



A light fire fighting truck for fast intervention, that could be relied upon solely to reach the fire site before it gets out of hand. The truck is equipped with a rearship fire pump, water tanks, foam tanks, water and foam monitor, hose reels and equipment compartments. The vehicle is suitable to operate in residential areas and narrow crowded industrial zones. The vehicle can replace the need for a large fire fighting truck if there is a water supply enough to run the pump. This vehicle works on the American GMC Chevrolet chassis. It is designed according to the American NFPA standards.

- Power up to 250 HP gasoline/diesel water-cooled.
- Extra cooling for the radiator from the fire fighting pump.
- Chassis capacity up to 15000 lbs.
- 4X2 or 4X4 single cab.
- Lowest acceleration time relative to comparable vehicles.
- Water tank up to 1.5 m<sup>3</sup> made of galvanized steel or stainless steel (optional).
- Upper manhole for filling and inspection.
- Water wave inhibitors to break the inertia forces on applying the brakes or severe turning.
- Water tank cover can be fully opened.
- A water level indicator with an over flow outlet.
- Foam tank up to 300 liters with a refill hole.
- A level indicator with an over flow outlet.
- RearshipHale pump up to 3000 lit at 10 bar.
- The pump is suitable for all types of fresh and salt water.
- Priming unit from 24 feet in 30 seconds.
- 2X2.5 " outlets
- Inlet with required type and diameter.
- Foam around the pump RTP from 1% to 10%.
- Pump protection from speed pressure and heat (optional).
- 2 hose reels 30 m. 3/4" for primary insertion.
- Water and foam monitor discharge up to 1650 l/min., distance up to 50 m.
- Cabinets with sliding doors on the vehicle sides.
- Lighting around the vehicle, the pump and the control panel.
- Sound and light alarm and a siren.
- A lot of other additional items for first aid, fire fighting and rescue equipment.

**The Pump:** a product of Hale-Godiva. The pump has a discharge capacity up to 3000 lit\min at 10 bar. The impeller is manufactured from phosphor bronze, the shaft from stainless steel. The pump has outlets for the hoses, the water monitor and the reels; outlet for water tank feed, foam inlet intake. The two inlet openings have diameters of 4" and 2.5" (optional).

**The priming unit:** a product of Hale company. Works on the vehicle's electricity. Capable of priming water from a depth of 24' in 30 sec. The unit is easy to assemble and maintain.

**Water tank:** made out of galvanized steel up to 1.5 m<sup>3</sup> with internal baffles to break the inertia forces on applying the brakes or severe turning. Internal and external reinforcement webs. The top of the tank can be completely removed for cleaning and annual maintenance works (optional). A 50 cm manhole for filling and regular inspection. Inlet for filling the tank from the pump, overflow outlet, ventilation outlet, lower outlet for feeding the pump from the tank, drainage outlet, level indicator for the water level inside the tank, sieve on the inlet line to the pump to prevent dirt from reaching the pump.

**Foam tank:** stainless steel tank of capacity up to 300 liters of concentrated foam with wave inhibitors and reinforcement webs, level indicator to show the fluid level inside the tank. Inlets and outlets for filling and drainage. Foam mixing system around the pump, RTP to insure proper mixing of the foam inside the pump, then it is pumped out through all the outlets and the tank is refilled using either a manual or electrical pump (optional).

**Reels:** 2 hose reels of diameter ¾" or 1". Length of the hose is 30 meters (or upon demand), located on the sides of the pump. The reels are complete and fully equipped with the variable nozzle (perpendicular, foggy, spray, foam).

**Cabinets:** identical galvanized steel cabinets on the sides of the vehicle, equipped with sliding doors, shelves, space to store and fasten needed equipment, also lights at opening the doors (optional).

**Water monitor:** water monitor for water and foam, water discharge rate of 2000 lit\min at 10 bar, foam discharge rate up to 8000 lit\min at 5 to 7 bar. The water monitor can move horizontally 360°, vertically from -40° to +90°, the discharge rate can be controlled via a speed regulator located in the cabin either manually or electrically (optional).

**Control panel:** equipped with all the suction and drainage pressure gauges, working hour meter, engine speed regulator, as well as the required readings for operating and a handle for the priming unit.

**Sound and light alarm:** 2 red flashers and a revolving siren, a full loud speaker with the horn and microphone.

**Lights:** lights located in the corners and front of the vehicle, pump and control panel.

**Extra cooling system:** extra cooling for the radiator using pressured water from the fire pump without mixing, this guarantees longer working hours for the engine without an increase in temperature especially in hot climates and close to flames.

Compatibility between the speed of the engine and that of the pump, this way full utilization of the pump can be achieved at the economical revolution speed of the engine, this guarantees the maximum length of working time without causing engine fatigue.

**Attachments dual treatments:** made from galvanized steel, which is coated and painted from the outside to ensure no effect due to the water exposure.

**Modifications and upgrades:** these are done according to the circumstances and the customer requirements according to the international standard specifications.