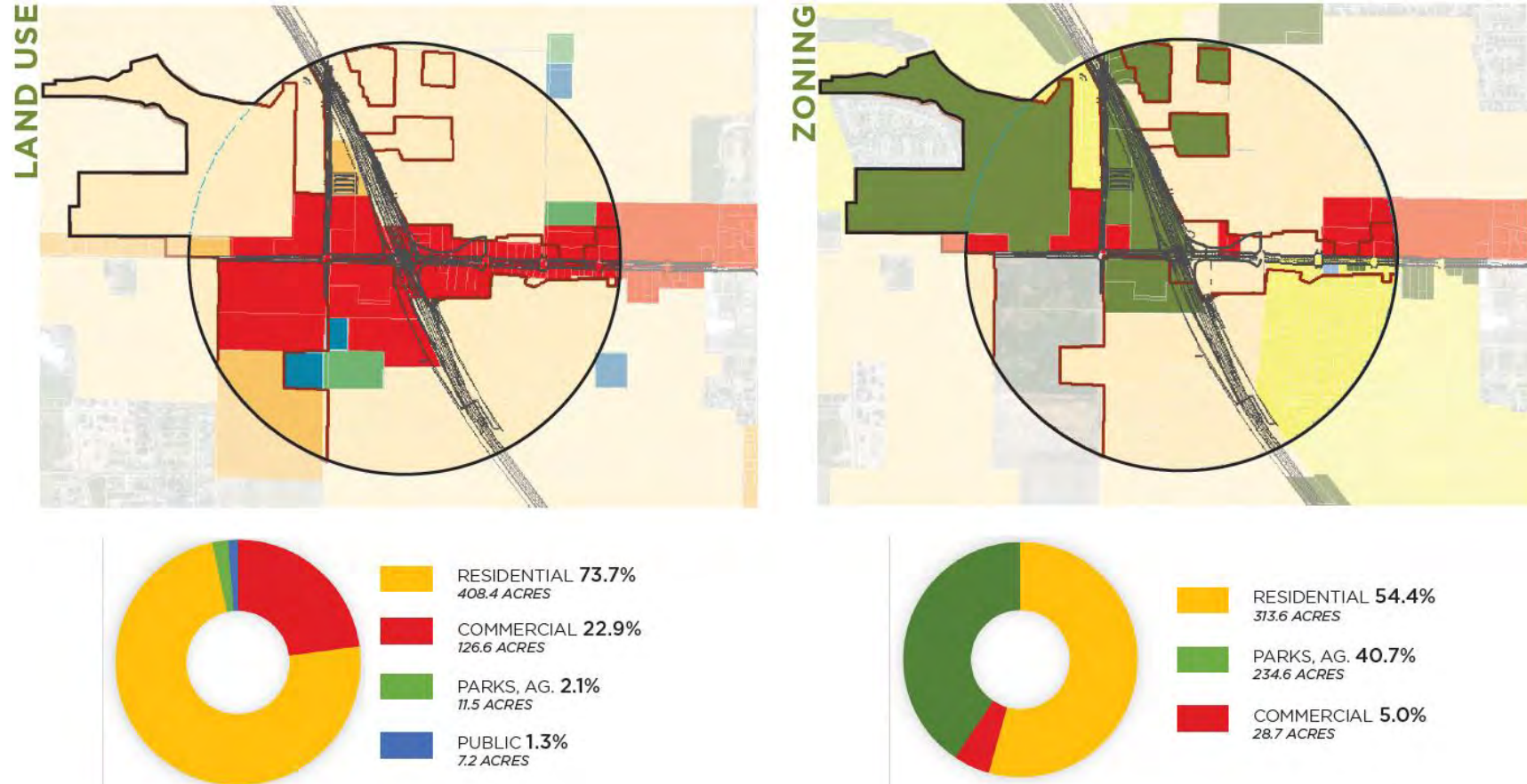
LAND USE AND ZONING

The second most northern node is at the heart of Syracuse. This node is adjacent to the existing Syracuse Town Center, along the access route to Antelope Island, and is near the new Syracuse Temple for the Church of Jesus Christ of Latter-Day Saints. The area has an annual population growth rate of 2.3% (from 2010-21) consisting of up-and-coming families moving into well-established developments. Although the neighborhoods are established, three new developments are either recently completed or anticipated. With the

existing developments within the area of analysis, over half of the land is categorized as area of permanence. 96.1 acres are for short-term change and 149.6 acres are potential long-term change.

Residential and commercial land uses dictate the area of analysis at 73.7% and 22.9% respectively. The remaining land uses include parks/agriculture and public use. The zoning consists of residential (54.5%), parks/agriculture (40.7%), and commercial (5.0%). Some challenges with this area include the larger plots of land, like the Glen Eagle Golf Course, that may not be available until many years later.

FIGURE 5.9: NODE 2: LAND USE AND ZONING



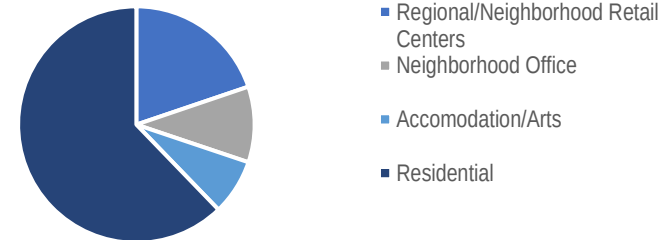
SUPPORTABLE DEVELOPMENT

To evaluate future market supported development within Node 2, this analysis evaluated future projected needed square footage of, as outlined in the Market Demand pages of this study, expert opinion from regional developers and real estate brokers, market trends, and proximity of competitive and complimentary uses. Using these factors, this analysis provides estimates of supportable acreage, square footage, and residential units that have been identified as the highest and best use of land for this node. Approximately 54 acres have been identified for regional and neighborhood type retail development, 10 acres for accommodation/arts to capture the tourism traffic of Antelope Island, 6 acres of neighborhood office development, and 85 acres of mixed residential development. Table 5.5 outlines the supported square feet and units of each use.

TABLE 5.5: NODE 2: SUPPORTABLE DEVELOPMENT

LAND USE	ACREAGE	SQUARE FEET/UNITS
Regional/Neighborhood Retail	54.43	855,423
Accommodation/Arts	10.00	125,000
Neighborhood Office	6.48	69,330
Residential Units	85.10	511

Figure 5.10: Syracuse Central Node Uses



ILLUSTRATIONS OF SUPPORTABLE DEVELOPMENT TYPE

Figure 5.11 shows the type of development envisioned for Node 2.

FIGURE 5.11: ILLUSTRATION OF SUPPORTABLE DEVELOPMENT TYPE



NODE DIAGRAM

Figures 5.12 and 5.13 depict a diagram view and 3D rendering of Node 2. The diagram illustrates the proposed land uses, density, and transportation connectivity.

FIGURE 5.12: NODE 2 - DIAGRAM



FIGURE 5.13: NODE 2 – 3D RENDERING



FISCAL BENEFIT ANALYSIS

The supportable development will generate a significant fiscal benefit to Syracuse during the 20-year planning horizon (2023-2042). This analysis assumes the development outlined in Table 5.5 will materialize over a 15-year timeframe (2023-2037). Further, the analysis assumes that the golf course in the northwest section will eventually develop into the uses outlined in Figure 5.12. If developed as outlined above, Node 2 could generate approximately \$23.69 million in fiscal revenues for Syracuse City. Table 5.7 summarizes the fiscal revenues for the City.

5.6: NODE 2 DEVELOPMENT ASSUMPTIONS

BUILDING TYPE	\$/Sq. Ft. OR UNIT	BUILD OUT TAXABLE VALUE	CONSTRUCTION ABSORPTION	POTENTIAL JOBS/RESIDENTS
Retail	\$195.00	\$87,750,000	2023-2037	900
Office	\$187.00	\$31,790,000	2027	680
Residential	\$250,000	\$127,650,000	2024-2037	1,940

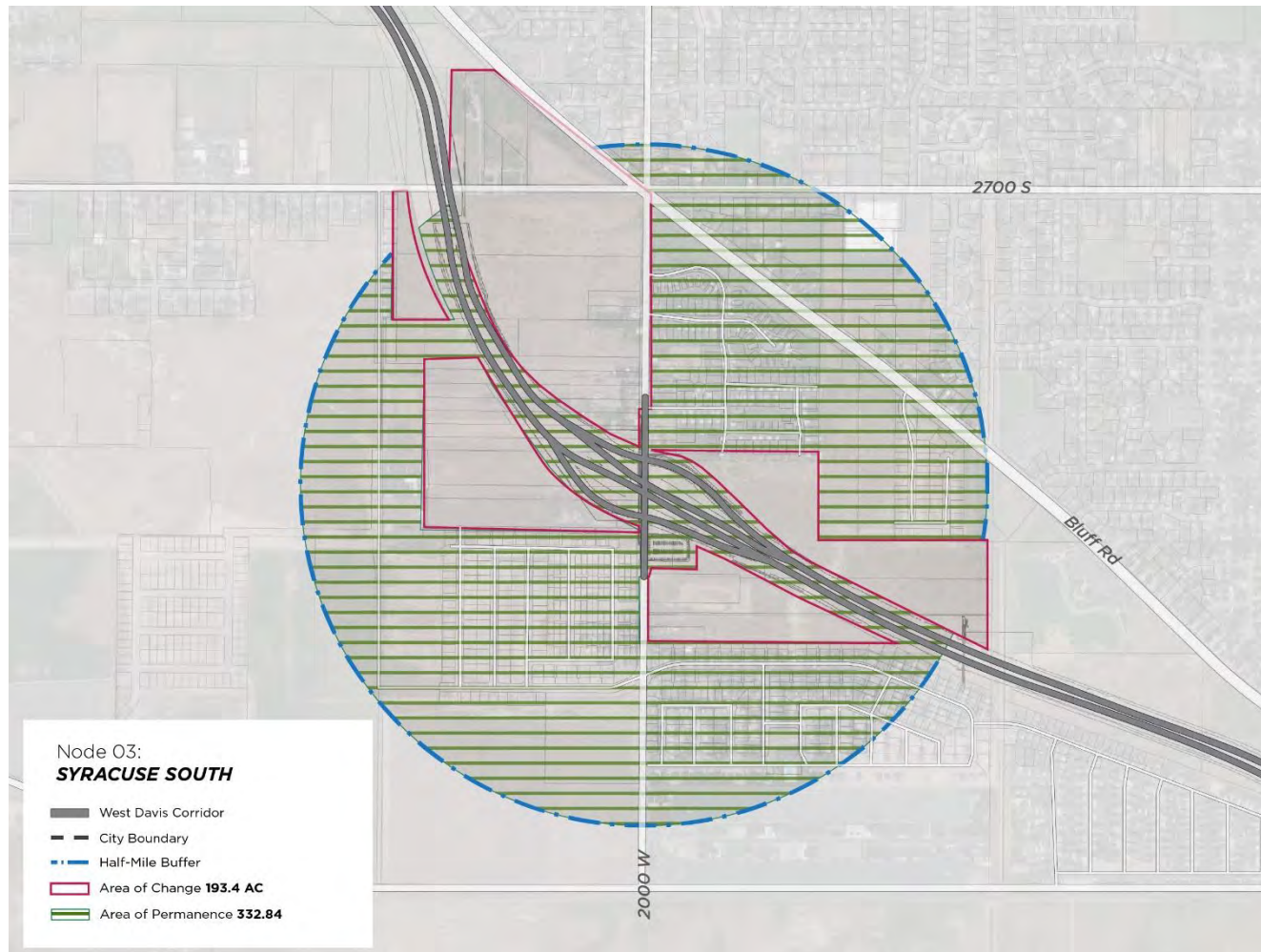
5.7: SYRACUSE FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.001653	\$245,967	\$4,919,345
Sales Tax	0.60%	\$841,859	\$16,837,174
Transient Room Tax	1.00%	\$22,078	\$441,550
Franchise Tax	6.00%	\$74,446	\$1,488,928
Total		\$1,184,350	\$23,686,996

The actual fiscal benefit to the City will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business and living supplies purchased by the new businesses, employees and residents. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

NODE 03: SYRACUSE SOUTH

FIGURE 5.14: NODE 3: SYRACUSE SOUTH



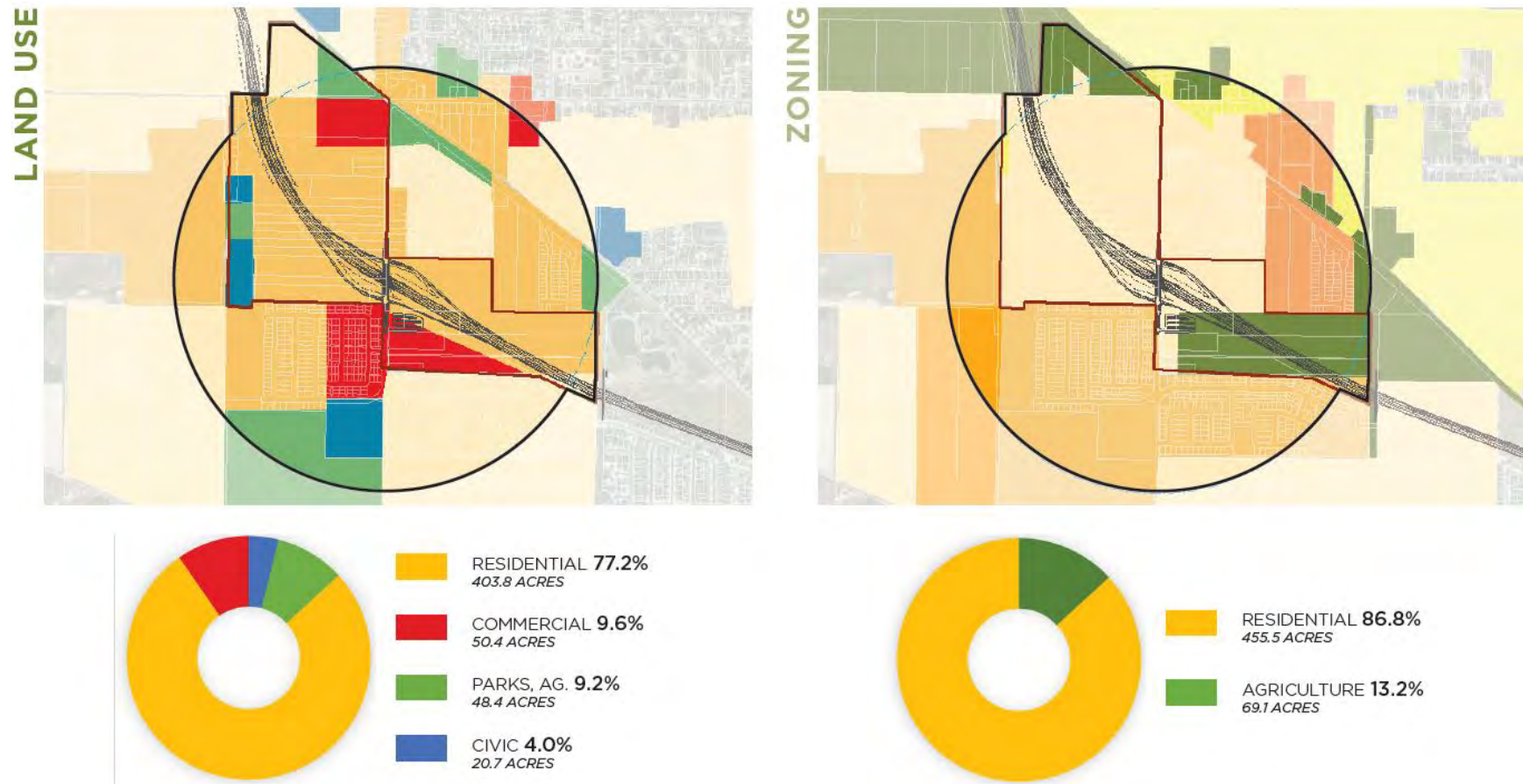
LAND USE AND ZONING

The southernmost Syracuse interchange is located within an area that is currently experiencing significant development activity. Six developments have either been recently completed or are anticipated. From 2010-21, the area has seen an annual population growth rate of 5.8%. With all this activity, only 39% of the node is categorized as area of short-

term change and the remaining 61% will likely see no change. Many of the parcels within the area of short-term change are irregular in size and shape, which may require extra time and effort for land acquisition.

Residential land uses dominate the area of analysis at 77.2%, with the remaining being commercial (9.6%), parks/agriculture (22.3%), and civic (4.0%). Zoning is split between residential (86.6%) and agriculture (13.2%).

FIGURE 5.15: NODE 3: LAND USE AND ZONING



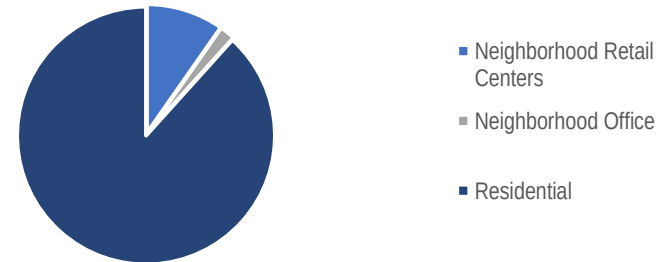
SUPPORTABLE DEVELOPMENT

To evaluate future market supported development within Node 3, this analysis evaluated future projected needed square footage of, as outlined in the Market Demand pages of this study, expert opinion from regional developers and real estate brokers, market trends, and proximity of competitive and complimentary uses. Using these factors, this analysis provides estimates of supportable acreage, square footage, and residential units that have been identified as the highest and best use of land for this node. Approximately 23 acres have been identified for neighborhood type retail development, including a grocery store, 8 acres of neighborhood office development, and 58 acres of mixed residential development. Table 5.8 outlines the supported square feet and units of each use.

TABLE 5.8: NODE 3: SUPPORTABLE DEVELOPMENT

LAND USE	ACREAGE	SQUARE FEET/UNITS
Neighborhood Retail	22.85	115,000
Neighborhood Office	7.56	23,110
Residential Units	58.05	851

FIGURE 5.16: SYRACUSE SOUTH NODE USES



ILLUSTRATIONS OF SUPPORTABLE DEVELOPMENT TYPE

Figure 5.17 shows the type of development envisioned for Node 3.

FIGURE 5.17: ILLUSTRATION OF SUPPORTABLE DEVELOPMENT TYPE



NODE DIAGRAM

Figure 5.18 depicts a diagram view of Node 3. The diagram illustrates the proposed land uses, density, and transportation connectivity.

FIGURE 5.18: NODE 3 - DIAGRAM



FISCAL BENEFIT ANALYSIS

The supportable development will generate a significant fiscal benefit to Syracuse during the 20-year planning horizon (2023-2042). This analysis assumes the development outlined in Table 5.8 will materialize over a 15-year timeframe (2023-2037). If developed as outlined above, Node 3 could generate approximately \$10.23 million in fiscal revenues for Syracuse City. Table 5.10 summarizes the fiscal revenues for the City.

5.9: NODE 3 DEVELOPMENT ASSUMPTIONS

BUILDING TYPE	\$/Sq. Ft. OR UNIT	BUILD OUT TAXABLE VALUE	CONSTRUCTION ABSORPTION	POTENTIAL JOBS/RESIDENTS
Retail	\$195.00	\$22,425,000	2026, 2029	230
Office	\$187.00	\$4,321,586	2026	92
Residential	\$250,000	\$145,125,000	2023-2037	2,206

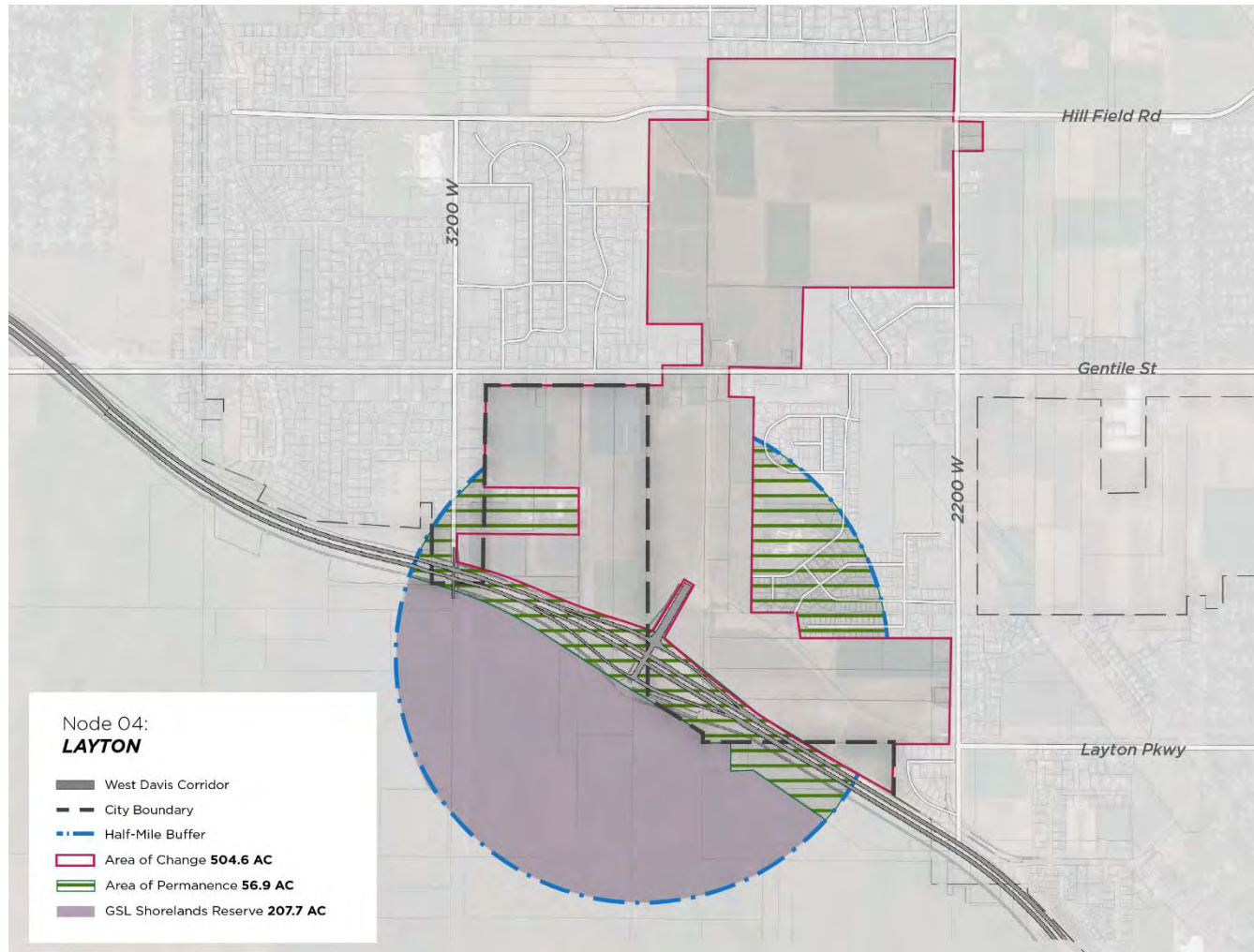
5.10: SYRACUSE FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.001653	\$176,849	\$3,536,971
Sales Tax	0.60%	\$284,784	\$5,695,679
Franchise Tax	6.00%	\$49,795	\$995,895
Total		\$511,428	\$10,228,544

The actual fiscal benefit to the City will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business and living supplies purchased by the new businesses, employees and residents. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

NODE 04: LAYTON

FIGURE 5.19: NODE 4: LAYTON



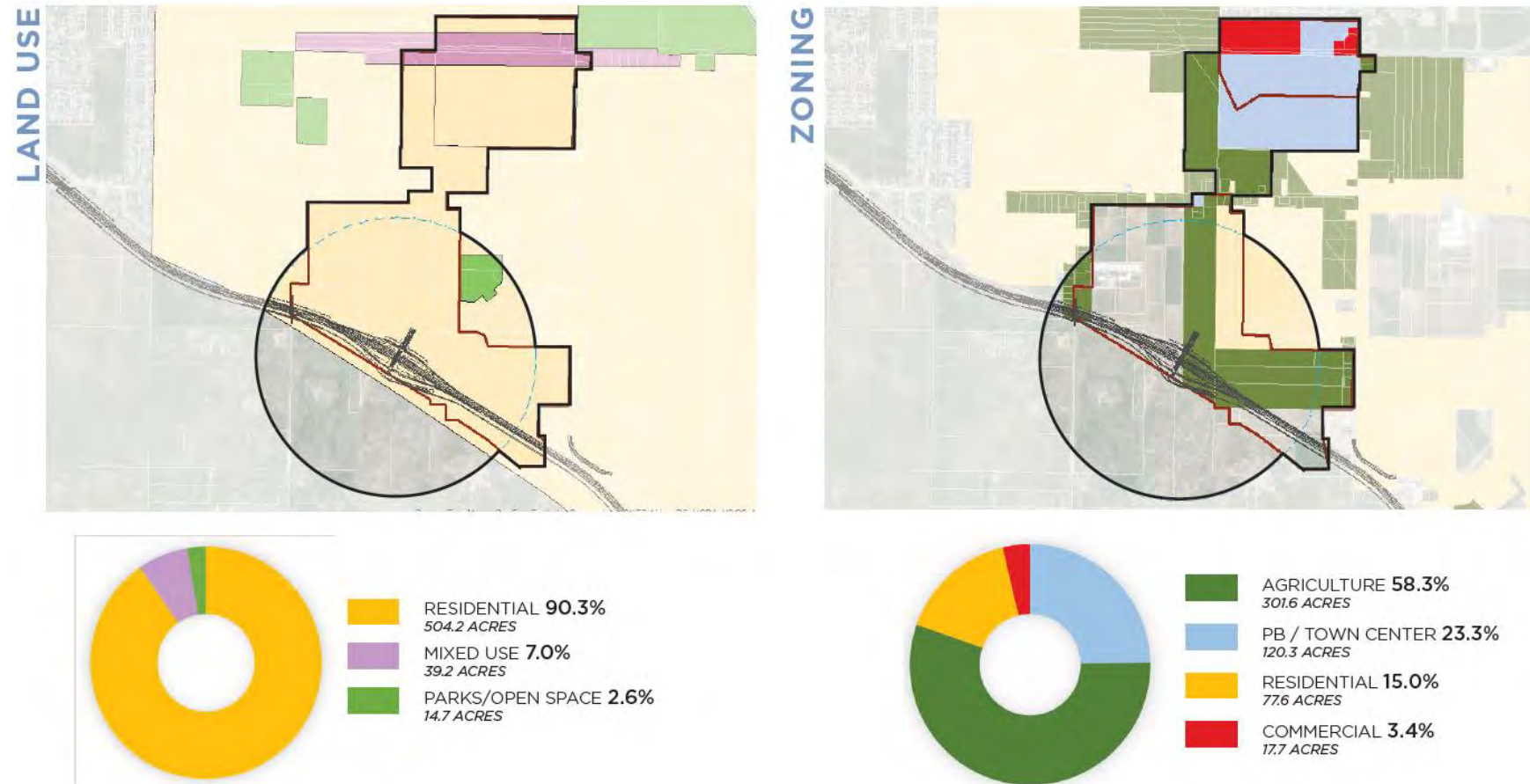
LAND USE AND ZONING

The Layton node lies within the center of the West Davis Corridor. This area of analysis includes the newly planned for Layton Town Center and increased connectivity with the extensions of both 2700 West and Layton Parkway. The area is extremely fast growing as it has seen an annual population growth rate of 15%, and four new developments either

recently completed or are in-process. Even though the area is seeing a lot of activity, there is still about 66% of the node (504.6 acres) that is categorized as area of short-term change. The remaining 34% is either preserved or will not see any change during the study.

The existing land use includes residential uses (90.3%), mixed use (7.0%), and parks/open space (2.6%). About 58.3% is zoned for agriculture, 23.3% for public spaces/mixed use town centers, 15.0% for residential, and 3.4% for commercial.

FIGURE 5.20: NODE 4: LAND USE AND ZONING



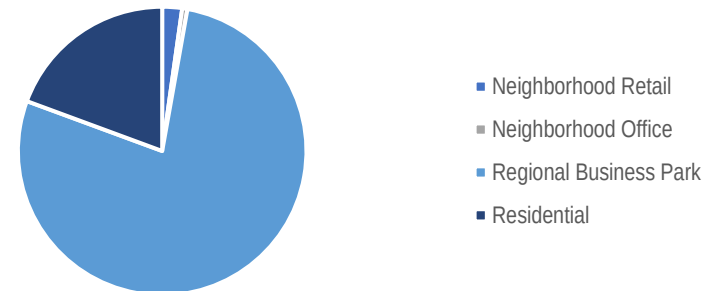
SUPPORTABLE DEVELOPMENT

To evaluate future market supported development within Node 4, this analysis evaluated future projected needed square footage of, as outlined in the Market Demand pages of this study, expert opinion from regional developers and real estate brokers, market trends, and proximity of competitive and complimentary uses. Using these factors, this analysis provides estimates of supportable acreage, square footage, and residential units that have been identified as the highest and best use of land for this node. Approximately 10 acres have been identified for neighborhood retail development, 4.59 acres of neighborhood office development, 210 acres of regional business park development, and 83 acres of residential development. Table 5.11 outlines the supported square feet and units of each use.

TABLE 5.11: NODE 4: SUPPORTABLE DEVELOPMENT

LAND USE	ACREAGE	SQUARE FEET/UNITS
Neighborhood Retail	10.00	95,000
Neighborhood Office	4.59	25,000
Regional Business Park	209.94	3,321,160
Residential Units	82.71	414

FIGURE 5.21: LAYTON NODE USES



ILLUSTRATIONS OF SUPPORTABLE DEVELOPMENT TYPE

Figure 5.22 shows the type of development envisioned for Node 4.

FIGURE 5.22: ILLUSTRATION OF DEVELOPMENT TYPE



NODE DIAGRAM

Figures 5.23 and 5.24 depict a diagram view and 3D rendering of Node 4. The diagram illustrates the proposed land uses, density, and transportation connectivity.

FIGURE 5.23: NODE 4 - DIAGRAM

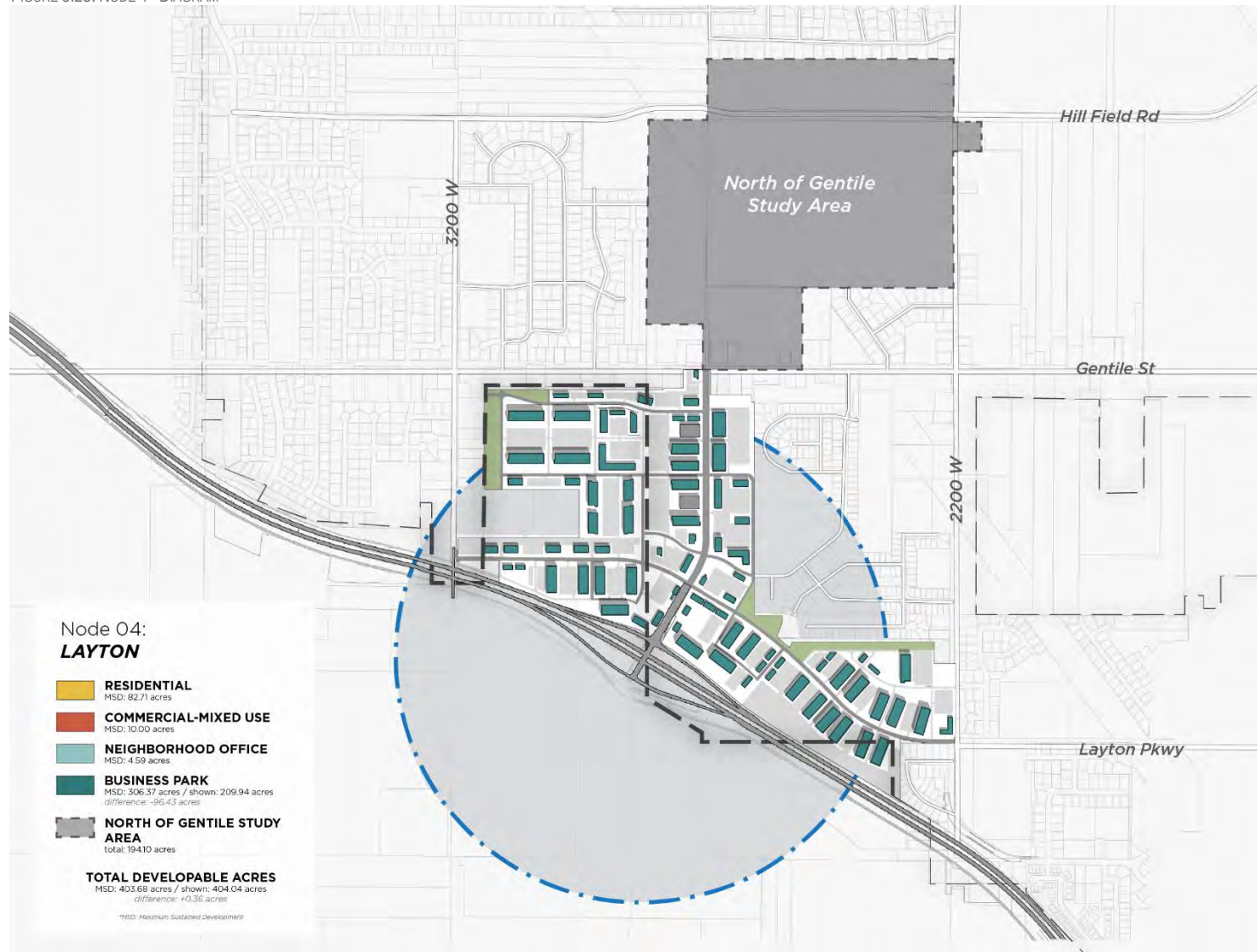


FIGURE 5.24: NODE 4 – 3D RENDERING



FISCAL BENEFIT ANALYSIS

The supportable development will generate a significant fiscal benefit to Layton during the 20-year planning horizon (2023-2042). This analysis assumes the development outlined in Table 5.11 will materialize over a 17-year timeframe (2023-2039). If developed as outlined above, Node 4 could generate approximately \$15.7 million in fiscal revenues for Layton City. Tables 5.13 summaries the fiscal revenues for the City.

5.12: NODE 4 DEVELOPMENT ASSUMPTIONS

BUILDING TYPE	\$/Sq. Ft. OR UNIT	BUILD OUT TAXABLE VALUE	CONSTRUCTION ABSORPTION	POTENTIAL JOBS/RESIDENTS
Retail	\$195.00	\$18,525,000	2026-2039	190
Office	\$187.00	\$69,145,307	2026-2039	100
Business Park	\$125.00	\$372,049,875	2026-2039	2,867
Residential	\$250,000	\$103,387,500	2023-2037	1,282

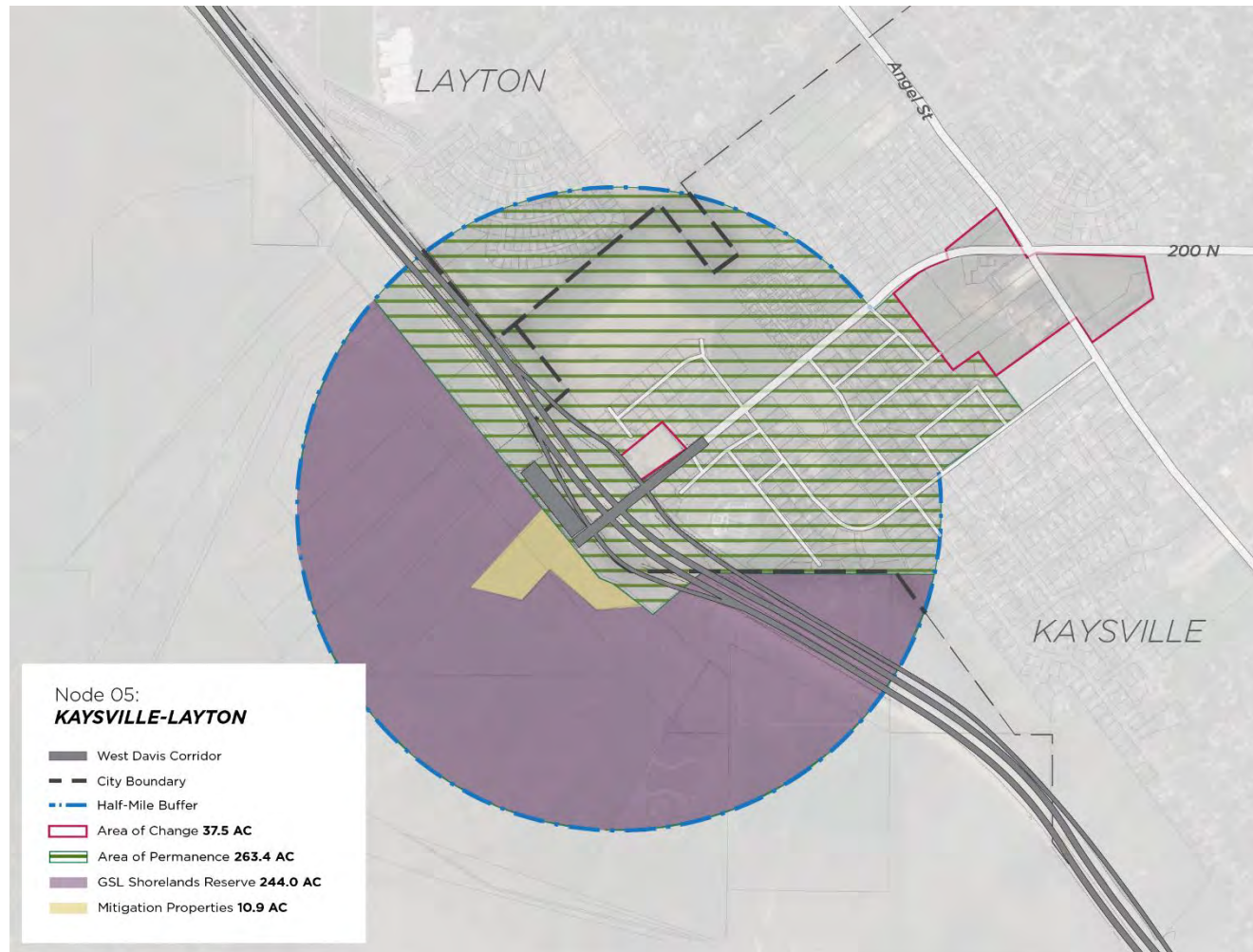
5.13: LAYTON FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.001593	\$437,294	\$8,745,890
Sales Tax	0.60%	\$144,645	\$2,892,896
Franchise Tax	6.00%	\$202,161	\$4,043,222
Total		\$784,100	\$15,682,008

The actual fiscal benefit to the City will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business and living supplies purchased by the new businesses, employees and residents. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

NODE 05: KAYSVILLE - LAYTON

FIGURE 5.25: NODE 5: KAYSVILLE - LAYTON



LAND USE AND ZONING

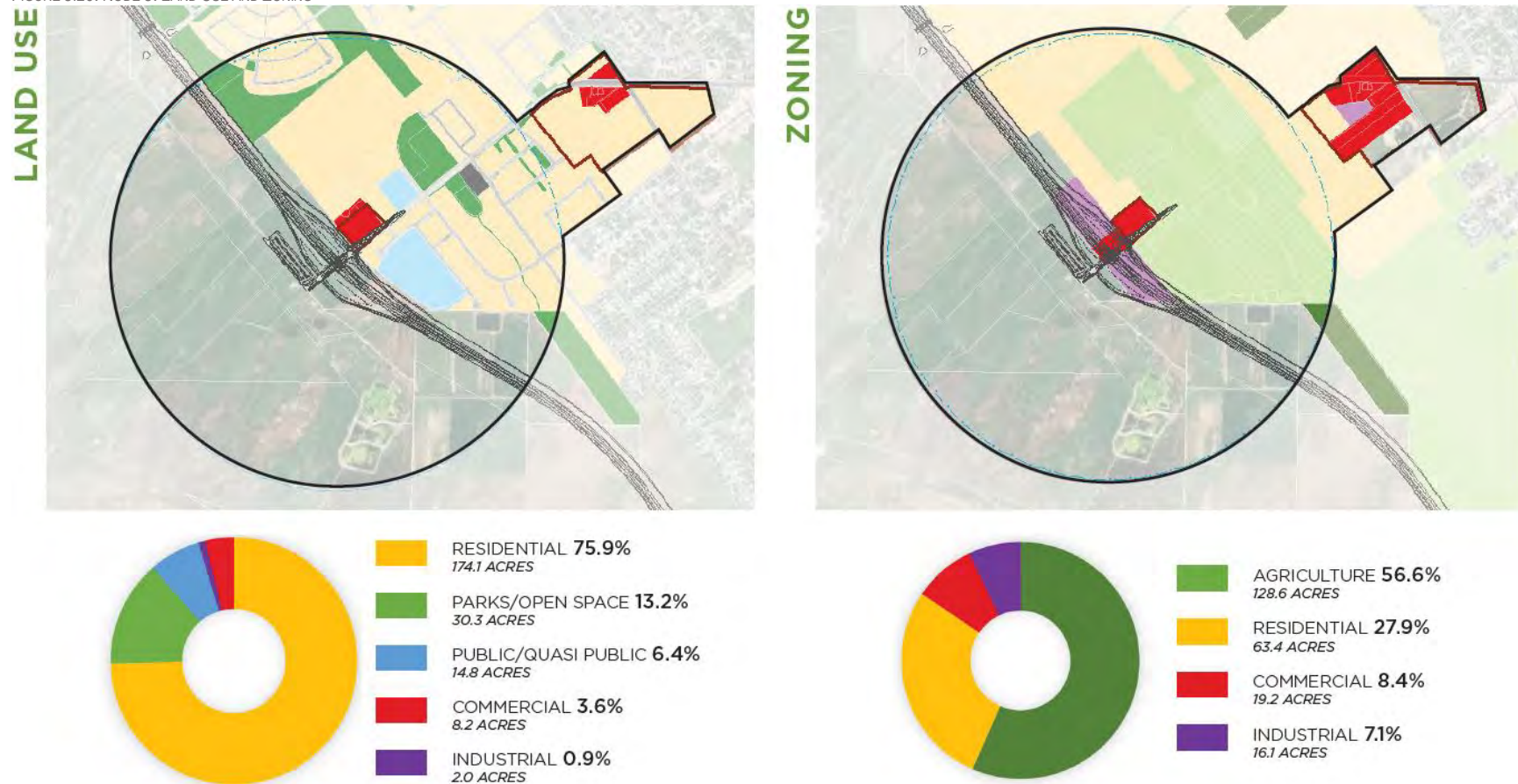
The Kaysville-Layton node is located within a heavily established residential area that has seen a population growth rate of 5.2% and 6 new developments. Although a healthy population growth, the existing established developments leave only 37.5 acres (or 6.7%) for change. 254.9 acres are a part of the protected reserve, and another 263.4 are within

areas of permanence.

The surrounding land use is 75.9% residential, 13.2 % parks/open space, 6.4% public/quasi-public use, 3.6% commercial, and 0.9% industrial. About 56.6% is zoned for agriculture and 27.9% for residential, 8.4% for commercial, and 7.1% for industrial.

Despite most of the land already being preserved or developed, potential still exists for land swaps with the Nature Conservancy and for pockets of neighborhood commercial uses to support the existing neighborhoods.

FIGURE 5.26: NODE 5: LAND USE AND ZONING



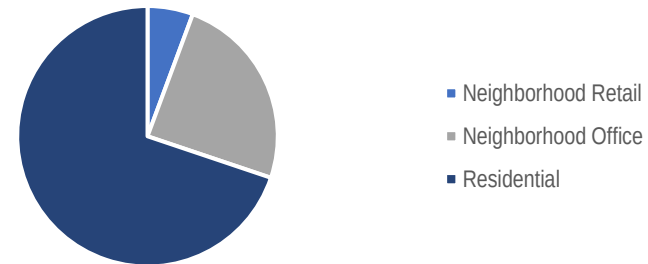
SUPPORTABLE DEVELOPMENT

To evaluate future market supported development within Node 5, this analysis evaluated future projected needed square footage of, as outlined in the Market Demand pages of this study, expert opinion from regional developers and real estate brokers, market trends, and proximity of competitive and complimentary uses. Using these factors, this analysis provides estimates of supportable acreage, square footage, and residential units that have been identified as the highest and best use of land for this node. Approximately 4 acres have been identified for neighborhood type retail development, 9 acres of neighborhood office development, and 14 acres of mixed residential development. Table 5.14 outlines the supported square feet and units of each use.

TABLE 5.14: NODE 5: SUPPORTABLE DEVELOPMENT

LAND USE	ACREAGE	SQUARE FEET/UNITS
Neighborhood Retail	4.05	15,000
Neighborhood Office	8.94	65,000
Residential Units	13.72	82

FIGURE 5.27: KAYSVILLE - LAYTON NODE USES



ILLUSTRATIONS OF SUPPORTABLE DEVELOPMENT TYPE

Figure 5.28 shows the type of development envisioned for Node 5.

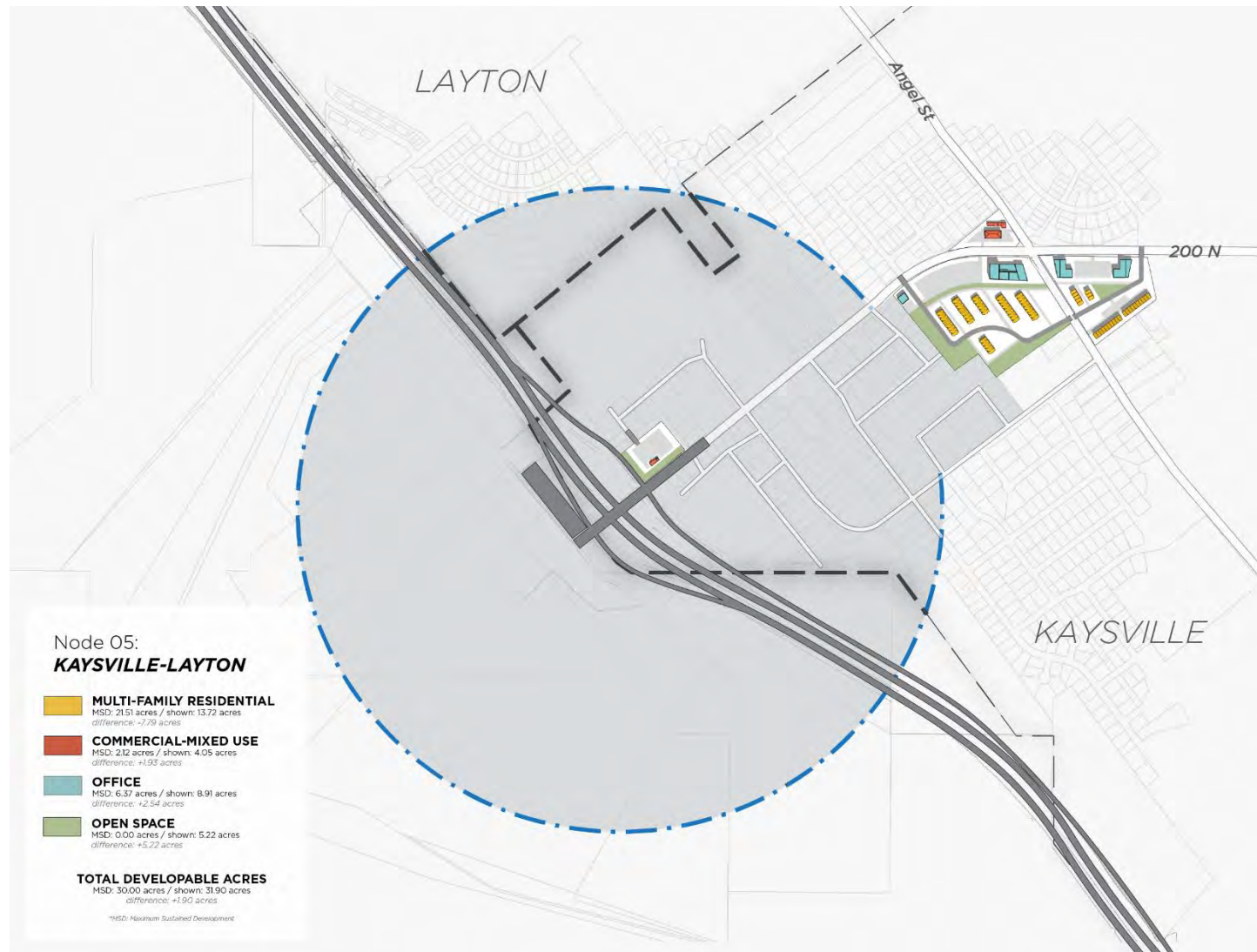
FIGURE 5.28: ILLUSTRATION OF SUPPORTABLE DEVELOPMENT TYPE



NODE DIAGRAM

Figure 5.29 depicts a diagram view of Node 5. The diagram illustrates the proposed land uses, density, and transportation connectivity.

FIGURE 5.29: NODE 5 - DIAGRAM



FISCAL BENEFIT ANALYSIS

The supportable development will generate a fiscal benefit to Kaysville during the 20-year planning horizon (2023-2042). This analysis assumes the development outlined in Table 5.14 will materialize over a 11-year timeframe (2023-2033). If developed as outlined above, Node 5 could generate approximately \$1.93 million in fiscal revenues for Kaysville City. Table 5.16 summarizes the fiscal revenues for the City.

5.15: NODE 5 DEVELOPMENT ASSUMPTIONS

BUILDING TYPE	\$/Sq. Ft. OR UNIT	BUILD OUT TAXABLE VALUE	CONSTRUCTION ABSORPTION	POTENTIAL JOBS/RESIDENTS
Retail	\$195.00	\$2,925,000	2027-2028	30
Office	\$187.00	\$12,155,000	2026-2029	260
Residential	\$250,000	\$20,580,000	2023-2033	296

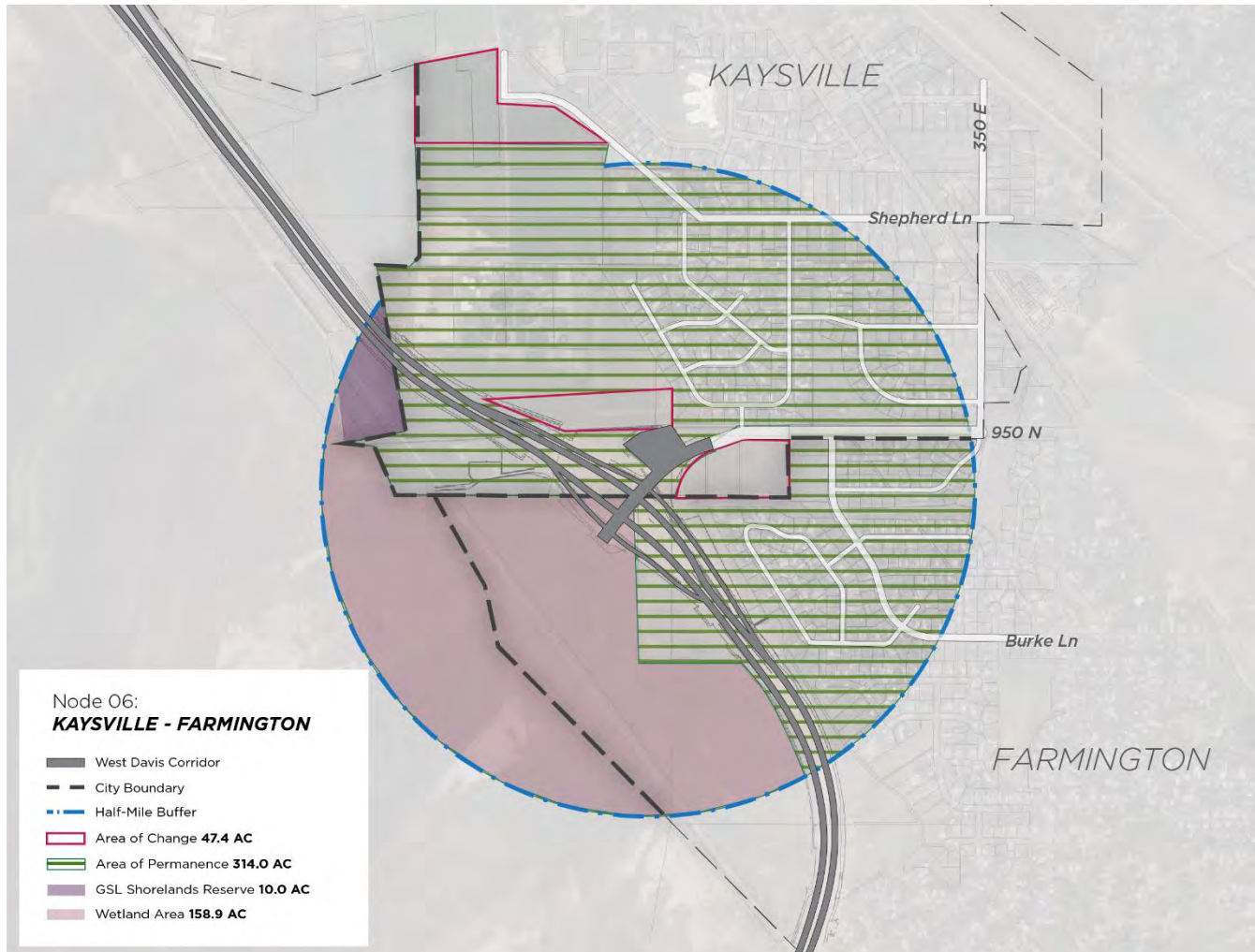
5.16: KAYSVILLE FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.001785	\$47,586	\$951,725
Sales Tax	0.60%	\$36,047	\$720,942
Franchise Tax	6.00%	\$13,069	\$261,367
Total		\$96,702	\$1,934,033

The actual fiscal benefit to the City will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business and living supplies purchased by the new businesses, employees and residents. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

NODE 06: KAYSVILLE - FARMINGTON

FIGURE 5.30: NODE 6: KAYSVILLE - FARMINGTON



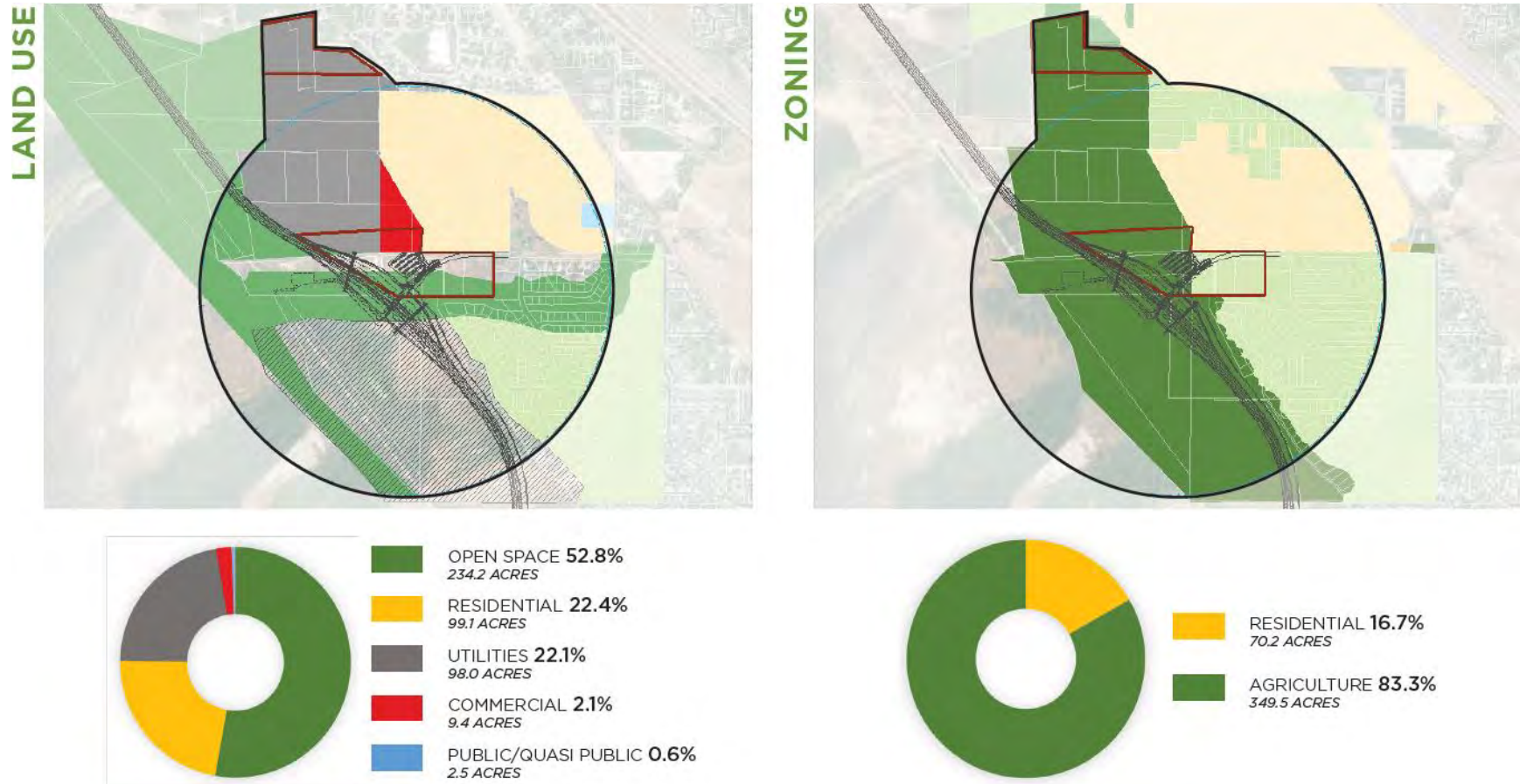
LAND USE AND ZONING

The Kaysville-Farmington node is characterized by its established residential neighborhoods and the Davis County Sewer District. The area has an annual population growth rate of 6.2% and two developments that are either in-process or recently completed. About 314 acres of the node are within areas of permanence and 168.9 acres are designated as

protected or as wetlands, leaving only 47.4 acres for the areas of short-term change.

The surrounding land use is 52.8% open space, 22.4 % residential, 22.1% utilities, 2.1% commercial, and 0.6% public/quasi-public use. About 16.7% is zoned for residential and 83.3% for agriculture. Assets include well-established residential neighborhoods and the in-process frontage road extension that connects with 950 North. A constraint is the Sewer District owning a large portion of potentially developable land, which may bring some uncertainty to future developments. However, there may be opportunities for land swaps or development on Sewer District land later.

FIGURE 5.31: NODE 6: LAND USE AND ZONING



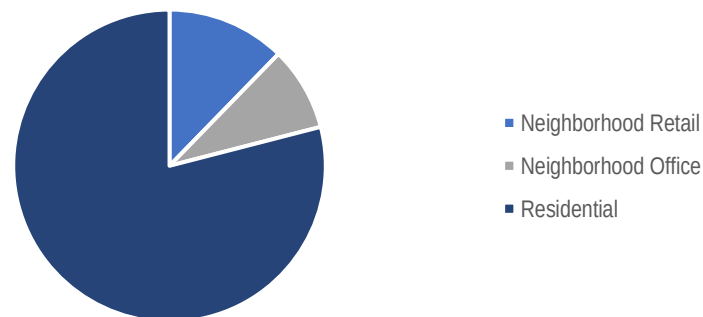
SUPPORTABLE DEVELOPMENT

To evaluate future market supported development within Node 6, this analysis evaluated future projected needed square footage of, as outlined in the Market Demand pages of this study, expert opinion from regional developers and real estate brokers, market trends, and proximity of competitive and complimentary uses. Using these factors, this analysis provides estimates of supportable acreage, square footage, and residential units that have been identified as the highest and best use of land for this node. Approximately 3 acres have been identified for neighborhood type retail development, 2 acres of neighborhood office development, and 12 acres of mixed residential development. Table 5.17 outlines the supported square feet and units of each use.

TABLE 5.17: NODE 6: SUPPORTABLE DEVELOPMENT

LAND USE	ACREAGE	SQUARE FEET/UNITS
Neighborhood Retail	2.82	16,340
Neighborhood Office	2.47	11,555
Residential Units	11.67	47

FIGURE 5.32: KAYSVILLE - FARMINGTON NODE USES



ILLUSTRATIONS OF SUPPORTABLE DEVELOPMENT TYPE

Figure 5.33 shows the type of development envisioned for Node 6.

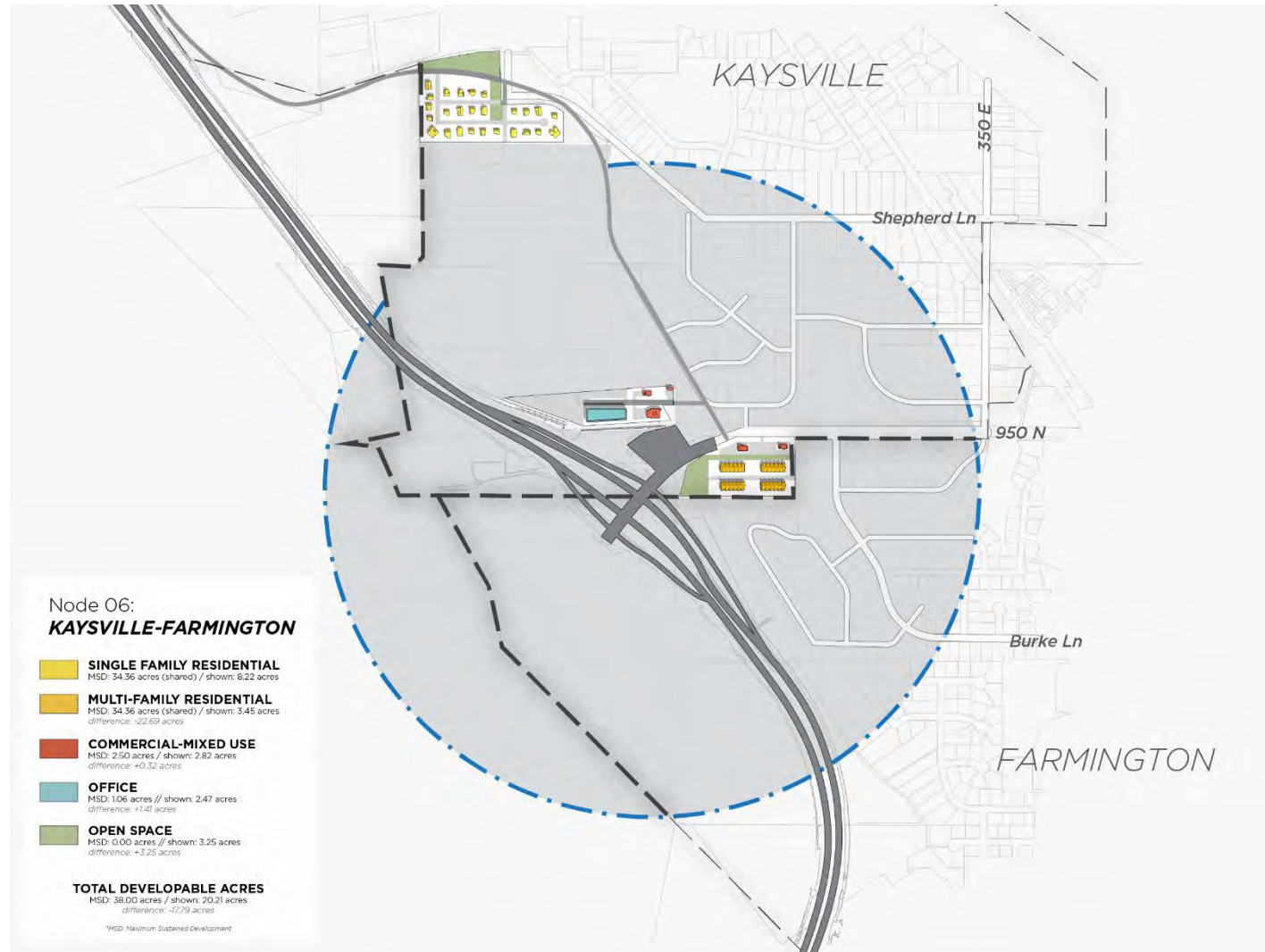
FIGURE 5.33: ILLUSTRATION OF SUPPORTABLE DEVELOPMENT TYPE



NODE DIAGRAM

Figure 5.34 depicts a diagram view of Node 6. The diagram illustrates the proposed land uses, density, and transportation connectivity.

FIGURE 5.34: NODE 6 - DIAGRAM



FISCAL BENEFIT ANALYSIS

The supportable development will generate a fiscal benefit to Kaysville during the 20-year planning horizon (2023-2042). This analysis assumes the development outlined in Table 5.17 will materialize over a 10-year timeframe (2025-2034). If developed as outlined above, Node 6 could generate approximately \$1.30 million in fiscal revenues for Kaysville City. Table 5.16 summarizes the fiscal revenues for the City.

5.18: NODE 6 DEVELOPMENT ASSUMPTIONS

BUILDING TYPE	\$/Sq. Ft. OR UNIT	BUILD OUT TAXABLE VALUE	CONSTRUCTION ABSORPTION	POTENTIAL JOBS/RESIDENTS
Retail	\$195.00	\$3,186,300	2027, 2029	33
Office	\$187.00	\$2,160,785	2027, 2029	46
Residential	\$250,000	\$11,670,000	2025-2034	168

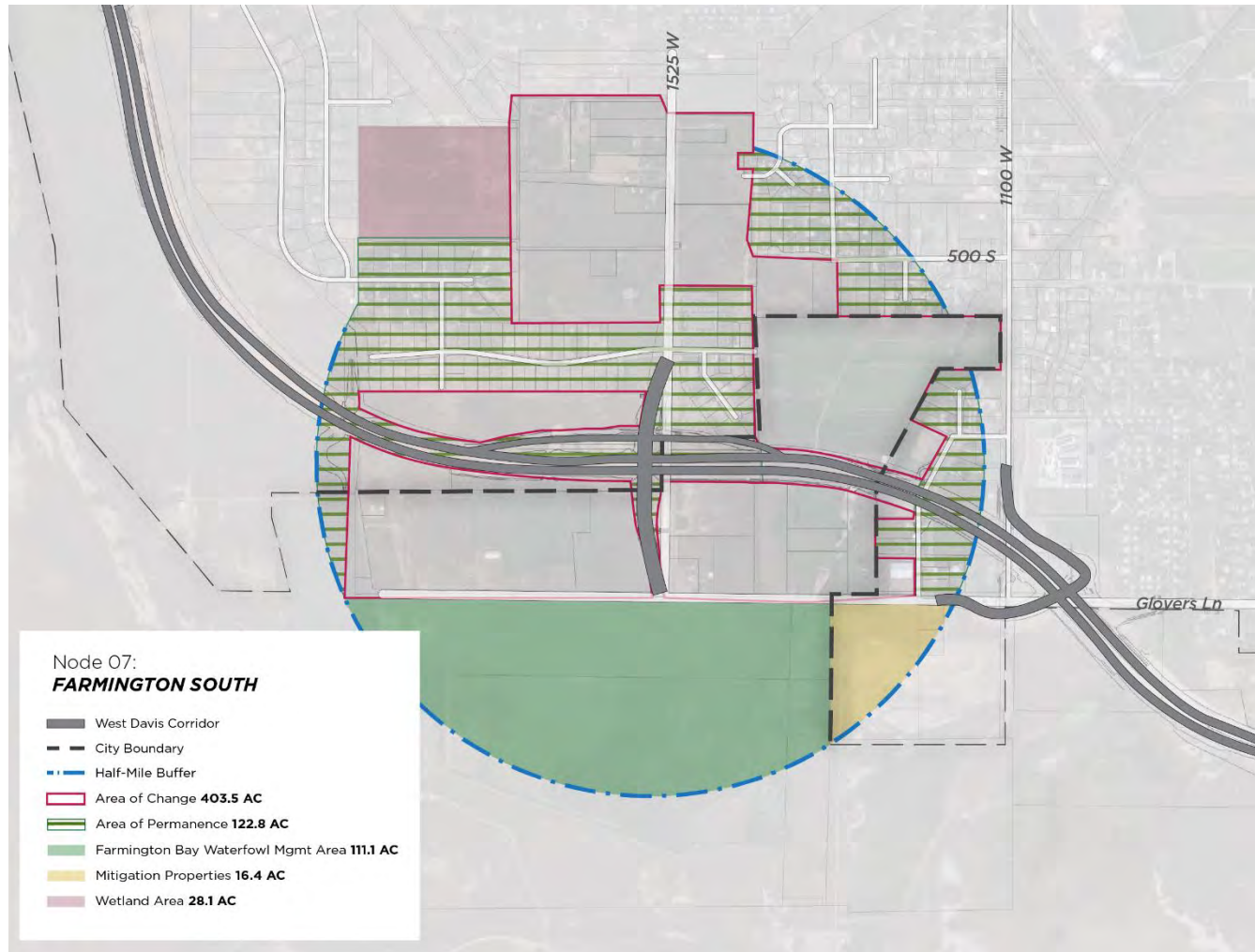
5.19: KAYSVILLE FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.001785	\$21,219	\$424,386
Sales Tax	0.60%	\$38,201	\$764,028
Franchise Tax	6.00%	\$5,696	\$113,923
Total		\$65,116	\$1,302,337

The actual fiscal benefit to the City will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business and living supplies purchased by the new businesses, employees and residents. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

NODE 07: FARMINGTON SOUTH

FIGURE 5.35: NODE 7: FARMINGTON SOUTH



LAND USE AND ZONING

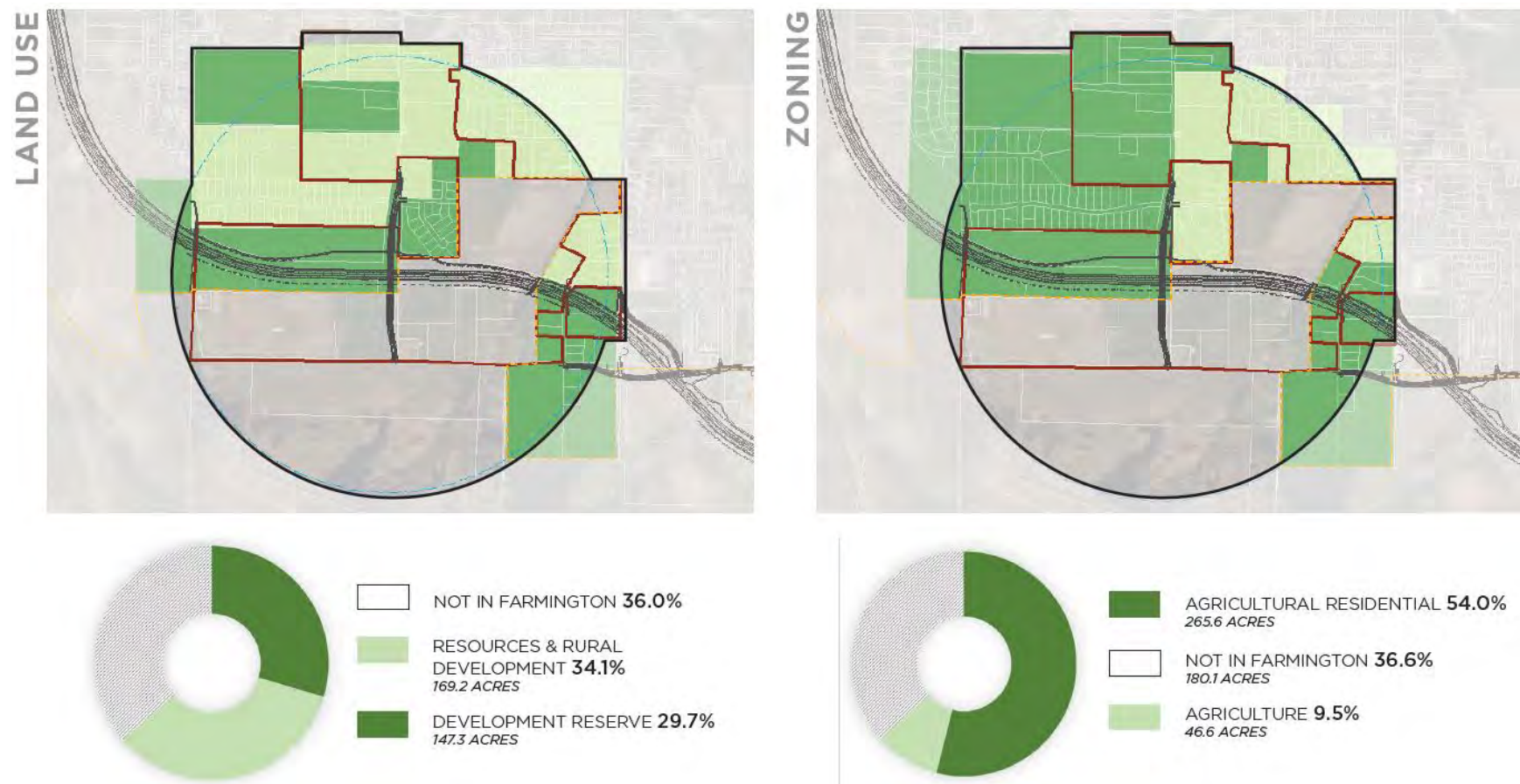
The South Farmington node is a potential node that may be developed during a later phase once traffic patterns justify the need for the interchange. This node is the southernmost node and would be the first interchange connecting the existing corridor to the new. The area is characterized by several new fast-growing residential developments, agricultural

lands, and the Farmington Bay Waterfowl Management Area. The node has seen an annual population growth rate of 5.3% and have two in-process developments. The node presents opportunities for change, as 403.5 acres have been categorized as areas of short-term change. Another 155.6 acres are protected and classified as wetlands. The remaining 122.8 acres are within areas of permanence.

