INCH-POUND
A-A-59683
14 December 2000

COMMERCIAL ITEM DESCRIPTION

TRUCK, FIRE FIGHTING (WILDLAND)

The General Services Administration has authorized the use of this commercial item description for all federal agencies.

1. SCOPE. This commercial item description covers a commercial wildland fire truck. It shall have a 4x4 chassis with a diesel engine, an automatic transmission, and a five person cab with four doors. The wildland fire truck shall have a mounted utility body, containing a modular agent and delivery system, as well as fire fighting tools and equipment. When specified (see 6.2), the truck shall be equipped with a compressed air foam system (CAFS). The wildland fire truck is intended to combat wildland and brush type fires.

2. SALIENT CHARACTERISTICS. The wildland fire truck shall be in accordance with the applicable requirements of the following chapters of National Fire Protection Association (NFPA) 1906, 1995 Edition:

Chapter	Title
1	Administration
2	General Requirements
3	Chassis and Vehicle Components
4	Pumps
5	Pump Engines
6	Water Tanks
7	Body and Compartmentation
8	Equipment Carried on Wildland Fire Apparatus
9	Class A Foam Concentrate Proportioning Systems
10	Compressed Air Foam Systems (CAFS)
11	Line Voltage Electrical Systems
13	Vehicle Protection Systems
14	Test and Delivery Data Requirements

Beneficial comments, recommendations, additions, deletions, clarifications, etc. and any data that may improve this document should be sent to: WR-ALC/LEEV, 295 Byron Street, Robins AFB, GA 31098-1611

AMSC N/A FSC 4210

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2.1 Administration.

2.1.1 Environmental conditions.

2.1.1.1 Altitude. Unless otherwise specified (see 6.2), the truck, including the pumping system, shall be designed for operation at 2,000 feet above sea level. When specified (see 6.2), the truck, including the pumping system, shall be designed for operation at the altitude specified.

2.1.1.2 Temperature range. The truck shall be capable of satisfactory storage and operation in temperatures ranging from 32° to 125° F. When specified (see 6.2), the vehicle shall be equipped with a winterization system that includes an engine coolant heater; engine oil pan and battery heaters may be provided. The winterization system shall be powered through the electrical shoreline connection (see 2.10.1).

2.1.2 Foreign object damage. All loose metal parts, such as pins and valve caps, shall be securely attached so they cannot separate from the vehicle.

2.1.3 Roadability.

2.1.3.1 Operating terrain. The truck shall operate on paved and graded gravel roads and off-road (cross country) terrain.

2.1.3.2 Acceleration. The fully loaded truck shall accelerate from 0 to 35 miles per hour (MPH) within 25 seconds on a level, paved road.

2.1.3.3 Maximum speed. The fully loaded truck shall attain a minimum top speed of 60 MPH on a level, paved road.

2.1.3.4 Gradeability. The fully loaded truck shall be able to maintain a speed of at least 30 MPH while ascending any paved slope up to and including 8.0 percent. The fully loaded truck shall also be able to maintain a speed of at least 5.0 MPH while ascending any paved slope up to and including 30 percent.

2.1.4 Overall dimensions. Overall dimensions shall be the minimum consistent with the operational performance and the design constraints necessary to achieve the specified performance. Overall dimensions shall not exceed:

Length	330 inches
Width	96 inches (excluding mirrors)
Height	112 inches

2.1.5 Turning diameter. The truck shall have a wall to wall turning diameter of 70 feet maximum in both directions.

2.1.6 Manuals and video tape. Two sets of operation, maintenance, and parts manuals shall be provided with each truck. The parts manuals shall list the component part numbers and any sub-component manufacturer's part numbers, as applicable. Manuals shall be provided for review 30 days prior to the demonstration. A product familiarization video tape shall be provided with each truck. The tape shall verbally and visually provide all information required for operation and routine maintenance of the vehicle and its components, using the manuals as a baseline.

