

CDF FIRE ENGINE—MODEL 5

Hydrostatic Fire Engine



USE

By 1983 CDF had been using hydrostatic drives for fire pumps approximately four years. Up to this point all field experience had proven the system reliable and effective. The two-stage pump afforded the flexibility to deal with the wide variety of fire scene conditions encountered by crews.

During the mid-80s the Department incorporated several research and development projects into existing models. Examples include: hydrostatic fire pump drive system, and Class A foam injection and electronic pump controls. This hydrostatic Model 5, along with other models during this time, were the fore runners for the current models.

CREW

Seating for six personnel

CAPABILITIES

Booster Tank: 500 gallons

Fire Pump: 475 GPM, Two-Stage (Hydrostatic)
Class A Foam

MANUFACTURERS

Chassis: Navistar

Body: West-Mark, Master Body Works

SPECIFICATIONS

Gross Vehicle Weight: 29,500

Engine: International DT-466 220 H.P.

Front Axle: 12,000 lbs.

Rear Axle: 17,500 lbs.

Transmission: Allison MTB 640)

Wheel Base: 152"



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