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6x6 Wildland Fire Engines

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

REC Project No. 63

6x6 Wildland Fire Engines

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Introduction

Since its inception in 1972, REC has provided technical information about converting U.S. Military 6x6's into fire fighting vehicles. The Project 63 report series will replace our past reports about the 2.5-ton and 5-ton 6x6's. Our past 2.5-ton 6x6 information has been completely updated. A more refined tank design and complete details are available now. The previous 2.5-ton report, Project No. 22, is out-of-print and obsolete. Project No. 39, our documentation of the 5-ton 6x6, is still a viable design. We decided, however, to combine our updated 5-ton designs

into this project. We did this for two reasons. Many of the drawings are the same for either 2.5or 5-ton models. We reduce redundancy. Second, users want information on both to make acquisition decisions. This booklet provides basic data about 6x6's. Details for converting your vehicle are found in the design packets listed on pages 6 and 7. All packets are available on-line or in print. Select the design booklets you need to accomplish your project. We provide additional and updated information about 6x6 conversion on our web site, www.RoscommonEquipmentCenter.com.

The U.S. Military 6x6 Truck Family

A brief history of the military 6x6's produced since WW II may help you identify the unit you need. We will refer to the general series number to describe these trucks. Within each series there are many variants; body styles that the military set up for a specific purpose. As an example, the M35 is a 2.5-ton cargo truck. The M35 series includes the M47 dump truck and the M48 truck tractor, each on the same basic chassis. Appendix A lists some of the common variants of the various 2.5-and 5-ton series.

The shorter wheel base 6x6's have the most application for wildfire conversion. They will be more nimble off-road yet have adequate space to fit the appropriate water load. For this reason, much of the data presented here is specific to the shorter wheelbase variants. The shortest wheelbase 2.5-ton is 154 inches. For the 5-ton, it is 167 inches. Our tank design packet also refers to the short wheelbase trucks. A description of each series is found below.

M135 GMC 2.5-Ton 6x6 Series

These were Korean War vintage (1951-1954) trucks that had a troublesome automatic transmission. No longer readily available, we advise against using these for fire engine use.

M35 (REO) 2.5-Ton 6x6 Series

These were produced from 1955 to 1971. Many have been converted for fire use. Some are still available through FEPP. Found in gasoline

(M35), multifuel (M35A1, M35A2) and diesel engine (M35A2C) models. Retrofit kits are available to add power steering, an item that you should consider. Approximate water payload capacity is 900 gallons. The actual capacity will be dependent on the weight of the tank, accessories, and stored items. Table 1 lists other characteristics of the series.

M35 2.5-Ton 6x6 Extended Service Program (ESP)

From 1994 to 1999, many M35's were remanufactured into the M35A3. They were disassembled and then reassembled using some used and some newer parts. The ESP vehicles have diesel engines, automatic transmission, air assisted steering, improved brake system, 3-point seat belts and other improvements. These are not likely to be available through FEPP for awhile.

M39 5-Ton 6x6 Series

The 5-ton began replacing the 2.5-tons during the 1970's. Greater power, payload, and width than the 2.5-tons are features found in gasoline (M40), diesel (M40A1), and multifuel (M40A2) versions. These can carry about 1500 gallons, depending on the weight of the tank, accessories, and stored items.

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M809 5-Ton 6x6 Series

The M809 series vehicles are similar to the M39 series but with some upgraded components including diesel power. They were produced during the 1970's and 1980's.

M939 5-Ton 6x6 Series

An "improved" version of the M809 that includes automatic transmission, better power steering, air brakes, tilt hood, hydraulic winch, and engine diagnostic connection. First introduced in 1983, the M939 has 11xR20 tires with rear tandem duals. This is similar to the M39 and M809 vehicles. The M939A1 features 14xR20 super single radial tires. The M939A2 series has the large tires and adds central tire inflation. Table 2 lists other characteristics of each 5-ton series.

Table 1. M35 Series 2.5-Ton Characteristics

| | M35 | M35A1 | M35A2 |
|------------------------------|----------|------------|---------------|
| Height (inches) | 99.0 | 101.5 | 101.5 |
| Length (inches) ¹ | 93.0 | 93.0 | 93.0 |
| Wheelbase ² | 154.0 | 154.0 | 154.0 |
| Turning Radius (feet) | 36.0 | 36.0 | 36.0 |
| Ground Clearance (inches) | 12.8 | 10.9 | 10.9 |
| Engine Type | Gasoline | Multi-fuel | Multi-fuel |
| Engine Cylinders | 6 | 6 | 6 |
| Engine Aspiration | Natural | Turbo | Natural/Turbo |
| Engine Horsepower | 127 | 130 | 140/210 |
| Transmission | Manual-4 | Manual-5 | Manual-5 |
| Maximum Speed (mph) | 60 | 56 | 56 |

This data is compiled from military manuals and other sources. Some model variants or model years may have variations. ¹Length of truck tractor variant.

²Some models have a longer wheelbase. This wheelbase accommodates REC's 900 gallon tank design.

Table 2. 5-Ton 6x6 Characteristics for Truck Tractor Variant

| Series Name: | | M39 | | M809 | M939 | | | | |
|---|-----------|----------|------------|----------|---------|---------|--------|--|--|
| Truck Tractor Variant Name: | M52 | M52A1 | M52A2 | M818 | M931 | M931A1 | M931A2 | | |
| Height (inches) | 103.1 | 103.1 | 103.1 | 112.0 | 118.5 | 121.2 | 121.2 | | |
| Width (inches) | 97.0 | 97.0 | 97.0 | 98.0 | 97.5 | 97.4 | 97.4 | | |
| Length (inches) ¹ | 257.5 | 257.5 | 257.5 | 266.0 | 264.5 | 264.5 | 264.5 | | |
| Wheelbase ² | 167.0 | 167.0 | 167.0 | 167.0 | 167.0 | 167.0 | 167.0 | | |
| Turning Radius (feet) | 39.3 | 39.3 | 39.3 | 39.0 | | | | | |
| Front Winch Capacity (lbs.) | 20,000 | 20,000 | 20,000 | 10,000 | 17,000 | 17,000 | 17,000 | | |
| Ground Clearance Under Axle (inches) | | | | | 11.5 | 13.9 | 13.9 | | |
| Ground Clearance Under | | | | | | | | | |
| Chassis (inches) | 10.5 10.5 | | 10.5 | 10.5 | 10.5 | 13.1 | 13.1 | | |
| Engine Type | Gasoline | Diesel | Multi-fuel | Diesel | Diesel | Diesel | Diesel | | |
| Engine Cylinders | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | |
| Engine Aspiration | Natural | Turbo | Turbo | Natural | Natural | Natural | Turbo | | |
| Engine Horsepower | 224 | 205 | 175-180 | 240 | 250 | 250 | 240 | | |
| Estimated Fuel | | | | | | | | | |
| Consumption (mpg) | 4 | 5 | 5 | | 3-4 | 3-4 | 5.5-6 | | |
| Transmission | Manual-5 | Manual-5 | Manual-5 | Manual-5 | Auto | Auto | Auto | | |
| Maximum Speed (mph) | 59 | 52 | 52 | 54 | 65 | 65 | 65 | | |

This data is compiled from military manuals and other sources. Some model variants or model years may have variations. ¹Length of truck tractor variant.

²Some models have a longer wheelbase. This wheelbase accommodates REC's 1400 gallon tank design.

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Federal Excess Property Program (FEPP)

FEPP is a program in which federal property that is no longer used by a federal agency can be acquired by another federal agency such as the USDA Forest Service. The Forest Service can then loan the property to qualified state or local units for rural fire defense. Congress has



A FEPP obtained 6x6 chassis prior to modification.

authorized the program and the acquisition is assisted by the state forester of the fire department's state. More information is available through the following web sites:

USDA Forest Service FEPP Program, <u>www.fs.fed.us/fire/planning/fepp</u>. This site quickly answers the basic questions about the FEPP Program. Recent FEPP legislation changes are discussed. There is a list of state foresters and state FEPP Program managers with their telephone numbers and addresses. The site is designed to help you get acquainted to the FEPP Program.

The State Foresters Directory is found at <u>http://205.185.177.133/Sflist.html</u>. This site has addresses and telephone numbers for each of the state foresters. Email links are often included. Web links to each state forestry page are included. Many of the state foresters web pages have information on the state's FEPP Program.

Comparing a FEPP 6x6 with Commercial Cab and Chassis

Deciding whether to use FEPP or buy a new cab and chassis is usually determined by finances. Others use them because they are excellent offroad. Below is a list of some other things to consider.

Disadvantages

Used vehicle; condition not known until obtained. Older technology.

Limited operator comfort.

Service and parts options are limited.

24 volt electric; must add 12 volt system for civilian accessories like radios.

Cannot order the truck the way you want it.

Advantages

Acquisition cost is zero compared to approximately \$60,000 for new cab and chassis. Built rugged, a plus when operating on poor roads or off-road.

Excellent off-road performance.

Power optimized at slower speeds.

Only large 6 wheel drive vehicles with short wheelbase.

Good payload characteristics.

Safe Modification of FEPP

There are many elements that go into the proper design of highway vehicles. Two important considerations are:

- Determining the maximum payload and not exceeding it.
- Installing proper lighting.

Both of these directly affect the safety of the operator and general public.

Gross Vehicle Weight Rating (GVWR): The manufacturer of each truck determines the GVWR for that vehicle. The GVWR is the maximum design load. The manufacturer also lists the Front Axle Weight Rating (FAWR) and Rear Axle Weight Rating (RAWR). These are the maximum design loads on each axle. For 6x6 military vehicles, these ratings are found on a dash plate. None of these ratings should be exceeded. It is prudent to load the truck at 85 to 90 percent of the weight ratings. This reduces operating costs, lengthens truck life, and provides a margin when operators decided they need to take more items.

REC provides an interactive web page¹ that allows you to enter weight and dimensional data to calculate the expected final weight of the vehicle. It is important to understand that it is possible to do this work before you buy or build a tank.

Before you put the vehicle in service, weigh it with the tank full, all the fire tools loaded, and

the occupants seated. If the weight or axle ratings are exceeded you need to make some changes.

Vehicle Lighting: Military 6x6's do not include all the lighting required for highway operation. Vehicles over 80 inches wide need clearance and identification lights. These are the 5 amber lights on the front of the vehicle and 5 red lights on the rear. Stop, tail, and turn lighting and front side and rear side marker lights will be needed as well.

REC provides more information on GVWR and vehicle lighting in its publication, "Guidelines for Designing Wildland Fire Engines." An online version is found at www.RoscommonEquipmentCenter.com.

Weight Capacity of a U.S. Military Vehicle

For the most part, each model in a military vehicle series is designed for a specific mission. The military has determined what it takes to accomplish that mission and with the vehicle manufacturer, assigns a weight rating to the vehicle that assures it will perform that task. This process is somewhat different than assigning a weight rating to a commercial vehicle. In that case, the manufacturer must sell the vehicle for a variety of potential users. The components are analyzed along with the projected uses to determine the maximum capacity of that truck. The truck user is then obligated to stay within that rating when operating on the highway.

In the military system two military vehicles with essentially the same components but with different missions will likely have different weight ratings. The military rating accounts for the needs of the mission. The tasks performed by a lighter rated truck may not require a large load capacity and only enough capacity to accomplish the mission is assigned to that model. In another case, a higher capacity may be assigned because the mission for that vehicle may not be as severe of duty. The military often uses "payload" as the defining characteristic for load limit. The payload is the amount of weight that the user can add to the truck as delivered without exceeding its weight limit. For many years the military assigned dual weight ratings, one for on-highway, another for cross-country use. The 5-ton 6x6 had a nominal payload of 5 tons for cross country use, it's highway payload was twice that or 10 tons. In the later 70's, the military dropped the on-highway rating. Since that time a single rating for payload, GVWR and GAWR have been issued to a truck. For the 6x6 series, this change occurred while the M809 5-ton series was still being made. Early M809's will have both highway and cross-country ratings. Later models have only the much lower cross-country rating.

All the M939 series data plates will have only a single load rating equal to 5-ton payload. This is considerably less than the 10-ton highway payload of its predecessors. To add to the confusion, the M939 operator's manual says, *"The 5-ton load limit rating of M939/A1/A2 series vehicles does not mean these vehicles*

¹ Currently the calculators are found by going to the "Wildland Engines" section of www.RoscommonEquipmentCenter.com.

are limited to 5-ton payloads. A vehicle rating only indicates the maximum amount of cargo weight the vehicle axles and frame can withstand when operating under the worst cross-country conditions." This leaves the post-military user with a dilemma. The GVWR is the accepted definition for the total load capacity of a vehicle. It may have legal stature and this may vary in different states. The military has latitude that the wildland fire organization may not. Our best advice is to operate within the load limits posted on the vehicle's data plate. Appendix B shows weight information for a variety of 5-ton models. The REC 1400 gallon water tank was designed prior to the development of the M939. Added to a bare M939 chassis, the tank with water and accessories will push the truck over the weight limits. Sizing the tank smaller for these vehicles is an option. Our on-line truck weight calculators can help you do this.

The last few paragraphs pertained to the 5-ton 6x6 series. Fortunately, the 2.5-ton vehicles were all produced with dual weight ratings. REC's designs will comfortably fit within maximum load limits of the 2.5-ton.

REC Design Packets for 6x6's

REC has design packets for both 2.5- and 5-ton 6x6 models. These packets are accessible on the internet or can be obtained from us by local, state, or federal fire agencies, as a printed booklet. A description of each of the packets follows. Current packet availability, updates, and other 6x6 information is available online at RoscommonEquipmentCenter.com.



Packet 63A-2, 900 Gallon Tank Drawings for 2.5-ton 6x6's, Including Frame Extension. This is the first volume of drawings needed to build REC's 900 gallon unitized steel water tank for the

2.5-ton. You will also need **Packet 63B**, **Common 6x6 Tank Parts for 6x6's, Including Plumbing Examples**. Together, these two packets include all detailed parts, subwelds, subassemblies, completed weldments, and tank assembly drawings. The packet also includes details for extending the truck frame to accommodate the installation and mounting of the tank. This design is for the 154 inch wheelbase models.



Packet63A-5,1,400GallonTankDrawingsfor5-ton6x6's,IncludingFrameExtension.This is thefirst volume of drawingsneeded to build REC's

1,400 gallon unitized steel water tank for the 5ton. You will also need **Packet 63B, Common 6x6 Tank Parts for 6x6's, Including Plumbing Examples.** Together, these two packets include all detailed parts, subwelds, subassemblies, completed weldments, and completed tank drawings. The packet also includes details for extending the truck frame to accommodate the installation and mounting of the tank. This design is for the 167 inch wheelbase models.

Packet 63B, Common 6x6 Tank Parts for 6x6's, Including Plumbing Examples. This is the second volume of tank part details that are required for either the 900 or 1,400 gallon 6x6 tanks. These parts are the same for either of the tanks and hence if you are interested in both 2-1/2 and 5-ton designs, you need only one copy of this booklet.



Packet 63C, Filler Port and Strainer Drawings for REC Design 6x6 Tanks. This depicts a heavy duty filler port lid designed for either of the REC 6x6 water tanks. It also shows the design for a intake strainer to filter water entering the filler port. If you have another way that you prefer

filling a water tank, these parts are optional.



Packet 63D, Pneumatic Controlled Emergency Light Mast. REC designs its water units for off-road and rugged rural use. Rotating emergency beacons are very vulnerable in these situations. REC has designed a telescoping light mast operated pneumatically with

air supplied by the vehicle's brake system. This allows the operator to raise the beacon on the highway so it is a visible warning device for the public. When operating in the woods or on poor rural roads or drives, the operator has the option to lower the light so that it rests on the top of the water tank, hidden by the profile of the cab. This is a relatively inexpensive method of protecting the light and is an optional accessory with the REC system.



Packet 63E, Fabricated Metal Cab Tops for REO Style 6x6's. Most of the 2.5-ton and 5-ton 6x6's available through the military are the so-

called REO style. The cab is the same dimensionally and REC has designed a durable metal cab top to fit these cabs. Often the military units come with rag tops and the canvas is not suitable for fire emergency work. This booklet contains complete drawings to fabricate the metal cab.

NOTE: The lower cab of the M939 series is different from the other 5-ton 6x6's. This means that the design of packet 63E will not work as is. The 939 lower cab is similar though, and the 63E concept will work with a few dimensional changes.



Packet 63F-2, Brush Protection Drawings for 2.5-Ton 6x6's. Includes drawings to build heavy duty grill, limb risers, fuel tank guards, and heavy duty bumper. This

concept is designed to protect the vehicle's sheet metal and radiator during off-road use. It reduces the contact of brush on side view mirrors. The bumper design fits both winch or winchless models.



Packet 63F-5, Brush Protection Drawings for 5-Ton 6x6's. Includes drawings to build heavy duty grill, limb risers, fuel tank guards, and heavy duty bumper. This concept is

designed to protect the vehicle's sheet metal and radiator during off-road use. It reduces the contact of brush on side view mirrors. The bumper design fits both winch or winchless models. Not intended for M939 series 6x6's.

Packet 63G, Wiring Diagrams for REC Designed 6x6 Wildfire Engines. Each user will have his own accessories that need electrical power and REC cannot possibly design an electric system that fits all these needs. However, Publication 63G provides some basic information on the most important and required electrical accessories and how they might be tied in to the truck's main electrical source.

Other REC Publications Related to Subject

REC Newsnote #9, Adding a 12 Volt DC Charging Circuit. 1998. Available in pamphlet form or online at www.RoscommonEquipmentCenter.com.

REC Project No. 2, Wiring Conversion on Military Vehicles. Rev. 1981. Available in pamphlet form or online at <u>www.RoscommonEquipmentCenter.com</u>. REC Newsnote #3, Guidelines for Designing Forest Fire Engines. 1998. Gives additional advise for designing and planning water tank vehicles. Available in pamphlet form or online at www.RoscommonEquipmentCenter.com.

<u>REC Project No. 11, Rustproofing Treatments for</u> <u>Steel Water Tanks</u>. 1983. Available in pamphlet form or online at <u>www.RoscommonEquipmentCenter.com</u>.

Other Sources

<u>NFPA 1906.</u> Standard for Wildland Fire <u>Apparatus</u>. 2001 Edition. NFPA, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101.

Water Handling Equipment Guide, National Wildfire Coordinating Group, March 1994. Has photographs and lists specifications for wildland fire units across the Nation. Order NFES #1275 from the National Interagency Fire Center, ATTN: Great Basin Cache Supply Office, 3833 South Development Avenue, Boise, Idaho 83705.

Wildland Fire Engine Component Guide, National Wildfire Coordinating Group, March 1994. Lists and discusses common components found on wildland fire vehicles. Has chapters which discuss tanks, pumps, and other components. Order NFES #1871 from the National Interagency Fire Center, ATTN: Supply, 3905 Vista Avenue, Boise, Idaho 83705.

Portrayal Press, Military Booksellers to the World, P.O. Box 1190N, Andover, NJ 07821, telephone (973) 579-5781, www.portrayal.com. Source for military truck manuals in printed form. <u>M939 Series 5-Ton Truck</u>, CHQ Software. 2001. Order No. CDR-0939 from CHQSoftware.com, C52 Blaine Road, Lone Butte, B.C., V0K 1X0, Canada, Telephone 1-888-300-7718. M939 operator and maintenance manuals on compact disk.

<u>M35 Series 2 1/2-Ton Truck Operator & Technical</u> <u>Manuals</u>, CHQ Software. 2001. Order No. CDR-0037 from CHQSoftware.com, C52 Blaine Road, Lone Butte, B.C., V0K 1X0, Canada, Telephone 1-888-300-7718. M35 operator and maintenance manuals on compact disk.

<u>M39 Series 5-Ton Truck Operator & Technical</u> <u>Manuals, CHQ Software. 2001. Order No. CDR-</u>0039 from CHQSoftware.com, C52 Blaine Road, Lone Butte, B.C., V0K 1X0, Canada, Telephone 1-888-300-7718. M39 and M809 operator and maintenance manuals on compact disk.