2.1.7 Painting, plating, and corrosion control.

2.1.7.1 Dissimilar metals. Dissimilar metals, as defined in MIL-STD-889B, shall not be used in intimate contact with each other.

2.1.7.2 Finish. Exterior surfaces shall be prepared, primed, and painted with polyurethane paint in accordance with all of the paint manufacturer's instructions and recommendations. Unless otherwise specified (see 6.2), the exterior finish color shall be Candy Apple Red, Sikkens Color Number FLNA3021, DuPont Color Number 97902U or 4737U, or PPG Color Number 71528 (the PPG name for this color is Cardinal Red). When specified (see 6.2), the exterior finish color shall be Lime Yellow, Color Number 13670 of FED-STD-595B; Forest Green, Color Number 24052 of FED-STD-595B; or Desert Sand, Color Number 30313 of FED-STD-595B.

a. For vehicles painted Candy Apple Red or Lime Yellow, the cab upper body (from the bottom of the windshield) and roof shall be painted White, Color Number 17875 of FED-STD-595B. Compartment interiors shall have a standard commercial finish. All bright metal and anodized parts, such as mirrors, horns, light bezels, and treadplate, shall not be painted. Roll-up compartment doors may be painted or unpainted.

b. For vehicles painted Forest Green or Desert Sand, all surfaces, including all normally bright metal and anodized parts and any interior surfaces visible with any compartment door open, shall be painted body color. This does not include items mounted in the compartments.

(NOTE: Specification of Sikkens, DuPont, and PPG color numbers is not meant to imply a requirement or preference for Sikkens, DuPont, or PPG paint.)

2.1.7.3 Reflective stripes. Horizontal, reflective stripes in accordance with 7-6.2 of NFPA 1906 shall be applied around the vehicle in an approximate plane with the headlights. Offsets in the reflective stripes shall be made to maximize the length of reflective surface. Bright metal trim or anodized parts may interrupt the reflective stripes. The pattern shall be 10 inches wide with three reflective stripes (one inch reflective, one inch body color, six inches reflective, one inch body color, and one inch reflective). The reflective stripes shall be white for trucks painted Candy Apple Red, Lime Yellow, and Desert Sand, and black for trucks painted Forest Green.

2.1.8 Identification plate. An identification plate, permanently marked, shall be securely mounted at the driver's compartment. The identification plate shall contain the following information:

NOMENCLATURE
MANUFACTURER'S MAKE AND MODEL
MANUFACTURER'S SERIAL NUMBER
REGISTRATION NUMBER
NATIONAL STOCK NUMBER (NSN)
VEHICLE CURB WEIGHT: kg (pounds)
PAYLOAD, MAXIMUM: kg (pounds)
GROSS VEHICLE WEIGHT (GVW): kg (pounds)
DATE OF DELIVERY (month and year)
WARRANTY (months and km (miles))
CONTRACT NUMBER

2.1.9 Hose storage.

2.1.9.1 Hose storage area. The truck body shall have a hose bed with at least 44 cubic feet of storage space.

2.1.9.2 Cross lay hose bed. The truck shall have a cross lay hose bed, with a removable cover, capable of carrying 150 feet of 1¾-inch preconnected hose. Sufficient clearance shall be provided between the hose and cover to allow the preconnected hose nozzle to be pulled through from either side of the truck.

2.1.10 Suction hose.

2.1.10.1 Hard suction hose. Three light weight 4-inch hard suction hoses shall be provided, two each 7-feet long and one each 5-1/2 feet long. Each hard suction hose shall have 4-inch National Hose thread long handle female couplers on one end and 4-inch National Hose thread long handle male couplers on the other. The hoses shall be mounted on the truck above the left side compartments. A suction strainer shall also be mounted on the truck. The hose and suction strainer mounting system design shall be subject to approval by the procuring activity.

2.1.10.2 Soft suction hose. The truck shall be equipped with a 14 foot long, 3-inch soft suction hose, with a 4-inch National Hose thread long handle female coupler on one end and a 4-inch National Hose thread long handle female coupler on the opposite end. The soft suction hose and couplers shall be stored in a compartment between the truck cab and the extended front bumper.