The surrounding land use is 34.1 % resources and rural development, 29.7 % development reserve, and 36% is not within municipal boundaries. About 54% is zoned for agricultural residential and 9.5% for agriculture.

Assets include the extensive area for development, as well as the opportunity for the potential acquisition of Davis County parcels. This interchange is not yet established, but as the usership increases, this interchange may have more opportunities for development and planning. In addition, there may be constraints and impacts to the existing agricultural land and Farmington Bay Waterfowl Management Area.

FIGURE 5.36: NODE 7: LAND USE AND ZONING



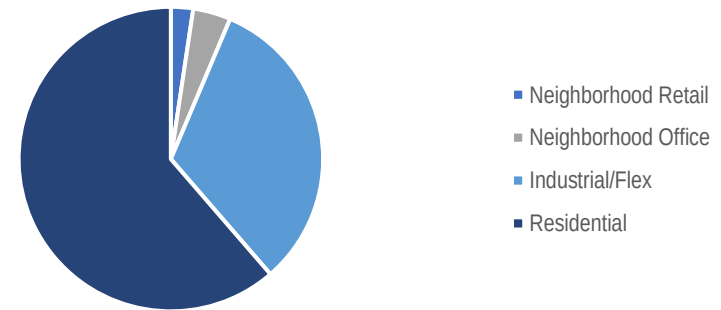
SUPPORTABLE DEVELOPMENT

To evaluate future market supported development within Node 7, this analysis evaluated future projected needed square footage of, as outlined in the Market Demand pages of this study, expert opinion from regional developers and real estate brokers, market trends, and proximity of competitive and complimentary uses. Using these factors, this analysis provides estimates of supportable acreage, square footage, and residential units that have been identified as the highest and best use of land for this node. Approximately 4 acres have been identified for neighborhood retail development, 5 acres of neighborhood office development, 31 acres of industrial flex space development, and 79 acres of residential development. Table 5.20 outlines the supported square feet and units of each use.

TABLE 5.20: NODE 7: SUPPORTABLE DEVELOPMENT

LAND USE	ACREAGE	SQUARE FEET/UNITS
Neighborhood Retail	4.35	27,234
Neighborhood Office	4.85	46,220
Industrial Flex Space	30.63	372,050
Residential Units	78.58	314

FIGURE 5.37: FARMINGTON SOUTH NODE USES



ILLUSTRATIONS OF SUPPORTABLE DEVELOPMENT TYPE

Figure 5.38 shows the type of development envisioned for Node 7.

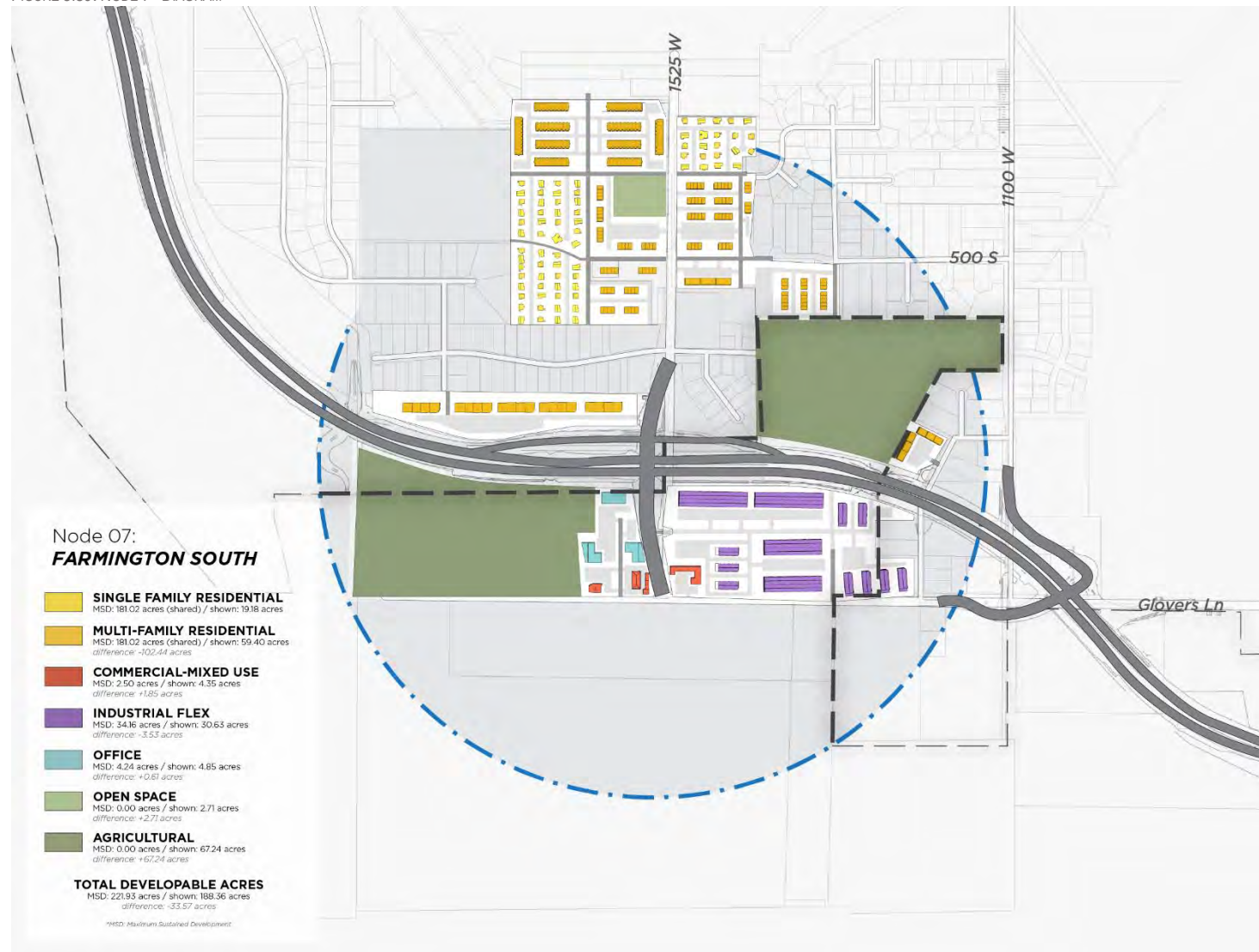
FIGURE 5.38: ILLUSTRATION OF DEVELOPMENT TYPE



NODE DIAGRAM

Figures 5.39 depict a diagram view of Node 7. The diagram illustrates the proposed land uses, density, and transportation connectivity.

FIGURE 5.39: NODE 7 - DIAGRAM



FISCAL BENEFIT ANALYSIS

The supportable development will generate a significant fiscal benefit to Farmington during the 20-year planning horizon (2023-2042). This analysis assumes the development outlined in Table 5.20 will materialize over a 16-year timeframe (2023-2038). If developed as outlined above, Node 7 could generate approximately \$4.46 million in fiscal revenues for Farmington City. Tables 5.22 summaries the fiscal revenues for the City.

5.21: NODE 7 DEVELOPMENT ASSUMPTIONS

BUILDING TYPE	\$/Sq. Ft. OR UNIT	BUILD OUT TAXABLE VALUE	CONSTRUCTION ABSORPTION	POTENTIAL JOBS/RESIDENTS
Retail	\$195.00	\$5,310,630	2025-2038	54
Office	\$187.00	\$8,643,140	2025-2038	184
Industrial Flex	\$125.00	\$46,506,250	2023-2037	186
Residential	\$250,000	\$78,580,000	2023-2037	1,068

5.22: FARMINGTON FISCAL REVENUES

REVENUE TYPE	TAX RATES	AVERAGE ANNUAL REVENUE	TOTAL REVENUE – 20 YEARS
Property Tax	0.001607	\$129,644	\$2,592,874
Sales Tax	0.50%	\$45,475	\$909,499
Franchise Tax	6.00%	\$48,124	\$962,494
Total		\$223,243	\$4,464,867

The actual fiscal benefit to the City will likely be much higher, due to additional indirect and induced benefits. Positive economic impacts will be felt through business and living supplies purchased by the new businesses, employees and residents. It is also likely that additional development will be attracted to the area. This is commonly referred to as the “multiplier effect”, which was not an element of this study.

SECTION 6: FUNDING ANALYSIS

Various tools and incentives are available to help achieve economic development goals. Below is a brief description of several resources available to the WDC Entities.

Redevelopment Areas – Tax Increment Financing

Tax increment financing ("TIF") is the most widely used tool for economic development in the State of Utah. The creation of CRAs, or historically URA, EDA, or CDAs, provides a source of financing redevelopment through the creation of tax increment. Redevelopment agencies negotiate with taxing entities to share a portion of the property tax generated by new development in a particular area for a specific time. However, in the 2022 Utah Legislative Session, the CRA Code was amended to make providing TIF or other revenues to retail development more challenging.

Tax Increment Revenue Bonds

Tax Increment Revenue Bonds allow redevelopment agencies to pledge tax increment funds to repay the debt service. The projected tax increment is often discounted by the bond market, as the tax increment is the only source to repay the bonds, and project areas have little to no tax increment at the beginning of a new project. These bonds are generally more difficult to sell due to the repayment risk.

Industrial Development Bonds

Industrial Development Bonds have a \$10 million cap per issue for small manufacturing facilities and a \$150 million total annual state allocation cap. These bonds have strict regulations regarding eligible business types; a qualified 501(c)(3) can use them for a wider variety of projects. For credit-worthy borrowers, this can result in a reduction in the interest rate of up to 2.00 per annum, which can be millions of dollars of savings during a 10-20 year financed capital improvement.

Revolving Loan Funds and Grants

A revolving loan fund is a source of money from which loans are made for small business development projects. A loan is made to a business, and funds become available for future loans to other businesses as repayments are made. This tool is mainly used to finance local, expanding, or small businesses within the community.

The funds used to create a loan fund may have rules governing the program design. For example, the Department of Housing and Urban Development has specified rules for Community Development Block Grants. Matching grants or revolving loan funds have been very successful in various communities throughout Utah. Dilapidated areas within the city may benefit from creating a revolving loan fund that would encourage the upgrade of facades and other building renovations. Most businesses see increased traffic from improvements to their properties.

Community Development Block Grants

Community Development Block Grants can be used to develop parts of the community that qualify as low- and moderate-income areas. These funds may also be used for projects that remove impediments of access for the elderly and the disabled.

Business Improvement Districts

A business improvement district (BID) is a public-private partnership allowing additional taxes to be collected from businesses within a designated area. The taxes generated by a BID are used for public improvements based on the concept that well-maintained public spaces will increase commerce. Non-profit corporations created by the district manage BIDs. BIDs allow businesses to share the costs to increase business activity within the community through joint ventures, including 1) joint marketing, 2) ad campaigns, 3) events in the district area and 4) planning for parking and facility improvements. The city may contribute by facilitating meetings at municipal buildings, advertising on municipal websites, etc.

Sales Tax Incentives

For strong destination retail anchors, the WDC Entities may offer a sales tax incentive for a period of time. These incentives should be considered on a case-by-case basis. This should only be considered for a major tax-generating retailer or to retain a current major tax-generating business. As discussed in the TIF description above, the current State Code only allows limited sales tax incentives through redevelopment agencies for specific uses, as outlined in 11-41-103.

Special Assessment Bonds

Special Assessment Bonds allow a governmental entity to designate a specific area that will benefit from public improvements and levy a special assessment, like a tax lien, to finance the public improvements. This assessment is then used to repay the debt service. Usually, only the property owners receiving the benefit from the improvements are assessed for the costs.

Special Assessment Bonds may not be created if 50 percent or more of those liable for the assessment payment protest its creation. These bonds usually have a higher interest rate than the other bonds discussed in this section. The issuer must own all improvements, and repayment cannot exceed twenty years. The main advantage of these bonds is: 1) no bond election is required, 2) only benefited owners pay for the improvements, and 3) limited risk to the city.

Municipal Building Authority Lease Revenue Bonds ("MBA")

Cities, counties, and school districts are allowed to create a non-profit organization solely to acquire, construct, improve, and finance the cost of a project on behalf of a public body that created it. Normally, MBA bonds are used to construct municipal buildings. However, MBA bonds have also been used to finance parks and recreation facilities. The legal limitation on MBA bonds issued is 40 years.

Sales Tax Revenue Bonds

Sales tax revenues can be utilized as a sole pledge to repay debt. These bonds do not require a bond election and are often used for acquiring and constructing any capital facility owned by the issuing entity. The bond market usually requires a higher debt service ratio of at least two or three times the revenue to debt.

Public Infrastructure District

A Public Infrastructure District ("PID") may issue debt to finance public infrastructure. This funding mechanism is an alternative to traditional special assessment bonds. Rather than the entity (city or county), the district issues the debt. The formation of a District requires 100 percent consent of property owners and voters within the PID boundary. Repayment of the debt comes solely from a limited property tax or assessment imposed by the PID.

Public/Private Partnerships

A common development tool involves public/private partnerships. Sometimes, these relationships can lead to funding sources through grants, donations, or sponsorships.

KAYSVILLE CITY COUNCIL

October 6, 2022

Minutes of a regular Kaysville City Council meeting held on October 6, 2022 at 7:00 p.m. in the Council Chambers in Kaysville City Hall at 23 East Center Street, Kaysville, UT.

Council Members present: Mayor Tamara Tran, Council Member John Swan Adams, Council Member Mike Blackham, Council Member Abbigayle Hunt, Council Member Nate Jackson and Council Member Perry Oaks

Others Present: City Manager Shayne Scott, City Attorney Nic Mills, City Recorder Annemarie Plaizier, Community Development Director Melinda Greenwood, Information Systems Manager Ryan Judd, Fire Chief Paul Erickson, Parks and Recreation Director Cole Stephens, POP Officer Lexi Benson, Officer Mason Flint, Public Works Director Josh Belnap, Phil Holland, Jerry Goodspeed, T(illegible) Wilson, Kim Johnson, Mike Lyon, Lauri Storey

OPENING

Council Member Hunt opened the meeting with a thought and led the audience in the pledge of allegiance.

CALL TO THE PUBLIC

Nothing was brought under this item.

PRESENTATIONS AND AWARDS

FIRE PREVENTION WEEK PROCLAMATION

Fire Chief Paul Erickson read a Proclamation declaring October 9 – 15, 2022 as Fire Prevention Week in Kaysville City and encouraged residents to take important actions to keep themselves and those around them safe from home fires.

USU BOTANICAL CENTER UPDATE

Jerry Goodspeed, USU Botanical Center Director, gave an update on their Agricultural Heritage Center that is currently under construction. Mr. Goodspeed thanked the city for their generous donation of recycled asphalt materials and pipes, which helped them with their budget for the project. The footings of the building were just recently poured, and they plan to have the building enclosed by the end of the year. They are scheduled to have the building completely done by the end of May 2023. They plan to hold the Davis Heritage Festival on this site in August 2023, and they will continue to hold the Davis Heritage Festival here annually. They will be able to hold equestrian and other events here. We don't want people to forget about our agricultural heritage. Photos will be hung inside of the center showing Davis County's agricultural heritage. Mr. Goodspeed thanked the city for their help and support with their events and encouraged residents take a tour of their facilities and become a member of their Botanical Center.

Mayor Tran thanked Mr. Goodspeed for reaching out to the residents to the north of their property to let them know about the construction of the Center.

DECLARATION OF ANY CONFLICTS OF INTEREST

No conflicts were disclosed.

CONSENT ITEMS

Council Member Oaks made a motion to approve the following consent items:

- a. Approval of Minutes of September 1, 2022.
- b. Approval of Minutes of September 15, 2022.
- c. A Resolution appointing a Land-Use Administrative Law Judge.
- d. Acceptance of a Consultant for Engineering and Design Services for Trappers Field Park.
- e. A Resolution authorizing an Agreement to construct the Connector Road Project.
- f. Approval of Connector Road Construction Management, Public Involvement and Quality Assurance Support.

The motion was seconded by Council Member Hunt.

The vote on the motion was as follows:

Council Member Oaks, yea
Council Member Blackham, yea
Council Member Adams, yea
Council Member Hunt, yea
Council Member Jackson, yea

The motion passed unanimously.

ACTION ITEMS

RAMP COMMITTEE RECOMMENDATIONS FOR FISCAL YEAR 2023

Parks and Recreation Director Cole Stephens explained that on March 3, 2022, the RAMP Advisory Committee was created to review grant applications and make recommendations to the City Council on expending collected RAMP funds. In the Fiscal Year 2023 budget, the City Council approved an overall total of \$300,000 in RAMP expenditures. How those funds are spent was not included at that time. The Committee met in the late spring to establish the grant application guidelines and the 2022 Grant Application window was set from June 15, 2022 to August 31, 2022. On September 8, 2022, the RAMP Committee met to review, discuss and forward a recommendation to the City Council for the Fiscal Year 2023 year. That recommendation, which was unanimous, from the Committee is now being presented to the Council for approval. In the following years, the RAMP application process and recommendations will coincide with the normal budget process. For the Fiscal Year 2024 RAMP grant application process, the application window will be January thru February, and the Committee's recommendations will be included in the City Council budget process.

Mayor Tran opened the meeting for public comment for this item.

There were no comments or questions from the public. Mayor Tran closed the public comment for this item.

Cole Stephens commented that each project receiving RAMP funding will be required to display one of the city's RAMP logos somewhere on their final project. We want people to be able to see which projects are being built from RAMP funds.

Council Member Blackham made a motion to approve the Funding for Fiscal Year 2023 RAMP Projects as recommended by the RAMP Advisory Board, seconded by Council Member Oaks.

The vote on the motion was as follows:

Council Member Blackham, yea
Council Member Adams, yea
Council Member Hunt, yea
Council Member Jackson, yea
Council Member Oaks, yea

The motion passed unanimously.

REQUEST TO REZONE 5.27 ACRES OF PROPERTY AT 67 NORTH ANGEL STREET FROM A-1 (LIGHT AGRICULTURAL) TO THE R-1-14 (SINGLE FAMILY RESIDENTIAL) DISTRICT – THE HOLLAND GROUP

Community Development Director Melinda Greenwood explained that the applicant, The Holland Group, is requesting a rezone of the property at 67 North Angel Street from A-1 (Light Agricultural) to the R-1-14 (Single Family Residential) zoning district. There is currently one existing single-family home on the property, and the proposed change in zone could allow for the construction of up to sixteen dwelling units if all zoning requirements and subdivision requirements are met. The applicant has submitted a concept drawing showing ten lots. The proposed rezone is consistent with the 2022 General Plan and would provide more diverse housing options in this area. On September 8, 2022, the Planning Commission held a public hearing and voted 6-1 to recommend approval of the rezone request. During the public hearing, comments received included concerns about irrigation water, not wanting a road to come from Angel Street, and keeping an agricultural feel. Staff also received an email from an individual who owns the adjacent property who expressed support of the rezone as long as his property's zoning was not impacted. They also expressed concerns about not having a flag lot or having fees assessed to pay for sidewalk. Staff is recommending approval of the rezone request based on the recommendation from the Planning Commission, and the 2022 General Plan calling for this property to be single-family residential.

Mayor Tran opened the meeting for public comment for this item.

There were no comments or questions from the public. Mayor Tran closed the public comment for this item.

Council Member Hunt asked about the water easement on the property.

Phil Holland, with The Holland Group, said that because of the layout of the property, it won't be beneficial to the development and would likely be sold to an adjacent property owner.

Council Member Adams commented that the existing residents should not have to deal with a lot more backyards being adjacent to their properties and hopes that this development be built as shown in the concept drawing.

Phil Holland responded that he does not anticipate building something different from what is depicted in the concept drawing. However, since this is just a rezone request being considered, there has been no official review of a subdivision plat. The layout may need to be adjusted based on subdivision plat review. Mr. Holland said that his intent is not to maximize density here because the homes they build would not fit onto smaller lots.

Council Member Jackson asked about the concern about a road being built to take access onto Angel Street.

Phil Holland responded that there was some concern that the strip of land where the water line easement is located would be made into a roadway. That strip of property is not wide enough to build a road. There has also been some concern that this development would land lack the undeveloped land to the north. This is something that will need to be discussed further with the city engineer and public works.

Council Member Adams asked about stipulating that not more than twelve lots could be created on this property.

Phil Holland said the frontage requirements of the R-1-14 zone makes it impossible to be able to fit more than eleven lots on the property.

Council Member Adams made a motion to approve the request to rezone 5.27 acres of property at 67 North Angel Street from A-1 (Light Agricultural) to the R-1-14 (Single Family Residential) district for The Holland Group. The motion was seconded by Council Member Jackson.

The vote on the motion was as follows:

Council Member Adams, yea
Council Member Hunt, yea
Council Member Jackson, yea
Council Member Oaks, yea
Council Member Blackham, yea

The motion passed unanimously.

AN ORDINANCE AMENDING SECTION 17-13-4 OF THE KAYSVILLE CITY CODE REGARDING CONDITIONAL USES IN THE R-D (DIVERSE RESIDENTIAL) ZONING DISTRICT

Community Development Director Melinda Greenwood explained that their office had recently received an application for multifamily dwellings within the R-D (Diverse Residential) zoning district and there was some confusion as to the interpretation of conditional uses related to multifamily dwellings within that zoning district. As a result, Staff is proposing a text amendment to remove the confusing paragraph. Staff feels that this will ensure multifamily dwellings not be approved in the R-D district and will eliminate issues with the interpretation of the confusing code. The Planning Commission held a public hearing on September 22, 2022 and only received one question from a resident in regards to the intent of the text amendment. The Planning Commission voted unanimously to recommend approval.

Mayor Tran opened the meeting for public comment for this item.

There were no comments or questions from the public. Mayor Tran closed the public comment for this item.

Council Member Blackham made a motion to approve an Ordinance amending Section 17-13-4 of the Kaysville City Code regarding conditional uses in the R-D (Diverse Residential) zoning district, seconded by Council Member Oaks.

The vote on the motion was as follows:

Council Member Hunt, yea
Council Member Jackson, yea
Council Member Oaks, yea
Council Member Blackham, yea
Council Member Adams, yea

The motion passed unanimously.

WORK ITEMS

AMENDMENT TO KAYSVILLE CITY'S PET ORDINANCE AS RECOMMENDED BY DAVIS COUNTY ANIMAL CARE

City Manager Shayne Scott explained that as the Davis County Animal Care Department transitions to completely taking over animal care and control services from cities within the county, they have asked all of the cities to be consistent in how many pets are allowed within homes throughout the county. This will allow their enforcement division to be consistent, regardless of where within the county they are called to respond. They are also making this recommendation based on their expertise as animal control professionals. Their recommendation does not differ much from the city's current ordinance as outlined in Section 15-3-6 of the Kaysville City Code. The first difference is that the proposed ordinance increases the number of dogs allowed from two to three, and allows for a fourth if permitted by the animal care director. The second difference is that the proposed ordinance allows for exceptions to the animal cap by allowing service animals

and governmental animals (e.g., a police K9). These changes would provide some flexibility for residents who desire to own several animals while giving the animal control officers some clear policy direction.

Council Member Blackham commented that allowing for four dogs seems like a lot.

Shayne Scott responded that in order for someone to have four dogs, they would have to go through an application and vetting process through the County.

Council Member Jackson asked how the County currently contracts with the city.

Shayne Scott responded that currently the city contracts with the County for them to provide animal control services, and the County bills the city for their services. In the future, they would no longer bill the city, but would raise taxes to cover their costs. The residents likely will not see a difference in cost; instead of paying that tax towards the city, it would be directed to the county.

Council Member Jackson suggested that Staff speak with other cities to get their thoughts on this proposed amendment.

Council Member Oaks made a motion to move the amendment of Kaysville City's pet ordinance as recommended by Davis County Animal Care to an Action Item. The motion was seconded by Council Member Jackson.

The vote on the motion was as follows:

Council Member Jackson, yea
Council Member Oaks, yea
Council Member Blackham, yea
Council Member Adams, yea
Council Member Hunt, yea

The motion passed unanimously.

AMENDMENT TO THE RULES OF PROCEDURE AND ORDER FOR COUNCIL MEETINGS

City Attorney Nic Mills explained that in recent Council meeting, the Council directed Staff to make some changes to the Rules of Procedure and Order for Council Meetings to alter the prescribed parliamentary rules for entertaining items on the agenda. Specifically, to allow for discussion prior to a motion.

Council Member Jackson made a motion to move the amendment of the Rules of Procedure and Order for Council meetings to an action item. The motion was seconded by Council Member Blackham.

The vote on the motion was as follows:

Council Member Oaks, yea

Council Member Blackham, yea
Council Member Adams, yea
Council Member Hunt, yea
Council Member Jackson, yea

The motion passed unanimously.

COUNCIL MEMBER REPORTS

Council Member Jackson commented that Mayor Tran was selected to continue serving on the Utah League of Cities and Towns Board. It is a competitive process with other Mayors within the state to get onto the Board. This will allow us an opportunity to have somewhat of a voice at the state level.

Mayor Tran added that the City Council had been attending the Utah League of Cities and Towns Conference that week.

ADJOURNMENT

Council Member Blackham made a motion to adjourn the City Council meeting at 8:00 p.m., seconded by Council Member Adams and passed unanimously.

CITY COUNCIL STAFF REPORT



COUNCIL MEETING DATE: October 20, 2022

TYPE OF ITEM: Consent

SUBJECT/AGENDA TITLE: Historic Preservation Committee Member Appointment

EXECUTIVE SUMMARY:

Recently a seat on the Kaysville City Historic Preservation Committee became vacant and needed to be filled by a resident of the city.

After an application and interview process, the mayor has selected Nephi Harvey to serve as a member of the Historic Preservation Committee and is seeking the consent of the City Council.

Details and responsibilities of the Historic Preservation Committee are found in [Chapter 4-9](#) of the Kaysville City Ordinance.

The terms of each member of the Commission, with the exception of the Mayor and City Council member, shall be for four (4) years.

Council Options: Approve or reject

Recommendation: Approve

Fiscal Impact & Fund Source for Recommended Action: This project has no fiscal impact.

Attachments: None

CITY COUNCIL STAFF REPORT



COUNCIL MEETING DATE: October 20, 2022

TYPE OF ITEM: WORK

PRESENTED BY: Shayne Scott

SUBJECT/AGENDA TITLE: An Ordinance Amending the Kaysville City's Pet Ordinance as recommended by the Davis County Animal Care Department

EXECUTIVE SUMMARY:

This item appears at the request of the Davis County Animal Control Department. As they transition to completely taking over this service from cities, they are asking all cities to be consistent in how many pets are allowed in homes in each city in Davis County. This will allow their enforcement division to be consistent, regardless of where in the county they are called and respond. They also made this recommendation based on their expertise as animal control professionals.

This recommendation does not differ much from the current Kaysville City Ordinance (Kaysville City Code 15-3-6). The first difference is that this ordinance regulates both dogs and cats. Our current ordinance only regulates the number of dogs. Second, the ordinance increases the number of dogs allowed from two to three and allows for a fourth if permitted by the animal care director. Finally, the ordinance allows for exceptions to the animal cap by allowing service animals and governmental animals (e.g., a police K9). These changes would provide some flexibility for residents who desire to own several animals while giving the animal control officers some clear policy direction.

Council Options: 1) Adopt this Ordinance Change as presented; 2) Adopt this Ordinance with any modifications that the Council deems appropriate; 3) Decline to Adopt this item and remand to staff with further direction.

Recommended Options: Adopt this Ordinance as presented.

Fiscal impact & Fund Source for Recommended Action: Not Applicable.

Attachments:

1. Proposed Changes to Pet limits in Kaysville
2. Ordinance Change

Section 6.12.060 Number Of Dogs And Cats Per Residence

No person or persons at any one (1) residence within the jurisdiction of this title shall at any one (1) time own, harbor, license, or maintain more than three (3) cats and dogs in any combination. ~~A person may only own, harbor, license, or maintain three (3) dogs if one of the dogs has been acquired from a legitimate animal shelter, as the term "animal shelter" is defined in the Utah Animal Welfare Act. The Animal Control Division may issue a permit to owners of Dogs and Cats to keep up to four Dogs or Cats (but not more than four Household Pets) in a residential area.~~

Section X Exemptions for number of dogs and cats per residence:

The provisions of Section 6.12.060 shall not apply to the following;

- a. Under the provisions of Section 10-8-65, Utah Code Annotated, a person may keep a service animal, a retired service animal, or both in addition to that limit. See "service animal" as defined in 06.04.010 (AB) Definitions. A exemption shall be issued for such dog upon the filing of an affidavit with the county showing that the dog qualifies for exemption;
- b. Dogs especially trained to assist officials of governmental agencies in the performance of their duties, and which are owned or maintained by such agencies. A exemption shall be issued for such dog upon the filing of an affidavit with the county showing that the dog qualifies for exemption.

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(Ord. No. 8-2011, § 3, Amended 12/20/2011; Ord. 7-1992 § 3.06)

Annual Additional Dog Permit.

1. Application. An application to request up to one (1) dog in addition to the three (3) dogs allowed by this Chapter (for a total number of dogs not to exceed four (4)) shall be made to Animal Care of Davis County. The application must be accompanied by the following:

- (a) the annual non-refundable fee for the additional dog permit;
- (b) the name, address, and other contact information for the owner of each dog and for the property on which the dog(s) will be kept
- (c) identification of each dog in the household (their breed(s), name, microchip number and license number);
- (d) verification of spaying or neutering for all dogs in the household;
- (e) verification of microchipping for all dogs in the household;
- (f) verification of Davis County licensing for all dogs in the household;
- (g) a depiction of the outside area showing all fencing, kennel(s), and dog run(s) which are capable of confining up to four (4) total dogs;

2. Annual Permit. The additional dog permit allowed by this Chapter shall be for a term of one (1) calendar year and shall expire annually at midnight December 31 of each year.

3. Fee. A fee established by the Commission shall be charged for each additional dog permit allowed by this Chapter. Such fee shall be annual, nonrefundable, and not prorated.

4. Inspection. Prior to consideration of the additional dog permit, the location where the additional dog shall be kept will be inspected by a Animal Care of Davis County officer who will verify that the planned location for the additional dog is sanitary, safe, and that escape or nuisance is not likely.

5. Notice of violations and citations. Prior to consideration of the additional dog permit, Animal Care of Davis County staff will look for any issued violations or citations from Animal Care of Davis County in the past one (1) calendar year to the dog owner or in regards to any of the dogs on the premises.

6. Standards for Permit Approval. Upon receipt of the permit fee and a complete application, and following an inspection, no violations or citations in the past one (1) calendar year, a permit may be issued where approval of the permit is not reasonably likely to create a public nuisance.

7. When an Animal Control Officer certifies in writing that there is an immediate danger to life or health of a person because of an additional dog, the application or permit may be immediately and summarily denied or revoked. Under such conditions, notice of such denial or revocation will be given in writing as soon as practicable.

8. Grounds for Denial. Permits may be denied due to the following reasons:

- a. Lack of evidence of spay or neutering
- b. Lack of evidence of microchipping
- c. Did not pass the inspection
- d. A notice of violation or citation has been issued from our department in the last one (1) calendar year.

Permit Denial or Revocation. Prior to the denial or revocation of the additional dog permit, the County shall provide written notice of the denial or revocation to the applicant or owner. Such written notice shall be sent by mail or hand delivery to the address provided in the application. The written notice shall state the reason(s) for such revocation or denial and shall state that such applicant or owner may appeal the decision to the Animal Care Director, as provided herein. Notice of denial or revocation is effective on the date the notice is placed in the mailbox maintained by the U.S. Postal Service, or is hand delivered to the applicant. Failure by the County to give notice as provided in this Chapter, shall not establish a right to the additional dog permit under this Chapter.

ORDINANCE NO. _____

**AN ORDINANCE AMENDING TITLE 15, CHAPTER 3,
SECTION 6 OF THE KAYSVILLE CITY CODE REGARDING
THE NUMBER OF DOGS AND CATS ALLOWED IN THE
CITY AND PROVIDING FOR AN EFFECTIVE DATE**

WHEREAS, Kaysville City has a long standing relationship where Davis County provides animal care and control for the City; and

WHEREAS, the County Animal Control Department works with most of the municipalities throughout the County; and

WHEREAS, the County has asked the City (and sister cities throughout the County) to amend its code so that there is continuity throughout the County; and

WHEREAS, the Kaysville City Council has determined that amending its Animal codes to favor county-wide continuity advances the public health, safety, and well-being of Kaysville City.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF
KAYSVILLE CITY, UTAH:**

SECTION One: Repealer. If any provisions of the City's Code previously adopted are inconsistent herewith they are hereby repealed.

Section Two: Amendment. Title 15, Chapter 3, section 6 shall be amended to read as follows:

15-3-6 Number Of Dogs And Cats Per Residence

No person or persons at any one (1) residence within the jurisdiction of this title shall at any one (1) time own, harbor, license, or maintain more than three (3) cats and dogs in any combination. The Animal Control Division may issue a permit to owners of Dogs and Cats to keep up to four Dogs or Cats (but not more than four Household Pets) in a residential area.

1. Exemptions for number of dogs and cats per residence:
 - a. Under the provisions of Section 10-8-65, Utah Code Annotated, a person may keep a service animal, a retired service animal, or both in addition to that limit. See "service animal" as defined in 06.04.010 (AB) Definitions. A exemption shall be issued for such dog upon the filing of an affidavit with the county showing that the dog qualifies for exemption;
 - b. Dogs especially trained to assist officials of governmental agencies in the performance of their duties, and which are owned or maintained by such agencies. A

exemption shall be issued for such dog upon the filing of an affidavit with the county showing that the dog qualifies for exemption.

SECTION III: Severability. If any section, subsection, sentence, clause or phrase of this ordinance is declared invalid or unconstitutional by a court of competent jurisdiction, said portion shall be severed and such declaration shall not affect the validity of the remainder of this ordinance.

SECTION IV: Effective Date. This Ordinance shall become effective shall become effective 20 days after publication or posting, or 30 days after final passage by the governing body, whichever is sooner.

PASSED AND ADOPTED this 20th day of October, 2022.

KAYSVILLE CITY,
A Municipal Corporation

Tamara Tran, Mayor

ATTEST:

Annemarie Plaizier, City Recorder

CITY COUNCIL STAFF REPORT



COUNCIL MEETING DATE: October 20, 2022

TYPE OF ITEM: Action

PRESENTED BY: Nic Mills

SUBJECT/AGENDA TITLE: Amending the Kaysville City Rules of Procedure and Order

EXECUTIVE SUMMARY:

This item appears at the request of the council during the last meeting. This amendment alters the prescribed parliamentary rules for entertaining items on the agenda. Specifically, it allows for discussion prior to a motion.

Council Options: 1) Approve the Resolution amending the Kaysville City Rules of Procedure and Order; 2) Approve the Resolution with any modifications that the Council deems appropriate; 3) Decline to adopt the Resolution and remand to staff with further direction.

Recommended Options: Move the item to an action item so that it can be approved at the next meeting.

Fiscal impact & Fund Source for Recommended Action: Not Applicable.

Attachments:

1. Proposed Resolution
2. Proposed Kaysville City Rules of Procedure and Order with "redline" amendments.



RESOLUTION 22-~~XX-XX~~

**AMENDING THE KAYSVILLE CITY RULES OF PROCEDURE TO
ALLOW DISCUSSION PRIOR TO A MOTION BEING MADE**

WHEREAS, the City Council desires to amend its Rules of Procedure to allow for discussion before a motion to be made; and

WHEREAS, the amendments are reflected on the accompanying document which is attached hereto and incorporated herein by this reference; and

WHEREAS, this change would benefit the City Council discussion.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF KAYSVILLE,
UTAH:**

1. The Kaysville City Rules of Procedure are amended as outlined in the attached document. This change allows the Council to discuss the applicable agenda item prior to the item being moved.

PASSED AND ADOPTED by the City Council of Kaysville, Utah, this **20th day of October, 2022.**

Tamara Tran, Mayor

ATTEST:

Annemarie Plaizier, City Recorder

KAYSVILLE CITY RULES OF PROCEDURE and ORDER

Recognizing that the City Council, as a legislative body, needs a systematic way of conducting its business, these rules of procedure are to provide for the orderly conduct of City business by the City Council, with the objective of providing for full, open, and comprehensive debate of issues brought before the City Council for action in a forum open to the public, and which encourages citizens' awareness of City Council activities.

These procedures do not increase or diminish the existing powers or authority of the Mayor or City Council members, as set forth in state law or local ordinance.

CITY COUNCIL MEETING AGENDA

All meetings of the City Council will have a notice and agenda that complies with the Utah Open Meetings Act

An Item may be placed on the agenda only by the Mayor, or at the request of any two council members.

An Item will be added to all Kaysville City Council Agendas requesting that any conflicts of interest with any items on the same agenda be declared.

Agenda Items must be submitted to the City Recorder at least 7 days before the date of the meeting. Any item that is submitted to the City Recorder after 7 days before the meeting will be put on the next following meeting agenda. The Recorder should notify the Mayor of the added agenda item.

If the agenda contains a Council Member Reports Item on the agenda these reports shall be limited to updates on City projects and events that the council member is directly involved in or assigned to. The time limit for each Council Member Report shall be three minutes per Council Member.

ROLE OF THE MAYOR AS COUNCIL CHAIR AND OTHER COUNCIL MEMBERS:

- The Mayor shall preside at meetings of the City Council.
- Participate in discussion of all matters.
- Shall vote as a member thereof only in case of a tie or where otherwise specifically authorized to do so by state law, and shall have no power to veto.

In addition, the Mayor, as the Chair, has the primary responsibility for ensuring that the Council's rules of procedure are followed and:

- For maintaining the dignity of Council meetings.
- Calls the meeting to order and confines the discussion to the agenda.
- Recognizes Council members for motions and statements and may allow audience and staff participation at appropriate times.
- Requires knowledge of the City's adopted rules of parliamentary procedure and how to apply it.
- Ensures that the Utah Open and Public Meetings Act is complied with.
- Knows how to courteously discourage Council members who talk too much or too often.
- Knows how to courteously ensure those who have the floor are not interrupted and to rule out of order those not following meeting procedures.
- Recognizes the Council member offering the motion, restates the motion, presents it to the Council for consideration, calls for the vote, announces the vote, and then announces the next order of business.

CODE OF CONDUCT FOR CITY COUNCIL AND MAYOR INCLUDES:

- Remarks should apply to the question under debate.
- Shall avoid references to personalities, and refrain from questioning motives of other members or staff personnel.
- Demonstrate courtesy and shall not disrupt proceedings.
- Shall not use their positions to secure privileges or personal gains and shall avoid situations which could cause anyone to believe that they may have brought bias or partiality to a question before the City Council.
- All Conflicts of Interest should be declared before deliberations on a particular item begin. If the conflict is such that a council member will not be voting on an item, they shall excuse themselves from the discussion before deliberations begin.
- Shall be dedicated to the principles of representative democracy by recognizing that the chief function of local government is to serve the best interests of the public at large while respecting individual rights.
- Shall be dedicated to the effective use of the City's available resources.
- Shall refrain from any activity that would hinder their ability to be objective and impartial.
- City business shall be discussed in open, well-publicized meetings, except in rare situations in which Executive Sessions are authorized.

ETHICS

The mayor and council members shall comply with the Utah Municipal Officers and Employees Ethics Act as found in Utah Code 10-3-1301 et seq.

PARLIAMENTARY RULES:

The following may be referred to as the City's Rules of Order and shall be the parliamentary rules for conducting the business of the City Council. The City Manager will serve as the Parliamentarian, and will recommend rulings, upon request by the chair of the meeting, to all points of order raised during the proceedings. Each Rule is followed by a required Procedure and Purpose to explain the Rule and guide the Mayor and council members in its intended application.

RULE NO. 1: The meeting is governed by the agenda and the agenda constitutes the City Council's agreed-upon roadmap for the meeting.

PROCEDURE. Each agenda item will be handled by the Mayor in the following basic format:

First, the Mayor should clearly announce the agenda item number and should clearly state what the agenda item subject is.

Second, following that agenda format, the Mayor should invite the appropriate person or persons to report on the item, including any recommendation that they might have. The appropriate person or persons may be the Mayor, a member of the City Council, a staff person, or an invited person charged with providing input on the agenda item.

Third, the Mayor should ask members of the City Council if they have any technical questions of clarification. At this point, members of the City Council may ask clarifying questions to the person or persons who reported on the item, and that person or persons should be given time to respond.

Fourth, the Mayor should invite public comments if at a formal public hearing and should open the public hearing for public input. If numerous members of the public indicate a desire to speak to the subject, the Mayor may limit the time of each public speakers. At the conclusion of the public comments, the Mayor should announce that the public hearing is closed.

Fifth, the council may begin discussing the item if necessary. If there is no desired discussion, the Mayor should call for a motion on the item.

Sixth, the Mayor should invite a motion. The Mayor should announce the name of the member of the City Council who makes the motion.

SixthSeventh, the Mayor should determine if any member of the City Council wishes to second the motion. The Mayor should announce the name of the member of the City Council who seconds the motion. If there is no second then the item will be deemed concluded without decision

SeventhEighth, if the motion is made and seconded, the Mayor should make sure everyone understands the motion. This is done in one of three ways: (1) The Mayor can ask the maker of the motion to repeat it. (2) The Mayor can repeat the motion. (3) The Mayor can ask the City Recorder to repeat the motion.

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~~Eighth~~Ninth, the Mayor should ~~now~~ invite further discussion of the motion by the City Council. If there is no desired discussion, or after the discussion has ended, the Mayor should announce that the City Council will vote on the motion. If there has been no discussion or very brief discussion, then the vote on the motion should proceed immediately and there is no need to repeat the motion. If there has been substantial discussion, then it is normally best to make sure everyone understands the motion by repeating it.

~~Tenth~~Ninth, the Mayor asks for a vote of the council members. All votes on ordinances, resolutions, and any action which would create a liability against the City and in any other case at the request of any member of the City Council shall be by a "yes" or a "no" vote and shall be recorded in the minutes. Every resolution or ordinance shall be in writing before the vote is taken.

~~Eleventh~~Tenth, the Mayor should announce the result of the vote and should announce what action (if any) the City Council has taken.

PURPOSE OF THE RULE: The purpose of this rule is to govern how the Mayor chairs the meeting. This is meant to be the rule to guide the Mayor in his or her conduct as a chair. All meetings must comply with the Utah Open and Public Meetings Act which requires that a notice and an agenda for a public meeting be prepared in advance of the meeting and that no final action be taken on any item that is not on the agenda. In addition the Act requires that the minutes of the meeting contain certain minimum information including the name of any member of the council speaking on an issue, the substance of what the member says, an accurate description of any action taken by the council and the voting record of each individual member of the council.

RULE NO 2: Any matter that requires a City Council decision shall be brought before the Council by motion.

PROCEDURE. The procedure for any motion shall be as follows: First, the Mayor should recognize the member of the City Council. Second, the member of the City Council makes a motion by preceding the member's desired approach with the words: "I move"

So, a typical motion might be: "I move that we give the City Attorney a raise in pay."

The Mayor usually initiates the motion by either (1) Inviting the members of the City Council to make a motion. "A motion at this time would be in order." (2) Suggesting a motion to the members of the City Council. "A motion would be in order that we give the City Attorney a raise in pay." (3) Reading a motion suggested by the City Staff and asking if any member would like to make that motion. The Mayor then asks if any member of the City Council wishes to second the motion. If there is no second then the item will be deemed concluded without discussion or decision

PURPOSE OF THE RULE. The purpose of this rule is to limit items under discussion to those and only those that the council members want to discuss; give clarity as to what is being decided; and to make sure everyone, including the person taking the minutes actually knows and can remember what the ultimate outcome of any discussion and debate is.

RULE NO 3: One matter at a time and one speaker at a time.

PROCEDURE: Only one matter will be discussed at a time. The matter may involve several motions.

There will only be one speaker at a time. Anyone who wishes to speak must raise their hand first after the current speaker finishes. The Mayor will call upon the person by name. Once a member has been recognized, he has been granted “the floor” and may begin speaking. The speaker may not be interrupted except as allowed by these rules.

If a councilmember wishes to ask a question during their time and retain the floor to speak after the question has been answered they may indicate so before posing the question by saying something similar to “I have additional comments and wish to retain the floor after this question has been answered.”

PURPOSE OF THE RULE. The purpose is to focus on only one subject matter at a time and to allow council members the ability to express their points of consideration without losing their train of thought and to completely finish without fear of interruption.

RULE NO 4: The Mayor may use General Consent (also known as Unanimous Consent) with all motions except those motions where the votes are used for purposes of the meeting minutes and require a roll call of the council.

PROCEDURE: When the Mayor feels the council is all in agreement, the Mayor asks if there are any objections to the motion to amend, withdraw, or any motions in Rule No. 7. The Mayor pauses and if there are no objections states that the motion is approved. If there is any objection then the motion is put to a regular vote. A council member may object simply because he or she feels it is important to have a formal vote.

Example: The Mayor states, “If there is no objection, we will recess for 10 minutes, [pause to see if any member objects]. There being no objection, we will recess for 10 minutes.

If a member objects by stating, “I object” the matter is then put to a vote.

The Mayor states, “An objection being made, the question is shall we recess for 10 minutes? As many as are in favor, say Aye. Those opposed, say No. The Ayes have it and we will recess for 10 minutes.”

PURPOSE OF THE RULE. General consent is helpful in expediting general routine business or when the Mayor senses the council is in agreement. General consent allows flexibility of the rules while protecting the right of the majority to decide and the minority to be heard.

RULE NO 5: There are only three basic forms of motions allowed: Initial Motions, Motions to Amend, and Substitute Motions.

PROCEDURE: The initial motion. The initial motion is the one that puts forward an item for the City Council's consideration. An initial motion might be: "I move that we give adopt ordinance number 10-1 as presented."

The motion to amend. If a member wants to change the initial motion that is before the City Council, they would move to amend it. A motion to amend might be: "I move that we amend the motion to adopt ordinance number 10-1 with changes in paragraph 1 as follows...." A motion to amend takes the initial motion which is before the City Council and seeks to change it in some way. The motion to amend must be germane to the initial motion. The motion to amend must not be the same as a negative vote on the initial motion.

The substitute motion. If a member wants to completely do away with the initial motion that is before the City Council, and put a new motion before the City Council, they would move a substitute motion. A substitute motion might be: "I that we refer ordinance number 10-1 to the planning commission for its recommendation."

PURPOSE OF THE RULE. "Motions to amend" and "substitute motions" are often confused. But they are quite different, and their effect (if passed) is quite different. A motion to amend seeks to retain the basic motion on the floor, but modify it in some way. A substitute motion seeks to throw out the basic motion on the floor, and substitute a new and different motion for it. The decision as to whether a motion is really a "motion to amend" or a "substitute motion" is left to the Mayor. So that if a member makes what that member calls a "motion to amend", but the Mayor determines that it is really a "substitute motion", then the Mayor's designation governs.

RULE NO 6. There can be up to three motions on the floor at the same time and no more than three. The Mayor can reject a fourth motion until the Mayor has dealt with the three that are on the floor and has resolved them.

PROCEDURE: When there are two or three motions on the floor (after motions and seconds) at the same time, the vote should proceed first on the last motion that is made. So, for example, assume the first motion is a basic "motion to adopt ordinance 10-1." During the discussion of this motion, a member might make a second motion to "amend the main motion to adopt ordinance 10-1 with changes in paragraph 1 as follows...." And perhaps, during that discussion, a member makes yet a third motion as a "substitute motion that we refer the matter to the planning commission." The proper procedure would be as follows:

First, the Mayor would deal with the third (the last) motion on the floor, the substitute motion. After discussion and debate, a vote would be taken first on the third motion. If the substitute motion passed, it would be a substitute for the basic motion and would eliminate it. The first motion would be moot, as would the second motion (which sought to amend the first motion), and the action on the agenda item would be completed on the passage by the City Council of the third motion (the substitute motion). No vote would be taken on the first or second motions. On the other hand, if the substitute motion (the third motion) failed then the Mayor would

proceed to consideration of the second (now, the last) motion on the floor, the motion to amend.

Second, if the substitute motion failed, the Mayor would now deal with the second (now, the last) motion on the floor, the motion to amend. The discussion and debate would focus strictly on the amendment. If the motion to amend passed the Mayor would now move to consider the main motion (the first motion) as amended. If the motion to amend failed the Mayor would now move to consider the main motion (the first motion) in its original format, not amended.

Third, the Mayor would now deal with the first motion that was placed on the floor. The original motion would either be in its original format, or, if amended, would be in its amended format.

PURPOSE OF THE RULE: Too many motions on the same subject can cause confusion as to what the end result is and in the official record. Limiting the number of motions to no more than three at a time, allows for enough debate and parliamentary maneuvering to satisfy those who want to be clever while allowing the slow to still keep up.

RULE NO 7: The discussion or debate can continue as long as members of the City Council wish to discuss an item, subject to the Mayor determining it is time to move on and take action by using General Consent to limit debate or by a proper motion by a council member to limit the debate. The following motions are not debatable—a motion to adjourn; a motion to recess; a motion to fix a time to adjourn; a motion to table; and a motion to limit debate.

PROCEDURE. There are exceptions to the general rule of free and open debate on motions. The exceptions all apply when there is a desire of the City Council to move on. The following motions are not debatable (that is, when the following motions are made and seconded, the Mayor must immediately call for a vote of the City Council without debate on the motion):

A motion to adjourn. This motion, if passed, requires the City Council to immediately adjourn to its next regularly scheduled meeting. It requires a simple majority vote.

A motion to recess. This motion, if passed, requires the City Council to immediately take a recess. The length should be set in the motion which may be a few minutes or an hour. It requires a simple majority vote.

A motion to fix the time to adjourn. This motion, if passed, requires the City Council to adjourn the meeting at the specific time set in the motion. For example, the motion might be: "I move we adjourn this meeting at midnight." It requires a simple majority vote.

A motion to table. This motion, if passed, requires discussion of the agenda item to be halted and the agenda item to be placed on "hold". The motion can contain a specific time in which the item can come back to the City Council: "I move we table this item until our regular meeting in October." Or the motion can contain no specific time for the return of the item, in which case the matter will not be placed back on an agenda for a future city council meeting except at the order of the Mayor or the request of any two council members. A motion to table an item requires a simple majority vote.

A motion to limit debate. The most common form of this motion is to say: "I move the previous question" or "I move the question" or "I call the question." When a member of the City Council makes such a motion, the member is really saying: "I've had enough debate. Let's get on with the vote". When such a motion is made, the Mayor should ask for a second, stop debate, and vote on the motion to limit debate. The motion to limit debate requires a simple majority vote of the City Council.

PURPOSE OF THE RULE. Debate and discussion are important until they are not. When a matter is chewed on enough it should be swallowed. This rule allows the Mayor by General Consent or the majority of the council to end the debate, after a reasonable time. It also keeps those in a minority position on an issue from filibustering until they get their way.

RULE NO 8: Three yes votes are required to pass any item before the council with limited exceptions. The exceptions include a motion to go into close session (executive session) which requires a 2/3 vote of the members present and when the mayor is entitled to vote where specifically allowed by state law on matters that add to or diminish the mayors powers. The Mayor is also entitled to vote when there is a tie vote of the council.

PROCEDURE. If the mayor and all five members of the council are present, a vote of 3-2 passes the motion. A vote of 2-2 with one abstention means the motion fails. If one member is absent and the vote is 2-2, the mayor is entitled to vote.

PURPOSE OF THE RULE. Utah statutes set out both the number of the quorum and the minimum vote required on any issue. This rule is meant to clarify that when the entire council is present and voting then it is not a tie when one member abstains. If however the member is absent from the meeting for any reason and the vote is 2-2 then it may be a tie and the mayor may vote as allowed by state statute.

RULE NO 9: A motion to reconsider any item requires a majority vote to pass, but there are special rules that apply only to the motion to reconsider. First, is timing. A motion to reconsider must be made at the meeting where the item was first voted upon or at the very next meeting of the City Council if the item is properly on the agenda. In addition, a motion to reconsider cannot be made at a special meeting of the Council unless the number of members of the council present at the special meeting equals or exceeds the number present at the meeting when the action was approved. Second, a motion to reconsider can only be made by a member who voted in the majority on the original motion.

PROCEDURE. If such a member has a change of heart, he or she can make the motion to reconsider (any other member of the City Council may second the motion). If a member who voted in the minority seeks to make the motion to reconsider, it must be ruled out of order.

PURPOSE OF THE RULE. The purpose of this rule is finality. If a member of the minority could make a motion to reconsider, then the item could be brought back to the City Council again and again. That would defeat the purpose of finality. If the motion to reconsider passes, then the original matter is back before the City Council, and a new initial motion is then in order. The matter can be discussed and debated as if it were on the floor for the first time. A new matter brought before the council that has the affect of repealing or amending a previously decided matter is not considered a motion to reconsider. It is a new matter and should be treated as such.

RULE NO 10: The Mayor and council members shall adhere to the code of conduct.

PROCEDURE. The Mayor, as chair of the meeting, is primarily responsible to see that debate and discussion of an agenda item focuses on the agenda item and the policy in question, not the personalities of the members of the City Council. There are, however, exceptions that are intended to assist the Mayor in keeping order to the meeting. A council member speaker may be interrupted by a council member only for the following reasons and in the form set forth below:

Privilege. The proper interruption would be: "point of privilege." The Mayor would then ask the interrupter to "state your point." Appropriate points of privilege relate to anything that would interfere with the normal comfort or safety of the meeting or when the reputation of the council or any individual is at stake. For example, the room may be too hot or too cold, a blowing fan might interfere with a person's ability to hear, or the speaker may be misrepresenting an individual's remarks.

Order. The proper interruption would be: "point of order." Again, the Mayor would ask the interrupter to "state your point." Appropriate points of order relate to anything that would not be considered appropriate conduct of the meeting. For example, if the Mayor moved on to a vote on a motion that permits debate without allowing that discussion or debate.

Appeal. If the Mayor makes a ruling that a member of the City Council disagrees with, that member may appeal the ruling of the Mayor. If the motion is seconded, and after debate, if it passes by a simple majority vote, then the ruling of the Mayor is deemed reversed. An example could be that the shuts off discussion before the council is ready.

Call for orders of the day. This is simply another way of saying, "Let's return to the agenda." If a member believes that the City Council has drifted from the agreed-upon agenda, such a call may be made. It does not require a vote, and when the Mayor discovers that the agenda has not been followed, the Mayor simply reminds the City Council to return to the agenda item properly before them. If the Mayor fails to do so, the Mayor's determination may be appealed.

Withdraw a motion. To withdraw a motion, the maker of the motion on the floor states, "I request that my motion be withdrawn." The motion to withdraw a motion requires a simple majority vote.

PURPOSE OF THE RULE. Debate and discussion should be focused, but free and open. In the interest of time, the Mayor may, however, limit the time allotted to speakers, including members of the City Council. A council member may continue speaking on a majority vote of the Council. The rules of order are meant to create an atmosphere where the members of the City Council and the members of the public can attend to business efficiently, fairly and with full participation. At the same time, it is up to the Mayor and the members of the City Council to maintain common courtesy and decorum. Only one person at a time will have the floor and every speaker must be recognized by the Mayor before proceeding to speak.

RESIDENTS' RIGHT TO BE HEARD:

It is the Council's goal that residents of the City resolve their complaints for service or regarding employees' performance at the staff level. However, it is recognized that residents may from time to time believe it is necessary to speak to City Council on matters of concern. Accordingly, the City Council expects any person presenting to the city council to speak in a civil manner, with due respect for the decorum of the meeting, and with due respect for all persons attending.

- No member of the public shall be heard until recognized by the Mayor.
- Public comments will only be heard during the Public Comment portion of the meeting unless the issue is a Public Hearing or a member of the public is asked to speak on a matter by the mayor.
- An individual signed up to comment may not allocate his/her position or time to another individual.
- Speakers must state their name for the record.
- Any resident requesting to speak shall limit him or herself to matters of fact regarding the issue of concern.
- Comments should be limited to three (3) minutes unless prior approval by the Mayor.
- If a representative is elected to speak for a group, the Mayor may approve an increased time allotment.
- Personal attacks made publicly toward any person or city employee are not allowed. Speakers are encouraged to bring their complaints regarding employee performance through the supervisory chain of command in accordance with the City's Personnel Policies.
- Any member of the public interrupting City Council proceedings, approaching the dais without permission, otherwise creating a disturbance, or failing to abide by these rules of procedure in addressing City Council, shall be deemed to have disrupted a public meeting and may be expelled from the meeting upon a two thirds vote of the City Council.

CITY COUNCIL STAFF REPORT

MEETING DATE: October 20, 2022

TYPE OF ITEM: Action

SUBJECT/AGENDA TITLE: Energized Line Clearance – Diamond Tree Experts



EXECUTIVE SUMMARY:

Kaysville Power has utilized the services of Asplundh Tree Trimming for our energized line clearance needs in the recent past. Due to our contract with Asplundh Tree Trimming coming to an end and rate increases, Kaysville Power placed a request for bid for energized line clearance. Kaysville Power received three bids: Wrights Tree Services, Asplundh, Diamond Tree Experts, please see the attached documents for rates and bid responses. After reviewing the bids and calling several references with these tree services, Kaysville Power would Like to Award the Contract to Diamond Tree Experts for the duration of one year. We will then re-evaluate their services with the intent to renew their service if their quality and productivity is appropriate for our desired needs.

Kaysville Power currently has the approved budgetary funds to meet this years energized line clearance costs with the current bid from Diamond Tree Experts. Kaysville Power has also presented the current bids and energized tree clearance concerns with the Power Commission on September 6, 2022. The Kaysville City Power Commission made a motion and approved Kaysville Power's desire to award the energized line clearance bid to Diamond Tree Experts. Our energized line clearance, continues to be a high priority and of great concern to us. As we have seen a large amount of tree growth this year in Kaysville City the Power Department is anxious to move forward with Diamond Tree Experts, in hope to mitigate concerns before they become detrimental to our power infrastructure.

City Council Options: Approve/Table

Recommended Option: Approve

Fiscal Impact & Fund Source for Recommended Action: Energized Line Clearance Funds

Diamond Tree Experts



Kaysville
City

Request for Bid - Energized Line Clearance

(Hourly Rates Form)

Kaysville City Power request for Energized Line Clearance – please include the following:

- Hourly Rate including but not limited to:
 - ISA certified & Line Clearance Technician/ Estimator

• Foreman	\$49.83
• Trimmer	\$37.79
• Apprentice/Groundsman	\$29.22

- Equipment & Materials

• Bucket Truck	\$24.13
• Chipper	\$12.69
• Stump Grinder	\$11.11
• Chainsaws	\$2.98
• Pruners etc.	\$2.00
• Pickup	\$11.11

REQUIREMENTS:

- Responsible for all Clean up and disposal of all tree waste
- Obtaining permission from property owner
- Compliant with ANSI A300 and Z133 and OSHA 202
- Traffic Control when needed (when your truck or equipment is blocking the flow of traffic or closing a lane of traffic)

Wright Tree Services



Kaysville City

Request for Bid - Energized Line Clearance

(Hourly Rates Form)

Kaysville City Power request for Energized Line Clearance – please include the following:

- Hourly Rate including but not limited to: **Effective 7/24/22-12/31/23**

- ISA certified & Line Clearance Technician/ Estimator

• Foreman	\$74.94
• Trimmer	\$64.25
• Apprentice/Groundsman	\$53.54

- Equipment & Materials

• Bucket Truck	\$20.72
• Chipper	\$5.15
• Stump Grinder	Rental Rate Plus 10% Mark Up
• Chainsaws	\$1.20
• Pruners etc.	\$0.72

REQUIREMENTS:

- Responsible for all Clean up and disposal of all tree waste
- Obtaining permission from property owner
- Compliant with ANSI A300 and Z133 and OSHA 202
- Traffic Control when needed (when your truck or equipment is blocking the flow of traffic or closing a lane of traffic)

Scope of work: Trimming trees that are in conflict with Kaysville City power lines as needed.

Asplundh Tree Services



Kaysville City

Request for Bid - Energized Line Clearance

(Hourly Rates Form)

Kaysville City Power request for Energized Line Clearance – please include the following:

- Hourly Rate including but not limited to:
 - ISA certified & Line Clearance Technician/ Estimator

• Foreman	\$65.20
• Trimmer	\$55.48
• Apprentice/Groundsman	\$48.51

- Equipment & Materials

• Bucket Truck	\$19.47
• Chipper	\$7.07
• Stump Grinder	\$16.40
• Chainsaws	\$0.25
• Pruners etc.	\$0.0

REQUIREMENTS:

- Responsible for all Clean up and disposal of all tree waste
- Obtaining permission from property owner
- Compliant with ANSI A300 and Z133 and OSHA 202
- Traffic Control when needed (when your truck or equipment is blocking the flow of traffic or closing a lane of traffic)

Scope of work: Trimming trees that are in conflict with Kaysville City power lines as needed.

CITY COUNCIL STAFF REPORT



COUNCIL MEETING DATE: October 20, 2022

TYPE OF ITEM: Action Item

PRESENTED BY: Paul J. Erickson, Fire Chief

SUBJECT/AGENDA TITLE: Purchase of Fire Rescue/Engine Apparatus

EXECUTIVE SUMMARY:

The Fire Department has received a quote and specifications proposal.

The net cost for the apparatus is \$1,100,257.00 on 34-35 month delivery - \$56,638.15 savings pay now, \$1,063,618.85 before 28 Oct 2022, increase \$71,500.00 after 28 Oct 2022, and so pay \$1,171,757.00

Bottom line: It's a 3 year wait on vehicles, and with potential station 62 coming soon and our older vehicle coming on 24 years at the time of delivery the need is now.

Kaysville Fire Department will replace its reserve engine (24 years old). National Fire Protection Association (NFPA) standards state an engine should be placed in reserve status after 15 years of operational use.

Council Options: **Approve / Disapprove**

Recommended Options: **Approve**

Fiscal Impact & Fund Source for Recommended Action: **Order and pay before 28 Oct 2022 to avoid price increase**

Attachments:

- (1) Proposal for Fire Rescue/Engine.
- (2) National Fire Protection Association (NFPA) 1901 *Standard for Automotive Apparatus*
- (3) NFPA 1911 *Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Emergency Vehicles.*
- (4) NFPA 1901 replacement

Siddons Martin Emergency Group, LLC
7285 S. 700 West
Midvale, UT 84047
Business Number 221B



October 11, 2022

Paul Erickson, Chief
KAYSVILLE CITY FIRE DEPARTMENT
175 S MAIN ST
KAYSVILLE, UT 84037

Proposal For: 2024, Quantum Engine

Siddons-Martin Emergency Group, LLC is pleased to provide the following proposal to KAYSVILLE CITY FIRE DEPARTMENT. Unit will comply with all specifications attached and made a part of this proposal. Total price includes delivery FOB KAYSVILLE CITY FIRE DEPARTMENT and training on operation and use of the apparatus.

Description		Amount
Qty. 1 - 967 - Pierce-Custom Quantum PUC		
(Unit Price - \$1,100,257.00)		
Delivery within 34-35 months of order date		
QUOTE # - SMEG-0004605-0		
	Vehicle Price	\$1,100,257.00
	Full Prepay Discount	(\$56,638.15)
Pre-Construction Changes	\$20,000.00	
967 - UNIT TOTAL		\$1,063,618.85
SUB TOTAL		\$1,063,618.85
HGAC FS12-19 (FIRE)		\$2,000.00
TOTAL		\$1,065,618.85

Price guaranteed until October 28th, 2022. After that date the price will increase \$71,500.00. Prepay discounts are provided as a courtesy.

Taxes: Tax is not included in this proposal. In the event that the purchasing organization is not exempt from sales tax or any other applicable taxes and/or the proposed apparatus does not qualify for exempt status, it is the duty of the purchasing organization to pay any and all taxes due. Balance of sale price is due upon acceptance of the apparatus at the factory.

Late Fee: A late fee of .033% of the sale price will be charged per day for overdue payments beginning ten (10) days after the payment is due for the first 30 days. The late fee increases to .044% per day until the payment is received. In the event a prepayment is received after the due date, the discount will be reduced by the same percentages above increasing the cost of the apparatus.

Cancellation: In the event this proposal is accepted and a purchase order is issued then cancelled or terminated by Customer before completion, Siddons-Martin Emergency Group may charge a cancellation fee. The following charge schedule based on costs incurred may be applied:

- (A) 10% of the Purchase Price after order is accepted and entered by Manufacturer;
- (B) 20% of the Purchase Price after completion of the approval drawings;
- (C) 30% of the Purchase Price upon any material requisition.

The cancellation fee will increase accordingly as costs are incurred as the order progresses through engineering and into manufacturing. Siddons-Martin Emergency Group endeavors to mitigate any such costs through the sale of such product to another purchaser; however, the customer shall remain liable for the difference between the purchase price and, if applicable, the sale price obtained by Siddons-Martin Emergency Group upon sale of the product to another purchaser, plus any costs incurred by Siddons-Martin to conduct such sale.

Acceptance: In an effort to ensure the above stated terms and conditions are understood and adhered to, Siddons-Martin Emergency Group, LLC requires an authorized individual from the purchasing organization sign and date this proposal and include it with any purchase order. Upon signing of this proposal, the terms and conditions stated herein will be considered binding and accepted by the Customer. The terms and acceptance of this proposal will be governed by the laws of the state of Utah. No additional terms or conditions will be binding upon Siddons-Martin Emergency Group, LLC unless agreed to in writing and signed by a duly authorized officer of Siddons-Martin Emergency Group, LLC.

Sincerely, 

Joshua Evertsen

I, _____, the authorized representative of KAYSVILLE CITY FIRE DEPARTMENT, agree to purchase the proposed and agree to the terms of this proposal and the specifications attached hereto.