Appendix A 6x6 Truck Families and their Variants

5-Ton Models

M39 Series

M51 Truck, Dump M52 Truck, tractor M54 Truck, Cargo M55 Truck, Cargo, Long Wheel Base (LWB) M61 Truck Chassis M62 Truck, Wrecker, medium M63 Truck Chassis M64 Truck, Cargo Van M139 Truck Chassis M246 Truck, Tractor-wrecker M291 Truck, Van, expandable M328 Truck, Stake, Bridging M543 Truck, Wrecker, medium M748 Truck, Bolster

M809 Series

M813 Truck, Cargo M814 Truck, Cargo, LWB M815 Truck, Bolster M816 Truck, Wrecker, medium M817 Truck, Dump M818 Truck, Tractor M819 Truck Tractor, Wrecker M820 Truck, Van Expandable M821 Truck, Bridging

M939 Series

M923 Truck, Cargo dropside w/o winch M924 Truck, Cargo w/o winch M925 Truck, Cargo dropside w/winch M927 Truck, Cargo, LWB w/o winch M928 Truck, Cargo, LWB w/winch M929 Truck, Dump w/o winch M930 Truck, Dump w./winch M931 Truck, Tractor w/o winch M932 Truck, Tractor w/winch M933 Truck, Tractor-wrecker w/winch M934 Truck, Van, expandable w/o winch M935 Truck, Van, expandable w/o winch M936 Truck, Wrecker, medium w/winch

2.5-Ton Models

M35 Series M35A2C Truck, Cargo, 6x6, 2.5-ton M46A2C Truck, Cargo, 6x6, 21/2 Ton w/drop sides M34 Truck, Cargo, 6x6, 21/2 Ton w/single rear wheels on chassis M44 Truck Chassis M47 Truck, Dump Truck Chassis M57 Truck Chassis M36A2C Truck, Cargo, long bed M48 Truck, tractor M49 Truck, fuel tanker M50 Truck, water tanker M59 Truck, Dump M60 Truck, wrecker, light M108 Truck, wrecker, light M109 Truck, shop, van M132 Truck, medical van M185 Truck, repair van M275 Truck, Tractor M292 Truck, shop, van w/extendible sides M342 Truck, Dump M756 Truck, maintenance, pipeline M763 Truck, maintenance, telephone M764 Truck, maintenance, earth-boring

Appendix B - Weight Information for Various Series and Types of 5-Ton 6x6's

| | | General Series | | | | | | | | | | |
|---------------------------|------------|----------------|------------|--------------|---------------|-----------|------------|---------------|---------------|-----------|------------|----------------|
| | | | Ma | 39 | | | | | | | | |
| | Wheel Base | | | Payloa | ad (lbs.) | | | Payload | (lbs.) (e) | | | |
| Model Description | (Inches) | Model No. | EVW (lbs.) | On Highway | Cross-Country | Model No. | EVW (lbs.) | On Highway(h) | Cross-Country | Model No. | EVW (lbs.) | Payload (lbs.) |
| Chassis, Truck | N/A | | | | | M812A1 | 20,810 | 26,000 | 16,000 | | | |
| | | | | | | | | | | M929 | 25,888 | 10,000 |
| | | M51 | 21,523 | 20,000 | 10,000 | | | | | M929/A1 | 25,065 | 10,000 |
| | 167 | | | | | M817 | 23 755 (f) | 20,000 | 10.000 | M929/A2 | 23,820 | 10,000 |
| Dump Huck | 107 | | | | | | 23,733 (1) | 20,000 | 10,000 | M930 | 26,624 | 10,000 |
| | | M51A1, M51A2 | 21,986 (a) | 20,000 | 10,000 | | | | | M930/A1 | 26,165 | 10,000 |
| | | | | | | | | | | M930/A2 | 24,920 | 10,000 |
| | | | | | | | | | | M931 | 22,089 | 15,000 (b) |
| | | M52 | 18,313 (a) | 25,000 (b) | 15,000 (c) | | | | | M931/A1 | 21,140 | 15,000 (b) |
| Tractor Truck | 167 | | | | | M818 | 20 165 (4) | 25.000 (b) | 15 000 | M931/A2 | 19,895 | 15,000 (b) |
| Tractor Track | 107 | | | | | 101010 | 20,100 (1) | 20,000 (0) | 10,000 | M932 | 22,841 | 15,000 (b) |
| | | M52A1, M52A2 | 18,560 (a) | 25,000 (b) | 15,000 | | | | | M932/A1 | 22,242 | 15,000 (b) |
| | | | | | | | | | | M932/A2 | 20,995 | 15,000 (b) |
| | 179 | M54 | 19,231 (a) | 20,000 | 10,000 | M813 | 21 020 (f) | 20,000 | 10.000 | | | |
| Cargo Truck | 175 | M54A1, M54A2 | 19,480 (a) | 20,000 | 10,000 | | 21,020 (1) | 20,000 | 10,000 | | | |
| | | | 19,946 (a) | 20,000 | 10,000 | M813A1 | 21,120 (f) | 20,000 | | M923 | 21,600 | 10,000 |
| | | | | | | | | | | M923/A1 | 22,175 | 10,000 |
| Dropside Cargo Truck | 179 | M54A1C, M54A1C | | | | | | | 10,000 | M923/A2 | 20,930 | 10,000 |
| Diopside Oargo Truck | | | | | | | | | | M925 | 22,360 | 10,000 |
| | | | | | | | | | | M925/A1 | 22,275 | 10,000 |
| | | | | | | | | | | M925.A2 | 22,030 | 10,000 |
| | | | 23,349 (a) | | | | | | | M927 | 27,749 | 10,000 |
| | | M55 | | 20,000 | 10,000 | | | 20,000 | | M927/A1 | 25,035 | 10,000 |
| Cargo truck | 215 | | | | | M814 | 23 540 (f) | | 10.000 | M927/A2 | 23,790 | 10,000 |
| Cargo Indek | 210 | | | | | 101014 | 20,040 (1) | 20,000 | 10,000 | M928 | 27,811 | 10,000 |
| | | M55A2 | 20,606 (a) | 20,000 | 10,000 | | | | | M928/A1 | 26,135 | 10,000 |
| | | | | | | | | | | M928/A2 | 24,890 | 10,000 |
| | 215 | M246 | 32,830 | 16,000 (b,d) | 12,000 (c,d) | M819 | 35 065 | 16.000 (b.a) | 12 000 (b a) | | | |
| Tractor Wrecker | 210 | M246A1, M246A2 | 32,087 | 16,000 (b,d) | 12,000 (c,d) | 1110 10 | 00,000 | 10,000 (0,9) | 12,000 (0,9) | | | |
| | | M62 | 33,325 | (d) | (d) | | | | | M936 | 39,334 | 7,000 (g) |
| Medium Wrecker Truck | 179 | M543 | 34,440 | (d) | (d) | M816 | 35,050 | 12,000 (g) | 7,000 (g) | M936/A1 | 38,155 | 7,000 (g) |
| | | M543A1, M543A2 | 34,690 | (d) | (d) | | | | | M936/A2 | 36,910 | 7,000 (g) |
| | | M291A1 | 26,270 | 15,000 | 5,000 | M820 | 28,195 (f) | 15,000 | 5,000 | M934 | 29,946 | 5,000 |
| Expansible Van Truck | 215 | | | | | M820A1 | 27,895 (f) | 15,000 | 5,000 | M934/A1 | 29,280 | 5,000 |
| | | M291A1D | 27,136 | 15,000 | 5,000 | M820A2 | 30,195 (f) | 15,000 | 5,000 | M932/A2 | 28,035 | 5,000 |
| Bridge Transporting Truck | 215 | M328A1 | 26,586 | 20,000 | 10,000 | M821 | 28,880 (f) | 20,000 | 10,000 | | | |
| Bolster Truck | 215 | M748A1 | 20,550 (a) | 20,000 | 10,000 | M815 | 21,040 | 20,000 | 10,000 | | | |

a) Add 714 pounds for vehicles equipped with front winch.

b) On fifth wheel.

10

c) 12,000 and 15,000 pound loads on fifth wheel are for limited cross-country operation.

d) See crane safe load chart.

e) Subtract 400 pounds for two crew members.

f) 665 pounds less without front winch.

g) On crane with boom shipper braced and secured.

h) These loadings are found in older manuals but not in the newer ones. Units may or may not have these ratings.



Project Number 63 6x6 Wildland Fire Engines **March 2001**



Design Packet 63A-2 2.5 Ton 6x6 900 Gallon Unitized Water Tank Includes Truck Frame Extension

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

2.5 Ton 6x6 900 Gallon Unitized Water Tank

Much of the design of REC's 900 gallon water tank for 2.5 ton 6x6's is contained in this booklet. Combine these drawings with REC Booklet No. 63B, Common Tank Parts. Other REC publications depict options that work with this tank.

- No. 63C, Filler Port and Strainer Drawings
- No. 63D, Pneumatic Controlled Emergency Light Mast

The tank is designed for the shortest wheelbase version of the US Military 2.5 Ton 6x6 (M35/M44 series). That wheelbase is 154 inches as measured from centerline of the front axle to centerline of the tandem. The M48 truck tractor, M59 dump, and some M35 cargo trucks will have this wheelbase. Cargo box, fifth wheel, or other component attached to the truck frame is removed down to the cab and chassis.

In the 1950's, the Army fleet included the M135 series GMC-built 2.5 Ton 6x6. These are largely out-of-service and had a troublesome automatic transmission. A previous but now out-of-print REC publication discussed these vehicles. We no longer include any information on the GMC 2.5 Ton.

This REC design is based on several concepts.

<u>Commonly available material</u>. The design uses carbon steel for three reasons. It is widely available, relatively low price, and can be fabricated easier than other suitable materials. <u>Strength and durability</u>. The 7 gauge (approximately 3/16 inch) thick skin is self protecting when operating in off-road wooded areas.

<u>Volume and weight</u>. The water capacity and storage areas are sized to the load capacity (GVWR) of the vehicle. The water load is placed in the optimal position on the truck frame.

<u>Auxiliary engine pump</u>. Auxiliary engine powered centrifugal pumps are the simple way to produce the water stream. It also is the easiest manner to provide "pump and roll" capability of these style pumps. The tank structure helps protect the pump.

These tank design concepts have over 30 years of field use. When the inside of the tank is galvanized in the manner depicted in drawing 23-9806D, you can expect a minimum of 20 years tank life without leakage. Normally 25 years can be expected.

The design can be used in either of two ways:

- As a concept in which the user can get ideas for their own design, possibly adjusting the drawings to fit their needs.
- As a fabrication specification to be given to a manufacturer, technical school, or in their own shop. It contains all the details for bidding and constructing the tank.

Figures 1-3 show renderings of the design.

Tank Specifications

| Tank Capacity: | 900 gallons (nominal) |
|----------------|---|
| Tank Weight: | 3,350 lbs. (without water or accessories) |
| Dimensions: | Height above truck frame - 33 inches |
| | Width - 90 inches |
| | Length - 160 3/4 inches |
| | Cab to centerline of tandem axle - 84 inches |
| Material: | Primarily 7 gauge pickled & oil carbon steel. |
| | Various structural steel shapes |
| | Aluminum lids |

Truck Chassis:Tank is designed for 154 inch wheelbase tandem axle truck.Fabrication Method:MIG (wire feed) welding systemInternal Corrosion Protection:Cold Applied Zinc (Galvanizing)



Figure 1 - REC 900 gallon unitized tank with lids and compartment doors removed. Rear quarter view.



Figure 2 - REC 900 gallon tank underside view.



Figure 3 - REC 900 gallon tank front-quarter view without lids or compartment door.

Truck Frame Extension and Tank Mount

The drawings located at the end of this booklet show a method of extending the rear of the truck's frame to accommodate the tank. This helps support the rear apron and the accessories mounted on the tank. Hardwood strips 3/4 to 1 inch thick sit on the frame rail between the tank and frame (Figure 5). This prevents metal-to-metal wear. Two 3/4 inch Grade 8 (high strength) bolts are used to fasten the tank to the frame. Figure 6 explains this further.



Figure 4 - A rendering of the frame extension. The dark colored channel is the original truck frame. The gray pieces are detailed in the drawing booklet.



Figure 5 - The tank rides on a 3/4 inch hardwood board to prevent metal-to-metal wear.



Figure 6 - View from the bottom of the tank mounting plate. A 3/4 inch grade 8 bolt fastens the tank to the frame. Shim between the mount plate and frame extension. Use a lock nut to assure the bolt stays in place.

Drawings and Drawing Notes:

The remaining information pertains directly to the drawings. There are some items on these drawings that may be for a user's preference (in this case ours) or be part of our fixturing system. We have included some notes to help you understand these. Often it is about whether a hole for an accessory is right for you.

The drawings are split into two sections. The first and largest section are tank drawings beginning with the overall assembly and primary weld-complete. The second section shows how to extend the vehicle frame in order to provide a mounting for the tank on the truck.

In general, the drawings are in ascending order by the drawing (part) number.

Some users of this booklet use the drawings as is. Some modify the drawings for their own situation. The following notes are intended to guide those who want to make changes by pointing out optional items. The notes are organized by the assembly or weldment drawing in which they appear.

<u>23-9806D</u>: The filler port and filler port screen (items 14 and 19) designs are part of Design Packet 63C. If a different style filler is used, item #5 must be modified.

<u>23-9803C</u>: Silicone sealant provides an inexpensive, long lasting, lid seal. Be sure to allow the bead to cure, otherwise the lid will be difficult to remove at a later date. Eighth inch (1/8") closed-cell foam strip is an alternative seal material.

<u>23-0068D</u>: Items 11 and 12 are part of the telescoping light mast system shown in REC Design Packet 63D. If you will not use this system, then parts 00-1081 and 00-1059 can be modified by eliminating the hole for the mast.

Wire guides (item 18) are welded into place to hold electric wires for lights and other appliances. We have found these to be a better long-term solution than adhesive back wire clips. The adhesive clips are a simple short-term solution but they do not endure off-road use. Item 19 is specifically designed to mount pushpull light switch. This switch shuts off the light when the compartment door closes and comes on when the door opens. It also has a setting that allows the operator to shut the light off when the door is open. Cole Hersee part number 91800 is one such product.

<u>00-1076D</u>: The two Items 1, "Rear Tank Mount," are designed to fasten the tank onto the REC truck frame extension design (Drawing #21-0048). The extension provides support to the rear of the tank as well as the tank attachment point.

Items 27 and 34 are part of the tank venting system. If another vent and fill system is used, several parts including Item #17 (00-1062) the lift channel and Item #4 (00-1055) the water compartment bottom also change.

<u>00-0954</u>: This subweld includes items not necessary for this project. Drawings for Items #2 and #3 are not included in this packet. Item #1 (00-0953) should be used in place of 00-0954 on the subweld drawing 00-1076D.

<u>00-1057</u>: The holes of the rear bulkhead are sized for plumbing needed for typical auxiliary mounted pump systems. Check the flow requirements for the pump you will use to see if these port sizes correctly accommodate it. A different placement of the holes might be more efficient for some pumps. The upper left hole is for the forward water pipe. If it is moved, then the holes in the baffles that the pipe goes through must be moved as well.

<u>00-1059</u>: The rectangular cut-out and adjoining tapped holes are not needed for this project. The circular hole is for the telescoping light mast. If you do not want this option it is not needed.

<u>00-1060, 00-0161, 00-1072, and 00-1073</u>: The large radius bend prevents the extreme paint rub off problems of a sharp edge when operating offroad in wooded environments. Unfortunately, few small fabricating facilities will have dies of larger radius. If other radius is used for making these parts, the sheet size and bend location will need to be recalculated. <u>00-1062</u>: The 2-inch holes are for the vent system. If a different system is used, they are not needed.

<u>00-1069</u>: The holes in the "Apron" were used to mount appliances and feed electrical wires that we use. You will need to decide where you

need holes. This might be easiest done after the tank is completed.

<u>00-1074</u>: The bolt circle is used to mount a compartment light. If you choose a different light, these will change.

<u>00-1341 and 00-1036</u>. The bolt holes are for mounting other items. If you have no use, eliminate them.

Drawing List

| Drawing Number | Drawing Name |
|----------------|-------------------------------|
| 23-9806D | Tank A/C 2.5 Ton |
| 23-9803C | Water Compartment Prep & Seal |
| 23-0068D | Tank W/C |
| 23-0069D | Lid, Rear LH FEPP 2.5 Ton |
| 23-0070D | Lid, Rear RH FEPP 2.5 Ton |
| 00-0262A | Bar, Flat, 1/4" x 2" H.R. |
| 00-0303A | Angle 1 x 1 x 1/4 |
| 00-0936B | Baffle |
| 00-0953B | Sheet, Divider |
| 00-0954C | Compartment Wall S/W |
| 00-0957B | Strip |
| 00-0958B | Pipe, Black Sch 40 1.1/2" |
| 00-1047B | Strip |
| 00-1048B | Stiffener, Lift Channel |
| 00-1049B | Bottom, Upper (LH) |
| 00-1050B | Bar |
| 00-1051B | Bottom, Upper (RH) |
| 00-1052B | Baffle |
| 00-1053B | Baffle |
| 00-1054C | Baffle, Longitudinal (RH) |
| 00-1055C | Bottom, Water Compartment |
| 00-1056C | Bulkhead, Front |
| 00-1057C | Bulkhead, Rear |
| 00-1058C | Baffle, Longitudinal (LH) |
| 00-1059C | Floor, Compartment |
| 00-1060D | Tank Side (RH) |
| 00-1061D | Tank Side (LH) |
| 00-1062C | Channel, Tank Lifting S/W |
| 00-1063B | Channel 4 x 7.25 #/Ft |
| 00-1069D | Apron |
| 00-1072C | Front Quarter LH |
| 00-1073C | Panel, Front Quarter RH |
| 00-1074C | Front Panel |
| 00-1075C | Panel, Front S/W |
| 00-1076D | Tank S/W |
| 00-1077A | Gusset |
| 00-1078B | Tank Guide S/W |
| 00-1081B | Sheet, Compartment Top |

| 00-1082B | Channel, Bumper LH |
|----------|---------------------|
| 00-0183B | Channel, Bumper RH |
| 00-1084B | Bumper S/W RH |
| 00-1085B | Bumper, Rear S/W LH |
| 23-0076B | Lid Clamp, Front |
| 23-0077B | Lid Clamp, Rear |

Truck Frame Extension

| Drawing Number | Drawing Name |
|----------------|--------------------------|
| 21-0048D | Frame Extension w/o Plow |
| 00-0717B | Gusset |
| 00-1036B | Mounting Plate |
| 00-1064C | Frame Extension LH |
| 00-1065C | Frame Extension RH |
| 00-1338B | Bar, Diagonal |
| 00-1339B | Bar, Stiffener |
| 00-1341B | Rear Channel |
| 00-1342B | Doubler Strip |



| 1 2 | PART NO | DWG | DESCRIPTION | QTY | EST WT |
|-----|------------|-----|--|-----|-----------|
| 2 | 23-0068 | D | TANK W/C | 1 | 310 |
| | P32-CGN68 | | NIPPLE 2" X 6.1/2" LONG SCHEDULE 40 GALV | 1 | 2.1 |
| 3 | P32-AGL | | ELBOW 90, 2" SCH 40 GALV | 2 | 2.1 |
| 4 | P32-CGN74L | | PIPE 2" X 18.1/2" LONG SCHEDULE 40 GALV | 1 | 5.7 |
| 5 | 23-0069 | D | LID, REAR (LH) | 1 | 40. |
| 6 | 23-0070 | D | LID, REAR (RH) | 1 | 40. |
| 7 | 23-0050 | в | LID CLAMP, CENTER | 1 | 0.6 |
| 8 | WS-05BC | | WASHER, LOCK 5/16 PLATED | 8 | |
| 9 | TS-05GP | | NUT, HEX 5/16-18 PLATED GRADE 5 | 8 | |
| 10 | 23-0077 | в | LID CLAMP, REAR | 1 | 6.2 |
| 11 | 23-0076 | в | LID CLAMP, FRONT | 1 | 4.5 |
| 12 | TS-05GG06 | | CAPSCREW HEX HEAD 5/16-18 3/4" LONG PLATED GRADE 5 | 68 | |
| 13 | WS-05BB | | WASHER, FLAT 5/16 SAE PLATED | 70 | |
| 14 | 23-0031 | | FILLER PORT LID A/C | 1 | 11. |
| 15 | 23-0024 | С | DOOR W/C (RH) | 1 | 44. |
| 16 | TS-06HG20 | | CAPSCREW LEAD 3/8-24 2.1/2" LONG PLATED GRADE 5 | 6 | |
| 17 | 23-0006 | в | WASHER, FLAT 3/8" ID X 9/16" 00 0.03" THICK NYLON | 6 | |
| 18 | TS-06HPL | | NUT LOCK HEX 2/8-24 PLATED GRADE 5 | 6 | |
| 19 | 23-0032 | С | FILLER PORT SCREEN W/C | 1 | 2.3 |
| 20 | TS-04CB08 | | MACH SCREW PAN HEAD 1/4-20 1/2" LONG PLATED GRADE 2 | 12 | |
| 21 | TS-04GP | | NUT, HEX JAM PLATED GRADE 5 | 12 | |
| 22 | 23-0034 | А | ROD, LATCH | 2 | |
| 23 | 23-0004 | в | DOOR, LATCH (LH) | 1 | 4.0 |
| 24 | 23-0041 | в | VALVE, DUMP 6" | 1 | 11. |
| 25 | 23-0060 | в | FLANGE 6" DUMP TO 6" NPT FEMALE | 1 | 8.6 |
| 26 | TS-06GG28 | | CAPSCREW HEX HEAD 3/8-16 3.1/2" LONG PLATED GRADE 5 | 12 | |
| 27 | WS-06BC | | WASHER, LOCK 3/8 PLATED | 12 | |
| 28 | TS-06GP | | NUT, HEX 3/8-16 PLATED GRADE 5 | 12 | |
| 29 | 23-0025 | С | DOOR W/C (LH) | 1 | 10. |
| 30 | 23-0030 | в | DOOR LATCH PADDLE HANDLE | 2 | 1.0 |
| 31 | 23-0026 | С | DOOR W/C (RH) | 1 | 10. |
| 32 | 23-0035 | в | DOOR STOP | 2 | 0.6 |
| 33 | TS-04HG04 | | CAPSCREW HEX HEAD 1/4-28 1/4" LONG PLATED GRADE 5 | 2 | |
| 34 | 18-8002 | в | ETCHING AND CLEANING AGENT | | l |
| 35 | 18-8003 | в | GALVANIZING, COLD | | |
| 36 | 33-0041 | в | SEALANT, MULTI-PURPOSE SILICONE | | |
| 37 | 23-0047 | в | GASKET | 2 | 0.0 |
| 38 | TS-05GG08 | | CAPSCREW HEX HEAD 5/16-18 1" LONG PLATED GRADE 5 | 10 | |
| | | | | | |