2.2 Chassis and vehicle components.

2.2.1 Capacity. The truck shall have a minimum Gross Vehicle Weight Rating (GVWR) of 31,000 pounds.

2.2.2 Engine. The truck shall have a diesel engine.

2.2.2.1 Fuel filters. Primary and secondary fuel filters and a fuel/water separator shall be provided. The fuel/water separator shall include a water coalescer and a drain valve, and shall be in accordance with SAE J1839. A combination fuel filter and fuel/water separator may be provided. Fuel filter elements shall be replaceable without loss of engine prime.

2.2.3 Exhaust system. The exhaust system outlet(s) shall be directed away from personnel accessing equipment compartments.

2.2.4 Brake system. The truck shall be equipped with an all-wheel antilock brake system; the brakes shall be fully air-actuated.

2.2.4.1 Compressed air shoreline. A checked, auto-eject compressed air shoreline connection shall be provided to maintain brake system pressure while the vehicle is not running, located near the driver's door or at the left side front corner of the truck body.

2.2.4.2 Retarder. An engine or transmission retarder shall be provided.

2.2.5 Tires and wheels. The truck shall be equipped with tubeless steel radial tires with on/off-road type tread mounted on steel disc wheel assemblies. Tire and wheel assemblies shall be identical at all positions. A spare tire and wheel assembly, a jack, and a lug wrench shall be mounted on the truck.

2.2.6 Tow hooks. The truck shall be equipped with front and rear tow hooks or tow eyes in accordance with 3-4.5 on NFPA 1906.

2.2.7 Transmission. A fully automatic transmission with a hydraulic torque converter shall be provided. The normal driving range selector position shall provide at least four gear ratios without movement of the selector. The net torque capacity and the net power rating of the transmission shall exceed the output ratings of the engine.

2.2.8 Fuel tank. Fuel tank(s) in accordance with 3-4.4 through 3-4.4.4 of NFPA 1906 shall be provided. The fuel tank(s) shall have a minimum capacity of 75 gallons.

2.2.9 License plate bracket. A lighted license plate bracket shall be provided at the left rear.

2.3 Low-voltage electrical systems. The truck shall have a 12 volt electrical and starting system.

2.3.1 Alternator. A single or dual alternator charging system in accordance with 3-3.2.1 of NFPA 1906 shall be provided.

2.3.2 Batteries. Batteries shall be of the maintenance-free type; addition of water shall not be required during normal service life. The battery cover and vent system shall be designed to prevent electrolyte loss during service and to keep the top of the battery free from electrolyte.

2.3.2.1 Battery compartment. The batteries shall be mounted in an acid-resistant tray and shall be enclosed in a weatherproof box or compartment.

2.3.3 Battery charger or conditioner. The truck shall have a DC taper type battery charger or an automatic battery conditioner, providing a minimum 15 amp output. The charger/conditioner shall be permanently mounted on the truck in a properly ventilated, accessible location. The charger/conditioner shall be powered from the electrical shoreline receptacle (see 2.10.1). A charging indicator shall be installed next to the receptacle. When a battery conditioner is provided, it shall monitor the battery state of charge and, as necessary, automatically charge or maintain the batteries without gassing, depleting fluid level, overheating, or overcharging.

2.3.4 Warning lights. All warning lights shall use strobe type or light emitting diode (LED) elements. The warning light system, related components, and devices shall be in accordance with 3-3.5.1, 3-3.5.2, and 3-3.5.3 of NFPA 1906.

2.3.4.1 Light bar. A six red element light bar, with both forward and side facing heads, shall be mounted on the cab roof. The light bar shall be separately switched from the warning light panel.

2.3.4.2 Warning light color. When specified (see 6.2), the rearward, red strobe lights shall be replaced with amber. When specified (see 6.2), all red warning and strobe lights shall be replaced with blue.