Signature & Date

NFPA®

1901

Standard for Automotive Fire Apparatus

2016



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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 document has been amended by one or more Tentative Interim Amendments (TIAs) and/or Errata. See “Codes & Standards” at www.nfpa.org for more information.

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

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This list represents the membership at the time the Committee was balloted on the final text of this edition. Since that time, changes in the membership may have occurred. A key to classifications is found at the back of the document.

NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

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.

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.

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.

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.

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.

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.

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.

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.

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.safetysystem.org.

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

2.3.10 ISO Publications. International Standards Organization, 1 rue de Varembe, Case Postale 56, CH-1211 Genève 20, Switzerland, 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.

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 continuous 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 incompressible 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, wheelbase, 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

Chapter	Pumper Fire Apparatus	Initial Attack Fire Apparatus	Mobile Water Supply Fire Apparatus	Aerial Fire Apparatus	Quint Fire Apparatus	Special Service Fire Apparatus	Mobile Foam Fire Apparatus
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 ftl (14 cd/m²).

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

4.20.2.4* 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

4.20.2 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:

- (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 ft³ (1.1 m³) 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 ft³ (0.8 m³) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft³ (0.1 m³), 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 ft³ (0.62 m³) 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 ft³ (0.3 m³) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft³ (0.1 m³), 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 1A or 1AA.

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), 1¼ 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 ft³ (0.0.3 m³) 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 ft³ (0.8 m³) 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 ft³ (1.1 m³) 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 ft³ (0.1 m³), 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 prepiped 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 ft³ (1.1 m³) 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 ft³ (0.8 m³) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft³ (0.1 m³), 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), 1¼ 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), 1½ 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 ft³ (3.4 m³) 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 1A or 1AA.

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 ft³ (1.13 m³) 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 ft³ (0.8 m³) for 2½ in. (65 mm) or larger fire hose
- (2) Two areas, each a minimum of 3.5 ft³ (0.1 m³), 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.

Table 12.1.2 Miscellaneous Equipment Allowance

Apparatus Type	Apparatus Size	Equipment Allowance	
		lb	kg
Pumper fire apparatus	Less than 250 ft ³ (7 m ³) compartment space*	2,000	910
	250 ft ³ (7 m ³) 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.

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

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, head-lights, 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.

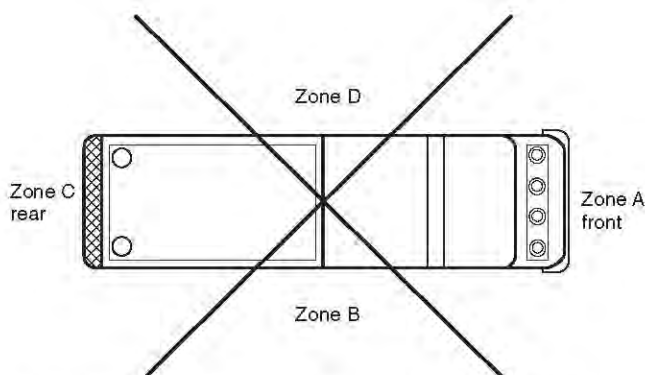


FIGURE 13.8.3.2 Warning Zones for Optical Warning Devices.

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.

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.

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* 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.

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.

Table 13.8.13.5 Minimum Optical Power Requirements for Large Apparatus

		Mode of Operation					
		Calling for Right-of-Way			Blocking Right-of-Way		
Zone	Level	H Total	At Any H Point	At Any Point 5 Degrees Up or 5 Degrees Down from H	H Total	At Any H Point	At Any Point 5 Degrees Up or 5 Degrees Down from H
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.

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 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.

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.

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 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 ft³ (0.1 m³) in volume and having an opening greater than 144 in.² (92,900 mm²) 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 ft³ (0.1 m³).
- (2) The compartment has an opening less than or equal to 144 in.² (92,900 mm²).
- (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 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.

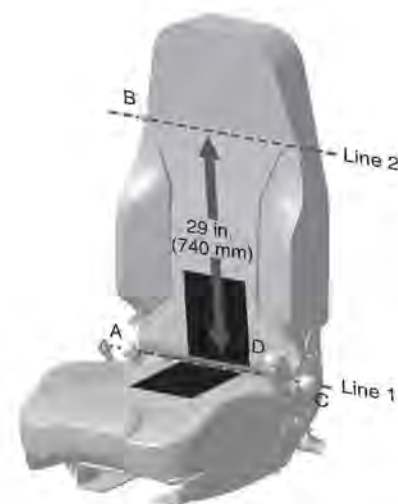


FIGURE 14.1.3.1 Dimension Lines for Measuring Seat Belt Effective Length.

- (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.

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.

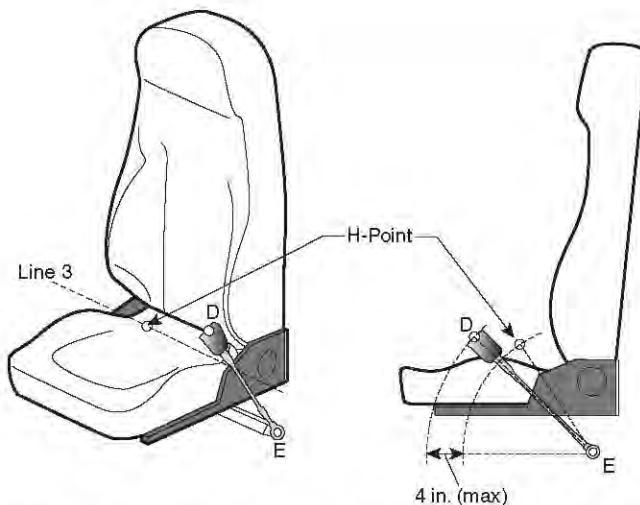


FIGURE 14.1.3.2.3 Dimension Lines for Measuring Buckle Length.

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.² (62,000 mm²) 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.

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

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. (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 ± 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. × 24 in. (610 mm × 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.² (22,580 mm²), 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® 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 ft³ (0.03 m³) 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.

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 (L/min)	One 5 in.		One 6 in.		Two 4½ in.		Two 5 in.		Two 6 in.	
	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 (L/min)	Two 6 in.		Three 6 in.		Four 6 in.		One 8 in.		Two 8 in.	
	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.

16.3.3 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.

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 ¾ 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 $\frac{3}{4}$ 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 $\frac{3}{2}$ 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 $2\frac{1}{2}$ 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 $2\frac{1}{2}$ in. (65 mm) outlets shall be provided on any pump rated at 750 gpm (3000 L/min) or greater, and a minimum of one $2\frac{1}{2}$ 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 $2\frac{1}{2}$ 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 $1\frac{1}{2}$ in. (38 mm), $1\frac{3}{4}$ 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.

Table 16.7.1 Discharge Rates by Outlet Size

Outlet Size		Flow Rates	
in.	mm	gpm	L/min
$2\frac{1}{2}$	65	250	1000
3	75	375	1400
4	100	625	2400
5	125	1000	4000
6	150	1500	6000

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 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 ± 3 percent over the full scale.

16.12.3.9 Each flowmeter shall be calibrated to an accuracy of ± 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) $\pm$ 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 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) $\pm$ 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.
- (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 pump shall be operated at draft, pumping 50 percent of rated capacity at a discharge gauge pressure of 200 psi (1400 kPa).
- (6) 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.
- (7) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (8) 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 ft³ (0.03 m³) 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 ft³ (0.03 m³).

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 16.13.8.2, the indicators and engine speed controls operate as specified in the last four columns.

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) ^a	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 ^b	On	Road	None	None ^c	Yes	No ^c
Either	Neutral ^b	On	Road	None	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Either	Neutral ^b	Off	Road	None	None	Yes	No
Automatic	Neutral	On	Engaged	"Pump Engaged" ^e	None ^c	Yes	No ^c
Automatic	Neutral	On	Engaged	"Pump Engaged" ^e	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Automatic	Neutral	Off	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Pump gear ^f	On	Engaged	"Pump Engaged" and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No ^d	Yes
Automatic	Pump gear ^f	Off	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Pump gear ^f	On	Road	None	None	Yes	No
Automatic	Pump gear ^f	Off	Road	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	On	Road	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Off	Road	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	On	Engaged	"Pump Engaged" ^e	None ^c	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Off	Engaged	"Pump Engaged" ^e	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 ^d	Yes
Manual	Any gear or neutral	Off	Engaged	"Pump Engaged" ^e	None	Yes	No

^aRefers 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.

^bA manual transmission can be in any gear or neutral.

^cEngine 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.

^dSome 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.

^eSome 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.

^fThe chassis transmission shift selector is placed in position for pumping as indicated on the label provided in the driving compartment.

^gThe 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.

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) ^a	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 ^b	On	Disengaged	None	None ^c	Yes	No ^c
Either	Neutral ^b	On	Disengaged	None	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Either	Neutral ^b	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 ^d	Yes
Automatic	Neutral	Off	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Any gear other than neutral	On	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Any gear other than neutral	Off	Engaged	"Pump Engaged" ^e	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 ^d	Yes
Manual	Any gear or neutral	Off	Engaged	"Pump Engaged" ^e	None	Yes	No

^aRefers 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.

^bA manual transmission can be in any gear or neutral.

^cEngine 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.

^dSome 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.

^eSome 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.

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 16.13.8.3 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) ^a	Indicator Status (Driving Compartment) ^b	Indicator Status (Pump Operator's Panel)	Engine Speed Control in Cab	Engine Speed Control at Pump Operator's Panel
Either	Neutral ^c	On	Disengaged	None	None ^d	Yes	No ^d
Either	Neutral ^c	On	Disengaged	None	"Throttle Ready" ^d	Yes or No ^e	Yes ^d
Either	Neutral ^c	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 ^e	Yes
Automatic	Neutral	Off	Engaged	"Pump Engaged" and "OK to Pump-and-Roll" ^f	None	Yes	No
Automatic	Any gear other than neutral	On	Engaged	"Pump Engaged" ^b	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 ^e	Yes
Manual	Any gear or neutral	Off	Engaged	"Pump Engaged" and "OK to Pump-and-Roll"	None	Yes	No

^aRefers 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.

^bSome 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.

^cA manual transmission can be in any gear or neutral.

^dEngine 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.

^eSome 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.

^f"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) ^a	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 ^b	Neutral	On	Disengaged	None	None ^c	Yes	No ^c
Either	Neutral ^b	Engaged	On	Disengaged	None	None ^c	Yes	No ^c
Either	Neutral ^b	Neutral	On	Disengaged	None	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Either	Neutral ^b	Engaged	On	Disengaged	None	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Either	Neutral ^b	Neutral	Off	Disengaged	None	None	Yes	No
Either	Neutral ^b	Engaged	Off	Disengaged	None	None	Yes	No
Automatic	Neutral	Neutral	On	Engaged	"Pump Engaged" ^e	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Automatic	Neutral	Engaged	On	Engaged	"Pump Engaged" ^e	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Automatic	Neutral	Neutral	Off	Engaged	"Pump Engaged" ^e	None ^c	Yes	No ^c
Automatic	Neutral	Engaged	Off	Engaged	"Pump Engaged" ^e	None ^c	Yes	No ^c
Automatic	Pump gear ^f	Neutral	On	Engaged	"Pump Engaged" ^e and "OK to Pump"	"Throttle Ready" and "OK to Pump"	Yes or No ^d	Yes
Automatic	Pump gear ^f	Engaged	On	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Pump gear ^f	Neutral	Off	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Pump gear ^f	Engaged	Off	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Pump gear ^f	Neutral	On	Disengaged	None	None	Yes	No
Automatic	Pump gear ^f	Engaged	On	Disengaged	None	None	Yes	No
Automatic	Pump gear ^f	Neutral	Off	Disengaged	None	None	Yes	No
Automatic	Pump gear ^f	Engaged	Off	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Neutral	On	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Neutral	Off	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Engaged	On	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Engaged	Off	Disengaged	None	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Neutral	On	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Neutral	Off	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Engaged	On	Engaged	"Pump Engaged" ^e	None	Yes	No
Automatic	Any gear other than neutral and pump gear ^g	Engaged	Off	Engaged	"Pump Engaged" ^e	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 ^d	Yes
Manual	Any gear or neutral	Engaged	On	Engaged	"Pump Engaged" ^e	"Throttle Ready" ^c	Yes or No ^d	Yes ^c
Manual	Any gear or neutral	Neutral	Off	Engaged	"Pump Engaged" ^e	None	Yes	No
Manual	Any gear or neutral	Engaged	Off	Engaged	"Pump Engaged" ^e	None	Yes	No

^aRefers 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.

^bA manual transmission can be in any gear or neutral.

^cEngine 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.

^dSome 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.

^eSome 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.

^fChassis transmission shift selector is placed in position for pumping as indicated on the label provided in the driving compartment.

^gChassis 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 $\frac{1}{4}$ 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 ⅝ 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 11¼ 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 1¼ 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.² (775 mm²); 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 ¾ 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 3½ 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.² (22,500 mm²) 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.² (65,000 mm²) 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 ft³ (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 $1\frac{1}{2}$ 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 ft² (1.3 m²).

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 ft³ (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 1½ 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. (1070 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.

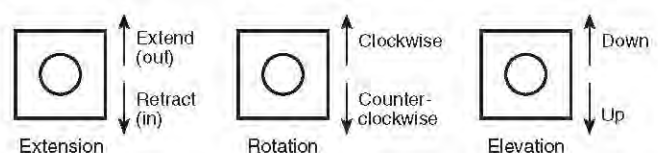


FIGURE 19.17.7 Control Lever Arrangement.

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 $1\frac{1}{2}$ 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 $1\frac{1}{2}$ 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

19.22.3 Welder Certification.

19.22.3.1 Welds for all structural load-supporting elements shall be performed by certified welders under the guidelines of AWS D1.1, *Structural Welding Code — Steel*; AWS D1.2, *Structural Welding Code — Aluminum*; and AWS D1.3, *Structural Welding Code — Sheet Steel*.

19.22.3.2 Welding performed by fabricators and welders approved by the Canadian Welding Bureau to Canadian Standards Association (CSA) W47.1, *Certification of Companies for Fusion Welding of Steel*, or CSA W47.2, *Certification of Companies for Fusion Welding of Aluminum*, shall be considered equivalent to welding performed according to 19.22.3.1.

19.22.3.3 Welding performed by machines shall be considered equivalent to welding performed by certified welders.

19.22.4 The manufacturer and the installer shall establish applicable welding quality assurance procedures for all weldments.

19.22.4.1 Methods of NDT shall be described in the manufacturer's quality assurance procedures and shall be as recommended by AWS B1.10, *Guide for the Nondestructive Examination of Welds*.

19.22.4.2 The manufacturer shall designate the welds to be examined, the extent of examination, and the type of testing.

19.22.5 Nondestructive Testing Procedure.

19.22.5.1 All ultrasonic inspections shall be conducted in accordance with the following ASTM standards:

- (1) ASTM E114, *Standard Practice for Ultrasonic Pulse-Echo Straight-Beam Examination by the Contact Method*
- (2) ASTM E797, *Standard Practice for Measuring Thickness by Manual Ultrasonic Pulse-Echo Contact Method*

19.22.5.2 All magnetic particle inspections shall be conducted in accordance with ASTM E709, *Standard Guide for Magnetic Particle Testing*.

19.22.5.3 All liquid penetrant inspections shall be conducted in accordance with ASTM E165, *Standard Test Method for Liquid Penetrant Examinations*.

19.22.5.4 All electrical conductivity measurements shall be conducted in accordance with ASTM E1004, *Standard Practice for Determining Electrical Conductivity Using the Electromagnetic (Eddy-Current) Method*.

19.22.5.5 All hardness readings shall be conducted in accordance with the following ASTM standards:

- (1) ASTM E6, *Standard Terminology Relating to Methods of Mechanical Testing*
- (2) ASTM E10, *Standard Test Method for Brinell Hardness of Metallic Materials*
- (3) ASTM E18, *Standard Test Methods for Rockwell Hardness and Rockwell Superficial Hardness of Metallic Materials*
- (4) ASTM E384, *Standard Test Method for Knoop and Vickers Hardness of Metallic Materials*
- (5) ASTM B647, *Standard Test Method for Indentation Hardness of Aluminum Alloys by Means of a Webster Hardness Gage*
- (6) ASTM B648, *Standard Test Method for Indentation Hardness of Aluminum Alloys by Means of a Barcol Impressor*

19.22.5.6 All acoustic emission inspections shall be conducted in accordance with the following ASTM standards:

- (1) ASTM E569, *Standard Practice for Acoustic Emission Monitoring of Structures During Controlled Stimulation*
- (2) ASTM E650, *Standard Guide for Mounting Piezoelectric Acoustic Emission Sensors*

19.23 Instruction Plates and Signs.

19.23.1 Instruction plates and signs that provide operational directions, warnings, and cautions shall be installed in positions visible to the operator(s).

19.23.1.1 Instruction plates shall describe the function and operation of each control.

19.23.1.2 The following safety signs shall be provided where applicable:

- (1) FAMA 25 (Training Required): One sign visible to the operator at the main aerial controls
- (2) FAMA 30 (Stabilizer Crush): One sign visible to personnel near each stabilizer and one sign at the stabilizer deployment control(s)
- (3) FAMA 31 (Stabilizers with Pins) or FAMA 32 (Stabilizers without Pins): One sign in a location visible to personnel at the stabilizer deployment control(s)
- (4) FAMA 34 (Fall Restraint Required): One sign in a location visible to personnel at the base of any aerial device with a ladder capable of being climbed and one sign visible to personnel in any aerial platform
- (5) FAMA 35 (Electrocution): One sign in a location visible to the aerial operator and one sign in a location visible to the pump operator
- (6) FAMA 36 (Electrocution): One sign on each side of the vehicle and one sign on the back
- (7) FAMA 37 (Aerial Device Load Capacity): One sign visible to operators at any location where the aerial can be controlled
- (8) FAMA 38 (Aerial Ladder Rung Pinch): One sign visible to operators at any location where the aerial can be controlled
- (9) FAMA 39 (Aerial Inspection and Maintenance): One sign visible to the operator at the main aerial controls
- (10) FAMA 46 (Aerial Device Pinch): One sign on aerial device visible to personnel on the turntable at the foot of the device
- (11) FAMA 47 (Aerial Operator Attention Required): Visible to aerial operator at turntable, in the platform, and at tip controls

19.23.2 Labels shall disclose the following information relative to the aerial device:

- (1) Make
- (2) Model
- (3) Insulated or noninsulated
- (4) Serial number
- (5) Date of manufacture
- (6) Rated capacity
- (7) Rated vertical height
- (8) Rated horizontal reach
- (9) Maximum hydraulic system pressure, if applicable
- (10) Hydraulic oil requirements (change quantity and type), if applicable

19.24 Certification Tests. The completed apparatus with the aerial device shall be tested to the criteria defined in this section and the test results certified by an independent third-

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 $1\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 $\frac{1}{32}$ 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 ± 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.² (7500 mm²) 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 $1\frac{1}{2}$ 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 $3\frac{1}{2}$ threads remain engaged.

20.8.5 A minimum $\frac{1}{2}$ 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 $1\frac{1}{2}$ in., $1\frac{3}{4}$ 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	Maximum	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 I, 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 ± 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 as 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 *NEPA 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.

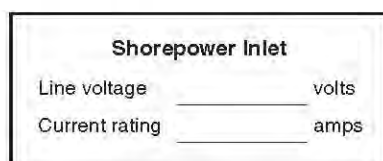


FIGURE 22.7.3 Shorepower Inlet Label.

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 ± 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 ± 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 ft³ (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 ft³ (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)

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

28.2.4* 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).

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 40 percent over the rated pump pressure when all discharges are closed when the 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 ± 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. The pressure control system of an ultra-high pressure fire pump shall be tested for pressure rise as follows:

- (1) The ultra-high pressure fire pump shall be operated to deliver rated capacity at rated discharge gauge pressure.
- (2) If a pressure control system is supplied, it shall be set in accordance with the manufacturer's instructions.
- (3) All discharge valves shall be closed.
- (4) Any rise in discharge pressure shall not exceed 40 percent of the rated discharge pressure.
- (5) The pump shall be operated with the discharge lines closed for 3 minutes without the temperature of the pump exceeding 140°F (60°C).
- (6)* The final discharge pressure, any rise in discharge pressure, and the final pump temperature 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 or by reducing the speed of the pump.

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.

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(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 ³)	= 0.0283 cubic meter (m ³)
1 square inch (in. ²)	= 645.2 square millimeters (mm ²)
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 ³)	= 16 kilograms per cubic meter (kg/m ³)
1 footcandle (fc)	= 10.764 lux (lx)
1 footlambert	= 3.427 candela/m ²

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 ³)	= 35.31 cubic feet (ft ³)
1 square millimeter (mm ²)	= 0.00155 square inch (in. ²)
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 ³)	= 0.062 pound per cubic foot (lb/ft ³)
1 lux (lx)	= 0.092 footcandle (fc)
1 candela/m ²	= 0.292 footlambert

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.

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)

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)

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 Educator. 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 ft³/min (140 m³/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 ⅞ 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 ft³/min (140 m³/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 $\frac{7}{16}$ 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 ft³/min (140 m³/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
- Equipment in the following list should be considered if the primary use of the apparatus is for hazardous material containment:
- (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. × $\frac{3}{8}$ 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
- (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 $2\frac{1}{2}$ 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 $2\frac{1}{2}$ 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 staying 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/ft³ (125 kg/m³) of compartment space available for miscellaneous equipment. A lightly loaded vehicle could have as little as 4 lb/ft³ (65 kg/m³). A heavily loaded vehicle can reach 12 lb/ft³ (200 kg/m³). 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 specification 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.

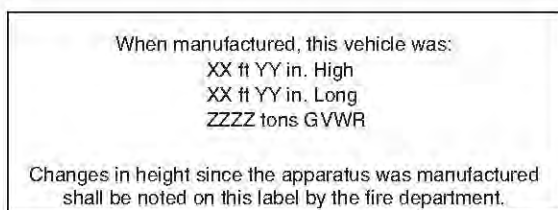


FIGURE A.12.1.5.1 Suggested Label Showing Dimensions of Fire Apparatus.

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 recommended 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 shutoff 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 ft³/min (0.34 m³/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.

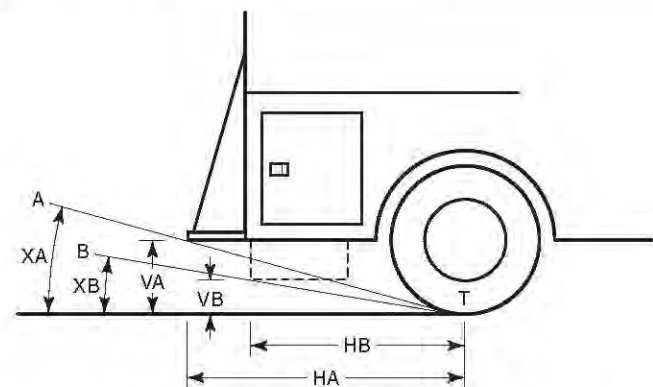


FIGURE A.12.3.2.3 Dimensions for Determining Angle of Departure.

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 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. Adherence 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

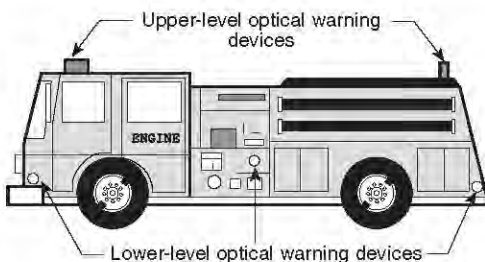


FIGURE A.13.8.1 Upper- and Lower-Level Optical Warning Devices.

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 multiple 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 contributed by every optical source 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

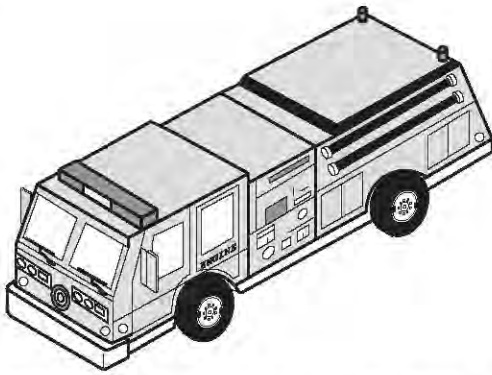


FIGURE A.13.8.13(a) Front and Left Side of an Apparatus with an Optical Warning System.

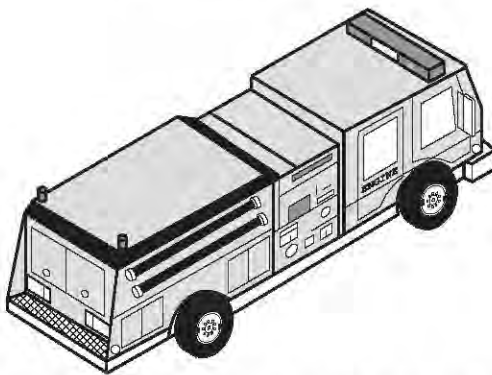


FIGURE A.13.8.13(b) Rear and Right Side of an Apparatus with an Optical Warning System.

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.

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 lighting 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 cool-

ant 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.

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.

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.16.7.3 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

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.

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 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.

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:

$$P = D + (H \times 0.5) \quad [\text{A.16.13.2.3.2a}]$$

or

$$P = D + 0.43(L + F) \quad [\text{A.16.13.2.3.2b}]$$

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:

$$P_m = D_m + H_m \quad [\text{A.16.13.2.3.2c}]$$

or

$$P_m = D_m + F_m + 9.8L_m \quad [\text{A.16.13.2.3.2d}]$$

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)

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.16.13.6.5 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 driveline 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

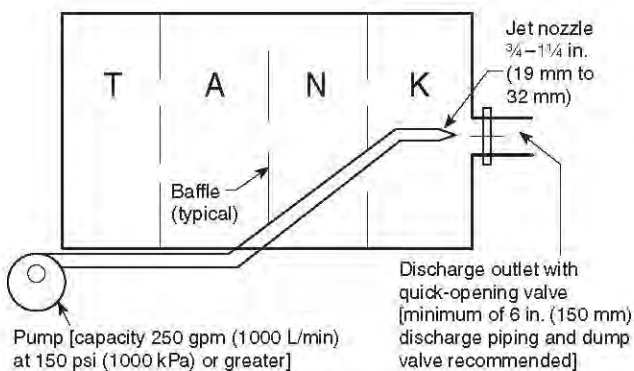
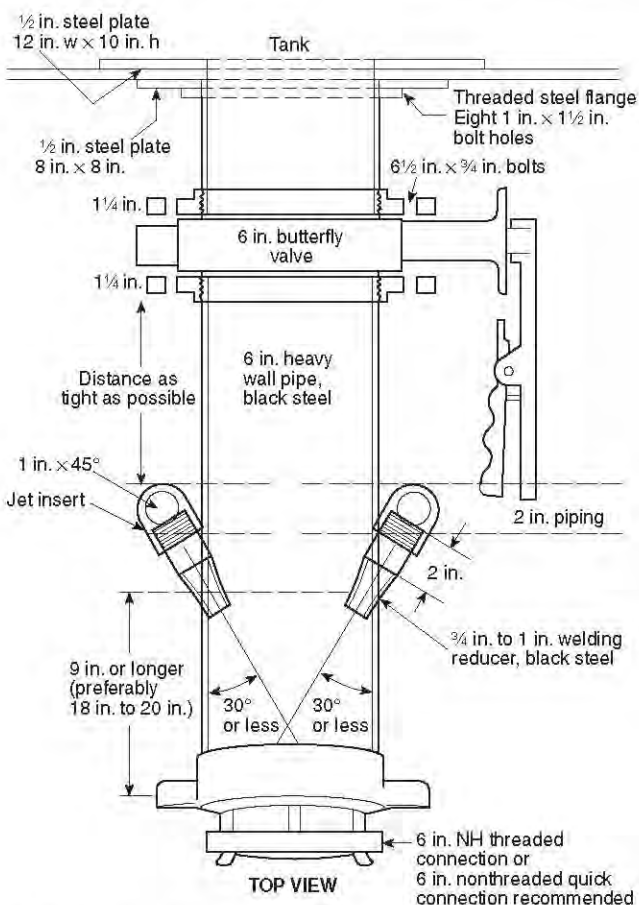


FIGURE A.18.5.2.2(a) Traditional Internal Jet Dump.



For SI units, 1 in. = 25.4 mm.

FIGURE A.18.5.2.2(b) Peripheral Jet Assist Arrangement (Top View).

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.

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 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.19.6.9 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 ft² (0.46 m²) 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-educing 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-educing 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

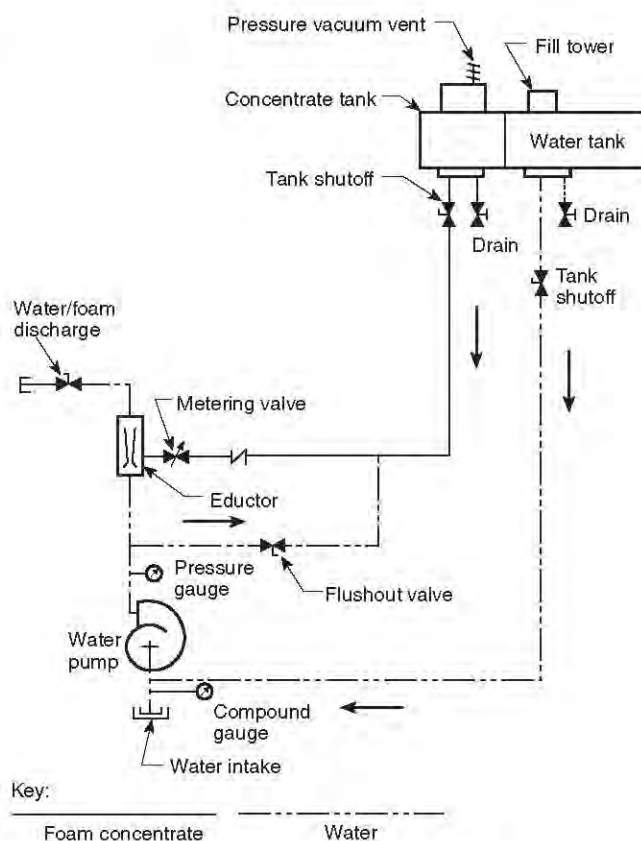


FIGURE A.20.2.1(a) In-Line Eductor Foam Proportioning System.

that causes foam concentrate to be pushed into the eductor and discharged into the pump intake. Around-the-pump foam 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.

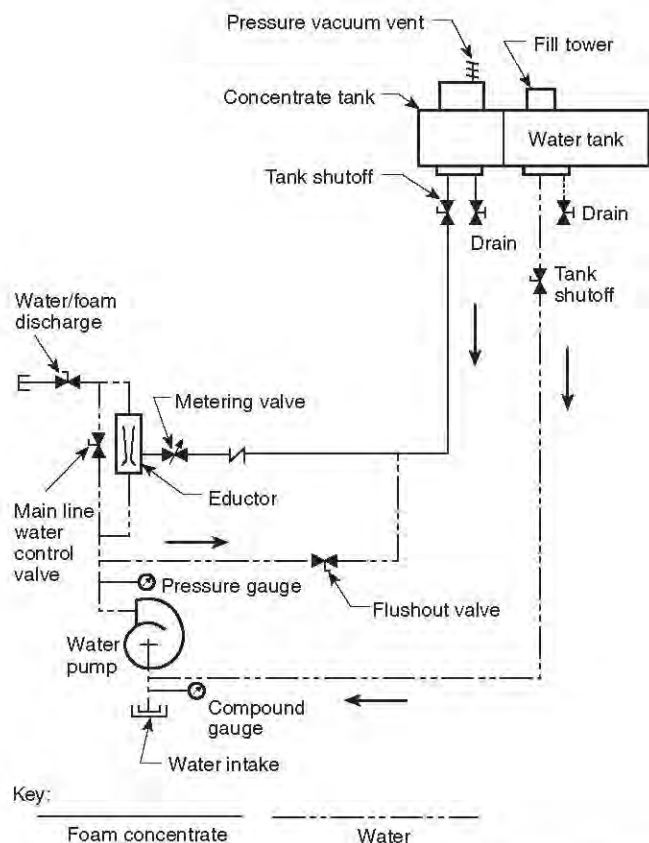


FIGURE A.20.2.1(b) Variable Flow Bypass Eductor System.

Balanced pressure systems without a foam concentrate pump are referred to as “pressure proportioning systems” [See Figure 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

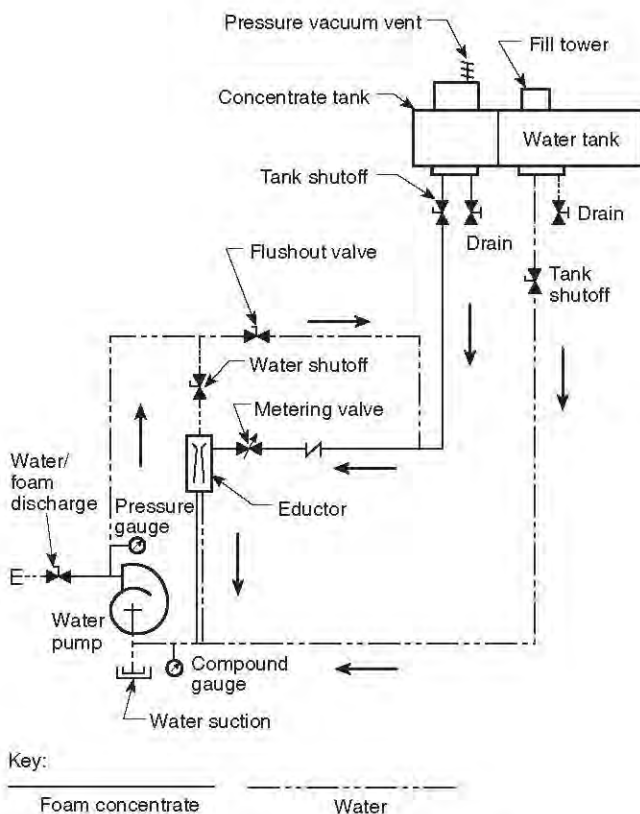


FIGURE A.20.2.4(a) Manual Around-the-Pump Proportioning System.

interrupted while the foam concentrate tank is being refilled. 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

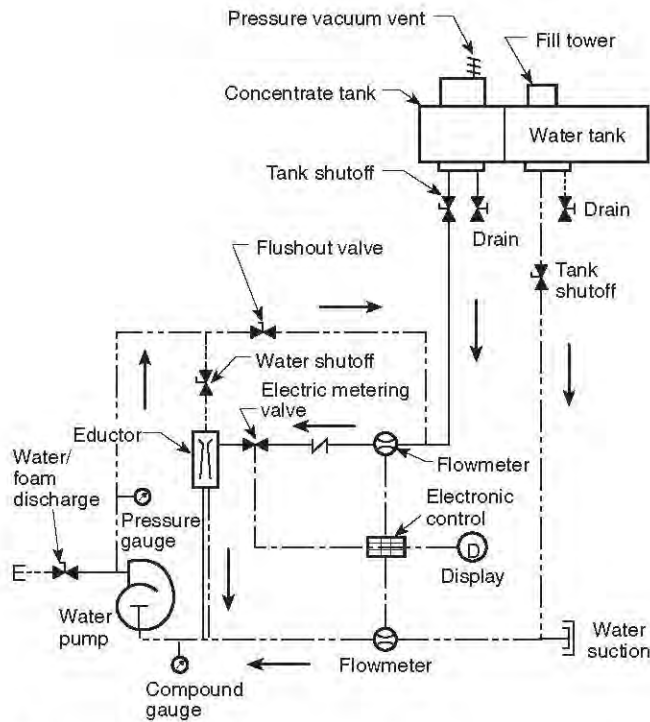


FIGURE A.20.2.4(b) Flowmeter Sensing Around-the-Pump Proportioning System.

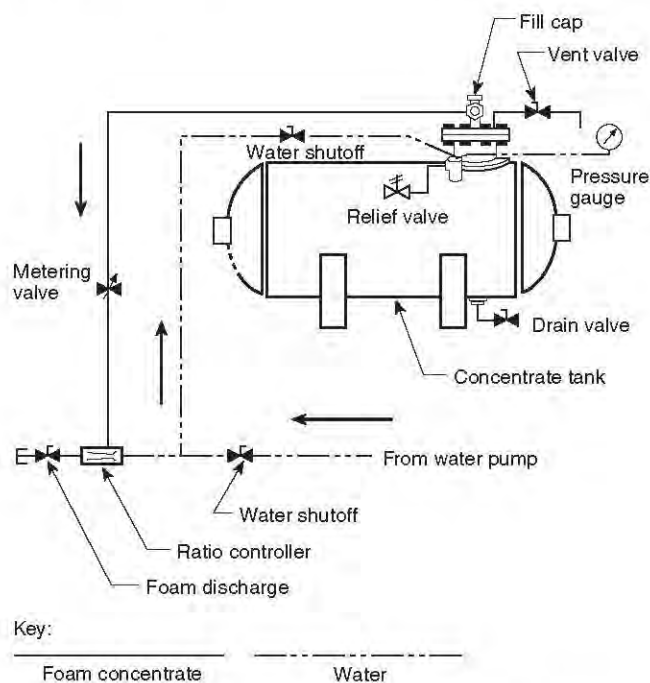


FIGURE A.20.2.5(a) Pressure Proportioning Balanced Pressure Proportioning System.

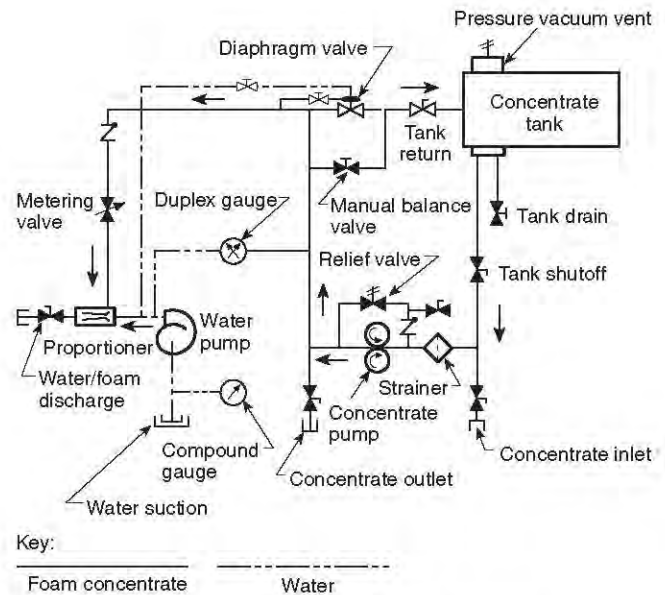


FIGURE A.20.2.5(b) Bypass Balanced Pressure Proportioning System.

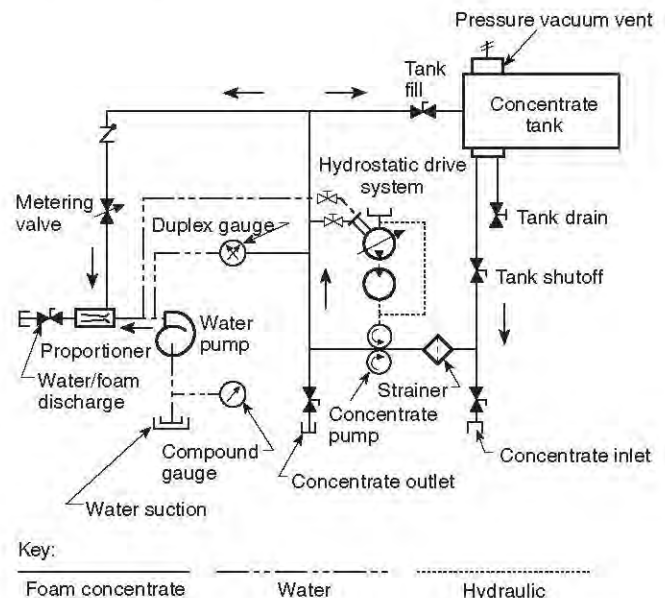
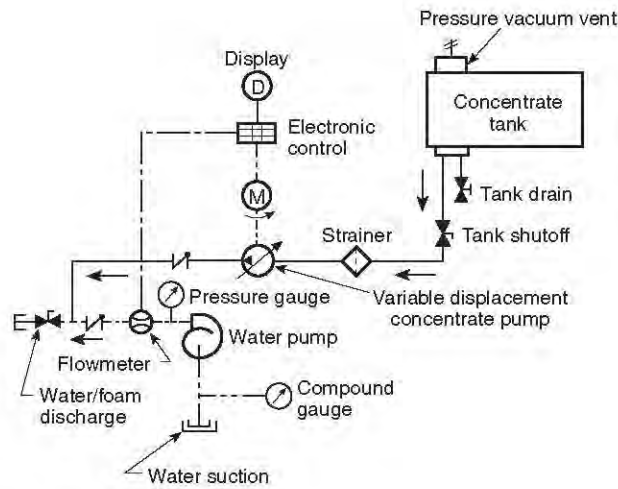


FIGURE A.20.2.5(c) Demand Balanced Pressure Proportioning System.

operator. Since flow rate affects conductivity readings, a flowmeter 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.

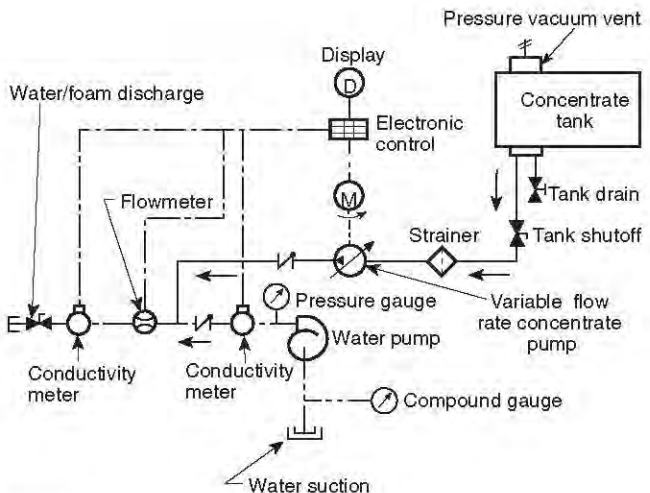
Where a positive displacement water motor drives the foam concentrate pump, the ratio of the water motor displacement



Key:

Foam concentrate
 Water
 Electric

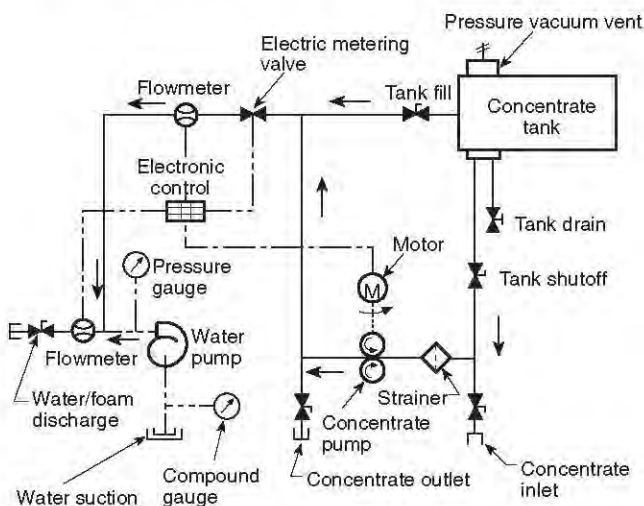
FIGURE A.20.2.6(a) Single-Meter Flow-Sensing Direct Injection Foam Proportioning System.



Key:

Foam concentrate
 Water
 Electric

FIGURE A.20.2.6(c) Conductivity-Sensing Direct Injection Foam Proportioning System.



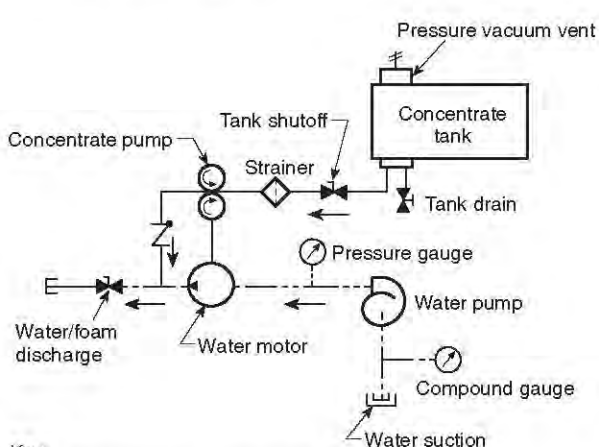
Key:

Foam concentrate
 Water
 Hydraulic
 Electric

FIGURE A.20.2.6(b) Dual-Meter Flow-Sensing Direct Injection Foam Proportioning System.

to the displacement of the foam concentrate pump is the ratio 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.

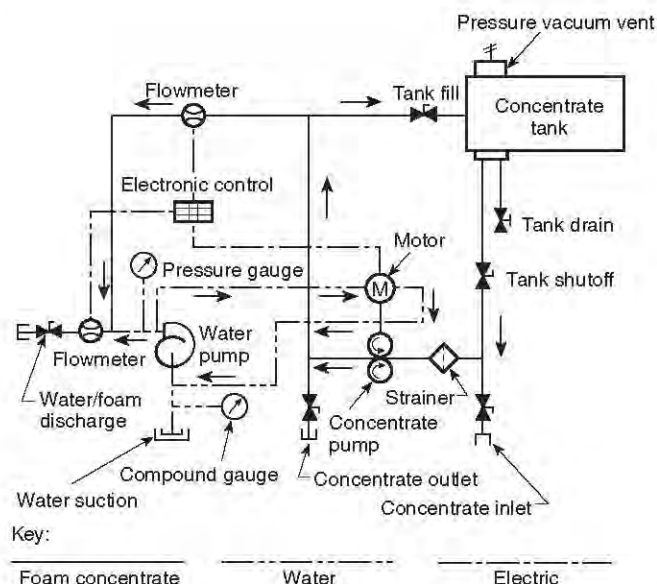


FIGURE A.20.2.7(b) Water Turbine-Driven Flow-Sensing Direct Injection Foam Proportioning System.

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 shut-down 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 ± 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 water-flow 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*₁, *L*₂, *L*₃).

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
Total					14,750

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
Total					14,850

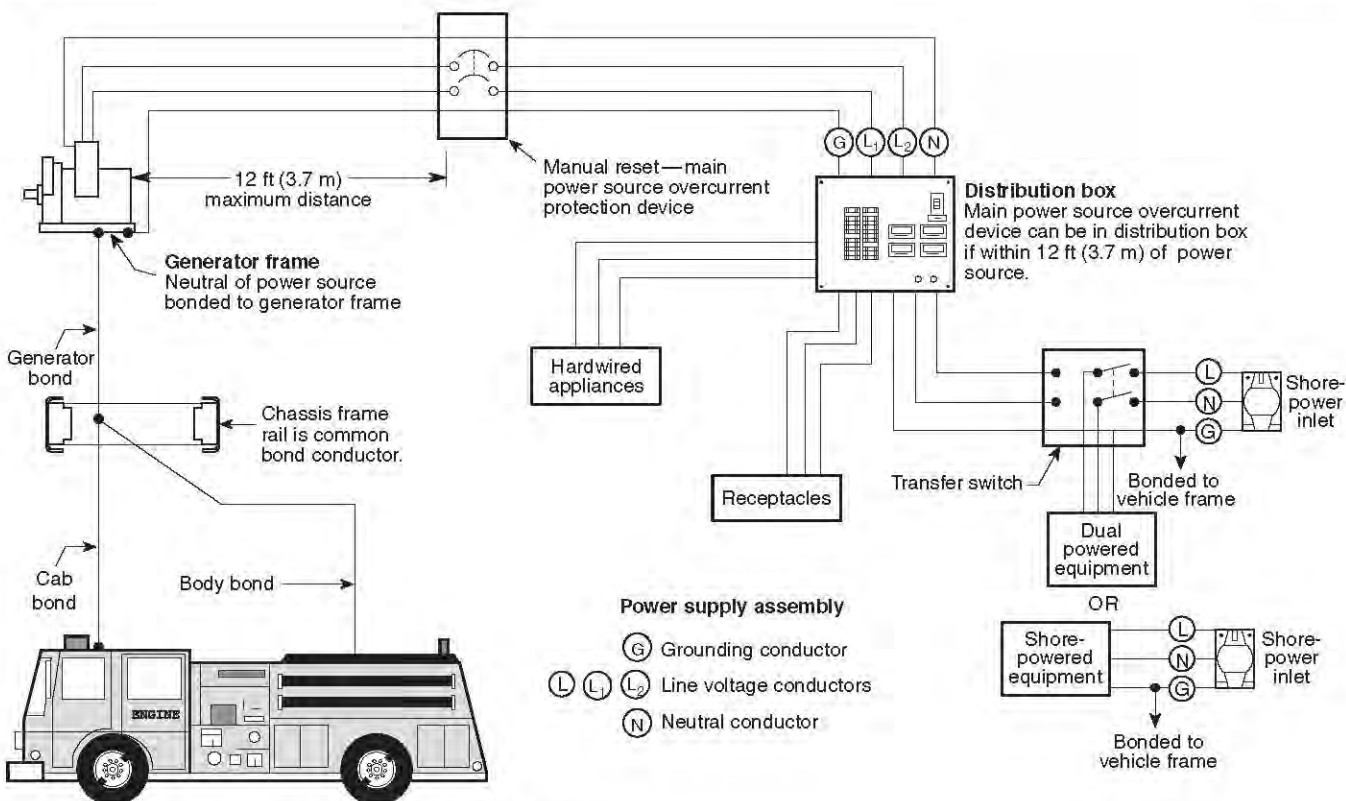


FIGURE A.22.1 Typical Line Voltage Electrical System.

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 electronic 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 genera-

tors 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) Upturned 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.

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 120/208 V			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.22.12.8.5.1 For increased visibility, reflective tape can be applied to the distribution box.

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 veri-

fies 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 interlocked 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-plovers, 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 rewired 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.28.12.7(6) Positive displacement UHP pumps equipped with trap pressure unloaders trap pressure between a check valve in the outlet of the unloader and the discharge nozzle when the spray nozzle is closed while bypassing pump output back to the pump intake or back to a tank. The pump recirculates water without building any more pressure than is required to overcome the friction loss of pushing the water through the unloader and through whatever passageway (internal passageway or external hose, pipe, etc.) back to intake or tank. UHP systems on which the discharge pressure gauge is installed on the pump head will indicate a significant drop in the observed gauge pressure when the discharge is closed. If the observed final discharge pressure reading during the pressure control test fails to indicate a significant drop, this might indicate that the setting of the unloader is incorrect, the check valve is damaged or fails to fully close, or the bypass passageway has become restricted. Such changes indicate that the unloader should be investigated and repaired.

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.

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				

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 connectibility 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.)
- (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 equipment 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.

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

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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 × W × 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 × W × 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 × W × D).

* Attach a list of fixed and permanent components required on the apparatus, showing the item, quantity, weight of each, and dimensions (L × W × 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: _____ ft³ (m³)

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

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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

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

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*

* Receptacle Information			
Quantity	Amps/Volts	Style of Receptacle	Location

* Circuit Remote Control Information	
Controlled Circuit	Switch Location

* 120/240 Volt Lighting Information			
Style/Make	Location	Wattage/Bulb	Type Mounting

* Cord Reel Information				
	Reel #	Reel #	Reel #	Reel #
Mounting location				
Amperage				
Voltage				
Length of cord in feet				
Receptacle style				
Distribution box				
Rewind system				

* Is a power-operated light mast required? ☐ Yes ☐ No

If yes, specify the make and model required: _____

List any equipment to be powered from a shorepower inlet: _____

*** Required information where equipment/system to be provided**

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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 _____ ft² (m²)

* 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? _____ ft³ (m³)
- * 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? _____ ft³ (m³) 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

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*

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 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

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

- (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.

FIRE APPARATUS DELIVERY INSPECTION FORM					
NFPA 1901 Paragraph	Topic	Description	Yes (Pass)	No (Fail)	N/A
4.9.1	Personnel protection	Guards or shields are provided around hot, moving, or rotating parts.	☐	☐	☐
4.9.2	Personnel protection	Isolation or insulation is provided to protect personnel from electrical shock.	☐	☐	☐
4.10.1	Controls and gauges	All controls, switches, instructions, gauges, and instruments needed for operation are illuminated.	☐	☐	☐
4.17.5 4.17.6	Brakes	Stopping distance measurement provided.	☐	☐	☐
4.20.1	Documentation and manuals	Required manufacturer's data provided.	☐	☐	☐
4.20.2	Documentation and manuals	Chassis operation and maintenance manual provided.	☐	☐	☐
4.20.2	Documentation and manuals	Pump operation and maintenance manual provided.	☐	☐	☐
4.20.2	Documentation and manuals	Aerial device operation and maintenance manual provided.	☐	☐	☐
4.20.2	Documentation and manuals	Aerial device load chart provided.	☐	☐	☐
4.20.2.3(4)	Documentation and manuals	Parts replacement information provided.	☐	☐	☐
4.20.2.3(6)	Documentation and manuals	Wiring diagram provided.	☐	☐	☐
4.20.2.3(7)	Documentation and manuals	Lubrication chart provided.	☐	☐	☐
4.20.2.4	Documentation and manuals	Major component manufacturers' manuals provided.	☐	☐	☐
5.3.3	Pump operator's panel	Platform for pump operator provided — pumper with aerial device.	☐	☐	☐
5.3.4	Warning signs	Electrocution hazard sign is visible to pump operator — pumper with aerial device.	☐	☐	☐
8.2.1	Pump operator's panel	Platform for pump operator provided — aerial apparatus with pump.	☐	☐	☐
8.2.2	Warning signs	Electrocution hazard sign is visible to pump operator — aerial apparatus with pump.	☐	☐	☐
9.2.3	Pump operator's panel	Platform for pump operator provided — quint.	☐	☐	☐
9.2.4	Warning signs	Electrocution hazard sign is visible to pump operator — quint.	☐	☐	☐
11.3.3	Pump operator's panel	Platform for pump operator provided — mobile foam with aerial device.	☐	☐	☐
11.3.4	Warning signs	Electrocution hazard sign is visible to pump operator — mobile foam with aerial device.	☐	☐	☐
12.1.4	Documentation and manuals	Federal Motor Vehicle Safety weight certification label.	☐	☐	☐
12.1.5.1	Information label	Label indicating the height, length, and GVWR of the vehicle is visible to the driver.	☐	☐	☐
12.3.1.4	Brakes	Auxiliary braking system functions [required above 36,000 lb (16,000 kg) GVWR].	☐	☐	☐
12.3.2.3	Approach angle	Angle of approach at least 8 degrees (vertical / horizontal greater than 0.1405).	☐	☐	☐
12.3.2.3	Departure angle	Angle of departure at least 8 degrees (vertical / horizontal greater than 0.1405).	☐	☐	☐
12.3.4.2	Engine and fuel tank	Label is provided at the fuel fill to indicate type of fuel.	☐	☐	☐
13.8.12.1	Warning lights — responding	No yellow lights in Zone A in the “calling for right-of-way” mode.	☐	☐	☐
13.8.12.1	Warning lights — responding	No white lights in Zone C in the “calling for right-of-way” mode.	☐	☐	☐

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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.	☐	☐	☐
13.8.16	Warning lights	Compliance documentation provided.	☐	☐	☐
13.9.1.1	Audible warning	Sirens certified to SAE J1849.	☐	☐	☐
13.9.2	Driving and crew compartment occupant protection	Audible warning devices and sirens are mounted low and in front of vehicle.	☐	☐	☐
13.10.1.1	Ground lighting	Rear of apparatus is illuminated for working.	☐	☐	☐
13.10.1.2	Ground lighting	Ground lighting is provided at areas where personnel will be stepping or climbing.	☐	☐	☐
13.10.1.3	Ground lighting	Ground lighting illuminates automatically with the cab doors.	☐	☐	☐
13.10.2.1	Work lighting	Hose bed is illuminated for working.	☐	☐	☐
13.10.5.1	Pump compartment	Pump compartment is illuminated.	☐	☐	☐
13.10.5.2	Pump compartment	Priming lubricant or reservoir area is illuminated.	☐	☐	☐
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.	☐	☐	☐
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.	☐	☐	☐
13.11.1(3)	Hazard light	Red light in driving compartment flashes if the parking brake is released and stabilizers are not stowed.	☐	☐	☐
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.	☐	☐	☐
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.	☐	☐	☐
13.14.3.2	Electrical, low voltage	Reserve capacity test documentation provided.	☐	☐	☐
13.14.3.3	Electrical, low voltage	Alternator performance test at idle documentation provided.	☐	☐	☐
13.14.3.4	Electrical, low voltage	Alternator performance test at full load documentation provided.	☐	☐	☐
13.14.4	Electrical, low voltage	Low voltage alarm test documentation provided.	☐	☐	☐
13.15	Electrical, low voltage	Load analysis documentation provided.	☐	☐	☐
14.1.1	Cab occupant protection	Driving and crew compartment(s) fully enclosed.	☐	☐	☐
14.1.2	Warning signs	Cab occupant capacity sign provided and visible to the driver.	☐	☐	☐
14.1.3	Driving and crew compartment occupant protection	Seat belts are provided for each driving and crew compartment occupant.	☐	☐	☐
14.1.3.8	Warning signs	A “Seat Belts Required” sign is visible from every seating position.	☐	☐	☐
14.1.8	Driving and crew compartment occupant protection	Headroom at each seating position meets 14.1.8 requirement.	☐	☐	☐
14.1.10.1	Driving and crew compartment occupant protection	Each SCBA bracket is provided with a positive latching mechanical retaining device.	☐	☐	☐
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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.	☐	☐	☐
14.1.11.2	Driving and crew compartment occupant protection	Equipment not required to be used during a response is contained or fastened.	☐	☐	☐
15.4.2	Powered equipment rack	The rack has a device to lock it in the stowed position.	☐	☐	☐
15.4.4	Powered equipment rack	Operator can watch the rack from the controls while it is being deployed.	☐	☐	☐
15.4.6	Powered equipment rack	The rack is equipped with lights that flash when it is not stowed.	☐	☐	☐
15.4.7	Powered equipment rack	The rack has retroreflective devices to make it more visible when deployed.	☐	☐	☐
15.6.2	Pump compartment	Pump compartment access — no dimension less than 18 in. (460 mm).	☐	☐	☐
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.	☐	☐	☐
15.7.1.2	Step size	All steps have minimum area of 35 in. ² (22,580 mm ²).	☐	☐	☐
15.7.1.2	Step size	All steps have at least 8 in. (200 mm) clearance between leading edge and any obstruction.	☐	☐	☐
15.7.1.2	Step size	All steps can have a 5 in. (125 mm) diameter disk placed on them without overlapping the edge.	☐	☐	☐
15.7.1.3	Platform size	All platforms have at least 8 in. (200 mm) clearance between leading edge and any obstruction.	☐	☐	☐
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.	☐	☐	☐
15.7.2	Step surfaces	Steps, platforms, and ladders sustain 500 lb (227 kg) load	☐	☐	☐
15.7.4.5	Step surfaces	Step surface slip-resistance documentation provided.	☐	☐	☐
15.7.5	Warning signs	Sign warning that riding is prohibited should be visible at rear platform.	☐	☐	☐
15.7.5	Warning signs	Sign warning that riding is prohibited should be visible at cross walkway.	☐	☐	☐
15.8.1	Handrails	Handrails are provided at each entrance to a driving or crew compartment.	☐	☐	☐
15.8.1	Handrails	Handrails are provided at each position where steps or ladders for climbing are provided.	☐	☐	☐
15.8.3	Handrails	All handrails have a diameter between 1 in. and 1½ in. (25 mm and 42 mm).	☐	☐	☐
15.8.3	Handrails	All handrails have 2 in. (50 mm) of clearance to any other surface.	☐	☐	☐
15.8.4	Handrails	All handrails are designed to reduce the possibility of hand slippage.	☐	☐	☐
15.9.3.1	Reflective trim	Side of vehicle has stripe at least 4 in. (100 mm) wide and 50 percent of vehicle length.	☐	☐	☐
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.	☐	☐	☐
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.	☐	☐	☐

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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.	☐	☐	☐
16.7.9.1	Pump operator’s panel	All discharge connections at pump panel are 2½ in. (65 mm) or less.	☐	☐	☐
16.9.2	Pump operator’s panel	All gauges, intakes, outlets, and controls are illuminated.	☐	☐	☐
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.	☐	☐	☐
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.	☐	☐	☐
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.	☐	☐	☐
16.12.1.4	Pump operator’s panel	Visible and audible warnings are provided for low engine oil pressure and high coolant temperature.	☐	☐	☐
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.	☐	☐	☐
16.12.2.1	Pump operator’s panel	Master intake is located to the left of or below the pump discharge gauge.	☐	☐	☐
16.12.2.1.4	Pump operator’s panel	Gauges are labeled as “Pump Intake” and “Pump Discharge.”	☐	☐	☐
16.12.3.3	Pump operator’s panel	Discharge instrumentation is within 6 in. (150 mm) of the control.	☐	☐	☐
16.13.7	Tank and piping capacity	Tank-to-pump flow documentation provided.	☐	☐	☐
18.6.2	Tank and piping capacity	Tank capacity certification provided.	☐	☐	☐
19.18.2	Aerial operator’s station	Platform for aerial device operator provided.	☐	☐	☐
19.18.3	Warning signs	Electrocution hazard sign is visible to aerial device operator.	☐	☐	☐
19.25	Piping test	Aerial device water system hydrostatic test documentation provided.	☐	☐	☐
20.9.4	Documentation and manuals	Foam system operations and maintenance manual provided.	☐	☐	☐
20.11	Calibration and testing	Foam system calibration and testing documentation provided.	☐	☐	☐
21.8.4	Documentation and manuals	CAFS operation and maintenance manual provided.	☐	☐	☐
21.9	Testing	CAFS testing documentation provided	☐	☐	☐
22.4.9	Electrical, line voltage	Power source specification label located at the operator’s control station.	☐	☐	☐
22.15.7	Electrical, line voltage	Third-party certification of testing provided.	☐	☐	☐
24.9.6	SCBA fill station	Test certification is provided.	☐	☐	☐
24.14.4	Air purification	Test documentation or certification that pure air is being produced is provided.	☐	☐	☐
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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	
								Total Vehicle	Front Axle	Rear Axle or Tandem	Tiller Axle
a	Weight at delivery (with water)										
			Hose Length (ft or m)		Weight per Unit Length (lb or kg)					(100%)	
b	Hose allowance	Main hose bed		(×)		(=)					
c	Hose allowance	Main hose bed		(×)		(=)					
d	Hose allowance	Main hose bed		(×)		(=)					
								(50%)	(50%)		
e	Hose allowance	Cross lay		(×)		(=)					
f	Hose allowance	Cross lay		(×)		(=)					
g	Hose allowance	Cross lay		(×)		(=)					
								(100%)			
h	Hose allowance	Front bumper		(×)		(=)					
i	Hose allowance	Suction hose		(×)		(=)					
j	Hose allowance	Other		(×)		(=)					
k	Hose allowance	Other		(×)		(=)					
			Seating Capacity (people)		Weight per person			(100%)			
l	Personnel allowance			(×)	250 lb (113 kg)	(=)					
								(100%)			
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, 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

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Sequence of Events for the Standards Development Process

Once the current edition is published, a Standard is opened for Public Input.

Step 1 – Input Stage

- Input accepted from the public or other committees for consideration to develop the First Draft
- Technical Committee holds First Draft Meeting to revise Standard (23 weeks); Technical Committee(s) with Correlating Committee (10 weeks)
- Technical Committee ballots on First Draft (12 weeks); Technical 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 on the document information page

Step 2 – Comment Stage

- Public Comments accepted on First Draft (10 weeks) following posting of First Draft Report
- If Standard does not receive Public Comments and the Technical Committee chooses not to hold a Second Draft meeting, the Standard becomes a Consent Standard and is sent directly to the Standards Council for issuance (see Step 4) or
- Technical Committee holds Second Draft Meeting (21 weeks); Technical Committee(s) with Correlating Committee (7 weeks)
- Technical Committee ballots on Second Draft (11 weeks); Technical Committee(s) with Correlating Committee (10 weeks)
- Correlating Committee Second Draft Meeting (9 weeks)
- Correlating Committee ballots on Second Draft (8 weeks)
- Second Draft Report posted on the document information page

Step 3 – NFPA Technical Meeting

- Notice of Intent to Make a Motion (NITMAM) accepted (5 weeks) following the posting of Second Draft Report
- NITMAMs are reviewed and valid motions are certified by the Motions Committee for presentation at the NFPA Technical Meeting
- NFPA membership meets each June at the NFPA Technical Meeting to act on Standards with “Certified Amending Motions” (certified NITMAMs)
- Committee(s) vote on any successful amendments to the Technical Committee Reports made by the NFPA membership at the NFPA Technical Meeting

Step 4 – Council Appeals and Issuance of Standard

- Notification of intent to file an appeal to the Standards Council on Technical Meeting action must be filed within 20 days of the NFPA Technical Meeting
- Standards Council decides, based on all evidence, whether to issue the standard or to take other action

Notes:

1. Time periods are approximate; refer to published schedules for actual dates.
2. Annual revision cycle documents with certified amending motions take approximately 101 weeks to complete.
3. Fall revision cycle documents receiving certified amending motions take approximately 141 weeks to complete.

Committee Membership Classifications^{1,2,3,4}

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 Online Submission System

Soon after the current edition is published, a Standard is open for Public Input.

Before accessing the Online Submission System, you must first sign in at 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 on Sign In at the upper right side of the page.
- b. Under the Codes and Standards heading, click on the “List of NFPA Codes & Standards,” and then select your document from the list or use one of the search features.

OR

- a. Go directly to your specific document information page by typing the convenient shortcut link of www.nfpa.org/document# (Example: NFPA 921 would be www.nfpa.org/921). Sign in at the upper right side of the page.

To begin your Public Input, select the link “The next edition of this standard is now open for Public Input” located on the About tab, Current & Prior Editions tab, and the Next Edition tab. 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 online submission system utilizing the same steps as previously 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 Document Information Pages

About tab: View general document and subject-related information.

Current & Prior Editions 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.

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.”

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 Section 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 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 4.2.5.2 and Section 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 NFPA Technical Meeting or the objection will be considered resolved. [See *Regs* at 4.4.1(b).]

V. Step 3a: Action at NFPA 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 (NITMAM). (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 NFPA 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 Table 1, 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 NFPA 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 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 NFPA 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 Section 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 NFPA Technical Meeting within 75 days from the date of the recommendation from the NFPA 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 NFPA. 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 Section 1.7 of the *Regs*.

X. For More Information. The program for the NFPA 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. To view the First Draft Report and Second Draft Report as well as 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/docinfo) or contact NFPA Codes & Standards Administration at (617) 984-7246.



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NFPA®

1911

Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Emergency Vehicles

2017



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NFPA® 1911

Standard for the

Inspection, Maintenance, Testing, and Retirement of In-Service Emergency Vehicles

2017 Edition

This edition of NFPA 1911, *Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Emergency Vehicles*, was prepared by the Technical Committee on Fire Department Apparatus. It was issued by the Standards Council on November 11, 2016, with an effective date of December 1, 2016, and supersedes all previous editions.

This edition of NFPA 1911 was approved as an American National Standard on December 1, 2016.

Origin and Development of NFPA 1911

The 2007 edition of NFPA 1911, *Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Automotive Fire Apparatus*, combined three standards into a single document: NFPA 1911, *Standard for Service Tests of Fire Pump Systems on Fire Apparatus*; NFPA 1914, *Standard for Testing Fire Department Aerial Devices*; and NFPA 1915, *Standard for Fire Apparatus Preventive Maintenance Program*. A chapter was added on the retirement of fire apparatus. The out-of-service criteria in NFPA 1915 were re-evaluated to define some conditions that require a fire apparatus to be taken out of service immediately and some conditions that a technician needs to evaluate on a case-by-case basis to determine if the apparatus is safe for continued use. The term *service test* was changed to *performance test*, and new testing requirements were added for the apparatus chassis, low-voltage electrical system, foam proportioning system, compressed air-foam system, line voltage electrical system, and breathing air-compressor system.

The 2012 edition of this standard was a general update and review of the document, with minor editorial clarifications.

The 2017 edition contains changes the committee made in order for the document to be consistent with NFPA 1901, *Standard for Automotive Fire Apparatus*, and NFPA 1906, *Standard for Wildland Fire Apparatus*.

Because there are two editions of NFPA 1917, *Standard for Automotive Ambulances*, the Committee decided to include requirements for ambulances as well as for ultra-high-pressure pumps (UHPs) and trailers. The Committee has made a global change in the document, which has changed the title and replaced the term “fire apparatus” with “emergency vehicle.” That change makes the requirements of the document more inclusive and applicable to more than just fire apparatus.

Explanatory information has been added to the document to state that the requirements in NFPA 1911 can apply to vehicles with a GVWR less than 5001 lb, if the AHJ so chooses. A new chapter includes requirements for trailers, and another new chapter includes requirements for the patient compartment of ambulances. The Committee has made several changes to the existing chapter that covers daily/weekly checks, to ensure document and project consistency as well as to address currently accepted practices. Tire load and speed rating of tires used on emergency vehicles includes changes to ensure that the correct tires are being used based on application. The Committee has also rewritten the requirement relative to wildland fire pumps and UHPs that testing be done at least annually and when any listed repair is performed.