PART NUMBER: 23-9801 EST WT: 3350 LBS

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| | Ρ. | 0. | 80 | K 68 | ROSCOMMON, MICHIGAN | 48 | 653 | | PROJECT NO.: 96-4 |
| TITLE: | 1A T | ١K | , | Α/ | 2.5 TON | | SCALE: 1 = 20 | DATE: 1/13/97 | ‰:23–9806D |

















| | ITEM PART NO | DWG | DESCRIPTION | QT | Y EST WT |
|---|--|-------|--|----------------|------------------------------------|
| | 1 00-0953 | В | SHEET, DIVIDER | 1 | 56.8 |
| | 2 00-0952 | B | BRACKET | 1 | 0.96 |
| | 3 00-0807 | B | MOUNTING ANGLE W/STUD | 2 | 0.42 |
| 4.1/2" 4.1/2" 18 ⁻⁹ /8 13.1/2" 32" REF 13.1/2" 13.1/2" 13.1/2" 13.1/2" 13.1/2" 13.1/2" 13.1/2" 14.1/2" 15.1/2" 15.1/2" 17. | 1 1 | | 01/8 2 PLCS | | |
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| ITEM PART NO DWG DESCRIPTION | QT | ΓY | EST WT |
|---|--------------------------------------|--|-------------------------------------|
| 1 00-1063 B CHANNEL | 1 | 1 5 | 54.4 |
| 2 00-0280 A BAR, FLAT | 1 | 1 ′ | 1.06 |
| 90" gr 1/8 45" 45" 45" 45" 45" 45" 45" 45" 45" 45" | ;F | | |
| PART NUMBER: 00-1062 EST WT: 55.6 LBS WT: 55.6 LBS PART NUMBER: 00-1062 EST WT: 55.6 LBS FOREST FIRE EXPERIMENT STATION P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 FUTURE: CHANNEL, TANK LIFTING S/W 1500 | MICH DIN PROJECT NO WG. 00- | HI DNF visio <u> 9</u> -10 | GAN gement 3N 96-4 062C |











| ITEM PART NO DWG DESCRIPTION | QTY WT |
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| 1 00-1074 C FRONT PANEL | 1 129 |
| 2 00-0276 A EXPANDED METAL | 1 0.28 |
| 2 00-0270 A LATANDED METAL | |
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| PART NO: 00–1338 MAT'L: BAR, FLAT 3/8 X 4–1/2 HR G10200 | STD. TOL. DECIMAL: 1 PLACE + - 0.06 2 PLACE + - 0.03 3 PLACE + - 0.005 ANGULAR: + - 1 DEG. | DRAWN: DGP CHECKED: NO. BY DATE |
|---|--|---|
| FFES SPEC NO: AB-00618AA EST WT: 15.4 LBS | DATE: 01-24-01 SCALE: 1/4 | FOREST FIRE EXPERIMENT STATION P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 |
| | PROJECT NO .: | TITLE: BAR, DIAGONAL |



PART NO: 00-1341 MAT'L: CHANNEL 6 x 8.2 #/FT K02607 FFES SPEC NO: AH-06082AG EST WT: 22.77 LBS

| STD. TOL. | | | | | DRAWN: | 1 |
|---|------|------------|----------------|--------------------------------|-------------|----------------------|
| FRACTIONAL: | | | | | DESIGNED: | |
| 6 IN 6 IN + - 1/32 6 IN AND UP + - 1/16 | | | | | DGP | |
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PART NO: 00-1342 MAT'L: BAR, FLAT 1/4 X 2 HR G10200 FFES SPEC NO: AB-00408AA EST WT: 1.27 LBS

| STD. TOL. | | | | | DRAWN: | Л |
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| FRACTIONAL: | | | | | DGP | |
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| 2 MACE + - 0.03 3 PLACE + - 0.005 | | P.C | . BO | X 68 ROSCOMMON, MICHIGAN 48653 | SCALE: | DIVISION |
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| | | | ~~ | AAFEN AINII | | |


Project Number 63 6x6 Wildland Fire Engines

May 2001



Design Packet 63A-5 5 Ton 6x6 1400 Gallon Unitized Water Tank Includes Truck Frame Extension

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

5 Ton 6x6 1400 Gallon Unitized Water Tank

Much of the design of REC's 1400 gallon water tank for 5 ton 6x6's is contained in this booklet. Combine these drawings with REC Booklet No. 63B, Common Tank Parts. Other REC publications depict options that work with this tank.

- No. 63C, Filler Port and Strainer Drawings
- No. 63D, Pneumatic Controlled Emergency Light Mast

The tank is designed for the shortest wheelbase version of the US Military 5 Ton 6x6 (M39 or M809 series). That wheelbase is 167 inches as measured from centerline of the front axle to centerline of the tandem. The M52 and M818 truck tractor and M51 and M817 dump truck, have this wheelbase. Cargo box, fifth wheel, or other components attached to the truck frame should be removed down to the cab and chassis.

This REC design is based on several concepts.

<u>Commonly available material</u>. The design uses carbon steel for three reasons. It is widely available, relatively low price, and can be fabricated easier than other suitable materials.

<u>Strength and durability</u>. The 7 gauge (approximately 3/16 inch) thick skin is self protecting when operating in off-road wooded areas.

<u>Volume and weight</u>. The water capacity and storage areas are sized to the load capacity (GVWR) of the vehicle. The water load is placed in the optimal position on the truck frame.

<u>Auxiliary engine pump</u>. Auxiliary engine powered centrifugal pumps are the simple way to produce the water stream. It also is the easiest manner to provide "pump and roll" capability. The tank structure helps protect the pump.

These tank design concepts have over 30 years of field use. When the inside of the tank is galvanized in the manner depicted in drawing 23-9806D, you can expect a minimum of 20 years tank life without leakage. Normally 25 years can be expected.

The design can be used in either of two ways:

- As a concept in which the user can get ideas for their own design, possibly adjusting the drawings to fit their needs.
- As a fabrication specification to be given to a manufacturer, technical school, or in your own shop. It contains all the details for bidding and constructing the tank.

Figures 1 to 3 show views of a finished tank.



Figure 1 - Left side view showing front hose reel and tank dump (between wheels).



Figure 2 - Right side showing front compartment door and right rear hose reel opening.



Figure 3 - The pump deck at the rear has room for an auxiliary pump, hose reel, and proportioning system, if desired. Two compartments add storage behind the wheels.

Tank Specifications

| Tank Capacity: | 1400 gallons (nominal) | | | | |
|--------------------|--|--|--|--|--|
| Tank Weight: | 3,750 lbs. (without water or accessories) | | | | |
| Dimensions: | Height above truck frame - 36 inches | | | | |
| | Width - 96 inches | | | | |
| | Length - 166 3/4 inches | | | | |
| | Cab to centerline of tandem axle - 84 inches | | | | |
| Material: | Primarily 7 gauge pickled & oil carbon steel. | | | | |
| | Various structural steel shapes | | | | |
| | Aluminum lids | | | | |
| Truck Chassis: | Tank is designed for 167 inch wheelbase tandem axle truck. | | | | |
| Fabrication Methe | od: MIG (wire feed) welding system | | | | |
| Internal Corrosion | n Protection: Cold Applied Zinc (Galvanizing) | | | | |

Truck Frame Extension and Tank Mount

The drawings located at the end of this booklet show a method of extending the rear of the truck's frame to accommodate the tank. This helps support the rear apron and the accessories mounted on the tank. Hardwood strips 3/4 to 1 inch thick sit on the frame rail between the tank and frame (Figure 5). This



Figure 4 - A rendering of the frame extension. The dark colored channel is the original truck frame. The gray pieces are detailed in the drawing booklet.

prevents metal-to-metal wear. Two 3/4 inch Grade 8 (high strength) bolts are used to fasten the tank to the frame. Figure 6 explains this further.



Figure 6 - View from the bottom of the tank mounting plate. A 3/4 inch grade 8 bolt fastens the tank to each frame rail. Shim between the mount plate and frame extension. Use a lock nut to assure the bolt stays in place.



Figure 5 - The tank rides on a 3/4 inch hardwood board to prevent metal-to-metal wear.

Drawings and Drawing Notes:

The remaining information pertains directly to the drawings. There are some items on these drawings that may be for a user's preference (in this case ours) or be part of our fixturing system. We have included some notes to help you understand these. Often it is about whether a hole for an accessory is right for you.

The drawings are split into two sections. The first and largest section are tank drawings beginning with the overall assembly and primary weld-complete. The second section shows how to extend the vehicle frame in order to provide a mounting for the tank on the truck.

In general, the drawings are in ascending order by the drawing (part) number.

Some users of this booklet use the drawings as is. Some modify the drawings for their own situation. The following notes are intended to guide those who want to make changes by pointing out optional items. The notes are organized by the assembly or weldment drawing in which they appear.

<u>23-9801D</u>: The filler port and filler port screen (items 14 and 19) designs are part of Design Packet 63C. If a different style filler is used, item #5 must be modified.

<u>23-9803C</u>: Silicone sealant provides an inexpensive, long lasting, lid seal. Be sure to allow the bead to cure, otherwise the lid will be difficult to remove at a later date. Eighth inch (1/8") thick closed-cell foam strip is an alternative seal material.

<u>23-0042D</u>: Items 11 and 12 are part of the telescoping light mast system shown in REC Design Packet 63D. If you will not use this system, then parts 00-1081 and 00-1059 can be modified by eliminating the hole for the mast.

Wire guides (item 18) are welded into place to hold electric wires for lights and other appliances. We have found these to be a better long-term solution than adhesive back wire clips. The adhesive clips are a simple short-term solution but they do not endure off-road use. Item 19 is specifically designed to mount pushpull light switch. This switch shuts off the light when the compartment door closes and comes on when the door opens. It also has a setting that allows the operator to shut the light off when the door is open. Cole Hersee part number 91800 is one such product.

<u>00-0198D</u>: The holes in the "Apron" were used to mount appliances and feed electrical wires that we use. You will need to decide where you need holes. This might be easiest done after the tank is completed.

<u>00-0786D</u>, <u>00-0787D</u>, <u>00-0809C</u>, <u>and 00-0810C</u>: The large radius bend prevents the extreme paint rub off problems of a sharp edge when operating off-road in wooded environments. Unfortunately, few small fabricating facilities will have dies of larger radius. If other radius is used for making these parts, the sheet size and bend location will need to be recalculated.

<u>00-0791C</u>: The holes of the rear bulkhead are sized for plumbing needed for typical auxiliary mounted pump systems. Check the flow requirements for the pump you will use to see if these port sizes correctly accommodate it. A different placement of the holes might be more efficient for some pumps. If you move the suction port, you may wish to relocate the tank's sump as well. The upper left hole is for the forward water pipe. If it is moved, then the holes in the baffles that the pipe goes through must be moved so they are aligned.

<u>00-0792C</u>: The smaller circular hole is for the telescoping light mast. If you do not want this option it is not needed. The larger circular hole is an opening for accessing the vehicle's left fuel tank port.

<u>00-0795C</u>: The bolt circle is used to mount a compartment light. If you choose a different light, these will change.

<u>00-0804C</u>: The 2-inch holes are for the vent system. If a different system is used, they are not needed.

<u>00-0808C</u>: This subweld includes items not necessary for this project. Drawings for Items

#2 and #3 are not included in this packet. Item #1 (00-0811) without the lower right cut out and hubs should be used in place of 00-0808 on the subweld drawing 00-0820D.

<u>00-0820D</u>: The two Items 1, "Rear Tank Mount," are designed to fasten the tank onto the REC truck frame extension design found in the last section of this booklet (Drawing #21-0047D). The extension provides support to the rear of the tank as well as the tank attachment point. Items 35 and 36 are part of the tank venting system. If another vent and fill system is used, several parts including Item #17 (00-0804) the lift channel and Item #4 (00-0784) the water compartment bottom also change.

<u>00-1337C and 00-1036B</u>. The bolt holes are for mounting auxiliary items. If you have no use, eliminate them.

Drawing Number **Drawing Name** 23-9801D Tank A/C Water Compartment Prep & Seal 23-9803C 23-0042D Tank W/C 23-0048D Lid. Front 23-0049B Lid Clamp, Front 23-0051B Lid Clamp, Rear Lid, Rear LH 1500 Gal Tank 23-0052D 23-0053D Lid, Rear RH 00-0198D Apron Channel, Bumper LH 00-0289B 00-0290B Channel, Bumper RH Bumper, Rear S/W RH 00-0294B 00-0295B Bumper, Rear S/W LH 00-0784C Bottom, Water Compartment 00-0785C Bulkhead, Front 00-0786D Tank Side (LH) 00-0787D Tank Side (RH) 00-0788C Bottom, Upper (LH) 00-0789C Bottom, Upper (RH) 00-0791C Bulkhead, Rear 00-0792C Floor, Compartment 00-0793C Baffle, Longitudinal (RH) 00-0794C Baffle, Longitudinal (LH) 00-0795C Front Panel 00-0796C Panel, Front S/W 00-0797A Angle: 1" x 1" x 1/4" Baffle 00-0799B 00-0798B Baffle 00-0800B Baffle 00-0802B Angle Channel 4 x 7.25 #/FT 00-0803B Channel, Tank Lifting S/W 00-0804C 00-0808C Compartment Wall S/W Panel, Front Quarter RH 00-0809C 00-0810C Front Quarter LH 00-0811B Sheet

Drawing List

| Drawing Number | Drawing Name | | |
|----------------|---------------------------|--|--|
| 00-0815B | Strip | | |
| 00-0816B | Strip | | |
| 00-0817B | Bar | | |
| 00-0818C | Box Out | | |
| 00-0819B | Stiffener, Lift Channel | | |
| 00-0820D | Tank S/W | | |
| 00-0828C | Compartment Top (RH) | | |
| 00-0829C | Compartment Top (LH) | | |
| 00-0929B | Pipe, Black Sch 40 1.1/2" | | |

Truck Frame Extension

| Drawing Number | Drawing Name | | | | |
|----------------|--------------------------|--|--|--|--|
| 21-0047D | Frame Extension W/O Plow | | | | |
| 00-0693C | Frame Extension LH 5 Ton | | | | |
| 00-0694C | Frame Extension RH 5 Ton | | | | |
| 00-1337B | End Channel | | | | |
| 00-1036B | Mounting Plate | | | | |
| 00-1340B | Doubler Strip | | | | |
| 00-1339B | Bar, Stiffener | | | | |
| 00-0717B | Gusset | | | | |
| 00-1338B | Bar, Diagonal | | | | |



| ITEN | PART NO | DWG | DESCRIPTION | QTY | EST NT |
|------|-----------|-----|---|-----|-----------|
| 1 | 23-0042 | D | TANK W/C | 1 | 3500 |
| 2 | P32-CGN28 | | NIPPLE 2" X 7" LONG SCHEDULE 40 GALV | 1 | 2.13 |
| 3 | P32-AGL | | ELBOW 90, 2" SCH 40 GALV | 1 | 2.19 |
| 4 | P32-CGN76 | | PIPE 2" x 19" LONG SCHEDULE 40 GALV | 1 | 5.78 |
| 5 | 23-0052 | D | LID, REAR (LH) | 1 | 42.1 |
| 6 | 23-0053 | D | LID, REAR (RH) | 1 | 42.6 |
| 7 | 23-0050 | В | LID CLAMP, CENTER | 1 | 0.62 |
| 8 | WS-05BC | | WASHER, LOCK PLATED | 8 | |
| 9 | TS-05GP | | NUT, HEX PLATED GRADE 5 | 8 | |
| 10 | 23-0051 | В | LID CLAMP, REAR | 1 | 6.63 |
| 11 | 23-0049 | В | LID CLAMP, FRONT | 1 | 4.96 |
| 12 | TS-05GG06 | | CAPSCREW HEX HEAD 5/16-18 | 92 | |
| 13 | WS-05BB | | WASHER, FLAT | 102 | |
| 14 | 23-0031 | | FILLER PORT LID A/C | 1 | 11.1 |
| 15 | 23-0024 | С | DOOR W/C (RH) | 1 | 44.4 |
| 16 | TS-06HG20 | | CAPSCREW 2 1/2" LONG PLATED GRADE 5 | 6 | |
| 17 | 23-0006 | В | WASHER, FLAT 3/8" 10 x 9/16" 00 | 6 | |
| 18 | TS-06HPL | | NUT LOCK HEX PLATED CAPPER | 6 | |
| 19 | 23-0032 | С | FILLER PORT SCREEN W/C | 1 | 2.38 |
| 20 | TS-04CB08 | | MACH SCREW 1/2" LONG PLAN HEAD 1/4-20 | 12 | 2.00 |
| 21 | TS-04GP | | | 12 | |
| 22 | 23-0034 | Α | ROD. LATCH | 2 | |
| 2.3 | 23-0004 | B | DOOR LATCH (LH) | 1 | 4 00 |
| 24 | 23-0041 | B | VALVE, DUMP 6" | 1 | 11.6 |
| 25 | 23-0060 | B | FLANGE 6" DUMP TO 6" NPT FEMALE | 1 | 8.60 |
| 26 | TS-06GG28 | - | CAPSCREW HEX HEAD 3/8-16 | 12 | |
| 27 | WS-06BC | | WASHER, LOCK | 12 | |
| 28 | TS-06GP | | NUT HEX DIATE CONT | 12 | |
| 29 | 23-0025 | С | DOOR W/C (IH) | 1 | 10.0 |
| 30 | 23-0030 | B | DOOR LATCH PADDLE HANDLE | 2 | 1.00 |
| .31 | 23-0026 | C | DOOR W/C (RH) | 1 | 10 0 |
| 32 | 23-0035 | B | DOOR STOP | 2 | 0.64 |
| 33 | TS-04HG04 | - | CAPSCREW HEX HEAD 1/4-28 | 2 | |
| 34 | 18-8002 | В | FTCHING AND CLEANING AGENT | - | |
| 35 | 18-8003 | B | GALVANIZING. COLD | | |
| 36 | 33-0041 | B | SEALANT. MULTI-PURPOSE SILICONE | | |
| 37 | 23-0047 | B | GASKET | 2 | 0.08 |
| 38 | TS-056608 | | CAPSCREW HEX HEAD 5/16-18 | 10 | |
| 39 | 23-0048 | D | LID. FRONT | 1 | 13.2 |
| | | | | | |
| | | | | | |

NOTES: 1. SEE DRAWING 23-9803C FOR LID MOUNTING, ETCHING, GALVANIZING AND LID SEALING PROCEDURES.