2.3.4.3 Headlight flashing system. When specified (see 6.2), the truck shall have a high beam, alternating/flashing, headlight system. The headlight flasher shall be separately switched from the warning light panel.

2.3.5 Audible warning devices.

2.3.5.1 Siren. The truck shall be equipped with an electronic siren system. The amplifier unit shall include volume control and selection of "Radio," "PA," "Manual," "Yelp," "Wail," and "Hi-Lo" (European) modes, and a magnetic noise canceling microphone. The amplifier, microphone and controls shall be within reach of the driver and right front passenger. Siren activating foot switches shall be located in front of the driver and the right front passenger. The siren speaker shall be rated at 100 watts minimum and shall be located in a guarded position in the front bumper.

2.3.5.2 Horn. Dual air horns shall be installed in protected locations near the front of thc truck. Air horn activating foot switches shall be located in front of the driver and the right front passenger.

2.3.6 Work lighting.

2.3.6.1 Cab interior lights. Cab interior light levels shall be sufficient for reading maps or manuals.

2.3.6.2 Compartment lights. White lighting sufficient to provide an average minimum illumination of 1.0 footcandle shall be provided in each compartment greater than 4.0 cubic feet and having an opening greater than 144 square inches. Where a shelf is provided, this

illumination shall be provided both above and below the shelf. Lights shall automatically illuminate only when the respective doors are opened.

2.3.6.3 Ladder, step, and area lights. Non-glare white lighting shall be provided at ladders and access steps where personnel work or climb during night operations. These area lights shall be controlled with switches on the cab instrument panel and near the light sources.

2.3.7 Radio circuit. The truck shall have a separate 30 amp circuit, with breaker and a wire routed to a space provided between the driver and crew chief for a purchaser provided radio.

2.4 Driving and crew areas.

2.4.1 Cab. The truck shall have a five person, four door, non-tilting cab. At least one grab handle shall be provided for each crew member.

2.4.1.1 Seats. The truck shall have seats in accordance with 3-4.6.6 of NFPA 1906. Each seat shall be provided with a Type 2 seat belt assembly (i.e., 3-point restraint) in accordance with Federal Motor Vehicle Safety Standard (FMVSS) 209.

2.4.1.2 Cab interior sound level. Cab interior sound level shall be in accordance with 3-4.6.4 of NFPA 1906.

2.4.1.3 Mirrors. Outside rearview mirrors shall be installed on each side of the cab, mounted on fold-back brackets.

2.4.1.4 Climate control system. The offeror/contractor's standard heater/defroster system shall be provided. Unless otherwise specified (see 6.2), the offeror/contractor's standard air conditioning system shall also be provided. The air conditioning system design shall cool a fully occupied cab to 80° F from 110° F.

2.4.1.5 Instruments and controls. Gauges shall be provided for oil pressure, coolant temperature, and automatic transmission temperature. In addition to the instruments and controls required by 3-4.6.8 of NFPA 1906, a master warning light control switch and work light switch(es) shall be provided within convenient reach of the seated driver.

2.5 Body, compartments, and equipment mounting.

2.5.1 Body. The truck shall have an all aluminum or all stainless steel body. Aluminum thickness shall be at least 0.125 inches; stainless steel thickness shall be at least 0.090 inches.

2.5.2 Compartments. The truck body shall have compartments with a minimum of 80 cubic feet of enclosed storage space. At least one compartment shall be of appropriate size and shape for storage of shovels, rakes, and hoses.

2.5.2.1 Compartment doors. Compartment doors shall be of a double wall design, hinged at the front or at the top.

2.5.2.2 Drip rails. Drip rails shall be provided over each compartment door. If the drip rails are not integral with the body, they shall be of bright finish anodized extruded aluminum.