History of NFPA 1911

The first edition of NFPA 1911 was issued in 1987 and was titled *Standard on Acceptance and Service Tests of Fire Department Pumping Apparatus*. It incorporated much of the material formerly included in the pamphlet *Fire Department Pumper Tests and Fire Stream Tables*, published by the National Board of Fire Underwriters and later by the Insurance Services Office.

In 1991, the requirements for the testing of fire pumps on new fire apparatus were transferred to the standards for new fire apparatus. Material previously referenced from other documents was added to make this document self-contained. The requirements were changed to include pumps of 250 gpm (1000 L/min) and larger capacity rated at 150 psi (1000 kPa).

The 1997 edition expanded the tables to include data for pumps to 3000 gpm (12,000 L/min), added accuracy requirements for flow and speed measuring equipment, and required a tank-to-pump flow-rate check. The title of the standard was changed to *Standard for Service Tests of Fire Pump Systems on Fire Apparatus* to reflect that components of the pumping system, such as the tank-to-pump piping, were being checked.

The 2002 edition added requirements for testing the priming device, the intake relief valve system, and, for pumps rated at 750 gpm (3000 L/min) or more, the pumping engine overload capability.

History of NFPA 1914

The first edition of NFPA 1914 dates to 1954, when the Fire Department Equipment Committee presented a document titled *Standard Procedure for Aerial Ladder Testing*, which was designated as NFPA 193 for tentative adoption. In 1955, it received final adoption. The document contained separate tests for wood and metal aerial ladders.

In 1958, material covering the use, maintenance, and testing of in-service ground ladders was added to the document, and a single procedure for testing both wood and metal aerial ladders was approved. The 1959 edition added requirements for new aluminum ground ladders for fire department use. The 1972 edition introduced tests for evaluating platforms.

In 1975, NFPA 193 was separated into two documents, one for aerial ladders and the other for ground ladders. The new *Recommended Practice for the Maintenance, Care, Testing, and Use of Fire Department Aerial Ladders and Elevating Platforms* was designated as NFPA 1904. The ground ladders were covered in NFPA 1931, *Standard on Fire Department Ground Ladders*.

A complete revision in 1980 changed the document to a standard and retitled it *Standard for Testing Fire Department Aerial Ladders and Elevating Platforms*. In 1988, more details on required inspections were included, and requirements for nondestructive testing of critical components and the testing of water towers were added. The document was renumbered and retitled NFPA 1914, *Standard for Testing Fire Department Aerial Devices*.

The 1991 edition added clarification to the acceptance criteria for weld and other nondestructive testing inspections, revised the requirements for water system tests, and included required testing of additional components of the aerial devices. The 1997 edition added text to provide repair recommendations when the manufacturer is no longer in business, required that free weights be used in testing, allowed for acoustic emission testing, added requirements for testing secondary operating controls, and added a suggested form for recording inspection and test results.

The 2002 edition revised the qualifications for testing personnel, added additional requirements for the inspection and testing of tractor-drawn components, and more clearly delineated when nondestructive testing is required in addition to the inspections, operational tests, and load tests.

History of NFPA 1915

The National Transportation Safety Board (NTSB) report “Special Investigation Report—Emergency Fire Apparatus,” adopted March 19, 1991, raised concerns about the quality and type of service and repair being done on fire apparatus. Subsequent inquiries from the Federal Department of Transportation (DOT) about the different types, uses, and weights of apparatus and how they are maintained prompted the International Association of Fire Chiefs (IAFC) Apparatus Maintenance Section to petition NFPA to write a preventive maintenance standard for fire apparatus. While NFPA 1500, *Standard on Fire Department Occupational Safety and Health Program*, requires fire departments to establish a preventive maintenance program for their apparatus and equipment, there was no standard on the development of such a program.

The first edition of NFPA 1915, *Standard for Fire Apparatus Preventive Maintenance Program*, was issued in 2000 to establish minimum requirements for a preventive maintenance program for fire apparatus. The requirements were designed to improve the safety and reliability of fire apparatus and to support the requirements in other NFPA standards related to emergency vehicle maintenance programs.

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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 1911

Standard for the

Inspection, Maintenance, Testing, and Retirement of In-Service Emergency Vehicles

2017 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 E. 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 E.

Chapter 1 Administration

1.1 Scope.

1.1.1 This standard defines the minimum requirements for establishing an inspection, maintenance, and testing program for in-service emergency vehicles.

1.1.2 This standard includes guidelines for emergency vehicle refurbishment and retirement.

1.1.3 This standard identifies the systems and items on an emergency vehicle that are to be inspected and maintained, the frequency of such inspections and maintenance, and the requirements and procedures for conducting performance tests on components.

1.1.4 This standard provides sample forms for collecting inspection and test data.

1.2 Purpose.

1.2.1 The primary purpose of this standard is to provide requirements for an inspection, maintenance, and testing program that will ensure that in-service emergency vehicle are serviced and maintained to keep them in safe operating condition and ready for response at all times.

1.2.2 The secondary purpose of this standard is to establish that safety is a primary concern for the continued in-service use of an emergency vehicle and the ultimate decision to refurbish or retire that emergency vehicle.

1.2.3 It is not the intent of this standard to restrict any jurisdiction from exceeding the minimum requirements described in this document.

1.3 Application.

1.3.1 This standard shall apply to public, governmental, military, and private organizations providing rescue, fire suppression, emergency medical services, hazardous materials mitigation, special operations, or other emergency services.

1.3.2 This standard shall apply to all in-service emergency vehicles, regardless of the year of manufacture.

1.3.3 This standard shall apply to permanently installed components on emergency vehicles.

1.3.4 This standard shall not apply to portable equipment carried on emergency vehicles unless otherwise stated in specific requirements.

1.3.5 The provisions of this standard shall not supersede any instructions, specifications, or practices defined or required by the emergency vehicle manufacturer, component manufacturer, equipment manufacturer, or authority having jurisdiction.

1.4 **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.

1.4.1 Technical documentation shall be submitted to the authority having jurisdiction to demonstrate equivalency.

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

1.5* Units and Formulas.

1.5.1 In this standard, values for measurement in inch-pound units are followed by an equivalent in metric units.

1.5.2 Either set of values shall be permitted to be used, but the same set of values (either inch-pound units or metric 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.

NFPA 1002, *Standard for Fire Apparatus Driver/Operator Professional Qualifications*, 2017 edition.

NFPA 1071, *Standard for Emergency Vehicle Technician Professional Qualifications*, 2016 edition.

NFPA 1901, *Standard for Automotive Fire Apparatus*, 2016 edition.

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

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

NFPA 1962, *Standard for the Care, Use, Inspection, Service Testing, and Replacement of Fire Hose, Couplings, Nozzles, and Fire Hose Appliances*, 2013 edition.

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

2.3 Other Publications.

2.3.1 ASME Publications. American Society of Mechanical Engineers, Two Park Avenue, New York, NY 10016-5990.

ASME B30.5, *Mobile and Locomotive Cranes*, 2014.

ASME B40.100, *Pressure Gauges and Gauge Attachments*, 2013.

2.3.2 ASNT Publications. American Society for Nondestructive Testing, Inc., P.O. Box 28518, 1711 Arlington Lane, Columbus, OH 43228-0518.

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

2.3.3 ASTM Publications. ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959.

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 E6, *Standard Terminology Relating to Methods of Mechanical Testing*, 2011 e1.

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 E92, *Standard Test Methods for Vickers Hardness and Knoop Hardness of Metallic Materials*, 2016.

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 Examination*, 2012.

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

ASTM E650/E650M, *Standard Guide for Mounting Piezoelectric Acoustic Emission Sensors*, 2012.

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

ASTM E797/E797M, *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.

ASTM E1220, *Standard Test Method for Visible Penetrant Examination Using the Solvent-Removable Process*, 2010.

ASTM E1316, *Standard Terminology for Nondestructive Testing*, 2013.

ASTM E1418, *Standard Test Method for Visible Penetrant Examination Using the Water-Washable Process*, 2010.

2.3.4 AWS Publications. American Welding Society, 8669 NW 36 Street, #130, Miami, FL 33166-6672.

AWS B1.10/B1.10M, *Guide for the Nondestructive Examination of Welds*, 2009.

AWS D1.1/D1.1M, *Structural Welding Code — Steel*, 2011.

AWS D1.2/D1.2M, *Structural Welding Code — Aluminum*, 2014.

2.3.5 ISO Publications. International Organization for Standardization, ISO Central Secretariat, BIBC II, Chemin de Blandonnet 8, CP 401, 1214 Vernier, Geneva, Switzerland.

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

2.3.6 U.S. Government Publications. U.S. Government Publishing Office, 732 North Capitol Street, NW, Washington, DC 20402-0001.

Title 49, Code of Federal Regulations, Part 399.211, Appendix G, "Minimum Periodic Inspection Standards."

2.3.7 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*®, 2017 edition.

NFPA 99, *Health Care Facilities Code*, 2015 edition.

NFPA 414, *Standard for Aircraft Rescue and Fire-Fighting Vehicles*, 2017 edition.

NFPA 1451, *Standard for a Fire and Emergency Service Vehicle Operations Training Program*, 2013 edition.

NFPA 1901, *Standard for Automotive Fire Apparatus*, 2016 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 Shall. Indicates a mandatory requirement.

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

3.2.5 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 Acoustic Emission Inspection. A method of nondestructive testing (NDT) that utilizes acoustic or sound waves.

3.3.2 Adjust. To maintain or regulate, within prescribed limits, by setting the operating characteristics to specified parameters.

3.3.3 Aerial Device. An aerial ladder, elevating platform, or water tower that is designed to position personnel, handle materials, provide continuous egress, or discharge water. [1901, 2016]

3.3.4 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. [1901, 2016]

3.3.5 Aerial Ladder Sections. The structural members of the aerial ladder consisting of the base and fly sections.

3.3.6 Alignment. To adjust components to bring about optimum or desired performance.

3.3.7 Ambient Temperature. The temperature of the surrounding medium; usually used to refer to the temperature of the air in which a structure is situated or a device operates. [414, 2017]

3.3.8 American Society for Nondestructive Testing (ASNT). A professional organization that is devoted to promoting knowledge of nondestructive testing.

3.3.9 American Welding Society (AWS). An association that provides codes, guidelines, and standards utilized to evaluate welded structures and components in welded structures.

3.3.10 Ancillary Boom Ladder. A ladder or ladders affixed to a telescoping or articulating boom section.

3.3.11 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. [1901, 2016]

3.3.12 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 emergency vehicle's batteries.

3.3.13 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. [1901, 2016]

3.3.14* Auxiliary Pump. A water pump mounted on the fire apparatus that is used for fire-fighting operations that is neither a fire pump, an industrial supply pump, nor a transfer pump.

3.3.15 Base Rail. The lower chord (rail) of an aerial ladder to which rungs and reinforcements are attached. [1901, 2016]

3.3.16 Base Section. The first or bottom section of an aerial device. [1901, 2016]

3.3.17 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. [1901, 2016]

3.3.18 Boom Boost Cylinders. The hydraulic cylinders located on the upper boom of an articulating boom aerial device that help lift the upper boom from the lower boom.

3.3.19 Boom Support. A structural component that is attached to the chassis frame and that is used to support the aerial device when it is in the cradled position.

3.3.20 Bow. The distance that the end of an aerial ladder or boom deviates from a straight line extension of the base section.

3.3.21 Cable. A wire rope used to transmit forces from one component to another for the purpose of extending or retracting an aerial device.

3.3.22 Cable Separation Guide. The mechanism that aligns and separates the cable when it is wound on the drum of an aerial ladder's extension winch.

3.3.23 Calibrate. To correlate the reading of an instrument or system of measurement with a standard.

3.3.24 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). [1901, 2016]

3.3.25 Collector Rings. An assembly of slip rings for transferring electrical energy from a stationary to a rotating member. [70:675.2]

3.3.26 Combination Vehicle. A vehicle consisting of a towing vehicle and one or more towed units.

3.3.27 Component. A constituent part of a mechanical or electrical device.

3.3.28* Compound Gauge. A gauge that indicates pressure both above and below atmospheric pressure.

3.3.29 Cylinder Links. The mechanisms that can be used in connecting an articulating boom to the end of the upper elevating cylinders or to the lower and upper booms.

3.3.30 Deficiency(ies). A discontinuity in a part or a failure to function that interferes with the service or reliability for which the part was intended.

3.3.31 Deflection. The deviation from a straight course or fixed direction.

3.3.32 Deformation. Abnormal wear, defects, cracks or fractures, warpage, and deviations from the original condition that would affect safe and correct operation.

3.3.33 Diagnostic Check. An in-depth operational analysis of a system or component to verify that it is operating correctly.

3.3.34 Discharge Pressure. The water pressure on the discharge manifold of the fire pump at the point of gauge attachment.

3.3.35 Discontinuity. A change in the normal, physical structure of a material that can affect its serviceability.

3.3.36 Diverter Valve. A valve that, when actuated, diverts hydraulic fluid from one function to another or from one hydraulic system to another; in aerial devices, it is the valve that diverts hydraulic fluid from the hydraulic system for the stabilizers to the hydraulic system for the aerial device when the aerial device is in use and from the hydraulic system for the aerial device to the hydraulic system for the stabilizers when they are being deployed or stowed.

3.3.37 Documentation. Any written or electronic data or information relative to the emergency vehicle, including information on its operational checks, diagnostic checks, inspection, maintenance, and performance testing.

3.3.38 Draft. The use of suction to move a liquid (such as water) from a vessel or source that is below the intake of a pump.

3.3.39 Drift. A time-dependent movement away from an established position.

3.3.40 Drivetrain. The parts of an emergency vehicle that transmit power from the engine to the wheels, including the transmission, split shaft power takeoff, midship pump transmission, drive shaft(s), clutch, differential(s), and axles.

3.3.41* Electronic Battery Conductance Tester. A type of battery tester that uses proprietary electronic circuitry to determine the condition, or state of health (SOH), of a vehicle battery and does not apply a resistive load during the test.

3.3.42 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. [1901, 2016]

3.3.43 Elevation Cylinder. The hydraulic components consisting of a cylinder barrel, cylinder rod, and related hardware that are used to vary the angle of the ladder or booms.

3.3.44 Elevation Indicator. An instrument on an aerial device that shows the angle of elevation of the aerial ladder or boom.

3.3.45 Elevation Lock. A manual- or positive-locking device (i.e., holding valve) that can be actuated to maintain indefinitely a desired angle or elevation without dependence upon engine power.

3.3.46 Emergency Hand-Crank Control. An auxiliary or supplemental control with which the operator can manually operate select functions of the aerial device.

3.3.47* Emergency Vehicle. A motor vehicle with a GVWR of 5001 lb (2268 kg) or more used by public, governmental, military, and private organizations to provide rescue, fire suppression, emergency medical services, hazardous materials mitigation, special operations, or other emergency services.

3.3.48 Extension Cylinder. The hydraulic components consisting of a cylinder barrel, cylinder rod, and related hardware that are used to vary the length of extension of a telescoping aerial device.

3.3.49 Extension Indicator. A device on an aerial ladder or extensible boom aerial device that indicates the number of feet (meters) that the device has been extended.

3.3.50 Extension Sheave. A pulley through which an extension cable operates.

3.3.51 Failure. A cessation of proper functioning or performance.

3.3.52 Fastener. A mechanical device, such as a rivet, bolt, screw, or pin, that is used to hold two or more components together securely.

3.3.53 Ferromagnetic Materials. Materials, such as iron, cobalt, and nickel, that have an abnormally high magnetic permeability.

3.3.54 Fire Apparatus. A vehicle 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. [1901, 2016]

3.3.55 Fire Pump. A water pump with a rated capacity of 250 gpm (1000 L/min) or greater at 150 psi (1000 kPa) net pump pressure that is mounted on a fire apparatus and used for fire fighting. [1901, 2016]

3.3.56 Fly Locks. See 3.3.72, Ladder Locks.

3.3.57 Fly Section. Any section of an aerial telescoping device beyond the base section. [1901, 2016]

3.3.58 Fracture. A type of defect found in welds that has a large length-to-width ratio and travels through or adjacent to the metal grain boundaries; usually, this type of defect is referred to as a crack.

3.3.59 Frame. The basic structural system that transfers the weight of the emergency vehicle to the suspension system.

3.3.60 Gauge. A visual device that indicates a measurement.

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

3.3.62 Hinge Pins. Pins that are used at either the swivel or point of articulation of an aerial device.

3.3.63 Holding Valve. A valve that maintains hydraulic pressure in a hydraulic actuator (cylinder, motor, etc.) until it is activated to release.

3.3.64 In-Service Emergency Vehicles. Any emergency vehicles, including reserve vehicles, that are available for use under emergency conditions to transport personnel and equipment and to support suppression of fires and mitigation of other hazardous conditions.

3.3.65 Inspect(ion). To determine the condition or operation of a component(s) by comparing its physical, mechanical, and/or electrical characteristics with established standards, recommendations, and requirements through examination by sight, sound, or feel.

3.3.66* 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. [1901, 2016]

3.3.67 Intake Pressure. The pressure on the intake passageway of the pump at the point of gauge attachment.

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

3.3.69 Ironing. Damage in the form of wear or indentations caused to the bottom of the aerial device base rail material by misalignment or malfunction of the rollers or slides.

3.3.70 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. [1901, 2016]

3.3.71 Ladder Cradle. A structural component that supports an aerial ladder when it is bedded.

3.3.72 Ladder Locks. The mechanical locks or pawls that prevent movement of the sections of an aerial device when the power is shut off or in the event of loss of pressure in hydraulic circuits.

3.3.73 Leak. The escape of a gas or liquid from a hose, pipe, coupling, connection, or other confining structure at any point where the escape should not occur.

3.3.74 Leakage. The escape of a fluid from its intended containment, generally at a connection.

3.3.74.1 Class 1 Liquid Leakage. Seepage of liquid, as indicated by wetness or discoloration, not great enough to form drops.

3.3.74.2 Class 2 Liquid Leakage. Leakage of liquid great enough to form drops, but not enough to cause drops to fall from the item being inspected.

3.3.74.3 Class 3 Liquid Leakage. Leakage of liquid great enough to cause drops to fall from the item being inspected.

3.3.75 Leveling Linkages. The components and controls for achieving a level position of the platform.

3.3.76 Lift. The vertical height that water must be raised during a drafting operation, measured from the surface of a static source of water to the centerline of the pump intake.

3.3.77 Liquid Penetrant Inspection. A nondestructive inspection method used to locate and determine the severity of surface discontinuities in materials, based on the ability of a liquid to penetrate into small openings, such as cracks.

3.3.78 Load Limit Indicator. A load indicator or an instruction plate, visible at the operator's position, that shows the recommended safe load at any condition of an aerial device's elevation and extension. [1901, 2016]

3.3.79 Magnetic Particle Inspection. A nondestructive inspection method used to locate discontinuities in ferromagnetic materials by magnetizing the material and then applying an iron powder to mark and interpret the patterns that form.

3.3.80 Maintenance. The act of servicing an emergency vehicle or a component(s) in order to keep the vehicle and its components in the required operating condition.

3.3.81 Manufacturer's Recommendation (Specification). Any requirement or suggestion an emergency vehicle builder or component producer makes in regard to care and maintenance of its product(s).

3.3.82 Modification. An alteration or adjustment to any component that is a deviation from the original specifications or design of the emergency vehicle.

3.3.83 Negative Pressure. Pressure less than atmospheric. [99, 2015]

3.3.84* 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. [1901, 2016]

3.3.85 Neutral Position. The position of operating controls when the controls are not engaged.

3.3.86 Nondestructive Testing (NDT). One of several methods used to inspect a structural component without physically altering or damaging the materials.

3.3.87 Operational Check. Observation of the operation of a component on an emergency vehicle to determine its operational readiness.

3.3.88 Operator. A person qualified to operate an emergency vehicle.

3.3.89 Operator Alert Device. Any device, whether visual, audible, or both, installed in the driving compartment or at an operator's panel, to alert the operator to either a pending failure, an occurring failure, or a situation that requires his or her immediate attention.

3.3.90* Optical Source. Any single, independently mounted, light-emitting component in a lighting system. [1901, 2016]

3.3.91 Out of Service. When an emergency vehicle or component is not usable due to an unsafe or inoperable condition.

3.3.92 Overhaul (Rebuild). To make extensive repairs in order to restore a component to like-new condition in accordance with the original manufacturer's specifications.

3.3.93 Override. A system or device used to neutralize a given action or motion. [1901, 2016]

3.3.94 Performance Tests. Tests made after an emergency vehicle has been put into service to determine whether its performance meets predetermined specifications or standards.

3.3.95 Platform. An assembly consisting of the support structure, floor, railings, and operator's secondary controls that is attached to the tip of a boom or an aerial ladder for carrying personnel and equipment.

3.3.96 Pneumatic Lines. The lines that supply air, which is normally for a breathing air system or for pneumatic power tools, to a platform or to the tip of an aerial ladder.

3.3.97 Power Source. A device that produces line voltage electricity.

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

3.3.99 Preventive Maintenance. The act or work of keeping something in proper condition by performing necessary preventive actions in a routine manner to prevent failure or breakdown.

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

3.3.101 PTO. Power takeoff. [1901, 2016]

3.3.102 Qualified Person. A person who, by possession of a recognized degree, certificate, professional standing, or skill, and who, by knowledge, training, and experience, has demonstrated the ability to deal with problems relating to the subject matter, the work, or the project. [1451, 2013]

3.3.103 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. [1901, 2016]

3.3.104 Rated Capacity (Water Pump). The flow rate to which the pump manufacturer certifies compliance of the pump when it is new. [1901, 2016]

3.3.105* Rated Vertical Height. The vertical distance measured by a plumb line from the maximum elevation of the aerial device allowed by the manufacturer to the ground.

3.3.106 Relief Valve. A device that allows the bypass of fluids to limit the pressure in a system.

3.3.107 Repair. To restore to sound condition after failure or damage.

3.3.108 Replace. To remove an unserviceable item and install a serviceable counterpart in its place.

3.3.109 Reserve Emergency Vehicle. An emergency vehicle retained as a backup emergency vehicle and used to replace a primary emergency vehicle when the primary emergency vehicle is out of service.

3.3.110 Retired Emergency Vehicle. A vehicle that was previously an emergency vehicle but, due to age or condition, is no longer capable of supporting the suppression of fires, the mitigation of hazardous situations, or operations at emergency scenes.

3.3.111 Rotation Gear. The main gear of an aerial device that is used for the rotation of the turntable.

3.3.112 Rotation Gear Reduction Box. The mechanism of an aerial device that transfers hydraulic or electric power to the rotation gear, creating the torque necessary to rotate the turntable.

3.3.113 Rotation Lock. A strong friction or other positive-locking device (e.g., holding valve) that retains the turntable in any desired position.

3.3.114 Rung Cap Casting. A casting that can be riveted to the outside of the base rail over the ends of each rung on an aerial ladder.

3.3.115 Safety Stop Mechanism. A device that is located on the aerial device and prevents raising the elevating platform booms or sections beyond safe operating horizontal or vertical angles.

3.3.116 Service Tests. See 3.3.94, Performance Tests.

3.3.117 Severe Service. Those conditions that apply to the rigorous, harsh, and unique applications of emergency vehicles, including, but not limited to, local operating and driving conditions, frequency of use, and manufacturer's severe service (duty) parameters.

3.3.118 Slide Blocks. Blocks made of a variety of materials (e.g., brass, nylatron) that act as spacing devices, wear strips, or wear pads.

3.3.119 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.

3.3.120 Stabilizer Pad. A plate inserted beneath a stabilizer shoe to give greater surface bearing area. [1901, 2016]

3.3.121 Stabilizer Shoe. A permanently mounted shoe on a stabilizer to provide a ground surface area. [1901, 2016]

3.3.122 Steering Axle(s). Any axle(s) designed such that the wheels have the ability to turn the vehicle.

3.3.123 Stressed-Skin-Type Boom Section. A boom framework that is fabricated by the welding of metal into full box sections with internal torsional members.

3.3.124 Telescopic. Extended or retracted by sliding of the overlapping sections.

3.3.125 Test. To verify serviceability by measuring the mechanical, pneumatic, hydraulic, or electrical characteristics of an item and comparing those characteristics with prescribed standards.

3.3.126 Top Rail. The top chord (rail) of an aerial ladder to which reinforcements are attached. [1901, 2016]

3.3.127 Torque Box. A structural component placed between the turntable and the chassis or part of the chassis frame of an aerial device to absorb the stresses of operation.

3.3.128 Torque Value. A measure of tightness or the amount of stress that is put on a fastening device (i.e., bolt) to secure it properly.

3.3.129 Total Continuous Electrical Load. The total current required to operate all of the devices permanently connected

to the emergency vehicle that can be simultaneously energized excluding intermittent-type loads such as primers and booster reel rewind motors.

3.3.130 Transfer Pump. A water pump mounted on the emergency vehicle that is used to transfer water to and from the emergency vehicle.

3.3.131 Trussed-Lattice-Type Boom Section. An open truss boom framework with vertical and diagonal braces that are fastened to horizontal beams of the frame.

3.3.132 Twist. The degree of rotational movement from a given position.

3.3.133 Ultrasonic Inspection. A nondestructive method of inspection in which high-frequency vibrations are injected through the surface of the test material and bounced back to their source from the opposite surface; if a flaw exists, signals return in a different pattern, revealing the location and extent of the flaw.

3.3.134* Vacuum. The reduction in atmospheric pressure inside a pump or suction hose.

3.3.135 Visual Check. Examination by the eye without recourse to any optical devices except eyeglasses.

3.3.136 Water Tower. An aerial device consisting of permanently mounted power-operated booms and a waterway designed to supply a large-capacity mobile elevated water stream. The booms can be of articulating design or telescoping design. [1901, 2016]

3.3.137 Weldment. A structure that is formed by the welding together of several components.

Chapter 4 General Requirements

4.1* General. All fire emergency vehicles that could be placed in service for emergency response shall be inspected, maintained, tested, and retired as required by this standard.

4.1.1 Chassis, Driving and Crew Compartment, and Body.

4.1.1.1 The chassis, driving and crew compartment, and body shall be inspected and maintained as required by Chapter 8.

4.1.1.2 The chassis components shall be performance tested as required by Chapter 19.

4.1.2 Electrical Systems.

4.1.2.1 The low-voltage electrical systems on the emergency vehicle shall be inspected and maintained as required by Chapter 9 and performance tested as required by Chapter 20.

4.1.2.2 If the emergency vehicle is equipped with a line voltage electrical system, that system shall be inspected and maintained as required by Chapter 14 and performance tested as required by Chapter 25.

4.1.3 Water Pumping System or Water Tank.

4.1.3.1 If the emergency vehicle is equipped with a water pumping system or a water tank, the water pumping system(s) or the water tank(s) shall be inspected and maintained as required by Chapter 10.

4.1.3.2 If the emergency vehicle is equipped with a fire pump or an industrial supply pump, the fire pump system or industrial

supply pump system shall be performance tested as required by Chapter 21.

4.1.4 Aerial Device. If the emergency vehicle is equipped with an aerial device, the aerial device shall be inspected and maintained as required by Chapter 11 and performance tested as required by Chapter 22.

4.1.5 Foam Proportioning System. If the emergency vehicle is equipped with a foam proportioning system, the system shall be inspected and maintained as required by Chapter 12 and performance tested as required by Chapter 23.

4.1.6 Compressed Air Foam System (CAFS). If the emergency vehicle is equipped with a compressed air-foam system, the system shall be inspected and maintained as required by Chapter 13 and performance tested as required by Chapter 24.

4.1.7 Compressed Air Systems.

4.1.7.1 If the emergency vehicle is equipped with a compressed air system, the system shall be inspected and maintained as required by Chapter 15.

4.1.7.2 If the emergency vehicle is equipped with a breathing air system, the system shall be performance tested as required by Chapter 26.

4.1.8 Winches. If the emergency vehicle is equipped with a winch, the winch shall be inspected and maintained as required by Chapter 18.

4.1.9 Other Components or Auxiliary Systems. If there are other fixed components or auxiliary systems on the emergency vehicle, those components or auxiliary systems shall be inspected, maintained, and tested in accordance with the component manufacturer's recommendations and this standard to the extent that the requirements are applicable.

4.1.10 Trailers. Trailers shall be inspected and maintained as required by Chapter 16.

4.1.11 Patient Compartment. If the emergency vehicle is equipped with a patient compartment, the patient compartment shall be inspected and maintained as required by Chapter 17.

4.2 Taking Emergency Vehicles Out of Service. It shall be the responsibility of the authority having jurisdiction (AHJ) to enforce the criteria for when the emergency vehicle is to be taken out of service in accordance with the requirements in Chapter 6.

4.3 Qualifications of Personnel.

4.3.1 Inspections, maintenance, and testing of emergency vehicles shall be performed by qualified personnel as required by 4.3.1.1 or 4.3.1.2.

4.3.1.1* Any person performing diagnostic checks, inspections, performance testing, or maintenance of the emergency vehicle shall meet the qualifications of NFPA 1071 or the equivalent.

4.3.1.2 Pump tests and annual aerial tests shall be performed by personnel who are qualified in accordance with NFPA 1071 or the equivalent or by an organization that is accredited for inspection and testing systems on fire apparatus in accordance with ISO/IEC 17020, *Conformity assessment — Requirements for the operation of various types of bodies performing inspections*.

4.3.2* The AHJ shall determine who is qualified to perform the daily/weekly visual checks and the operational checks of the emergency vehicle as required by NFPA 1002.

4.4 Safety.

4.4.1* Anyone performing operational checks, diagnostic checks, inspections, or maintenance on emergency vehicles shall consult the correct operator's, service, and maintenance manuals before starting any work on the emergency vehicle.

4.4.2 All safety warnings and recommendations shall be read and followed.

4.4.3* All federal, state or provincial, and local laws and regulations governing workplace safety shall be followed when performing maintenance on emergency vehicles.

4.4.4 All federal, state or provincial, and local laws shall be followed in the use and disposal of chemicals and hazardous materials.

4.4.5 Remediation equipment and methods shall be used prior to and during preventive maintenance when dealing with possible contamination by, and exposure to, hazardous materials, medical and biological waste, and other hazards.

4.4.6 Personal protection, including eye protection, hearing protection, and suitable respirators for breathing protection, shall be used when the maintenance operations require such protection.

4.4.7 A system or method shall be utilized to remove exhaust emissions from an operating engine in a confined area.

4.4.8 Required methods shall be utilized to lift, support, secure, and stabilize the emergency vehicle undergoing maintenance.

4.4.9 Proper tools and equipment shall be selected for the task to be performed.

4.5 Inspections and Maintenance.

4.5.1 The emergency vehicle shall meet all federal, state or provincial, and local laws for motor vehicle inspection.

4.5.2* All inspections and maintenance shall be conducted in accordance with the manufacturer's recommended procedures.

4.5.3* It shall be the responsibility of the AHJ to develop and implement a schedule for the operational checking, inspection, diagnostic checking, and maintenance of the emergency vehicle and its systems and components in accordance with this document, the manufacturer's recommendations, local experience, and operating conditions.

4.5.4 The visual and operational checks shall be done within 24 hours of a run or weekly if no runs are done during the week.

4.5.4.1 Defined systems of the emergency vehicle shall be checked, including the fire pump, aerial device, warning lights, audible warning devices, patient compartment, cab and pump panel instrumentation, seat belts, tires, engine, transmission, drivetrain, and brake system.

4.5.4.2 A check sheet shall be utilized to record the results of the visual and operational checks. (*See Annex G.*)

4.5.5* A complete inspection and diagnostic check of the emergency vehicles in accordance with Chapters 9 through 18 shall be conducted at least as frequently as recommended by the emergency vehicle manufacturer or once per year, whichever comes first.

4.5.5.1 A complete inspection and diagnostic check of the emergency vehicles in accordance with Chapter 8 shall be conducted at least as frequently as recommended by the emergency vehicle manufacturer or twice a year, whichever comes first.

4.5.6 Component inspections shall be performed at least as frequently as recommended by the manufacturer and when the emergency vehicle or any component is suspected or reported to have defects or deficiencies.

4.5.7 All deficiencies found during an inspection shall be repaired or corrected by a qualified person.

4.6 Maintenance and Repairs.

4.6.1 Maintenance and repairs shall be made in accordance with the manufacturer's recommendations.

4.6.2 Parts or components used to maintain or repair the emergency vehicle shall meet or exceed the original manufacturer's specifications.

4.7* Documentation.

4.7.1 Records shall be maintained on the results of all apparatus inspections, maintenance requests, preventive maintenance, repairs, and testing.

4.7.2 Separate files shall be established and maintained for each individual emergency vehicle.

4.7.3 All records shall be kept for the life of the vehicle and delivered with the vehicle upon transfer or change of ownership.

Chapter 5 Retirement of Emergency Vehicles

5.1* General.

5.1.1 The fire department shall consider safety as the primary concern in the retirement of emergency vehicles.

5.1.2 Retired emergency vehicles shall not be used for emergency operations.

Chapter 6 Out-of-Service Criteria

6.1 General.

6.1.1 It shall be the responsibility of the AHJ to take the emergency vehicle or the defective portion of the emergency vehicle out of service if any of the deficiencies defined in this chapter are encountered.

6.1.2 Where a technician conducts an evaluation of the emergency vehicle to determine if the emergency vehicle or a component should be taken out of service, the technician shall report the findings to the AHJ in writing with one of the following recommendations:

- (1) The emergency vehicle shall be taken out of service.
- (2) The emergency vehicle shall be retained in service with specified limitations.
- (3) The emergency vehicle shall be retained in service without limitations.

6.1.3 In addition to the defects defined in this chapter, the AHJ shall include out-of-service criteria based on state, provincial, and local regulations; specific manufacturer's recommendations; and requirements established by the fire department.

6.1.4 The emergency vehicle shall be returned to service only after the defects and deficiencies that caused the emergency vehicle to be taken out of service have been corrected and the defective component retested to satisfy the component manufacturer's specification and the requirements of this document.

6.1.5 The AHJ shall establish a means to immediately identify that the emergency vehicle is out of service for any operator who might have reason to use the emergency vehicle.

6.1.5.1 Out-of-service emergency vehicles shall be identified by one of the following means:

- (1) Sign on the outside of the driver's door near the door handle
- (2) Special bag that covers the steering wheel
- (3) Large sign on the driver's window
- (4) Highly visible mechanism at the driver's position on the emergency vehicle that all members of the department recognize as an out-of-service indicator

6.1.5.2 A technician working on an emergency vehicle shall identify that an emergency vehicle is out of service or indicate that the apparatus is being serviced using one of the means specified in 6.1.5.1.

6.1.6* If a component or system on the fire apparatus is out of service, but the apparatus is still in service, a means shall be provided on the fire apparatus to immediately identify for the driver/operator which component or system is out of service.

6.1.6.1 Out-of-service components shall be identified using both of the following:

- (1) Distinctive color sign located on the inside of the driver's door identifying which component is out of service
- (2) Highly visible device provided at the component control(s) indicating that the device is out of service

6.1.6.2 Any out-of-service component shall be noted on the daily/weekly check sheet.

6.1.6.3 If the fire pump or the aerial device is out of service, the engagement device shall be disabled so as to prevent operation of the pump or the aerial device.

6.2 Driving and Crew Areas, Emergency Vehicle Body, and Compartmentation.

6.2.1 The following deficiencies of the driving and crew areas, the emergency vehicle body, and the compartmentation shall cause the emergency vehicle to be taken out of service:

- (1) Cracked or broken windshield that obstructs the driver's/operator's view
- (2) Missing or broken rearview mirrors that obstruct the driver's/operator's view
- (3) Missing or broken windshield wipers
- (4) Missing or broken door latches
- (5) Missing or broken foot throttle

6.2.2 If a seat belt is torn or has melted webbing, missing or broken buckles, or loose mountings, the following shall apply:

- (1) If it is at a seat other than the driver's seat, that seat shall be taken out of service.
- (2) If it is at the driver's seat, the entire emergency vehicle shall be taken out of service.

6.2.3* If there are deficiencies with the following system or components, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ:

- (1) Body mounting
- (2) Cab mounting
- (3) Steering wheel
- (4) Required cab instrumentation
- (5) Defrosters

6.3 Chassis, Axles, Steering and Suspension Systems, Driveline, Wheels, and Tires.

6.3.1 The following deficiencies of the chassis, axles, steering and suspension systems, driveline, wheels, and tires shall cause the vehicle to be taken out of service:

- (1) The gross axle weight rating (GAWR) shown on the vehicle weight rating label is greater than the tire manufacturer's load rating.
- (2) When weighed in accordance with Section 19.2, the weight on the front axle, the weight on the rear axle, or the total gross weight of the emergency vehicle exceeds the values shown on the vehicle weight rating label.
- (3) Tires have cuts in the sidewall that penetrate to the cord.
- (4)* Tires have a tread depth of less than $\frac{1}{32}$ in. (3.2 mm) on any steering axle or $\frac{1}{64}$ in. (1.6 mm) on any nonsteering axle at any two adjacent major tread grooves anywhere on the tire.
- (5) Tire speed rating is less than the governed vehicle speed rating of the vehicle.
- (6) Suspension components are loose, broken, or missing.
- (7) Wheels or rims have the following deficiencies:
 - (a) Bent, broken, cracked, improperly seated, sprung, or mismatched lock or side ring(s)
 - (b) Cracked, broken, or elongated bolt holes
 - (c) Loose, missing, broken, cracked, stripped, or damaged fasteners
 - (d) Weld deficiencies, as follows:
 - i. Cracks in welds attaching disc wheel disc to rim
 - ii. Cracks in welds attaching tubeless demountable rim to adapter
 - iii. Welded repair on aluminum wheel(s) on a steering axle
 - iv. Welded repair, other than disc to rim attachment, on steel disc wheel(s) mounted on the steering axle

- (8) Axle flanges have Class 3 leakage.
- (9) An axle has Class 3 leakage.
- (10) Steering components do not meet the requirements of 49 CFR Part 399.211, Appendix G, "Minimum Periodic Inspection Standards."
- (11) A steering component has Class 3 leakage.
- (12) Driveline components do not meet the requirements of 49 CFR 399.211, Appendix G.

6.3.2 A qualified technician shall conduct an out-of-service evaluation of the following tire deficiencies and make a written report, including recommendations to the AHJ:

- (1) Punctures
- (2) Cuts to the cord
- (3) Bulges other than bumps or repairs; repair bulges greater than $\frac{3}{8}$ in. (10 mm), or bulges or knots associated with tread
- (4) Sidewall separation

6.4 Engine Systems.

6.4.1* The following defects and deficiencies of the engine system shall cause the emergency vehicle to be taken out of service:

- (1) Engine that will not crank or start
- (2) Engine system that has Class 3 leakage of oil
- (3) Engine that is overheating
- (4) Fuel system component that has Class 2 leakage of fuel
- (5) Stop-engine light that fails to turn off after engine is started

6.4.2 If there are deficiencies of the following systems or components, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ concerning the following:

- (1) Air filter restriction
- (2) Fuel tank, mountings, or straps
- (3) Exhaust leak into crew compartment
- (4) Oil that contains coolant
- (5) Oil that is diluted with fuel

6.5 Engine Cooling System.

6.5.1 The following deficiencies of the engine cooling system shall cause the apparatus to be taken out of service:

- (1) Cooling system component that has Class 3 leakage
- (2) Coolant that contains oil
- (3) Cooling system that exceeds maximum operating temperature

6.5.2 If there are deficiencies with the following systems or components, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ:

- (1) Radiator
- (2) Water pump bearing
- (3) Cooling fan
- (4) Coolant system components

6.6 Transmission and Clutch.

6.6.1 The following defects and deficiencies of the transmission and clutch shall cause the emergency vehicle to be taken out of service:

- (1) Automatic transmission that overheats in any range
- (2) Automatic transmission that has a "do not shift" light on

- (3) Transmission components that have Class 3 leakage of transmission oil
- (4) Transmission oil contaminated with coolant

6.6.2 If there are deficiencies of the following systems or components, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ:

- (1) Clutch components
- (2) Transmission components
- (3) Shift linkages

6.7 Low-Voltage and Line Voltage Electrical Systems.

6.7.1 The following defects and deficiencies of the low-voltage electrical system and the line voltage electrical system shall cause the emergency vehicle to be taken out of service:

- (1) Legally required lighting (DOT lighting) or horn that is not operational
- (2) Ignition system that is not operational
- (3) Charging system that is not operational
- (4)* Any failure of the warning light system that creates any position around the vehicle from which no warning light is visible

6.7.2 If there are deficiencies in the grounding and bonding system, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ.

6.7.3 If any of the following conditions exist, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ on the following:

- (1)* Inoperative siren
- (2) Overheating of power source and systems
- (3) Tripping of circuit breakers [ground fault circuit interrupter (GFCI), if applicable]
- (4) Line voltage power source producing high or low voltage or frequency
- (5) Damaged receptacles or observed electrical shock hazard
- (6) Any failure of the line voltage system that could affect patient care

6.8 Braking Systems.

6.8.1 Air Brake Systems.

6.8.1.1* Any one of the following deficiencies of the air brake system shall cause the emergency vehicle to be taken out of service:

- (1) Service brakes that have an air pressure drop of more than 2 psi (13.8 kPa) in 1 minute for straight chassis or more than 3 psi (20.7 kPa) in 1 minute for combination chassis, with the engine stopped and the service brakes released
- (2) Leak-down rate (time) of the applied side of the air brake that is more than 3 psi (20.7 kPa) in 1 minute for straight chassis or more than 4 psi (27.6 kPa) in 1 minute for combination chassis, with the engine stopped and the service brakes applied
- (3) Brakes that are out of adjustment
- (4) Braking system components that are not operational
- (5) Service brake that does not meet test or DOT requirements

- (6) Parking (spring) brake operation that does not meet parking brake tests or standards
- (7) Air compressor that fails to build air pressure from 85 psi to 100 psi (586 kPa to 690 kPa) in 45 seconds, with engine at full rpm
- (8) Air compressor that fails to maintain 80 psi to 90 psi (552 kPa to 621 kPa) pressure in the system, with the service brakes applied and the engine at idle, or air compressor that fails to fill the air system to the air compressor governor cutout pressure with the service and parking brakes released
- (9) Friction surfaces, brake shoes, or disc brake pads that have grease or oil on them
- (10) Brake linings or pads that are worn beyond the brake system manufacturer's minimum specifications
- (11) Rotors and drums that are worn beyond the brake system manufacturer's minimum specifications
- (12) Air gauge or audio low-air warning device that has failed

6.8.1.2 If the antilock braking system (ABS) warning indicator indicates a problem, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ.

6.8.2 Hydraulic Brake Systems.

6.8.2.1* Any one of the following deficiencies of the hydraulic brake system shall cause the emergency vehicle to be taken out of service:

- (1) Brake system components that have Class 2 leakage of brake fluid
- (2) Friction surfaces, brake shoes, or disc brake pads that have grease or oil on them
- (3) Braking system components that are not operational
- (4) Braking operation that does not meet braking tests or standards
- (5) Parking (service) brake operation that does not meet parking brake tests or standards
- (6) Brake warning light that is activated or brake pedal that falls away or drifts toward the floor when brake pressure is applied
- (7) Brake linings or pads that are worn beyond the brake system manufacturer's minimum specifications
- (8) Rotors and drums that are worn beyond the brake system manufacturer's minimum specifications

6.8.2.2 If the ABS warning indicator indicates a problem, a qualified technician shall conduct an out-of-service evaluation and make a written report including recommendations to the AHJ.

6.8.3 Air-Over-Hydraulic Brake Systems. The requirements of 6.8.1 and 6.8.2 shall apply to the applicable portion of an air-over-hydraulic brake system.

6.8.4 Wheel Chocks. If the emergency vehicle is not equipped with two wheel chocks, mounted in readily accessible locations, the emergency vehicle shall be taken out of service.

6.9 Fire Pump System.

6.9.1 The following deficiencies of the fire pump system shall cause the pumping system to be taken out of service:

- (1) Pump that will not engage
- (2) Pump shift indicators in cab and on operator's panel that do not function properly
- (3) Pressure control system that is not operational

- (4) Pump transmission components that have Class 3 leakage of fluid
- (5) Pump operator's panel throttle that is not operational
- (6)* Pump operator's engine speed advancement interlock that is not operational

6.9.2 If there are deficiencies of the following systems or components, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ:

- (1) Pump transmission lubricant
- (2) Valves
- (3) Valve controls
- (4) Pump piping
- (5) Pressure-indicating devices
- (6) Water tank
- (7) Water level indicator

6.9.3 If pump shaft seals leak beyond the manufacturer's specifications, a qualified technician shall conduct an out-of-service evaluation of the problem and make a written report, including recommendations to the AHJ.

6.9.4 If the pump test indicates a deficiency, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ.

6.10 Aerial Device Systems.

6.10.1 The following deficiencies of the aerial device and its systems shall cause the aerial device to be taken out of service:

- (1) Power takeoff (PTO) that will not engage
- (2) Stabilizer system that is not operational
- (3) Aerial device that is not operational
- (4) Hydraulic system components that are not operational
- (5) Cable sheaves that are not operational
- (6) Cables that are frayed
- (7) Base and section rails that show ironing beyond the manufacturer's recommendations
- (8) Aerial device that is structurally deformed
- (9) Torque box fasteners that are broken or missing
- (10) Turntable fasteners that are broken or missing

6.10.2 If there are deficiencies of the following systems or components, a qualified technician shall conduct an out-of-service evaluation and make a written report, including recommendations to the AHJ:

- (1) Hydraulic relief valve
- (2) Hydraulic system components
- (3) Emergency hydraulic system
- (4) Visual and audible alarm systems
- (5) Aerial lighting system
- (6) Labels or warning signs
- (7) Aerial water delivery system
- (8) Class 3 hydraulic leak

6.10.3 A qualified technician shall conduct an out-of-service evaluation of the following problems and make a written report, including recommendations to the AHJ:

- (1) Rollers and slides that are worn beyond manufacturer's recommendations
- (2) Rotation bearing that has clearances beyond the manufacturer's recommendations

6.11 Trailers.

6.11.1 The following deficiencies of a trailer and its system shall cause the trailer to be taken out of service:

- (1) Cracked trailer frame
- (2) Damaged or inoperative hitch
- (3) Damaged or missing safety chain or chain latch
- (4) The gross axle weight rating (GAWR) shown on the trailer information label is greater than the tires manufacturer's load rating
- (5) When weighed in accordance with Section 16.2, the weight on the axles of the trailer exceeds the values shown on the trailer information label
- (6) Tires have cuts in the sidewall that penetrate to the cord
- (7)* Tires that have a tread depth of less than $\frac{3}{32}$ in. (1.6 mm) or at any two adjacent major tread grooves anywhere on the tire
- (8) Suspension components that are loose, broken, or missing
- (9) Wheels or rims having the following deficiencies:
 - (a) Damaged or mismatched lock or side ring(s)
 - (b) Cracked, broken, or elongated bolt holes
 - (c) Loose, missing, broken, cracked, stripped, or damaged fasteners
 - (d) Weld defects
- (10) Braking system components that are not operational
- (11) Friction surfaces, brake shoes, or disc brake pads that have grease or oil on them
- (12) Brake linings or pads that are worn beyond the brake system manufacturer's minimum specifications
- (13) Rotors and drums that are worn beyond the brake system manufacturer's minimum specifications
- (14) Brake system components that have Class 2 leakage of brake fluid
- (15) Inoperative or damaged breakaway brake system
- (16) Inoperative stop, turn, or marker lighting
- (17) Damaged or missing trailer cord or plug

6.11.2 A qualified technician shall conduct an out-of-service evaluation of the following tire deficiencies and make a written report, including recommendations to the AHJ, on:

- (1) Tire punctures
- (2) Tire cuts to the cord
- (3) Tire bulges other than bumps or repairs; repair bulges greater than $\frac{3}{8}$ in. (10 mm), or bulges or knots associated with tread
- (4) Tire sidewall separation

6.12 Patient Compartment. Any one of the following deficiencies of a patient compartment and its systems shall cause the patient compartment to be taken out of service:

- (1) Patient compartment entry doors that do not latch properly
- (2) Cot retention mechanism that does not hold the cot
- (3) HVAC system that does not cool or heat properly
- (4) Inoperative patient compartment illumination system
- (5) Damaged or inoperative primary patient care seat or seat belt
- (6) An inoperative medical gas system

Chapter 7 Daily / Weekly Visual and Operational Checks

7.1* General. A visual and operational check of the apparatus shall be performed within 24 hours of a run or at least weekly.

7.1.1 The visual and operational checks shall be performed to the requirements in Sections 7.2 through 7.4.

7.1.2 The check sheet in Annex C or an equivalent check sheet shall be used to record the daily / weekly visual and operational checks.

7.1.3 Personnel conducting the visual and operational checks shall meet the requirements of 4.3.2.

7.2 Visual Checks. A visual check of components, fluid levels, fluid condition, leaks, and systems shall include, but not be limited to, the following (if applicable):

- (1) Engine oil fluid level and condition
- (2) Transmission fluid level and condition
- (3) Coolant level
- (4) Power steering fluid level and condition
- (5) Fluid leaks on the floor
- (6) Tire condition
- (7) Tire air pressure
- (8) Wheel and lug nuts
- (9) Seat belt condition
- (10) Windshield, mirrors, and door glass
- (11) Steering linkage
- (12) Cab doors, handles and steps
- (13) Battery condition
- (14) Body and compartment door condition
- (15) Running boards, steps, ladders, and handles
- (16) Ground ladder racks and mounting
- (17) Hydraulic brake fluid level
- (18) Placards and warning decals
- (19) Front and rear springs
- (20) Fuel tank level and mounting
- (21) Fire pump mounting
- (22) Fire pump discharges and suction valves
- (23) Fire pump controls and gauges
- (24) Pump drains
- (25) Water tank level, leaks, and condition
- (26) Primer oil level
- (27) Aerial hydraulic system
- (28) Hydraulic fluid level and condition
- (29) Outriggers and torque box
- (30) Aerial device controls
- (31) Ladder and basket
- (32) Waterway and monitor
- (33) Auxiliary equipment and racks

7.3 Operational Check. An operational check of the components and systems shall include, but not be limited to, the following (if applicable):

- (1) Starting system
- (2) Battery voltage
- (3) Audible and visual alarms
- (4) Engine
- (5) Charging system
- (6) Cab gauges
- (7) Steering system
- (8) Seat belts
- (9) Seat belt warning system
- (10) Brake air compressor

- (11) Transmission
- (12) Warning light system
- (13) Fire pump
- (14) Pump panel gauges and controls
- (15) Relief valve
- (16) Pressure governor operation
- (17) Foam system
- (18) Primer system
- (19) Pump valves and reels
- (20) Main drain and other drains
- (21) Cooler valves
- (22) Water tank level indicator
- (23) DOT lighting
- (24) Horns
- (25) Brake system
- (26) Parking or spring brakes
- (27) Windshield wipers and washers
- (28) Line voltage generating source
- (29) Work lighting
- (30) Cab door glass
- (31) Power steps and access ladders
- (32) Aerial hydraulic system
- (33) Aerial outriggers
- (34) Aerial interlocks
- (35) Aerial device
- (36) Auxiliary equipment and racks
- (37) Drain moisture from air brake system reservoirs

7.4 Documentation.

- 7.4.1 A record of the visual and operational check sheet shall be kept.
- 7.4.2 The AHJ shall develop and implement a procedure for reporting defects found during the visual and operational checks.
- 7.4.3 The AHJ shall have a procedure to remove the apparatus from service if an out-of-service criteria defect is found during the visual and operational checks.

Chapter 8 Inspection and Maintenance of the Chassis, Driving and Crew Compartment, and Body

8.1 General. All components and systems commonly found on or in the chassis, driving compartment, crew compartment, and body shall be inspected and maintained in accordance with the manufacturer's instructions and this chapter.

8.2 Frame and Suspension.

8.2.1 All frame rails and members shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

8.2.2 All suspension components including, but not limited to, the following shall be inspected for defects, missing or loose parts, and functional operation and shall be lubricated:

- (1) Springs and spring hangers
- (2) Air springs (bags), mounting brackets, and attaching hardware
- (3) Equalizer beams and torque arms
- (4) Shock absorbers

8.2.3 The frame and suspension shall be inspected for proper alignment.

8.3 Axles, Tires, and Wheels.

8.3.1 All axle components including, but not limited to, the following shall be inspected for security of mounting, structural integrity, deformation, abnormal wear, and leakage; shall be functionally operated; and shall be lubricated:

- (1) Ball joints
- (2) King pins
- (3) Spindles and bushings
- (4) Attaching hardware
- (5) Axle beams and housings
- (6) Axle shafts
- (7) Axle power dividers
- (8) Differentials and controls
- (9) Two-speed axle shift units
- (10) Upper and lower control arms

8.3.2 Wheel bearings and seals shall be cleaned; shall be inspected for deformation, wear, cracks, and leakage; and shall be lubricated.

8.3.3* Tires shall be inspected for damage and shall be inflated to the tire manufacturer's recommended pressure.

8.3.4* The tire load rating shall be checked to verify that it meets or exceeds the GAWR.

8.3.5 The tire speed rating shall be checked to verify that it meets or exceeds the maximum top speed of the apparatus.

8.3.6* Tires shall be replaced at least every 7 years or more frequently when the tread wear exceeds state or federal standards as determined by measuring with a tread depth gauge. [See 6.3.1(4).]

8.3.7* Wheel-attaching nuts shall be torqued to the wheel manufacturer's recommendation.

8.3.8 Wheels and rims shall be inspected for cracks, deformation, structural integrity, and corrosion.

8.4 Engine.

8.4.1 The engine oil shall be inspected for contamination and maintained at the level specified by the engine manufacturer.

8.4.2 The engine shall be inspected for security of mounting and fluid leaks.

8.4.3 Engine oil and filters shall be serviced in accordance with the engine manufacturer's severe service recommendation. If no severe service recommendation exists, the shortest interval recommended by the engine manufacturer, based on time or mileage, shall be followed.

8.4.4 The diagnostic codes for electronically controlled engines shall be reviewed for types and frequency of error codes that have been logged.

8.4.5* The engine performance shall be maintained in accordance with the engine manufacturer's recommendations.

8.4.6 Engine braking systems shall be maintained in accordance with the manufacturer's recommendations.

8.5 Engine Cooling System.

8.5.1 The engine coolant shall be inspected for contamination and maintained at the level specified by the manufacturer.

8.5.2 The radiator assembly shall be inspected and cleaned of dirt, debris, and obstructions to airflow.

8.5.3 All hoses and fittings shall be inspected for condition and leakage.

8.5.4 The water pump(s) shall be inspected for condition and leakage.

8.5.5 The cooling system shall be pressure tested for leakage.

8.5.6 All belts shall be inspected for wear, deformation, and proper adjustment.

8.5.7 The chemical components of the coolant shall be tested and maintained at the proper balance.

8.5.8 Cooling system temperature indicators and gauges shall be diagnostically checked.

8.5.9 Temperature control devices including, but not limited to, the following shall be diagnostically checked:

- (1) Thermostats
- (2) Clutch fans
- (3) Radiator shutters
- (4) Electric cooling fans

8.5.10 Auxiliary heat exchangers installed in the engine cooling system shall be inspected for security of mounting, deformation, and leaks.

8.6* Engine Fuel System.

8.6.1 Fuel filters and fuel-water separators shall be maintained in accordance with the manufacturer's recommendations.

8.6.2 The fuel tank, lines, and all connections shall be inspected for security of mounting, deformation, and leakage.

8.6.3 The carburetor or the injection pump and injectors shall be maintained in accordance with the engine manufacturer's recommendations.

8.6.4 Gauges, indicators, and sending units shall be diagnostically checked.

8.6.5* All mechanical throttle linkage and stops shall be inspected for proper adjustment and diagnostically checked.

8.6.6 All electronic throttle components and throttle position sensors (TPS) shall be inspected and diagnostically checked.

8.7 Engine Air Intake System.

8.7.1 The engine air intake system shall include, but not be limited to, the following:

- (1) Air cleaner element
- (2) Piping
- (3) Turbocharger
- (4) Air after-cooler
- (5) Intercooler
- (6) Air-to-air cooler
- (7) Blower
- (8) Ember separator

8.7.2 The engine air intake system shall be maintained in accordance with the manufacturer's severe service recommendation. If no severe service recommendation exists, the shortest service interval recommended by the engine manufacturer, based on time or mileage, shall be followed.

8.7.3 Where engines are equipped with a charged air after-cooler, it shall be inspected visually for outward signs of damage or deformation.

8.7.4 All hoses, tubes, and fittings shall be inspected for deformation and leakage.

8.7.5 The airflow shall be monitored for restriction greater than that recommended by the engine manufacturer.

8.8 Engine Exhaust System.

8.8.1 The engine exhaust system shall include, but not be limited to, the following:

- (1) Exhaust manifold(s)
- (2) Exhaust pipes
- (3) Muffler(s)
- (4) Tailpipe(s)
- (5) Exhaust clamps, brackets, and mounting hardware
- (6) Turbocharger
- (7) Catalytic converter(s)
- (8) Exhaust filtration system

8.8.2 The exhaust system shall be inspected for security of mounting, deformation, and exhaust leaks and shall be maintained in accordance with the engine manufacturer's recommendations.

8.9 Transmission.

8.9.1 The transmission shall be inspected for security of mounting, structural integrity, and leakage and shall be diagnostically checked.

8.9.2 The clutch and linkage, if the emergency vehicle is so equipped, shall be inspected for condition and adjustment, diagnostically checked, and maintained in accordance with the manufacturer's recommendations.

8.9.3 Transmission lubricants and filters shall be inspected for contamination, and lubricants shall be maintained at the level specified by the manufacturer.

8.9.4 The lubricant and filters shall be serviced in accordance with the transmission manufacturer's severe service recommendation. If no severe service recommendation exists, the shortest interval recommended by the transmission manufacturer, based on time or mileage, shall be followed.

8.9.5 The transmission controls and shift linkage shall be inspected for condition and maintained in accordance with the manufacturer's recommendations.

8.9.6 All transmission indicators and gauges shall be tested for proper operation and accuracy.

8.9.7 The diagnostic codes for all electronically controlled transmissions shall be reviewed for types and frequency of error codes that have been logged.

8.9.8 Power takeoffs (PTOs) shall be inspected for security of mounting and leakage and shall be diagnostically checked.

8.9.9 The lockup system for pumps and other accessories shall be inspected for leakage and shall be diagnostically checked.

8.9.10 Transmission braking systems shall be maintained in accordance with the manufacturer's recommendations.

8.9.11 Auxiliary heat exchangers installed in the transmission cooling system shall be inspected for security of mounting, deformation, and leaks.

8.10 Driveline.

8.10.1 All drive shafts, universal joints, carrier bearings, flanges, bearing cap bolts, and slip yokes shall be inspected for alignment, security of mounting, and wear and shall be lubricated.

8.10.2 Driveline retarding systems shall be cleaned, shall be inspected for security of mounting, shall be diagnostically checked, and shall be lubricated.

8.11 Steering System.

8.11.1 The steering system shall include, but not be limited to, the following components:

- (1) Power steering pump, filters, and reservoir
- (2) Steering valve(s), cylinders, and hydraulic components
- (3) Steering gear box(es)
- (4) Steering gear mounting brackets
- (5) Steering arms, drag links, pitman arms, tie rods, and tie rod ends
- (6) Steering column assembly and steering wheel

8.11.2 All steering system components shall be inspected for structural integrity, security of mounting, leakage, and condition; shall be diagnostically checked; and shall be lubricated.

8.11.2.1 The surrounding vehicle components shall be inspected for indications that the wheels or tires have been rubbing during steering.

8.11.2.2 Both the left and right steering axle stops shall be diagnostically checked to ensure the steering gear hydraulics relieve before contacting the steering stops.

8.11.2.3 Steering Gear Mounting Bracket.

8.11.2.3.1 The steering gear mounting bracket shall be cleaned and inspected for cracks.

8.11.2.3.2 All steering gear mounting bracket fasteners shall be inspected for proper installation, grade, and torque.

8.11.2.4 The steering linkage assembly shall be inspected to ensure that the pinch bolts, cotter pins, and other retaining hardware are in place and properly secured.

8.11.2.5 The steering wheel shall be rotated to check for steering backlash.

8.11.3 The steering gear box(es) and power steering reservoir lubricant levels shall be maintained in accordance with the manufacturer's recommendations.

8.11.4 The steering valve(s), steering arms, drag links, pitman arms, tie rod ends, and steering column assembly shall be lubricated.

8.11.5 All steering pump belts, hoses, and lines shall be inspected for wear, adjustment, and deformation.

8.11.6 Electronic steering controls and indicators shall be maintained in accordance with the manufacturer's recommendations.

8.12 Braking System.

8.12.1* The braking system shall be inspected and maintained in accordance with the manufacturer's severe service recommendation. If no severe service recommendation exists, the shortest interval recommended by the braking system manufacturer, based on time or mileage, shall be followed.

8.12.2 The parking brake shall be inspected for structural integrity, security of mounting, missing or broken parts, and wear and shall be diagnostically checked.

8.12.3 The parking brake controls and activating mechanism shall be inspected for structural integrity, security of mounting, and missing or broken parts; shall be diagnostically checked; and shall be lubricated.

8.12.4 The brake linings shall be replaced in accordance with the brake manufacturer's severe service recommendation when they are contaminated, when the lining is worn to the minimum thickness for safe operation as defined by the brake manufacturer, or when the brake drum or rotor is replaced.

8.12.5 The drums or rotors shall be inspected during scheduled maintenance, when there is a suspected problem, or at the time of brake lining replacement, and the inspection shall consist of, but not be limited to, the following:

- (1) Evidence of extensive heat or heat cracking
- (2) Out of round
- (3) Wear beyond manufacturer's specifications
- (4) Rust
- (5) Taper
- (6) Rotor parallelism
- (7) Metal fatigue

8.12.6 Machining of brake drums or rotors shall be done only in accordance with manufacturer's recommendations.

8.12.7 All components of the braking system shall be inspected for damage and wear when performing a brake overhaul.

8.12.8 Antilock Braking Systems.

8.12.8.1 Antilock braking systems (ABS), including the electronic control unit, cables, switches, relays, sensors, and valves, shall be inspected for any deficiencies and shall be diagnostically checked.

8.12.8.2 The ABS electronic control unit (ECU) diagnostic codes shall be reviewed for types and frequency of error codes that have been logged.

8.12.9 If the emergency vehicle has a hydraulic brake system, the components to be inspected and maintained shall include, but not be limited to, the following:

- (1) Pedal and linkage
- (2) Brake switches
- (3) Master cylinder
- (4) Brake booster
- (5) Hydraulic lines
- (6) Valves
- (7) Wheel cylinders or calipers
- (8) Brake shoes or pads
- (9) Brake drums or rotors
- (10) Warning devices
- (11) Mounting hardware
- (12) Fluid level and contamination

8.12.10 If the emergency vehicle has an air brake system, the components to be inspected and maintained shall include, but not be limited to, the following:

- (1) Air compressor
- (2) Pedal assembly
- (3) All valves
- (4) Hoses and lines
- (5) Brake switches
- (6) Brake air chambers
- (7) Slack adjusters
- (8) Cams and wedges
- (9) Brake shoes or pads
- (10) Brake drums or rotor
- (11) Calipers
- (12) Air dryers
- (13) Drain valves
- (14) Air tanks
- (15) Warning devices
- (16) Mounting hardware

8.12.10.1 If air accessories are connected to the chassis air brake system, the requirements of 8.12.10.1.1 and 8.12.10.1.2 shall apply.

8.12.10.1.1 The air brake system pressure protection valve(s) shall be diagnostically checked to the shutoff point.

8.12.10.1.2 The pressure protection valve shall prevent the air accessories from drawing air from the air brake system when the air pressure drops below 80 psi (552 kPa) to ensure adequate air pressure for the braking system.

8.12.10.2 Air reservoir tanks, air dryers, and drains shall be inspected for security of mounting, deformation, and leakage and shall be maintained in accordance with the manufacturer's recommendations.

8.12.10.3 All valves, lines, cylinders, and chambers shall be inspected for security of mounting, deformation, and leakage and shall be diagnostically checked.

8.12.10.4 The compressor and inlet filter system shall be inspected for security of mounting and shall be maintained in accordance with the manufacturer's recommendations.

8.12.10.5 All chassis air system belts shall be inspected for wear and deformation and shall be maintained at the manufacturer's recommended adjustment.

8.12.10.6 The cut-in and cut-out pressure settings of the air compressor governor shall be tested and maintained at the manufacturer's recommended settings.

8.12.10.7 The low-air warning systems shall be tested to ensure that activation occurs at the manufacturer's recommended setting.

8.12.10.8 Air pressure indicators shall be diagnostically checked.

8.12.10.9 Leak-down rate (time) of the applied side of the air brake system shall be performance tested with the engine stopped and the service brakes applied, and the air pressure shall not drop more than 3 psi (20.7 kPa) in 1 minute for a straight vehicle or more than 4 psi (27.6 kPa) in 1 minute for a combination vehicle.

8.12.10.10 Leak-down rate (time) of the supply-side of the chassis air system shall be performance tested with the engine

stopped and the service brakes released, and the air pressure shall not drop more than 2 psi (13.8 kPa) in 1 minute for a straight vehicle or more than 3 psi (20.7 kPa) in 1 minute for a combination vehicle.

8.13 Chassis Air-Powered Accessories. All chassis air-powered accessories including, but not limited to, the following shall be diagnostically checked:

- (1) Air horn
- (2) Windshield wiper and washer
- (3) Air-ride seats
- (4) Air-powered steps and cab tilting systems
- (5) Fire pump shift and valves

8.14 Crew and Passenger Compartments.

8.14.1 All glass, windows, and mirrors shall be inspected for condition and shall be diagnostically checked.

8.14.2 All seats shall be inspected for security of mounting and condition and shall be diagnostically checked.

8.14.3 All seat belts shall be inspected for security of mounting and condition and shall be diagnostically checked.

8.14.4 Doors, door hinges, latches, and door stops shall be inspected for security of mounting and condition, shall be diagnostically checked, and shall be lubricated.

8.14.5 All components of the cab mounting system including, but not limited to, the following shall be inspected for security of mounting and deformation:

- (1) Mounting brackets
- (2) Cab base structure
- (3) Resilient cushions
- (4) Securing fasteners

8.14.6* All equipment mounting systems including, but not limited to, mounting systems for the following shall be inspected for security of mounting and deformation and shall be maintained free of corrosion:

- (1) Radios, computers, and siren controls
- (2) Self-contained breathing apparatus (SCBA)
- (3) Portable lights
- (4) Hand tools
- (5) Emergency medical service (EMS) equipment
- (6) Books, street directories, and maps

8.14.7 Cab Tilting Systems. If the emergency vehicle has a cab tilting system, it shall be inspected and maintained in accordance with 8.14.7.1 and 8.14.7.2.

8.14.7.1* All components of the cab tilting system including, but not limited to, the following shall be inspected for security of mounting and leaks and shall be diagnostically checked:

- (1) Switches and remote controls
- (2) Interlocks
- (3) Motors and pumps
- (4) Reservoirs
- (5) Hoses and fittings
- (6) Cylinders and lifting devices
- (7) Cab support devices
- (8) Split cab seals
- (9) Pivot points
- (10) Latches and hold-down devices

8.14.7.2 Fluids shall be inspected for contamination and maintained to the levels recommended by the manufacturer.

8.15 Body and Compartmentation.

8.15.1 All compartments and storage areas shall be inspected for structural integrity, deformation, and leaks.

8.15.1.1 Hinges, latches, and seals shall be diagnostically checked and shall be lubricated.

8.15.1.2 Doors shall be diagnostically checked for correct operation and position.

8.15.1.3 The hazard warning light and interlocks associated with, but not limited to, the following conditions shall be diagnostically checked:

- (1) Open passenger or equipment compartment doors
- (2) Ladder or equipment rack not in the stowed position
- (3) Deployed stabilizer system
- (4) Extended powered light tower

8.15.2 All steps, platforms, handrails, and access ladders shall be inspected for security of mounting, structural integrity, and deformation.

8.15.2.1 All slip-resistant surfaces shall be inspected for security of mounting and condition.

8.15.2.2 All mechanical steps shall be diagnostically checked and shall be lubricated.

8.15.3 All equipment mounting racks and brackets shall be inspected for security of mounting and deformation, shall be diagnostically checked, and shall be lubricated.

8.15.4* All finishes and reflective striping shall be inspected for defects, corrosion, and damage.

8.15.5* Where required, all signs and labels shall be inspected for their presence and any defects, corrosion, and damage.

8.16 Powered Equipment Racks. If the emergency vehicle is equipped with powered equipment racks, the racks shall be inspected and maintained in accordance with 8.16.1 through 8.16.5.

8.16.1 All locks used to hold equipment racks in the road travel position and all interlocks to prevent operation of equipment racks when the emergency vehicle is in motion shall be inspected for security of mounting and deformation.

8.16.2 Racks and interlocks shall be diagnostically checked.

8.16.3 All warning lights and visual signals for the equipment racks shall be diagnostically checked.

8.16.4 Reflective striping or reflective paint shall be inspected for defects, corrosion, and damage.

8.16.5 Equipment-holding devices shall be inspected for security of mounting and deformation, shall be diagnostically checked, and shall be lubricated.

Chapter 9 Inspection and Maintenance of Low-Voltage Electrical Systems

9.1 General. Low-voltage electrical systems shall be inspected and maintained in accordance with this chapter.

9.1.1 All electrical equipment on the emergency vehicle shall be inspected and maintained, regardless of whether it is specified in Sections 9.2 through 9.12.

9.1.2 All components of the low-voltage electrical system shall meet the following criteria:

- (1) They shall be kept clean and free of accumulated dirt or corrosion.
- (2) They shall be maintained in accordance with manufacturer's instructions and schedules.
- (3) They shall be securely mounted.
- (4) They shall be securely connected to their electrical supply and ground.