> PART NUMBER: 23-9801 EST WT: 3750 LBS

| STD. TOLE | RANCES | | | | | | DRAWN: | |
|-------------------|----------------------|-------------|----|------|---------------------|--------|--------------------|-------------------|
| FRACTIO | NAL: | L | | | | | R. GREENLAN | ΜΤΟΗΤGΔΝ |
| 6 IN AND UP | +-T/16 ANCIII AR- | | | | | | KDB | DNR |
| 1 PLACE + - 0.1 | + - 1 DEC | | | | | | APPROVED: | |
| S PLACE + - 0.005 | | N 0, | 87 | ONTE | REVISION | | | FOREST MANAGEMEN |
| FOF | REST | | F | IR | E EXPERIMENT | STAT | ION | DIVISION |
| | Ρ. | 0. | 80 | 68 | ROSCOMMON, MICHIGAN | 48653 | | PROJECT NO.: 91-2 |
| TITLE: | 1A T | ١k | (| A/ | C 1,500 GALLON | 1 = 20 | DATE: 27 DEC 94 | ₩ <u>23</u> -9801 |






















































































| | | | | - 1.90 - 1.61 | O REF O REF |
|---|---|---|-------------------------------------|------------------------------|-----------------------------------|
| PART NUMBER: 00-0929 MAT'L: PIPE BLACK SCH 40 1.1/2" UNS K03000 | STD. TOLERANCES FRACTIONAL: 0 0 TO 6 IN + - 1/32 0 E IN AND UP + - 1/36 0 DECIMAL: 1 1 PLACE + - 0.1 3 PLACE + - 0.05 NO. BY DATE | REVISION | 0.7.1.7 | CHECKED: KDB APPROVED: | MICHIGAN DNR |
| FFES SPEC NO: AF-04024AY EST WT: 8.27 LBS | FUKESI FIRE p.o. box 68 ^{title:} PIPE, BLACK | EXPERIMENT ROSCOMMON, MICHIGAN SCH 40 1.1/2'' | S A 48653 SCALE: 1 = 2 | DATE: 19 AUG 94 | PROJECT NO.: 91-2 DWG.00-0929B |













| | STD. TOL. | | | | | DRAWN: | \mathcal{A} |
|---|---|--------------|------|-------|----------------------------|-----------|----------------------|
| PART NO: 00–1340 MAT'L: BAR, FLAT 1/4 X 2 HR | DECIMAL: 1 PLACE + - 0.06 2 PLACE + - 0.03 3 PLACE + - 0.005 | | | | | CHECKED: | |
| | ANGULAR: + - 1 deg. | N O . | BY | DATE | REVISION | APPROVED: | |
| EST WT: 2.55 LBS | DATE: 01-24-01 | F | OF | RE | ST FIRE EXPERIMENT S | STATION | FOREST MANAGMENT |
| | SCALE: 1/2 | | Ρ. | .O. E | BOX 68 ROSCOMMON, MICHIGAN | 48653 | DIVISION |
| | PROJECT NO .: | TIT | TLE: | Ľ | OUBLER STRIP | | DWG. NO. 00-1340B |



| | STD. TOL. | | | | | DRAWN | 1 |
|-----------------------------|---------------------------------------|--------------|------|------|----------------------------|---------|---------------------------------------|
| | DECIMAL: | | | | | | · · · · · · · · · · · · · · · · · · · |
| PART NO: 00-1339 | 2 PLACE + - 0.03 3 PLACE + - 0.005 | | | | | | |
| MAT'L: BAR, FLAT 3/8 X 2 HR | ANGULAR: | | | | | APPROVE | |
| G10200 | + - 1 DEG. | N O . | BY | DATE | REVISION | | |
| FFES SPEC NO: AB-00608AA | DATE: 01-24-01 | F | Ō | RE | ST FIRE EXPERIMENT | STATION | |
| EST WT: 7.62 LBS | SCALE: 1/4 | | Ρ | .0. | BOX 68 ROSCOMMON, MICHIGAN | 48653 | DIVISION |
| | PROJECT NO .: | TIT | TLE: | BA | R, STIFFENER | | DWG. 00-1339B |





| PART NO: 00–1338 MAT'L: BAR, FLAT 3/8 X 4–1/2 HR G10200 | STD. TOL. DECIMAL: 1 PLACE + - 0.06 2 PLACE + - 0.005 3 PLACE + - 0.005 ANGULAR: + - 1 DEG. | Image: | |
|---|---|--|--|
| FFES SPEC NO: AB-00618AA EST WT: 15.4 LBS | DATE: 01-24-01 SCALE: 1/4 PROJECT NO.: | FOREST FIRE EXPERIMENT STATION P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 | PUNDZ FOREST MANAGMENT DIVISION DWG. 00-1338B |



Project Number 63 6x6 Wildland Fire Engines March 2001



Design Packet 63B Common Tank Parts Includes Tank Plumbing Examples

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

Common Tank Parts

This booklet contains part details that are used in two REC water tanks. In order for these to be useful, you must have one of the following:

For the 2.5 Ton Series 6x6

REC Project No. 63A-2, 2.5 Ton 6x6 900 Gallon Unitized Water Tank.

For the 5 Ton Series 6x6

REC Project No. 63A-5, 5 Ton 6x6 1400 Gallon Unitized Water Tank.

Notes:

<u>00-0285</u>: The tap blocks are used to fasten the rear clearance and identification lights mounting bracket to the back of the tank. If a different light mounting system is used, these are not necessary.

<u>00-0286</u>: This is part of the telescoping light mast system.

<u>00-0287</u>: The 5- $3/4 \times 4-5/8$ inch cut out is for the stop, turn, tail light listed in the electric requirements. Other lights may require a different opening.

<u>00-0304</u>: These are tough durable hinges that allow easy removal of the door when necessary. They are reliable when working off-road in severe conditions. Piano hinge style substitutes are an alternative.

<u>00-0333</u>: For use with compartment door switch listed in electrical requirements.

<u>00-0783 and 00-0790</u>: The hole is for the side marker light. The size may vary depending on light used.

<u>00-0790</u>: The right quarter panel has a cut out for hose reel access and a hole for the rewind switch. Different reel mountings will not need this.

<u>00-0826 and 00-0827</u>: These parts are used if the rear quarter panel (00-0790) hose reel opening is used.

<u>26-9801 and 26-9807</u>: The drawings are provided to show a sample method of mounting accessories and plumbing to the apron. Since each agency has its own pump and accessories, use this as a generalization.

Drawing List

| Drawing Number | Drawing Name | | | |
|----------------|----------------------------|--|--|--|
| 00-0083A | Bar, Guide | | | |
| 00-0113B | Pipe | | | |
| 00-0114A | Gusset | | | |
| 00-0115A | Bar | | | |
| 00-0116B | Gusset S/W | | | |
| 00-0117B | Sump S/W | | | |
| 00-0123A | Tie Down | | | |
| 00-0128A | Tube | | | |
| 00-0129B | Ring | | | |
| 00-0163B | Marker Light Brkt S/W | | | |
| 00-0164A | Wire Guide | | | |
| 00-0174A | Bar, Flat 3/16 x 3/4 | | | |
| 00-0231B | Sump Wall | | | |
| 00-0272B | Pipe, Hand Rail | | | |
| 00-0275A | Sheet, Sump Bottom | | | |
| 00-0276A | Expanded Metal | | | |
| 00-0280A | Bar, Flat | | | |
| 00-0285A | Tap Block 3/8 UNC | | | |
| 00-0286B | Cylinder Shield | | | |
| 00-0287B | Sheet, Comp. Door LH | | | |
| 00-0291B | Bar, Bumper End Cap | | | |
| 00-0292A | Bar, Flat 1/4 x 2 x 8 | | | |
| 00-0301A | Bar 3/8 x 1 x 3-1/2 | | | |
| 00-0304A | Hinge Block | | | |
| 00-0311A | Bar | | | |
| 00-0312A | Bar | | | |
| 00-0329A | Bar, Flat 3/16 x 3/4 | | | |
| 00-0330A | Bar, Flat 3/16 x 3/4 | | | |
| 00-0331A | Bar, Flat 3/16 x 3/4 | | | |
| 00-0332A | Angle 1 x 1 x 1/4 | | | |
| 00-0333A | Mount, Switch | | | |
| 00-0689B | Angle | | | |
| 00-0690A | Gusset | | | |
| 00-0783C | Sheet, Rear Quarter (LH) | | | |
| 00-0790C | Sheet, Rear Quarter (RH) | | | |
| 00-0805B | Rear Compartment Back | | | |
| 00-0812A | Mount, Rear Tank | | | |
| 00-0813B | Rear Compartment Floor | | | |
| 00-0814C | Rear Compartment Wall | | | |
| 00-0821B | Sheet | | | |
| 00-0822B | Gusset | | | |
| 00-0823B | Pipe 6" Sch 40 Black | | | |
| 00-0824C | Dump S/W | | | |
| 00-0825B | Dump Gusset | | | |
| 00-0826B | Hose Rub Bar | | | |
| 00-0827B | Angle, Hose Roller Mtg | | | |
| 00-0832B | Fender Fill | | | |
| 18-8002B | Etching and Cleaning Agent | | | |
| 18-8003B | Galvanizing Compound, Cold | | | |

| Drawing Number | Drawing Name | | | | | |
|----------------|--|--|--|--|--|--|
| 23-0004B | Latch, Door 3 Point Left Hand | | | | | |
| 23-0006B | Washer, Flat Nylon | | | | | |
| 23-0024C | Door W/C (RH) | | | | | |
| 23-0025C | Rear Comp. Door LH | | | | | |
| 23-0026C | Rear Comp. Door RH W/C | | | | | |
| 23-0030B | Latch, Door | | | | | |
| 23-0034A | Latch Rod | | | | | |
| 23-0035B | Door Stop | | | | | |
| 23-0041B | Valve, Water 6" | | | | | |
| 23-0043B | Lifting Eye 7200 lb | | | | | |
| 23-0046B | Weld Flange | | | | | |
| 23-0047B | Gasket | | | | | |
| 23-0050B | Lid Clamp, Center | | | | | |
| 23-0060B | 6" Flange to 6" NPT FEM | | | | | |
| 33-0041B | Sealant, Multi-Purpose Silicone | | | | | |
| 26-9801D | Water Plumbing, Tank, Large Engines w/Unitized Tanks | | | | | |
| 26-9807D | Water Plumbing, Suction, 2.5 Ton | | | | | |







| | | 17 | ′.1/2 | | -8 | 1/4 REF | ۱۱ EF |
|---|--|------|---|------------------------------|--|---|--|
| | | | PAI MA FFI ES | RT N TERI ES S T WT | 0: 00 AL: B U PEC NO : 2.4 | -0115 AR, FLA ⁻ NS G1020 : AB-00 8 LBS | T 1/4 X 2 HR Do D408AA |
| - | STD. TOLERANCES FRACTIONAL: @ TO 6 IN +-1/32 6 IN AND UP +-1/16 DECIMAL: ANGULAR: 1 PLACE +- 0.1 +-1 DEG 2 PLACE +- 0.01 | | | | | DRAWN: KDB CHECKED: * APPROVED: | MICHIGAN DNR |
| | 3 PLACE +- 0.005 FOREST P.O. E | FIRE | REVISION EXPERIMENT ROSCOMMON, MICHIGAN | - S 48653 | TATI | | FOREST MANAGEMENT DIVISION PROJECT NO.: 87-3 |
| | TITLE: BAR | | | | scale: 1/4 | DATE: 2/24/89 | DWG. NO.00-0115A |












| 1 / 4 ↓ ↓ | | | 1/4" | R 13/16 Part Mate Ffes est | NO: RIAL: WT: 0 | 5/8'' | D 1/4 DIA HR 2600 -00025AG |
|---------------------------------------|--------|------|---------|---|-----------------------|------------------|--|
| STD. TOLERANCES | | | | | | DRAWN: | |
| FRACTIONAL: 0 TO 6 IN +-1/32 | | | | | | CHECKED: | MICHIGAN |
| DECIMAL: ANGULAR: | | | | | | * | DNR |
| 2 PLACE +- 0.01 3 PLACE +- 0.005 | NO. BY | DATE | REVISIO | N | | _ APPRUVED: | FOREST MANAGEMENT |
| FOREST FIRE EXPERIMENT STATION | | | | | | | DIVISION |
| P.U. BUX 68 ROSCOMMON, MICHIGAN 48653 | | | | | | | PROJECT NO.: $87-3$ |
| WIRE (| GU I [| DE | | | scale: FULL | DATE: 3/17/89 | $\begin{bmatrix} DWG.\\ NO. \\ 00 - 0164A \end{bmatrix}$ |








































































| | ET USE: CLEAN FOR G PROPERTIES: APPLICATION | CHING AND CO S OILS AND SURFAC OOD ADHESION OF C CONTAINS PHOSPH AND SOLVENTS TO DRIES FAST AND METHODS: RAG WIP | E RUS OATING ORIC REMO PREVEI E, SP | IING AGENT T FROM METAL. 3. ACID TO ETCH SU VE OILS AND WAT NTS FLASH RUST. RAY WASH OR DIF | ETCHES IRFACE O ER. | SURFACE F METALS | 5 | |
|--|---|---|--|---|---------------------------|---------------------|---|--|
| APPROVED MANUFACTURERS | | PART NO | API | PROVED MANUFA | CTURERS | 5 | | PART NO |
| B-B PAINT CORPORATION 2201 N. DORT HWY FLINT, MICHIGAN 48506 | Χ. | E.A IRON WASH | | | | | | |
| | | STD. TOLERANCES FRACTIONAL: 0 10 6 IN ++1/32 6 IN AND UP ++1/16 0 00 C IN ++1/32 DECIMAL: ANGULAR: 1 PLACE ++ 0.11 ++ 1 0EG 2 PLACE ++ 0.01 ++ 1 0EG 3 PLACE ++ 0.01 ++ 0.005 | BY DATE | | | Τ Λ Τ Τ Λ | DRAWN: BAH CHECKED: KBD APPROVED: | MICHIGAN DNR forest management division |
| FFES PART NO: 18- | -8002 | P.O. BOX 6 | 1 K E 58 10 C L | EXPERIME Roscommon. Michiga Eaning Agen ⁻ | IN I S N 48653 T | SCALE: | DATE: 12/7/93 | PROJECT NO.: 90-1 DWG.18-8002B |

| | <u>GALVAN</u> esterified epox` | IZING CON 7 based zing | 1POUND, CC c-rich metal | PRIMER | | | |
|--|--|--|---|--|---------------------------------|--|--------------------------------------|
| | USE: COAT METAL F PROPERTIES: ADHEF SOURC APPLICATION METHOE SURFA | OR CORROSION RES TO BARE M RES OF OXIDAT OS: BRUSH OR CE WITH ETCH | PROTECTION ETAL TO REDUCE ION SPRAY @ ROOM T ING AND CLEANI | EXPOSURE FF EMPERATURE. NG AGENT (18 | ROM SOME PREPARE 3-0002B) | - | |
| APPROVED MANUFACTURERS | PAR | t no | APPROVED MAN | IUFACTURERS |) | | PART NO |
| ZRC PRODUCTS COMPANY Quincy, mass 02171 | ZRC COLD GAL COMPOU 10001-10 | /ANIZING ND 004 | | | | | |
| | STD. T(FRAC 0 TO 6 6 TA A DECIMAL 1 PLACE +- 0. 3 PLACE +- 0. | DLERANCES | DATE RE | /IS10N | | DRAWN: BAH CHECKED: APPROVED: | MICHIGAN DNR FOREST MANAGEMENT |
| FFES PART NO: 18-80 | DO 3 F O F | REST FIF p.o. box 68 Alvanizing | RE EXPER] roscommon, m compound, (| MENT S Ichigan 48653 Cold | SCALE : | DATE: 12/7/93 | PROJECT NO.: 90-1 DWG.18-8003B |



| | F | WASHER TYPE: FLAT MATERIAL: NYLON COLOR: NATURAL PROPERTIES: NON-MAGNET | IC | |
|---|---|---|--|--|
| APPROVED MANUFACTURERS | PART NO | APPROVED MANUFACTURERS | | PART NO |
| McMASTER-CARR SUPPLY CO PO BOX 4355 CHICAGO, ILLINOIS 60680-4355 | 95606A140 | | | |
| | STD. TOLERANCES # TO 6 IN +1/32 6 IN +1/32 DECIMAL: AND UP 1 PLACE +0.81 3 PLACE +0.805 | | DRAWN: R.GREENLAW CHECKED: KDB APPROVED: T.T.O.N. | MICHIGAN DNR Forest management division |
| FFES PART NO: 23-0006 | P.O. BOX 68 | R, FLAT NYLON SIA | | PROJECT NO.: 90-4 |



| | ITEM | PART NO | DWG | DESCRIPTION | QTY | EST WT |
|-------------|------|---------|-----|----------------------|-----|-----------|
| | 1 | 00–0287 | В | SHEET, COMP. DOOR LH | 1 | 9.08 |
| | 2 | 00-0304 | А | HINGE BLOCK | 2 | 0.30 |
| Â | 3 | 00–0083 | Α | BAR, GUIDE | 2 | 0.03 |
| \triangle | 4 | 00-0164 | А | WIRE GUIDE | 1 | 0.02 |

-3.1/4"

1/8 3/4 TYP



PART NO: 23-0025 EST WT: 10.0 LBS

| STD. TOLERANCES | | | | | DRAWN: | |
|--|------|-----|------------|---------------------------------------|------------------|------------------------|
| FRACTIONAL: | 1 | | 1 1 | | LUD | мтснтслы |
| 8 TO 6 IN, +-1/32 6 IN, AND ∪P +-1/16 | 2 | кDВ | 10/9 89 | ITEM 3 WAS P/N 00-0087, DUPLICATE P/N | CHECKED: | |
| DECIMAL: ANGULAR: I PLACE +- 0.1 +- 1 DEG 2 PLACE +- 0.1 | 1 | KDB | 5/9 89 | ADDED ITEM 4 | APPROVED: | |
| 3 PLACE +- 0.005 | NO. | BY | DATE | REVISION | | FOREST MANAGEMENT |
| FOREST | F | Ī | RE | EXPERIMENT STATI | ON | DIVISION |
| P.O. 6 | 30 X | 68 | | ROSCOMMON, MICHIGAN 48653 | | PROJECT NO.: 87-3 |
| TITLE: REAR C | 0 | MF | · . | DOOR LH SCALE: 1/4 | DATE: 2/22/89 | ^{™.} 23–0025C |

| 1 00-0287 B SHEET, COMP. DOOR LH 1 9.0 2 00-0304 A HINGE BLOCK 2 0.0 3 00-0083 A BAR, GUIDE 2 0.0 4 00-0164 A WIRE GUIDE 1 0.0 |
|---|
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ |
| $ \begin{array}{c} \textcircled{\begin{tabular}{c} \hline \label{eq:constraint}} \\ \hline \end{tabular} \\ \hline tab$ |
| $\Delta 4 00-0164 A WIRE GUIDE 1 0.0$ |
| 3.1/4" |
| PART NO: 23-0026 EST WT: 10.0 LBS |
| PERIMANEL INVALE IN ANGULARIE IN ANGULARIE PARA ANGULARI |
| SALE :: SALE |
| P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 PROJECT NO. 87-3 |
| TITLE: REAR COMP. DOOR RH W/C SCALE: DATE: DATE: DATE: 2/22/89 NO. 23-0026 |











| | 7/1 12 1 6.11/7 REF | 6" DIA PLACES REF - 8.1/8" DIA BC REF - 9" DIA REF 16" DIA | WELD USE: WITH 6'' FFES P/I MATERIAL: MI EST WT: 2.54 | FLANG WATER DU 23–004 LD STEEL LBS | <u>E</u> IMP VALVE 1 |
|---|---|---|---|--|----------------------------|
| APPROVED MANUFACIURERS | PART NU | APPROVED MANUFACTUR | (LK) | | PARI NU |
| BETTS INDUSTRIES INC 1800 PENNA AVE W BOX 888 WARREN, PA 16365 | WF 601MS | | | | |
| | STD. TOLERANCES | | | DRAWN: R.GREENLAW | |
| | 0 TO 6 IN + - 1/32 6 IN AND UP + - 1/16 DEC IMAL: ANGULAR: 1 PLACE + - 0.1 + - 1 DFG | | | CHECKED: | DNR |
| | 2 PLACE + - 0.01 3 PLACE + - 0.005 NO. | BY DATE REVI | ISION | | OREST MANAGEMENT |
| | FOREST | FIRE EXPERIM | IENT STAT | ION | NIATOTO |
| FEES PART NO. 23-0046 | P.O. | BUX 68 RUSCUMMON, MI | CHIGAN 48653 | P DATE: | ROJECT NO.: $91-2$ |
| | V | VELD FLANGE | 1/2 | 8/4/92 | ю:23—0046B |











| | | ITEM PART NO DWG DESCRIPTION 1 P32-CGNA NIPPLE, CLOSE 2" NT SOTTORE 40 2 26-0033 X VALVE, BALL 2" NPT FML Formation 3 P32-CGN28 NIPPLE SouthWitten SouthWitten 4 P32-AGT TEE 2" CLUMITED SouthWitten 5 P32-AGL ELBOW, STREET 90 2" CLUMITED SouthWitten 6 P32-AGL ELBOW, STREET 90 2" CLUMITED SouthWitten 7 P32-AGL ELBOW, SOUTH 2" CLUMITED SouthWitten SouthWitten 8 H32F1-S2MHCH ADAPTER 2" CLUMITED SouthWitten 9 H32F1-S2MHCH ADAPTER 2" CLUMITED SouthWitten 10 33-0065 X U-BOLT 2" SouthWitten SouthWitten 11 H32F1-S2MHCH ADAPTER 2" CLUMITED SouthWitten SouthWitten 12 26-9404 X HOSE, SUCTION 2" 13 H32FH-S3MHTEL 14 26-9005 BANDING MATERIAL, 3/8" | DTY Est MT 1 0.60 1 5.10 1 1.52 1 2.81 1 1.82 1 1.83 1 0.63 1 0.75 1 0.47 1 1.00 1s.av 0.5 3 0.86 12 FT 12 FT 12 6.75 1 6.75 1 1.00 15.av 0.04 15 FT 0.59 1 1 6.75 1 6.75 12 FT 0.59 1 1 6.76 FEF 1.66 1 0.25 |
|--|----------------|---|--|
| | | 19 26-0004 B BUCKLES, 3/8" SIZE 201 SS 20 P32-AGN60L PIPE 2************************************ | 8 0.01 |
| | | STD_TDLERANCES DRAMN: LLP TRACTIONAL: 19 Mar 190; 19 Mar 190; | 1ICHIGAN DNR |
| | EST WT: 45 LBS | Image: Non-State Image: Non-State Approvement | ROJECT NO.: 96-4 |



Project Number 63 6x6 Wildland Fire Engines March 2001



Design Packet 63C Filler Port and Strainer Drawings

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

Filler Port Drawings

The REC filler port (23-9804) is a rugged mild steel fabrication that provides years of service without maintenance. The usable fill opening is 7 inches in diameter. The port does not vent. The REC tank designs use a separate venting system. This item bolts to the tank lids found in all REC 6x6 tank designs.