2.5.2.3 Shelves. An adjustable and removable compartment shelf shall be provided for every 18 inches of each vertical compartment door opening. Shelving adjustments shall require no more than common hand tools, and shall not require disassembly of fasteners. Shelves shall support a minimum of 200 pounds and should support a minimum of 500 pounds without permanent deformation. Each shelf shall be accessible to crew members standing on the ground or steps mounted on the vehicle. Each shelf shall have drain holes located so as to allow for drainage of any water from the stowed equipment.

2.5.2.4 Drainage mats. Each compartment floor and shelf shall be covered with a removable mat designed to allow for drainage of any water from the stowed equipment.

2.5.3 Ladder storage compartment. The truck shall have a storage compartment for a 20 foot extension ladder. The storage compartment shall be located at the rear of the vehicle and shall permit removal of the ladder by a person standing on the ground.

2.5.4 Ladder, handrails, and walkways. Ladders, stepping, standing, and walking surfaces shall be in accordance with 7-4.1 of NFPA 1906. Handrails shall be provided in accordance with 7-5 of NFPA 1906.

2.6 Pump and associated equipment. The pump and associated equipment shall be in accordance with both 14-1 through 14-12 of NFPA 1901, 1999 Edition, and 4-1 through 4-8 of NFPA 1906, 1995 Edition.

2.6.1 Pump. The pump shall be an all bronze design capable of providing 500 gallons per minute (gpm) at 150 pounds per square inch (psi). An impeller housing drain valve shall be provided, controlled from the rear of the truck. If the truck is equipped with a CAFS (see 6.2), the pump shall also be capable of providing 500 gpm at 150 psi of matched air and water flow.

2.6.2 Piping and associated components. All surfaces of the piping and associated components that come into contact with the water shall be of passivated stainless steel or bronze and shall be capable of storing brackish/saltwater. The discharge piping shall flow water at a minimum of 500 gpm. Discharge lines shall slope up from the pump discharge to the hose reel connections.

2.6.3 Intake connections. The truck shall have two 2½-inch intake connections, one on each side, fitted with 45° turn-down fittings. Each intake connection shall be gated and shall have National Hose threads.

2.6.4 Discharge connections. The truck shall be equipped with at least two 2½-inch discharge connections, one on the right side, and one on the left side of the truck. Each 2½-inch discharge connection shall be equipped with no less than 3-inch full flow piping and valve with a 2½-inch adapter and a 45° turn-down fitting. The truck shall be equipped with a 2-inch preconnected

swivel discharge outlet to accommodate the cross lay hose. All discharge connections shall have National Hose threads.

2.6.5 Booster hose reels. The truck shall be equipped with two booster hose reels, each with 100 feet of one-inch booster hose. Each hose reel shall be equipped with adjustable friction brakes, four-way roller guides, and both electric and manual rewinds. An operator standing on the ground shall be able to operate both the electric and manual rewinds. Each manual rewind handle shall be stored inside a compartment. An air fitting shall be provided at each hose reel for purging water from the hose.

2.6.6 Pump engine. If the pump is driven by an auxiliary engine, it shall be a diesel engine in accordance with 5-2 through 5-13 of NFPA 1906. It shall be connected to the truck chassis electrical and fuel systems. The starter controls shall be accessible to an operator standing on the ground at the rear of the truck.

2.7 Water tank. The truck shall have a water tank with a certified capacity of at least 500 gallons.

2.7.1 Water tank material. The water tank shall be constructed of polypropylene or passivated stainless steel.

2.7.2 Water tank baffling. The water tank shall be baffled in accordance with 6-2.3 of NFPA 1906.

2.7.3 Tank to pump intake line. All metallic surfaces of the tank to pump intake line and associated components that come into contact with the water shall be of passivated stainless steel or bronze and shall be capable of storing brackish/saltwater.

2.8 Foam proportioning system. The truck shall be equipped with an electronic, variable speed, fully automatic, discharge side, direct injection foam proportioning system for Class A foam concentrate. It shall be in accordance with 9-1 through 9-10 of NFPA 1906. With 0.5% concentration of Class A foam, the system shall properly proportion foam for flow rates of up to and including 200 gpm. The system shall also accommodate 1% Class A foam concentrate. A polypropylene tank with a minimum usable capacity of 20 gallons shall be provided for Class A foam concentrate.