9.2 Starting System. All components of the starting system including, but not limited to, the following shall be inspected for security of mounting and deformation and shall be diagnostically checked:

- (1) Batteries, cabling, and connections
- (2) Cranking motor
- (3) Solenoid, relays, and switches
- (4) Interlock systems

9.3 Wiring. All wiring and wire looms shall be inspected for security of mounting, tight connections, proper routing, presence of grommets, condition, and cleanliness.

9.4 Batteries. The battery(ies) shall be tested for storage and performance capabilities in accordance with the manufacturer's recommendations.

9.5 Charging System.

9.5.1 All components of the charging system including, but not limited to, the following shall be inspected for security of mounting, deformation, and alignment and shall be diagnostically checked:

- (1) Alternator, regulator, and associated wiring and cables
- (2) Isolators
- (3) Alternator drive belts
- (4) Solenoids, relays, switches, and instrumentation
- (5) Interlock systems

9.5.2* The alternator shall be diagnostically checked.

9.6 Ignition System. All components of the ignition system including, but not limited to, the following shall be inspected for security of mounting and deformation and shall be diagnostically checked:

- (1) Associated wiring and cables
- (2) Solenoid, relays, switches, instrumentation, and lighting
- (3) Primary and secondary systems
- (4) Glow plugs

9.7 Automatic Electrical Load Management System.

9.7.1 If so equipped, all components of the automatic electrical load management system including, but not limited to, the following shall be inspected for security of mounting and deformation:

- (1) Electronic hardware
- (2) Associated wiring and cables
- (3) Relays, controls, and indicators
- (4) Low-voltage warning devices

9.7.2 The electrical load management system shall be checked for activation and operation of low-voltage warning devices in accordance with the manufacturer's recommendations.

9.8 Miscellaneous Electrical Components. Miscellaneous electrical components including, but not limited to, the following shall be inspected for security of mounting and deformation and shall be diagnostically checked:

- (1) Battery conditioners and chargers
- (2) Shoreline receptacles
- (3) Radios and intercoms
- (4) Converters and inverters
- (5) Fast idle system
- (6) Interlock system(s)
- (7) Operator alert devices
- (8) Other electrical components on the apparatus not otherwise specified in Section 9.8(1) through (7)

9.9 Emergency Vehicle Lighting. All emergency vehicle lighting including, but not limited to, the following shall be inspected for security of mounting and deformation and shall be diagnostically checked:

- (1) Headlights
- (2) Marker lights
- (3) Clearance lights
- (4) Turn signals and hazard lights
- (5) Brake lights
- (6) Backup lights
- (7) Dash lights
- (8) Other emergency vehicle lighting equipment on the vehicle not otherwise specified in Section 9.9(1) through 9.9(7)

9.10 Work Lighting. All work lighting including, but not limited to, the following shall be inspected for security of mounting and deformation and shall be diagnostically checked:

- (1) Ground lights
- (2) Step lights
- (3) Flood, spot, and scene lights
- (4) Cab interior lights
- (5) Compartment lights
- (6) Other work lighting on the emergency vehicle not otherwise specified in Section 9.10(1) through 9.10(5)

9.11 Electrical Accessories. All electrical accessories including, but not limited to, the following shall be diagnostically checked:

- (1) Heater and defroster
- (2) Air-conditioning system
- (3) Windshield wipers and washers
- (4) Instrumentation
- (5) Traffic pre-emption
- (6) Other electrical accessories on the emergency vehicle not otherwise specified in Section 9.11(1) through 9.11(5)

9.12 Warning Devices. All warning devices including, but not limited to, the following shall be inspected for security of mounting and deformation and shall be diagnostically checked:

- (1) Emergency warning lights
- (2) Electric and electronic sirens
- (3) Automotive traffic horn
- (4) Air horns
- (5) Backup alarm

- (6) Other warning devices on the emergency vehicle not otherwise specified in Section 9.12(1) through 9.12(5)

9.13 Electric Trailer Brake Actuator.

9.13.1 If the emergency vehicle is equipped with an electric trailer brake actuator, it shall be inspected and diagnostically checked.

Chapter 10 Inspection and Maintenance of Water Pumping Systems and Water Tanks

10.1 General.

10.1.1 If the fire apparatus is equipped with a fire pump, auxiliary pump, industrial pump, or transfer pump, the pump shall be inspected and maintained in accordance with Section 10.2 and the component manufacturer's recommendations.

10.1.2 If the fire apparatus is equipped with a water tank, the tank shall be inspected and maintained in accordance with Section 10.3 and the component manufacturer's recommendations.

10.2 Fire Pump, Auxiliary Pump, Industrial Pump, and Transfer Pump.

10.2.1* General. All fire pumps, auxiliary pumps, industrial pumps, and transfer pumps shall be inspected for security of mounting, structural integrity, and leakage and shall be diagnostically checked.

10.2.2 Pump Shaft Packing or Mechanical Seals. All pump shaft packing or mechanical seals shall be inspected and maintained in accordance with the manufacturer's recommendations.

10.2.3 Renewable Anodes and Intake Strainers. Renewable anodes, intake strainers, or any other means to prevent galvanic corrosion shall be inspected for condition and replaced if necessary.

10.2.4 Pump Drive System.

10.2.4.1* The pump drive system shall be inspected for security of mounting and leakage, shall be diagnostically checked, and shall be lubricated as required by the component manufacturer.

10.2.4.2* All pump shift controls, pump shift indicators located in the driving compartment and on the operator's panel, engine speed advancement interlocks, and any other interlocks of the pump drive system shall be inspected for security of mounting and leakage; shall be diagnostically checked; and shall be lubricated as required.

10.2.4.3 All fluids in the pump drive system shall be inspected for contamination and maintained at the level and condition specified by the component manufacturer.

10.2.5 Piping and Valves. All pump piping, valves and valve controls, fire hose connections, caps, chains, and gaskets shall be inspected for security of mounting, structural integrity, proper valve operation, deformation, corrosion, and leakage and shall be lubricated as required by the component manufacturer.

10.2.6 Instrumentation and Gauges. All instrumentation, gauges, and lighting shall be inspected for security of mounting and condition and shall be diagnostically checked.

10.2.7 Pump Test Label. The pump test label shall be inspected to ensure that it is legible and attached to the vehicle.

10.2.8 Pump Controls. All pump control systems including, but not limited to, the following shall be diagnostically checked:

- (1) Engine speed control and interlock
- (2) Pressure control devices
- (3) Transfer valve
- (4) Transmission lockup system

10.2.9 Pump Priming System.

10.2.9.1 The pump priming system shall be inspected for security of mounting and leakage and shall be diagnostically checked.

10.2.9.2 The priming fluid, if required, shall be inspected for contamination and proper type and shall be maintained at the level recommended by the component manufacturer.

10.2.10 Pump Drive Engine. If the pump has a separate drive engine, that engine shall be inspected and maintained in accordance with Sections 8.4 through 8.8, as applicable, and in accordance with the manufacturer's recommendations.

10.3 Water Tanks. If the apparatus is equipped with a water tank, the tank shall be inspected for security of mounting, structural integrity, deformation, and leakage and shall be maintained in accordance with 10.3.1 and 10.3.2 and the component manufacturer's recommendations.

10.3.1 The tank sumps, if equipped with a sump cleanout, shall be cleaned.

10.3.2 Where so equipped, anodes and other means to prevent galvanic corrosion shall be inspected and maintained as recommended by the manufacturer.

Chapter 11 Inspection and Maintenance of Aerial Devices

11.1 General. If the fire apparatus is equipped with an aerial ladder, elevating platform, or water tower, the aerial device and its associated systems shall be inspected and maintained in accordance with this chapter.

11.2 Inspection. The aerial device shall be inspected in accordance with Chapter 22.

11.3 Maintenance. The aerial device and its associated systems shall be maintained in accordance with the aerial device manufacturer's recommendations.

11.4 Air Storage Systems.

11.4.1 If the aerial device has an air storage system, the air storage tanks shall be inspected to verify that hydrostatic test dates are within the periods specified by the manufacturers and the applicable governmental agencies.

11.4.2 Test reports shall be reviewed to verify that the air has been tested and is in accordance with NFPA 1989.

Chapter 12 Inspection and Maintenance of Foam Proportioning Systems

12.1* General. If the fire apparatus is equipped with a foam proportioning system, the system shall be inspected and maintained in accordance with this chapter.

12.2 System Components.

12.2.1 All components of the foam proportioning system shall be maintained in accordance with the recommendations of the foam system manufacturer.

12.2.2 All components of the foam proportioning system shall be inspected for security of mounting, structural integrity, and leakage and shall be diagnostically checked.

12.3* Cleaning. The foam proportioning system components not designed to stay in continuous contact with foam concentrate shall be thoroughly flushed after each use to ensure that all piping and components are clear of all foam concentrate.

12.4 Instrumentation and Controls. All instrumentation, gauges, and controls shall be inspected for security of mounting and condition and shall be diagnostically checked.

12.5 Strainer or Filter. Where a foam concentrate strainer(s) or filter(s) is utilized, the strainer/filter assembly shall be serviced at routine scheduled intervals.

12.6 Foam Concentrate Pump.

12.6.1 Where the foam proportioning system is equipped with a foam concentrate pump, it shall be maintained as recommended by the manufacturer.

12.6.2 The oil for the pump lubrication system shall be inspected for possible water/foam contamination and shall be maintained at the level recommended by the manufacturer.

12.7 Foam Concentrate or Foam Solution Tanks.

12.7.1 All foam concentrate or foam solution tanks shall be inspected for security of mounting, structural integrity, deformation, and leakage.

12.7.2 Foam Concentrate Inspection.

12.7.2.1 At least annually, a visual inspection shall be made of the foam concentrate(s) in the apparatus storage tank(s) for evidence of sludging or deterioration.

12.7.2.2 If evidence of sludging or deterioration is observed, the foam concentrate shall be replaced or tested to determine if it is suitable for continued use.

12.7.2.3 Foam concentrates that have exceeded the shelf life specified by the concentrate manufacturer or that the test results determine are not suitable for continued use shall be replaced.

12.8 Diagnostic Check. The foam system shall be operated to demonstrate the ability of the system to discharge foam solution or equivalent.

Chapter 13 Inspection and Maintenance of Compressed Air-Foam Systems (CAFS)

13.1 General. If the fire apparatus is equipped with a compressed air-foam system (CAFS), the system shall be inspected and maintained in accordance with this chapter.

13.2 System Components.

13.2.1 All components of the compressed air-foam system shall be maintained in accordance with the recommendations of the manufacturer.

13.2.2 All components of the compressed air-foam system shall be inspected for security of mounting, structural integrity, and leakage and shall be diagnostically checked.

13.2.3 The foam proportioning system shall be maintained, serviced, and flushed as required by Chapter 12.

13.3 Compressed Air Source.

13.3.1 General. The components of the compressed air source including, but not limited to, the following shall be inspected for security of mounting, deformation, cleanliness, and leaks and shall be diagnostically checked as recommended by the manufacturer:

- (1) Filters
- (2) Piping, clamps, tubing, and hose
- (3) Moisture drains
- (4) Air-pressure relief valves
- (5) Brackets on the air intake system

13.3.2 Diagnostic Check. The air compressor shall be diagnostically checked as recommended by the manufacturer.

13.3.3 Air-Cooled Engine-Driven Air Compressor.

13.3.3.1* All components of an air-cooled engine-driven air compressor shall be inspected for security of mounting, deformation, cleanliness, and leaks.

13.3.3.2 The engine shall be inspected and maintained in accordance with the following portions of this standard:

- (1) Subsections 8.4.1 through 8.4.5
- (2) Sections 8.6 through 8.8

13.3.4 Water-Cooled Engine-Driven Air Compressor.

13.3.4.1 All components of a water-cooled engine-driven air compressor shall be inspected for security of mounting, deformation, cleanliness, and leaks.

13.3.4.2 The air compressor shall be diagnostically checked as recommended by the manufacturer.

13.3.4.3 The engine shall be inspected and maintained in accordance with the following portions of this standard:

- (1) Subsections 8.4.1 through 8.4.5
- (2) Subsections 8.5.1 through 8.5.9
- (3) Sections 8.6 through 8.8

13.3.5 Power Takeoff (PTO)-Driven Air Compressor.

13.3.5.1 All components of a PTO-driven air compressor including, but not limited to, the following shall be inspected for security of mounting, deformation, and leaks and shall be diagnostically checked as recommended by the manufacturer:

- (1) PTO

- (2) Drive shafts
- (3) Transfer case
- (4) Gear box
- (5) Air compressor

13.3.5.2 All fluids in the PTO system(s) shall be inspected for contamination and shall be maintained at the level recommended by the manufacturer.

13.3.6 Hydraulic-Driven Air Compressor.

13.3.6.1 All components of a hydraulic-driven air compressor including, but not limited to, the following shall be inspected for security of mounting, deformation, and leaks and shall be diagnostically checked as recommended by the manufacturer:

- (1) Hydraulic pump
- (2) Hydraulic motor
- (3) Hydraulic fluid reservoir
- (4) Hydraulic fluid cooler
- (5) Control systems
- (6) Hose, lines, and valves

13.3.6.2 All fluids in the hydraulic system(s) shall be inspected for contamination and proper type and shall be maintained at the level recommended by the manufacturer.

Chapter 14 Inspection and Maintenance of Line Voltage Electrical Systems

14.1 General. If the emergency vehicle has a line voltage electrical system, it shall be inspected and maintained in accordance with this chapter.

14.2 Power Source.

14.2.1 All components of the line voltage power source shall be maintained in accordance with the recommendations of the manufacturer.

14.2.2 All power sources shall be inspected for security of mounting, condition, and fluid leakage.

14.2.3 Power sources shall be diagnostically checked.

14.2.4 Remote controls for power sources shall be inspected for condition and shall be diagnostically checked.

14.3 Wiring. All wiring and wire looms shall be inspected for security of mounting, tight connections, proper routing, presence of grommets, condition, and cleanliness.

14.4 Appliances and Controls. All line voltage appliances and controls including, but not limited to, the following appliances and controls shall be inspected for security of mounting and condition:

- (1) Cord reels
- (2) Extension cords
- (3) Scene lights
- (4) Circuit breaker boxes
- (5) Switches
- (6) Relays
- (7) Receptacles
- (8) Inlet devices
- (9) Light towers
- (10) Other line voltage devices not otherwise specified in Section 14.4(1) through (9)

14.5 Circuit Protection.

14.5.1 Circuit breakers and ground fault circuit interrupters (GFCIs) shall be inspected for condition and diagnostically checked.

14.5.2 All circuit breakers and ground fault circuit interrupters (GFCIs) shall be cycled off and on.

14.6 Instrumentation. Instrumentation, including voltmeter(s), ammeter(s), and frequency meter(s); warning and indicator lights; and associated interlock systems, shall be inspected for condition and diagnostically checked.

14.7 Engine-Driven Generators.

14.7.1 Air-Cooled Engine-Driven Line Voltage Generator.

14.7.1.1* All components of an air-cooled engine-driven line voltage generator shall be inspected for security of mounting, deformation, cleanliness, and leaks.

14.7.1.2 The engine shall be inspected and maintained in accordance with the following portions of this standard:

- (1) Subsections 8.4.1 through 8.4.5
- (2) Sections 8.6 through 8.8

14.7.2 Water-Cooled Engine-Driven Line Voltage Generator.

14.7.2.1 All components of a water-cooled engine-driven line voltage generator shall be inspected for security of mounting, deformation, cleanliness, and leaks.

14.7.2.2 The engine shall be inspected and maintained in accordance with the following portions of this standard:

- (1) Subsections 8.4.1 through 8.4.5
- (2) Subsections 8.5.1 through 8.5.9
- (3) Sections 8.6 through 8.8

14.8 Power Takeoff (PTO)–Driven Line Voltage Generators.

14.8.1 All components of PTO-driven line voltage generators including, but not limited to, the following shall be inspected for security of mounting, deformation, and leaks:

- (1) PTO
- (2) Drive shafts
- (3) Transfer case
- (4) Gear box
- (5) Generator

14.8.2 All fluids in the PTO system(s) shall be visually inspected for contamination and shall be maintained at the level recommended by the manufacturer.

14.9 Hydraulic-Driven Line Voltage Generators.

14.9.1 All components of hydraulic-driven line voltage generators including, but not limited to, the following shall be inspected for security of mounting, deformation, and leaks:

- (1) Hydraulic pump and drive system
- (2) Hydraulic motor and drive system
- (3) Hydraulic fluid reservoir
- (4) Hydraulic fluid cooler
- (5) Control systems
- (6) Hose, lines, and valves

14.9.2 All fluids in the hydraulic system(s) shall be visually inspected for contamination and proper type and shall be maintained at the level recommended by the manufacturer.

14.10 Belt-Driven Line Voltage Generators. All components of belt-driven line voltage generators including, but not limited to, the following shall be inspected for security of mounting and deformation:

- (1) Belts
- (2) Pulleys
- (3) Clutch and control system
- (4) Electronics
- (5) Generator
- (6) Mounting hardware

Chapter 15 Inspection and Maintenance of Utility Air and Breathing Air Systems

15.1 General. Any compressed air system on a fire apparatus, whether for breathing or utility air, shall be inspected and maintained in accordance with this chapter.

15.1.1 If the emergency vehicle has a breathing air compressor system, the compressor system shall be serviced annually by a manufacturer's authorized representative.

15.1.2 If the emergency vehicle has a breathing air compressor system, the quality of air produced by the breathing air compressor system shall be tested in accordance with NFPA 1989 following completion of the annual servicing required by 15.1.1.

15.2 System Components.

15.2.1 All components of the air system shall be maintained in accordance with the recommendations of the assembler or manufacturer.

15.2.2 All thermal insulating material around air system components shall be inspected for security of mounting and condition.

15.2.3 If the air system has drive belts, they shall be inspected for proper adjustment.

15.2.4 Automatic shutdown systems shall be tested in accordance with the recommendations of the assembler or manufacturer.

15.2.5 All system components shall be diagnostically checked for leaks, operation, and pressure settings.

15.3 Labels. All warning, function, and instruction labels shall be inspected for condition and legibility.

15.4 Piping, Hose, Valves, and Instrumentation.

15.4.1 All rigid piping shall be inspected for security of mounting and deformation.

15.4.2 All flexible hose shall be inspected for cuts, abrasions, or damage.

15.4.3 All valves, quick couplers, and hose reels shall be inspected for security of mounting, proper operation, and leakage.

15.4.4 All gauges, instruments, and regulators shall be inspected for security of mounting and condition.

15.5 Air Compressors.

15.5.1 Compressors and boosters shall be inspected for security of mounting and diagnostically checked.

15.5.2 Air-intake filters and screens shall be inspected for security of mounting and airflow obstruction or restriction.

15.5.3 The compressor cooling system shall be inspected for cleanliness and diagnostically checked.

15.6 Purification System.

15.6.1 The purification system shall be inspected for security of mounting and deformation, shall be tested for leakage, and shall be diagnostically checked.

15.6.2 Filter elements and purifier cartridges shall be replaced when specified by the manufacturer.

15.7 Air Storage Tanks.

15.7.1 Air storage tanks shall be inspected for security of mounting and shall be tested for leakage.

15.7.2 Air storage tanks shall be inspected to verify that hydrostatic test dates are within the periods specified by the manufacturers and the applicable governmental agencies.

15.8* Refill Stations. Fragmentation tubes, guards, or any other safety devices associated with SCBA filling stations shall be inspected for security of mounting, deformation, and condition.

15.9 Air Compressor.

15.9.1 Air-Cooled Engine-Driven Air Compressor.

15.9.1.1* All components of an air-cooled engine-driven air compressor shall be inspected for security of mounting, deformation, cleanliness, and leaks.

15.9.1.2 The air compressor shall be diagnostically checked as recommended by the manufacturer.

15.9.1.3 The engine shall be inspected and maintained in accordance with the following portions of this standard:

- (1) Subsections 8.4.1 through 8.4.5
- (2) Sections 8.6 through 8.8

15.9.2 Water-Cooled Engine-Driven Air Compressor.

15.9.2.1 All components of a water-cooled engine-driven air compressor shall be inspected for security of mounting, deformation, cleanliness, and leaks.

15.9.2.2 The air compressor shall be diagnostically checked as recommended by the manufacturer.

15.9.2.3 The engine shall be inspected and maintained in accordance with the following portions of this standard:

- (1) Subsections 8.4.1 through 8.4.5
- (2) Subsections 8.5.1 through 8.5.9
- (3) Sections 8.6 through 8.8

15.9.3 Power Takeoff (PTO)–Driven Air Compressor.

15.9.3.1 All components of a PTO-driven air compressor including, but not limited to, the following shall be inspected for security of mounting, deformation, and leaks and shall be diagnostically checked as recommended by the manufacturer:

- (1) PTO
- (2) Drive shafts
- (3) Transfer case
- (4) Gear box
- (5) Air compressor

15.9.3.2 All fluids in the PTO system(s) shall be inspected for contamination and shall be maintained at the level recommended by the manufacturer.

15.9.4 Hydraulic-Driven Air Compressor.

15.9.4.1 All components of a hydraulic-driven air compressor including, but not limited to, the following shall be inspected for security of mounting, deformation, and leaks and shall be diagnostically checked as recommended by the manufacturer:

- (1) Hydraulic pump
- (2) Hydraulic motor
- (3) Hydraulic fluid reservoir
- (4) Hydraulic fluid cooler
- (5) Control systems
- (6) Hose, lines, and valves

15.9.4.2 All fluids in the hydraulic system(s) shall be inspected for contamination and proper type and shall be maintained at the level recommended by the manufacturer.

15.10 Records.

15.10.1 Complete records shall be maintained of all inspections and maintenance performed on the compressed air system.

15.10.2 If the system is a breathing air compressor system, records of air quality testing, as required by NFPA 1989, shall be examined to determine that the air is being tested at the proper intervals and that no indications of deteriorating air quality exist.

Chapter 16 Inspection and Maintenance of Trailers

16.1 General. Trailers shall be inspected and maintained in accordance with this chapter.

16.2 Frame, Hitch, Axle, and Suspension.

16.2.1 All frame rails and members shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

16.2.2 All suspension components including, but not limited to, the following shall be inspected for defects, missing or loose parts, and functional operation and shall be lubricated:

- (1) Springs and spring hangers
- (2) Air springs (bags), mounting brackets, and attaching hardware
- (3) Equalizer beams and torque arms
- (4) Shock absorbers

16.2.3 The safety chains and chain latches shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

16.2.4 The hitch mounting shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

16.2.4.1 The hitch operation and lock shall be diagnostically checked.

16.2.5 The axle shall be inspected for alignment.

16.2.6 All axle components including, but not limited to, the following shall be inspected for security of mounting, structural integrity, deformation, and abnormal wear; functionally operated; and lubricated:

- (1) Spindles and bushings
- (2) Attaching hardware
- (3) Axle beams

16.2.7 Wheel bearings and seals shall be cleaned; inspected for deformation, wear, cracks, and leakage; and lubricated.

16.2.8* Tires shall be inspected for damage and inflated to the tire manufacturer's recommended pressure.

16.2.9* Tires shall be replaced at least every 7 years or more frequently when the tread wear exceeds federal, state, or provincial standards as determined by measuring with a tread depth gauge. [See 6.3.1(4).]

16.2.10 The tire load rating times the number of tires on the axle shall be checked to verify that it meets or exceeds the GAWR.

16.2.11 Wheel attaching nuts shall be torqued to the wheel manufacturer's specifications.

16.2.12 Wheels and rims shall be inspected for cracks, deformation, structural integrity, and corrosion.

16.3 Trailer Brake Systems.

16.3.1 The braking system shall be inspected and maintained in accordance with the manufacturer's recommendations.

16.3.2 The brake linings shall be replaced in accordance with the brake manufacturer's recommendations when they are contaminated, when the lining is worn to the minimum thickness for safe operation as defined by the brake manufacturer, or when the brake drum or rotor is replaced.

16.3.3 The drums or rotors shall be inspected during scheduled maintenance, when there is a suspected problem, or at the time of brake lining replacement.

16.3.3.1 The inspection shall consist of, but not be limited to, inspecting for the following:

- (1) Evidence of extensive heat or heat cracking
- (2) Out of round drums/warped rotors
- (3) Wear beyond manufacturer's specifications
- (4) Rust pitting
- (5) Tapered drums
- (6) Rotor parallelism
- (7) Metal fatigue

16.3.4 If the trailer has an electric brake system, the following additional components shall be inspected and maintained:

- (1) Wiring and ground connections
- (2) Magnets and mounting
- (3) Mounting hardware
- (4) Electrical break away system and battery

16.3.5 If the trailer has a hydraulic brake system, the following additional components shall be inspected and maintained:

- (1) Actuator and linkage
- (2) Hydraulic lines
- (3) Master cylinder
- (4) Valves
- (5) Wheel cylinders or calipers

- (6) Mounting hardware
- (7) Fluid level and contamination
- (8) Break away system

16.3.6 If the trailer has an air brake system, the following additional components shall be inspected and maintained:

- (1) All valves
- (2) Hoses and lines
- (3) Brake air chambers
- (4) Slack adjusters
- (5) Cams and wedges
- (6) Calipers
- (7) Air tanks
- (8) Drain valves
- (9) Mounting hardware
- (10) Glad hands and hoses

16.3.6.1 The air brake system pressure protection valve(s) shall be diagnostically checked to the shutoff point.

16.3.6.2 Leak-down rate (time) of the applied side of the air brake system shall be diagnostically checked with the engine stopped and the service brakes applied, and the air pressure shall not drop more than 4 psi (27.6 kPa) in 1 minute for a combination vehicle.

16.3.7 All components of the braking system shall be inspected for damage and wear when performing a brake overhaul.

16.4 Trailer Electrical and Lighting. All trailer electrical systems and lighting shall be inspected and maintained to the applicable requirements of Chapter 9 of this document.

Chapter 17 Inspection and Maintenance of Patient Compartment

17.1 General. The patient compartment shall be inspected and maintained in accordance with this chapter.

17.2 Patient Compartment Interior.

17.2.1 Seats and seat belts shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

17.2.2 Seats and seat belts operation shall be diagnostically checked and lubricated.

17.2.3 The cot retention system shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

17.2.4 The cot retention system shall be diagnostically checked and lubricated.

17.2.5 The HVAC system shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

17.2.6 The HVAC system shall be diagnostically checked.

17.2.7 Action panel switches shall be inspected and diagnostically checked.

17.2.8 The medical gas system and components shall be inspected for defects, structural integrity, leaks, and missing or loose parts.

17.2.9 The medical gas system and components shall be diagnostically checked.

17.2.10 Interior compartments, doors, locks and latches shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

17.2.11 Line voltage outlets shall be inspected and diagnostically checked.

17.2.12 The line voltage power source shall be inspected and diagnostically checked.

17.2.13 Low-voltage outlets shall be inspected and diagnostically checked.

17.2.14 Fire extinguishers and mounts shall be inspected for defects, structural integrity, corrosion, charge, and missing or loose parts.

17.2.15 Handrails and mounts shall be inspected for defects, structural integrity, corrosion, and missing or loose parts.

17.2.16 The seat belt warning system shall be diagnostically checked.

17.2.17 The air exhaust fan system shall be diagnostically checked.

17.2.18 The automatic patient compartment illumination and scene light activation from patient compartment doors shall be diagnostically checked.

17.2.19 The manual patient compartment illumination and scene light activation shall be diagnostically checked.

17.2.20 The carbon monoxide detector shall be diagnostically checked.

17.3 Auxiliary Equipment.

17.3.1 Medical gas tank mounts and lifts shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

17.3.2 Oxygen lifts shall be diagnostically checked.

17.3.3 Medical equipment mounts shall be inspected for defects, structural integrity, corrosion, perforations, and missing or loose parts.

17.3.4 Suction pumps and outlets shall be inspected for defects, structural integrity, leaks, and missing or loose parts.

17.3.5 Suction pumps and outlets shall be diagnostically checked.

Chapter 18 Inspection and Maintenance of Winch Systems

18.1 General. Any winch or winch attachment point on a fire apparatus shall be inspected and maintained in accordance with this chapter.

18.2 Winch Assembly. The winch assembly shall be cleaned, shall be inspected for security of mounting, shall be diagnostically checked, and shall be lubricated.

18.3 Winch Wire or Synthetic Rope.

18.3.1 The winch wire or synthetic rope shall be unwound from the winch drum and checked for security of attachment to the drum, security of attachment at the clevis and hook, kinks in the wire or rope, and frayed strands.

18.3.2 Wire rope shall be cleaned and lubricated in accordance with the manufacturer's instructions.

18.3.3 All rollers and guides shall be inspected for proper lubrication, proper operation, and any signs of wear.

18.4 Power Supply and Controls.

18.4.1 Power supply cables, remote control cables, and hydraulic hose shall be checked for wear, cracking, kinking, and abrasion.

18.4.2 The controls shall be diagnostically checked to ensure that they allow forward, reverse, neutral, and free-spooling clutch operation.

18.4.3 Hydraulic fluid and filters shall be maintained in accordance with the manufacturer's recommendations.

18.4.4 If present, the "OK to operate winch" indicator and the interlock system to prevent advancement of the engine speed shall be diagnostically checked.

18.5 Attachment Points. Attachment points for removable electric winches shall be inspected for security of mounting and damage.

Chapter 19 Road Tests and Annual Weight Verification

19.1 General. The chassis components shall be tested annually as required by this chapter.

19.2 Emergency Vehicle Axle Weight Test.

19.2.1 The fully loaded emergency vehicle shall be weighed following the procedure specified in 19.2.2 through 19.2.5 to ensure that the weight on the front and rear axles and the gross vehicle weight do not exceed the gross axle weight ratings (GAWRs) and the gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) as shown on the rating plate on the emergency vehicle.

19.2.2 The emergency vehicle shall be prepared to be weighed as follows:

- (1) Load the emergency vehicle with all items that are onboard while it is in service.
- (2) Fill all fluid tanks, including the following:
 - (a) Fuel tank
 - (b) Foam tank(s)
 - (c) Water tank
 - (d) Drinking water coolers
 - (e) Ice chests
 - (f) Portable equipment fuel containers
- (3) Remove all personnel from the driving and crew compartments.

19.2.3* The emergency vehicle shall be weighed using a certified truck scale as follows:

- (1) Weigh the front axle.
- (2) Weigh the rear axle, whether single or tandem.
- (3) Weigh the entire apparatus.

19.2.4 The emergency vehicle weight form shown in Figure 19.2.4 shall be completed as follows to determine if the emergency vehicle is overloaded:

- (1) Record the axle weight ratings shown on the rating plate of the vehicle on line A.

- (2) Record the weight data obtained when the emergency vehicle is weighed, as required by 19.2.3, on line B.
- (3)* Determine the personnel allowance by multiplying the number of riding positions in the driving and crew compartment by 200 lb (90 kg) and record that value on line C.
- (4)* Determine other weight that might be added, including any items found on the emergency vehicle when it is in service but missing during the weighing, such as personal clothing, and additional equipment that might be carried during response to certain incidents, and enter those values on line D.
- (5) Add lines B, C, and D for each column and record the value on line E.
- (6) Subtract line E from line A and record the value on line F.

19.2.5 If all of the reserve capacity values (line F of Figure 19.2.4) are not positive, equipment on the vehicle shall be removed or redistributed as necessary and the vehicle reweighed until all reserve values are positive.

19.3 Braking System.

19.3.1 Testing of the braking system, including antilock brake systems and auxiliary brake systems, shall be conducted at least annually and whenever adjustments, repairs, or modifications have been performed on any component that can affect the proper operation of the braking system or systems.

19.3.2 All testing shall be conducted at a location and in a manner that does not violate local, state, provincial, or federal traffic laws.

19.3.3* The braking system test procedure shall be as follows:

- (1) Lay out a course that is 12 ft (3.7 m) wide with a start and stop line, with the stop line showing the stopping distance for the type of vehicle. (See Table 19.3.3.)
- (2) Approach the start line with the vehicle being tested centered in the course and traveling at a speed of 20 mph (32 km/hr).
- (3) Apply the service brake firmly as the vehicle's front bumper crosses the start line.
- (4) Observe whether the vehicle comes to a smooth stop within the prescribed distance without pulling to the right or left beyond limits.

Table 19.3.3 Stopping Distances

Gross Vehicle Weight Rating	ft	m
10,000 lb (4,540 kg) or less	25	7.5
Single-unit vehicles over 10,000 lb (4,540 kg), except truck tractor	35	10.5
Combination vehicles and truck tractors over 10,000 lb (4,540 kg)	40	12.0

19.3.4 The vehicle stopping distance shall be not greater than that given in Table 19.3.3, and the vehicle shall not pull to the left or right across the sides of the course boundaries.

19.4 Parking Brake System.

19.4.1* The parking brake system shall be tested at least annually.

19.4.2* The parking brake system shall hold the fully loaded emergency vehicle on a grade of 20 percent or the steepest grade in the department's jurisdiction if a grade of 20 percent is not available.

19.4.3 The parking brake shall be tested with the vehicle stopped while facing uphill and again while facing downhill on the same grade.

19.5 Road Test.

19.5.1 A road test of the emergency vehicle shall be conducted at least annually, after each scheduled maintenance interval, and after repair, adjustment, or modification of the engine, transmission, drivetrain, suspension, brakes, or steering.

19.5.2 The test shall be conducted on dry, level, paved roads that are in good condition.

19.5.3 The engine shall not be operated in excess of the maximum governed speed.

	Front Axle	Rear Axle	Tiller Axle	Total Vehicle
A. GAWR				
B. Recorded weight				
C. Personnel allowance				
D. Other adjustments				
E. Total of rows B, C, and D				
F. Reserve capacity (row A minus row E)				

FIGURE 19.2.4 Emergency Vehicle Weight Form.

19.5.4 The test shall consist of the following:

- (1) Attaining a minimum top speed of not less than 50 mph (80 km/hr)
- (2) Observing and recording the following while driving at least 1 mile at a safe speed for the conditions and making turns of 90 degrees to both the left and right:
 - (a) Improper transmission shifting
 - (b) Driveline and vehicle vibrations
 - (c) Drifting and pulling during acceleration or braking
 - (d) Abnormal noise
 - (e) Resistance to steering recovery after a 90-degree turn

Chapter 20 Performance Testing of Low-Voltage Electrical Systems

20.1 General. The major components of the low-voltage electrical systems shall be tested as required by this chapter.

20.2* Frequency. Performance tests shall be conducted at least annually and whenever major repairs or modifications to the low-voltage electrical system or any component of the system have been made.

20.3 Battery Test.

20.3.1 Inspection. Before testing, the batteries shall be carefully inspected.

20.3.1.1 The batteries shall be cleaned of any accumulated dirt or corrosion, and the connections shall be checked to ensure that they are clean and tight.

20.3.1.2 The batteries shall be inspected for cracks, swelling, deformation, or other physical defects.

20.3.1.3 Batteries that are not sealed shall be checked to verify that the cells have the proper electrolyte level, and distilled water shall be added if necessary.

20.3.1.4 Batteries that are sealed shall be inspected to verify that any electrolyte level indicator indicates sufficient electrolyte.

20.3.2 Battery Test Procedure. Each battery shall be individually tested using either the procedure specified in 20.3.2.1 or the procedure specified in 20.3.2.2.

20.3.2.1* Conductivity Testing. The following procedure shall be used to test the batteries if an electronic battery conductance tester is used:

- (1) If the battery terminal voltage is below 12.4 volts for a 12-volt battery, or 6.2 volts for a 6-volt battery, fully charge the battery before proceeding.
- (2) Turn off the fire emergency vehicle and remove any charger.
- (3) Disconnect all battery cables from the battery to be tested.
- (4) Connect the tester to the battery to be tested, making the connection to the lead pad of the battery post or terminal and not to a battery cable.
- (5) Perform the test in accordance with the instructions provided by the tester manufacturer.
- (6) Record the cold cranking amperage (CCA) value reported in the vehicles maintenance records for trend analysis.

- (7) If the measured CCA of the battery is less than 80 percent of the original CCA rating of the battery, the battery has failed.

20.3.2.2 Load Testing.

20.3.2.2.1 General. The following procedure shall be used to test the batteries if a battery load tester is used instead of an electronic battery conductance tester:

- (1) If the battery terminal voltage is below 12.6 volts for a 12-volt battery or 6.3 volts for a 6-volt battery, fully charge the battery before proceeding.
- (2) Turn off the fire emergency vehicle and remove any charger.
- (3) Disconnect all battery cables from the battery to be tested.
- (4) Connect a load tester to the battery to be tested.
- (5) Connect a digital voltmeter that has a ± 0.5 percent dc voltage accuracy or better if the load tester has no dc voltage meter.
- (6) Adjust the current load of the load tester to one-half the CCA rating for the battery being tested.
- (7) Measure and record the temperature of the battery.
- (8) Apply the load for 15 seconds.
- (9) Record the battery terminal voltage at the end of 15 seconds.
- (10) Discontinue the load test.
- (11) If the voltage is below the value shown in Table 20.3.2.2.1, the battery has failed.

20.3.2.2.2 Battery Failure.

20.3.2.2.2.1 If the battery fails, the load shall be removed and the terminal voltage observed for 15 minutes.

20.3.2.2.2.2 If the voltage fails to reach 12.45 volts for a 12-volt battery or 6.23 volts for a 6-volt battery, the battery shall be fully recharged and the test repeated once.

20.3.2.2.2.3 If the voltage does reach 12.45 volts for a 12-volt battery or 6.23 volts for a 6-volt battery, the battery has failed.

20.4* Starter Wiring Test.

20.4.1 The wiring from the battery to the starter shall be inspected for corrosion, loose connections, worn insulation, or potential chafing points.

20.4.2 The maximum voltage drop between the points defined in 20.4.2.1 and 20.4.2.2 shall be measured while the engine is cranking.

Table 20.3.2.2.1 Voltage for Battery to Pass Load Test

Battery Temperature		Voltage (V)	
°F	°C	12-Volt Battery	6-Volt Battery
80	27	9.70	4.85
70	21	9.60	4.80
60	16	9.50	4.75
50	10	9.40	4.70
40	4	9.30	4.65
30	-1	9.10	4.55
20	-6	8.90	4.45
10	-12	8.70	4.35
0	-18	8.50	4.25

20.4.2.1 The voltage drop in the positive (+) starter wiring shall be measured between the positive (+) input post on the starter (not the wire or connector) and the positive (+) battery terminal (not the wire or connector).

20.4.2.2 The voltage drop in the ground (–) starter wiring shall be measured between the case of the starter (not the engine block or frame) and the negative (–) battery terminal (not the wire or connector).

20.4.3 The voltage drop in each side of the wiring shall not exceed 0.2 volts for a 12-volt nominal system or 0.4 volts for a 24-volt nominal system.

20.5* Alternator Test.

20.5.1 One or more digital voltmeters with a ± 0.5 percent or better dc voltage accuracy and an ammeter capable of measuring the full output of the alternator with a ± 3 percent or better dc current accuracy shall be used for the alternator test.

20.5.2 Alternator output shall be measured between the alternator output post and the battery as specified in 20.5.2.1 and 20.5.2.2.

20.5.2.1 The alternator's positive (+) lead voltage drop shall be measured from the positive (+) output post of the alternator (not the wire or connector) to the positive (+) battery terminal (not the wire or connector).

20.5.2.2 The alternator's negative (–) lead voltage drop shall be measured from the alternator case or the negative (–) output post of the alternator (not the wire or connector) to the negative (–) battery terminal (not the wire or connector).

20.5.3 The meters shall be permitted to be connected before or after starting the engine.

20.5.4 The measurement point shall be selected such that any current to loads from the alternator, but not from the battery, are included in the measurement.

20.5.5* The alternator shall be tested as follows:

- (1) Start the test with the engine temperature below 100°F (38°C).
- (2) Increase the engine speed to 75 percent of maximum (governed) engine speed.
- (3) Turn on enough electrical loads on the emergency vehicle for the total draw to exceed the alternator output, adding load at the battery, if necessary.
- (4) Record the maximum alternator current and the voltage drop in the positive (+) and negative (–) alternator leads.
- (5) Stop the test and turn off loads.
- (6) If the alternator output current does not reach at least 80 percent of its nameplate rated output current, the test has failed.
- (7)* If the voltage drop exceeds 0.2 volts for a 12-volt nominal system or 0.4 volts for a 24-volt nominal system in either alternator lead, the test has failed.

20.6 Regulator Test.

20.6.1 The regulator test shall be performed with the battery fully charged.

20.6.2 The voltage shall be measured at the battery terminals.

20.6.3 The temperature of the regulator shall be measured and recorded.

20.6.4 The alternator output shall be measured at a point between the alternator output post and the battery, with the measurement point selected such that any current to loads from the alternator, but not from the battery, is included in the measurement.

20.6.5 The regulator shall be tested twice.

20.6.5.1 The first test shall be run with all loads that can be turned off and the engine at idle speed.

20.6.5.2 The second test shall be run with sufficient loads turned on that the alternator is producing a minimum of one-half of its rated output and the engine running at one-half of maximum (governed) speed.

20.6.6* If the voltage at the battery is not within the range listed in Table 20.6.6, the test has failed.

20.7 Battery Charger/Conditioner Test.

20.7.1 If the emergency vehicle is equipped with a battery charger or conditioner, it shall be tested as follows:

- (1) Batteries shall be fully charged to at least 12.66 volts for a 12-volt nominal system, 25.32 volts for a 24-volt nominal system, and 37.98 volts for a 42-volt nominal system before starting the test.
- (2) Engine shall be turned off, and the shoreline power cord shall be attached.
- (3) Battery voltage shall be recorded at the beginning of the test.
- (4) A load of at least 80 percent of nominal charger output for 1 hour shall be applied.
- (5) At the end of the test, the load shall be removed and the battery voltage recorded.
- (6) The test shall be considered a failure if the system does not maintain battery voltage of at least 12.54 volts or higher for a 12-volt nominal system, 25.08 volts or higher for a 24-volt nominal system, and 37.62 volts or higher for a 42-volt nominal system.

20.8* Total Continuous Electrical Load Test.

20.8.1 The total continuous electrical load test shall be permitted to be conducted simultaneously with other electrical or pumping tests.

20.8.2 The voltage measurements for this test shall be made with a voltmeter with a resolution of 0.01 volts or better.

Table 20.6.6 Voltage Range for Battery to Pass Regulator Test

Regulator Temperature		Voltage (V)		
°F	°C	12-Volt Nominal System	24-Volt Nominal System	42-Volt Nominal System
200	93	13.6–14.2	27.2–28.4	40.8–42.6
150	66	13.7–14.3	27.4–28.6	41.1–42.9
100	38	13.8–14.4	27.6–28.8	41.4–43.2
50	10	14.0–14.9	28.0–29.8	42.0–44.7
0	–18	14.2–15.5	28.4–31.0	42.6–46.5

20.8.3 The following test procedure shall be used:

- (1) Advance the engine speed to at least 50 percent of the governed speed of the engine.
- (2)* Turn on all loads that comprise the total continuous electrical load, except loads associated with the following:
 - (a) Aerial hydraulic pump
 - (b) Foam pump
 - (c) Hydraulic-driven equipment
 - (d) Winch
 - (e) Windshield wipers
 - (f) Four-way hazard flashers
 - (g) Compressed air foam system (CAFS) compressor
- (3) Measure the battery voltage at the battery terminals.
- (4) Operate the emergency vehicle under the conditions specified in 20.8.3(1) through 20.8.3(3) continuously for at least 20 minutes, with load shedding permitted by the system if the vehicle is equipped with an automatic electrical load management system.
- (5) Measure the battery voltage at the battery terminals.
- (6) Turn off electrical loads and reduce engine speed, unless required for other simultaneous testing.

20.8.4* If the voltage drop exceeds 0.05 volts from the beginning to the end of the test, the test shall be considered a failure.

20.9 Solenoid and Relay Test.

20.9.1 The solenoid and relay test shall be performed on all relays and solenoids that control the power to motors, or total loads of 50 amperes or more, including the following:

- (1) Starter motor
- (2) Primer motor
- (3) Aerial emergency power source
- (4) Cab tilt hydraulic pump
- (5) Hydraulic or electric ladder or equipment racks
- (6) Battery or master load disconnects
- (7) Mechanical siren

20.9.2 The solenoid or relay shall be tested as follows:

- (1) Attach a voltmeter from the input power stud to the point between the contacts and the motor or load.
- (2) Activate the load.
- (3) Measure the voltage across the power connections.
- (4) Restore any insulation disturbed by the performance of the test.

20.9.3* If the voltage drop exceeds 0.3 volts, the test has failed.

20.10 Low-Voltage Alarm Test.

20.10.1 The following test shall be started with the engine off and the battery voltage at or above 12 volts for a 12 volt nominal system, 24 volts for a 24 volt nominal system, or 36 volts for a 42 volt nominal system.

20.10.2 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.

20.10.3 The battery voltage shall be measured at the battery terminals.

20.10.4 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 volts for a 12-volt nominal system, 23.4 volts for a 24-volt nominal system, or 35.1 volt for a 42-volt nominal system.

Chapter 21 Performance Testing of Fire Pumps, Wildland Fire Pumps, Ultra-High-Pressure Pumps, and Industrial Supply Pumps

21.1* General. If the fire apparatus is equipped with a fire pump or an industrial supply pump, the pump shall be inspected and tested as required by this chapter.

21.2* Frequency. Performance tests shall be conducted at least annually; whenever repairs, as listed below, are done; and whenever modifications are made to the pump or to any components of the emergency vehicle that are used in pump operations. Repairs requiring a performance test include, but are not limited to, the following:

- (1) Removal of the pump transmission
- (2) Removal of fire, wildland, ultra-high-pressure, or industrial pumps
- (3) Removal of chassis transmission, pump PTO, or pump hydraulic drive
- (4) Engine overhaul or removal
- (5) Engine injector or injection pump replacement or repair
- (6) Engine or transmission electronic control module (ECM) replacement or reprogramming
- (7) Engine turbo charger replacement
- (8) Radiator removal

21.3 Test Site.

21.3.1* Test Site from Draft. The test site shall be adjacent to a supply of clear water, with the water level such that the lift from the surface of the water to the center of the pump intake connection is not greater than the maximum lift shown in 21.5.1.1 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.

21.3.2* Test Site from Hydrant. The site shall provide an area for stationing the apparatus, a hydrant(s) capable of flowing the rated capacity of the pump, and an adjacent area where the water can be discharged.

21.4* Environmental Conditions. Tests shall be performed when the 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)

21.5 Equipment.

21.5.1 Suction or Intake Hose.

21.5.1.1* Suction Hose and Strainer from Draft. When a pump is tested from draft at elevations up to 2000 ft (610 m), the suction hose arrangement shall be as specified in NFPA 1901 and NFPA 1906 for the particular pump capacity rating.

21.5.1.2* Intake Hose from Hydrant.

21.5.1.2.1 When testing a pump from a hydrant, the intake hose shall be of a size and length that will allow the necessary amount of water to reach the pump with a minimum intake gauge pressure of 20 psi (140 kPa) while flowing at rated capacity.

21.5.1.2.2 Only the strainer at the pump intake connection shall be required.

21.5.2 Discharge Hose.

21.5.2.1* The fire hose arrangement shall allow discharge of the rated capacity of the pump to the nozzles or other flow-measuring equipment.

21.5.2.2 All fire hose shall meet the requirements of NFPA 1961 and be current with NFPA 1962.

21.5.2.3 To ascertain if the hose and coupling are starting to separate, the hose shall be marked immediately behind each coupling.

21.5.2.4 If the hose assembly shows any sign of coupling slippage, the test shall be stopped and that section of hose replaced.

21.5.3 Flow-Measuring Equipment.

21.5.3.1 Any flow-measuring equipment that is used shall be capable of measuring the flow rate to within ± 5 percent accuracy.

21.5.3.2* Where nozzles are used for flow measurements, they shall be used in accordance with 21.5.3.2.1 through 21.5.3.2.3.

21.5.3.2.1 The nozzle(s) shall be smoothbore.

21.5.3.2.2* Pitot tubes shall be used to measure the flow.

21.5.3.2.3 A monitor or other device shall be used to prevent movement of the nozzle.

21.5.3.3* A square-edged round orifice and pressure gauge or other equipment, such as flowmeters, volumetric tanks, or weigh tanks, shall be used to measure flow.

21.5.4 Pressure-Measuring Equipment.

21.5.4.1* All test gauges shall meet the requirements for Grade A gauges as specified in ASME B40.100, *Pressure Gauges and Gauge Attachments*.

21.5.4.2 The pump intake test gauge shall be at least size $3\frac{1}{2}$ in accordance with ASME B40.100, Paragraph 3.1, and 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 150 psi (1000 kPa) for a compound gauge.

21.5.4.3 A manometer shall be permitted to be used in lieu of a pump intake gauge, provided that the tests are being conducted from draft.

21.5.4.4 The discharge pressure test gauge shall be at least size $3\frac{1}{2}$ in accordance with ASME B40.100, Paragraph 3.1, and shall have a range of 0 to 400 psi (0 to 2800 kPa).

21.5.4.5 Pitot gauges shall be at least a size $2\frac{1}{2}$ per ASME B40.100, Paragraph 3.1, and shall have a range of at least 0 psi to 160 psi (0 kPa to 1100 kPa).

21.5.4.6 All test gauge connections to the pump shall include “snubbing” means, such as a needle valve, that can be used to damp out rapid gauge needle movements, unless the gauges are liquid-filled.

21.5.5 Test Gauge Calibration.

21.5.5.1 All test gauges shall be calibrated at least annually, or if damaged or accuracy is in question, in accordance with ASME B40.100, *Pressure Gauges and Gauge Attachments*.

21.5.5.2 Calibrating equipment shall consist of a dead-weight gauge tester or a master gauge meeting the requirements for Grade 3A or Grade 4A gauges, as specified in ASME B40.100, that has been calibrated within the preceding year.

21.5.6* **Engine Speed-Measuring Equipment.** 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.

21.6* Conditions for Test.

21.6.1 **General.** Performance tests shall be conducted at a site meeting the conditions outlined in Section 21.3 and at a time when the environmental conditions are as specified in Section 21.4.

21.6.2* Engine-Driven Accessories.

21.6.2.1 Engine-driven accessories shall not be functionally disconnected or otherwise rendered inoperative during the tests.

21.6.2.2 If the chassis engine drives the pump, the total continuous electrical loads, excluding those loads associated with the equipment defined in 21.6.2.2.2, shall be applied for the entire pumping portion of the test.

21.6.2.2.1* If the fire apparatus was built to the 1996 or later editions of NFPA 1901 and the apparatus is equipped with a fixed power source driven by the same engine that drives the fire pump, the power source shall be running at a minimum of 50 percent of its rated capacity throughout the pumping portion of the pump test.

21.6.2.2.2 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) Hydraulic-driven equipment (other than hydraulic-driven line voltage generator)
- (4) Winch
- (5) Windshield wipers
- (6) Four-way hazard flashers
- (7) CAFS compressor

21.6.2.2.3 If any electrical loads are connected through an automatic electrical load management system, the system shall be permitted to automatically disconnect the loads during the course of the test.

21.6.3 Carbon Monoxide Monitoring.

21.6.3.1 Where tests are performed inside a structure or anywhere having limited air circulation, carbon monoxide-monitoring equipment shall be used.

21.6.3.2 Carbon monoxide-monitoring equipment shall be checked and calibrated in accordance with the manufacturer's recommendations and shall include a warning device.

21.7 Procedure. (See Annex B.)

21.7.1* General. The ambient air temperature, water temperature, lift, elevation of test site, and atmospheric pressure (corrected to sea level) shall be determined and recorded prior to, and immediately following, the pump test.

21.7.2 Engine Speed Check.

21.7.2.1 A check of the governed engine speed shall be made.

21.7.2.2 The engine speed shall be within ± 50 rpm of the governed engine speed as recorded on the pump test plate.

21.7.2.3 The reason for any discrepancy shall be determined prior to testing, and testing shall begin only if the discrepancy will not have an adverse effect on the outcome of the test.

21.7.3* Pump Shift Indicator. A test of the pump shift indicators shall be made to verify that the pump shift indicators in the cab and on the operator's panel indicate correct pump status when the pump is shifted.

21.7.4* Pump Engine Control Interlock. For apparatus where the chassis engine drives the pump and electric or electronic engine throttle controls are provided, a test of the interlock

that controls the advancement of the engine speed at the pump operator's panel shall be made.

21.7.4.1* If the pump is designed to be driven through a split-shaft PTO with the apparatus in a stationary position, the interlock shall be tested with the chassis transmission, parking brake, and pump shift in the driving compartment as shown for the two test configurations in Table 21.7.4.1 to verify that the engine speed control at the pump operator's panel is not capable of being advanced.

21.7.4.2* If the pump is designed to be driven through a transmission-mounted PTO, front-of-engine crankshaft PTO, or engine flywheel PTO with the apparatus in a stationary position, the interlock shall be tested with the chassis transmission, parking brake, and pump shift in the driving compartment as shown for the two test configurations in Table 21.7.4.2 to verify that the engine speed control at the pump operator's panel is not capable of being advanced.

21.7.4.3* If the pump is in a fire apparatus that has both stationary and "pump-and-roll" capability, the interlock shall be tested with the chassis transmission, parking brake, and pump shift in the driving compartment as shown for the two test configurations in Table 21.7.4.3 to verify that the engine speed control at the pump operator's panel is not capable of being advanced.

Table 21.7.4.1 Stationary Pump Driven Through Split-Shaft PTO

Chassis Transmission Gear Selected	Parking Brake Status	Pump Shift Status (Driving Compartment)	Engine Speed Control at Pump Operator's Panel	Test Point
N	On	Road	Yes	✓
N	Off	Road	No	
N	On	"Pump engaged"	Yes	
N	Off	"Pump engaged"	No	
Pump gear*	On	"Pump engaged"	Yes	✓
		"OK to pump"		
Pump gear*	Off	"Pump engaged"	No	
Pump gear*	On	Road	No	
Pump gear*	Off	Road	No	
Any gear other than N and pump gear*	On or off	Road	No	
Any gear other than N and pump gear*	On or off	"Pump engaged"	No	

*Chassis transmission shift selector placed in position for pumping as indicated on label provided in the driving compartment.

Table 21.7.4.2 Stationary Pump Driven Through Transmission-Mounted PTO, Front-of-Engine Crankshaft PTO, or Engine Flywheel PTO

Chassis Transmission Gear Selected	Parking Brake Status	Pump Shift Status (Driving Compartment)	Engine Speed Control at Pump Operator's Panel	Test Point
N	On	Disengaged	Yes	✓
N	Off	Disengaged	No	
N	On	"Pump engaged"	Yes	
		"OK to pump"		✓
N	Off	"Pump engaged"	No	
Any gear other than N	On	"Pump engaged"	No	
Any gear other than N	Off	"Pump engaged"	No	
Any gear other than N	On or off	Disengaged	No	

Table 21.7.4.3 Stationary and “Pump-and-Roll” Pump

Chassis Transmission Gear Selected	Parking Brake Status	Pump Shift Status (Driving Compartment)	Engine Speed Control at Pump Operator’s Panel	Test Required
N	On	Disengaged	Yes	
N	Off	Disengaged	No	✓
N	On	“Pump engaged”	Yes	
N	Off	“OK to pump”		
N	Off	“Pump engaged”	No	
Any gear other than N	On	“Pump engaged”	No	✓
Any gear other than N	Off	“OK to pump and roll”		
Any gear other than N	Off	“Pump engaged”	No	
Any gear other than N	Off	“OK to pump and roll”		
Any gear other than N	On or off	Disengaged	No	

21.7.4.4 Testing shall be performed with a qualified person positioned in the driving compartment and a qualified person verifying engine speed control status at the pump operator’s panel.

21.7.4.5 Shifting of the pump transmission/PTO shall be done in accordance with the manufacturer’s instructions.

21.7.4.6 For wildland and fire apparatus compliant with the 2016 editions, or later, of NFPA 1906 and NFPA 1901, respectively, where the pump is driven by the chassis engine and automatic transmission through a split shaft PTO, compliance shall be verified that an interlock system prevents the pump drive system from being shifted out of the “Pump Engaged” mode of operation when the chassis transmission is in pump gear.

21.7.5 Priming System Tests.

21.7.5.1 If the pump is tested from draft, a priming system test shall be conducted.

21.7.5.2 The test shall be permitted to be performed in connection with priming the pump for the pumping test.

21.7.5.3 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.

21.7.5.4 The interval from the time the primer is started until the time the pump is discharging water shall be noted.

21.7.5.5 The time required to prime the pump shall not exceed 30 seconds if the rated capacity is 1250 gpm (4732 L/min) or less.

21.7.5.6 The time required to prime the pump shall not exceed 45 seconds if the rated capacity is 1500 gpm (5678 L/min) or more.

21.7.5.7 An additional 15 seconds shall be permitted to prime the pump beyond the time required by 21.7.5.5 or 21.7.5.6 when the pump system includes an auxiliary 4 in. (100 mm) or larger intake pipe having a volume of 1 ft³ (0.0283 m³) or more.

21.7.6* Vacuum Test. The interior of the pump shall be subjected to a vacuum test as follows:

- (1) All intake valves shall be open, all intakes shall be capped or plugged, and all discharge caps shall be removed.
- (2) The primer shall be operated in accordance with the manufacturer’s instructions.
- (3) The maximum vacuum attained shall be at least 22 in. Hg (75 kPa), unless the altitude is above 2000 ft (610 m), in which case 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 (305 m) of altitude above 2000 ft (610 m).
- (4) The vacuum shall not drop more than 10 in. Hg (34 kPa) in 5 minutes.
- (5) The primer shall not be used after the 5-minute test period has begun.
- (6) The engine shall not be operated at any speed greater than the governed speed during the test.
- (7)* Close all intake valves, remove the cap or plug from each valved intake, and repeat test steps 2 through 6.

21.7.7 Pumping Tests.

21.7.7.1 Wildland and Ultra-High-Pressure Fire Pumps.

21.7.7.1.1 Wildland fire pumps and ultra-high-pressure fire pumps shall be subjected to a 30-minute pumping test consisting of continuous pumping at rated capacity at rated net pump pressure.

21.7.7.1.2 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.

21.7.7.2 Fire Pumps and Industrial Supply Pumps.

21.7.7.2.1 If the fire pump has a rated capacity of 250 gpm (1000 L/min) or greater but less than 3000 gpm (12,000 L/min), the pump shall be subjected to the pumping test consisting of the following:

- (1) At least 20 minutes of pumping at 100 percent of rated capacity at 150 psi (1000 kPa) net pump pressure
- (2) Overload test
 - (a) If the fire pump has a rated capacity of 750 gpm (3000 L/min) or greater but less than 3000 gpm (12,000 L/min), the pump shall be subjected to an overload test consisting of pumping rated capacity

at 165 psi (1100 kPa) net pump pressure for at least 5 minutes.

- (b) The overload test shall immediately follow the pumping test at rated capacity at 150 psi (1100 kPa) net pump pressure.
- (3) At least 10 minutes of pumping at 70 percent of rated capacity at 200 psi (1400 kPa) net pump pressure
- (4) At least 10 minutes of pumping at 50 percent of rated capacity at 250 psi (1700 kPa) net pump pressure

21.7.7.2.2* If the fire pump or industrial supply pump has a rated capacity of 3000 gpm (12,000 L/min) or greater, the pump shall be subjected to the pumping test consisting of the following:

- (1) At least 20 minutes of pumping at 100 percent of rated capacity at 100 psi (700 kPa) net pump pressure
- (2) At least 10 minutes of pumping at 70 percent of rated capacity at 150 psi (1000 kPa) net pump pressure
- (3) At least 10 minutes of pumping 50 percent of rated capacity at 200 psi (1400 kPa) net pump pressure

21.7.7.2.3* If the fire pump or industrial supply pump is a two-stage, parallel/series-type pump, the following criteria shall apply:

- (1) The test at 100 percent of capacity shall be run with the pump in parallel mode.
- (2) The test at 70 percent of capacity shall be permitted to be run with the pump in either series or parallel mode.
- (3) The test at 50 percent of capacity shall be run with the pump in series mode.

21.7.7.2.4 A complete set of readings shall be taken and recorded a minimum of five times during the 20-minute test for 100 percent rated capacity, a minimum of twice during the overload test if performed, and a minimum of three times during each of the 10-minute tests for 70 percent capacity and 50 percent capacity.

21.7.7.3 The prescribed duration of the pumping tests shall not be started until the pump pressure and the discharge quantity are stabilized at the prescribed values.

21.7.7.4 The engine shall not be throttled down, except when the hose, a nozzle, or the position of a transfer valve is being changed.

21.7.7.5 If the flow rate or pressure readings vary by more than 5 percent during a particular test, the reason for the fluctuation shall be determined, the cause corrected, and the test continued or repeated.

21.7.8* Pressure Control Test.

21.7.8.1 Wildland Fire Pumps. If a pressure control system is supplied on a wildland fire pump, it shall be tested as follows:

- (1) The wildland fire pump shall be operated to deliver rated capacity at rated net pump pressure.
- (2) The pressure control system shall be set in accordance with the manufacturer's instructions to maintain the discharge at rated net pump pressure ± 5 percent.
- (3) All discharge valves shall be closed in no fewer than 3 seconds and no more than 10 seconds.
- (4) The rise in discharge pressure shall not exceed 60 psi (400 kPa).
- (5) The rise in discharge pressure shall be recorded.

21.7.8.2 Fire Pumps Less than 3000 gpm (12,000 L/min). If the fire pump has a rated capacity of less than 3000 gpm (12,000 L/min), the pressure control device shall be tested as specified in 21.7.8.2.1 through 21.7.8.2.3.

21.7.8.2.1 The pressure control device shall be tested at 150 psi (1000 kPa) net pump pressure as follows:

- (1) The pump shall be delivering rated capacity at 150 psi (1000 kPa) net pump pressure.
- (2) The pressure control device shall be set in accordance with the manufacturer's instructions to maintain the discharge at 150 psi (1000 kPa) net pump pressure.
- (3)* All discharge valves shall be closed in no fewer than 3 seconds and no more than 10 seconds.
- (4) The rise in discharge pressure shall not exceed 30 psi (200 kPa).
- (5) The rise in discharge pressure shall be recorded.

21.7.8.2.2 The pressure control device shall be tested at 90 psi (620 kPa) net pump pressure as follows:

- (1) The original conditions of pumping rated capacity at 150 psi (1000 kPa) net pump pressure shall be reestablished.
- (2) The discharge pressure shall be reduced to 90 psi (620 kPa) net pump pressure by throttling the engine fuel supply with no change to the discharge valve setting, hose, or nozzles.
- (3) The pressure control device shall be set in accordance with the manufacturer's instructions to maintain the discharge at 90 psi (620 kPa) net pump pressure.
- (4) All discharge valves shall be closed in no fewer than 3 seconds and no more than 10 seconds.
- (5) The rise in discharge pressure shall not exceed 30 psi (200 kPa).
- (6) The rise in discharge pressure shall be recorded.

21.7.8.2.3 The pressure control device shall be tested at 50 percent of rated capacity at 250 psi (1700 kPa) net pump pressure as follows:

- (1) The pump shall be delivering 50 percent of rated capacity at 250 psi (1700 kPa) net pump pressure.
- (2) The pressure control device shall be set in accordance with the manufacturer's instructions to maintain the discharge at 250 psi (1700 kPa) net pump pressure.
- (3) All discharge valves shall be closed in no fewer than 3 seconds and no more than 10 seconds.
- (4) The rise in discharge pressure shall not exceed 30 psi (200 kPa).
- (5) The rise in discharge pressure shall be recorded.

21.7.8.3 Pumps 3000 gpm (12,000 L/min) or Greater. If the fire pump or industrial supply pump has a rated capacity of 3000 gpm (12,000 L/min) or greater, the pressure control device shall be tested as specified in 21.7.8.3.1 through 21.7.8.3.3.

21.7.8.3.1 The pressure control device shall be tested at rated pump capacity at 100 psi (700 kPa) net pump pressure as follows:

- (1) The pump shall be delivering rated capacity at 100 psi (700 kPa) net pump pressure.
- (2) The pressure control device shall be set in accordance with the manufacturer's instructions to maintain the discharge at 100 psi (700 kPa) net pump pressure.

- (3)* All discharge valves shall be closed in no fewer than 3 seconds and no more than 10 seconds.
- (4) The rise in discharge pressure shall not exceed 30 psi (200 kPa).
- (5) The rise in discharge pressure shall be recorded.

21.7.8.3.2 The pressure control device shall be tested at 90 psi (620 kPa) net pump pressure as follows:

- (1) The original conditions of pumping rated capacity at 100 psi (700 kPa) net pump pressure shall be reestablished.
- (2) The discharge pressure shall be reduced to 90 psi (620 kPa) net pump pressure by throttling the engine fuel supply with no change to the discharge valve setting, hose, or nozzles.
- (3) The pressure control device shall be set in accordance with the manufacturer's instructions to maintain the discharge at 90 psi (620 kPa) net pump pressure.
- (4) All discharge valves shall be closed in no fewer than 3 seconds and no more than 10 seconds.
- (5) The rise in discharge pressure shall not exceed 30 psi (200 kPa).
- (6) The rise in discharge pressure shall be recorded.

21.7.8.3.3 The pressure control device shall be tested at 50 percent of rated pump capacity at 200 psi (1400 kPa) net pump pressure as follows:

- (1) The pump shall be delivering 50 percent of rated capacity at 200 psi (1400 kPa) net pump pressure.
- (2) The pressure control device shall be set in accordance with the manufacturer's instructions to maintain the discharge at 200 psi (1400 kPa) net pump pressure.
- (3) All discharge valves shall be closed in no fewer than 3 seconds and no more than 10 seconds.
- (4) The rise in discharge pressure shall not exceed 30 psi (200 kPa).
- (5) The rise in discharge pressure shall be recorded.

21.7.8.4* Ultra-High-Pressure Fire Pumps. The pressure control system of an ultra-high-pressure fire pump shall be tested as follows:

- (1) The ultra-high-pressure fire pump shall be operated to deliver rated capacity at rated discharge gauge pressure.
- (2) If a pressure control system is supplied, it shall be set in accordance with the manufacturer's instructions.
- (3) All discharge valves shall be closed.
- (4) Any rise in discharge pressure shall not exceed 40 percent of the rated pump pressure.
- (5) The pump shall be operated with the discharge lines closed for 3 minutes without the temperature of the pump exceeding 140°F (60°C).
- (6) The final discharge pressure, any rise in discharge pressure, and the final pump temperature shall be recorded.

21.7.9* Intake Relief Valve System Test. If the apparatus is equipped with an intake relief valve system or a combination intake/discharge system, a test to ensure the system is operating in accordance with the manufacturer's specifications shall be conducted.

21.7.10 Gauge Test.

21.7.10.1* Each water pressure gauge shall be checked for accuracy at a minimum of three points, including 150 psi (1000 kPa), 200 psi (1400 kPa), and 250 psi (1700 kPa).

21.7.10.2 Any gauge that is off by more than 10 psi (70 kPa) shall be recalibrated, repaired, or replaced.

21.7.11 Flowmeter Test.

21.7.11.1* Each flowmeter shall be checked for accuracy at the test flows shown in Table 21.7.11.1.

21.7.11.2 Any flowmeter that is off by more than 10 percent shall be recalibrated, repaired, or replaced.

21.7.12 Tank-to-Pump Flow Rate. If the apparatus is equipped with a water tank, the tank-to-pump flow rate also shall be checked using the following procedure:

- (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) Hose lines and nozzles for discharging water at the anticipated flow rate shall be connected to one or more of the discharge outlets.
- (5) The tank to the pump valve(s) and the discharge valves leading to the hose lines and nozzles shall be fully opened.
- (6) The engine throttle shall be adjusted until the maximum consistent pressure reading on the discharge pressure gauge is obtained.
- (7) The discharge valve(s) shall be closed and the water tank refilled, with the bypass line permitted to be opened temporarily if needed to keep the water temperature in the pump within acceptable limits.
- (8) The discharge valves shall be reopened fully and a pitot reading or other flow measurement shall be taken while the water is being discharged, with the engine throttle adjusted to maintain the discharge pressure noted in 21.7.12(6), if necessary.
- (9)* The flow rate shall be recorded and compared with the rate designated by the manufacturer when the apparatus was new or with the rate established in previous testing.

21.8* Test Results.

21.8.1* The pumping system (that is, engine, pump, transmission) shall not overheat, lose power, or exhibit other defects during the entire test.

21.8.2 The flow rate, discharge pressure, intake pressure, and engine speed recorded for each test shall be the average of the readings taken during that test.

21.8.3* The results of all tests of the pump system shall be recorded, and the results shall be compared with the results of previous tests.

Table 21.7.11.1 Flow-Measuring Points for Flowmeters

Pipe Size		Test Flow	
in.	mm	gpm	L/min
1½	38	128	454
2	51	180	682
2½	63	300	1135
3	75	700	2650
4	100	1000	3785

21.8.4 If the engine speed required to meet any of the test points during the pumping test exceeds 110 percent of the engine speed listed on the test label attached to the apparatus, the pump shall be repaired or replaced.

21.8.5 Indications of decreasing pump or component performance shall be reported to the AHJ.

21.8.6 Data that are submitted at the time of the delivery test and all results of service tests shall be maintained in a permanent file and compared year to year to identify changing conditions that could indicate developing problems with the engine or pump.

21.8.7* If the AHJ wishes to rerate the pump, the pump shall be tested to the complete pumping test as specified in NFPA 1901, including having the test witnessed and certified by an accredited third-party testing organization.