Filler port strainer (#23-0032) inserts in the filler port to filter larger objects (greater than 1/8 inch). The perforation of the strainer is adequate to strain the flow from most portable centrifugal pumps. Its use prevents unwanted debris from getting into the tank during drafting or other fill procedures. The strainer is made of stainless steel to reduce corrosion problems.



Figure 1 - Filler Port Lid Closed



Figure 2 - Filler Port Open with Strainer

Drawing List

| Drawing Number | Drawing Name |
|----------------|-----------------------|
| 23-9804C | Filler Port 6" A/C |
| 23-0061C | Base W/C |
| 23-0062B | Cover W/C |
| 23-0063B | Gasket |
| 23-0064B | Gasket Retainer |
| 23-0065B | Latch W/C |
| 23-0066B | Hinge Bar W/C |
| 00-0969A | Latch Anchor |
| 00-0970B | Hinge Anchor |
| 00-0971B | Neck |
| 00-0972C | Base Plate |
| 00-0973B | Angle |
| 00-0974B | Cover |
| 00-0975B | Rim |
| 00-0976A | Latch Hinge |
| 00-0977B | Latch Bar |
| 00-0978A | Sheet |
| 00-0979B | Channel |
| 23-0032C | Strainer, Filler Port |
| 00-0353C | Strainer Wall |
| 00-0354B | Flange, Strainer |
| 00-0355A | Bottom, Strainer |
| 00-0356B | Strip |




































| ITEM PART NO DWG DESCRIPTION 1 00-0353 C STRAINER WALL 2 00-0354 B FLANGE, STRAINER 3 00-0355 A BOTTOM, STRAINER 4 00-0356 B STRIP | ατγ Est WT 1 1.50 1 0.22 1 0.32 3 0.09 |
|--|---|
| /2" DIA | . 1/2 3 PLCS ACES |
| PART NUMBER: 23-0032 EST WT: 2.42 LBS | MICHIGAN |
| FOREST FIRE EXPERIMENT STATION P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 TITLE: STRAINER, FILLER PORT 1/2 5/15/1 | PROJECT NO.: 87-3 0WG.23-00320 |











Project Number 63 6x6 Wildland Fire Engines **March 2001**



Design Packet 63D Pneumatic Controlled Emergency Light Mast

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

Pneumatic Controlled Mast

The military 6x6's are great vehicles for off-road fire work, but sometimes the lights get in the way. In the 1980's we designed a pneumatic controlled telescoping mast to raise and lower the standard rotating beacon emergency light. It has fifteen years of proven use in forest conditions allowing the operator to lower the light beneath the cab when operating in the woods. On the highway it can be raised above the cab in a matter of seconds with a flick of a switch.



Figure 2 - Dash Panel with Toggle Switches



Figure 1 - Rotating Light on Mast

An electric controlled switch on the dash activates an air valve on the pneumatic cylinder. The system uses a small amount of air from the air brake system storage tank. It has a maximum lift capacity of 100 pounds. The air in the cylinder is bled through a restrictor to lower the mast. Adjustments can be made to cushion the drop.

The drawing packet details the mechanical parts of the system. These will work with either the REC 2.5 ton or 5 ton 6x6 tank designs. The concept can be used with other vehicles as well. Note that items #6 and #7 shown in drawing #32-9800D may need to be changed in order to adapt to the location and port size of the truck's air storage tank. The electric system needed to activate the air valves is not shown. Photo #1 shows an example dash plate with the toggle switches and indicator light suggested to operate the system. These are wired to the pneumatic valves and emergency beacon as noted by the manufacturers of these parts.



Figure 3 - Lower Light Mast with Cylinder Fitting Mounts

Drawing List

| Drawing Number | Drawing Name | | | |
|----------------|---|--|--|--|
| 32-9800D | Light Mast, Telescoping A/C Navistar 4800 | | | |
| 33-0000B | Yoke End, Female 3/8-24 UN Right Hand w/Pin | | | |
| 32-0001B | Cylinder, Air 1-1/8" Bore 18" Stroke | | | |
| 32-0004B | Valve, 3-Way Air 1/8" NPT 12 VDC | | | |
| 32-0008B | Plug, Restrictor 10-32 UN Nylon | | | |
| 32-0010B | Bushing, Adapter 1/8" NPT M x 10-32 UN F Brass | | | |
| 32-0015B | Tube, Nylon 1/4" Black | | | |
| 32-0017B | Elbow, Male 90 Deg 1/4 Tube x 1/8 NPT Compression | | | |
| 32-0018B | Elbow, Male 90 Deg 1/4 Tube x 1/4 NPT Compression | | | |
| 28-8004C | Light Mast W/C | | | |
| 00-0028A | Bar, Air Valve Mtg | | | |
| 00-0029A | Pivot, Air Cyl | | | |
| 00-0030A | Guide, Air Cyl | | | |
| 00-0032B | Pivot, Air Cylinder | | | |
| 00-0033B | Light Mast Head | | | |
| 00-0705B | Brush Bar | | | |
| 00-0706A | Tube | | | |
| 00-0830B | Light Mast Tube S/W | | | |
| 00-0831A | Mast Tube | | | |













| | TUBE, TYPE: AIR BRAKE (SAE SIZE AND CHARACTERIS ID: 0.170 OD: 1/4 BEND RADIU OPERATING PARAMETERS PRESSURE: TEMPERATUR FLUIDS: AI CONSTRUCTION: TUBE: TYPE LABELING: LABEL PER EST WT: 0.02 LB/FT | NYLON J844 TYPE B) TICS: S: 2" MIN : 150 PSI WORKING 1200 PSI BURST MIN E: -40 DEG F TO 200 DEG R, WATER, FUEL 11 NYLON (BLACK) FMVSS-106 BRAKE HOSE | F | | |
|--|--|--|-----------|--|--------------------------------------|
| APPROVED MANUFACTURERS | PART NO | APPROVED MANUFACTURERS | | | PART NO |
| PARKER-HANNIFIN CORP HOSE PRODUCTS DIVISION 30240 LAKELAND BLVD WICKLIFFE, OHIO 44092 | PFT-4A BLACK | | | | |
| | STD. TOLERANCES 0 TO 6 IN + - 1/32 - 6 IN AND UP + - 1/16 - DEC IMAL : - 1 PLACE + - 0.1 - 3 PLACE + - 0.005 NO. | BY DATE REVISION | | DRAWN : R. GREENLAW CHECKED : KDB APPROVED : | MICHIGAN DNR forest management |
| | FOREST | FIRE EXPERIMEN | T STAT | ION | DIVISION |
| PART NUMBER: 32-0015 | | | SCALE: | DATE: | PROJECT NO.: 90-4 |
| ART NONDER. JZ-0015 | I I I I I I I I I I I I I I I I I I I | .UN 1/4" в | LACK NONE | 04 APR 96 | 1°N0:32-0015B |





| ITEM PART NO DWG DESCRIPTION 1 00-0033 B LIGHT MAST HEAD 2 00-0706 A TUBE 3 00-0032 B PIVOT, AIR CYLINDER 4 00-0705 B BRUSH BAR | 0TY 1 1 1 2 | Est WT 9.97 6.67 0.29 1.58 |
|---|---|--|
| 1/8 3/16" 4 PLCS 4 | | |
| 42.1/4" | 12" REF | |
| PART NUMBER: 28-8004 EST WT: 20.5 LBS TITLE: | MICH FOREST MA DIVI PROJECT NO.: | IGAN VR ANAGEMENT SION 87-3 8004C |





| | STD. TOL. | | | | DRAWN: | 1 |
|--|---|-------|-----------------------|--|------------------|-------------------------------------|
| PART NO: 00-0028 MATERIAL: BAR, FLAT 1/4 X 1 1/4 HR UNS G10200 | DECIMAL: 1 PLACE + - 0.06 2 PLACE + - 0.03 3 PLACE + - 0.005 ANGULAR: + - 1 DEG. | 1 KDE | B DAT | PART RE-DESIGNED | CHECKED: | DNR FOREST MANAGMENT DIVISION |
| FFES SPEC NO: AB-0405AA EST WT: 0.20 LBS | DATE: 03/02/00 SCALE: FULL | FO | RE ^{2.0.} | ST FIRE EXPERIMENT box 68 roscommon, michigan | STATION 48653 | |
| | PROJECT NO.: 87-3 | TITLE | E | BAR, AIR VALVE MTG | | DWG. NO. 00-0028B |











| | | REF | - 1.3/4'' _{REF} |
|---|--|--|----------------------------------|
| | PART NUMBER: 00-0706 MAT'L: TUBE, ROUND 2" OD X UNS G10260 FFES SPEC NO: AD-20004AM EST WT: 6.67 LBS | 1/8" WALL DOM | |
| STD. TOLERANCES FRACTIONAL: 0 TO 6 IN + - 1/32 6 IN AND UP + - 1/16 0 DECIMAL: ANGULAR: 1 PLACE + - 0.01 + - 1 DEG 2 PLACE + - 0.01 3 PLACE + - 0.005 NO. B | Y DATE REVISION | DRAWN: R.GREENLAW CHECKED: KDB APPROVED: | MICHIGAN DNR |
| FOREST F P.O. B | OX 68 ROSCOMMON, MICHIGAN | STATION 48653 | PROJECT NO.: 87-3 |
| TITLE: | TUBE | SCALE: DATE: 1 = 2 21 APR. 93 | $_{\rm NO.}^{\rm DWG.}$ 00-0706A |



| 2.3 | 67 | 8'' D Ref | | | | -40.1, | /2'' | |
|--|-------|--------------|-----------------------------|---|---|-------------------------------|-----------------|-------------------|
| F | r e f | - | PART MATE FFES EST | NO: OC IRIAL: PI UN S SPEC NO WT: 12. |)-0831 PE 2 N IS K03): AF- 3 LBS | OM SCH 000 04032A` | 40 BLA | CK STRUCTURAL |
| STD. TOLERANCES | | | | | | | DRAWN: | |
| FRACTIONAL: 0 to 6 in +-1/32 | | | | | | | | MICHIGAN |
| 6 IN AND UP +-1/16 | | | | | | | | |
| 1 PLACE +- 0.1 +- 1 DEG 2 PLACE +- 0.01 | | | | | | | APPROVED: | |
| 3 PLACE +- 0.005 | NO. | BY DATE | | REVISION | | | | FOREST MANAGEMENT |
| FOREST | F | IRE | EXP | PERIME | NT S | $\top \land \top \bot \bot ($ | NC | DIVISION |
| P.O. E | 30 X | 68 | ROSCOM | MON, MICHIGA | N 48653 | | | PROJECT NO.: 91-2 |
| TITLE: MAST | ΓL | JBE | | | | scale: 1/2 | DATE: 5/6/92 | DWG. 00-0831A |



Project Number 63 6x6 Wildland Fire Engines April 2001



Design Packet 63E Protective Cabs for U.S. Military 2-1/2 Ton and 5 Ton 6x6 Trucks

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station
Protective Cabs for U.S. Military 2-1/2 Ton and 5 Ton 6x6 Trucks

Introduction

Many excess vehicles come with a canvascovered driving compartment, or with no overhead operator protection at all. There are no guidelines or drawings readily available from the military for fabricating a protective cab. In the 1970's REC designed a steel cab for U.S. Military 6x6 trucks. It was recently refined and is documented here.

There are two styles of cabs found on the pre-1990's US military 6x6. Most 6x6's have cabs based on the U.S. Army Tank-Automotive Command "REO style" 2-1/2-ton and 5-ton units produced from the 1950's to 1980's. These produced vehicles were bv several manufacturers through the years but the cab design was not changed. Often these trucks are referred to as the "REO-style" in reference to the REO Company which built the first of this style of 6x6. Note again that the cab is the same for either the 2-1/2-ton or 5-ton.

The 1950 Korean War vintage GMC 2-1/2-tons had a different cab. These trucks also had

unreliable automatic transmissions and are likely out of service. Because of this, we have not included GMC-style designs in this project.

How you make the cabs will depend on what skills and tools are available. These are not easy to craft. The bends we made conformed to the radius of dies we had. Some changes may be necessary to accommodate your resources. The manufacturing tolerances of the cab portion of these vehicles were not held tight. We have provided some places to make adjustment when installing the cab top to compensate for this. Be aware that getting the cab top, lower cab, and doors to align like they came from a modern factory will be difficult on some 6x6's. Each individual truck is a little different.

NOTE: The military ordered some 6x6's with hard tops. It is possible to find one to install. These tops are not as durable as REC's, but provide a less expensive alternative if available.

Procedure for Fabricating and Installing a Protective Cab on a "REO" Style 6X6 Truck

The finished cab will be similar in shape, to the truck's original canvas canopy. Remove the original canvas canopy and all fasteners that will interfere with the new steel protective cab.

The REO protective cab consists primarily of three 11 gauge steel panels, one piece of $2" \times 2" \times 1/8"$ angle iron, and two pieces of $1-1/4" \times 1-1/4" \times 1/8"$ angle iron. Each steel panel has two 90 degree bends of 2.5 inch radius near each end. The rough length of all three panels is 8 feet.

The panels are mitered to blend the bend radii as close as practical. We had 2.5 inch radius dies to make the bends. If you use another radius, the dimensions will need adjusting to get a proper fit. Note that the radius of the bends in all the panels are the same. Because the radius is the same, the mitered corners of each panel blend making the fabrication easier. In order to do this, we chose not to match the shape of the lower cab which is not a true radius. Hence the rear cab mounting strip (35-0098) is sized to overhang the lower cab at the outer rear corners (Figure 1). We provide a sample hole pattern on the mounting strip, but this can be adjusted.



outside. Note the placement of closed-cell foam seals. The rear outside corners overhang so that we did not need to match the curve of the lower cab.

Tack weld the panels, mounting strip, angle, and tubing together using the lower cab for a fixture. It is wise to finish the welds at the upper rear mitered corner before the cab is removed. These welds will cause the cab top to clam if done off the fixture. The rest of the final welds will be easier if the cab top is removed. Remove the entire cab and weld all joints with a continuous weld inside and outside. Grind all outside welds smooth then prime and paint.

The wire guides provided for wire routing. Operators like to have a dome light for night use. A sample mount bracket is shown in the drawings. Both of these items are optional.



Figure 2 - View of inside left front corner showing the seal with the windshield frame, a cab top attachment bolt, and use of the wire guide for cabling. After prime and painting, the top can be installed. Hard, closed cell foam seals are needed between the cab top and the top of the windshield as well as the rear lower cab. The seal thickness can be adjusted to shim the cab top to plumb.

Bolt the front of the cab top to the top of the windshield frame in five places (see Figure 2). Also bolt the rear of the top to the lower rear of the cab (see Figure 3).



mounted to lower cab.

The adjustable window jam faces (00-1251, 00-1252) allow for the top to have fore-to-aft mounting adjustment. Install closed cell foam weatherstrips between the window and adjustable jam strips. The thickness of the foam will be determined by the gap.



Figure 4 - The rear of the REC cab showing a sliding rear window held in by typical window seal material. The sliding window adds ventilation when needed but is more expensive than fixed glass.

Install rear window (safety glass) by using rubber molding (see Figure 4). Local auto glass shops can help and will be able to supply glass and window molding. Molding should be precut and fitted to window opening before attempting to install glass.

When the cab is positioned on the truck for final installation, drill all additional holes and bolt it in place.

Tear drop shaped amber clearance/identification lights mount easily near the front edge of the cab top. These are one of the motor vehicle safety requirements for trucks of this size. The five 3-hole drill pattern shown in drawing 00-1248 is for mounting the lights. If a different style is used, add the appropriate holes.

Drawing List

| Drawing Number | Drawing Name |
|----------------|-----------------------|
| 35-0011C | Cab Top A/C |
| 35-0010B | Windshield Gasket |
| 35-0009B | Rear Cab Gasket |
| 35-0008D | Cab Top W/C |
| 28-8002B | Dome Light Mount |
| 00-1258B | Dome Light Mount S/W |
| 00-1257B | Dome Light Mount Tube |
| 00-1256B | Front Angle S/W |
| 00-1252B | Vertical Face |
| 00-1251B | Horizontal Face |
| 00-1250B | Vertical Tube |
| 00-1249B | Horizontal Tube |
| 00-1248D | Top Sheet |
| 00-1247D | Upper Rear Panel |
| 00-1246D | Rear Panel |
| 00-1245C | Bottom Mtg. Strip |
| 00-1244C | Front Angle |
| 00-0164A | Wire Guide |











| | ITEM | PART NO | D DWG | DESCRIPTIO | ON | QTY | EST WT |
|--------------------------------------|--|--|-------------------------|--|-------------------------------|---------------------------|-----------|
| | 1 | 28-8002 | 2 B | DOME LIGHT MOUNT | | 1 | 0.72 |
| | 2 | 00-125 | 7 A | DOME LIGHT MOUNT TUBE | | 1 | 0.62 |
| | - 7 - | D. TOL. | 1/16 1 | | DRAWN: | | <i>ж_</i> |
| PART NO: 00–1258 EST WT: 1.34 LBS | DE 1 PLAC 2 PLAC 3 PLAC 4N(+ - D, 03/ SC 1/ PROJI | $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | FOREST F P.O. BOX 68 | REVISION TRE EXPERIMENT ROSCOMMON, MICHIGAN CHT MOUNT S/W | APPROVED: STATION 48653 | DREST N DIV DWG 00- | |

| PART NO: 00-1257 MATERIAL: TUBE, SQ 1 1/4 X 1 1/4 X 14 GA WA G10100 FFES SPEC NO: AE-12501AL EST WT: 0.62 LBS STD. TOL. DECIMAL: DECIMAL: 1 PACE + 9.006 2 PACE + 9.005 ANGULAR: + - 1 DEC NO. BY DATE 03/10/99 SCALE: P.O. BOX 68 POSCOMMON, MICHIGAN | | 6.0 | | ◄-(1.25) ► |
|--|--|--|--|------------------------------|
| PART NO: 00–1257 MATERIAL: TUBE, SQ 1 1/4 X 1 1/4 X 14 GA WA G10100 FFES SPEC NO: AE-12501AL EST WT: 0.62 LBS STD. TOL. DECIMAL: PLACE + - 0.06 2 PLACE + - 0.03 3 PLACE + - 0.03 ANGULAR: + - 1 DEG. DATE: 03/10/99 FOREST FIRE EXPERIMENT STATION SCALE: P.O. BOX 68 | | | (1.25) | 4 GA 0.083) |
| STD. TOL. DRAWN: DGP CHECKED: 1 PLACE + - 0.06 2 PLACE + - 0.03 3 PLACE + - 0.005 CHECKED: ANGULAR: + - 1 DEG. APPROVED: DATE: 03/10/99 FOREST FIRE EXPERIMENT STATION FOREST FIRE EXPERIMENT STATION P.O. BOX 68 FOREST MANAGMEN DIVISION | PART NO: 0 MATERIAL: T G FFES SPEC EST WT: 0.6 | 0–1257 UBE, SQ 1 1/4 X 1 1/4 X 14 GA WA 10100 NO: AE–12501AL 2 LBS | | |
| DATE: 03/10/99FOREST FIRE EXPERIMENT STATION FOREST MANAGMEN DIVISIONSCALE: 1/2P.O. BOX 68ROSCOMMON, MICHIGAN48653 | STD. TOL. DECIMAL: 1 PLACE + - 0.06 2 PLACE + - 0.03 3 PLACE + - 0.005 ANGULAR: + - 1 DEG. | NO. BY DATE REVISION | DRAWN: DGP CHECKED: APPROVED: | |
| | DATE: 03/10/99 SCALE: 1/2 PROJECT NO : | FOREST FIRE EXPERIMENT ST P.O. BOX 68 ROSCOMMON, MICHIGAN | ATION 48653 | FOREST MANAGMENT DIVISION |





















| 1 / 4 ↓ ↓ | 11 | | | 1/4 | .'' R 13/16 Par Mat Ffe est | T NO: ERIAL: S SPEC WT: C | 5/8" 1 0 0 0 0 0 0 0 0 0 0 0 0 0 | D 1/4 DIA HR 2600 -00025AG |
|---|-----|----|------|---------------|--|------------------------------------|--|----------------------------------|
| STD. TOLERANCES | | | | | | | DRAWN: | |
| FRACTIONAL: 0 TO 6 IN +-1/32 6 IN AND UP +-1/16 | | | | | | | CHECKED: | MICHIGAN |
| DECIMAL: 1 place +- 0.1 +- 1 deg | | | | | | | * Δpproven: | DNR |
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| P.O. E | 30X | 68 | | KUSCOMMON, MI | _CHIGAN 48653 | 3 | | PROJECT NO.: $87-3$ |
| VIRE C | GU | | DE | | | scale: FULL | DATE: 3/17/89 | NO. 00-0164A |



Project Number 63 6x6 Wildland Fire Engines November 2001



Design Packet 63F-2 Brush Protection Drawings for 2.5 Ton 6x6 Trucks

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

Brush Protection for 2.5 Ton 6x6 Trucks

The REC brush protection package for 2.5-ton 6x6 models was developed to help protect components and body panels from damage when operating off-road. There are four assemblies.