2.9 Compressed air foam system (CAFS). When specified (see 6.2), the truck shall be equipped with a CAFS in accordance with 10-1 through 10-9 of NFPA 1906. The CAFS shall include an air compressor capable of providing 150 standard cubic feet per minute (scfm) at 150 psi of matched air and water flow.

2.10 Line voltage electrical system.

2.10.1 Electrical shoreline connection. The battery charger/conditioner shall be powered from a covered, polarized, insulated, labeled, recessed, male, 120 volt AC auto-eject receptacle, located next to the driver's side door. A 50 foot long, three wire, 15 amp rated, 120 volt, AC power cable, with straight blade (non twist-lock) connectors, shall be provided. When equipped with a

winterization system, two identical receptacles and cables shall be provided; the receptacles shall be clearly marked. The winterization system shall have a labeled activation switch with a pilot light.

2.11 Vehicle protection systems. The truck shall be equipped with the full complement of brush rails, grille guards, and skid plates, which shall be in accordance with 13-1 through 13-3.4 of NFPA 1906.

2.12 Workmanship. The truck, including all parts and accessories, shall be fabricated in a thoroughly workmanlike manner. Particular attention shall be given to freedom from blemishes, burrs, defects, and sharp edges; accuracy of dimensions, radii of fillets, and marking of parts and assemblies; thoroughness of welding, brazing, soldering, riveting, and painting; alignment of parts; tightness of fasteners; et cetera. The truck shall be thoroughly cleaned of all foreign matter.

3. REGULATORY REQUIREMENTS.

3.1 The offeror/contractor is encouraged to use recovered materials to the maximum extent practicable, in accordance with paragraph 23.403 of the Federal Acquisition Regulation (FAR).

4. QUALITY ASSURANCE PROVISIONS.

4.1 Product conformance. The products provided shall meet the salient characteristics of this Commercial Item Description, conform to the producer's own drawings, specifications, standards, and quality assurance practices, and be the same product offered for sale in the commercial marketplace. The government reserves the right to require proof of such conformance.

4.2 Commercial item requirement. The vehicle furnished shall comply with the "commercial item" definition of FAR 2.101 as of the date of award. The government reserves the right to require the offeror/contractor to prove that their product complies with the referenced commerciality requirements and each salient characteristic of this CID.

The offeror/contractor shall provide an itemized technical proposal that describes how the proposed model complies with each salient characteristic of this CID; a paragraph by paragraph response to the salient characteristics section of this CID shall be provided. The offeror/contractor shall provide two copies of their commercial descriptive catalogs with their offer as supporting reference to the itemized technical proposal. The offeror/contractor shall identify all modifications made to their commercial model in order to comply with the requirements herein.

4.3 Inspection requirements.

4.3.1 General inspection requirements. Apparatus used in conjunction with the inspections specified herein shall be laboratory precision type, calibrated at proper intervals to ensure laboratory accuracy.

4.3.2 Test rejection criteria. Throughout all tests specified herein, the vehicle shall be closely observed for the following conditions, which shall be cause for rejection:

a. Failure to conform to design or performance requirements specified herein or in the contractor's technical proposal.

b. Any spillage or leakage of any liquid, including fuel, coolant, lubricant, or hydraulic fluid, under any condition, except as allowed herein.

c. Structural failure of any component, including permanent deformation, or evidence of impending failure.

d. Evidence of excessive wear.

e. Interference between the vehicle components or between the vehicle, the ground, and all required obstacles, with the exception of normal contact by the tires.

f. Misalignment of components.

g. Evidence of undesirable road ability characteristics, including instability in handling during cornering braking, and while traversing rough terrain.

h. Conditions that present a safety hazard to personnel during operation, servicing, or maintenance.

i. Overheating of the engine, transmission, or any other vehicle component.

j. Evidence of corrosion.

k. Failure of the firefighting system.