Chapter 22 Performance Testing of Aerial Devices

22.1 General. If the fire apparatus is equipped with an aerial device, the aerial device shall be inspected and tested as required by this chapter.

22.1.1 All inspections and tests specified in this standard, except those specifically designated as nondestructive tests (NDT), shall be conducted at the following times:

- (1) At least annually
- (2) After major repairs or overhaul
- (3) Following the use of the aerial device when the aerial device could have been subjected to unusual operating conditions of stress or load
- (4) When there is reason to believe that usage has exceeded the manufacturer's recommended aerial device operating procedures

22.1.2* The inspections and tests specified in this chapter as NDT shall be conducted as follows:

- (1) At least every 5 years
- (2) Whenever visual inspection or load testing indicates a potential structural or safety problem
- (3) When there is a desire to further confirm continued operational safety

22.1.3 If the aerial device is involved in a situation that produces any structural damage, or if the inspections and tests that are required in this standard reveal any problems that affect the structural integrity of the aerial device, the aerial device shall be placed out of service.

22.1.3.1* The aerial device shall be repaired to an acceptance level in accordance with the manufacturer's standard.

22.1.3.2 If the manufacturer is no longer in business and therefore cannot be consulted with regard to repair of the aerial device, the repairs shall be performed by a repair facility that is acceptable to the AHJ.

22.1.3.3 The aerial device shall be tested to the full operational load and NDT of this standard before it is placed back in service.

22.1.4* The inspections and tests specified herein shall be the minimum performance test requirements for all aerial devices.

22.1.4.1 Since each manufacturer's unit will be somewhat different, specific attention shall be given to the manufacturer's

instructions concerning periodic maintenance and inspection checks.

22.1.4.2 The testing personnel shall have written documentation identifying the aerial device manufacturer's operating procedures, component performance specifications, and tolerances.

22.1.5* Only qualified persons, acceptable to the AHJ, shall be permitted to operate the apparatus during testing procedures.

22.2 Inspection Personnel.

22.2.1 The inspections and tests outlined in this standard shall be performed by qualified persons, a third-party testing company, or the manufacturer, as determined acceptable by the AHJ.

22.2.2 The person actually performing the nondestructive test work shall be certified as at least a Level II NDT technician in the test method used, as specified in ASNT CP-189, *Standard for Qualification and Certification of Nondestructive Testing Personnel*.

22.2.3 Trainees and personnel certified to Level I NDT in the test method used shall be permitted to conduct the nondestructive tests so long as they work under the direct and immediate supervision of either a Level II or an ASNT Level III NDT technician holding current certification in the same test method.

22.3 Third-Party Test Companies. If a third-party test company is employed to perform NDT, that company shall be accredited to the requirements of ISO/IEC 17020, *Requirements for the operation of various types of bodies performing inspection*.

22.4 Visual Inspection. A visual inspection shall be performed in accordance with the requirements of Sections 22.8, 22.9, or 22.10, depending on the aerial device.

22.4.1 The visual inspection shall be conducted prior to any operational or load testing and shall be carried out in a systematic sequence.

22.4.2 The visual inspection shall be to detect any visible defects, damage, or improperly secured parts.

22.5 Weld Inspection.

22.5.1 When the inspections required by 22.1.1 are performed, all accessible structural welds shall be visually inspected for fractures.

22.5.2 When the NDT required by 22.1.2 is performed, all accessible structural welds shall be inspected by technicians who meet the criteria of Section 22.2 for the test methods used.

22.5.3 Welds on Steel.

22.5.3.1 All accessible structural welds on steel shall be inspected in accordance with the applicable provisions of AWS D1.1/D1.1M, *Structural Welding Code — Steel*.

22.5.3.2 All structural welds shall comply with weld quality as specified in the visual inspection acceptance criteria of AWS D1.1/D1.1M.

22.5.4 Welds on Aluminum.

22.5.4.1 All accessible structural welds on aluminum shall be inspected in accordance with the applicable provisions of AWS D1.2/D1.2M, *Structural Welding Code — Aluminum*.

22.5.4.2 All structural welds shall comply with weld quality as specified in the visual inspection acceptance criteria of AWS D1.2/D1.2M.

22.5.5 The application of a particular NDT weld inspection technique shall be as recommended by AWS B1.10/B1.10M, *Guide for the Nondestructive Examination of Welds*.

22.6 Bolt and Pin Inspection. Bolts and pins that are subjected to ultrasonic testing shall contain no ultrasonic cathode ray tube (CRT) indications that can be interpreted as cracks or elongated material.

22.7 Nondestructive Testing Procedures.

22.7.1 All test procedures shall be consistent with ASTM E1316, *Standard Terminology for Nondestructive Testing*.

22.7.2 All ultrasonic inspections shall be conducted in accordance with the following standards:

- (1) ASTM E114, *Standard Practice for Ultrasonic Pulse-Echo Straight-Beam Examination by the Contact Method*
- (2) ASTM E797/E797M, *Standard Practice for Measuring Thickness by Manual Ultrasonic Pulse-Echo Contact Method*

22.7.3 All magnetic particle inspections shall be conducted in accordance with ASTM E709, *Standard Guide for Magnetic Particle Examination*.

22.7.4 All liquid penetrant inspections shall be conducted in accordance with the following standards:

- (1) ASTM E165/E165M, *Standard Test Method for Liquid Penetrant Examination*
- (2) ASTM E1220, *Standard Test Method for Visible Penetrant Examination Using the Solvent-Removable Process*
- (3) ASTM E1418, *Standard Test Method for Visible Penetrant Examination Using the Water-Washable Process*

22.7.5 All hardness readings shall be conducted in accordance with the following standards:

- (1) ASTM B647, *Standard Test Method for Indentation Hardness of Aluminum Alloys by Means of a Webster Hardness Gage*
- (2) ASTM B648, *Standard Test Method for Indentation Hardness of Aluminum Alloys by Means of a Barcol Impressor*
- (3) ASTM E6, *Standard Terminology Relating to Methods of Mechanical Testing*
- (4) ASTM E10, *Standard Test Method for Brinell Hardness of Metallic Materials*
- (5) ASTM E18, *Standard Test Methods for Rockwell Hardness and Rockwell Superficial Hardness of Metallic Materials*
- (6) ASTM E92, *Standard Test Methods for Vickers Hardness and Knoop Hardness of Metallic Materials*

22.7.6 All acoustic emission inspections shall be conducted in accordance with the following standards:

- (1) ASTM E569/E569M, *Standard Practice for Acoustic Emission Monitoring of Structures During Controlled Stimulation*
- (2) ASTM E650/E650M, *Standard Guide for Mounting Piezoelectric Acoustic Emission Sensors*

22.7.7 All eddy current inspections shall be conducted in accordance with ASTM E1004, *Standard Practice for Determining Electrical Conductivity Using the Electromagnetic (Eddy-Current) Method*.

22.8 Inspecting and Testing Aerial Ladders.

22.8.1 General.

22.8.1.1 The tests specified in Section 22.8 shall apply only to metal aerial ladders.

22.8.1.2 In addition to the manufacturer's recommendations for annual inspections and tests, the inspections and tests detailed in 22.8.2 through 22.8.11 shall be performed.

22.8.1.3 An inspection procedure preceded by a plus sign (+) indicates that an appropriate NDT shall be conducted as required by 22.1.2.

22.8.2 Service Records. The aerial ladder's service records shall be checked for any reports that indicate defective conditions.

22.8.3 Hydraulic Components. Hydraulic components shall show no signs of hydraulic fluid leakage.

22.8.3.1 A component shall be considered leaking if hydraulic fluid (oil) droplets are forming on the component.

22.8.3.2 A film of hydraulic fluid on the component shall not be considered severe enough to categorize the component as leaking.

22.8.4 Turntable, Torque Box, Suspension, and Tractor-Drawn Components Inspection and Test. The turntable, torque box, suspension components, and tractor-drawn components, where applicable, shall be inspected on all aerial ladders in accordance with 22.8.4.1 through 22.8.4.29.

22.8.4.1 Rotation-Bearing Mounting Bolts. The rotation-bearing mounting bolts shall be inspected as follows:

- (1) Inspect all accessible bolts for proper grade and installation as specified by the apparatus manufacturer.
- (2) Using a properly calibrated torque wrench, verify that the bolt torque on all accessible bolts meets the apparatus manufacturer's specifications.
- (3) (+) Inspect all accessible bolts for internal flaws.

22.8.4.2 Torque Box Mounting to Frame.

22.8.4.2.1 If the torque box is bolted to the frame, the torque box mounting to the frame shall be inspected as follows:

- (1) Inspect all accessible bolts for proper grade and installation as specified by the apparatus manufacturer.
- (2) Using a properly calibrated torque wrench, verify that the torque on all accessible bolts meets the apparatus manufacturer's specifications.
- (3) (+) Inspect all bolts for internal flaws.

22.8.4.2.2 If the torque box is welded to the frame, the torque box mounting to the frame shall be inspected as follows:

- (1) Visually inspect all accessible attaching welds for fractures.
- (2) (+) Inspect all accessible attaching welds.

22.8.4.3 Tractor-Drawn Components Mounting to Frame.

22.8.4.3.1 If tractor-drawn components are bolted to the frame, the mounting of the tractor-drawn components to the frame shall be inspected as follows:

- (1) Inspect all accessible bolts for proper grade and installation as specified by the apparatus manufacturer.

- (2) Using a properly calibrated torque wrench, verify that the torque on all accessible bolts meets the apparatus manufacturer's specifications.
- (3) (+) Inspect all bolts for internal flaws.

22.8.4.3.2 If tractor-drawn components are welded to the frame, the mounting of the tractor-drawn components to the frame shall be inspected as follows:

- (1) Visually inspect all accessible attaching welds for fractures.
- (2) (+) Inspect all accessible attaching welds.

22.8.4.4 Suspension System.

22.8.4.4.1 If the suspension system components are bolted to the frame, the mounting of the suspension system components to the frame shall be inspected as follows:

- (1) Inspect all accessible bolts for proper installation.
- (2) (+) Inspect all accessible bolts for internal flaws.

22.8.4.4.2 If the suspension system components are welded to the frame, all accessible attaching welds shall be visually inspected for fractures.

22.8.4.5 Rotation Gear and Bearing. The rotation gear and bearing shall be inspected as follows:

- (1) Inspect the rotation gear for missing or damaged teeth, pinion-to-gear alignment, proper lubrication, and backlash.
- (2) Inspect the bearing clearance.

22.8.4.6 Rotation Gear Reduction Box Mounting.

22.8.4.6.1 If the rotation gear reduction box is bolted to the turntable, the rotation gear reduction box mounting shall be inspected as follows:

- (1) Inspect all bolts for proper grade and installation as specified by the apparatus manufacturer.
- (2) Using a calibrated torque wrench, verify that the torque on all bolts meets the apparatus manufacturer's specifications.
- (3) (+) Inspect all bolts for internal flaws.

22.8.4.6.2 If the rotation gear reduction box is welded to the turntable, the rotation gear reduction box mounting shall be inspected as follows:

- (1) Visually inspect all of the accessible weldments for defects and all of the welds for fractures.
- (2) (+) Inspect all reduction box attaching welds.

22.8.4.7 Structural Components. The structural components shall be inspected as follows:

- (1) Visually inspect all of the accessible structural weldments for defects and all of the welds for fractures.
- (2) (+) Inspect all accessible structural component welds.

22.8.4.8 Rotation Hydraulic Swivel. The rotation hydraulic swivel shall be inspected for external hydraulic fluid leakage and the security of the swivel attachment to the structure.

22.8.4.9 Hydraulic Lines and Hose. All hydraulic lines and hose shall be inspected for kinks, cuts and abrasions, and hydraulic fluid leakage at connectors and fittings.

22.8.4.10 Elevation, Extension, and Rotation Lock(s). The elevation, extension, and rotation lock(s) shall be inspected as follows:

- (1) Inspect the manual valve on the elevation, extension, and rotation lock(s) for external hydraulic fluid leakage.
- (2) Verify by visual inspection that the manual elevation lock operates properly by engaging the lock and then attempting to raise and lower the ladder while the main hydraulic system is operating.
- (3) Verify by visual inspection that the manual extension lock operates properly by engaging the lock and then attempting to extend or retract the ladder while the main hydraulic system is operating.
- (4) Verify by visual inspection that the manual rotation lock operates properly by engaging the lock and attempting to rotate the turntable clockwise and counterclockwise while the main hydraulic system is operating.
- (5) If provided, verify that the rotation interlock system operates properly.
- (6) If provided, verify that the system provided to avoid collisions between the aerial device and the apparatus cab/body operates properly.
- (7) For aerial devices that have computer-controlled or electronically controlled limitations to the range of aerial movement, a test shall be performed to validate the proper operation of the control system, as defined by the manufacturer.

22.8.4.11 Power Takeoff (PTO). The PTO shall be inspected as follows:

- (1) Inspect the PTO for external hydraulic fluid leakage.
- (2) Verify that the PTO engages and disengages properly.

22.8.4.12 Hydraulic Pump. The hydraulic pump shall be inspected for external hydraulic fluid leakage.

22.8.4.13 Collector Rings. The collector rings shall be inspected as follows:

- (1) If the collector rings are accessible, inspect them for foreign material buildup.
- (2) If the collector ring terminals are accessible, inspect them for damage.
- (3) Conduct tests to ensure the proper operation of the collector rings by rotating the aerial device while electric-powered devices are in operation.
- (4) If applicable, check for indications of moisture in the electrical chamber by visually inspecting the desiccant moisture indicators.

22.8.4.14 Elevation Cylinder Anchor Ears and Plates.

22.8.4.14.1 The elevation cylinder anchor ears and plates shall be inspected as follows:

- (1) Visually inspect the elevation cylinder anchor ears and plates for defects and the attaching welds for fractures.
- (2) (+) Inspect the elevation cylinder anchor ears and plate-attaching welds.

22.8.4.14.2 If the elevation cylinder anchor is bolted, it shall be further inspected as follows:

- (1) Inspect all accessible bolts for proper grade and installation as specified by the apparatus manufacturer.

- (2) Using a properly calibrated torque wrench, verify that the bolt torque on all accessible bolts meets the manufacturer's specification.
- (3) (+) Inspect all accessible bolts for internal flaws.

22.8.4.15 Elevation Cylinder Pins. The elevation cylinder pins shall be inspected as follows:

- (1) Inspect the cylinder pins for proper installation, alignment, lubrication, operation, and retention.
- (2) (+) Inspect cylinder pins for internal flaws.

22.8.4.16 Elevation Cylinders.

22.8.4.16.1 The elevation cylinders shall be inspected as follows:

- (1) Inspect the cylinder rods for pitting, scoring, and other defects.
- (2) Inspect the cylinder rod-to-barrel seal and the end gland seal for external hydraulic fluid leakage that exceeds the manufacturer's specifications.

22.8.4.16.2* The elevation cylinders shall be subjected to a drift test as follows:

- (1) With the hydraulic fluid at ambient temperature, place the aerial device at 60 degrees elevation at full extension.
- (2) Mark the cylinder position.
- (3) Close the manually operated locking valves, and allow the device to stand for 1 hour with the engine off.
- (4) Measure the drift and verify that the results do not exceed the manufacturer's specifications for allowable cylinder drift.

22.8.4.17 Holding Valves on Elevation Cylinders. The holding valves on the elevation cylinders shall be inspected for external hydraulic fluid leakage.

22.8.4.18 Operating Controls. The operating controls shall be inspected as follows:

- (1) Inspect the operating controls to ensure control handles are not damaged or missing, functions are identified, operating instructions and warnings are posted, and no hydraulic fluid leakage has occurred.
- (2) Verify that the controls operate smoothly, return to neutral position when released, and do not bind during operation.
- (3) If interlocks have been provided or are required to prevent unintentional operation of the aerial device, verify that the interlocks or locking devices are operating properly.

22.8.4.19 Load Limit Indicators. The load limit indicators shall be inspected for proper operation and legibility.

22.8.4.20 Emergency Hand-Crank Controls. The emergency hand-crank controls shall be inspected for proper operation.

22.8.4.21 Auxiliary Hydraulic Power. The auxiliary hydraulic power shall be inspected for proper operation.

22.8.4.22 Turntable Alignment Indicator. When the aerial device is stowed in the cradle, the presence and accuracy of the turntable alignment indicator shall be verified.

22.8.4.23 Throttle Control.

22.8.4.23.1 The throttle control shall be inspected for proper operation.

22.8.4.23.2 The operating speed of the engine shall be measured using a tachometer or a revolution counter and shall be checked against the manufacturer's specifications.

22.8.4.24 Communication System. The communication system shall be inspected for proper installation and operation.

22.8.4.25 Relief Hydraulic Pressure. The main hydraulic pump relief pressure shall be tested to determine that it does not exceed the manufacturer's specifications.

22.8.4.26 Unit Main Frame. The unit main frame shall be inspected as follows:

- (1) Visually inspect the main frame for any cracks, bends, dents, twists, or other weldment defects.
- (2) Visually inspect any welds for fractures.
- (3) (+) Inspect all main frame welds.

22.8.4.27 Transmission/Aerial Device Interlocks. If interlocks have been provided that prevent operation of the aerial device until both the parking brakes have been set and the transmission has been positioned properly, the interlocks shall be inspected to verify they are operating properly.

22.8.4.28 Engine Speed Interlocks. If interlocks have been provided that allow operation of the engine speed control only after both the parking brakes have been set and the transmission has been positioned properly, the interlocks shall be inspected to verify they are operating properly.

22.8.4.29 Breathing Air Systems. If a breathing air system is provided, the system shall be inspected as follows:

- (1) Verify that the breathing air system — including the integrity of the air cylinder mounting, the regulator, and the air lines from the air cylinder(s) to the top of the aerial device — is properly installed.
- (2) Verify that all the component parts of the system are present and in serviceable condition.
- (3) Visually inspect the air cylinder mounting brackets for defects and the welds for fractures.
- (4) (+) Inspect all welds on air cylinder mounting brackets.
- (5) Check that the air pressure regulator is set at the apparatus manufacturer's recommended pressure.

22.8.5 Stabilizer Inspection and Test. The stabilizer components, where applicable, shall be inspected on all aerial ladder apparatus in accordance with 22.8.5.1 through 22.8.5.16.

22.8.5.1 Stabilizer Structural Components. The stabilizer structural components shall be inspected as follows:

- (1) Visually inspect all of the stabilizer components for defects and all of the welds for fractures.
- (2) (+) Inspect all stabilizer structural component welds.

22.8.5.2 Stabilizer Pads. The stabilizer pads shall be inspected to verify that they are present, are of proper construction, and are in serviceable condition.

22.8.5.3 Stabilizer Mounting to Frame or Torque Box.

22.8.5.3.1 The stabilizer mounting to the frame or torque box attachment shall be visually inspected for defects such as dents and bends.

22.8.5.3.2 If the stabilizer mounting to the frame or torque box is welded, it shall be further inspected as follows:

- (1) Visually inspect the stabilizer to frame or torque box mounting for weld cracks.

- (2) (+) Inspect the stabilizer to frame or torque box mounting welds.

22.8.5.3.3 If the stabilizer mounting to the frame or torque box is bolted, it shall be further inspected as follows:

- (1) Inspect all bolts for proper fastener grade and installation as specified by the apparatus manufacturer.
- (2) Using a properly calibrated torque wrench, verify that the torque on all bolts meets the apparatus manufacturer's specifications.
- (3) (+) Inspect all bolts for internal flaws.

22.8.5.4 Hydraulic Lines and Hoses in Stabilizer System. All hydraulic lines and hoses in the stabilizer system shall be inspected for kinks, cuts and abrasions, and leakage at connectors and fittings.

22.8.5.5 Stabilizer Interlock System. The stabilizer interlock system shall be inspected to verify that it is operating properly.

22.8.5.6 Stabilizer Warning Device. The stabilizer warning device shall be inspected to verify that it is operating properly.

22.8.5.7 Stabilizer Extension Cylinder Pins and Hinge Pins. The stabilizer extension cylinder pins and hinge pins shall be inspected as follows:

- (1) Inspect all stabilizer cylinder pins and hinge pins for proper installation, lubrication, operation, and retention.
- (2) (+) Inspect all stabilizer pins and hinge pins for internal flaws.

22.8.5.8 Stabilizer Extension Cylinders.

22.8.5.8.1 The stabilizer extension cylinders shall be inspected as follows:

- (1) Inspect the stabilizer extension cylinder rods for pitting, scoring, and other defects.
- (2) Inspect the cylinder rod-to-barrel seals and the end gland seals for external hydraulic fluid leakage that exceeds the manufacturer's specifications.

22.8.5.8.2* The stabilizer extension cylinder shall be subjected to a drift test as follows:

- (1) With the hydraulic fluid at ambient temperature, properly set the stabilizer's cylinders.
- (2) Mark the cylinder position.
- (3) Measure the drift after 1 hour with the engine off.
- (4) Verify that the results do not exceed the manufacturer's specification for allowable stabilizer cylinder drift.

22.8.5.9 Holding Valves on Extension Cylinders. The holding valves on extension cylinders shall be inspected for external leakage of hydraulic fluid.

22.8.5.10 Operating Controls. The operating controls shall be inspected as follows:

- (1) Inspect the operating controls to ensure control handles are not damaged or missing, functions are identified, operating instructions and warnings are posted, and no hydraulic fluid leakage has occurred.
- (2) Verify that the controls operate smoothly, return to the neutral position when released, and do not bind during operation.
- (3) If interlocks have been provided or are required to prevent unintentional operation of the aerial device, verify that the interlocks or locking devices are operating properly.

22.8.5.11 Leveling Indicator. If a leveling indicator(s) is provided to aid the operator in leveling the apparatus, the accuracy and legibility of the leveling indicator shall be checked.

22.8.5.12 Diverter Valve. The diverter valve shall be inspected for external hydraulic fluid leakage.

22.8.5.13 Positive Stops. The mechanical stabilizers shall be inspected for proper operation of the positive stops that prevent overextension.

22.8.5.14 Stabilizer Deployment. If the stabilizer system is operated hydraulically, the system shall be inspected to verify that it can be deployed within the time frame designated by the aerial device manufacturer.

22.8.5.15 Manual Spring Locks. The stabilizer manual spring locks shall be inspected for proper condition and operation.

22.8.5.16 Tractor Lockout Device. If the aerial ladder is tractor drawn, the spring lockout or fifth wheel lockout device(s), if supplied, shall be inspected for any discontinuities and for proper operation.

22.8.6 Aerial Ladder Inspection and Test. The aerial ladder shall be inspected in accordance with 22.8.6.1 through 22.8.6.30.

22.8.6.1 Structural Modifications, Improper Repairs, or Added Weight.

22.8.6.1.1 The aerial ladder shall be inspected for structural modifications or improper repairs.

22.8.6.1.2 The aerial ladder shall be inspected to determine that no extra equipment has been added to the aerial ladder without subtracting the weight of such equipment from the rated capacity.

22.8.6.1.3 Details of any structural modifications, improper repairs, or added weight shall be contained in the record required by 22.8.12.

22.8.6.2 Aerial Ladder Weldments. All aerial ladder weldments shall be inspected as follows:

- (1) Visually inspect all of the accessible aerial ladder weldments for defects and all of the welds for fractures.
- (2) (+) Inspect all accessible welds on the ladder.

22.8.6.3 Aerial Ladder Fasteners. All aerial ladder structural fasteners and fastened connections shall be inspected visually for cracked fasteners and material cracks around the fasteners.

22.8.6.4 Ladder Section Alignment. Measurements shall be taken to determine that the amount of ladder section twist or bow in the aerial ladder does not exceed the manufacturer's specifications for allowable ladder section twist or bow.

22.8.6.5 Hydraulic, Pneumatic, and Electrical Lines in Ladder Sections. All hydraulic, pneumatic, and electrical lines in ladder sections shall be inspected for proper mounting and for wear, cracking, kinks, and abrasions.

22.8.6.6 Top Rails. The top rails shall be inspected as follows:

- (1) Inspect the top rails for straightness or any signs of misalignment.

- (2) If the ladder is constructed of aluminum, perform one of the following:
 - (a) (+) Take hardness readings at intervals of 12 in. (305 mm) or less on the last 10 ft (3 m) of each top rail section and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the top rail.
 - (b)* (+) If heat sensors are installed on the top rails, visually inspect the heat sensors for discoloration.
- (3) (+) If the aerial device is constructed of aluminum and is painted, follow the manufacturer's recommendations for inspection.
- (4) (+) If there is discoloration of heat sensor(s) or any indication of heat damage anywhere on an aluminum aerial device, take hardness readings at intervals of 12 in. (305 mm) or less between the heat-affected areas and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the top rail.

22.8.6.7 Vertical and Diagonal Braces. The vertical and diagonal braces shall be inspected as follows:

- (1) Inspect the verticals and diagonals for straightness, dents, and other deformities.
- (2) (+) Inspect all accessible attachment welds.

22.8.6.8 Base Rails. The base rails shall be inspected as follows:

- (1) Inspect the base rail for straightness and any signs of wear, ironing, dents, or corrosion.
- (2)* (+) Inspect the bottom of all hollow I-beam base rails to determine that the thickness of the rail is not less than the manufacturer's minimum specifications.
- (3) If the ladder is constructed of aluminum, perform one of the following:
 - (a) (+) Take hardness readings at intervals of 28 in. (710 mm) or less along the entire length of both bottom rails and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the top rail.
 - (b)* (+) If heat sensors are installed on the base rails, visually inspect the heat sensors for discoloration.
 - (c) (+) If the aerial ladder is painted, follow the manufacturer's recommendations for inspection.
- (4) (+) If there is discoloration of a heat sensor(s) or any indication of heat damage anywhere on an aluminum aerial device, take hardness readings at intervals of 12 in. (305 mm) or less between the heat-affected areas and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the base rail.

22.8.6.9 Rungs. All rungs of the aerial ladder shall be inspected for straightness, signs of ladder lock damage, damaged or loose rung covers and rung cap castings, and signs of cracks or missing rivets, if applicable.

22.8.6.10 Folding Steps. The folding steps on the ladder shall be inspected as follows:

- (1) Visually inspect the folding steps and folding step mounting brackets for defects and the welds for fractures.
- (2) (+) Inspect all welds on the folding step(s) and folding step mounting brackets.

22.8.6.11 Rollers. All rollers shall be inspected for proper lubrication and operation and for any signs of wear.

22.8.6.12 Guides, Babbitts, Wear Strips, Pads, and Slide Blocks.

22.8.6.12.1 The guides shall be visually inspected for cracked welds, loose rivets, alignment problems, and any irregularities.

22.8.6.12.2 The babbitted areas of the base rail shall be free of paint and inspected for signs of wear.

22.8.6.12.3 The wear strips, pads, and slide blocks shall be inspected for wear and gouging and for proper mounting.

22.8.6.13 Extension Sheaves. The extension sheaves shall be inspected as follows:

- (1) Inspect extension sheaves for signs of wear, free movement during operation, proper retainers, and proper lubrication.
- (2) Visually inspect all extension sheave mounting brackets for defects and the welds for fractures.
- (3) (+) Inspect all welds of extension sheave mounting brackets.

22.8.6.14 Extension Cables. The extension cables shall be inspected for compliance with Chapter 5-2 of ASME B30.5, *Mobile and Locomotive Cranes*.

22.8.6.15 Extension and Retraction Motor. The extension and retraction motor shall be inspected for signs of external hydraulic fluid leakage and, where applicable, brake wear and brake alignment with the shaft.

22.8.6.16 Cable Separation Guide. During operation of the aerial ladder, the cable separation guide shall be inspected visually for free travel and any signs of misalignment.

22.8.6.17 Winch Holding Capacity. The winch shall be inspected for holding capacity as follows:

- (1) Fully elevate the aerial ladder and extend it 10 ft (3 m).
- (2) Measure the winch slippage for a 5-minute period.
- (3) Verify that the slippage does not exceed the manufacturer's specifications.

22.8.6.18 Brake-Holding Capacity. The brake-holding capacity of the extension motor shall be inspected as follows:

- (1) Fully elevate the aerial ladder and extend it 10 ft (3 m).
- (2) Measure the brake slippage for a 5-minute period.
- (3) Verify that the slippage does not exceed the manufacturer's specifications.

22.8.6.19 Extension, Elevation, and Rung Alignment Indicators. The elevation, extension, and rung alignment indicators shall be inspected for legibility, clarity, and accuracy.

22.8.6.20 Ladder Locks. The ladder lock mechanisms shall be inspected for proper mounting, alignment, lubrication, and operation.

22.8.6.21 Ladder Cradle.

22.8.6.21.1 The aerial ladder cradle shall be inspected as follows:

- (1) Inspect the ladder cradle for wear and proper alignment, and inspect the cradle pad for damage.
- (2) Visually inspect the ladder cradle for defects such as weld cracks, dents, or bends.

- (3) (+) Inspect the ladder cradle welds and bracket attachments.

22.8.6.21.2 If the aerial ladder cradle is bolted, it shall be further inspected as follows:

- (1) Inspect all accessible bolts for proper grade and installation as specified by the apparatus manufacturer.
- (2) Using a properly calibrated torque wrench, verify that the bolt torque on all accessible cradle-to-chassis-frame mounting bolts meets the apparatus manufacturer's specifications.
- (3) (+) Inspect all accessible bolts for internal flaws.

22.8.6.22 Ladder Bed Lock.

22.8.6.22.1 The ladder bed lock mechanism and hydraulic lines shall be inspected for proper mounting, signs of wear, and hydraulic fluid leakage at fittings.

22.8.6.22.2 The ladder bed lock shall be inspected to verify proper operation.

22.8.6.23 Stop Mechanism. The stop mechanisms shall be inspected to ensure that they prevent overextension or overretraction of the aerial ladder.

22.8.6.24 Maximum Extension Warning Device. During operation, if the aerial ladder is equipped with an audible device that warns of the approach of maximum extension, the device shall be inspected to verify proper operation.

22.8.6.25 Ladder Illumination. The lights that are used to illuminate the ladder shall be inspected for proper operation.

22.8.6.26 Extension Cylinder Anchor Ears and Plates.

22.8.6.26.1 The extension cylinder anchor ears and plates shall be inspected as follows:

- (1) Visually inspect the extension cylinder anchor ears and plates for defects and the attaching welds for fractures.
- (2) (+) Inspect the attaching welds of the extension cylinder anchor ears and plates.

22.8.6.26.2 If the extension cylinder anchor is bolted, it shall be further inspected as follows:

- (1) Inspect all accessible bolts for proper grade and installation as specified by the apparatus manufacturer.
- (2) Using a properly calibrated torque wrench, verify that the bolt torque on all accessible bolts meets the manufacturer's specifications.
- (3) (+) Inspect all accessible bolts for internal flaws.

22.8.6.27 Extension Cylinder Pins. The extension cylinder pins shall be inspected as follows:

- (1) Inspect the cylinder pins for proper installation and retention.
- (2) (+) Inspect the cylinder pins for internal flaws.

22.8.6.28 Extension Cylinder.

22.8.6.28.1 The extension cylinder shall be inspected as follows:

- (1) Inspect the cylinder rods for pitting, scoring, and other defects.
- (2) Inspect the cylinder rod-to-barrel seal and the end gland seal for external hydraulic fluid leakage that exceeds the manufacturer's specifications.

22.8.6.28.2* The extension cylinder shall be subjected to a drift test as follows:

- (1) With the hydraulic fluid at ambient temperature, place the aerial device at 60 degrees elevation at full extension.
- (2) Mark the cylinder position or the second aerial ladder section in relation to the base section.
- (3) Allow the ladder to stand for 1 hour with the engine off.
- (4) Measure the drift and verify that the results do not exceed the manufacturer's specifications for allowable cylinder drift.

22.8.6.29 Holding Valves on Extension Cylinder. The holding valves shall be inspected for external and internal hydraulic fluid leakage.

22.8.6.30 Tip Controls. If the aerial ladder is equipped with a secondary operating position at the tip, the controls shall be inspected as follows:

- (1) Check that the control handles are not damaged or missing, functions are identified, and operating instructions and warnings are posted.
- (2) Verify that the controls operate smoothly, return to neutral when released, and do not bind during operation.
- (3) Verify that the turntable or lower controls will override the tip controls.
- (4) Verify that any safety devices that are designed to operate in conjunction with the tip controls are fully operational.
- (5) If the aerial ladder was built to the 1996 or a later edition of NFPA 1901, verify that the speed of the aerial ladder, when being operated from the tip controls, does not exceed the speeds permitted in the edition of NFPA 1901 to which the aerial ladder was manufactured.

22.8.7 Load Testing.

22.8.7.1* Tests shall be conducted when the wind velocity is less than 10 mph (16 km/hr).

22.8.7.2 Only those personnel who are essential to conduct the test shall be permitted near the apparatus during the test.

22.8.7.3 A watch shall be maintained during all load tests for any signs of instability, the development of conditions that could cause damage or permanent deformation, or twist that exceeds the aerial ladder manufacturer's allowance, and the test shall be discontinued immediately if such conditions develop.

22.8.7.4 Horizontal Load Test.

22.8.7.4.1 The aerial apparatus shall be on a hard, level surface with the stabilizers deployed in accordance with the manufacturer's instructions, and with the turntable level.

22.8.7.4.2* A test cable hanger shall be attached to the top section of the ladder as follows:

- (1) If the ladder is rated at 500 lb (227 kg) or less, the cable hanger shall be attached to the top rung and centered.
- (2) If the ladder is rated at greater than 500 lb (227 kg), the test cable hanger shall be attached to both base rails at the top rung.

22.8.7.4.3 The rated capacity that the ladder is designed to support in the horizontal position at full extension shall be determined from the manufacturer's load chart or operator's manual. If full extension is not permitted in the horizontal

position with a specified rated capacity, the maximum permissible extension with a specified rated capacity shall be used for the purpose of this test.

22.8.7.4.4 The ladder shall be positioned as follows:

- (1) For single-chassis apparatus, the ladder shall be rotated, if necessary, until it is positioned over the rear, and parallel to, the vehicle centerline.
- (2) For a tractor-drawn apparatus, the ladder shall be positioned in the most stable position, as recommended by the manufacturer.

22.8.7.4.5 The ladder shall be placed in the horizontal position and extended to full extension or the maximum permitted extension as determined in 22.8.7.4.3. The base section shall not be permitted to rest in the bed.

22.8.7.4.6 The ladder section locks, either manual pawls or hydraulic holding valves, shall be applied properly.

22.8.7.4.7 The elevation cylinders' integral holding valve or shutoff safety valve shall be properly closed or applied.

22.8.7.4.8* A free-hanging weight that is equal to the rated capacity, as determined in 22.8.7.4.3, shall be applied gradually to the top section of the aerial ladder by utilizing a test weight container or other suitable means of applying the weight.

22.8.7.4.8.1 The weight shall be suspended by a cable and shall not be more than 3 ft (1 m) above the ground.

22.8.7.4.8.2 The combined weight of the test cable hanger and cable, the test weight container, and the test weights shall not exceed the rated capacity.

22.8.7.4.8.3 The weights shall be added to the ladder in a manner that does not shock load the ladder.

CAUTION: Dropping the weights and shock loading the ladder can damage the ladder.

22.8.7.4.9 The test weight shall be sustained by the unsupported aerial ladder for 5 minutes.

22.8.7.4.10 The test weight shall hang freely from the tip of the aerial ladder.

22.8.7.4.11 If the test weight hanger and ladder deflection are such that the test weight comes to rest on the ground, the ladder elevation shall be permitted to be raised slightly above the horizontal position.

22.8.7.4.12 The ladder shall not be moved while the test weight is applied.

CAUTION: Moving the ladder with a test weight applied could result in the application of forces that damage the ladder.

22.8.7.4.13 After removal of the test weight, a complete visual inspection shall be made of all load-supporting elements.

22.8.7.4.14 Any visually detectable signs of damage, permanent deformation, or twist exceeding the manufacturer's specifications shall constitute noncompliance with the load test requirements, and the aerial ladder shall be placed out of service.

22.8.7.5 Maximum Elevation Load Test.

22.8.7.5.1 The aerial apparatus shall be on a hard, level surface with the stabilizers deployed in accordance with the manufacturer's instructions, and with the turntable level.

22.8.7.5.2* A test cable hanger shall be attached to the top section of the ladder as follows:

- (1) If the ladder is rated at 500 lb (227 kg) or less, the cable hanger shall be attached to the top rung and centered.
- (2) If the ladder is rated at greater than 500 lb (227 kg), the test cable hanger shall be attached to both base rails at the top rung.

22.8.7.5.3 The maximum rated capacity that the ladder is designed to support in the maximum elevated position at full extension shall be determined from the manufacturer's load chart or operator's manual.

22.8.7.5.4 The ladder shall be rotated, if necessary, until the ladder is positioned over the rear and parallel to the vehicle centerline. Midship-mounted aerial ladders shall be permitted to be rotated slightly off of the vehicle centerline to apply the test load without interfering with the body of the apparatus.

22.8.7.5.5 The ladder shall be positioned at its maximum elevation and full extension.

22.8.7.5.6 The ladder section locks, either manual pawls or hydraulic holding valves, shall be applied properly.

22.8.7.5.7 The elevation cylinders' integral holding valve or shutoff safety valve shall be properly closed or applied.

22.8.7.5.8 A free-hanging weight that is equal to the rated capacity, as determined in 22.8.7.5.3, shall be applied gradually to the top rung of the aerial ladder by utilizing a test weight container or other suitable means of applying the weight.

22.8.7.5.8.1 The weight shall be suspended by a cable and shall not be more than 3 ft (1 m) above the ground.

22.8.7.5.8.2 The combined weight of the test cable hanger and cable, the test weight container, and the test weights shall not exceed the rated capacity.

22.8.7.5.8.3 The weights shall be added to the ladder in a manner that does not shock load the ladder.

CAUTION: Dropping the weights and shock loading the ladder can damage the ladder.

22.8.7.5.9 The test weight shall be sustained by the unsupported aerial ladder for 5 minutes.

22.8.7.5.10 The test weight shall hang freely from the tip of the aerial ladder.

22.8.7.5.11 The ladder shall not be moved while the test weight is applied.

CAUTION: Moving the ladder with a test weight applied could result in the application of forces that damage the ladder.

22.8.7.5.12 After removal of the test weight, a complete visual inspection shall be made of all load-supporting elements.

22.8.7.5.13 Any visually detectable signs of damage, permanent deformation, or twist exceeding the manufacturer's specifications shall constitute noncompliance with the load test requirements, and the aerial ladder shall be placed out of service.

22.8.8 Operating Test.

22.8.8.1 After the load tests have been conducted, the ladder shall be fully elevated out of the bed, rotated 90 degrees, and fully extended.

22.8.8.2* The procedure specified in 22.8.8.1 shall be completed smoothly and without undue vibration within the time permitted by the edition of NFPA 1901 in effect at the time of manufacture.

22.8.8.3 After completing the procedure specified in 22.8.8.1, the ladder shall be retracted, the turntable rotation completed through 360 degrees, and the ladder lowered to its bed.

22.8.8.4 During the test, the proper operation of all ladder controls shall be verified.

22.8.8.5 After the procedure specified in 22.8.8.1 through 22.8.8.4 is completed, a thorough inspection shall be made of all moving parts.

22.8.8.6 The security and adjustment of the ladder cables or chains shall be checked for proper tension and retention in accordance with the manufacturer's specifications.

22.8.9 Waterway System Test.

22.8.9.1 The following inspection and test shall apply only to permanently piped, aerial ladder waterway systems.

22.8.9.2 The waterway system shall be inspected as follows:

- (1) Inspect the system for proper operation of all components.
- (2) Inspect the system for rust, corrosion, blockage, or other defects.

22.8.9.3 The waterway-attaching brackets shall be inspected as follows:

- (1) Inspect the brackets for loose bolts, weld fractures, or other defects.
- (2) (+) Inspect all attaching welds.

22.8.9.4 Pressure Test. The water system shall be pressure tested as specified in 22.8.9.4.1 through 22.8.9.4.3.

22.8.9.4.1* The aerial device shall be positioned between 0 degrees and 10 degrees elevation and fully retracted.

22.8.9.4.1.1 If there is no valve located at the discharge end, a valve shall be attached for the purpose of the test.

22.8.9.4.1.2* The water system shall be filled with water, and the valve at the discharge end shall be closed.

CAUTION: For safety reasons, all air must be removed from the system.

22.8.9.4.1.3 The pressure on the system shall be raised to the water system manufacturer's maximum rated working pressure and shall be maintained while the operations and inspections required by 22.8.9.4.1.4 and 22.8.9.4.1.5 are conducted.

22.8.9.4.1.4 The aerial device shall be raised to full elevation and rotated 360 degrees.

22.8.9.4.1.5 The water system, including the turntable swivel, shall be checked for leaks.

22.8.9.4.1.6 Care shall be taken not to overheat the water pump during this test.

22.8.9.4.2* The aerial device shall then be positioned between 0 degrees and 10 degrees elevation and extended to its maximum permissible limit.

22.8.9.4.2.1 The water system shall be filled with water, all air shall be removed from the system, and the valve at the discharge end shall be closed.

CAUTION: Failure to remove all air from the water system could result in injury if there is a component failure during the test.

22.8.9.4.2.2 The pressure on the system shall be raised to the water system manufacturer's maximum rated working pressure and maintained while the inspections required by 22.8.9.4.2.3 are conducted.

22.8.9.4.2.3 The entire length of the water system shall be checked for leaks.

22.8.9.4.2.4 Care shall be taken not to overheat the water pump during the test.

22.8.9.4.3* The water system shall operate properly and with an absence of leaks during the tests.

22.8.9.5 Flowmeters.

22.8.9.5.1 If the waterway system is equipped with a flowmeter(s), the flowmeter(s) shall be tested for accuracy as recommended by the apparatus manufacturer.

22.8.9.5.2 Any meter that reads off by more than 10 percent shall be recalibrated, repaired, or replaced.

22.8.9.6 Water Pressure Gauges.

22.8.9.6.1 If the waterway system is equipped with a water pressure gauge(s), each water pressure gauge(s) shall be checked for accuracy at a minimum of three points at 50 psi (345 kPa) intervals without exceeding the maximum rated working pressure of the waterway system.

22.8.9.6.2 Any gauge that reads off by more than 10 psi (70 kPa) shall be recalibrated, repaired, or replaced.

22.8.9.7 Relief Valve.

22.8.9.7.1 If the waterway system is equipped with a relief valve, the relief valve shall be checked to verify that it is operational at the waterway manufacturer's recommended pressure setting.

22.8.9.7.2 Any relief valve that fails to operate within 10 psi (70 kPa) of the manufacturer's required setting shall be repaired, recalibrated, or replaced.

22.8.10 Signs. All signs shall be inspected to verify they are in place and legible.

22.8.11* Hydraulic Fluid. After the operating tests have been performed, a sample of the hydraulic fluid shall be removed from the hydraulic reservoir and subjected to spectrochemical analysis, particle count, viscosity check, and water content analysis.

22.8.12* Records. A comprehensive record shall be completed for all inspections and tests of the aerial ladder and signed by the person responsible for the test.

22.8.12.1 When the torque verification of mounting bolts is performed as required by this standard, the bolt size, grade, and torque specifications shall be recorded.

22.8.12.2 When an NDT is conducted, the test record shall indicate the NDT method used in each inspected area.

22.8.12.3 Where this standard requires measurements to be taken — such as bearing clearance and backlash, cylinder drift, relief pressure, ladder section twist, hardness readings, base rail thickness, extension brake drift, and winch drift — these measurements shall be recorded in the test record so that a year-to-year comparison can be made.

22.9 Inspecting and Testing Elevating Platforms.

22.9.1 General.

22.9.1.1 In addition to the manufacturer's recommendations for annual inspections and tests, the inspections and tests detailed in 22.9.2 through 22.9.16 shall be performed.

22.9.1.2 An inspection preceded by a plus sign (+) indicates that an appropriate NDT shall be conducted as required by 22.1.2.

22.9.2 Service Records. The elevating platform's service records shall be checked for any reports that indicate defective conditions.

22.9.3 Hydraulic Components. Hydraulic components shall show no signs of hydraulic fluid leakage.

22.9.3.1 A component shall be considered to be leaking if hydraulic fluid (oil) droplets are forming on the component.

22.9.3.2 A film of hydraulic fluid on the component shall not be considered severe enough to categorize the component as leaking.

22.9.4 Turntable and Torque Box Inspection and Test. The turntable and torque box components, where applicable, shall be inspected in accordance with 22.8.4.1, 22.8.4.2, 22.8.4.4 through 22.8.4.13, and 22.8.4.18 through 22.8.4.29.

22.9.5 Stabilizer Inspection and Test. The stabilizer components, where applicable, shall be inspected in accordance with 22.8.5.1 through 22.8.5.14.

22.9.6 Platform and Boom Inspection and Test. The platform and booms shall be inspected in accordance with 22.9.6.1 through 22.9.6.12.

22.9.6.1 Structural Modifications, Improper Repairs, or Added Weight.

22.9.6.1.1 The platform and booms shall be inspected for structural modifications or improper repairs.

22.9.6.1.2 The platform shall be inspected to determine that no extra equipment has been added to the platform without subtracting the weight of such equipment from the rated capacity.

22.9.6.1.3 Details of any structural modifications, improper repairs, or added weight shall be contained in the required report.

22.9.6.2 Platform Mounting Brackets. The platform mounting brackets shall be inspected as follows:

- (1) Visually inspect all platform mounting brackets for defects, such as weld cracks, dents, or bends.
- (2) (+) Inspect all welds in the platform mounting brackets.
- (3) (+) Inspect all bolts and pins structurally involved with the platform mounting to the ladder or boom for internal flaws.

22.9.6.3 Platform. The platform shall be inspected as follows:

- (1) Visually inspect the platform for defects, such as weld cracks, dents, or bends.
- (2) (+) Inspect all welds on the platform.

22.9.6.4 Hydraulic, Pneumatic, and Electrical Lines in the Platform. All hydraulic, pneumatic, and electrical lines shall be inspected for proper mounting, wear, cracking, kinks, and abrasions.

22.9.6.5 Auxiliary Winch Mounting. The auxiliary winch mounting shall be inspected as follows:

- (1) Inspect all mounting bolts for proper grade and installation as specified by the apparatus manufacturer.
- (2) Using a calibrated torque wrench, verify that the torque on all winch mounting bolts meets the apparatus manufacturer's specifications.
- (3) If welded, visually inspect the winch mounting for weld fractures.
- (4) (+) Inspect the mounting bolts for internal flaws.
- (5) (+) If brackets are welded, inspect all welds on the mounting brackets.

22.9.6.6 Winch Controls. The winch controls shall be inspected as follows:

- (1) Inspect controls for proper identification as to function and operation.
- (2) Verify smooth operation of the winch controls.

22.9.6.7 Elevating Platform Rated Capacity Identification. The elevating platform rated capacity identification plate shall be checked to verify that it is present, proper, and legible.

22.9.6.8 Platform Gate Latches and Hinge Points.

22.9.6.8.1 The platform gate latches shall be inspected for proper alignment.

22.9.6.8.2 The latch and hinges shall be inspected for smooth operation.

22.9.6.9 Platform Hinge Pins. The platform hinge pins shall be inspected as follows:

- (1) Inspect platform hinge pins for proper installation, lubrication, and any irregularities.
- (2) (+) Inspect the platform hinge pins for internal flaws.

22.9.6.10 Platform Controls. The platform controls shall be inspected as follows:

- (1) Inspect the platform operating controls to ensure control handles are not damaged or missing, functions are identified, and operating instructions and warnings are posted.
- (2) Verify that the controls operate smoothly, return to neutral when released, and do not bind during operation.
- (3) Verify that the turntable or lower controls will override the platform controls.

22.9.6.11 Platform Monitor and Nozzle. The platform monitor and nozzle shall be inspected as follows:

- (1) Inspect the complete operation of the platform monitor and nozzle.
- (2) Inspect the monitor mounting brackets for any defects and their welds for fractures.

22.9.6.12 Boom Illumination. The operation of spotlights used to illuminate the boom shall be verified.

22.9.7 Articulating Boom—Lower Boom Inspection and Test. For apparatus equipment with an articulating boom, the lower boom shall be inspected and tested in accordance with 22.9.7.1 through 22.9.7.14.

22.9.7.1 Hinge Pins. The hinge pins shall be inspected as follows:

- (1) Inspect the boom hinge pins for proper installation, lubrication, operation, and any discontinuities.
- (2) (+) Inspect the boom hinge pins for internal flaws.

22.9.7.2 Lower Boom Elevation Cylinder Anchor Ears and Plates. The lower boom elevation cylinder anchor ears and plates shall be inspected as follows:

- (1) Visually inspect the anchor ears and plates for defects and the attaching welds for fractures.
- (2) (+) Inspect all welds on the anchor ears and plates.

22.9.7.3 Lower Boom Elevation Cylinders.

22.9.7.3.1 The lower boom elevation cylinder(s) shall be inspected as follows:

- (1) Inspect the cylinder rod(s) for pitting, scoring, and other defects.
- (2) Inspect the cylinder rod-to-barrel seal and the end gland seal for external hydraulic fluid leakage that exceeds the manufacturer's specifications.

22.9.7.3.2* The lower boom elevation cylinder shall be subjected to a drift test as follows:

- (1) With the hydraulic fluid at ambient temperature, take measurements of the drift in accordance with the manufacturer's recommendations.
- (2) Verify that the results of the measurements do not exceed the manufacturer's specifications for allowable lower boom cylinder drift.

22.9.7.4 Holding Valves on Lower Boom Elevation Cylinder. The holding valve(s) shall be inspected for signs of external hydraulic fluid leakage.

22.9.7.5 Boom Assembly. The lower boom assembly shall be inspected as follows:

- (1) Visually inspect the boom for defects, such as weld cracks, dents, or bends.
- (2) Visually inspect all structural fasteners and fastener connections for cracked fasteners and material cracks around the fasteners.
- (3) (+) Inspect all welds on the boom for any structural discontinuities.
- (4) If the lower boom assembly is constructed of aluminum, perform one of the following:
 - (a) (+) Take hardness readings at intervals of 28 in. (710 mm) or less along the length of the lower boom assembly and compare the results with the

manufacturer's specifications for the hardness of the material used for construction of the lower boom assembly.

- (b)* (+) If heat sensors are installed on the lower boom assembly, visually inspect the heat sensors for discoloration.
 - (c) (+) If the boom assembly is painted, follow the manufacturer's recommendations for inspection.
- (5) (+) If there is discoloration of a heat sensor(s) or any indication of heat damage anywhere on an aluminum boom assembly, take hardness readings at intervals of 12 in. (305 mm) or less between the heat-affected areas and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the boom assembly.

22.9.7.6 Cylinder Link Pins. The cylinder link pins shall be inspected as follows:

- (1) Inspect the cylinder link pins for proper installation, lubrication, operation, and any fractures.
- (2) (+) Inspect the cylinder link pins for internal flaws.

22.9.7.7 Platform-Leveling Linkages. The platform-leveling linkages shall be inspected as follows:

- (1) Visually inspect linkages for defects, such as weld cracks, dents, and bends.
- (2) (+) Inspect all welds of the leveling assembly.
- (3) (+) Inspect all leveling linkage pins for any internal flaws.

22.9.7.8 Hydraulic Lines and Hoses in Lower Boom. All hydraulic lines and hoses in the lower boom shall be inspected for proper mounting, abrasion, hydraulic fluid leakage, and wear.

22.9.7.9 Hydraulic Lines in Knuckle. All hydraulic lines in the knuckle shall be inspected for hydraulic fluid leakage, abrasion, and any signs of wear.

22.9.7.10 Cables, Chains, and Rods. All cables, chains, and rods shall be inspected for signs of wear and for proper adjustment.

22.9.7.11 Sprockets, Pulleys, and Hooks. All sprockets, pulleys, and hooks shall be inspected for lubrication, signs of wear, distortion, and proper operation.

22.9.7.12 Boom Support.

22.9.7.12.1 The boom support shall be inspected as follows:

- (1) Inspect the boom support for wear and proper alignment, and inspect the cradle pad for damage.
- (2) Visually inspect the boom support for defects, such as weld cracks, dents, or bends.
- (3) (+) Inspect the boom support welds and bracket attachment.

22.9.7.12.2 If the boom support is bolted, it shall be further inspected as follows:

- (1) Inspect all accessible bolts for proper grade and installation as specified by the manufacturer.
- (2) Using a properly calibrated torque wrench, verify that the bolt torque on all accessible boom-support-to-chassis-frame mounting bolts meets the apparatus manufacturer's specifications.
- (3) (+) Inspect all accessible bolts for internal flaws.

22.9.7.13 Lower Boom Angle Indicator Lights. The lower boom angle indicator lights shall be inspected to verify that they are operating properly.

22.9.7.14 Pneumatic and Electrical Lines. All pneumatic and electrical lines in the lower boom and the knuckle shall be inspected for proper mounting, wear, cracking, kinks, and abrasions.

22.9.8 Articulating Boom–Upper Boom Inspection and Test. For apparatus equipment with an articulating boom, the upper boom shall be inspected and tested in accordance with 22.9.8.1 through 22.9.8.15.

22.9.8.1 Upper Boom for Alignment with Lower Boom. The upper boom shall be inspected to verify it is aligned with the lower boom.

22.9.8.2 Platform-Leveling Linkages. The platform-leveling linkages shall be inspected as follows:

- (1) Visually inspect linkages for defects, such as weld cracks, dents, and bends.
- (2) (+) Inspect all welds of the leveling assembly.
- (3) (+) Inspect all leveling linkage pins for any internal flaws.

22.9.8.3 Boom Boost Cylinder Brackets. The boom boost cylinder brackets shall be inspected as follows:

- (1) Visually inspect the boom boost cylinder brackets for defects, such as weld cracks, dents, or bends.
- (2) (+) Inspect the boom boost cylinder bracket welds.

22.9.8.4 Boom Boost Cylinders. The boom boost cylinders shall be inspected for any external hydraulic fluid leakage.

22.9.8.5 Cylinder Link Pins. The cylinder link pins shall be inspected as follows:

- (1) Visually inspect the cylinder link pins for proper installation, lubrication, operation, and any irregularities.
- (2) (+) Inspect the cylinder link pins for internal flaws.

22.9.8.6 Boom Assembly. The upper boom assembly shall be inspected as follows:

- (1) Visually inspect the boom for defects, such as weld cracks, dents, or bends.
- (2) Visually inspect all structural fasteners and fastener connections for cracked fasteners and material cracks around the fasteners.
- (3) (+) Inspect all welds on the boom.
- (4) If the upper boom assembly is constructed of aluminum, perform one of the following:
 - (a) (+) Take hardness readings at intervals of 28 in. (710 mm) or less along the length of upper boom assembly and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the upper boom assembly.
 - (b)* (+) If heat sensors are installed on the upper boom assembly, visually inspect the heat sensors for discoloration.
 - (c) (+) If the boom assembly is painted, follow the manufacturer's recommendations for inspection.

- (5) (+) If there is discoloration of a heat sensor(s) or any indication of heat damage anywhere on an aluminum boom assembly, take hardness readings at intervals of 12 in. (305 mm) or less between the heat-affected areas and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the boom assembly.

22.9.8.7 Hydraulic Lines and Hoses in Upper Boom. All hydraulic lines and hoses in the upper boom shall be inspected for proper mounting, abrasions, hydraulic fluid leakage, and wear.

22.9.8.8 Cables, Chains, and Rods. All cables, chains, and rods shall be inspected for signs of wear and for proper adjustment.

22.9.8.9 Sprockets, Pulleys, and Hooks. All sprockets, pulleys, and hooks shall be inspected for lubrication, signs of wear, distortion, and proper operation.

22.9.8.10 Upper Boom Hold-Down Device. The upper boom hold-down device shall be inspected as follows:

- (1) Visually inspect the upper boom hold-down device for defects and for proper operation.
- (2) (+) Inspect all welds of the upper boom hold-down device.

22.9.8.11 Safety Stop Mechanism. The safety stop mechanism shall be verified to be operating properly.

22.9.8.12 Upper Boom Elevation Cylinder Anchor Ears and Plates. The upper boom elevation anchor ears and plates shall be inspected as follows:

- (1) Visually inspect the anchor ears and plates for defects and the attaching welds for fractures.
- (2) (+) Inspect all welds on the anchor ears and plates.

22.9.8.13 Upper Boom Elevation Cylinder(s).

22.9.8.13.1 The upper boom elevation cylinder(s) shall be inspected as follows:

- (1) Inspect the cylinder rod(s) for pitting, scoring, and other defects.
- (2) Inspect the cylinder rod-to-barrel seal and the end gland seal for external hydraulic fluid leakage that exceeds the manufacturer's specifications.

22.9.8.13.2* The upper boom elevation cylinder(s) shall be subjected to a drift test as follows:

- (1) With the hydraulic fluid at ambient temperature, take measurements of the drift in accordance with the manufacturer's recommendations.
- (2) Verify that the results of the measurements do not exceed the manufacturer's specifications for allowable upper boom cylinder drift.

22.9.8.14 Holding Valves on Upper Boom Elevation Cylinder. The holding valve(s) shall be inspected for signs of external hydraulic fluid leakage.

22.9.8.15 Pneumatic and Electrical Lines. All pneumatic and electrical lines in the upper boom shall be inspected for proper mounting, wear, cracking, kinks, and abrasions.

22.9.9 Telescoping Boom Inspection and Test. For platforms equipped with a telescoping boom, the boom shall be inspected and tested in accordance with 22.8.4.14 through 22.8.4.17, 22.9.7.10 through 22.9.7.12, and 22.9.9.1 through 22.9.9.14.

22.9.9.1 Boom Assemblies. The boom assemblies shall be inspected as follows:

- (1) Visually inspect the boom assembly for defects, such as weld cracks, dents, or bends.
- (2) Visually inspect all structural fasteners and fastener connections for cracked fasteners and material cracks around the fasteners.
- (3) (+) Inspect all welds on booms.
- (4) If the boom assembly is constructed of aluminum, perform one of the following:
 - (a) (+) Take hardness readings at intervals of 28 in. (710 mm) or less along the length of boom assembly and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the boom assembly.
 - (b)* (+) If heat sensors are installed on the boom assembly, visually inspect the heat sensors for discoloration.
 - (c) (+) If the boom assembly is painted, follow the manufacturer's recommendations for inspection.
- (5) (+) If there is discoloration of a heat sensor(s) or any indication of heat damage anywhere on an aluminum boom assembly, take hardness readings at intervals of 12 in. (305 mm) or less between the heat-affected areas and compare the results with the manufacturer's specifications for the hardness of the material used for construction of the boom assembly.

22.9.9.2 Ancillary Boom Ladder. The ancillary boom ladder shall be inspected as follows:

- (1) Inspect the ancillary boom ladder for any defects and the welds for fractures.
- (2) Inspect the mounting brackets for loose bolts, weld fractures, or other defects.
- (3) (+) Inspect all welds on the ladder and attaching welds.

22.9.9.3 Guides, Wear Strips and Pads, and Slide Blocks. Guides, wear strips and pads, and slide blocks shall be inspected for proper installation and signs of wear.

22.9.9.4 Extension Sheaves. The extension sheaves shall be inspected as follows:

- (1) Inspect the extension sheaves for proper mounting, alignment, and signs of wear.
- (2) (+) Inspect all welds of the extension sheave mounting brackets.
- (3) (+) Inspect the retaining bolt for internal flaws.

22.9.9.5* The aerial extension and retraction cables shall be inspected to verify that the cables are tensioned according to the manufacturer's requirements and inspected to comply with Chapter 5-2 of ASME B30.5, *Mobile and Locomotive Cranes*.

22.9.9.6 Elevation Indicator. The elevation cylinder indicator shall be inspected for legibility and clarity.

22.9.9.7 Maximum Extension Warning Device. During operation, if the elevating platform is equipped with an audible device that warns of the approach of maximum extension, the device shall be inspected to verify proper operation.

22.9.9.8 Platform-Leveling Cylinders. The platform-leveling cylinders shall be inspected as follows:

- (1) Inspect the cylinder rod(s) for pitting, scoring, and other defects.
- (2) Inspect the cylinder rod-to-barrel seal and the end gland seal for external hydraulic fluid leakage that exceeds the manufacturer's specifications.
- (3) Visually inspect the leveling system for proper installation.
- (4) Visually inspect the mounting of the leveling system for defects and the welds for fractures.
- (5) (+) Inspect all welds for mounting of the leveling system.
- (6) (+) Inspect all leveling cylinder pins for any internal flaws.

22.9.9.9 Hydraulic Lines and Hoses in Boom Assemblies. All hydraulic lines and hoses in the boom assemblies shall be inspected for hydraulic fluid leakage, abrasions, and any signs of wear.

22.9.9.10 Extension Cylinder Anchor Ears and Plates. The extension cylinder anchor ears and plates shall be inspected as follows:

- (1) Visually inspect the extension cylinder anchor ears and plates for defects and the attaching welds for fractures.
- (2) (+) Inspect the extension cylinder anchor ears and the plate-attaching welds.

22.9.9.11 Extension Cylinder Pins. The extension cylinder pins shall be inspected as follows:

- (1) Inspect the cylinder pins for proper installation and retention.
- (2) (+) Inspect the cylinder pins for internal flaws.

22.9.9.12 Extension Cylinder.

22.9.9.12.1 The extension cylinder shall be inspected as follows:

- (1) Inspect the cylinder rods for pitting, scoring, and other defects.
- (2) Inspect the cylinder rod-to-barrel seal and the end gland seal for external hydraulic fluid leakage that exceeds the manufacturer's specifications.

22.9.9.12.2* The extension cylinder shall be subjected to a drift test as follows:

- (1) With the hydraulic fluid at ambient temperature, place the aerial device at full elevation and 10 ft (3 m) of extension.
- (2) Mark the cylinder position or the second boom section in relation to the base section.
- (3) Allow the elevating platform to stand for 1 hour with the engine off.
- (4) Measure the drift, and verify that the results do not exceed the manufacturer's specifications for allowable cylinder drift.

22.9.9.13 Holding Valves on Extension Cylinder. The holding valves shall be inspected for external hydraulic fluid leakage.

22.9.9.14 Pneumatic and Electrical Lines. All pneumatic and electrical lines in the booms shall be inspected for proper mounting, wear, cracking, kinks, and abrasions.

22.9.10 Diagnostic Check from Lower Controls.

22.9.10.1 With engine speed set to allow maximum speed as permitted by the manufacturer, the elevating platform shall be operated in all positions, as allowed by the manufacturer, using the lower or ground controls.

22.9.10.2 The operation of the elevating platform shall include, but not be limited to, moving the platform from ground to maximum elevation, as well as rotating the platform 30 degrees and returning to the starting point in the opposite direction while the aerial device is at its maximum horizontal extension.

22.9.10.3 All safety devices shall operate properly.

22.9.10.4 All controls shall operate smoothly, return to the neutral position when released, and not bind during operation.

22.9.10.5 Rollers, slides, and sheave wheels on telescoping elevating platforms shall be checked for proper alignment, function, and free operation.

22.9.11 Diagnostic Check from Platform Controls.

22.9.11.1 With engine speed set to allow maximum speed as permitted by the manufacturer, the elevating platform shall be operated from the platform control station through all positions, as allowed by the manufacturer, with only the operator on the platform.

22.9.11.2 The operation of the elevating platform shall include, but not be limited to, moving the platform from ground to maximum elevation, as well as rotating the platform a minimum of 30 degrees and returning to the starting point in the opposite direction while the aerial device is at its maximum horizontal extension.

22.9.11.3 All safety devices shall operate properly.

22.9.11.4 The platform deactivation control, from the ground or lower controls, shall be demonstrated to operate properly.

22.9.11.5 The platform shall level properly as the booms are moved through all allowable positions.

22.9.11.6 The mechanical override on a hydraulically leveled platform shall operate properly during emergency lowering of the boom without hydraulic power.

22.9.12 Load Test.

22.9.12.1 The aerial apparatus shall be positioned on a hard, level surface with room for unrestricted boom movements.

22.9.12.2 The stabilizers shall be deployed in accordance with the manufacturer's instructions.

22.9.12.3 A watch shall be maintained during all load tests for any signs of instability, the development of conditions that could cause damage or permanent deformation, or twist that exceeds the elevating platform manufacturer's allowance, and the test shall be discontinued immediately if such conditions develop.

22.9.12.4 The platform shall be placed near the ground and loaded to the elevating platform's rated capacity minus the weight of equipment added to the platform after delivery.

22.9.12.5 The platform load shall be secured properly.

22.9.12.6 The unit shall be operated from the lower controls through all allowable phases of operation. The manufacturer's operational limits shall not be exceeded.

22.9.12.7 Boom movements shall exhibit no abnormal noise, vibration, or deflection.

22.9.12.8 The platform shall level properly as the booms are moved through all allowable positions.

22.9.12.9 At the conclusion of the load test, weld joints at the stabilizer structure, stabilizers, frame, main frame, frame reinforcements, turntable, cylinder anchors, boom joints, leveling system, platform, and pivot pin bosses shall be inspected and shall show no signs of deterioration.

22.9.13 Operating Test.

22.9.13.1 After the load tests have been conducted, a complete test of the elevating platform's operation shall be conducted using the lower or ground controls.

22.9.13.2 The elevating platform shall be raised out of the bed, extended to its full height, and rotated through a 90-degree turn.

22.9.13.3* The procedure specified in 22.9.13.2 shall be completed smoothly and without undue vibration within the time permitted by the edition of NFPA 1901 in effect at the time of manufacture.

22.9.13.4 After the procedure specified in 22.9.13.2 is completed, the elevating platform shall be retracted, the turntable rotation shall be completed through 360 degrees, and the elevating platform shall be lowered to its bed.

22.9.13.5 During the test, the proper operation of all elevating platform controls shall be verified.

22.9.13.6 After the procedure specified in 22.9.13.1 through 22.9.13.5 is completed, a thorough inspection shall be made of all moving parts.

22.9.14 Water System Inspection and Test.

22.9.14.1 The waterway system shall be inspected as follows:

- (1) Inspect the system for proper operation of all components.
- (2) Inspect the system for rust, corrosion, blockage, or other defects.

22.9.14.2 The waterway-attaching brackets shall be inspected as follows:

- (1) Inspect the brackets for loose bolts, weld fractures, or other defects.
- (2) (+) Inspect all attaching welds.

22.9.14.3 Pressure Test. The water system shall be pressure tested.

22.9.14.3.1 If the elevating platform has a telescoping boom, the water system shall be tested following the procedures in 22.8.9.4.1 and 22.8.9.4.2.

22.9.14.3.2* If the elevating platform has an articulating boom, the water system shall be tested in accordance with 22.9.14.3.2.1 through 22.9.14.3.2.6.

22.9.14.3.2.1 The boom shall be positioned in the road-travel position.

22.9.14.3.2.2 If no valve is located at the discharge end of the water system, a valve shall be attached for the purpose of the test.

22.9.14.3.2.3 The water system shall be filled with water, all air shall be removed from the system, and the valve at the discharge end shall be closed.

CAUTION: Failure to remove all air from the water system could result in injury if there is a component failure during the test.

22.9.14.3.2.4 The pressure on the system shall be raised to the water system manufacturer's maximum rated working pressure and shall be maintained while the elevating platform is raised to its rated vertical height and rotated 360 degrees.

22.9.14.3.2.5 The water system, including the turntable swivel, shall be checked for leaks.

22.9.14.3.2.6 Care shall be taken not to overheat the water pump.

22.9.14.3.3 If the elevating platform has both a telescoping boom and an articulating boom, it shall be tested in accordance with 22.9.14.3.1 and 22.9.14.3.2.

22.9.14.3.4* The water system shall operate properly and with an absence of leaks during the pressure test.

22.9.14.4 Flowmeters.

22.9.14.4.1 If the waterway system is equipped with a flowmeter(s), the flowmeter(s) shall be tested at the water system manufacturer's maximum rated water system flow.

22.9.14.4.2 Any meter that reads off by more than 10 percent shall be recalibrated, repaired, or replaced.

22.9.14.5 Water Pressure Gauges.

22.9.14.5.1 If the waterway system is equipped with a water pressure gauge(s), each water pressure gauge(s) shall be checked for accuracy at a minimum of three points at 50 psi (345 kPa) intervals without exceeding the maximum rated working pressure of the waterway system.

22.9.14.5.2 Any gauge that reads off by more than 10 psi (70 kPa) shall be recalibrated, repaired, or replaced.

22.9.14.6 Relief Valve.

22.9.14.6.1 If the waterway system is equipped with a relief valve, the relief valve shall be checked to verify that it is operational at the waterway manufacturer's recommended pressure setting.

22.9.14.6.2* Any relief valve that fails to operate within 10 psi (70 kPa) of the manufacturer's required setting shall be repaired, recalibrated, or replaced.

22.9.14.7 Water Curtain System.

22.9.14.7.1 The water curtain system control shall be identified for function and direction.

22.9.14.7.2 The water curtain system shall be inspected for function and operation with a minimum of 100 psi (690 kPa) water pressure to produce a fog pattern.

22.9.14.7.3 Any device within the system that is found inoperable shall be repaired or replaced.

22.9.15 Signs. All signs shall be inspected to verify they are in place and legible.

22.9.16* Hydraulic Fluid. After the operating tests have been performed, a sample of the hydraulic fluid shall be removed from the hydraulic reservoir and subjected to spectrochemical analysis, particle count, viscosity check, and water content analysis.

22.9.17* Records. A comprehensive record shall be completed for all inspections and tests of the elevating platform and signed by the person responsible for the test.

22.9.17.1 When the torque verification of mounting bolts is performed as required by this standard, the bolt size, grade, and torque specifications shall be recorded.