The bumper replaces the original bumper. It consists of a boxed section of similar shape to the original. This gives it strength should a tree be struck. This design packet shows how to replace the original bumper because the FEPP units usually have twisted bumpers. It is often easier to start from scratch then to modify them for strength. However, you may wish to box in the rear of the existing bumper instead. In either case, these drawings show a proven concept for wildfire use.

Fuel tank guards protect the fuel tanks, air system, and some electric components from underside impact. In conjunction with the bumper, they also support the fender guard assembly. Together these assemblies provide a rub rail on each side of the vehicle, protecting the chassis sheet metal.

The cab guard assembly consists of the grill guard and limb risers. The grill guard helps protect the radiator from jill pokes and supports the limb risers. The limb risers help guide limbs up and over the cab. This protects mirrors, windshield, and exhaust components. It also provides better visibility to the driver by lifting limbs out of the vision path.

All assemblies and components are basic steel forming and welding operations. They have had years of actual use in tough off-road conditions.



The bumper and fuel tank guard are fastened to the frame. The fender guard connects between them. The grill guard and limb risers sit on top of the bumper and fender guard.



The fender guard is connected to the bumper. In combination with the grill guard, they protect the cab sheet metal.



The exhaust stack is rerouted behind the limb risers for protection.

Drawing List - Bumper

| Drawing Number | Drawing Name |
|----------------|---------------------|
| 29-9810D | Bumper Modification |
| 00-1100B | Bumper Corner (RH) |
| 00-1099C | Rear Channel (RH) |
| 00-1089A | Shim |
| 00-1092B | Cover Sheet |
| 00-1090B | Bar |
| 00-1093C | Rear Channel (LH) |

Drawing List - Fuel Tank Guards

| Drawing Number | Drawing Name |
|----------------|------------------------|
| 29-9812D | Tank Guard Assembly |
| 29-0078B | Tank Access Panel LH |
| 29-0077B | Tank Access Panel RH |
| 29-0076D | Fuel Tank Guard LH W/C |
| 29-0075D | Fuel Tank Guard RH W/C |
| 00-1151B | Forward Plate LH |
| 00-1150B | Mounting Angle LH |
| 00-1117D | Bottom Plate LH |
| 00-1116C | Center Plate LH |
| 00-1115C | Rear Plate LH |
| 00-1114B | Side Guard Angle LH |
| 00-1113B | Rear Mounting Angle |
| 00-1112D | Bottom Plate RH |
| 00-1111C | Rear Plate RH |
| 00-1110B | Forward Plate |
| 00-1109B | Rear Mounting Angle |
| 00-1108B | Mounting Angle |
| 00-1107B | Side Guard Angle RH |
| 00-1106B | Angle Stop |
| 00-1105B | Short Angle Stop |
| 00-1104C | Center Plate RH |
| 00-0164A | Wire Guide |

Drawing List - Fender Guards

| Drawing Number | Drawing Name |
|----------------|-----------------------|
| 29-9816D | Fender Guard Assembly |
| 00-1349B | Horizontal Channel |
| 00-1350B | Vertical Channel |
| 00-1351B | Spacer Channel |
| 00-1352B | Angle Channel |
| 00-1343C | Fender Brace LH S/W |
| 00-1344C | Fender Brace RH S/W |
| 00-1348C | Stiffener |
| 00-1345A | Top Plate |
| 00-1353A | Upper Gusset |
| 00-1346A | Mounting Plate |
| 00-1354A | Lower Gusset |
| 00-1347B | Brace |
| 00-1137D | Fender Guard LH S/W |
| 00-1124D | Fender Guard RH S/W |
| 00-1129B | Vertical Angle LH |
| 00-1121B | Top Angle |
| 00-1130B | Rear Angle LH |
| 00-1131B | Front Angle LH |
| 00-1120B | Top Angle |
| 00-1123B | Gusset |
| 00-1149A | Filler Plate |
| 00-1118B | Vertical Angle RH |
| 00-1122B | Front Angle RH |

Drawing List - Limb Risers and Grill Guard

| Drawing Number | Drawing Name |
|----------------|----------------------|
| 29-9811D | Cab Guard A/C |
| 00-1136D | Grill Guard S/W |
| 00-1141C | Lower Pipe LH |
| 00-1140C | Lower Pipe RH |
| 00-1139B | Upper Pipe |
| 00-1138A | Limb Riser |
| 00-1135B | Side Panel |
| 00-1134B | Center Panel |
| 00-1133B | Pipe, Horizontal |
| 00-1132C | Cross Mounting Bar |
| 00-1128B | Mounting Bar |
| 00-1127B | Pipe, Vertical |
| 00-1126B | Pipe, Vertical |
| 00-1125B | Pipe, Vertical |
| 00-0849A | Nozzle Fixture Mount |
| 00-0714B | Pipe, Cross |
























































| 1 / 4 ↓ ↓ | | | | 1/4 | " R 13/16 Par Mat Ffe | T NO: ERIAL: S SPEC WT: 0 | 5/8'' | D 1/4 DIA HR 2600 -00025AG |
|---|-----|------|-----|---------------|-----------------------------------|------------------------------------|-----------|----------------------------------|
| STD. TOLERANCES | | | | | | | DRAWN: | |
| FRACTIONAL: 0 TO 6 IN +-1/32 6 IN AND UP +-1/16 | | | | | | | CHECKED: | M I C H I G A N |
| DECIMAL: ANGULAR: | | | | | | | | UNR |
| 2 PLACE +- 0.01 3 PLACE +- 0.005 | NO. | BY D | ATE | REV | ISION | | AFFNUVLU. | FOREST MANAGEMENT |
| FOREST | F | IF | | EXPERI | | STATI | | DIVISION |
| Г.U. E | υX | 00 | | RUJEUMMUN, MI | COUCH NAULUAN, | | | PROJECT NO.: 87-3 |
| WIRE (| GL | JID |) | | | FULL | 3/17/89 | NO. 00-0164A |











PART NO.: 00-1350 MAT'L: CHANNEL, 3X5.0#/FT K02600 FFES SPEC. NO.: AH-03050AG EST. WT.: 2.21 LBS

| STD. TOLERANCES | | | | | | DRAWN: | |
|--|-----|-----|------|-----------------------|---------------|-------------------|--------------------------|
| FRACTIONAL: | | | | | | | MTCHTGAN |
| 6 IN AND UP + - 1/16 | | | | | | K D R | |
| DECIMAL: ANGULAR: 1 PLACE + - 0.1 + - 1 DEG | | | | | | APPROVED: | |
| 3 PLACE + - 0.005 | NO. | BY | DATE | REVISION | | | FOREST MANAGEMENT |
| FOREST | | F | I R | e experiment | STATI | ON | DIVISION |
| Ρ. | 0. | BO | X 68 | ROSCOMMON, MICHIGAN 4 | 48653 | | PROJECT NO.: 96-4 |
| TITLE: VERT I | (|) A | | CHANNEL | SCALE: 1/2 | DATE: 04/14/01 | ^{DWG.} 00−1350B |





PART NO.: 00-1351 MAT'L: CHANNEL, 3X5.0#/FT K02600 FFES SPEC. NO.: AH-03050AG EST. WT.: 2.08 LBS

| STD. TOLE | RANCES | | | | | | DRAWN: | |
|-------------------------------------|-----------------------|-----|----|------|-----------------------|---------------|-------------------|--------------------------|
| FRACTIC 0 TO 6 IN + |)NAL : - 1/32 | | | | | | CHECKED. | MICHIGAN |
| 6 IN AND UP DECIMAL: | + - 1/16 ANGULAR : | | | | | | KDB | DNR |
| 1 PLACE + - 0.1 2 PLACE + - 0.01 | + - 1 DEG | 10 | BV | DATE | DEV/LS ION | | APPROVED: | |
| J FLAGE + - 0.005 | | NU. | ы | DATE | REVISION | | | FOREST MANAGEMENT |
| FOF | rest | | F | I R | e experiment | STAT | ION | DIVISION |
| | Ρ. | 0. | BO | X 68 | ROSCOMMON, MICHIGAN 4 | 8653 | | PROJECT NO.: 96-4 |
| TITLE: SF | PACE | F |) | CH | HANNEL | SCALE: 1/2 | DATE: 04/14/01 | ^{DWG.} 00-1351B |
| | | | | | | 1 1 | | |



| ITEM | PART NO | DWG | DESCRIPTION | QTY | EST WT |
|------|---------|-----|----------------|-----|-----------|
| 1 | 00-1345 | A | TOP PLATE | 1 | 1.70 |
| 2 | 00-1346 | A | MOUNTING PLATE | 1 | 2.36 |
| 3 | 00-1347 | В | BRACE | 1 | 10.6 |
| 4 | 00-1348 | С | STIFFENER | 1 | 2.07 |









| | 8.5/16'' | | |
|---|--------------------------------------|---|---|
| | | 1/2 TYP PART MAT, FFES EST. | NO.: 00-1353 L: SHEET 7GA 3X8 HR P&O ASTM A569 SPEC NO.: AA-G0738AP WT.: 0.71 LBS |
| STD. TOLERANCES FRACTIONAL: 0 TO 6 IN + - 1/32 6 IN AND UP + - 1/16 DECIMAL: 1 PLACE + - 0.1 2 PLACE + - 0.01 3 PLACE + - 0.005 | Y DATE REVIS | CI ON | DRAWN: DGP HECKED: KDB PROVED: FOREST MANAGEMENT |
| FOREST F p.o. b(title: LIPPER GI | IRE EXPERIM ox 68 roscommon, mici | ENT STATIC higan 48653 | $\frac{\text{DIVISION}}{\text{PROJECT NO.:96-4}}$ |









| ITEM | PART | NO | DWG | DESCRIPTION | QTY | EST NT |
|------|------|-----|-----|-------------------|-----|-----------|
| 1 | 00-1 | 118 | В | VERTICAL ANGLE RH | 1 | 7.63 |
| 2 | 00-1 | 119 | В | REAR ANGLE RH | 1 | 12.4 |
| 3 | 00-1 | 121 | В | TOP ANGLE | 1 | 18.3 |
| 4 | 00-1 | 122 | В | FRONT ANGLE RH | 1 | 9.66 |
| 5 | 00-1 | 120 | В | TOP ANGLE | 1 | 8.43 |
| 6 | 00-1 | 123 | В | GUSSET | 1 | 5.30 |
| 7 | 00-1 | 149 | А | FILLER PLATE | 1 | 1.95 |














| | 7.7 | /8'' | | | 1 / 4 '' Ref | |
|---|-------------------|------------|----------|------------------------|--|---|
| | | | | 3 | . 1 / 2 '' REF | |
| | | | | P. M F Es | ART NO.: O At'l: bar, UNS Fes spec no st. wt.: 1 | 0–1149 FLAT 1/4" X 3.1/2" G10200 O.: AB-00432AA .95 LBS |
| STD. TOLERANCES FRACTIONAL: 0 TO 6 IN + - 1/32 6 IN AND UP + - 1/16 DECIMAL: 1 PLACE + - 0.1 + - 1 DEG | | | | | DRAWN: LLP CHECKED: BH | MICHIGAN DNR |
| $\begin{array}{c c} 2 & \text{PLACE} & + & - & 0.01 \\ \hline 3 & \text{PLACE} & + & - & 0.005 \end{array}$ | NO. BY DATE | EXPER | REVISION | STAT | ON | FOREST MANAGEMENT DIVISION |
| P. ^{title:} Filler P | 0. box 68 LATE | ROSCOMMON, | MICHIGAN | 48653 SCALE: 1/2 | DATE: 1/28/97 | project no.:96-4 ^{Dwg.} 00-1149A |







| | ITEM PART NO DWG DESCRIPTION OTY 1 00-1128 B MOUNTING BAR 2 2 00-1125 B PIPE, VERTICAL 2 3 00-1133 B PIPE, VERTICAL 2 4 00-1126 B PIPE, VERTICAL 2 5 00-1132 C CROSS MOUNTING BAR 1 6 00-1127 B PIPE, VERTICAL 1 7 00-0714 B PIPE, CROSS 1 8 00-1135 B SIDE PANEL 2 9 00-1134 B CENTER PANEL 2 9 00-1134 B CENTER PANEL 2 10 P32-CALV ELBOW, BUTT WELD 90° 2" LR 4 | EsT WT 4.38 3.17 4.28 5.26 7.90 3.79 13.5 2.45 4.18 1.50 |
|---|--|---|
| 10 10 $17.5/8"$ $17.5/8"$ $17.5/8"$ $17.5/8"$ $17.5/8"$ $17.5/8"$ $17.5/8"$ $17.5/8"$ $17.5/8"$ $4.3/16"$ $4.3/16"$ $4.3/16"$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4$ $1.4.4.4.4.4$ $1.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4$ | B-PLCS. | |
| PART NUMBER: 00-1136 EST WT: 80 LBS | STD. TOLFRANCES DRAMN: FRACTIONS: CHECKD: PCCULL AROURS: PCCULL POREST FIRE PCCULL PORSTAN PORSTAN SCLEC: PULL SCLEC: PCCULL SC | I G A N R Nagement Jon 96-4 1 1 36D |







| | | | -69 | 1/8'' | | | 1.61 (Ref | - 1.90 REF |
|---|----------|---------------|-----------|----------------------------|--------------------------------|---|--|---------------------------------|
| NOTE: Length spec Than req'd, | CIF (| - I E CU T | ED T T | IS LONGER O FIT AT ASSY | PART MATL: FFES EST W | NUMBER PIPE UNS: I SPEC NO /T: 15.3 | : 00-1 1-1/2 B <03000 D: AF- 8 LBS | 138 LK STRUCTURAL 04024AE |
| STD. TOLERANCES | | | | | | | DRAWN: | |
| FRACTIONAL: 0 TO 6 IN +-1/32 6 IN AND UP +-1/16 | - | | | | | | CHECKED: | MICHIGAN |
| DECIMAL: ANGULAR: | | | | | | | APPROVED: | |
| 2 PLACE +- 0.01 3 PLACE +- 0.005 | NO. | ΒY | DATE | REVISION | | | | FOREST MANAGEMENT |
| FOREST | <u> </u> | | RE | EXPERIME | NT S | $\top \land \top \top \top$ | NC | DIVISION |
| P.O. E | 30 X | 68 | | ROSCOMMON, MICHIGAN | 48653 | | | project no.: 96-4 |
| LIMB R | I S | ER | > \ | | | scale: 1/4 | DATE: 12/30/96 | DWG. NO. 00-1138A |























Project Number 63 6x6 Wildland Fire Engines November 2001



Design Packet 63F-5 Brush Protection Drawings for 5 Ton 6x6 Trucks

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

Brush Protection for 5 Ton 6x6 Trucks

The REC brush protection package for 5-ton 6x6 models was developed to help protect components and body panels from damage when operating off-road. There are four assemblies.

The bumper replaces the original bumper. It consists of a boxed section of similar shape to the original. This gives it strength should a tree be struck. This design packet shows how to replace the original bumper because the FEPP units usually have twisted bumpers. It is often easier to start from scratch then to modify them for strength. However, you may wish to box in the rear of the existing bumper instead. In either case, these drawings show a proven concept for wildfire use.

Fuel tank guards protect the fuel tanks, air system, and some electric components from underside impact. In conjunction with the bumper, they also support the fender guard assembly. Together these assemblies provide a rub rail on each side of the vehicle, protecting the chassis sheet metal.

The cab guard assembly consists of the grill guard and limb risers. The grill guard helps protect the radiator from jill pokes and supports the limb risers. The limb risers help guide limbs up and over the cab. This protects mirrors, windshield, and exhaust components. It also provides better visibility to the driver by lifting limbs out of the vision path.

All assemblies and components are basic steel forming and welding operations. They have had years of actual use in tough off-road conditions.









Mirror out.



The REC bumper accommodates trucks with or without a winch.



The fender grill guards bolt to the bumper.