4.3.3 Detailed inspection requirements.

4.3.3.1 Examination of product. Each truck shall be examined to verify compliance with the salient characteristics herein. A contractor generated checklist that identifies each relevant requirement and the inspection results shall be used. Particular attention shall be given to materials, workmanship, dimensions, surface finishes, protective coatings and sealants and their application, welding, fastening, and markings. Proper operation of each vehicle function shall be verified. Each production truck shall be inspected to a reduced version of the checklist that has been approved by the procuring activity.

4.3.3.2 Road tests. The following tests shall be performed in accordance with 14-10 of NFPA 1906.

4.3.3.2.1 Maximum speed and acceleration test. The truck shall be tested to demonstrate compliance with 2.1.3.2 and 2.1.3.3. For the first production unit, a time-distance recorder shall be used to record data for this test.

4.3.3.2.2 Gradeability test. The first production truck shall be tested to demonstrate compliance with 2.1.3.4.

4.3.3.2.3 Service brake system test. The truck shall be tested in accordance with 14-10.4 of NFPA 1906. For the first production unit, a time-distance recorder shall be used to record data for this test.

4.3.3.2.4 Turning diameter test. The first production truck shall be tested in accordance with 4-3.14 of NFPA 414, 1995 Edition, to demonstrate compliance with 2.1.5.

4.3.3.2.5 Roadability test. The fully loaded first production truck shall be driven over 10 miles of paved and ten miles of off-road terrains. All loads shall be removed and all structure and surfaces shall be visibly inspected for failure or permanent deformation.

4.3.3.3 Cab interior sound level test. The cab interior sound levels of the first production truck shall be measured in accordance with 49 CFR 393.94(c), "Vehicular interior noise levels test procedure," except that the test shall be performed with the vehicle traveling at a steady speed of 45 MPH on a level, hard, smooth surface road.

4.3.3.4 Test of fire pump and associated equipment.

4.3.3.4.1 Pumping tests. Each truck shall be tested in accordance with 14-2 of NFPA 1906.

4.3.3.4.2 Priming device test. Each truck shall be tested in accordance with 14-3 of NFPA 1906.

4.3.3.4.3 Tank to pump flow test. Each truck shall be tested in accordance with 14-5 of NFPA 1906.

4.3.3.4.4 Water tank capacity test. The water tank capacity of each truck shall be determined in accordance with 14-6 on NFPA 1906.

4.3.3.4.5 Piping integrity test. The pump and piping system of each truck shall be tested in accordance with 14-7 of NFPA 1906.

4.3.3.4.6 Foam proportioning system test. The foam proportioning system of each truck shall be tested in accordance with 14-8 of NFPA 1906.

4.3.3.4.7 CAFS test. If equipped with a CAFS (see 6.2), each truck shall be tested in accordance with 14-9 of NFPA 1906.

5. PACKAGING.

5.1 Preservation, packing, and marking shall be as specified in the contract or order.

6. NOTES.

6.1 Intended use. The wildland fire truck is intended to combat wildland and brush type fires.

6.2 Ordering data. The purchaser shall specify the following at time of purchase:

a. Altitude for which truck operation is to be designed, if greater than 2,000 feet above sea level (see 2.1.1.1).

b. If a winterization system is required (see 2.1.1.2).

c. Finish color required (Lime Yellow, Forest Green, or Desert Sand in place of Candy Apple Red) (see 2.1.7.2).

d. Warning light color required (amber or blue in place of red) (see 2.3.4.2).

e. If a flashing headlight system is required (see 2.3.4.3).

f. If air conditioning is not required (see 2.4.1.4).

g. If a CAFS is required (see 2.9).

CUSTODIAN:
AIR FORCE - 99

REVIEWER:
DLA - CS

PREPARING ACTIVITY:
AIR FORCE - 84

AGENT:
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Project Number: 4210-0619