22.9.17.2 When an NDT is conducted, the test record shall indicate the NDT method used in each inspected area.

22.9.17.3 Where this standard requires measurements to be taken — such as bearing clearance and backlash, cylinder drift, relief pressure, ladder section twist, hardness readings, base rail thickness, extension brake drift, and winch drift — these measurements shall be recorded in the test record so that a year-to-year comparison can be made.

22.10 Inspecting and Testing Water Towers.

22.10.1 General.

22.10.1.1 In addition to the manufacturer's recommendations for annual inspections and tests, the inspections and tests detailed in 22.10.2 through 22.10.13 shall be performed.

22.10.1.2 An inspection preceded by a plus sign (+) indicates that an appropriate NDT shall be conducted as required by 22.1.2.

22.10.2 Service Records. The water tower's service records shall be checked for any reports that indicate defective conditions.

22.10.3 Hydraulic Components. Hydraulic components shall show no signs of hydraulic fluid leakage.

22.10.3.1 A component shall be considered to be leaking if hydraulic fluid (oil) droplets are forming on the component.

22.10.3.2 A film of hydraulic fluid on the component shall not be considered severe enough to categorize the component as leaking.

22.10.4 Turntable and Torque Box Inspection and Test. The turntable and torque box components, where applicable, shall be inspected on all water tower apparatus in accordance with 22.8.4.1, 22.8.4.2, and 22.8.4.4 through 22.8.4.29.

22.10.5 Stabilizer Inspection and Test. The stabilizer components, where applicable, shall be inspected on all water tower apparatus in accordance with 22.8.5.1 through 22.8.5.14.

22.10.6 Aerial Ladder Inspection and Test. For a water tower apparatus that is equipped with an aerial ladder, the aerial ladder shall be inspected and tested in accordance with 22.8.6 and 22.8.7.

22.10.7 Articulating Boom—Lower Boom Inspection and Test.

For a water tower apparatus that is equipped with an articulating boom, the lower boom shall be inspected and tested in accordance with 22.9.7.1 through 22.9.7.6 and 22.9.7.8 through 22.9.7.14, as applicable.

22.10.8 Articulating Boom—Upper Boom Inspection and Test.

For a water tower apparatus that is equipped with an articulating boom, the upper boom shall be inspected and tested in accordance with 22.9.8.1 and 22.9.8.3 through 22.9.8.15, as applicable.

22.10.9 Telescoping Boom Inspection and Test. For a water tower apparatus that is equipped with a telescoping boom, the boom shall be inspected and tested in accordance with 22.9.7.10 through 22.9.7.14, 22.9.9.1 through 22.9.9.7, and 22.9.9.9 through 22.9.9.14, as applicable.

22.10.10 Operating Test.

22.10.10.1 After starting the engine, setting the stabilizers, and transmitting power to the water tower, the water tower shall be fully elevated out of the bed, rotated 90 degrees, and fully extended.

22.10.10.2* The procedure specified in 22.10.10.1 shall be completed smoothly and without undue vibration within the time permitted by the edition of NFPA 1901 in effect at the time of manufacture.

22.10.10.3 After completing the procedure specified in 22.10.10.1, the water tower shall be retracted, the turntable rotation shall be completed through 360 degrees, and then the water tower shall be lowered to its bed, after which a thorough inspection shall be made of all moving parts.

22.10.10.4 The test shall demonstrate successful operation of all water tower controls.

22.10.11 Water System Inspection and Test.

22.10.11.1 The waterway system shall be inspected as follows:

- (1) Inspect the system for proper operation of all components.
- (2) Inspect the system for rust, corrosion, blockage, or other defects.

22.10.11.2 The waterway-attaching brackets shall be inspected as follows:

- (1) Inspect the brackets for loose bolts, weld fractures, or other defects.
- (2) (+) Inspect all attaching welds.

22.10.11.3 The water system shall be pressure tested.

22.10.11.3.1 If the water tower has a telescoping boom, the water system shall be tested following the procedures in 22.8.9.4.1 and 22.8.9.4.2.

22.10.11.3.2 If the water tower has an articulating boom, the water system shall be tested following the procedure in 22.9.14.3.2.

22.10.11.3.3 If the water tower has both a telescoping boom and an articulating boom, it shall be tested in accordance with 22.10.11.3.1 and 22.10.11.3.2.

22.10.11.3.4* The water system shall operate properly and with an absence of leaks during the pressure test.

22.10.11.4 Flowmeters.

22.10.11.4.1 If the waterway system is equipped with a flowmeter(s), the flowmeter(s) shall be tested at the water system manufacturer's maximum rated water system flow.

22.10.11.4.2 Any meter that reads off by more than 10 percent shall be recalibrated, repaired, or replaced.

22.10.11.5 Water Pressure Gauges.

22.10.11.5.1 If the waterway system is equipped with a water pressure gauge(s), each water pressure gauge(s) shall be checked for accuracy at a minimum of three points at 50 psi (345 kPa) intervals without exceeding the maximum rated working pressure of the waterway system.

22.10.11.5.2 Any gauge that reads off by more than 10 psi (70 kPa) shall be recalibrated, repaired, or replaced.

22.10.11.6 Relief Valve.

22.10.11.6.1 If the waterway system is equipped with a relief valve, the relief valve shall be checked to verify that it is operational at the waterway manufacturer's recommended pressure setting.

22.10.11.6.2 Any relief valve that fails to operate within 10 psi (70 kPa) of the manufacturer's required setting shall be repaired, recalibrated, or replaced.

22.10.12 Signs. All signs shall be inspected to verify that they are in place and legible.

22.10.13* Hydraulic Fluid. After the operating tests have been performed, a sample of the hydraulic fluid shall be removed from the hydraulic reservoir and subjected to spectrochemical analysis, particle count, viscosity check, and water content analysis.

22.10.14* Records. A comprehensive record shall be completed for all inspections and tests of the water tower and signed by the person responsible for the test.

22.10.14.1 When the torque verification of mounting bolts is performed as required by this standard, the bolt size, grade, and torque specifications shall be recorded.

22.10.14.2 When an NDT is conducted, the test record shall indicate the NDT method used in each inspected area.

22.10.14.3 Where this standard requires measurements to be taken — such as bearing clearance and backlash, cylinder drift, relief pressure, ladder section twist, hardness readings, base rail thickness, extension brake drift, and winch drift — these measurements shall be recorded in the test record so that a year-to-year comparison can be made.

Chapter 23 Performance Testing of Foam Proportioning Systems

23.1 General. If the apparatus is equipped with a foam proportioning system, a test shall be performed to determine if the foam proportioning system is capable of delivering foam solution at a concentrate setting established for the agent(s) used.

23.1.1 At a minimum, the foam proportioning system shall be tested annually.

23.1.2 Prior to the foam proportioner system test, all foam system components shall be inspected in accordance with Chapter 12.

23.2 Performance Level. The foam proportioner system shall be operated at the proportioning ratio specified by the AHJ and at the water flow and pressure for the agent(s) employed.

23.2.1 The system output shall be measured to determine calibration accuracy.

23.2.2 The system shall be operated at the same proportioning ratio, water flow, and pressure each time the system is tested.

23.3* Testing Methods. One of the following four methods for testing a foam proportioning system for calibration accuracy shall be used:

- (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

23.4 Multiple Concentrate Systems. If the apparatus is equipped with multiple foam concentrates, the system shall be tested with each concentrate being carried.

23.5 Accuracy Level. Foam proportioner system accuracy shall meet the minimum requirements in effect at the time the proportioner system was installed.

Chapter 24 Performance Testing of Compressed Air Foam Systems (CAFS)

24.1 General. If the apparatus is equipped with a compressed air foam system (CAFS), a test shall be performed to determine if the compressed air system is capable of delivering the manufacturer's maximum recommended airflow at rated pressures.

24.2 Frequency. At a minimum, the compressed air system for CAFS shall be tested annually.

24.3 Inspection. Prior to testing the compressed air system for CAFS, all system components shall be inspected in accordance with Chapter 13.

24.4 Test Method.

24.4.1 All tests shall be conducted using either a calibrated airflow meter in conjunction with a standard cubic feet per minute (SCFM) flow chart, or a fixed orifice flowmeter in conjunction with various size of orifices to test the flow volume in SCFM (*see Table 24.4.1 for volume in SCFM for different orifice sizes and psi loss*).

24.4.2 Test procedures shall be as follows:

- (1) Run the compressed air system at the CAFS manufacturer's recommended maximum airflow at 125 psi (862 kPa) for 20 minutes.
- (2) Record the airflow, air pressure, and compressor temperature at start up and in 5 minute increments.
- (3) Record the maximum air pressure developed by the compressed air system.

Table 24.4.1 Volume of Air in Standard Cubic Feet per Minute (SCFM)

Pressure Loss Across Orifice (psi)	Orifice Diameter (in.)										
	1/64	1/32	1/16	1/8	1/4	3/8	1/2	5/8	3/4	7/8	1
5	0.062	0.249	0.993	3.97	15.9	35.7	63.5	99.3	143	195	254
7	0.073	0.293	1.17	4.68	18.7	42.2	75.0	117	168	260	300
9	0.083	0.331	1.32	5.30	21.2	47.7	84.7	132	191	260	339
12	0.095	0.379	1.52	6.07	24.3	54.6	97.0	152	218	297	388
15	0.105	0.420	1.68	6.72	26.9	60.5	108	168	242	329	430
20	0.123	0.491	1.96	7.86	31.4	70.7	126	196	283	385	503
25	0.140	0.562	2.25	8.98	35.9	80.9	144	225	323	440	575
30	0.158	0.633	2.53	10.1	40.5	91.1	162	253	365	496	648
35	0.176	0.703	2.81	11.3	45.0	101	180	281	405	551	720
40	0.194	0.774	3.10	12.4	49.6	112	198	310	446	607	793
45	0.211	0.845	3.38	13.5	54.1	122	216	338	487	662	865
50	0.229	0.916	3.66	14.7	58.6	132	235	366	528	718	938
60	0.264	1.06	4.23	16.9	67.6	152	271	423	609	828	1082
70	0.300	1.20	4.79	19.2	76.7	173	307	479	690	939	1227
80	0.335	1.34	5.36	21.4	85.7	193	343	536	771	1050	1371
90	0.370	1.48	5.92	23.7	94.8	213	379	592	853	1161	1516
100	0.406	1.62	6.49	26.0	104	234	415	649	934	1272	1661
110	0.441	1.76	7.05	28.2	113	254	452	705	1016	1383	1806
120	0.476	1.91	7.62	30.5	122	274	488	762	1097	1494	1951
130	0.494	1.98	7.90	31.6	126	284	503	790	1138	1549	2023

Notes:

(1) SCFM = 0.028 standard cubic meters per minute (SCMM); 1 psi = 6.895 kPa; 1 in. = 25.40 mm.

(2) Values calculated based on dry air at atmospheric pressure of 14.7 psi (101.4 kPa), 70°F (21°C).

- (4) Connect one 100 ft (30 m), 1½ in. (38 mm) or smaller hoseline to a CAFS discharge and stretch it out on level ground.
- (5) Secure the nozzle end of the hoseline to a stationary object with rope, with straps, or in some other manner such that when the nozzle is opened as specified in 24.4.2(10) the operator is protected from nozzle movement.
- (6) Engage the water pump and establish a 125 psi (862 kPa) pump pressure, but do not charge the hose-line with water.
- (7) Maintain the water temperature in the pump by circulating pump water through the water tank.
- (8) Ensure that air pressure and water pressure are within ±10 percent.
- (9) Fill the hoseline with compressed air.
- (10) Slowly (no faster than in 3 seconds, and no slower than in 10 seconds) open the nozzle until it is no more than one-quarter open.
- (11) Check to ensure that the air pressure and water pressure are within ±10 percent of the original set point.
- (12) Close the nozzle.
- (13) Continue to operate the air and water system for 5 minutes.
- (14) Check to see that the water pressure and air pressure remain within ±10 percent of the original set point.

24.4.3 If the CAFS does not maintain the water pressure and air pressure within ±10 percent of the original set point, or if the air compressor temperature exceeds the manufacturer's limit during the test, the test shall be stopped and the test shall be considered a failure.

Chapter 25 Performance Testing of Line Voltage Electrical Systems

25.1 General. If the fire emergency vehicle is equipped with a line voltage electrical system, the system and components shall be tested as required by this chapter.

25.2* Frequency. Performance tests shall be conducted at least annually, unless otherwise noted, and whenever major repairs or modifications to the line voltage electrical system or any component of the system have been made.

25.3 Power Source Testing.

25.3.1 The line voltage power source shall be tested annually except when the full load test in Section 25.7 is performed.

25.3.2 The power source shall be tested at between 50 percent and 100 percent of the limit specified in 25.3.3.

25.3.2.1 The test shall be performed using the electrical loads typically carried on the emergency vehicle, with additional loads if necessary.

25.3.2.2 The test shall be performed using a load bank.

25.3.3 The total electrical load applied shall not exceed the continuous rating as specified on the power source specification label, or the power source nameplate rating if there is no power source specification label.

25.3.4 The power source shall be run for a minimum of 10 minutes under the test load specified in 25.3.2.

25.3.5 The voltage, frequency, and load shall be measured and recorded at the following times:

- (1) At the beginning of the test under no load conditions
- (2) After the test load has been applied
- (3) After 10 minutes under test load
- (4) At the end of the test when the test load has been removed

25.3.5.1 If the power source has a minimum turn-on load threshold, the conditions specified in 25.3.5(1) and 25.3.5(4) shall include sufficient load to exceed the minimum turn-on load threshold.

25.3.6 The voltage shall be within ±10 percent of the rated voltage at all points throughout the test.

25.3.7 The frequency shall be within ±3 Hz of the rated frequency at all points throughout the test.

25.4 Receptacle Wiring.

25.4.1* The polarity of the wiring, the ground continuity, and the neutral bonding or isolation of all 120-volt outlets shall be tested, including receptacles on the body, cord reels, and aerial device.

25.4.1.1* If the neutral conductor is bonded to the vehicle frame, the testing shall be done with a tester that verifies that the hot and neutral wires are connected to the correct receptacle pins and that the ground is connected.

25.4.1.2* If the neutral is not bonded to the vehicle frame, the testing shall be done with the power off using a continuity tester or ohmmeter to verify that both of the current-carrying conductors are isolated from the vehicle body and frame, and that the protective ground is connected to the vehicle body and frame.

25.4.2* Any receptacle that can be powered both from an on-board power source and from a shore line shall be tested both ways.

25.4.3 Duplex receptacles shall be tested in each receptacle.

25.5* GFCI Testing. If the wiring system or any appliances on the emergency vehicle incorporate ground fault circuit interrupters (GFCIs), they shall be operationally checked in accordance with this section.

25.5.1 All GFCIs shall be checked, whether they are integrated into receptacles or circuit breakers or they are separate devices.

25.5.2 The operational check shall verify the following:

- (1) That the integrated test button trips the GFCI
- (2) That the reset button restores the GFCI
- (3)* That the GFCI trips when a ground fault is simulated with an external tester

25.6* Line Voltage Equipment Testing.

25.6.1* All line voltage equipment on the emergency vehicle shall be run for a minimum of 10 minutes.

25.6.2 The testing shall include, but not be limited to, the following components:

- (1) Light towers
- (2) Permanently wired lights
- (3) Electric motors
- (4) Fixed wired appliances

- (5) Receptacles (each individual receptacle if in multiples), fixed cords, and cord reels each loaded to at least 50 percent of the rating of the circuit breaker for that circuit

25.6.3* All equipment shall operate properly without arcing, failure, or excessive heating.

25.7 Full Load Test of Power Source.

25.7.1 The full load test of the power source shall be performed at least every 5 years.

25.7.2* The test load shall be at least 95 percent of the power source specification label rating, if present, or otherwise shall be at least 80 percent of the nameplate rating label.

25.7.3 If the emergency vehicle is equipped with a fire pump, during the power source test, the fire pump shall be running at the pressures and flows specified in 21.7.7.

25.7.4 Test Procedure.

25.7.4.1 The power source shall be started with no load, and the voltage and frequency shall be measured and recorded.

25.7.4.1.1 If the power source has a minimum turn-on load threshold, sufficient load shall be applied to exceed the minimum turn-on threshold for this step.

25.7.4.2 The power source shall be loaded to 50 percent ± 10 percent of the load specified in 25.7.2, and the voltage and frequency shall be measured and recorded.

25.7.4.3 The power source shall be loaded to the load specified in 25.7.2, and the voltage and frequency shall be measured and recorded.

25.7.4.4 The power source shall be operated for 40 minutes, and the voltage and frequency shall be measured and recorded at the start of operation and every 10 minutes thereafter.

25.7.4.5 The power source shall be unloaded to 50 percent ± 10 percent of the load specified in 25.7.2, and the voltage and frequency shall be measured and recorded.

25.7.4.6 The power source shall be completely unloaded, and the voltage and frequency shall be measured and recorded.

25.7.4.6.1 If the power source has a minimum turn-on load threshold, sufficient load shall be applied to exceed the minimum turn-on load threshold for this step.

25.7.4.7 The voltage shall be within ± 10 percent of the rated voltage at all points throughout the test.

25.7.4.8 The frequency shall be within ± 3 Hz of the rated frequency at all points throughout the test.

Chapter 26 Performance Testing of Breathing Air Compressor Systems

26.1 General.

26.1.1 If the emergency vehicle is supplied with a breathing air compressor system, the compressor system shall be tested annually by the manufacturer or the manufacturer's authorized representative to verify that the system still meets the manufacturer's requirements for the system when it was new.

26.1.2 If the manufacturer of the breathing air compressor system is no longer in business and therefore is not available to test the system, the system shall be tested using accepted industry practices by a service company that has experience with high-pressure breathing air systems.

26.2 Air Quality.

26.2.1 The quality of air produced by the breathing air compressor system shall be tested in accordance with NFPA 1989 following completion of the annual test.

26.2.2 If the annual test of the breathing air compressor system is conducted at the same time that the system is serviced as required by 15.1.1, a single test of the air quality shall be permitted following both the servicing and testing.

26.3 Records. Records shall be maintained of all annual testing of the breathing air compressor system.

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.1.5 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.1.5(a), Table A.1.5(b), and Table A.1.5(c) provide conversion factors as an aid to the user. Table A.1.5(d) provides a list of the abbreviations used in this standard and their meaning.

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

Table A.1.5(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)	=	3.376 kilopascals (kPa)
1 inch (in.)	=	25.40 millimeters (mm)
1 foot (ft)	=	0.3048 meter (m)
1 cubic foot (ft ³)	=	0.02832 cubic meter (m ³)
1 square inch (in. ²)	=	645.2 square millimeters (mm ²)
1 mile per hour (mph)	=	1.609 kilometer per hour (km/hr)
1 pound (lb)	=	0.4536 kilogram (kg)

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 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.

Table A.1.5(b) Conversion Factors: SI Units to U.S. Units

S.I. Units	U.S. Units
1 liter per minute (L/min)	= 0.2642 gallon per minute (gpm)
1 liter per minute (L/min)	= 0.2200 imperial gallon per minute (igpm)
1 kilopascal (kPa)	= 0.1450 pound per square inch (psi)
1 kilopascal (kPa)	= 0.2962 inch of mercury (in. Hg) at 60°F (15.6°C)
1 millimeter (mm)	= 0.03937 inch (in.)
1 meter (m)	= 3.281 feet (ft)
1 cubic meter (m³)	= 35.31 cubic feet (ft³)
1 kilometer per hour (km/hr)	= 0.6214 mile per hour (mph)
1 kilogram (kg)	= 2.205 pounds (lb)
1 lux (lx)	= 0.09290 footcandle (fc)

Table A.1.5(c) 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)

Table A.1.5(d) Abbreviations Used in This Standard

Abbreviation	Term
ac	alternating current
AHJ	authority having jurisdiction
C	centigrade
CAFS	compressed air–foam system
CCA	cold cranking amperage
dc	direct current
F	Fahrenheit
ft	feet
gpm	gallons per minute
in.	inch
in. Hg	inches of mercury
kg	kilogram
km/hr	kilometers per hour
kPa	kilopascal
L	liter
L/min	liters per minute
lb	pound
m	meter
mm	millimeter
mph	miles per hour
psi	pounds per square inch
V	volts

A.3.3.14 Auxiliary Pump. An auxiliary pump can be a pump that is secondary to a fire pump to achieve pump and roll capability or to provide high-pressure hose reel operations. It could also be the only pump on a special service or wildland fire apparatus for which the desired performance is different than that of a fire pump, an industrial supply pump, or a transfer pump.

A.3.3.28 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.3.3.41 Electronic Battery Conductance Tester. A conductivity tester displays a battery’s cold cranking amps (CCA) value based on the amount of battery plate surface area available upon which electrochemical activity can occur.

A.3.3.47 Emergency Vehicle. Title 49, CFR 301 defines a motor vehicle, in part, as a vehicle driven or drawn by mechanical power and manufactured primarily for use on public streets, roads, and highways. Nothing in this standard prevents the AHJ from applying these requirements to any vehicle with a GVWR of less than 5001 lb (2268 kg).

A.3.3.66 Instability. The lifting of a tire or stabilizer on the opposite side of the vehicle from the load does not necessarily indicate a condition of instability. Instability occurs when an aerial device can no longer support a given load and overturning is imminent.

A.3.3.84 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.3.3.90 Optical Source. An optical source can consist of a single optical element or a fixed array of any number of optical elements where their geometric positioning relative to each other is fixed by the manufacturer of the optical source and cannot be easily modified. [1901, 2016]

A.3.3.105 Rated Vertical Height. For an aerial ladder, rated vertical height is measured from the outermost rung of the outermost fly section, with the ladder at maximum elevation and extension. For an elevating platform, rated vertical height is measured from the top of the platform handrails with the platform raised to its position of maximum elevation and extension, and for a water tower, rated vertical height is measured from the discharge end of the nozzle with the boom raised to its position of maximum elevation and extension.

A.3.3.134 Vacuum. Typically, vacuum is expressed in inches of mercury (in. Hg) [kilopascals (kPa)].

A.4.1 The intent is to include reserve emergency vehicle that are fully equipped as well as reserve emergency vehicle that might need to be equipped with hose, tools, and equipment before being ready to respond.

A.4.3.1.1 Additional qualifications can be identified by schooling, training, experience, and recognized certification programs, such as those administered by Automotive Service Excellence (ASE), Emergency Vehicle Technician Certification Commission, Inc., or other equivalent certifying agencies.

A.4.3.2 Persons performing daily/weekly inspections and operational checks of emergency vehicles should be qualified to be drivers/operators for the type of vehicle being checked.

A.4.4.1 Emergency vehicles are complex machines that involve all kinds of mechanical, electrical, and chemical hazards. Failure to consult the appropriate manuals might result in serious injury to the person performing the inspection or maintenance or to other persons in the area.

A.4.4.3 One area in which there are regulations in the United States is the area of tire and wheel service, which is covered under the Occupational Safety and Health Administration (OSHA) regulations specified in 29 CFR 1910.177.

A.4.5.2 If the emergency vehicle manufacturer is no longer in business, or the servicing and maintenance criteria or recommendations are no longer available from the manufacturer, the fire department should establish the criteria that are necessary to inspect and maintain the specific emergency vehicle. These criteria can be established by discussing inspection and maintenance procedures for similar types or styles of emergency vehicles or components with persons experienced with such maintenance and by reviewing the industry standards that were in effect at the time the emergency vehicle or component was built. The criteria should be developed in writing.

The *Passenger Vehicles & Light Trucks Vehicle Inspection Handbook* and the *Trucks, Buses, & Trailers Vehicle Inspection Handbook*, prepared by the American Association of Motor Vehicle Administrators, provide a valuable resource in developing an inspection program.

A.4.5.3 The frequency of use (for example, hours, miles, and time) of emergency vehicles (duty cycle) might require that diagnostic checking, inspection, and maintenance be completed on a monthly, quarterly, or semiannual basis.

A.4.5.5 During an inspection, the technician should conduct a diagnostic check of the entire emergency vehicle to detect abnormal vibrations that could indicate a component defect or possible failure.

A.4.7 The AHJ should identify the state, provincial, and local regulations that pertain to record retention and follow them as a minimum.

A.5.1 Unsafe emergency vehicles pose severe safety risks to emergency responders and the general public. These risks result in death, severe injury, and property loss. These risks are particularly prevalent in older emergency vehicles. See Annex D for safety criteria on older emergency vehicles.

A.6.1.6 When a component on the emergency vehicle is taken out of service, a determination needs to be made as to whether the emergency vehicle is suitable for continued use. If any component that affects the operation of the chassis, the other components used during response, or the operational safety of the emergency vehicle is taken out of service, the entire emergency vehicle should be taken out of service.

A.6.2.3 Deficiencies or problems might or might not make the emergency vehicle unsafe but will render it unusable for some operations. The AHJ should provide a list of limitations to be imposed or a list of enforced conditions under which the emergency vehicle *cannot* continue to be used, pending repair of the deficiency. That list should include, but is not limited to, the following:

- (1) Compartment doors will not stay closed.
- (2) Running boards are not secure.
- (3) Tailboard is not secure.
- (4) Accessory step (folding step) is broken or missing.

Although this standard identifies that cracked or broken windshields and mirrors should be consideration for taking the emergency vehicle out of service, consideration should also be given to state, provincial, or local regulations. The AHJ should identify and follow the pertinent state, provincial, and local regulations.

A.6.3.1(4) Tread depth should be checked with a tread depth gauge. When inserted into the tire tread, the amount of tread left is indicated in $\frac{1}{32}$ in. (0.8 mm).

A.6.4.1 Loss of power can be the result of numerous items related to the engine, fuel system, and air intake system. Loss of power can be associated with loud or unusual noises. Loud or unusual noises can be the result of worn, damaged, or defective internal engine components, such as main and connecting rod bearings, connecting rods, piston pins, pistons, valve trains, and fuel systems. Loss of power can be the result of something as simple as clogged fuel or air filters. Inspection of the air intake restriction gauge will allow determination of the condition of the air intake system.

Many vehicles, especially those with water-fuel separators, have both audible and visual indicators to show failure of fuel system filters or the presence of excessive water. Another indicator of factors resulting in loss of power is engine exhaust smoke. As a rule, white smoke indicates a cooling system leak into the combustion area; blue smoke indicates excessive oil

consumption, normally engine oil but in some applications transmission fluid; and black smoke indicates excessive unburned fuel. In any case, any one of the aforementioned items can deter from proper and safe operation of the vehicle and should therefore be remedied as soon as possible.

See also A.8.4.5 and A.8.6.

A.6.7.1(4) Burned-out lamps and other deficiencies should be corrected immediately. While all systems have a degree of redundancy, they are not designed to operate with multiple deficiencies. When more than one optical source in the warning light system is inoperative and the emergency vehicle must be used, it should be driven as a nonemergency vehicle.

A.6.7.3(1) When the audible warning system is inoperative and the emergency vehicle must be used, it should be driven as a nonemergency vehicle.

A.6.8.1.1 Paragraph 6.8.1.1(1) refers to the leak-down rate of the supply side of the air system. Paragraph 6.8.1.1(2) refers to the leak-down rate of the applied side of the air system. Paragraph 6.8.1.1(8) refers to the air compressor's ability to supply ample air for correct and safe operation of the vehicle.

Although this standard identifies out-of-service criteria for air brake systems, consideration should also be given to state or local regulations. The authority having jurisdiction should identify and follow the pertinent state and local regulations to ensure the vehicle is safe to operate.

Lining thickness of less than $\frac{3}{16}$ in. (4.8 mm) for a brake shoe with a continuous strip of lining, $\frac{1}{4}$ in. (6.4 mm) to the wear indicator for a shoe with two pads for drum brakes, or less than $\frac{1}{8}$ in. (3.2 mm) of lining for disc pads should be considered worn out, and the lining should be replaced.

A.6.8.2.1 Although this standard identifies out-of-service criteria for hydraulic brake systems, consideration should also be given to state or local regulations. The AHJ should identify and follow the pertinent state and local regulations to ensure the vehicle is safe to operate.

Lining thickness of less than $\frac{1}{16}$ in. (1.6 mm) for a brake shoe or disk should be considered worn out and should be replaced.

A.6.9.1(6) Beginning with the 1991 edition of NFPA 1901, fire apparatus equipped with electronic or electric engine throttle controls are required to include an interlock system to prevent engine speed advancement, unless the chassis transmission is in neutral with the parking brake engaged; or unless the parking brake is engaged, the fire pump is engaged, and the chassis transmission is in pumping gear; or unless the apparatus is in the "okay to pump" mode.

A.6.11.1(7) Tread depth should be checked with a tread depth gauge. When inserted into the tire tread, the amount of tread left is indicated in $\frac{1}{32}$ in. (0.8 mm) increments.

A.7.1 The importance of the daily / weekly checks cannot be stressed enough. For a preventive maintenance plan to succeed the daily/weekly visual and operational checks must be done correctly. Properly done daily/weekly checks quickly locate problems that can be corrected before they become worse. The AHJ should work with the maintenance department to develop a plan to complete the daily/weekly checks within the allotted time, complete the checks thoroughly, and document the results properly. The driver/ operators assigned to perform the

daily/weekly checks should be trained with the help of the maintenance department and technicians regarding the expected outcome of each item on the check sheet. Other groups, such as state mechanics associations, apparatus manufacturers, and independent trainers offer some training for driver operators. NFPA 1002 has requirements for what a driver operator should know to perform the daily/weekly checks.

A.8.3.3 It is important that the cold tire inflation be maintained to the emergency vehicle manufacturer's recommended tire pressure, which is based on the weight of the completed vehicle, and not to the maximum pressure shown on the sidewall of the tire. If the information from the emergency vehicle manufacturer is not available for the tires on the vehicle, each axle should be weighed with the vehicle fully loaded and the tires inflated to the tire manufacturer's inflation specification for the tire model, size, and axle load.

A.8.3.4 Some apparatus may use tires based on an intermittent duty (fire service) load rating. This information is available from the tire manufacturer or the apparatus manufacturer. Fire service ratings are based on the assumption that the truck will never drive with this load for more than 50 miles (80 km) (1 hour for some manufacturers) without stopping to cool the tires. The AHJ must understand this limitation.

A.8.3.6 Tire age can be determined by checking the DOT code on the sidewall of each tire. The code begins with "DOT" and ends with a 3-digit (through 1999) or 4-digit (2000 and beyond) date code. The first 2 digits of the date code are the week of the year the tire was manufactured, and the last 1 or 2 digits indicate the year. For example, "DOT GJ HU234 319" was manufactured in week 31 of 1999. "DOT BT FR87 2501" was manufactured in week 25 of 2001. The code may be on the inside or outside sidewall.

A.8.3.7 Wheel-attaching hardware should be torqued to the manufacturer's recommendation at the time of wheel installation. The wheel- or rim-attaching hardware should be retorqued at 50 mi to 100 mi (80 km to 160 km) after installation and periodically thereafter. Wheel covers or nut covers might have to be removed for proper inspection.

A.8.4.5 To ensure efficient engine performance and extended valve and injector service life, a scheduled valve lash and injector height measurement and adjustment schedule should be maintained. Certain engines might also require nozzle and pump calibration, timing, replacement of spark plugs, ignition system tests, or other adjustments.

It is imperative that all engine components and accessories that can affect engine performance be inspected, adjusted, and maintained. Visual inspections along with air restriction tests performed on a regularly scheduled basis will ensure proper operation of components. Examples of engine performance concerns are abnormal black, blue, or white exhaust smoke and abnormal engine noises.

Other pertinent tests might be required for the engine to perform at maximum efficiency on an emergency scene. All recommended tests and adjustments should be performed to ensure proper operation.

Failure to perform factory-recommended engine adjustments or inspections that are required initially and at regular intervals thereafter, or failure to make necessary adjustments or part replacements (for example, spark plugs on gas engines),

might result in gradual degradation of engine performance and reduced fuel combustion efficiency.

Increasing the engine performance through any means, such as reprogramming, might cause the engine to produce more power, torque, or both than other components on the chassis are rated to handle. This situation can have serious safety implications.

A.8.6 Fuel systems are essential components of the engine. To ensure that the engine is capable of proper performance and operation, the fuel system should be inspected and tested to the manufacturer's specifications. Quality fuel must be utilized. The fuel filters (primary and secondary, if equipped) should be replaced or serviced on a regular basis, normally at 6-month intervals or at every oil change is recommended. Fuel pressure should be tested utilizing factory-recommended procedures. Fuel spill-back (return) should also be included in fuel system checks. Some manufacturers recommend that a fuel system test be performed to test the suction capabilities of the fuel pump and suction side of the fuel system.

A.8.6.5 All linkage should be inspected for freedom of movement, adjustment, full throttle position, idle position, and smooth operation.

A.8.12.1 Severe duty (conditions) scheduling applies to brake system maintenance due to the normal hard braking encountered with the emergency vehicle.

A brake maintenance schedule for each emergency vehicle should be set after the brakes have been inspected several times. This schedule should include both minor inspections and major inspections as follows:

- (1) For minor inspections, the brakes, brake linings or pads, and slack adjusters should be inspected for freedom of movement, security of mounting, and deformation and should be tested for proper operation.
- (2) The slack adjuster should be lubricated according to a schedule that provides the most frequent inspection and lubrication based on one of the following:
 - (a) Schedule for chassis lubrication used by the department
 - (b) Schedule for chassis lubrication recommended by the manufacturer of the chassis
 - (c) At least four times during the life of the linings
- (3) Major inspections should be performed whenever the brakes are relined, or at least once a year, whichever comes first, and should include the following:
 - (a) All procedures, inspections, and measurements recommended by the manufacturer for relining the brakes
 - (b) Lubrication of the slack adjuster and caliper, if equipped
 - (c) Adjustment of the brakes as described in the manufacturer's literature

A.8.14.6 For the safety of personnel riding in the driving or crew area, the equipment specified in 8.14.6 should be mounted in accordance with the requirements of NFPA 1901.

A.8.14.7.1 If the cab has a powered tilting system that does not have an interlock system, consideration should be given to providing an interlock to allow operation only when the parking brake is engaged.

A.8.15.4 If the emergency vehicle does not have the reflective striping, consideration should be given to adding the striping in accordance with applicable sections of the current editions of NFPA 1901, NFPA 1906, NFPA 1917, or other applicable documents.

A.8.15.5 If the emergency vehicle does not have the warning labels, consideration should be given to adding the warning labels in accordance with applicable sections of the current editions of NFPA 1901, NFPA 1906, NFPA 1917, or other applicable documents.

A.9.5.2 Alternators are required to be performance tested at least annually and after certain repairs (*see Section 20.5*). The purpose of the diagnostic check specified in Chapter 9 is not to duplicate the tests required in the annual performance test but to ensure the component is working properly. If the alternator is working, the voltage should increase after starting the engine, and the ammeter (if equipped) should read positive.

A.10.2.1 Fire pumps and industrial supply pumps are required to be performance tested at least annually and after certain repairs (*see Chapter 21*). The purpose of the diagnostic check specified in Chapter 10 is not to duplicate the tests required in the annual performance test but to ensure that the component is working properly.

A.10.2.4.1 Components of the pump drive system could include, but are not limited to, the following:

- (1) Split-shaft power takeoff (PTO)
- (2) Pump transmission
- (3) Pump transfer case
- (4) PTO
- (5) Pump clutch
- (6) Pump drive shafts
- (7) Hydraulic drive systems
- (8) Auxiliary drive engine

A.10.2.4.2 Pump shift controls can include electrical, pneumatic, or mechanical components working individually or in combination to shift the pump drive system into and out of pump mode. Some pumps have manual backup shift controls. Pump shift indicators in-cab and on the operator's panel on split-shaft PTO pump drive systems typically require an electro-mechanical device, such as a switch mounted on the pump transmission, to sense pump shift status. The controls need to be inspected, diagnostically checked, and lubricated as part of a preventive maintenance program.

Beginning with the 1991 edition of NFPA 1901, fire apparatus equipped with electronic or electric engine throttle controls are required to include an interlock system to prevent engine speed advancement, unless the chassis transmission is in neutral with the parking brake engaged; or unless the parking brake is engaged, the fire pump is engaged, and the chassis transmission is in pumping gear; or unless the apparatus is in the "okay to pump" mode.

A.12.1 It is important for the operator, maintenance personnel, and fire apparatus technician to understand the types and properties of mechanical foam and its application to maintain a foam proportioner system. Specific information regarding foam concentrates, their corrosive characteristics, their biodegradability, and their application is available in NFPA 11. Information on foam concentrates for Class A fires is available in NFPA 1150. A thorough knowledge of foam and foam systems

will enhance the ability to maintain systems in peak operating conditions at all times.

There are many designs for foam proportioning systems. These systems include, but are not limited to, the following:

- (1) Eductor systems
- (2) Self-educting master stream nozzles
- (3) Intake-side foam proportioning systems
- (4) Around-the-pump foam proportioning systems
- (5) Balanced pressure foam proportioning systems
- (6) Direct injection foam proportioning systems

Annex A of NFPA 1901 describes these systems and variations thereof. A review of that material will assist with the understanding of foam proportioning systems.

A.12.3 Most foam system 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 wetted continuously with foam concentrate (that is, some positive displacement pumps are designed to be completely full of foam concentrate).

A.13.3.3.1 Special attention should be paid to the cleanliness and security of engine covers, cooling fins, and fans on air-cooled engines, as they are critical to the proper operation of the engine.

A.14.7.1.1 It is important to check the cleanliness and security of engine covers, cooling fins, and fans on air-cooled engines, as these factors are critical to the proper operation of the engine.

A.15.8 There are refill stations currently on emergency vehicles that were never designed to the current requirements of NFPA 1901 and whose design has never been certified by an independent third-party certification organization. These include open-top fragmentation tubes and closed systems that have never been tested to determine if they will contain all fragments of a failed cylinder so as to protect the operator. If a commercial refill station is on the emergency vehicle, it might be possible to confirm with the manufacturer whether the design of the unit meets current standards. Older refill stations should be considered for replacement with refill stations that meet the current NFPA 1901 standard.

A.15.9.1.1 Special attention should be paid to the cleanliness and security of engine covers, cooling fins, and fans on air-cooled engines, as they are critical to the proper operation of the engine.

A.16.2.8 It is important that the cold tire inflation be maintained to the fire apparatus manufacturer's recommended tire pressure, which is based on the weight of the completed apparatus, and not to the maximum pressure shown on the sidewall of the tire. If the information from the fire apparatus manufacturer is not available for the tires on the vehicle, each axle should be weighed with the vehicle fully loaded and the tires inflated to the tire manufacturer's inflation specification for the tire model, size, and axle load.

A.16.2.9 Tire age can be determined by checking the DOT code on the sidewall of each tire. The code begins with DOT and ends with a 3-digit (through 1999) or 4-digit (2000 and beyond) date code. The first two digits of the date code indicate the week of the year the tire was manufactured, and the last one or two digits indicate the year. For example, DOT GJ

HU234 319 was manufactured in week 31 of 1999. DOT BT FR87 2501 was manufactured in week 25 of 2001. The code may be on the inside or outside sidewall.

A.19.2.3 If the scales allow, the right side and the left side of the emergency vehicle should also be weighed. The side-to-side tire load variation should be no more than 7 percent of the total tire load for a given tire's axle.

A.19.2.4(3) In some chassis designs, the personnel weight is centered over the front axle and the entire personnel weight can be entered in the front axle column. If not, the weight allocation for each seating position can be calculated as follows:

$$\text{front weight} = \frac{200 \text{ lb (90 kg)} \times \left(\frac{\text{wheel base} - \text{distance aft of front axle to seat}}{\text{wheel base}} \right)}{\text{wheel base}} \quad [\text{A.19.2.4(3)a}]$$

If the seat is forward of the front axle, the distance is negative or the value should be added to the wheel base in the numerator formula (wheel base + seat distance forward of front axle).

The weight on the rear axle attributed to each seating position equals 200 lb (90 kg) minus the weight attributed to that seating position on the front axle.

$$\text{rear weight} = 200 \text{ lb (90 kg)} - \text{front weight} \quad [\text{A.19.2.4(3)b}]$$

If the seat is not between the front and rear axle, one of the weights will be negative.

Figure A.19.2.4(3) is an example that shows four potential seating areas along the length of an emergency vehicle with a 240 in. wheelbase. Each seating area could have more than one seating position (e.g., the driver's seat and officer's seat at the front of the vehicle).

Table A.19.2.4(3) shows the net effect of a seating position on the axle loadings at each of the four seating locations along the vehicle as shown in Figure A.19.2.4(3).

A.19.2.4(4) The reference to "additional equipment" is intended to account for equipment added to an emergency vehicle for specific calls. This equipment could include, but is not limited to, ice rescue sleds, water rescue crafts, wildland fire fighter supplies, hose bridges, and portable water tanks added to the vehicle for particular responses. The purpose of such additions is to honestly assess the fully loaded weight of an emergency vehicle responding to any emergency or any service offered by the department. For this reason, where the equipment added to the apparatus is as important as standard equipment, the added equipment's weight should be recorded on line D of Figure 19.2.4 to represent where the additional weight impacts the apparatus.

If the emergency vehicle is to be used for extended operations away from the community where it is normally housed, such that the emergency responders will be taking personal clothing and equipment with them, an additional allowance of 70 lb (32 kg) per seating position should be included.

Table A.19.2.4(3) Effect of Seat Location on Axle Loading

Seating Location on Figure	Distance from Front Axle (in.)	Wheelbase (in.)	Weight on Front Axle (lb)	Weight on Rear Axle (lb)	Total Value (lb)
A	-24	240	220*	-20*	200
B	48	240	160*	40*	200
C	150	240	75*	125*	200
D	300	240	-50*	250*	200

*Final weight entered on Figure 19.2.4 needs to reflect this weight times the number of seating positions at this location.

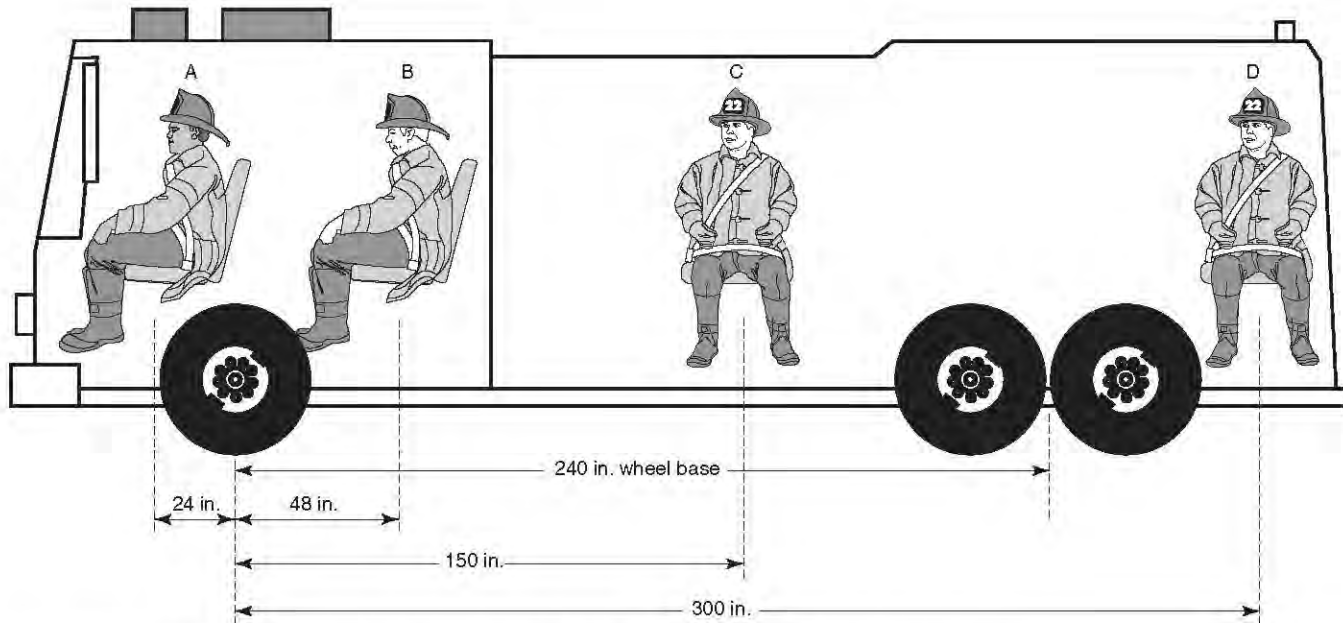


FIGURE A.19.2.4(3) Diagram of an Emergency Vehicle Showing Potential Seating Locations.

A.19.3.3 Figure A.19.3.3 shows the layout of the brake test area.

A.19.4.1 The parking brake should be tested to the chassis manufacturer's recommendations. NFPA 1901 has required a parking brake system to hold a fully loaded emergency vehicle on at least a 20 percent grade since 1991. If the emergency vehicle parking brake system was not designed to perform up to these or applicable federal standards, or if the AHJ operates the emergency vehicle beyond these standards, the AHJ should develop a standard operating guideline to supplement the emergency vehicle parking brake system.

A.19.4.2 If grades of over 20 percent are present in the normal response area of the emergency vehicle, the emergency vehicle parking brake system should be tested on the steeper grade. If the vehicle fails to hold, the AHJ should develop a standard operating guideline to supplement the emergency vehicle parking brake system.

A.20.2 "Major repairs" does not necessarily refer to the length of time that a repair takes but rather whether or not a repair potentially affects the operation or safety of any aspect of the low-voltage electrical system. This might include repairs unrelated to the low-voltage electrical system, such as body repairs, that might disturb wiring or other parts of the system. Testing

should be performed to verify that, after the repair, the system is operating properly and safely.

A.20.3.2.1 Conductivity testing is preferred to load testing because it does not stress the battery, it is a more accurate indication of the state of health of the battery, and it provides values that can be recorded and tracked for trend analysis.

A.20.4 This test verifies that the wiring to the starter is in good condition and the connections are tight and free of internal corrosion.

A.20.5 This test verifies the output of the alternator and the alternator wiring.

A.20.5.5 If any portion of this test fails, it might indicate a problem with the alternator, or the problem might be with some other component of the electrical system. If the test fails, a qualified technician should do further investigation to determine the exact problem.

A.20.5.5(7) If the system includes a battery isolator, the voltage drop is the sum of the drop between the alternator and the battery isolator and the drop between the battery isolator and the battery.

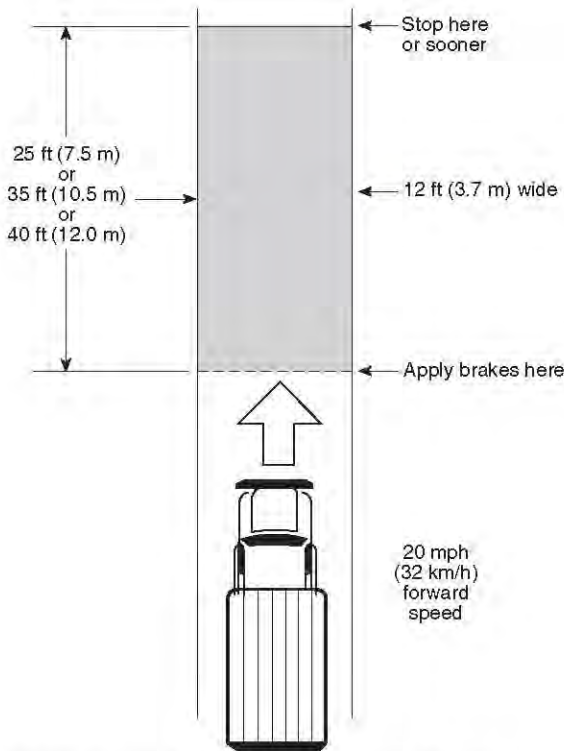


FIGURE A.19.3.3 Layout of a Brake Test Area.

A.20.6.6 If any portion of this test fails, it might indicate a problem with the regulator, or the problem might be with some other component of the electrical system. If the test fails, a qualified technician should do further investigation to determine the exact problem.

A.20.8 This test is designed to verify that the charging system, with the load management system, if supplied, is sufficient to supply the total connected load.

A.20.8.3(2) The total continuous electrical load includes all continuous electrical equipment on the apparatus, including heating and air-conditioning, warning and scene lights, marker and head lights, step and ground lights, compartment lights, and other low-voltage equipment. It excludes intermittent loads, such as starter, primer, reel rewind motors, sirens, and horns.

A.20.8.4 The alternator is supposed to be able to supply the total continuous electrical load, as adjusted by the load management system. If the electrical system is working properly and is capable of sustaining the electrical load, no current should be drawn from the batteries during this test. The voltage at the battery terminals should remain constant if the batteries are fully charged or go up if the batteries are not fully charged. The allowance for a drop of 0.05 V allows for normal voltage variation and instrument errors.

A.20.9.3 An excessive voltage drop across a power relay or solenoid indicates a problem with the component and, if not repaired, will often lead to a failure of the device by which it is controlled.

A.21.1 Some fire apparatus is equipped with an auxiliary pump or a transfer pump. Any water pump used in fire-fighting

operations not classified as a fire pump or industrial supply pump should be tested on an annual basis and the test results examined year-to-year for unexplained changes that could indicate developing problems with the pump or the engine driving the pump.

If there are no test results and no test procedure from previous testing of the pump, the procedure that follows is recommended on an annual basis.

Determine the pump shutoff pressure as follows:

- (1) Engage the pump and, while taking suction from the water tank, close the discharge valve and advance the engine speed until the discharge pressure ceases to increase, taking care not to run the pump in this condition for more than 1 minute.
- (2) Record the pump shutoff pressure.

Determine the discharge pressure and volume operating from the water tank on the apparatus as follows:

- (1) Open the discharge valve and advance the engine speed until the pump is operating at the highest discharge rate possible for the normal pump discharge pressure, recognizing that the maximum discharge rate might be governed by the capacity of the pump or might be governed by the size and arrangement of the piping between the water tank and the pump.
- (2) Measure the discharge rate using a flowmeter, a hoseline with a smoothbore nozzle of sufficient size, or another method.
- (3) Continue to discharge water for 10 minutes or until the pressure begins to drop, whichever comes first, measuring the discharge rate and discharge pressure at 5-minute intervals.
- (4) Average the discharge rates measured and the discharge pressure readings and record the results.

Determine the discharge pressure and volume operating from draft as follows:

- (1) If the pump has other than an exhaust gas primer, cap the pump intake and close any discharge valves or cap any discharge outlets, operate the priming pump to develop at least 17 in. Hg (57.4 kPa) vacuum, and record the vacuum at the beginning and end of 5 minutes.
- (2) Operate the pump at the maximum discharge rate that can be obtained at the normal pump discharge pressure when drafting using the suction hose carried on the fire apparatus for that pump at a lift of up to 10 ft (3 m).
- (3) Measure the discharge rate using a flowmeter, a hoseline with a smoothbore nozzle of sufficient size, or another method.
- (4) Continue to discharge water for 10 minutes, measuring the discharge rate and discharge pressure at 5-minute intervals.
- (5) Average the discharge rates measured and the discharge pressure readings and record the results.
- (6) Record the pump site conditions (suction hose size and length, lift, atmospheric pressure) and the pump test results, so the test can be repeated under similar conditions in future years.

A.21.2 “Major repairs” does not necessarily refer to the length of time that a repair takes but rather whether or not a repair affects a major component of the pump assembly so as to require assurance after the repair that the pump is still operating properly.

A.21.3.1 It is preferable to test apparatus at draft. It is important that a proper site be selected for the testing. Clean freshwater is desirable, but, where saltwater is drafted, the pump, piping, fittings, and pressure-regulating governors should be thoroughly flushed out after testing.

The apparatus should be parked as close as possible to the water’s edge. It is usually more convenient to have the pump control panel side face away from the water. The intake(s) with shortest distance to the pump impeller should be used. Front or rear intakes on midship pumps should be avoided, as the piping between the pump and inlet is usually more restrictive than the side intakes.

The size and number of the suction hose(s) to be used will depend on the altitude and the lift as well as the rated capacity of the pump to be tested. Chafing pads should be provided to prevent damage to the suction hose when the hose is in contact with sharp edges of docks, manholes, walls, and rocks.

A.21.3.2 Testing the pump at draft is preferable to testing from a hydrant. The true performance of the pump is easier to evaluate while pumping from draft. If no suitable drafting site is available, testing the pump from a hydrant is acceptable. Care must be taken to ensure that the discharge gauge readings reflect the pressure necessary for the pump to be performing at the needed net pump pressure. For example, if the intake pressure gauge reads 30 psi (207 kPa) and the test requires a 150 psi (1034 kPa) net pump pressure, the discharge test gauge should read 180 psi (1241 kPa). Because of the amount of treated water that will be discharged from the water system during the course of a fire pump test, as a courtesy, the local water authority should be notified prior to the test being conducted.

A.21.4 If conditions are not within the specified limits, the test should be delayed until they are satisfactory; otherwise, the results will need to be confirmed by another test at a later date. It is particularly important that the water supply be nonaerated and not over 90°F (32°C). If these criteria are not met, the pump performance could be seriously affected.

An attempt should be made to duplicate the environmental conditions and test setup as closely as possible from year to year, so that differences in test results can be attributed to changes in the engine or pump, and not to environmental or test conditions.

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 intake strainers and hose. The AHJ should be aware that as the temperature of the water increases and barometric pressure decreases, the suction lift capability of the fire pump is reduced. 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.21.4.

Table A.21.4 Effect of Water Temperature and Barometric Pressure on Suction Lift

Water Temperature Effect		Barometric Pressure Effect	
60°F (16°C)	0 ft	29.9 in. Hg	0 ft
90°F (32°C)	–1 ft	29.0 in. Hg	–1 ft
110°F (43°C)	–2.3 ft		
120°F (49°C)	–3.3 ft		

A.21.5.1.1 For elevations greater than 2000 ft (600 m), suction hose size and quantity might have to be increased to maintain the desired pump performance.

A.21.5.1.2 The intake hose should always be connected to an intake on the opposite side of the apparatus from the pump operator’s position.

A.21.5.2.1 A maximum flow velocity of 35 ft/sec (10.7 m/sec) is desirable and is equal to approximately 500 gpm (2000 L/min) flowing through 2½ in. (65 mm) hose.

Where two or more lines are indicated for use with one nozzle, they are to be siamesed into a heavy-stream appliance. The purpose of the hose is to convey water from the discharge side of the pump to the nozzle, monitor, or flow-measuring device where the volume will be measured and the water will be discharged to the atmosphere. Single or multiple larger diameter hoselines can be used for this purpose as well. The length and size of the hose are not factors, unless the length and size together create excessive friction loss that requires the pump to operate above the net pump pressure that is required for the test to achieve the rated flow. If relatively short lengths of hose are used, the total friction loss that is necessary to reduce the pump discharge pressure to the required nozzle pressure can be increased by partially closing the discharge valves on the apparatus.

For the protection of the operator, hoselines should not be connected to the pump at the operator’s position. The hose that is used should be “attack hose,” as defined by NFPA 1961, and should have been recently tested in accordance with NFPA 1962.

A.21.5.3.2 Nozzles that are suitable for testing usually can be found in the regular equipment of a fire department. However, the actual coefficient of discharge of each nozzle should be known; otherwise, test results could be erroneous. The actual coefficient of discharge needs to be determined by tests conducted by competent persons who are using equipment such as weigh tanks or calibrated flowmeters. Nozzles should be used with portable or mounted monitors. Hand-held nozzles should not be used.

The size of the nozzle that is used usually is chosen to give the desired discharge at a nozzle pressure between 60 psi and 70 psi (410 kPa and 48 kPa). This pressure is neither so high that the pitot is difficult to handle in the stream nor so low that the normal inaccuracies of a gauge that is used at low pressure would come into play. Nozzle (pitot) pressures less than 50 psi (350 kPa) or higher than 100 psi (690 kPa) should be avoided. The nozzle should always be used in conjunction with a securely placed monitor; a test should never be conducted while any person holds the nozzle. Failure to abide by this recommendation can cause serious injuries.

Only smoothbore nozzles should be used. Care should be taken that washers or gaskets do not protrude into the nozzle, because a perfectly smooth waterway is essential. Nozzle tips of $\frac{3}{4}$ in. to $2\frac{1}{4}$ in. (19 mm to 57 mm) inside diameter are desirable for use during various capacity and pressure tests. They should be free of nicks and scratches to ensure a smooth stream. Tips should be measured, preferably after being attached and made ready for the test, to ensure that there is no mistake about the size of the tip being used.

A.21.5.3.2.2 A pitot tube with an air chamber and pressure gauge is necessary for determining the velocity pressure of the water at the nozzle. The pitot tube should be kept free of dirt and the air chamber free of water. Any water that accumulates in the air chamber should be removed after each test. The knife edges will get battered in service and need to be kept sharp to reduce as much spray as possible caused by inserting the pitot into the stream.

To ensure accurate and consistent readings, pitot tubes should be fixed in the center of the stream, with the end of the tube located away from the end of the nozzle by a distance that is equal to half of the nozzle diameter.

See Annex B, Table B.3(a), Table B.3(b), Table B.3(c), and Table B.3(d) for information on determination of flow rates with nozzles.

A.21.5.3.3 Square-edged round orifice and pressure gauge is a very accurate method of measuring low pump flows found on wildland fire apparatus. Flow through a square-edged round orifice shall be determined using the following formula:

[A.21.5.3.3]

$$Q = 29.8 \cdot C \cdot d^2 \cdot \sqrt{P}$$

where:

Q = flow (gpm)

C = orifice discharge coefficient (0.62 recommended)

d = orifice diameter (in.)

P = pressure (psi)

For best accuracy, the line to the square-edged round orifice should be three times the diameter of the orifice.

If the nozzle diameter is measured in millimeters, the diameter should be multiplied by 25.4 to convert the measurement to inches. If the pressure is measured in kilopascals (kPa), the pressure should be multiplied by 6.895 to convert the measurement to pounds per square inch (psi). The resulting flow can be converted from gallons per minute (gpm) to liters per minute (L/min) by multiplying by 3.785.

A.21.5.4.1 It is important that the gauge be sufficiently accurate to ensure that test results are reliable. Grade A gauges in accordance with ASME B40.100 must be accurate within 2 percent of the span over the entire scale, and within 1 percent over the middle half of the scale. This means that a gauge of 0–400 psi (0–2800 kPa) will be accurate within 4 psi (28 kPa) from 100 psi to 300 psi (700 kPa to 2100 kPa). Grade 3A or Grade 4A gauges, which are used for calibrating other gauges, must be accurate within 0.25 percent or 0.10 percent, respectively, over the entire span.

While a 0–400 psi (0–2800 kPa) range is not preferred per ASME B40.100, such gauges are readily available. Graduation increments should be no greater than twice the allowable error

in the middle of the scale [8 psi maximum on a 0–400 psi Grade A gauge (56 kPa maximum on a 0–2800 kPa Grade A gauge)], and smaller increments are recommended. Many variations and special constructions are available, and gauge manufacturers can be contacted for their recommendations.

A.21.5.6 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.21.6 It is recommended that the fire department duplicate the test conditions to the extent possible from year to year to allow more accurate comparison of data over a period of time. These conditions should include the following:

- (1) Lift
- (2) Air and water temperature
- (3) Suction hose size, length, and style
- (4) Strainer type
- (5) Intake and discharge hose layout

A.21.6.2 The engine compartment should remain closed during the pumping test, unless the apparatus was designed to an older standard that permitted testing with the compartment open.

A.21.6.2.2.1 The 1996 edition of NFPA 1901 added a requirement stipulating that, if the engine that drives the pump also drives a fixed power source, that engine needs to be able to power the fixed power source at a minimum of 50 percent of its rated capacity while the pump is operating at rated capacity. Older fire apparatus might or might not have the engine horsepower to run both simultaneously. It is recommended that, where the same engine drives both the pump and the fixed power source, the capability to run both should be investigated so the operator will know the capability of the apparatus.

A.21.7.1 Other data that should be obtained are indicated on the test form shown in Figure C.3(c). The layout of the hose and nozzle and data about the pump and engine should be recorded.

A.21.7.3 Pump shift controls might include electrical, pneumatic, or mechanical components working individually or in combination to shift the pump drive system into and out of pump mode. Some pumps have manual backup shift controls. Pump shift indicators in-cab and on the operator's panel on split-shaft PTO pump drive systems typically require an electro-mechanical device, such as a switch mounted on the pump transmission, to sense pump shift status.

A.21.7.4 Beginning with the 1991 edition of NFPA 1901, fire apparatus equipped with electronic or electric engine throttle controls are required to include an interlock system to prevent engine speed advancement, unless the chassis transmission is in neutral with the parking brake engaged; or unless the parking brake is engaged, the fire pump is engaged and the chassis transmission is in pumping gear; or unless the apparatus is in the "okay to pump" mode.

A.21.7.4.1 While this standard only requires testing of the interlock in two configurations, Table 21.7.4.1 shows the various combinations in which the chassis transmission gear, the parking brake, and the pump shift in the driving compartment can be arranged, and whether the engine speed control should be adjustable at the pump operator's panel when that combination exists. The person testing the fire apparatus might wish to test whether the engine speed control is or is not capable of

being advanced as shown for the other configuration shown in the table.

A.21.7.4.2 While this standard only requires testing of the interlock in two configurations, Table 21.7.4.2 shows the various combinations in which the chassis transmission gear, the parking brake, and the pump shift in driving compartment can be arranged, and whether the engine speed control should be adjustable at the pump operator's panel when that combination exists. The person testing the fire apparatus might wish to test whether the engine speed control is or is not capable of being advanced as shown for the other configuration shown in the table.

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A.21.7.6 At the time of purchase, a pump must be able to develop a vacuum of 22 in. Hg (75 kPa) with a capped suction hose and must hold the vacuum with a drop not in excess of 10 in. Hg (34 kPa) in 5 minutes. This is basically a test of the priming system and the tightness of the pump and fittings, not a test of the ability to maintain a vacuum while pumping water.

The number, length, and condition of suction hose, as well as altitude, water temperature, atmospheric pressure, and lift, are all factors that affect pumping from draft.

A.21.7.6(7) By conducting a second vacuum test with the valves closed on the intakes so equipped and the caps or plugs removed on those intakes, a leaking intake valve would be detected.

A.21.7.7.2.2 If the pump is a two-stage, parallel/series-type unit, then operation of the transfer (that is, changeover) valve should be checked thoroughly. Conducting the pumping test with the transfer valve positioned as specified in 21.7.7.2.2 will ensure that the valve is exercised. If a comparison with the original engine speeds shows a significant difference for any of the tests, one of the problems could be with the transfer valve.

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A.21.7.8 Care should be taken to perform the pressure control tests using net pump pressure and net pressure rise readings. Some pressure control systems might not operate correctly if the hydrant pressure is too high; the system manufacturer's manual should be consulted for information.

A.21.7.8.2.1(3) Closing all discharges in less than 3 seconds could cause instantaneous pressure rises that the pressure control device might not be able to respond to rapidly enough to avoid damage to the pumping system. Taking more than 10 seconds to close the discharges is not a reasonable test of

the pressure control device response capability. Controlling closure of the discharges can be done manually or otherwise.

A.21.7.8.3.1(3) See A.21.7.8.2.1(3).

A.21.7.8.4 Positive displacement UHP pumps equipped with trap pressure unloaders trap pressure between a check valve in the outlet of the unloader and the discharge nozzle when the spray nozzle is closed while bypassing pump output back to the pump intake or back to a tank. The pump recirculates water without building any more pressure than is required to overcome the friction loss of pushing the water through the unloader and through whatever passageway (internal passageway or external hose, pipe, etc.) back to intake or tank. UHP systems on which the discharge pressure gauge is installed on the pump head will indicate a significant drop in the observed gauge pressure when the discharge is closed. If the observed final discharge pressure reading during the pressure control test increases from one year to the next or over time, this might indicate that the setting of the unloader has changed, the check valve has become damaged or fails to fully close, or the bypass passageway has become restricted. Such changes indicate that the unloader should be investigated and repaired.

A.21.7.9 One method of conducting this test is to use a second pumping apparatus to supply water to the pump being tested. Pressure from the supply pump should be increased until the receiving pump relief system opens a dump valve. The pressure at which the system opens, dumps, or otherwise starts to operate should be recorded. The pressure at which the system starts to operate should be reviewed against current operating procedures and the system adjusted accordingly.

A.21.7.10.1 The pressure gauge can be checked quickly against the test gauge for accuracy. Individual discharge lines with a gauge should be capped and the discharge valve opened slightly. The test gauge, the master discharge gauge, and the discharge gauge should all indicate the same readings.

A.21.7.11.1 Flowmeters need to be checked individually using a hose stream with a smoothbore tip and a pitot tube to measure the actual flow.

A.21.7.12(9) Rates less than the rate established when the apparatus was new, or than established in previous testing, indicate problems in the tank-to-pump line or tank.

A.21.8 Test data forms for recording the test readings and other necessary data should be provided. An example of a suitable form is shown in Figure C.3(c). The use of such a form will help to ensure that all needed data are obtained.

A.21.8.1 When operating at or near full engine power while stationary, the generated heat can raise the temperature of certain chassis components, pumping system components, or both above the level that can be touched without 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 and the engine coolant temperature is within normal range, the rise in temperature should be considered acceptable.

For the pumping test, normal wear in the pumping system can require speeds greater than those required at the time of delivery. Such variances are acceptable as long as the apparatus passes the pumping test without exceeding the governed engine speed.

A.21.8.3 If the test conditions are equal to those at the time of delivery of the apparatus and the speed of the engine increases by more than 10 percent of the original engine speed, the reason for the decrease in performance should be determined and the deficiency corrected. Where test conditions are significantly different from the original test conditions at the time of delivery, results should be compared with previous years' tests. The test conditions should be maintained as consistently as possible from test period to test period.

A.21.8.7 There are two conditions under which rerating a pump on a fire apparatus should be considered. The first is when the apparatus is delivered or repowered with an engine that is capable of supplying additional power beyond that which is needed by the pump to meet its required rating when new, and where the pump is designed to permit a larger capacity rating. This condition might require the addition of suction intakes or pump discharges to take advantage of that capacity. The fire apparatus manufacturer or pump manufacturer should be consulted as necessary to ensure that all components of the pumping system are adequate for the potential rerating.

The second condition is when the environment in which the engine/pump was initially delivered has changed and the engine can no longer achieve its original performance. This situation can occur when an engine/pump passed the original pump rating test with little or no reserve and the apparatus has been relocated to a higher elevation, or natural wear within the engine has reduced the power output.

The pump should not be considered for rerating if the engine is seriously worn or should have major restorative work. The pump also should not be considered for rerating if the results of testing show the pump has signs of wear or other problems. In these cases, there is a good chance the pump will not pass the complete pump test, thus wasting time and money to get an accredited third-party testing organization to witness and certify the tests. Problems with engine wear, pump wear, pump blockages, or other issues with the pump will worsen at an accelerated rate if they are not corrected, potentially resulting in catastrophic failure during an emergency.

It might be necessary, for various reasons, to continue to use the pump on an apparatus that does not meet its original rating until the pump can be repaired. This is an operational decision that needs to be made on a case-by-case basis, depending on the deficiency of the pump and the apparatus that is available to replace the deficient apparatus while repairs are being made. Rerating the pump downward where such deficiencies are present only creates a false sense of vehicle capability.

A.22.1.2 Full nondestructive testing (NDT) can be desirable on a more frequent basis than every 5 years, depending on the service to which the aerial device is subjected. Extensive use of the aerial device in urban environments would be a reason for more frequent testing. Many departments have found aerial devices damaged not by use but by transport over rough roads that wrack the device in its bed.

A.22.1.3.1 If possible, the manufacturer of the aerial device should be consulted when structural defects are revealed by the performance test in this standard. The recommendations for repair that are made by the manufacturer should be followed strictly. However, if the manufacturer is no longer in business, the AHJ must choose a repair facility to conduct the repair

work. Choosing a repair facility to perform structural repair on an aerial apparatus is a process that requires a great deal of research and careful thought. Some of the items that should be considered include the following:

- (1) Does the facility have experience with the same structural repair needed by the aerial device, and can the facility provide a reference list?
- (2) Does the facility have the original design, construction, and operation specifications for the make and model of the aerial device?
- (3) Does the facility have in its possession written procedures for structural repair that were developed previously by the manufacturer of the aerial device?
- (4) Does the facility employ an engineering staff to analyze structures and recommend structural repair methods?
- (5) Will the facility provide an engineering analysis that substantiates the structural repair method recommended?
- (6) Will the facility provide an independent certification by a professional engineer of the analysis that substantiates the recommended structural repair method?
- (7) Will the facility warrant the work performed?

A.22.1.4 Specific, written checklists, which combine the manufacturer's recommended checks with the inspection procedures of this standard and any other checks found desirable by the department, should be developed by each fire department for its style and brand of apparatus to ensure a systematic and complete inspection.

A.22.1.5 Qualified vehicle operators are either those who have been schooled in the operation of the vehicle by the manufacturer or fire department instructors who have received special training in all phases of vehicle operations. Operators of fire department apparatus should complete a course in driver training and aerial ladder or elevating platform operational procedures, including positioning on the fireground. Specific training should be given in procedures to be followed if the hydraulic system fails. A thorough understanding of safe load capacity, stabilizing procedures, and operational limits is paramount. Safety procedures, proper shutdown, and boom-lowering procedures are also critical. Operators should be tested upon completion of training. Periodic retraining and retesting should also be required.

A.22.8.4.16.2 If the aerial device is operated for a considerable time period prior to the drift test, the hydraulic fluid temperature will be elevated. During the 1 hour test, the hydraulic fluid will cool to ambient temperature, and it can change in volume by 3 percent to 4 percent, leading to erroneous test results.

A.22.8.5.8.2 See A.22.8.4.16.2.