Drawing List - Bumper

| Drawing Number | Drawing Name |
|----------------|-------------------------|
| 29-9803D | Bumper w/Winch |
| 29-9802D | Bumper w/o Winch |
| 29-0052B | Winch Angle Bracket |
| 29-0053B | Frame Doubler |
| 29-0054B | Spacer |
| 29-0055B | Bumper Mount W/C |
| 29-0056D | Bumper W/C |
| 29-0067C | Radiator Guard W/C |
| 00-0684B | Channel, Frame |
| 00-0685B | Channel, Frame (Double) |
| 00-0777B | Bracket, Bumper Mtg. |
| 00-0766B | Frame Extension |
| 00-0764B | Support Channel S/W |
| 00-0763C | Top Sheet |
| 00-0767B | Back Sheet |
| 00-0768B | Box Flange |
| 00-0769D | Bumper Body |
| 00-0851C | Radiator Guard |
| 00-0852A | Mounting Tab |
| 00-0876A | Bar |
| 00-0776B | Angle, Bumper Mtg. |
| 00-0775B | Gusset |
| 00-0765B | Bumper Support Channel |

Drawing List - Fuel Tank Guards

| Drawing Number | Drawing Name |
|----------------|------------------------|
| 29-9805D | Tank Guard Assembly |
| 29-0057B | Tank Access Panel |
| 29-0058D | Fuel Tank Guard LH W/C |
| 00-0754B | Long Angle Stop |
| 00-0755B | Angle Stop |
| 00-0756A | Short Angle Stop |
| 00-0757D | Bottom Plate LH |
| 00-0758C | Rear Plate LH |
| 00-0759C | Center Plate LH |
| 00-0760B | Forward Plate LH |
| 29-0059D | Fuel Tank Guard RH W/C |
| 00-0761B | Side Guard Angle LH |
| 00-0762B | Mounting Angle |
| 00-0753D | Bottom Plate RH |
| 00-0752C | Rear Plate RH |
| 00-0751C | Center Plate RH |
| 00-0750C | Forward Plate RH |
| 00-0853B | Side Guard Angle RH |
| 29-0062D | Cross Member |
| 00-0724B | Cross Member Mount |
| 00-0725B | Spacer, Long |
| 00-0726B | Spacer, Short |
| 00-0727B | Notch Stiffener |
| 00-0728B | Channel Reinforcement |
| 00-0729C | Cross Member Channel |
| 00-0854A | Gusset |
| 29-0063C | Fuel Filter Guard W/C |
| 00-0722B | Filter Guard Support |
| 00-0723C | Fuel Filter Guard |

Drawing List - Fender Guards

| Drawing Number | Drawing Name |
|----------------|-----------------------|
| 29-9806D | Fender Guard Assembly |
| 29-0060D | Fender Guard LH W/C |
| 29-0061D | Fender Guard RH W/C |
| 00-0737D | Fender Guard LH S/W |
| 00-0736D | Fender Guard RH S/W |
| 00-0731C | Fender Brace Rear |
| 00-0738C | Fender Brace Front |
| 00-0749B | Vertical Angle LH |
| 00-0748B | Rear Angle LH |
| 00-0747B | Rear Angle RH |
| 00-0746B | Top Angle |
| 00-0745B | Top Angle |
| 00-0744B | Front Angle LH |
| 00-0743B | Front Angle RH |
| 00-0741B | Vertical Angle RH |
| 00-0742A | Gusset |
| 00-0734C | Brace Rear |
| 00-0733A | Rib |
| 00-0730A | Gusset |
| 00-0686C | Brace Front |
| 00-0739A | Rib |
| 00-0740A | Rib |

Drawing List - Limb Risers and Grill Guard

| Drawing Number | Drawing Name |
|----------------|----------------------|
| 29-9804D | Cab Guard Assembly |
| 00-0707D | Grill Guard S/W |
| 00-0708B | Mounting Bar |
| 00-0709B | Pipe, Vertical |
| 00-0710B | Pipe, Horizontal |
| 00-0711B | Pipe, Vertical` |
| 00-0719B | Upper Pipe |
| 00-0720C | Lower Pipe RH |
| 00-0721C | Lower Pipe LH |
| 00-0848A | Limb Riser |
| 00-0849A | Nozzle Fixture Mount |
| 29-0066B | Spacer |
| 00-0712B | Pipe, Cross |
| 00-0713B | Pipe, Vertical |
| 00-0714B | Pipe, Cross |
| 00-0715B | Side Panel |
| 00-0716B | Center Panel |




































| 7 GA (0.179) 3.5/8'' | 3) |
|--|--|
| 9/16" DIA 9/16" DIA 3/4" 1.1/2" | PART NUMBER: 00-0852 MATL: SHEET 7GA 4X8 HR PICKLED & OILED ASTM A569 FFES SPEC NO: AA-G0748AP EST WT: 0.27 LBS |
| STD. TOLERANCES FRACTIONAL: 0 TO 6 IN +-1/32 6 IN AND UP +-1/16 DECIMAL: ANGULAR: 1 PLACE +- 0.1 +-1 DEG 2 PLACE +- 0.01 | TATION MICHIGAN |
| P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 | PROJECT NO.: 91-2 SCALE: DATE: DWG.00-0852A 1 = 4 05 AUG 93 NO.00-0852A |















| ITEM | PART NO | DWG | DESCRIPTION | OTY | WT |
|------|---------|-----|---------------------|-----|------|
| 1 | 00-0754 | В | LONG ANGLE STOP | 1 | 5.98 |
| 2 | 00-0755 | В | ANGLE STOP | 1 | 1.96 |
| 3 | 00-0756 | Α | SHORT ANGLE STOP | 1 | 0.53 |
| 4 | 00-0757 | D | BOTTOM PLATE LH | 1 | 136 |
| 5 | 00–0758 | С | REAR PLATE LH | 1 | 31.2 |
| 6 | 00-0759 | С | CENTER PLATE LH | 1 | 22.5 |
| 7 | 00-0760 | В | FORWARD PLATE LH | 1 | 13.0 |
| 8 | 00-0761 | В | SIDE GUARD ANGLE LH | 1 | 37.3 |
| 9 | 00-0762 | В | MOUNTING ANGLE | 1 | 2.29 |
| | | | | | |





| FRACTIONAL: 0 10 6 Dt1/32 6 10 Ap up1/36 DECUMU | | | | | | TROY SCOTT CHECKED: KDB | MICHIGAN DNR |
|--|-----|----|------|---------------------------|-------|-------------------------------|-------------------|
| 2 PLACE ++ 8.80 | 10. | BY | DATE | REVISION | | APPROVED: | FOREST MANAGEMENT |
| FOREST | F | Ι | RE | EXPERIMENT S | TATI | ЛС | DIVISION |
| P.0. | BOX | 68 | | ROSCOMMON, MICHIGAN 48653 | | | PROJECT NO.: 91-2 |
| TITLE: FUEL T | A١ | ١K | GL | IARD LH W/C | 1 = 8 | DATE: 06-20-1993 | ₩:29-0058D |

| | -22.1/2'' | | 1/4'' REF | 2'' REF |
|--|---|-----------|---|--|
| PART NUMBER: 00-0754 MATL: ANGLE 2" X 2" X 1/4" K02600 FFES SPEC NO: AK-40808AG EST WT: 5.98 LBS | STD. TOLERANCES FRACTIONAL: 0 TO 6 IN +1/32 6 IN AND UP +1/16 DECIMAL: 1 PLACE + 0.1 2 PLACE + 0.01 3 PLACE + 0.005 NO. BY DATE PLACE + 0.005 P.O. BOX 68 ROSCOMMON, MICHIGAN TITLE: LONG ANGLE STOP | T A T I O | DRAWN: IROY SCOTT CHECKED: KDB APPROVED: F DATE: DATE: D6-20-1993 | 1 I C H I G A N D N R orest management division roject no.: 91–2 NO. 00–0754B |



| | 1/4'' REF | | | |
|---|---------------------------------------|--|--|--|
| | 2 | REF | | |
| 2 | REF | PART NU MATL: / FFES SF EST WT | JMBER: Angle 2 K02600 Pec no: : 0.53 | 00—0756 '' X 2'' X 1/4'' AK—40808AG LBS |
| STD. TOLERANCES FRACTIONAL: Ø TO 6 IN +-1/32 6 IN AND UP +-1/16 DECIMAL: ANGULAR: 1 PLACE +- 0.1 2 PLACE +- 0.01 3 PLACE +- 0.005 | REVISION | | DRAWN: troy scott checked: KDB Approved: | MICHIGAN DNR forest management |
| FOREST FIRE p.o. box 68 | EXPERIMENT roscommon, michigan 486 | STATI(53 | NC | DIVISION PROJECT NO.: 91-2 |
| TITLE: SHORT ANGLE | STOP | $\begin{array}{c c} & \text{SCALE:} \\ 1 &= 2 \end{array}$ | DATE: 06-20-1993 | DWG.00-0756A |











| ITEM | PART | NO | DWG | DESCRIPTION | QTY | EST WT |
|------|-------|-----|-----|---------------------|-----|-----------|
| 1 | 00-0 | 754 | В | LONG ANGLE STOP | 1 | 5.98 |
| 2 | 00-01 | 755 | В | ANGLE STOP | 1 | 1.96 |
| 3 | 00-01 | 753 | D | BOTTOM PLATE RH | 1 | 144 |
| 4 | 00-0 | 752 | С | REAR PLATE RH | 1 | 31.2 |
| 5 | 00-0 | 751 | С | CENTER PLATE RH | 1 | 25.9 |
| 6 | 00-01 | 750 | С | FORWARD PLATE RH | 1 | 21.1 |
| 7 | 00-08 | 853 | В | SIDE GUARD ANGLE RH | 1 | 37.3 |
| 8 | 00-0 | 762 | В | MOUNTING ANGLE | 1 | 2.29 |






















| | 21.1/4'' | | 1 | /4'' |
|---|---|----------------------------|--|---|
| | STD. TOLERANCES | | DRAWN: | |
| PART NUMBER: 00-0725 MATL: BAR FLAT 1/4 X 4 HR G10200 FFES SPEC NO: AB-00416AA EST WT: 6.01 LBS | FRACTIONAL: 0 TO 6 IN +1/32 6 IN AND UP +1/16 DECIMAL: 1 PLACE +0.01 3 PLACE +0.005 FOREST FIRE EXPERIMENT P.O. BOX 68 ROSCOMMON, MICHIGAN 48 TITLE: SPACER, LONG | STATI(1653 $SCALE:$ 1 = 2 | TROY SCOTT CHECKED: KDB APPROVED: ON DATE: 4 JULY 93 | MICHIGAN DNR FOREST MANAGEMENT DIVISION PROJECT NO.: 91-2 DWG.00-0725B |









| 1 1 | A II REF | | |
|---|---------------------|--------------------------------|---------------------|
| | 7/8'' | PART NUMBER: 00 | 0-0854 |
| | | MATL: BAR, FLAT | 1/4 X 2 HR |
| 2 | | FFES SPEC NO: , | AB-00408AA |
| REF | | EST WT: 0.20 LB | S |
| STD. TOLERANCES | | DRAWN: | |
| FRACTIONAL: 0 TO 6 IN +-1/32 6 IN AND UP +-1/16 | | CHECKED: | -MICHIGAN |
| DECIMAL: ANGULAR: | | APPROVED | \square UNR |
| 2 PLACE +- 0.01 3 PLACE +- 0.005 NO. BY DATE | REVISION | | FOREST MANAGEMENT |
| FOREST FIRE | EXPERIMENT | T STATION | DIVISION |
| P.O. BOX 68 | ROSCOMMON, MICHIGAN | 48653 | project no.: $91-2$ |
| GUSSET | | SCALE: DATE: 1 = 1 2 SEPT 9 | 3 NO. 00-0854A |













| ITEM | PART NO | DWG | DESCRIPTION | QTY | EST WT |
|------|---------|-----|-------------------|-----|-----------|
| 1 | 00-0749 | В | VERTICAL ANGLE LH | 1 | 10.1 |
| 2 | 00-0748 | В | REAR ANGLE LH | 1 | 11.8 |
| 3 | 00-0746 | В | TOP ANGLE | 1 | 22.7 |
| 4 | 00-0744 | В | FRONT ANGLE LH | 1 | 17.1 |
| 5 | 00-0745 | В | TOP ANGLE | 1 | 11.4 |
| 6 | 00-0742 | Α | GUSSET | 1 | 1.92 |





PART NUMBER: 00-0737 EST WT: 76.0 LBS

| STD. TOLERANCES | | | | | DRAWN: | |
|---------------------------------------|-------|--------|---------------------|-----------------|--------------------|-------------------|
| FRACTIONAL: | | | | | TROY SCOTT | MICHIGAN |
| 6 IN AND UP + 1/15 | | | | | CHECKED: | |
| DECIMAL: ANGULAR: | | | | | APPROVED: | |
| 2 PLACE + - 0.01 3 PLACE + - 0.005 | NO. E | TAD TA | REVISION | | | FOREST MANAGEMENT |
| FOREST | F | IR | E EXPERIMENT | STAT | ION | DIVISION |
| Ρ. | 0. E | IOX 68 | ROSCOMMON, MICHIGAN | 48653 | | PROJECT NO.: 91-2 |
| FENDER | GL | JARC | LH S/W | SCALE: 1 = 8 | DATE: 25 JUN 93 | ™:00-0737D |

| ITEM | PART NO | DWG | DESCRIPTION | QTY | EST WT |
|------|---------|-----|-------------------|-----|-----------|
| 1 | 00-0741 | В | VERTICAL ANGLE RH | 1 | 10.1 |
| 2 | 00-0747 | В | REAR ANGLE RH | 1 | 11.8 |
| 3 | 00-0746 | В | TOP ANGLE | 1 | 22.7 |
| 4 | 00-0743 | В | FRONT ANGLE RH | 1 | 17.1 |
| 5 | 00-0745 | В | TOP ANGLE | 1 | 11.4 |
| 6 | 00-0742 | А | GUSSET | 1 | 1.92 |





PART NUMBER: 00-0736 EST WT: 76.0 LBS

| STD. TOLER | ANCES | | | | | | DRAWN: | |
|---------------------------------------|------------|-----|------|------|-----------------------|-----------------|--------------------|-------------------|
| FRACTION | IAL : | | | | | | TROY SCOTT | MICHICAN |
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| 2 PLACE + - 0.01 3 PLACE + - 0.005 | | NO. | 81 | DATE | REVISION | | ATTROVED. | FOREST MANAGEMENT |
| FOR | EST | | F | ١R | E EXPERIMENT | STAT | ION | DIVISION |
| | Ρ. | 0. | B0 | X 68 | ROSCOMMON, MICHIGAN 4 | 8653 | | PROJECT NO.: 91-2 |
| TITLE: FEN | NDER | G | SU A | ARD | RH S/W | SCALE: 1 = 8 | DATE: 25 JUN 93 | ₩C:00-0736D |



| ITE | M PART NO | DWG | DESCRIPTION | QTY | EST WT |
|-----|-----------|-----|-------------|-----|-----------|
| 1 | 00-0686 | С | BRACE FRONT | 1 | 13.1 |
| 2 | 00-0739 | A | RIB | 1 | 2.61 |
| 3 | 00-0740 | A | RIB | 1 | 1.46 |
| 4 | 00-0730 | A | GUSSET | 2 | 0.15 |



















2"

| 7.3/4" | | PART NUMBER: MATL: PLATE G10150 FFES SPEC NO EST WT: 1.92 | 00-0742 1/4 0: AA-00448BC 2 LBS |
|--|----------------------------|---|--|
| STD. TOLERANCES | | DRAWN : | |
| FRACTIONAL: 0 TO 6 IN + - 1/32 | | TROY SCOTT | MICHIGAN |
| 6 IN AND UP + - 1/16 DECIMAL: ANGULAR: | | KDB | |
| 1 PLACE + - 0.1 + - 1 DEG 2 PLACE + - 0.01 3 PLACE + - 0.005 | | APPROVED : | |
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| P.O. E | BOX 68 ROSCOMMON, MICHIGAN | 48653 | PROJECT NO : 91-7 |
| TITLE: CUCCET | | SCALE: DATE: | |
| GUSSEI | | 1 = 4 25 JUN 93 | NO. UU-U/4ZA |





| 3/4" R - | | | | Ý 8 P, M, F | ART NUM ATL: SP FES SPE | ABER: (1 (0. (0. 1 EET 7G) 5 TM A569 5 TM A569 1 E L 1 | GA 1793) REF 00-0729 A 4x8 HR P&0 9 AA-G0748AP |
|--|------|---------|-------------------------|----------------------|-------------------------------------|---|--|
| | | | | | | | |
| STD. TOLERANCES | | | | | | DRAWN: | |
| FRACTIONAL: 0 TO 6 IN +-1/32 | | | | | | CHECKED: | M L C H I G A N |
| 6 IN AND UP +-1/16 DECIMAL: ANGLILAR: | | | | | | KDB | DNR DNR |
| 1 PLACE +- 0.1 +- 1 DEG 2 PLACE +- 0.01 | | | | | | APPROVED: | |
| 3 PLACE +- 0.005 | NO. | BY DATE | REVISION | | | | FOREST MANAGEMENT |
| FOREST | | IRE | EXPERIMENT | S | $\top \land \top \bot \downarrow ($ | | DIVISION |
| P.O. E | 30 X | 68 | ROSCOMMON, MICHIGAN 486 | 53 | | | PROJECT NO.: $91-2$ |
| GUSSET | | | | | scale: 1/2 | DATE: 25 jun 93 | DWG.00-0730A |



| 11.3/8" | PART NUMBER: 00-0739 MATL: BAR FLAT 3/8 X 1 HR G10200 FFES SPEC NO: AB-00604AA |
|--|---|
| STD. TOLERANCES | DRAWN: |
| FRACTIONAL: 0 TO 6 IN + - 1/32 | TROY SCOTT MICHIGAN |
| 6 IN AND UP + - 1/16 DECIMAL: ANGULAR: 12/ | KDB DNR |
| 1 PLACE + - 0.1 2 PLACE + - 0.01 3 PLACE + - 0.005 NO BY DATE REV 1 P/N 00-0738 | APPROVED: |
| FOREST FIRE EXPERIMENT | STATION DIVISION |
| P.O. BOX 68 ROSCOMMON, MICHIGAN | 48653 PROJECT NO.: 91-2 |
| TITLE: RIB | SCALE: DATE: DWG. 00-0739A |

| = 2.3/4" $=$ $=$ $= 7/16$ " | - 3/8'' REF 1'' REF |
|--|---|
| PART N MATL: FFES S EST WT | UMBER: 00-0740 BAR FLAT 3/8 X 1 HR G10200 PEC NO: AB-00604AA : 1.46 LBS |
| STD. TOLERANCES FRACTIONAL: 0 TO 6 IN + - 1/32 0 TO 6 IN + - 1/32 6 IN AND UP + - 1/16 0 DECIMAL: ANGULAR: 1 PLACE + - 0.1 + - 1 DEG 2 PLACE + - 0.01 + - 1 DEG 1 KDB 12/94 PER REV1 P/N 00-0738 | DRAWN: TROY SCOTT CHECKED: KDB APPROVED: TROY SCOTT MICHIGAN DNR |
| SPLACE + - 0.005 NO. BY DATE REVISION FOREST FIRE EXPERIMENT STAT P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 | FOREST MANAGEMENT DIVISION PROJECT NO.: 91-2 |
| TITLE: SCALE: 1/2 | DATE: 25 JUN 93 NO. 00-0740A |




















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|--|------|----------|--------|---------------------|-------|---------------------|--------------------|---------------------|
| STD. TOLERANCES | | | | | | | DRAWN: | |
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| 2 PLACE +- 0.01 3 PLACE +- 0.005 | NO. | BY | DATE | REVISION | | | | FOREST MANAGEMENT |
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| P.O. E | 30 X | 68 | | ROSCOMMON, MICHIGAN | 48653 | | | project no.: $91-2$ |
| title: LIMB R | I S | EF | \sim | | | SCALE: 1 = 4 | DATE: 15 JUL 93 | DWG.00-0848A |

NOTE: LENGTH SPECIFIED IS LONGER PART NUMBER: 00-0848 MATL: PIPE 1-1/2 BLK STRUCTURAL UNS: K03000 FFES SPEC NO: AF-04024AE





|) | JUL | 90 | |
|---|-----|----|-------------------------|
| | | | |
| | | | Return to Drawing Index |

| | | | _ | $ = \frac{1}{4} $ | PAR MATI FFES EST | T NUMBE _: BAR UNS: S SPEC WT: 0. | R: 00- Flat 1/ G1020C NO: AE 48 LBS | -0849 /4 X 2–1/2 HR) 8–00410AA | |
|---|---|----------|---------------|-------------------|----------------------------|---|---|--|---------------------|
| | STD. TOLERANCES | | | | | | | DRAWN: troy scott | |
| | 6 IN AND UP +-1/16 | | | | | | | CHECKED: | MICHIGAN |
| | DECIMAL: ANGULAR: 1 PLACE +- 0.1 +- 1 DEG 2 PLACE +- 0.01 | | | | | | | APPROVED: | |
| _ | 3 PLACE +- 0.005 | NO. | BY | DATE | REVISION | | | | FOREST MANAGEMENT |
| | FOREST | — | | RE | EXPERIMENT | S | $\top \land \top \bot \downarrow ($ | \square | DIVISION |
| | P.O. E | 30 X | 68 | | ROSCOMMON, MICHIGAN | 48653 | | | project no.: $91-2$ |
| | TITLE: NOZZLE | F | $\mid \times$ | τu | re mount | | SCALE: 1 = 2 | DATE: 15 JUL 93 | DWG.00-0849A |
| | | | | | | | | | |

| - 1.1/4" R | 11/32" DIA |
|---------------|---|
| 2.1/2" REF | PART NUMBER: 00-0849 MATL: BAR FLAT 1/4 X 2-1/2 H UNS: G10200 FFES SPEC NO: AB-00410AA EST WT: 0.48 LBS |
| | |















Project Number 63 6x6 Wildland Fire Engines April 2007

Design Packet 63G-1 Adding a 12-Volt Alternator to a Cummins Engine Powered (M809 Series) 6x6

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

Adding a 12-Volt Alternator to a Cummins Engine Powered (M809 Series) 6x6

Introduction

Military 6x6 vehicles have 24-volt electric systems. Agencies converting these trucks to fire engines need to have 12 volts available to power radios, hose reel rewind motors, auxiliary pump engine starters, and other common automotive accessories. Over the years, REC has suggested several ways to accomplish this for the multi-fuel and gasoline powered 6x6 vehicles. One popular method is to keep the 24-volt system for powering the existing vehicle

needs and add a separate 12-volt system for any new electric powered In this document, REC components. provides details for utilizing this method for a 5-ton 6x6 vehicle with a Cummins diesel engine. It shows how to mount and drive 12-volt the alternator. Download REC Newsnote 9 from www.RoscommonEquipmentCenter.com to correctly wire the system after the alternator is mounted.

Parts Fabrication

Figure 1 shows the important fabricated and purchased parts of this system. Two major parts need to be made to mount and drive the 12-volt alternator. A 3-groove pulley is machined to replace the one mounted on the engine's existing 24-volt alternator. This pulley, shown in drawing 90-6307, adds an additional belt groove for driving a 12-volt alternator.