A.22.8.6.6(2)(b) If heat sensors are provided, they are normally located on the last 10 ft (3 m) of each top rail section. If heat sensors are not installed by the manufacturer, the manufacturer should be consulted for installation recommendations.

A.22.8.6.8(2) Some hollow I-beam aerial ladder base rails have an additional layer of sheet metal spot welded to the bottom of the base rail on the bed ladder section. This additional metal is commonly known as a *glove*. Base rails constructed in this manner are susceptible to corrosion between the inside of the glove and the outside of the base rail when water is trapped in this area. This corrosion is not detected easily, as the area inside the glove cannot be inspected visually unless the glove is removed. If any corrosion or rust can be seen bleeding from

the glove, the manufacturer should be contacted and the glove removed to determine whether corrosion has weakened the base rail.

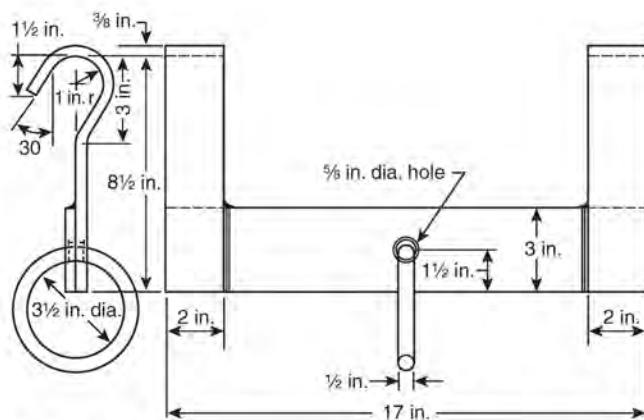
A.22.8.6.8(3)(b) If heat sensors are not installed by the manufacturer, the manufacturer should be consulted for installation recommendations.

A.22.8.6.28.2 See A.22.8.4.16.2.

A.22.8.7.1 A strong wind on the long cable and test load will introduce a pendulum action that will potentially add load to the ladder far beyond the test weight.

A.22.8.7.4.2 Figure A.22.8.7.4.2 illustrates such a hanger.

A.22.8.7.4.8 Figure A.22.8.7.4.8 shows an example of a test weight container.



For SI units, 1 in. = 25.4 mm.

FIGURE A.22.8.7.4.2 Hanger for Test Cable.



FIGURE A.22.8.7.4.8 Test Weight Container.

A.22.8.7.5.2 See Figure A.22.8.7.4.2.

A.22.8.8.2 The time within which an aerial device is required to be raised from the bedded position to maximum elevation and extension and rotated 90 degrees after the stabilizers are set is shown in Table A.22.8.8.2. Two or more of these functions are permitted to be performed simultaneously.

A.22.8.9.4.1 The purpose of this test is primarily to detect water leaks in the turntable center swivel area. However, leaks in other areas also could be detected during this test.

A.22.8.9.4.1.2 It is recommended that a valve or restricting orifice plate be placed in the hoseline where it connects to the ladder pipe intake to throttle the water entering the system. This precaution allows only a controlled flow if a component breaks during the test.

A.22.8.9.4.2 The purpose of this test is primarily to detect water leaks in the seals between the telescoping water pipes. However, leaks in other areas could also be detected during this test.

A.22.8.9.4.3 It is recognized that fittings could drip slightly during the test, and such dripping is acceptable. However, any steady leak is a sign of a developing problem that should be corrected.

A.22.8.11 Spectrochemical analysis of the hydraulic fluid is intended to identify contaminants in the hydraulic system. Typically, the analysis will identify contaminants in parts per million (ppm) or by percent. Many laboratories that perform the analysis will provide service recommendations with their hydraulic fluid analysis report. In most cases, recommendations are limited, unless a reference analysis has been performed. The reference analysis is an analysis of new hydraulic fluid from the fluid manufacturer/supplier prior to the fluid being put into the aerial hydraulic system. Subsequent hydraulic fluid analyses are then compared to the reference analysis. By comparing the contaminant levels, trends can be identified and can give the analyzing laboratory specific service recommendations.

A.22.8.12 Figure C.3(d) shows a form that can be used to record the results of the inspection and test. This form can be supplemented with other data specific to the aerial device being inspected and tested.

A.22.9.7.3.2 If the aerial device is operated for a considerable time period prior to the drift test, the hydraulic fluid temperature will be elevated. During the 1-hour test, the hydraulic fluid will cool to ambient temperature, and it can change in volume by 3 percent to 4 percent, leading to erroneous test results.

A.22.9.7.5(4)(b) If heat sensors are not installed by the manufacturer, the manufacturer should be consulted for installation recommendations.

A.22.9.8.6(4)(b) See A.22.9.7.5(4)(b).

A.22.9.8.13.2 See A.22.9.7.3.2.

A.22.9.9.1(4)(b) See A.22.9.7.5(4)(b).

Table A.22.8.8.2 Maximum Time to Elevate, Rotate, and Extend an Aerial Device

Edition of NFPA 1901	Aerial Ladder	Elevating Platform	Water Tower
2003	120 seconds for rated vertical height of 110 ft (34 m) or less 180 seconds for rated vertical height over 110 ft (34 m)	150 seconds for rated vertical height of 110 ft (34 m) or less No time limit for rated vertical height over 110 ft (34 m)	105 seconds
1999	120 seconds for rated vertical height of 110 ft (34 m) or less 180 seconds for rated vertical height over 110 ft (34 m)	150 seconds for rated vertical height of 110 ft (34 m) or less No time limit for rated vertical height over 110 ft (34 m)	105 seconds
1996	120 seconds for rated vertical height of 110 ft (34 m) or less 180 seconds for rated vertical height over 110 ft (34 m)	150 seconds for rated vertical height of 110 ft (34 m) or less No time limit for rated vertical height over 110 ft (34 m)	105 seconds
1991	120 seconds for rated vertical height of 110 ft (34 m) or less 180 seconds for rated vertical height over 110 ft (34 m)	150 seconds for rated vertical height of 110 ft (34 m) or less No time limit for rated vertical height over 110 ft (34 m)	105 seconds
1985*	60 seconds	150 seconds	105 seconds
1979	60 seconds	150 seconds	105 seconds
1975	60 seconds	150 seconds	150 seconds
1973	60 seconds	150 seconds	120 seconds
1971	60 seconds	150 seconds	120 seconds

*Prior to 1991, there was no differentiation in time related to the length of the aerial device.

A.22.9.9.5 The proper tensioning of extension and retraction cables of an aerial device is very important to ensure the smooth and safe operation of the aerial. When cable tension is too loose, the cable can jump the sheave wheel causing damage. When tension is too tight, the cable can cause damage to the sheave groove and bearings, which can damage the pulley and the cable. The manufacturers of aerial devices have different methods to determine that proper cable tensions are achieved. It is important that the manufacturer's guidelines are strictly followed for establishing cable tension. Cable tension is best measured using a tensiometer. The manufacturers of aerial devices are encouraged to provide the user with acceptable tensiometer readings for each cable. Determining cable tension with finger pressure should be avoided, as it is a less than accurate practice.

A.22.9.9.12.2 See A.22.9.7.3.2.

A.22.9.13.3 See A.22.8.8.2.

A.22.9.14.3.2 It is recommended that a valve or restricting orifice plate be placed in the hoseline where it connects to the elevating platform intake to throttle the water entering the system. This precaution allows only a controlled flow if a component breaks during the test.

A.22.9.14.3.4 It is recognized that fittings could drip slightly during the test, and such dripping is acceptable. However, any steady leak is a sign of a developing problem that should be corrected.

A.22.9.14.6.2 The AHJ can elect to set the waterway relief pressure less than the recommended manufacturer's settings

based on their standard operating procedures (SOP), in which case the relief valve test can be conducted at that operating pressure. It should be noted that the most complete test for the relief valve is based on the manufacturer's recommended settings because SOPs can change.

A.22.9.16 See A.22.8.11.

A.22.9.17 See A.22.8.12.

A.22.10.10.2 See A.22.8.8.2.

A.22.10.11.3.4 It is recognized that fittings could drip slightly during the test, and such dripping is acceptable. However, any steady leak is a sign of a developing problem that should be corrected.

A.22.10.13 See A.22.8.11.

A.22.10.14 See A.22.8.12.

A.23.3 The four methods for testing a foam proportioning system for calibration accuracy are detailed below.

Test Method 1: Substituting Water for Foam Concentrate. The foam system is operated at the water flow 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 proportioner 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 system operating at a given water flow rate, and using either foam concentrate or water 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 measured 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 percent 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 to indicate the percentage of 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 needs to 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 an ambient temperature 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 proportioner system, making certain that the samples are taken at an adequate distance downstream from the foam proportioner

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 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 ± 0.1 percent, at best. For this reason, test method 4, the conductivity method, might be preferable where AFFF, alcohol-resistant foam, or 1 percent or less 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 proportioner 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 ($\mu\text{S}/\text{cm}$), 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.23.3]

$$\% \text{ foam} = \frac{\text{Conductivity of foam solution} - \text{Conductivity of water}}{500}$$

Note that the divisor is 500 only if the conductivity meter units are microsiemens per centimeter ($\mu\text{S}/\text{cm}$). 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 $\mu\text{S}/\text{cm}$. Protein-based foams used with freshwater generally produce conductivity readings in excess of 2000 $\mu\text{S}/\text{cm}$. 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 to the line. 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 proportioner 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.25.2 “Major repairs” does not necessarily refer to the length of time that a repair takes but rather whether or not a repair potentially affects the operation or safety of any aspect of the line voltage electrical system. This might include repairs unrelated to the line voltage electrical system, such as body repairs, that might disturb wiring or other parts of the system. Testing should be performed to verify that, after the repair, the system is operating properly and safely.

A.25.4.1 All loads must be disconnected while doing continuity testing.

A.25.4.1.1 Inexpensive receptacle testers with lights to indicate correct or problem wiring are available from any hardware store or home center. Many also include a button for testing GFCIs as needed for the testing in 25.5.2. Testing can also be done with the power off using a continuity tester to the hot and neutral busses in the circuit breaker panel for the hot and neutral wires and to the body for the protective ground wire. Testing of twist lock or other special receptacles may require the use of an adapter.

A.25.4.1.2 With an isolated system, the three light testers will, and should, indicate an open ground. To maintain the safety of the isolated system, it is important to verify the isolation between the current-carrying conductors and the body. This test detects faults that do not cause other indications.

A.25.4.2 Receptacles supplied from a shore line should always have a bonded neutral when being powered from the shore line, and should have an isolated neutral when powered from the on-board source if the on-board system is isolated. If the transfer switch operation is powered from the on-board power source, the testing must be done with a three-light tester, which should indicate an open ground.

A.25.5 With an isolated neutral electrical system, this test is not needed and probably will not work. The leakage path to protective ground created by a tester will not create any current leakage, and thus the GFCI will not trip. Inexpensive receptacle testers with a GFCI test button and lights to indicate correct or problem wiring are available from any hardware store or home center. This same tester can be used for the receptacle testing in 25.4.1.1. Testing of twist lock or other special outlets may require the use of an adapter.

A.25.5.2(3) If the neutral is not bonded to the vehicle frame, an external tester will not create a fault current, so it will not cause the GFCI to trip.

A.25.6 At least every 5 years and after a vehicle accident or body repair, a dielectric test should be performed on the line voltage electrical system. The wiring and permanently connected devices and equipment should be subjected to a dielectric voltage withstand test of 900 volts for 1 minute.

The test should be conducted as follows:

- (1) If the system has a neutral conductor bonded to the vehicle chassis, isolate the power source from the panel board.
- (2) Disconnect any solid-state low-voltage components.
- (3) Connect one lead of the dielectric tester to all the hot and neutral busses tied together.
- (4) Connect the other lead to the fire vehicle frame or body.
- (5) Close any switches and circuit breakers in the circuit(s).
- (6) Apply the dielectric voltage for 1 minute in accordance with the testing equipment manufacturer’s instructions.

A.25.6.1 This testing may be performed at the same time as the power source testing required in Section 25.3 or Section 25.7.

A.25.6.3 Heating of plugs, receptacles, and other points of connection are indications of loose connections. All points should be checked after at least 5 minutes of time under load. Any devices with hot connectors should be removed from service until repaired.

A.25.7.2 Some large power sources have the capability to produce more power than can be used by all available appliances in the fire station. Load banks can be rented from local rental agencies. Caution should be used when testing generators with motor loads to avoid damage due to starting current requirements.

Annex B Conducting Pumping Tests

This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.

B.1 Test Parameters. At the start of the test, attention should be paid to the ease with which the pump can develop a vacuum. The following tasks should be performed before starting to prime the pump:

- (1) Close all discharge, drain, and water tank valves and petcocks.
- (2) Make sure that the gaskets in the suction hose are in place and free of foreign matter.
- (3) Open all intake valves.
- (4) Tighten all intake caps and couplings.

The priming mechanism should be started, noting the starting time and the time after prime is obtained. The starting time is defined as the instant the priming device begins to operate. The pump is considered primed when water under pressure has entered a discharge hose. For pumps of less than 1500 gpm (6000 L/min), the priming device should be able to create the necessary vacuum in 30 seconds to lift water 10 ft (3 m) through 20 ft (6 m) of suction hose of the appropriate size. The priming device on pumps of 1500 gpm (6000 L/min) or larger should be able to accomplish this in 45 seconds. An additional 15 seconds might be needed where the pump system includes an auxiliary 4 in. (100 mm) or larger intake pipe having a volume of 1 ft³ (28,317 cm³) or more. The controls should be operated as necessary to develop pressure, and then one discharge valve should be opened to allow the flow of water.

Testing a pump involves three interrelated, variable factors — pump speed, net pump pressure, and pump discharge rate — and a change in one factor will always produce a change in at least one of the others. For example, an increase in speed of the pump will increase the discharge rate, the pressure, or both. Adjustments of variables through changing the position of the engine throttle (which modifies pump speed), changing the hose layout or position of the discharge valves (which modifies pump pressure), or changing the nozzle size (which modifies discharge) are the only ways to reach the desired standard test condition.

The pump should be operated at reduced capacity and pressure for several minutes to allow the engine and transmission to warm up. Gradually, the pump speed should be increased until the desired pressure at the pump is reached. If the desired pressure is not attained, a length or two of hose might have to be added, a smaller nozzle used, or a discharge valve throttled. When the desired pressure is obtained at the pump, the pitot should be read to see if the required amount of water is being delivered.

If the discharge is not as great as desired and it is believed that the pump will deliver a greater quantity of water, the discharge can be increased by further speeding up the pump. If speeding up the pump increases the pump pressure more

than 5 psi or 10 psi (34 kPa or 68 kPa), a length of hose should be taken out, a discharge valve should be opened slightly, or a larger nozzle should be used.

A speed reading should be taken at the time that the pressure readings are taken. Counting the revolutions for 1 minute generally ensures that readings will be sufficiently accurate.

When a stopwatch is used, the best and most accurate method is to leave the stopwatch running at all times, engaging the revolution counter at a chosen instant and disengaging when the hand of the stopwatch passes the same point on the dial 1 minute later.

After the engine has warmed up, there should be little change in the engine speed. It should be understood that any change in engine speed must, of necessity, produce a corresponding change in pump discharge pressure and, hence, in pitot reading, and that, other factors being equal, any change in pitot reading indicates a change in engine speed. A change in pump speed will also cause a change in discharge pressure so that whenever pump speed, discharge pressure, and pitot readings do not show corresponding changes, it is safe to assume that some reading is in error or some condition has arisen that affects the readings and needs correction. Engine speeds can be changed by working the hand throttle at the operator's position.

Automatic relief valves or pressure regulators controlling the speed of the pump should be disengaged during the test.

It is common but faulty practice to read a pressure gauge at the highest point in the swing of its needle; the center of the needle swing should always be read, as this is the average pressure. A needle valve ("snubber") in the line to the gauge can be throttled to prevent excessive vibration, but if the valve is throttled too much, the gauge pointer will no longer indicate the pressure correctly. It might not be possible to eliminate all of the pointer movement. Leaks in the line to the test gauge also can result in an incorrect gauge reading.

Special care should be taken in reading the pitot pressure; the pitot tube should be held in the center of the stream with the tip about half the nozzle diameter away from the end of the nozzle. If the pitot is brought closer to the nozzle, the reading will be increased erroneously.

Short lines of hose are always more convenient for a test layout than long ones. Generally, it is better to use a single line of 100 ft (30 m) for the pressure tests and to restrict the discharge at the pump discharge valve enough to increase the friction loss so that the desired discharge pressure will be obtained. By closely watching the pitot reading, the valve gradually can be closed as the engine speed is increased, until the discharge pressure and pitot pressure readings are both as desired. Care should be taken to ensure that the valve is not jarred open or closed as, in either case, both the capacity and discharge pressure will be affected.

When operating a pump, it is important that the engine temperature be kept within the proper range; neither a cold engine nor an excessively hot engine will provide service as good as an engine run at the proper temperature.

The oil pressure on the engine should be watched to ensure that the engine is being lubricated properly. The transmission gears should be watched for overheating. Any unusual vibration of the engine or the pump, or any leak in the pump casing or connections, should be noted and addressed. Centrifugal pumps are not self-priming and could lose their prime if there is a leak in the suction line.

Other defects in the performance of the engine or the pump should be recorded. Minor defects should be corrected immediately if possible.

B.2 Troubleshooting. Most tests are conducted without incident. Nevertheless, trouble does develop during some tests, and an effort should be made to locate the source of trouble while the apparatus remains at the test site. Some difficulties that could be experienced, and suggestions on how to trace and correct them, are discussed in B.2.1 through B.2.7.

B.2.1 Failure to prime a centrifugal pump is a frequent source of trouble, and the usual reason for the failure is an air leak in the suction hose or pump. One way to trace this trouble is to remove all discharge hoselines, cap all discharge openings and the suction hose, and operate the priming mechanism in accordance with the manufacturer's recommendations. The intake gauge should be studied to determine the maximum vacuum that is developed, which should be at least 22 in. Hg (75 kPa) at altitudes of less than 1000 ft (305 m). The primer should be stopped. If the vacuum drops 10 in. Hg (34 kPa) or more in less than 5 minutes, there is a leak in the suction hose or pump assembly; it could be in a valve, draincock, piping, casing, or pump packing. The leakage might be located by listening for air movement. Another method of checking for leaks is to connect the pump to a convenient hydrant, cap the pump discharge outlets, open the hydrant, and watch for water leaks. A leak can usually be corrected at the test site.

B.2.2 Two possible causes for failure of the pump to deliver the desired capacity, pressure, or both are insufficient power and restrictions in the intake arrangement. Insufficient power is indicated by the inability of the engine to reach the required speed for the desired pumping condition. Some possible causes of insufficient power are as follows:

- (1) The operator might have failed to advance the throttle far enough or might be using the wrong transmission gear position.
- (2) The engine might be in need of a tune-up.
- (3) The grade of fuel might be improper for adequate combustion.
- (4) There might be vaporization in the fuel line.

B.2.3 Restriction in the intake arrangement is indicated if the pump speed is too high for the capacity and attained pressure levels and could be the result of any one or a combination of the following conditions:

- (1) Suction hose is too small.
- (2) Altitude is too high.
- (3) Lift is too high.
- (4) Strainer type is incorrect.
- (5) Intake strainer is clogged at the pump or at the end of the suction hose.
- (6) Water is aerated.
- (7) Water is too warm [above 90°F (32°C)].
- (8) Suction hose is collapsed or defective.
- (9) Foreign material is in pump.

B.2.4 An air leak in the suction hose connections or in the pump intake manifold also will result in excessive pump speed and eventually could cause loss of prime and complete cessation of flow.

B.2.5 Insufficient pressure when operating a centrifugal pump could be the result of pumping too much water for the available power and, in multistage pumps, pumping in "volume" position instead of the required "pressure" position. This problem can be checked by partially closing off all discharge valves until only a small flow is observed and then opening the throttle until the desired pressure is reached, followed by slowly opening discharge valves and increasing engine speed as necessary to maintain pressure until the desired capacity is obtained. An improperly adjusted or inoperative transfer valve can prevent the development of adequate pressure. Likewise, the pressure control system might be set too low or be defective.

B.2.6 Engine speed differences from the original pump test could be the result of any one or a combination of the following conditions:

- (1) Operating apparatus with the wrong transmission gear in use
- (2) Stuck or out-of-adjustment throttle control system
- (3) Restrictions in the intake arrangement
- (4) Suction hose under an insufficient depth of water
- (5) Air leak on the intake side of the pump
- (6) Changes in environmental conditions
- (7) Pump or engine wear

B.2.7 A slip of the revolution counter or its fitting will show an apparently decreased speed, and frequent checks should be made with the apparatus tachometer to verify a change in speed. A clogged pitot tube will cause a drop in the gauge reading.

B.3 Calculating the Results. If nozzles and pitot tubes have been used to measure pump capacity, the values of capacity in gallons per minute are determined by the following formula:

$$\text{gpm} = 29.83 \, c(d)^2 \sqrt{p} \quad [\text{B.3a}]$$

where:

c = coefficient of discharge of the nozzle used
 d = diameter of nozzle (in.)
 p = pressure at pitot gauge (psi)

If the nozzle diameter is measured in millimeters, the diameter should be multiplied by 25.4 to convert the measurement to inches. If the pressure is measured in kilopascals (kPa), the pressure should be multiplied by 6.895 to convert the measurement to pounds per square inch (psi). The resulting flow can be converted from gallons per minute (gpm) to liters per minute (L/min) by multiplying by 3.785.

The pitot pressure should be the average of several readings and should be corrected for gauge error.

For nozzles sized from 1/4 in. to 2 1/2 in. (6.3 mm to 63 mm), values of capacity can be approximated from Table B.3(a), Table B.3(b), Table B.3(c), and Table B.3(d); however, because these values are based on certain assumed coefficients of discharge, they can be considerably at variance with the actual values. For nozzles larger than 2 1/2 in. (63 mm), approximate

values of capacity in gallons per minute can be determined by the following formula:

[B.3b]

$$\text{gpm} = F\sqrt{p}$$

where:

F = nozzle factor from Table B.3(e)

p = pressure at pitot gauge (psi)

B.4 Lift. The lift is the difference in elevation between the water level and the center of the pump intake when an apparatus is drafting water. The maximum lift is the greatest difference in elevation at which the apparatus can draft the required quantity of water under the established physical characteristics of operation, which include the following:

- (1) Design of pump
- (2) Adequacy of engine

- (3) Condition of pump and engine
- (4) Size and condition of suction hose and strainers
- (5) Elevation of pumping site above sea level
- (6) Atmospheric pressure
- (7) Temperature of water

The theoretical values of lift and maximum lift must be reduced by the entrance and friction losses in the suction hose equipment to obtain the actual or measurable lift.

The vacuum, or negative pressure, on the intake side of a pump is measured in inches of mercury, usually written as “in. Hg” or “Hg” (Hg is the chemical symbol for mercury). A vacuum of 1 in. of mercury is equal to a negative pressure of 0.49 psi, or 1 in. Hg = 0.49 psi. A positive pressure of 0.49 psi at the bottom of a 1 in.² (645 mm²) container will support a column of water that is 1.13 ft (0.344 m) high; therefore, a negative pressure of 0.49 psi at the top of the container will support the same column of water. This means 1 in. Hg = 0.49 psi = 1.13 ft (0.344 m) of water head.

Table B.3(a) Discharge Table for Smooth Nozzles — ¼ Inch Through ⅞ Inch — in Gallons per Minute (Nozzle Pressure Measured by Pitot Gauge)

Nozzle Pressure (psi)	Nozzle Diameter (in.)*				Nozzle Pressure (psi)	Nozzle Diameter (in.)*			
	¼	⅝	¾	⅞		¼	⅝	¾	⅞
5	4	6	9	13	62	14	22	32	44
6	4	6	10	14	64	14	22	32	45
7	4	7	11	15	66	14	23	33	46
8	5	7	11	16	68	14	23	33	46
9	5	8	12	17	70	15	24	34	47
10	6	9	13	18	72	15	24	34	48
12	6	10	15	19	74	15	24	35	48
14	7	11	15	21	76	15	24	35	49
16	7	12	16	22	78	15	24	36	50
18	7	12	17	24	80	16	25	36	50
20	8	13	18	25	82	16	25	37	51
22	8	13	19	26	84	16	25	37	51
24	8	13	20	27	86	16	26	37	52
26	9	14	21	29	88	16	26	38	53
28	9	14	21	30	90	17	27	39	53
30	10	15	22	31	92	17	27	39	54
32	10	15	23	32	94	17	27	39	54
34	11	16	23	33	96	17	27	40	55
36	11	16	24	34	98	17	27	40	55
38	11	17	25	35	100	18	28	41	56
40	11	18	26	35	105	18	29	42	57
42	11	18	26	36	110	19	29	43	59
44	12	18	27	37	115	19	30	43	60
46	12	19	28	38	120	19	31	44	61
48	12	19	28	39	125	20	31	45	63
50	13	20	29	40	130	20	32	46	64
52	13	20	29	40	135	21	33	47	65
54	13	20	30	41	140	21	33	48	66
56	13	21	30	42	145	21	34	49	68
58	13	21	31	43	150	22	34	50	69
60	14	22	31	43					

Note: 1 mm = 0.03937 in.; 1 kPa = 0.1450 psi; 1 gpm = 3.785 L/min.

*Assumed coefficient of discharge = 0.983, 0.983, 0.985, 0.9856.

Table B.3(b) Discharge Table for Smooth Nozzles — ½ Inch Through 1 Inch — in Gallons per Minute (Nozzle Pressure Measured by Pitot Gauge)

Nozzle Pressure (psi)	Nozzle Diameter (in.)*					Nozzle Pressure (psi)	Nozzle Diameter (in.)*				
	½	⅝	¾	⅞	1		½	⅝	¾	⅞	1
5	16	26	37	50	66	62	58	90	132	177	233
6	18	28	41	55	72	64	59	92	134	180	237
7	19	30	44	59	78	66	60	93	136	182	240
8	21	32	47	64	84	68	60	95	138	185	244
9	22	34	50	67	89	70	61	96	140	188	247
10	23	36	53	71	93	72	62	97	142	191	251
12	25	40	58	78	102	74	63	99	144	193	254
14	27	43	63	84	110	76	64	100	146	196	258
16	29	46	67	90	118	78	65	101	148	198	261
18	31	49	71	95	125	80	66	103	150	201	264
20	33	51	75	101	132	82	66	104	152	204	268
22	34	54	79	105	139	84	67	105	154	206	271
24	36	56	82	110	145	86	68	107	155	208	274
26	37	59	85	115	151	88	69	108	157	211	277
28	39	61	89	119	157	90	70	109	159	213	280
30	40	63	92	123	162	92	70	110	161	215	283
32	41	65	95	127	167	94	71	111	162	218	286
34	43	67	98	131	172	96	72	113	164	220	289
36	44	69	100	135	177	98	73	114	166	223	292
38	45	71	103	138	182	100	73	115	168	225	295
40	46	73	106	142	187	105	75	118	172	230	303
42	47	74	109	146	192	110	77	121	176	236	310
44	49	76	111	149	196	115	79	123	180	241	317
46	50	78	114	152	200	120	80	126	183	246	324
48	51	80	116	156	205	125	82	129	187	251	331
50	52	81	118	159	209	130	84	131	191	256	337
52	53	83	121	162	213	135	85	134	195	262	343
54	54	84	123	165	217	140	87	136	198	266	350
56	55	86	125	168	221	145	88	139	202	271	356
58	56	87	128	171	225	150	90	141	205	275	362
60	57	89	130	174	229						

Note: 1 mm = 0.03937 in.; 1 kPa = 0.1450 psi; 1 gpm = 3.785 L/min.

*Assumed coefficient of discharge = 0.985, 0.988, 0.988, 0.99.

B.5 Effect of Altitude. When drafting water, the pump produces a partial vacuum in the suction hose, and the atmospheric pressure on the surface of the water forces water into the suction hose and the pump. As the elevation above sea level of the pumping site increases, the atmospheric pressure decreases. The loss of lift at various elevations is given in Table B.5.

The data in Table B.5 assume that the engine of the apparatus is adequate at all elevations. However, the available power for driving a pump from naturally aspirated gasoline engines decreases about 4 percent (up to 3 percent for diesel engines that are naturally aspirated) for each 1000 ft (305 m) of elevation.

Therefore, a gasoline engine that was just adequate at sea level would be about 35 percent deficient at a 7000 ft (2135 m) altitude.

A difference in atmospheric pressure due to weather conditions will have the same result as a change in altitude. The difference in atmospheric pressure due to operation on a rainy day instead of a cool, clear day could easily mean a 1 ft (0.3 m) difference in lift.

Table B.3(c) Discharge Table for Smooth Nozzles — 1⅛ Inch Through 1⅝ Inch — in Gallons per Minute (Nozzle Pressure Measured by Pitot Gauge)

Nozzle Pressure (psi)	Nozzle Diameter (in.)*					Nozzle Pressure (psi)	Nozzle Diameter (in.)*				
	1⅛	1¼	1⅜	1½	1⅝		1⅛	1¼	1⅜	1½	1⅝
5	84	103	125	149	175	62	295	363	441	525	617
6	92	113	137	163	192	64	299	369	448	533	627
7	99	122	148	176	207	66	304	375	455	542	636
8	106	131	158	188	222	68	308	381	462	550	646
9	112	139	168	200	235	70	313	386	469	558	655
10	118	146	177	211	248	72	318	391	475	566	665
12	130	160	194	231	271	74	322	397	482	574	674
14	140	173	210	249	293	76	326	402	488	582	683
16	150	185	224	267	313	78	330	407	494	589	692
18	159	196	237	283	332	80	335	413	500	596	700
20	167	206	250	298	350	82	339	418	507	604	709
22	175	216	263	313	367	84	343	423	513	611	718
24	183	226	275	327	384	86	347	428	519	618	726
26	191	235	286	340	400	88	351	433	525	626	735
28	198	244	297	353	415	90	355	438	531	633	743
30	205	253	307	365	429	92	359	443	537	640	751
32	212	261	317	377	443	94	363	447	543	647	759
34	218	269	327	389	457	96	367	452	549	654	767
36	224	277	336	400	470	98	370	456	554	660	775
38	231	285	345	411	483	100	374	461	560	667	783
40	237	292	354	422	496	105	383	473	574	683	803
42	243	299	363	432	508	110	392	484	588	699	822
44	248	306	372	442	520	115	401	495	600	715	840
46	254	313	380	452	531	120	410	505	613	730	858
48	259	320	388	462	543	125	418	516	626	745	876
50	265	326	396	472	554	130	427	526	638	760	893
52	270	333	404	481	565	135	435	536	650	775	910
54	275	339	412	490	576	140	443	546	662	789	927
56	280	345	419	499	586	145	450	556	674	803	944
58	285	351	426	508	596	150	458	565	686	817	960
60	290	357	434	517	607						

Note: 1 mm = 0.03937 in.; 1 kPa = 0.1450 psi; 1 gpm = 3.785 L/min.

*Assumed coefficient of discharge = 0.99, 0.99, 0.993, 0.995, 0.995.

Table B.3(d) Discharge Table for Smooth Nozzles — 1¼ Inch Through 2½ Inch — in psi (Nozzle Pressure Measured by Pitot Gauge)

Nozzle Pressure (psi)	Nozzle Diameter (in.)*					Nozzle Pressure (psi)	Nozzle Diameter (in.)*				
	1¼	1⅞	2	2¼	2½		1¼	1⅞	2	2¼	2½
5	203	234	266	337	416	62	716	823	936	1187	1464
6	223	256	292	369	455	64	727	836	951	1206	1487
7	241	277	315	399	492	66	738	850	965	1224	1510
8	257	296	336	427	526	68	750	862	980	1242	1533
9	273	314	357	452	558	70	761	875	994	1260	1555
10	288	330	376	477	588	72	771	887	1008	1278	1577
12	315	362	412	522	644	74	782	900	1023	1296	1599
14	340	391	445	564	695	76	792	911	1036	1313	1620
16	364	418	475	603	744	78	803	924	1050	1330	1642
18	386	444	504	640	789	80	813	935	1063	1347	1663
20	407	468	532	674	831	82	823	946	1076	1364	1683
22	427	490	557	707	872	84	833	959	1089	1380	1704
24	446	512	582	739	911	86	843	970	1102	1396	1724
26	464	533	606	769	948	88	853	981	1115	1412	1744
28	481	554	629	799	984	90	862	992	1128	1429	1763
30	498	572	651	826	1018	92	872	1002	1140	1445	1783
32	514	591	673	854	1051	94	881	1012	1152	1460	1802
34	530	610	693	880	1084	96	890	1022	1164	1476	1821
36	546	627	713	905	1115	98	900	1032	1176	1491	1840
38	561	645	733	930	1146	100	909	1043	1189	1506	1859
40	575	661	752	954	1176	105	932	1070	1218	1542	1905
42	589	678	770	978	1205	110	954	1095	1247	1579	1950
44	603	694	788	1000	1233	115	975	1120	1275	1615	1993
46	617	710	806	1021	1261	120	996	1144	1303	1649	2036
48	630	725	824	1043	1288	125	1016	1168	1329	1683	2078
50	643	740	841	1065	1314	130	1036	1191	1356	1717	2119
52	656	754	857	1087	1340	135	1056	1213	1382	1750	2160
54	668	769	873	1108	1366	140	1076	1235	1407	1780	2199
56	680	782	889	1129	1391	145	1095	1257	1432	1812	2238
58	692	796	905	1149	1416	150	1114	1279	1456	1843	2277
60	704	810	920	1166	1440						

Note: 1 mm = 0.03937 in.; 1 kPa = 0.1450 psi; 1 gpm = 3.785 L/min.

*Assumed coefficient of discharge = 0.995, 0.996, 0.997, 0.997, 0.997.

Table B.3(e) Nozzle Factors

Diameter of the Nozzle (in.)	Factors (F)	
	Freshwater	Saltwater (Seawater)
2	119	117
2¼	150	148
2½	186	183
2¾	225	222
3	267	264
3¼	314	310
3½	364	359
3¾	418	413
4	476	470
4¼	537	530
4½	602	594
4¾	671	662
5	743	734
6	1070	1057

Note: 1 mm = 0.03937 in.

Table B.5 Loss of Lift at Various Elevations

Elevation Above Sea Level		Loss of Lift (Water)	
ft	m	ft	m
1000	305	1.22	0.37
2000	610	2.38	0.73
3000	915	3.50	1.07
4000	1220	4.75	1.45
5000	1525	5.80	1.77
6000	1830	6.80	2.07
7000	2135	7.70	2.35

Annex C Developing a Preventive Maintenance Program

This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.

C.1 General. Emergency vehicles are increasingly complex pieces of machinery that require regular preventive maintenance to keep them safe and reliable and to maximize their life and value. It is not enough just to repair problems when they occur or to perform maintenance when it is convenient or someone thinks to have it done. In order to keep a fleet of emergency vehicles in good condition, a good plan is necessary to ensure that all the required maintenance is performed.

Fire departments vary widely in their character, and thus in their requirements of a preventive maintenance program. At one end might be a small rural volunteer fire department with two emergency vehicles and five runs per month. At the other end might be a large city with several hundred emergency vehicles, each of which makes 10 or more runs per day. While the specifics of the preventive maintenance program for each department will be different, the goals in each should be to ensure that all the necessary preventive maintenance is performed to make certain that the apparatus is ready and safe

for responding to an emergency when needed. It is important that each department develop a program appropriate for its vehicles, circumstances, resources, capabilities, and special circumstances.

This annex is designed to provide some guidance to a department in developing a plan to ensure that the preventive maintenance program performs all the necessary work needed to keep the emergency vehicle in top condition.

Many departments already have a very effective preventive maintenance program in place. If the existing program works for the department and meets the requirements of this standard, then no changes are needed. If a department does not have a program in place, or its program is not meeting the requirements of this standard, then this annex can help guide the department through the process of setting up an effective preventive maintenance program.

C.2 Resources. Part of preparing a preventive maintenance program is to identify the resources that are available for maintenance and testing. A large city department might have extensive resources in a fire department or city public works shop. Even in such a department, some work, such as transmission overhauls and body work, might be sent to outside service facilities. The emergency responders and driver/operators who operate the equipment on a regular basis can, in most cases, perform daily or weekly operational checks.

In many areas of the country there are businesses that specialize in servicing emergency vehicles. There are also businesses and organizations that specialize in testing emergency vehicles, especially specific components, such as aerial devices and pumps. Many emergency vehicle dealers and manufacturers have personnel qualified to perform many service tasks. These services often can be performed in the fire station with mobile service trucks. Qualified personnel who perform service on other types of heavy trucks can perform many types of service on emergency vehicles, especially on components common with heavy trucks, such as drivetrains and suspensions. Many departments, especially volunteer departments, might find that they have personnel in the department who are qualified to do some of the required maintenance. These resources can be used to perform some of the maintenance and reduce costs.

It is helpful to identify not only the resources that will perform routine preventive maintenance and testing but also resources to perform emergency repairs. If such resources are not available within the fire department or city public works shop, these resources should be identified in advance, including establishing financial arrangements and 24-hour contact information, if possible. Services that should be included are as follows:

- (1) Towing
- (2) Tire service or replacement
- (3) Provision of fuel and lubricants
- (4) Repair of engine and drivetrain problems
- (5) Repair of pump or plumbing problems
- (6) Repair of fire service components, such as rescue tools
- (7) Supplying replacement hose, tools, gear, and equipment damaged at an incident

In any case, it is up to the department and the AHJ to determine that the persons and facilities selected for maintenance and testing are qualified for the work they perform. Section 4.3 provides some requirements on the qualification of personnel.

C.3 Form and Format. The information needed for an effective preventive maintenance program can take many forms. It is important that the information is easy to keep updated as emergency vehicles are replaced, and that it is easy for the fire department and the maintenance providers to use. Typically there are two types of information needed when establishing the preventive maintenance program. The first is when maintenance is needed, and the second is what maintenance tasks should be performed and, if necessary, how they should be performed.

Scheduled preventive maintenance activities are typically based on time (every 3 months, every 6 months, annually, and every 5 years) or a specified number of hours of operation.

Small departments might want to prepare a list, by month, of which emergency vehicle is due for service and which service is to be performed at that time. It is important that the schedule be updated whenever an emergency vehicle is added or removed. Larger departments might find it more functional to prepare a schedule by month or by number of hours for each piece of emergency vehicle.

There are many software programs available to assist in tracking maintenance schedules. Some vehicle record systems might even be available as a free download.

Operational checks that are to be performed at the start of each day, shift, or week are usually best documented with a check sheet to be used by the station crew. An example check sheet is shown in Figure C.3(a). It should be adapted for each emergency vehicle.

The documentation of which maintenance tasks should be performed at other intervals might be done in many ways. Simple tasks might be listed on the schedule. More extensive lists of tasks are often best put into a check sheet that the technician can use during the inspection and servicing process. An example of such a check sheet is shown in Figure C.3(b). This is just an example that must be customized to meet the requirements for specific emergency vehicles and department policies.

The performance testing described in Chapters 19 through 26 of this standard should be included in the maintenance schedule. The details of how to perform the testing, and the information that is to be collected, are detailed in those chapters. Figure C.3(c) is a form that can be used to record the performance test results for a pump or industrial supply pump. Figure C.3(d) is a form that can be used to record the inspection and performance test results for an aerial device. Figure C.3(e) is a form that can be used to record the performance test results for the low-voltage electrical system on the emergency vehicle, and Figure C.3(f) is a form that can be used to record the performance test results for a line voltage electrical system. Figure C.3(g) is a form that can be used to record the performance test results for a foam proportioning system and, if the emergency vehicles also has a CAFS compressor system, Figure C.3(h) is the form for recording the performance test results for that system.

C.4 Establishing the Program. The preventive maintenance program for any specific emergency vehicle, or for a department, needs to include requirements from several sources.

The first place to look is in the manufacturer's manuals. If the manuals that should have been delivered with the emergency vehicle when it was new are not available, contact the original manufacturer to determine if duplicates are available. Even if the full vehicle manuals are not available, maintenance recommendations for specific components, such as engines, transmissions, axles, pumps, and generators, can be obtained from their manufacturers. The documentation should be carefully reviewed for recommendations for inspections, lubrication, replacing parts, testing, or other periodic maintenance tasks. These manuals also might be the source for specifications needed for confirming proper operation in the performance testing.

The second place to look is in the requirements of this standard. In many cases, there will be significant overlap with the recommendations in the manufacturer's manuals. There will be some requirements in this standard that do not apply to a specific emergency vehicle. All applicable requirements from this standard should be included in the program as it is established.

As the various maintenance tasks that need to be performed are identified, each should be assigned to a schedule based on months, years, hours, or some other time frame that will determine when it is to be performed. Those who will perform the maintenance task should also be identified. In the case of a large fire department or city public works shops, this is simple. In other cases, different providers might perform different types of tasks. A department might have several providers that can perform the same type of work, with the decision of which provider to use being made based on any of several criteria.

Once the tasks to be performed, their required frequency, and who will perform the work have been identified, the preventive maintenance program can be organized into a series of schedules, check sheets, record sheets, and other documentation that will ensure that the program will be implemented correctly. If the entire program is being developed from scratch, it might be necessary to develop the program and then revise it as experience demonstrates which elements work smoothly and which do not.

C.5 Record Maintenance. The check sheets and other maintenance records should be kept for the life of the emergency vehicle. Part of setting up a preventive maintenance program is creating a filing system or other mechanism for retaining records. All records should be maintained by vehicle so that they can be delivered with the emergency vehicle when it is sold. In many cases, problems can only be detected by comparing current test results with previous test results. For these problems to be detected, it is important that the records be well organized and available for future review. In the event of an accident, the accident investigation will include a review of all maintenance records.

There are many different types of forms for reporting inspections, maintenance, and tests that could be used in connection with an emergency vehicle preventive maintenance program. Resources for forms other than those shown in this annex are the local or state fire apparatus mechanics association, emergency vehicle manufacturers, or the Emergency Vehicle Management Section of the International Association of Fire Chiefs.

DAILY/WEEKLY WALK-AROUND CHECK FOR MOBILE FIRE EMERGENCY VEHICLE

Fire department name _____ Date _____

Emergency vehicle no. _____ Station no. _____

Start mileage _____ End mileage _____ Start engine hours _____ End engine hours _____

Inspectors: Mon _____ Tue _____ Wed _____ Thur _____ Fri _____ Sat _____ Sun _____

Legend: X = OK R = Repair required (requires a comment regarding problem)

OPERATIONS	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Engine							
1. Check engine oil and transmission level.							
2. Check engine coolant level.							
3. Check for integrity of frame and suspension.							
4. Check power steering fluid.							
Outside							
1. Check for fluid leaks under vehicle.							
2. Check steering shafts and linkages.							
3. Check wheels and lug nuts.							
4. Check tire condition.							
5. Check tire air pressure.							
Cab							
1. Check seats and seat belts.							
2. Start engine, check all gauges.							
3. Check windshield wipers.							
4. Check rear view mirror adjustment and operation.							
5. Check horn.							
6. Check steering shafts.							
7. Check cab glass and mirrors.							
Body							
1. Check steps and running boards.							
2. Check body condition.							
3. Check grab handles.							
Electric							
1. Check battery voltage and charging system voltage.							
2. Check line voltage system.							
3. Check all lights (ICC and warning).							

FIGURE C.3(a) Daily/Weekly Emergency Vehicle Check Form.

OPERATIONS	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Brakes							
1. Check air system for proper air pressure.							
2. Check parking brake.							
3. Check hydraulic brake fluid level.							
Pump							
1. Operate pump, check pump panel engine gauges.							
2. Check pump for pressure operation.							
3. Check discharge relief or pressure governor operation.							
4. Check all pump drain valves.							
5. Check all discharge and intake valve operation.							
6. Check pump and tank for water leaks.							
7. Check all valve bleeder/drain operation.							
8. Check primer pump operation.							
9. Check system vacuum hold.							
10. Check water tank level indicator.							
11. Check primer oil level (if applicable).							
12. Check transfer valve operation (if equipped).							
13. Check booster reel operation (if equipped).							
14. Check all pump pressure gauge operation.							
15. Check all cooler valves.							
16. Check for oil leaks in pump area.							
Aerial							
1. Operate aerial hydraulics.							
2. Check aerial outrigger operation.							
3. Check aerial operation.							
4. Check aerial hydraulic fluid level.							
5. Visually inspect aerial structure.							
Comments _____							

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FIGURE C.3(a) *Continued*

QUARTERLY/ANNUAL MOBILE FIRE EMERGENCY VEHICLE INSPECTION REPORT

Inspection date _____

Fire department _____ Emergency vehicle no. _____

Emergency Vehicle

Manufacturer _____

Model _____

Serial no. _____

Hourmeter _____

Chassis

Make _____

Model _____

VIN _____

Odometer _____

Legend:

X = Acceptable visually, checked R = Requires repair or adjustment
U = Unsafe condition requires repair prior to use C = Corrected NA = Not applicable

CHASSIS INSPECTION

Engine and Cooling Systems

_____ Oil level and condition

_____ Oil leaks

_____ Coolant level

_____ Antifreeze protection

_____ Coolant additive level

_____ Fuel system for leaks

_____ Fuel system plumbing condition

_____ Power steering fluid level

_____ Power steering pump and plumbing

_____ Coolant hose condition and leaks

_____ Alternator mounting brackets

_____ Alternator connections

_____ Charging system output _____ volts

_____ Auxiliary cooler connections

_____ Battery condition and hold downs

_____ Battery cables and clamps

_____ Battery fluid level

_____ Battery terminal voltage _____ volts

_____ Chassis grounds and connections

_____ Starter motor cable condition

_____ Starter motor operation

_____ Fan mounting bolts and adjustment

_____ Fan shroud clearance and condition

_____ Fan clutch or shutters operation

_____ Air filter element condition

_____ Air intake tubes and hoses

_____ All belts condition and adjustment

_____ After-cooler or intercooler tubes and hoses

_____ Motor mount condition

_____ Radiator cap pressure

Comments on engine and cooling systems inspection _____

FIGURE C.3(b) Quarterly/Annual Emergency Vehicle Inspection Report.

Chassis and Components

Fluid levels

- _____ Lubricate chassis
- _____ All fluid levels

Steering

- _____ Steering linkage and tie rods
- _____ Steering box mounting
- _____ Steering system plumbing for leaks
- _____ Manual steering box fluid level

Transmission

- _____ Auto trans fluid level
- _____ Auto trans mounting and condition
- _____ Auto trans and plumbing for leaks
- _____ Auto trans lockup system
- _____ Manual trans oil level
- _____ Manual trans mounting
- _____ Manual trans for leaks

Fuel

- _____ Fuel tank and plumbing for leaks
- _____ Fuel tank mounting

Tires/Wheels

- _____ Tire and wheel conditions
- _____ Lug nuts for torque
- _____ Tire tread depth Front _____ Rear _____
- _____ Tire air pressure Front _____ Rear _____

Driveline

- _____ Driveline U-joints and yokes
- _____ Driveline carrier bearings
- _____ Differential oil level and leaks

Comments on chassis and components inspection _____

Front axle

- _____ Front spring and shock condition
- _____ Front wheel bearings and king pins

Rear axle

- _____ Rear spring condition
- _____ Rear spring torque tubes and shocks
- _____ Axle flanges for leaks and tightness
- _____ Frame rails and cross members

Brakes

- _____ Brake condition (amount of material)
- _____ Brake adjustment and operation
- _____ Air brake valves and tanks
- _____ Lubricate brake pedal pivot pin
- _____ Drain air tanks and check air dryer
- _____ Air brake lines and chambers
- _____ Air brake leaks and buildup
- _____ Hydraulic brakes for leaks
- _____ Hydraulic brake components
- _____ Hydro-vac operation and mounting
- _____ Parking brake operation

Exhaust system

- _____ Exhaust system and muffler

FIGURE C.3(b) *Continued*

Cab and Body

Cab

- ____ Cab mounting and tilt mechanism
- ____ Cab frame and sheet metal
- ____ Cab hoist motor solenoid volt drop ____ volts
- ____ Door mounting and latches
- ____ Cab glass condition
- ____ Cab seat condition and mounting
- ____ Seat belt condition and mounting
- ____ Steering wheel mounting and alignment
- ____ Horn operation
- ____ Heater and defroster operation
- ____ Throttle controls and linkage
- ____ Window operation

- ____ Auto transmission shift controls
- ____ Manual transmission shift controls
- ____ Clutch pedal linkage
- ____ Clutch pedal free play
- ____ Windshield wipers and washers
- ____ Mirror condition and mounting

Body

- ____ Compartment door latches
- ____ Compartment door and hinge condition
- ____ Body compartment condition
- ____ Step and auxiliary equipment condition

Comments on cab and body inspection _____

Cab and Body Electrical

- ____ Headlights and high beams
- ____ Parking and clearance lights
- ____ Tail and stop lights
- ____ Backup lights and alarm
- ____ Turn signal and hazard operation
- ____ Cab spot lights operation
- ____ Auxiliary light operation
- ____ Front warning lights
- ____ Rear warning lights
- ____ Front beacon lights
- ____ Intersection warning lights
- ____ Body deck lights

- ____ Compartment lights
- ____ Siren operation and mounting
- ____ Siren solenoid voltage drop ____ volts
- ____ Voltage drops of all solenoids

List solenoids and voltage drop below

Solenoid	Voltage Drop

Comments on cab and body electrical inspection _____

FIGURE C.3(b) *Continued*

Line Voltage Inspection

- | | |
|---|---|
| ☐ Power source | ☐ Electrical controls |
| ☐ Generator drive engine or power drivetrain | ☐ Output voltage _____ volts |
| ☐ Cord reels and receptacles | ☐ Output frequency _____ Hz |
| ☐ Electrically driven equipment | |

Comments on line voltage electrical inspection _____

Road and Operational Test

- | | |
|---|--|
| ☐ Engine oil pressure | ☐ Drive line vibration |
| ☐ Engine coolant temperature | ☐ Air compressor operation |
| ☐ Tachometer operation | ☐ Air compressor governor setting |
| ☐ Auto transmission shifting | ☐ Speedometer operation |
| ☐ Clutch release and operation | ☐ Shimmy or front end noises |
| ☐ Manual transmission shifting | ☐ Clutch fan or shutter operation |
| ☐ Brake operation | |

Comments on road and operational test _____

PUMP AND WATER TANK INSPECTION

- | | | |
|---|---|----------------|
| Pump manufacturer _____ | Model _____ | S/N _____ |
| Pump location _____ | Pump hours _____ | Capacity _____ |
| ☐ Pump shift and indicator lights | ☐ Engine speed counter | |
| ☐ Automatic transmission lockup system | ☐ Pump panel electrical switches and panel light | |
| ☐ Clutch disengagement and manual transmission | ☐ Master gauges for accuracy and operation | |
| ☐ Pump transmission shift cylinders or motor | ☐ Discharge gauges for accuracy and operation | |
| ☐ Pump transmission oil level and condition | ☐ Water tank indicator system | |
| ☐ Pump panel tachometer and engine gauges | ☐ Pump | |

FIGURE C.3(b) *Continued*

____ Pump plumbing ____ High-pressure pump system ____ Pressure control device operation and response time ____ Transfer valve operation ____ Intake relief operation ____ Primer operation ____ Dry vacuum test Initial reading ____ in. vacuum Leakage in 5 minutes ____ in. vacuum ____ Primer motor solenoid voltage drop ____ volts ____ Pump packing—adjust if necessary ____ Mechanical seals for leaks ____ Discharge and intake valves ____ Valves, linkage, remote rods, and pivot points	____ Drain valves ____ Tank-to-pump and tank fill valves ____ Auxiliary cooler ____ Suction strainer ____ Preconnect valves and plumbing ____ Deck gun valve and plumbing ____ Front or rear suction valves and plumbing and valves ____ Auto-lube level and fluid condition ____ Water tank mounting and integrity ____ Booster reel mounting and operation ____ Anodes in tank and pump ____ Reel motor solenoid voltage drop ____ volts ____ Pump mounting integrity ____ Pump driveline U-joints, yokes and flanges
---	---

Comments on pump and tank inspection _____

FOAM PROPORTIONING SYSTEM INSPECTION

Foam system manufacturer _____ Model _____ S/N _____

____ Instrumentation, gauges, and controls ____ Strainer or filter ____ Foam concentrate pump ____ Lubricant level and condition ____ Hydraulic pump	____ Hydraulic system ____ Hydraulic fluid tank mounting and integrity ____ Foam concentrate tank mounting and integrity ____ Foam eductor system, metering, and check valve
---	--

Comments on foam proportioning system inspection _____

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FIGURE C.3(b) *Continued*

AERIAL DEVICE INSPECTION

Aerial manufacturer _____ Model _____ S/N _____

Aerial hours _____ Rated capacity _____

Hydraulic Systems

Turntable

_____ Rotation gear reduction box

_____ Rotation hydraulic swivel

_____ Lines and hoses

_____ Control valve

Chassis

_____ Hydraulic tank

_____ Hydraulic fluid levels

_____ Hydraulic fluid sample

_____ PTO

_____ Hydraulic pump

_____ Auxiliary power pump

_____ Lines and hoses

Stabilizer

_____ Cylinders

_____ Control valve

_____ Lines and hoses

_____ Diverter valve

Aerial

_____ Elevation cylinder

_____ Extension cylinder

_____ Lines and hoses

_____ Tip controls

Platform

_____ Control valve

_____ Leveling cylinders

_____ Lines and hoses

Structural Fasteners

_____ Turntable mounting bolts

_____ Torque box mounting to frame bolts

_____ Suspension system bolts

Tractor Drawn Components

_____ Mounting to frame bolts

_____ Rotation gear reduction box mounting bolts

_____ Boom support/ladder cradle mounting bolts

Stabilizer

_____ Mounting to frame or torque box

_____ Mounting bolts

Lubrication

_____ Sheaves

_____ Cables

_____ Ladder section base rails

_____ Ladder heel pin

_____ Rotation gear and bearing

_____ Rotation gear reduction box

_____ Elevation cylinder pins

_____ Extension cylinder pins

_____ Stabilizer extension cylinder pins

_____ Aerial waterway pipe sections

Indicators

_____ Rung alignment

_____ PTO engaged

_____ Aerial alignment

_____ Turntable alignment

_____ Elevation

_____ Extension

_____ Turntable level

Turntable Components

_____ Safety signs

_____ Communication system

_____ Emergency hydraulic power

_____ Interlock systems

_____ Electrical lines

FIGURE C.3(b) *Continued*

PUMP PERFORMANCE TEST

Emergency vehicle number or designation _____ Year manufactured _____
 Manufacturer _____ Model _____
 Serial no. _____ Vehicle identification no. _____
 Engine make _____ Model _____
 Pump make _____ Model _____
 Pump rated capacity _____ (gpm) (L/min) at _____ (psi) (kPa)
 Speed check taken from _____ Ratio to engine _____
 Test site location _____
 Tests performed from ☐ Draft ☐ Hydrant
 Suction hose size _____ (in.) (mm) Length _____ (ft) (m)

	At start of tests	At end of tests
Atmospheric pressure		
Air temperature		
Water temperature		
Elevation of test site		
Lift		

Governed engine speed _____ Actual maximum engine speed _____
 Verify operation of pump shift indicator _____
 Verify operation of pump engine control interlock at pump operator's panel _____
 Maximum vacuum attained _____ Vacuum drop in 5 minutes _____
 Time to prime pump _____
 Pressure control device test:
 Rise while pumping capacity at 150 psi _____
 Rise while pumping capacity at 90 psi _____
 Rise while pumping 50 percent capacity at 250 psi _____
 Intake relief valve test results _____
 Tank to pump water flow test _____ (gpm) (L/min)
 Gauge accuracy _____ Flowmeter accuracy _____

Pump Test Results

	Capacity test	Overload test	200 psi test	250 psi test
Duration				
Average nozzle pressure				
Corrected pressure				
Gallons per minute				
Average pump pressure				
rpm—engine				
rpm—pump				

Comments _____

FIGURE C.3(c) Pump Performance Test Form.

20-Minute Capacity Test

Layout _____ Nozzle size _____ Position of transfer valve _____

Time	Counter (if used)	rpm	Tach	Engine Temperature	Oil Pressure	Voltage	Automatic Transmission Temp (if equipped)	Pump Intake		Pump Discharge		Pitot/ Flow
								Apparatus gauge	Test gauge	Apparatus gauge	Test gauge	

5-Minute Overload Test

Layout _____ Nozzle size _____ Position of transfer valve _____

10-Minute 200 psi Test

Layout _____ Nozzle size _____ Position of transfer valve _____

10-Minute 250 psi Test

Layout _____ Nozzle size _____ Position of transfer valve _____

Person conducting the test _____

Representing _____

Signature _____ Date _____

AHJ representative _____ Date _____

FIGURE C.3(c) *Continued*

AERIAL DEVICE INSPECTION AND PERFORMANCE TEST

Emergency vehicle no. or designation _____ Year manufactured _____
Manufacturer _____ Model _____
Serial no. _____ Vehicle identification no. _____
Engine make _____ Model _____
Aerial device manufacturer _____ Model _____
Serial no. of aerial device _____ Rated vertical height _____
Type of aerial device ☐ Aerial ladder ☐ Elevating platform ☐ Water tower

Emergency vehicle miles _____ Emergency vehicle hours _____ Aerial hours _____

Reason for test _____

Test location _____

Weather conditions at time of test _____

Temperature _____ (°F) (°C) Wind velocity (estimate) _____ (mph) (km/hr)

Visual Inspection (attach copy of any checklist)

Comments _____

Disposition of any problems _____

Operational Inspection

Comments _____

Disposition of any problems _____

FIGURE C.3(d) Aerial Device Inspection and Performance Test Form.

Load Test

Total weight used _____

Comments _____

Disposition of any problems _____

Water System Test

Comments _____

Disposition of any problems _____

Person conducting the inspection and test _____

Representing _____

Signature _____ Date _____

AHJ representative _____ Date _____

FIGURE C.3(d) *Continued*

LOW-VOLTAGE ELECTRICAL SYSTEM PERFORMANCE TEST			
Emergency vehicle no. or designation _____		Year manufactured _____	
Manufacturer _____		Serial no. _____	
Number of batteries _____		Voltage _____	
Battery manufacturer _____		Size/model _____	
Battery Tests			
Battery rated CCA _____		Open circuit voltage(s) before testing _____	
Conductivity test results: CCA value(s) _____		☐ Pass ☐ Fail	
or			
Load test results: Test current _____		Battery temperature _____ F (C)	
Minimum allowed voltage _____			
Terminal voltage(s) _____		☐ Pass ☐ Fail	
Starter Wiring Test			
Voltage drop in positive (+) lead _____		☐ Pass ☐ Fail	
Voltage drop in negative (-) lead _____		☐ Pass ☐ Fail	
Alternator Test			
Alternator manufacturer _____		Model _____	
Alternator nameplate rating _____			
Alternator test output _____		☐ Pass ☐ Fail	
Voltage drop in positive (+) lead _____		☐ Pass ☐ Fail	
Voltage drop in negative (-) lead _____		☐ Pass ☐ Fail	
Regulator Test			
Regulator temperature _____			
Regulator voltage, minimum load _____		☐ Pass ☐ Fail	
Regulator voltage, loaded _____		☐ Pass ☐ Fail	
Battery Charger/Conditioner Test			
Rated output _____		Test output _____	
Float voltage _____		☐ Pass ☐ Fail	
Total Continuous Load Test			
Battery voltage at start of test _____			
Battery voltage at end of test _____		☐ Pass ☐ Fail	
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FIGURE C.3(e) Low-Voltage Electrical System Performance Test Form.

Solenoid and Power Relay Test

Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail
Device tested _____	Voltage drop _____	☐ Pass	☐ Fail

Comments on low-voltage electrical system performance test _____

Person conducting the test _____

Representing _____

Signature _____ Date _____

AHJ representative _____ Date _____

FIGURE C.3(e) *Continued*

LINE VOLTAGE ELECTRICAL SYSTEM PERFORMANCE TEST

Emergency vehicle no. or designation _____ Year manufactured _____

Manufacturer _____ Serial no. _____

Power source type _____ Manufacturer _____

Model _____

Ratings — Volts _____ ac/dc _____ Phase _____ Frequency _____

Amps _____ Watts _____

Line voltage system is: ☐ Isolated ☐ Bonded neutral

Power Source Annual Load Test

Test load total wattage _____

Test Case	Voltage	Frequency
No load at start		
Loaded at start		
Loaded, 10 minutes		
Loaded at end		
No load at end		
Minimum allowed		
Maximum allowed		
	☐ Pass ☐ Fail	☐ Pass ☐ Fail

Receptacle Wiring Tests

☐ Pass ☐ Fail Number of tests _____

Identify any problem receptacles _____

Comments _____

Ground Fault Circuit Interrupters (GFCIs)

☐ Pass ☐ Fail Number of GFCIs tested _____

Comments _____

FIGURE C.3(f) Line Voltage Electrical System Performance Test Form.

Operational Tests of Line Voltage Equipment

☐ Pass ☐ Fail Describe any failures or problems _____

Comments _____

Power Source Full Load Test

Test load total wattage _____

Test Case	Voltage	Frequency
0% load at start		
50% load at start		
100% load, 0 minutes		
100% load, 10 minutes		
100% load, 20 minutes		
100% load, 30 minutes		
100% load, 40 minutes		
50% load at end		
0% load at end		
Minimum allowed	(-10%)	(-3Hz)
Maximum allowed	(+10%)	(+3Hz)
	☐ Pass ☐ Fail	☐ Pass ☐ Fail

Dielectric Withstand Test

☐ Pass ☐ Fail ☐ Not applicable Comments _____

Comments on line voltage electrical system performance test _____

Person conducting the test _____

Representing _____

Signature _____ Date _____

AHJ representative _____ Date _____

FIGURE C.3(f) *Continued*

FOAM PROPORTIONING SYSTEM PERFORMANCE TEST

Emergency vehicle no. or designation _____ Year manufactured _____

Manufacturer _____ Model _____

Serial no. _____ Vehicle identification no. _____

Foam proportioner make _____ Model _____

Foam proportioner type _____ Serial no. _____

Foam proportioner specifications:

Flow range Min _____ Max _____

Pressure range Min _____ Max _____

Percentage range Min _____ Max _____

Foam concentrate viscosity Min _____ Max _____

Power requirements Min _____ Max _____

Test conditions: Proportioning ratio _____ Waterflow _____ Water Pressure _____

Test method used:

- ☐ Substituting water for foam concentrate
- ☐ Measuring foam concentrate pump output directly
- ☐ Determining foam percentage by use of a refractometer
- ☐ Determining foam percentage by use of a conductivity meter

Calibration accuracy _____ Within minimum requirements? ☐ Yes ☐ No

Comments on foam proportioning system performance test _____

Tested by _____ Date _____

FIGURE C.3(g) Foam Proportioning System Performance Test Form.

CAFS COMPRESSOR PERFORMANCE TEST

Emergency vehicle no. or designation _____ Year manufactured _____
 Manufacturer _____ Model _____
 Serial no. _____ Vehicle identification no. _____
 Compressor make _____ Model _____
 Compressor rate capacity at 125 psi (862 kPa) _____ SCFM
 Compressor drive ☐ Belt ☐ Engine ☐ PTO ☐ Hydraulic
 If engine, make _____ Model _____
 Test device _____ Airflow meter _____ Fixed orifice _____ (size)

Compressor Run Test

Time	Air Pressure	Airflow (SCFM)	Compressor Temperature
Start			
5 minutes			
10 minutes			
15 minutes			
20 minutes			

Maximum air pressure: psi _____

Pressure Balance Test

Time	Water Pressure	Air Pressure	Percent Difference
At test start			
With air flowing			
After 5 minutes			

Comments on CAFS compressor performance test _____

Tested by _____ Date _____

FIGURE C.3(h) CAFS Compressor Performance Test Form.

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 rollover 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 retroreflective 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?

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 Informational References

E.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.

E.1.1 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02169-7471.

NFPA 11, *Standard for Low-, Medium-, and High-Expansion Foam*, 2016 edition.

NFPA 1002, *Standard for Fire Apparatus Driver/Operator Professional Qualifications*, 2017 edition.

NFPA 1150, *Standard on Foam Chemicals for Fires in Class A Fuels*, 2017 edition.

NFPA 1901, *Standard for Automotive Fire Apparatus*, 2016 edition.

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

NFPA 1912, *Standard for Fire Apparatus Refurbishing*, 2016 edition.

NFPA 1917, *Standard for Automotive Ambulances*, 2016 edition.

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

NFPA 1962, *Standard for the Care, Use, Inspection, Service Testing, and Replacement of Fire Hose, Couplings, Nozzles, and Fire Hose Appliances*, 2013 edition.

E.1.2 Other Publications.

E.1.2.1 AAMVA/CCMTA Publications. American Association of Motor Vehicle Administrators, 4301 Wilson Boulevard, Suite 400, Arlington, VA 22302.

Canadian Council of Motor Transport Administrators, 2323 Saint-Laurent Blvd., Ottawa, ON, K1G 4J8, Canada.

Passenger Vehicles & Light Trucks Vehicle Inspection Handbook, 1999.

Trucks, Buses, & Trailers Vehicle Inspection Handbook, 1999.

E.1.2.2 ASME Publications. American Society of Mechanical Engineers, Two Park Avenue, New York, NY 10016-5990.

ASME B40.100, *Pressure Gauges and Gauge Attachments*, 2013.

E.1.2.3 U.S. Government Publications. U.S. Government Publishing Office, 732 North Capitol Street, NW, Washington, DC 20401-0001.

Title 29, Code of Federal Regulations, Section 1910.177, “Servicing Multi-Piece and Single Piece Rim Wheels.”

Title 49, Code of Federal Regulations, Part 301, “Motor Vehicle Safety.”

E.2 Informational References. (Reserved)

E.3 References for Extracts in Informational Sections.

NFPA 1901, *Standard for Automotive Fire Apparatus*, 2016 edition.

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Sequence of Events for the Standards Development Process

Once the current edition is published, a Standard is opened for Public Input.

Step 1 – Input Stage

- Input accepted from the public or other committees for consideration to develop the First Draft
- Technical Committee holds First Draft Meeting to revise Standard (23 weeks); Technical Committee(s) with Correlating Committee (10 weeks)
- Technical Committee ballots on First Draft (12 weeks); Technical 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 on the document information page

Step 2 – Comment Stage

- Public Comments accepted on First Draft (10 weeks) following posting of First Draft Report
- If Standard does not receive Public Comments and the Technical Committee chooses not to hold a Second Draft meeting, the Standard becomes a Consent Standard and is sent directly to the Standards Council for issuance (see Step 4) or
- Technical Committee holds Second Draft Meeting (21 weeks); Technical Committee(s) with Correlating Committee (7 weeks)
- Technical Committee ballots on Second Draft (11 weeks); Technical Committee(s) with Correlating Committee (10 weeks)
- Correlating Committee Second Draft Meeting (9 weeks)
- Correlating Committee ballots on Second Draft (8 weeks)
- Second Draft Report posted on the document information page

Step 3 – NFPA Technical Meeting

- Notice of Intent to Make a Motion (NITMAM) accepted (5 weeks) following the posting of Second Draft Report
- NITMAMs are reviewed and valid motions are certified by the Motions Committee for presentation at the NFPA Technical Meeting
- NFPA membership meets each June at the NFPA Technical Meeting to act on Standards with “Certified Amending Motions” (certified NITMAMs)
- Committee(s) vote on any successful amendments to the Technical Committee Reports made by the NFPA membership at the NFPA Technical Meeting

Step 4 – Council Appeals and Issuance of Standard

- Notification of intent to file an appeal to the Standards Council on Technical Meeting action must be filed within 20 days of the NFPA Technical Meeting
- Standards Council decides, based on all evidence, whether to issue the standard or to take other action

Notes:

1. Time periods are approximate; refer to published schedules for actual dates.
2. Annual revision cycle documents with certified amending motions take approximately 101 weeks to complete.
3. Fall revision cycle documents receiving certified amending motions take approximately 141 weeks to complete.

Committee Membership Classifications^{1,2,3,4}

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 Online Submission System

Soon after the current edition is published, a Standard is open for Public Input.

Before accessing the Online Submission System, you must first sign in at 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 on Sign In at the upper right side of the page.
- b. Under the Codes and Standards heading, click on the “List of NFPA Codes & Standards,” and then select your document from the list or use one of the search features.

OR

- a. Go directly to your specific document information page by typing the convenient shortcut link of www.nfpa.org/document# (Example: NFPA 921 would be www.nfpa.org/921). Sign in at the upper right side of the page.

To begin your Public Input, select the link “The next edition of this standard is now open for Public Input” located on the About tab, Current & Prior Editions tab, and the Next Edition tab. 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 online submission system utilizing the same steps as previously 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 Document Information Pages

About tab: View general document and subject-related information.

Current & Prior Editions 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.

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.”

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 Section 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 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 4.2.5.2 and Section 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 NFPA Technical Meeting or the objection will be considered resolved. [See *Regs* at 4.4.1(b).]

V. Step 3a: Action at NFPA 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 (NITMAM). (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 NFPA 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 Table 1, 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 NFPA 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 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 NFPA 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 Section 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 NFPA Technical Meeting within 75 days from the date of the recommendation from the NFPA 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 NFPA. 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 Section 1.7 of the *Regs*.

X. For More Information. The program for the NFPA 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. To view the First Draft Report and Second Draft Report as well as 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/docinfo) or contact NFPA Codes & Standards Administration at (617) 984-7246.



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NFPA 1901 Standard for Automotive Fire Apparatus

D.1 General. To maximize firefighter 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 firefighters 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 firefighters who use the apparatus.

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; road ability, including minimum accelerations and top speed limitations; enhanced step and work surface lighting; cab integrity testing; increased use of retroreflective 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.