The alternator bracket (90-6305) is fabricated to mount the 12-volt alternator. It is mounted using four

existing holes; two found in the engine block and two at the outside of the water-cooling jacket. Note that the alternator bracket has bosses welded at the two mounting holes that correspond with the holes in the engine block. These bosses provide clearance between the bracket and mating engine components. The length of the bosses can be adjusted to compensate for variations in the water jacket casting or to provide clearance for the fillets of the casting.



Parts Purchased

The system utilizes the Delco 27SI, 100amp alternator, a widely available 12volt alternator that produces relatively high amperage even when the engine is idling. However, the system can be adapted to accommodate most passenger car or light truck alternators with "V" belt drive. The tension arm. NSN 5340-00-009-0016 shown in the assembly drawing 90-6308, can be purchased through GSA sources for a Drawing 90-6304 shows few dollars. the dimensions, should you prefer to

fabricate it or cannot purchase through GSA. All the belts are 3/8-inch V-belts. The drive belt for the 12-volt alternator is a Gates XL 7365 or equivalent.

The additional thickness of the 12-volt alternator bracket requires longer mounting screws than the originals. A capscrew, lock washer, and nut are needed to attach the alternator to the bracket. These fasteners are specified on the assembly drawing, *Alt and Mount Assembly* (90-6308).

Assembly

- Remove the pulley from the 24-volt alternator and replace it with the newly machined 3-groove pulley (90-6307).
- Remove the four-3/8-inch screws from the water jacket casting in the

area shown in Figure 1 and mount the fabricated alternator bracket (90-6305). Grind the bracket bosses to provide clearance with the fillets of the engine block casting or cooling jacket surface if necessary. Use longer screws to mount the bracket to the holes. The 3/8-16UN x 2" long, hex head cap screws are used "inside" or closest to the engine block. The 3/8-16UN x 2-1/2" long screws are used on the "outside" and thread into the cooling jacket housing.

Mount the 12-volt alternator to the bracket at the swivel point. Check to see if the 12-volt alternator's drive pulley is in line with the drive pulley added to the 24-volt alternator.
Misalignment will cause increased wear to the v-belt, shortening its life or causing it to fail at an inopportune time. You may need to make adjustments to the

alternator bracket if the alignment is poor.

- Add the tensioning bar between the 12-volt alternator and its mounting bracket. Adjust the tension for the belts of both the new alternator and the 24-volt alternator. Remember to check the belt tension regularly and look for belt wear.
- Install the electric wiring and distribution fuse center for the 12-volt system. The 12-volt alternator requires an outside electric source to excite its electric field. REC Newsnote 9 illustrates how to wire this type of system.

| Drawing Number | Drawing Name |
|----------------|------------------------|
| 90-6308C | Alt and Mount Assembly |
| 90-6300A | Bar Spreader |
| 90-6301A | Mount Tab |
| 90-6302A | Plate LH Mount |
| 90-6303B | Plate RH Mount |
| 90-6304A | Tensioner NSN11642060 |
| 90-6305C | Alternator Mount Weld |
| 90-6306A | Spacer |
| 90-6307B | Sheave, 3 Groove |

Drawing List

Disclaimer

Acknowledgements: Thank you to Jim Burk and his staff at the South Dakota Wildfire Suppression Equipment Shop for sharing their concept with REC..

This report has been developed for the guidance of member states, provinces, federal agencies and their cooperators. The National Association of State Foresters and the State of Michigan assume no responsibility for the interpretation or use of this information. The use of trade, firm or corporation names is for the information and convenience of the user. Such use does not constitute an official evaluation, conclusion, recommendation, endorsement or approval of any product or service to the exclusion of others, which may be suitable.







PART NO: 90-6308 EST WT: 21.08 LBS

6

F

| EM | PART NO. | DWG | DESCRIPTION | QTY |
|----|-----------|-----|--|-----|
| 1 | 28-9005 | | ALTERNATOR 12VDC 100A | 1 |
| 2 | | | 3/8" V-BELT NSN: 3030-01-005-3750 | 1 |
| 3 | 90-6304 | A | TENSIONER NSN11642060 | 1 |
| 4 | 90-6305 | С | ALTERNATOR MOUNT WELD | 1 |
| 5 | 90-6307 | В | SHEAVE, 3 GROVE | 1 |
| 6 | TS-06GG10 | | SCREW, HEX HEAD CAP 3/8-16UN X 1 1/4 GR 5 PLTD | 1 |
| 7 | TS-06GG12 | | SCREW, HEX HEAD CAP 3/8-16UN X 1 1/2 GR 5 PLTD | 1 |
| 8 | TS-06GG16 | | SCREW, HEX HEAD CAP 3/8-16UN X 2 GR 5 PLTD | 2 |
| 9 | TS-06GG20 | | SCREW, HEX HEAD CAP 3/8-16UN X 2 1/2 GR 5 PLTD | 2 |
| 10 | TS-06GG24 | | SCREW, HEX HEAD CAP 3/8-16UN X 3 GR 5 PLTD | 1 |
| 11 | TS-06GP | | NUT, HEX 3/8-16UN GRADE 5 PLATED | 3 |
| 12 | WS06-BB | | WASHER, FLAT 3/8, SAE PLATED | 1 |
| 13 | WS06-BC | | WASHER, LOCK 3/8, SPRING TYPE, REG PLTD | 7 |



| STD. TOL. | | | | | DRAWN: | K K A A |
|--|-----|------------|-------|----------------------------------|------------------|---------------------------|
| RACTIONAL: | | | | | DCM | |
| TO 6 IN + - 1/32 IN AND UP + - 1/16 | | | | | DESIGNED: DCM | S REC |
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| DECIMAL. | - | | | | DATE: | 5 /8 |
| | F | O I | RES | <i>T FIRE EXPERIMENT STATION</i> | 26-Sep-2006 | TAND |
| 1 PLACE + -0.05 2 PLACE + -0.01 | | PC | | X 68 ROSCOMMON MICHICAN 48653 | SCALE: | POSCOMMON |
| 3 PLACE + - 0.005 | | 1.0 | , DO2 | 100 ROSCOMMON, MICHIONN 40095 | 1/2 | EQUIPMENT CENTER |
| PROJECT NO.: 63G | TI | TLE | · AL | T AND MOUNT ASSEMBLY | | ^{DWG.} 90-6308 C |
| | | | | | | |

| | 7-1/4 | |
|---|--|--|
| | 3 | |
| | PART NO: 90-6 MAT'L: BAR, F G10 FFES SPEC NO: EST WT: 1.54 | 6300 FLAT 1/4 X 3 HR 0200 AB-00412AA LBS |
| STD. TOL. | DRAWN: | AND A |
| FRACTIONAL | DCM DESIGNED: | REC |
| 0 TO 6 IN + - 1/32 6 IN AND UP + - 1/16 | DCM | S and B |
| ANGULAR: + · 1 DEG. | NO. BY DATE REVISION APPROVED: | 2 |
| DECIMAL: 1 PLACE + - 0.05 2 PLACE + - 0.01 3 PLACE + - 0.005 | DATE: 22-Sep-2006P.O. BOX 68 ROSCOMMON, MICHIGAN 48653DATE: 22-Sep-20061/2 | ROSCOMMON EQUIPMENT CENTER |
| PROJECT NO.: 63G | TITLE: BAR SPREADER | NO. 90-6300 A |

| | R1/2 | 1/2 1/2 | 2-1/2 - Ø 7/16 - 3/4 - 3/4 | | | /4 PART NO: 9 /AT'L: BAF C FES SPEC N ST WT: 0.1 | 90-6301 R, FLAT 1/4 X 1 HR 310200 O: AB-00404AA 14 LBS |
|---|--------|---------------------|---|-------------------|-----------------|---|--|
| STD. TOL. | | | | | | DRAWN: | - CODA |
| FRACTIONAL | | | | | | - DESIGNED: | REC |
| 0 TO 6 IN + -1/32 6 IN AND UP + - 1/16 | | | | | | DCM | S Fr B |
| ANGULAR: + - 1 DEG. | NO. BY | DATE | REVISION | 7 | | APPROVED: KDB | |
| DECIMAL: 1 PLACE + - 0.05 2 PLACE + - 0.01 3 PLACE + - 0.005 | FC | P.O. BOX | FIRE EXPERIM | ENT ST Ichigan | TATION 48653 | DATE: 22-Sep-2006 SCALE: FULL | ROSCOMMON EQUIPMENT CENTER |
| PROJECT NO.: 63G | | ^{E:} MOUNT | TAB | | | | $\left \begin{smallmatrix} DWG. \\ NO. \end{smallmatrix} \right.$ 90-6301 $\left \begin{smallmatrix} SIZE: \\ A \end{smallmatrix} \right $ |





| | DRAWN: DCM DESIGNED: DCM APPROVED: | REC | MM ~ | |
|--------|--|-------------------------------|-------------------|--|
| | KDB | 5 | S | |
| TATION | DATE: 22-Sep-2006 | TAND | | |
| 48653 | <i>SCALE:</i> 1/2 | ROSCOMMON EQUIPMENT CENTER | 2 | |
| | | ^{DWG.} 90-6303 | SIZE: B | |





| EM | PART NO. | DWG | DESCRIPTION | QTY |
|----------------------------|---|----------------|------------------------------|-------------------------------|
| 1 | 90-6300 | A | BAR SPREADER | 1 |
| 2 | 90-6301 | A | MOUNT TAB | 3 |
| 3 | 90-6302 | A | PLATE LH MOUNT | 1 |
| 4 | 90-6303 | A | PLATE RH MOUNT | 1 |
| 5 | 90-6306 | A | SPACER | 2 |
| | | - (1) TYP. | | 4 |
| | | | ES | T WT: 4.82 LBS |
| STL | D. TOL. | | DRAWN: | KNDD- |
| FRAC | | | DESIGNED: | RECE |
| 0 TO 6 IN 6 IN ANI | v + • 1/32 D UP + • 1/16 | | DCM | a and the |
| ANG | ULAR: | DV D 4000 | APPROVED: | |
| + • 1 | DEG. NO. | BY DATE | REVISION KDB | 2 |
| DEC | EIMAL: F | OREST FIRI | E EXPERIMENT STATION | The start |
| 1 PLAC 2 PLAC 3 PLAC | E + - 0.05 E + - 0.01 E + - 0.005 | P.O. BOX 68 RC | DSCOMMON, MICHIGAN 48653 1/2 | ROSCOMMON EQUIPMENT CENTER |
| PROJE | CCT NO.: TI 53G | TLE: ALTERNA | TOR MOUNT WELD | ^{G.} 90-6305 SIZE: |

| Ø 7/1 | $\overset{}{}_{6} \xrightarrow{1}_{1}$ | |
|---|---|--|
| | | PART NO: 90-6306 MAT'L: BAR, ROUND 1 CD G10180 FFES SPEC NO: AC-00100AW EST WT: 0.03 LBS |
| STD. TOL. | | DRAWN: |
| FRACTIONAL | | DCM DESIGNED: |
| 0 TO 6 IN + - 1/32 6 IN AND UP + - 1/16 | | DCM S Pro B |
| ANGULAR: + - 1 DEG. | NO. BY DATE REVISION | APPROVED: |
| DECIMAL: 1 PLACE + - 0.05 2 PLACE + - 0.01 3 PLACE + - 0.005 | FOREST FIRE EXPERIMENT STATION P.O. BOX 68 ROSCOMMON, MICHIGAN 48653 | DATE: 22-Sep-2006 SCALE: FULL EQUIPMENT CENTER |
| PROJECT NO.: 63G | TITLE: SPACER | DWG. 90-6306 A |





Project Number 63 M939 6x6 Wildland Fire Engines September 2009



Design Packet 63M939 Military M939 Series 6x6 Truck Evaluation

National Association of State Foresters in Cooperation with Michigan's Forest Fire Experiment Station

REC Project No. 63 M939

Military M939 Series 6x6 Truck Evaluation

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Disclaimer

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Introduction

The Federal Excess Personal Property (FEPP) and the more recent Fire Fighter Property (FFP) programs allow wildfire agencies and rural fire departments to supplement their wildland fire engine fleet by providing access to military 6x6 units that are no longer used by the Federal Because they are excess to the agencies. Federal agencies needs, they are usually the older units that have been replaced by more up to date versions. The Department of Defense, the primary initial user of these units, goes through a redesign cycle approximately every 15-20 years. As this cycle works, the units are approximately 20 years old when wildland fire agencies acquire them through one of the excess property programs.

The first 5-ton units available through FEPP in the early 1970s were designated the M39 series. They were produced from the 1950s through the early 1970s. The next version, the M839 series (commonly referred to as the 800 series), was used by the military until the introduction of the M939 series in the mid 1990s.

Currently the M939 series, or 900 series, is becoming more prevalent in the screening process and the 800 series, that agencies have used for many years, is becoming harder to find.

The Roscommon Equipment Center (REC) has assembled this information as a tool for cooperating fire agencies to use when considering using one of the 900 series units.

900 Series Information

Within each series there are a number of models. Each model is designed to perform a specific job within the military and each has its own specifications and ratings for that specific job. Table 1 lists the models of the 900 series.

| Table 1 | | | | |
|--------------|---|--|--|--|
| Model Number | Vehicle Description | | | |
| M923 | Cargo Truck without Winch (Dropside) | | | |
| M925 | Cargo Truck with Winch (Dropside) | | | |
| M927 | Cargo Truck without Winch XLWB (Extra Long Wheelbase) | | | |
| M928 | Cargo Truck with Winch XLWB | | | |
| M929 | Dump Truck without Winch | | | |
| M930 | Dump Truck with Winch | | | |
| M931 | Tractor Truck without Winch | | | |
| M932 | Tractor Truck with Winch | | | |
| M934 | Expansible Van without Winch | | | |
| M936 | Medium Wrecker with Winch | | | |

Another factor within the series is the design variant. Over the design life of the series changes are made. If the changes are significant then a variation or variant number is assigned. Each model within the 900 series has three variations: the original design, variant A1 and variant A2. The distinctions between the variations are shown in Table 2

| Table 2 | | | | |
|---------|--|--|--|--|
| Variant | Deviation from the Original 900 Series Design | | | |
| A1 | Super Single Tires replaced Dual Tires on Rear | | | |
| A2 | Super Single Tires replaced Dual Tires on Rear | | | |
| | Turbo Charged Engine | | | |
| | Central Tire Inflation (CTI) | | | |

The differences between the 800 and 900 series are substantial. The 900 series is noticeably taller, six to ten inches, depending on the variant. No dual rear wheels on variant A1 and A2. The engine exhaust and intake are located behind the cab instead of in front. Differences less noticeable at first glance, are the automatic transmission, the full air brakes, tilt forward hood, and a hydraulic driven winch on models equipped with one.

The height of the truck does cause some concerns during off road operation, but mostly in garage head room. The combination of a taller truck and a tilt forward hood requires extensive head room. The tilt forward hood has the advantage of allowing better access to work on the engine compartment but it requires approximately ten feet of over head clearance to open fully.

On the later variations (A1 and A2) 14.00 x 20 tires were used. This allows the use of single rear tires instead of duals for the same payload. This has many advantages in off road operations. Also, while the ground pressure on the rear tires may be the same or slightly increased with the single tires, the front tires have a substantial reduction in ground pressure.

With the exhaust and intake behind the cab they are better protected and the in cab noise levels should be reduced. However, this location does cause a loss of cargo space. Also, when adding apparatus, design considerations will have to be made to account for not only the physical size of these systems but the air flow requirements and the dispersion of the exhaust heat as well.

The transmission is quite simple to operate. When starting out, the transmission can be placed in the 1-5 range (the highest forward range), it operates the same as an automatic transmission in an automobile would in "Drive," starting out in lower range and shifting automatically as speed increases. It can be set in any range 1-2 through 1-5 and will automatically shift to lower ranges as required. The lowest range is labeled 1 and even with the transfer case in high range it appears to have substantial power.

The improved braking of the 900 Series is noticeable. The switch to a completely air system from the air over hydraulic, used on the earlier series, is an improvement. The system uses "wedge" type brake actuation which allows the components to be mounted in less vulnerable locations for off road operations, but will have increased maintenance considerations over the more common "S cam" type actuation systems.

The winch on the 900 Series is hydraulic driven as opposed to the mechanical drive winch on the 800 Series. With a hydraulic driven winch there is no shear pin to fail, to totally disable the winch. The maximum pull is limited by the hydraulic system pressure. If overloaded the winch simply stalls.

Payload and Weight Distribution

There is one tremendous drawback to the 900 series; limited payload. The M39 and M839 series, for the most part, actually had two payload ratings, one rating for "Cross Country" (CC) operation and one for "On Highway" (OH) operation. While each model within the series had specific weight ratings, the nominal ratings for these series were 5 ton (10,000 lbs.) CC and 10 ton (20,000 lbs.) OH.

The CC rating accounted for the severe duty the military expected during off road operations. It was a reduced rating to help extend the life of the vehicle in severe off road and even battle conditions.

Before the introduction of the 900 series, the military dropped the OH rating and started listing only the CC rating. Table 3 shows the available payload for all 900 series models as published in the military operator's manual for this series.

| Table 3 | | | | |
|--------------|--------------------------------|-------------------|--|--|
| Model Number | Empty Vehicle Weight (Ibs.) | Payload (Ibs.) | | |
| M923 | 21,600 | • • | | |
| M923A1 | 22,175 | 10,000 | | |
| M923A2 | 20,930 | | | |
| M925 | 22,360 | | | |
| M925A1 | 23,275 | 10,000 | | |
| M925A2 | 22,030 | | | |
| M927 | 27,749 | | | |
| M927A1 | 25,035 | 10,000 | | |
| M927A2 | 23,790 | | | |
| M928 | 27,811 | | | |
| M928A1 | 26,135 | 10,000 | | |
| M928A2 | 24,890 | | | |
| M929 | 25,888 | | | |
| M929A1 | 25,065 | 10,000 | | |
| M929A2 | 24,890 | | | |
| M930 | 26,624 | | | |
| M930A1 | 26,165 | 10,000 | | |
| M930A2 | 24,920 | | | |
| M931 | 22,089 | | | |
| M931A1 | 21,140 | 15,000 | | |
| M931A2 | 19,895 | | | |
| M932 | 22,841 | | | |
| M932A1 | 22,242 | 15,000 | | |
| M932A2 | 20,995 | | | |
| M934 | 29,949 | | | |
| M934A1 | 29,280 | 5,000 | | |
| M934A2 | 28,035 | | | |
| M936 | 39,334 | | | |
| M936A1 | 38,155 | 7,000 | | |
| M936A2 | 36,910 | | | |

As can be seen in Table 3, the models with the most available payload are the 931 and 932 units. In order to help determine what capability a converted 900 series unit might have, REC obtained a M931A2 Truck Tractor. The truck was stripped of all apparatus used for towing to get as

close to a bare chassis as possible. Then it was weighed without personnel in the cab to get a starting point for design considerations. Table 4 lists the weights REC measured and the load ratings from the dash board plate on the unit.

| Table 4 | | | | |
|------------|------------------------|---------------------------------|--|--|
| | Gross Rating (Ibs.) | As Weighed plus Fuel (lbs.)* | | |
| Front Axle | 9,830 | 9,790 | | |
| Inter Axle | 12,635 | 4,730 | | |
| Rear Axle | 12,635 | 4,755 | | |
| Total | 35,100 | 19,275 | | |

*The fuel tank was partially full when weighed. REC calculated the effects of a full fuel tank and added it to the figures.

Additionally, by REC calculations, if two 200 lb. persons were in the cab, it would increase the front axle loading to 10,050 lbs. This would exceed the front axle weight rating without further

apparatus. From this it was determined that all weight for any equipment added to these units would need to be added to the rear axle set only.

This information rules out the installation of forward mounted brush protection.

Subtracting the sum of the weighed amounts, 19,275 lbs., from the GVWR of 35,100 lbs., leaves a total available payload of 15,825 lbs. The "Quick and Dirty Calculator" from the REC web site estimates a tank with a capacity of up to 1400 gallons and a basic water handling system, could

be added to this chassis. Due to the age of the chassis and the severity of the expected duty, it may be beneficial to reduce this. REC Newsnote 3 recommends a 10-15 percent reduction.

Extra equipment added such as a larger than normal pump, extra pumps, hand tools, portable water tanks, etc., would also reduce the amount of water the chassis could carry.

Conclusion

While the 900 series 6x6 units now available through FEPP and FFP have many new features that make them more user friendly and comfortable, the lower rated payloads limit their flexibility for conversion into wildland fire suppression units. With the very low or nonexistent front axle payload, wildfire agencies and rural fire departments will need to carefully consider what equipment to add and where it is placed on the unit. At this point REC does not have plans to develop apparatus designs specifically for the 900 series. While brush armor designed for earlier 6x6s does not appear to be an option, the designs for the tank in Project Packet 63A-5, and the water handling examples in Packet 63B, are adaptable to this unit. However, adjustments to account for lower payload will need to be made.